

Process: Asset Management and Operational Requirements (AMOR)

Title: ASC8 Maintenance Requirements Plan (MRP)

Mandatory	HE Process
Generic	HE3
Contract Specific	
Guidance	

Section 6.0 – Paved Areas Maintenance Requirement (AMOR Part 9)

6.1 Sources of condition data – paved areas

Condition data for paved areas will be gathered throughout the year via several types of surveys. SCRIM (Sideway-force Coefficient Routine Investigation Machine) surveys are carried out annually to measure skid resistance levels. These surveys are instructed by the Employer and are uploaded by the Network Referencing Manager to the Employer's pavement management database HAPMS. TRACS (Traffic Speed Condition Surveys) are again instructed by the Employer and take place bi-annually. The aim is to identify areas of rutting and surface failure on the network. TRACS results are also stored in HAPMS.

Further data is collected by Highways Inspections to identify safety and non-safety defects that fall outside of the remit or occur between scheduled SCRIM and TRACS surveys. Defects identified during the course of Highway Inspections are recorded within IAM IS using hand-held devices via MapCapture.

For the purposes of this document, "section" is defined as:

A section is a length of highway as defined by the Highways England.

6.2 Risk assessments of Area Network – paved areas

Localised recurring defects will be risk assessed and addressed via make safe, temporary repair or VFM permanent repair and a decision made whether to propose a scheme under the subprocess 2.2 Develop Schemes.

6.3 Programme of inspections – paved areas

The programme is based on the following inspection frequencies:

Type of road	Roads	Inspection Frequency	Safety Patrol Frequency
Motorway	M1, M11, A1(M)	7 days	Daily
APTR – heavily trafficked	A1, A14	7 days	N/A
APTR – lightly trafficked	A421, A428, A5	7 days	N/A

The programme is detailed within P6 Primavera Inspection Programme.

We will also carry out an annual survey of the Network using Yotta "Horizons", a multi-camera military grade GPS survey. This enables the survey to be used with the HE asset management software and update and correct asset data. The HAPMS data can then be used to target inspections and take necessary measurements and is the same prioritisation tool used the AMOR.

6.4 Response and repair timescales – paved areas

Defects will be made safe in line with the Deliverables in AMOR Part 9. Safety-temporary repair defects made safe within 24 hours.

6.5 Planned preventative maintenance – paved areas

Our approach to pavement maintenance is to undertake pavement repairs following identification as part of the inspection programme 6.4. Cold lay pothole repair material will be used as the preferred method of repair.

Where small cold lay repairs have repeatedly failed we will look to instruct small Lump Sum patches for repair. Repairs will be undertaken as soon as possible following identification and within the timeframes set within AMOR part 9.

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We will seek to improve efficiency of preventative maintenance by taking opportunities within traffic management associated with planned works schemes or routine maintenance activities.

Defects identified as non-urgent will be referred to the Asset Manager for assessment and promotion as schemes.