

Highways Asset Management



**Environment and Sustainable
Communities Overview and Scrutiny
16th May 2022**

Introduction

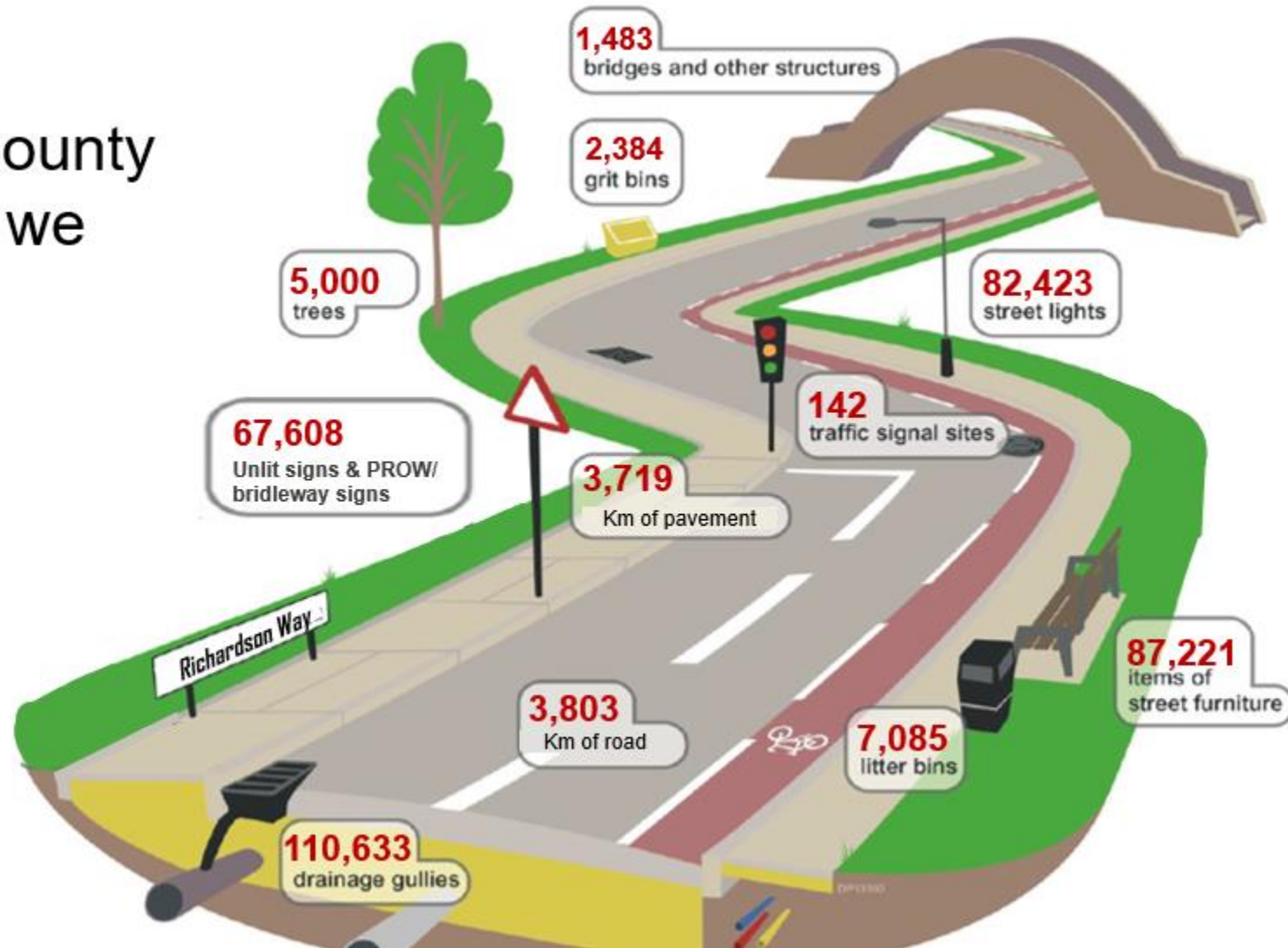
Highways Act 1980 places a duty on the Local Highway Authority to maintain the adopted highway as outlined in section 41.

The **Highway Maintenance Plan** sets out the Council's inspection, condition survey, reactive and routine maintenance service levels

The **Transport Asset Management Plan (TAMP)** sets out the long term plan for managing the highway asset by applying programmed maintenance

Highway Inventory

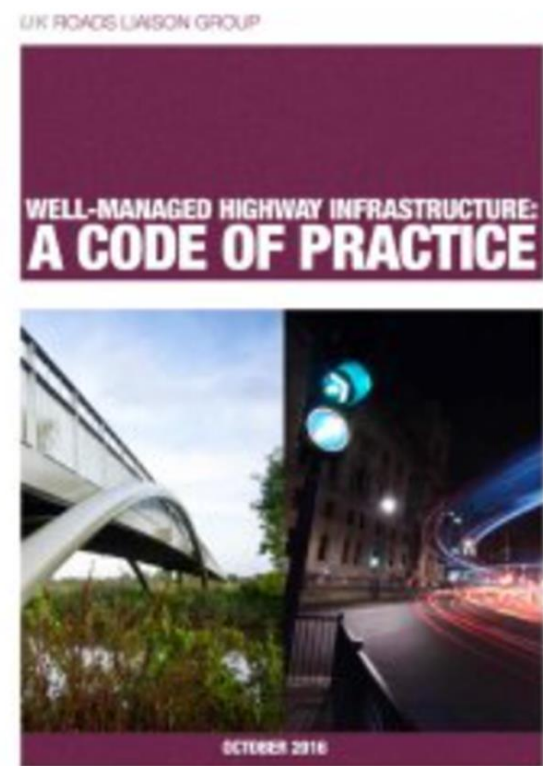
Across County Durham, we have...



Policy Implementation

- DCC has developed a Highway Safety Inspection Manual (HSIM) aligned to the National Code of Practice (CoP) for Well Managed Highway Infrastructure to ensure we adhere to our statutory duty.

Safe, serviceable and sustainable network.



Inspections and Assessments

To comply with policy we undertake inspections that assess the safety of the asset and the condition to help inform what treatment is required to prolong its life in a serviceable condition.

Condition Surveys

Asset	Survey	Frequency
A - Roads	Surface Condition Assessment for the National Network of Roads (SCANNER)	100% surveyed in one direction only annually
B - Roads		100% surveyed in one direction only annually
C – Roads		100% surveyed in one direction only annually
Unclassified Roads (Cat 3a, 3b, 4a bus routes only)		One direction surveyed annually
Unclassified Roads	Coarse Visual Inspection (CVI)	Minimum 25% annually
Footway Hierarchy 1, 1a, 2, 3, 4	Footway Network Survey (FNS)	Minimum 25% annually
Carriageway Hierarchy 2 & 3a	Skid Resistance – using Sideway-force Coefficient Routine Investigation Machine (SCRIM)	Annually
Carriageway Hierarchy 3b, 4a and 4b		Not routinely undertaken
All locations	Vehicle Restraint Systems	On a 2 year cycle if more than 10 years old or a 5 year cycle if less than 10 years old
All highway structures with a span > 1.5m	Structures – General Inspections	Every 2 years
All principal road network and other significant structures	Structures – Principal Inspections	Frequency varies between 6 and 12 years depending upon risk assessment
Any structure identified through the general inspection or from reports	Structures – Special Inspections	As required
All structures on rivers subject to fast changing environment or deep water	Underwater Inspections	Every 2 years or following severe flood conditions

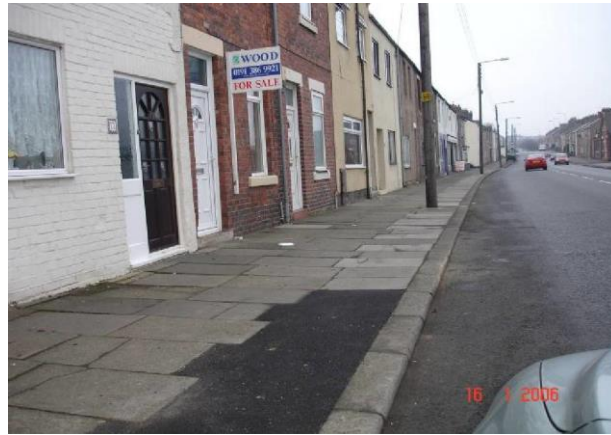
Highway Inspections

Inspection Type	Description	Assets/Routes
Safety inspection	Safety inspections are designed to identify all defects that are likely to create danger or serious inconvenience to users of the network or the wider community	Carriageways, Footways and Cycle Routes
Service inspection	Service inspections are detailed inspections tailored to the requirements of particular highway assets to ensure that they meet requirements for serviceability	Street Lighting, Structures, Highway Trees, Traffic Signals

Safety Inspections

- Over 11,000 cyclic safety inspections are carried out to specific frequencies by 16 qualified Highway Inspectors.
- Inspection frequencies are determined by a number of factors including:
 - Category within the highway network
 - Character and traffic volume
 - Current and proposed usage
 - Routes to important local facilities (schools, hospitals etc..) and to the strategic network
 - Traffic sensitive routes
 - Accident history
 - Vulnerable users or people with special needs
 - Local knowledge / expertise

Types of defects



Defect Repair Categories

In accordance with the Highway Safety Inspection Manual each defect is given a repair category based on the danger/potential danger and the hierarchy of the highway:

- 2 hours/immediate repair- Category 1.1 defect
- 72 hours - Category 1.2 defect
- 14 days – Category 2.1 defect
- 3 months – Category 2.2 defect

Inspections Data

- 51,501 defects reported/recorded in the last 12 months. This is through CRMs, Highway Inspections.
- Defects include potholes, ironwork, kerbing, edge deterioration.
- Amount spent repairing defects = £2.6m

Asset Condition

- Assets are inspected and evaluated to determine their condition.
- Some in-house surveys for lighting and structures.
- Majority are independently assessed in accordance with Codes of Practice and industry standards.
- Asset conditions are reported annually to the Department for Transport and Cabinet.

Major Groups - Asset Condition Headlines

Classified Roads where maintenance should be considered

A – 3.1%

B – 3.0%

C – 2.6%

Fair condition target 4%

Unclassified Roads – 22.5% against a fair condition target of 8.0%

Footways – 22.5% against a fair condition target of 5.0%

Bridges – 82% on principal roads and 81% on non-principal roads against a target of 95%

Highways Assets - Performance

- DfT Incentive Fund:
 - Maximum Band 3 rating maintained in the last 4 years
- ISO 55001:2014 Asset Management
- National Highways and Transportation (NHT) Public Satisfaction Survey
 - Above National and North East average for 5 out of 6 indicators

Innovation - Environmental Performance.

Plastic Roads and Rubber Crumb

DCC working in partnership with Rainton Construction to use plastic and rubber crumb in surfacing schemes.

- Outlet for single use plastics and rubber
- Reduces amount of bitumen required which impacts on the amount of fuel required.
- Recycled road materials.

Case Studies

THE FACTS: 4 **Rejuvoflex** sites delivered in



Innovation - GOVTECH

- DCC working in partnership Blaenau-Gwent and two external companies through a DfT funded project.
- Assist with defect identification, assessing network condition and ultimately scheme identification.
- Daily monitoring of condition.
- Reduces the need to review 800 sites per annum.
- Significant fuel, cost and staff time savings.

Highway Claims

- Strong policy provides DCC with a robust defence against third part claims.
- Asset management is fundamental to reducing claims.
- Recognised by DCC insurers the processes and procedures we implement to defend claims.

**Thank you –
Any questions?**