

High Speed Dual Carriageway Maintenance Policy

A report by the Director, Kent Highway Services to the Highways Advisory Board on 6th March 2007.

Introduction

1. Kent Highway Services maintains 80 kms (50 miles) of high speed dual carriageways across the county, appendix 2 shows the location of these roads. This report proposes a new policy which will enable a standard approach to maintenance and will allow road users to plan their journeys with advanced warning of disruption.

Existing Maintenance Policy

2. The adopted asset maintenance plan details how each part of the highway infrastructure should be maintained and to what frequency. In most cases, these roads are maintained using a reactive, needs based approach mainly due to the differing maintenance needs of the highway.
3. In addition to the obligations of KHS to undertake maintenance of the highway network, the District Councils also have obligations for cleansing, under the Environmental Protection Act, and in most cases undertake vegetation work on our behalf.
4. The cost of undertaking work on these roads is higher than other roads, mainly due to health and safety considerations for the workforce leading to extensive traffic management (cones and signs etc).
5. Undertaking work in a reactive way can lead to financial inefficiencies and less control over planning work on all parts of the highway.

Proposed Policy

6. The proposed new policy is intended to ensure that routine maintenance is undertaken at set times throughout the year, using planned road or lane closures. This has two benefits, it allows maintenance activities of both KHS and the District Councils to be planned and therefore be cost effective and all-inclusive. It also allows KHS to advertise the work in advance so that the travelling public are informed of the potential for disruption.
7. Appendix 1 details the proposed policy for maintaining our high speed road network.

Conclusion

8. Subject to the views of this Board, it is proposed to recommend to the Cabinet Member for Environment, Highways & Waste that approval is given to adopting the policy in appendix 1 as the method for maintaining our high speed road network.
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Contact Officer: Matthew Sims (01227) 825335 matthew.sims@kent.gov.uk

Background Documents: Appendix 1 – High Speed Dual Carriageway Maintenance Policy
Plan of High Speed Dual Carriageways in Kent – on display

High Speed Dual Carriageway Policy

Inspections

Safety Inspections

- All HSDC are subject to weekly driven inspections.
- Standard HSDC Inspection forms will be used to record defects.
- Defects are assessed to ascertain if they can be repaired at the next planned closure or need to be repaired more quickly.
- Street lighting will be inspected every 2 weeks with night time patrols.

Annual Inspections

- All HSDC will be subject to a joint inspection annually between the inspector, an engineer and a transportation engineer to assess any trends that may impact on road safety. Remediation works will then be planned and prioritised.

Planned Maintenance

- All HSDC will be subject to a 2 or 3 planned visits per year.
- The frequencies and time of year of the visits will be agreed locally and will be dependant on local conditions, volume of traffic and timing of District Council work.
- The dates will be set at the beginning of the financial year in liaison with the relevant District Council(s).
- The dates for road or lane closures will be advertised in the local media, Kent County Council media and District Council Media.
- Budgets for work on HSDC will be identified at the beginning of the financial year

The following planned maintenance will be carried out :-

Asset	Work	Frequency
Signs	Clean all signs Reset or replace	Every planned visit Every planned visit as necessary
Lines	Refresh junction markings Refresh longitudinal markings	Annually Every 3 years
Studs (cats eyes)	Replace missing or damaged	Every planned visit
Safety fencing	Fully Inspection	Annually
Drainage	Gully suck Gully grate/channel clean Pipe run survey	A minimum of annually but more or less frequently based on risk assessment Every planned visit Every 10 years
Vegetation	Weed kill Tree work Grass cutting – safety Grass cutting - amenity	Every planned visit Every planned visit as required Every visit Twice per year or as per district council contract
Street Lighting	Replace Lamps (bulbs) Replace other parts (eg photocells) Repair 'day-burners'	Every planned visit as required Every planned visit as required Every planned visit as required
Structures	Inspection Works	During planned visit as necessary During planned visit if practicle
Cleaning	Sweep central reserve Clean verges	Every visit Every visit

Reactive Maintenance

- If it is considered that specific defects cannot wait for a repair at the next scheduled closure, a repair will be instigated.
- All interested parties will be advised of any reactive lane or road closures to ensure that an other local ad-hoc maintenance is carried out.
- The Asset Maintenance plan states that street lights in the central reserve of high speed roads will be repaired only when 3 lights in succession are out of light or 10% in 1 Kilometre.