
Director of Engineering Memorandum
DEM 158/15
DEM TITLE: Road Maintenance Standards for Safety – Revised
Inspection Frequencies

Author :	Alan McMurray
Version :	1
Implementation Date:	14 December 2015
Date issued to users:	16 December 2015

Level 1 (Title / Key Words) :	RSPPG_E019, Maintenance Standards, inspection frequencies, safety inspections
Level 2 : (Directorate/ <u>Owner</u>):	Network Services
Level 3 : (RSHQ or HoBU Managed Function):	Network Maintenance Group
Level 4 : (Work Areas)	Maintenance

Purpose

The purpose of this memorandum is to advise TransportNI staff of a change to Table 2 Inspection Frequencies in RSPPG_E019 Road Maintenance Standards for Safety.

Scope

The revised inspection frequencies are intended as a permanent measure brought about as a result of the impact of the Voluntary Exit Scheme (VES) on staffing levels.

This DEM deals with the Inspection Frequencies aspect of RSPPG E019 only. Aspects of the maintenance regime not covered in this DEM (e.g. defect category definitions, prioritisation and repair of defects etc.) should still be undertaken / interpreted as per RSPPG_E019 and DEM155/15 Road Maintenance Standards for Safety – Skeleton Service.

Background

TransportNI has carried out a risk based review of road inspection frequencies in light of reducing resource levels. In determining the revised inspection frequencies, consideration was given to traffic levels, defect numbers, road class etc.

Definitions

None

Director of Engineering Memorandum
DEM 158/15
DEM TITLE: Road Maintenance Standards for Safety – Revised
Inspection Frequencies

Policy

The revised Inspection Frequencies are:

Road Element	Maintenance Category	Traffic Flow	Inspection Interval
Motorways			Daily Mon – Sat (Note 3)
Carriageways	High Traffic	> 5,000 vpd	1 month
	Medium Traffic	1,500 – 5,000 vpd (in urban areas) 500 – 5,000 vpd (in rural areas)	3 months
	Low Traffic	< 1,500 vpd in urban areas < 500 vpd in rural areas	6 months
Footways and Footpaths	High Traffic	Town and city centres (as indicated on Area Plan)	1 month
	Medium Traffic	Busy urban footways leading from housing estates and car parks to town and city centres. Main streets in villages.	3 months
	Low Traffic (high risk) (see note 4)	Housing estates with a high incidence of defects due to age of the footway, construction of footway, extensive utility reinstatements or vandalism.	3 months
	Low Traffic	Housing estates, other urban footways and rural footways.	6 months
Car Parks	Town and city centre	Those car parks that are located within the central business area.	1 month
	All other car parks		3 months

Notes:

1. vpd = vehicles per day (total of flows in both directions) - AADT.
2. Urban areas are generally those within 20 mph, 30 mph or 40 mph speed limits.
3. On motorways, a safety patrol is undertaken daily Monday to Saturday, to remove debris and identify other safety defects.
4. Where the footways in an urban estate have been classified as low traffic/high risk, then it will be normal to inspect the associated carriageways at the same interval.
5. Cycle tracks are inspected at the same intervals as footways with the same definition unless they are part of the carriageway.
6. The above inspection frequencies shall apply to areas included in Public Realm Schemes

Director of Engineering Memorandum
DEM 156/15
DEM TITLE: Road Maintenance Standards for Safety – Revised
Inspection Frequencies

Equality

The overarching RSPPG was considered in terms of section 75 equality implications. An EQIA screening considered that it did not have significant implications for equality of opportunity, thereby making it unnecessary to carry out a full Equality Impact assessment. The same principle applies to this DEM.

The implementation of this DEM will have an equal impact on all road users regardless of their Section 75 status.

P.B. Doherty
Director of Engineering

All enquiries or comments to:

Joe Lawson
Network Maintenance
Network Services
Room 2.26 Clarence Court
10-18 Adelaide Street
Belfast BT2 8GB
Tel. 028 90540614