

Handrail Response from SCC – See below excerpts from Highway Maintenance Operational Plan

Their e-mail response was *“Thank you for contacting us about this issue. We have visited the location of your report and assessed against Suffolk County Council's Highway Maintenance Operational Plan (HMOP). Unfortunately, at this time we are unable to take further action as this does not meet our intervention criteria. We will, however, continue to monitor the location as part of our routine inspections.”*

Please see below for information from the Highway Maintenance Operational Plan that their response references.

Defect Response Matrix H – Fencing and Barriers

| | | SEVERITY | | | | | |
|------------|---|--|---|--|--|---------------------------------|---|
| | | Extreme | Major | Moderate | Minor | Minor | Negligible |
| | | Road Type 2 | Road Type 3a | Road Type 3b | Road Type 3b | Road Type 4a | Road Type 4b |
| | | Strategic 'A' rd routes | Main distributor - major urban network and inter-strategic routes | Main urban secondary distributor roads | Main rural secondary distributor roads | Local roads | Minor rural roads and urban culs-de-sac |
| LIKELIHOOD | Very Likely Bridge parapets | Cat 1 2 hours | Cat 1 2 hours | Cat 1 2 hours | Cat 1 2 hours | Cat 1 2 hours | Cat 1 2 hours |
| | Likely Safety fences | Cat 2 2 working days | Cat 2 2 working days | Cat 6 14 calendar weeks | Cat 6 14 calendar weeks | Cat 6 14 calendar weeks | Cat 6 14 calendar weeks |
| | Possible Pedestrian barriers - preventing unintentional carriageway access | Cat 2 2 working days | Cat 2 2 working days | Cat 6 14 calendar weeks | Cat 6 14 calendar weeks | Cat 6 14 calendar weeks | Cat 6 14 calendar weeks |
| | Unlikely Pedestrian barriers - guiding to crossing points | Cat 6 14 calendar weeks | Cat 6 14 calendar weeks | Cat 6 14 calendar weeks | Cat 7 Potential future works | Cat 7 Potential future works | Cat 7 Potential future works |
| | Rare Other fences | Cat 7 Potential future works | Cat 7 Potential future works | Cat 7 Potential future works | Cat 7 Potential future works | Cat 7 Potential future works | Cat 7 Potential future works |
| Notes | | Where safety fencing is provided or pedestrian barrier has been provided to guide pedestrians to a crossing point, a risk assessment should be carried out to consider whether it is still necessary, before carrying out replacement. For safety fencing and pedestrian barriers on Type 2 and 3a with 48hrs make safe response, permanent repair is to be delivered as Cat 6 (14 weeks) | | | | | |

5.9 FENCES AND BARRIERS



5.9.1 Safety

Safety fences and barriers provide separation for traffic and vulnerable road users from each other and other hazards, e.g. watercourses. Unstable fences, walls and barriers adjacent to the highway can present risks to the safety of highway users. The reactive response to defects for safety fences and barriers is referenced in Matrix H.

5.9.1 Sustainability

Where safety fencing is provided or pedestrian barrier has been provided to guide pedestrians to the crossing point, a risk assessment (using LTN 2/09 for pedestrian guardrail, TD 19/06 for fencing) is to be carried out, to consider whether it is still necessary, before carrying out replacement.

Standards

| Feature | Maintenance Standard |
|--|---|
| Safety fences (or 'vehicle restraint systems') | Damaged safety fences will be made safe and/or permanently repaired within the timescales noted in Matrix H. |
| Pedestrian barriers (guardrail) | Damaged barriers will be made safe and/or permanently repaired within the timescales noted in Matrix H. |
| Other fences | <p>In most cases, this fencing will be owned by the adjacent property owner. The owner of the fencing will be contacted (if possible) and asked to make it safe. If the owner cannot be contacted, or will not make the fencing safe, repairs may be undertaken within the timescales noted in the relevant Defect Response Matrix or made safe in line with Matrix H.</p> <p>Other fences that are the responsibility of the highway authority will be made safe in accordance with the relevant Defect Response Matrix H if they present a danger to the highway user.</p> <p>The need for permanent repairs will be at the discretion of Suffolk Highways.</p> |