

Environmental Information Regulations – Response - 27071

Follow on to 26978

Having reviewed the information provided under FOI references 26830 and 26978, I note that while data has been supplied, it raises a number of important questions which remain unanswered.

In particular:

- Inspection records repeatedly state that “no recordable HMOP defects” were identified, yet the defect data shows ongoing reactive repairs on this same stretch of road.*
- No clear explanation has been provided as to how these two datasets align in practice.*
- The condition data (CVI/SCANNER) has been provided in raw format without interpretation or indication of the current condition rating of the carriageway.*
- It is unclear whether any structural assessment or resurfacing review has been undertaken, and if so, what the outcome was.*

To enable a meaningful understanding of the council’s maintenance approach, I would be grateful if you could clarify:

1. How inspection outcomes correlate with subsequent repair activity

Safety inspections are undertaken to identify defects that meet intervention criteria as set out in the Highway Maintenance Operational Plan (HMOP). If a defect is identified that meets the intervention criteria this will be ordered for repair in accordance with the relevant defect matrix as set out in the HMOP.

Outside of routine safety inspections, our teams react to customer reports of defects. In this scenario, the team will visit the location of the report and assess against the HMOP and order a repair where appropriate.

This may result in defect repairs already being ordered at the time of the next routine safety inspection.

2. The current condition rating for this section of the A143

Condition data relating to this section of the A143 has been provided. Based on all roads across Suffolk, this section ranks 16,125 out of 19,344 road sections.

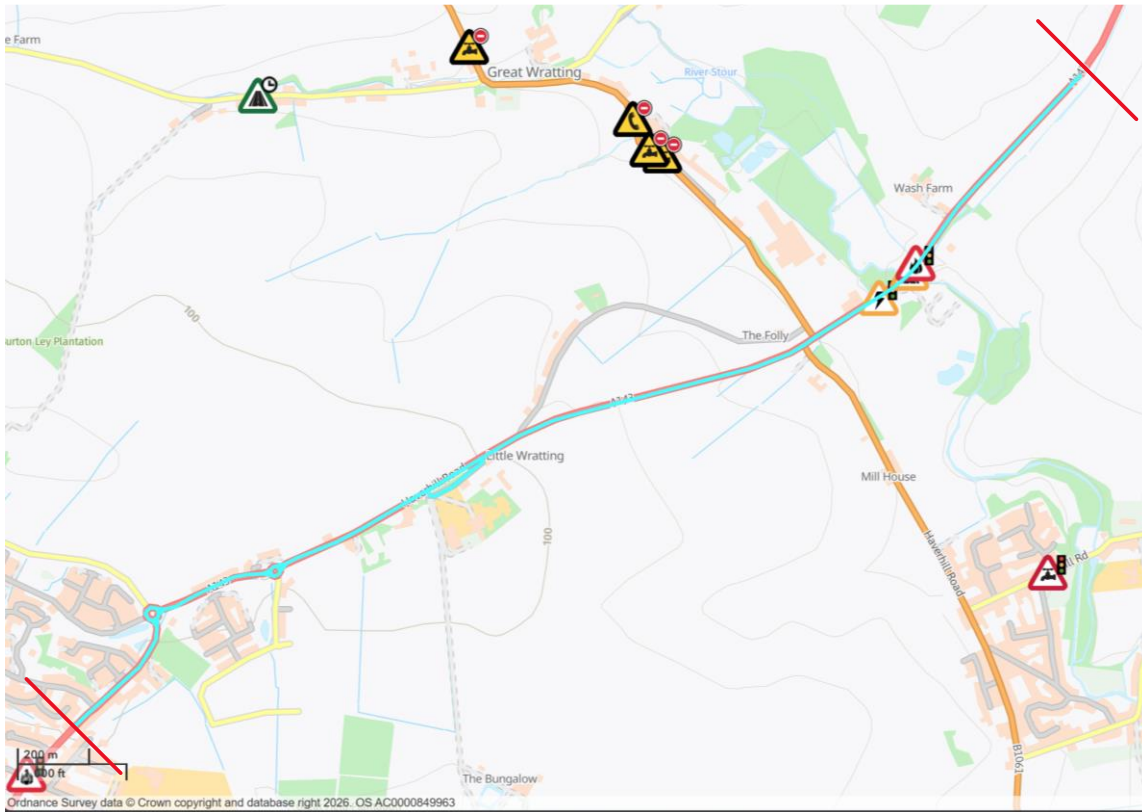
3. Whether this section has been assessed for resurfacing, and the outcome of any such assessment

Based on its ranking, no specific assessment has been undertaken for this section of the A143.

In addition, I would now like to request the following further information:

4. The cost of reactive repairs carried out on this section of the A143 over the past 24 months

The carriageway asset section is illustrated below (between the two red lines) and is approximately 3,871m in length.



For this asset section, £33,083 has been spent on carriageway related reactive repairs since the beginning of March 2024, based on the date a repair was ordered.

Some of the costs are indicative as final claims for repairs have not yet been received for more recently repaired defects and those identified but still awaiting repair.

5. Whether any comparison has been made between repeated patch repairs and resurfacing in terms of value for money

No