

inspections can be incorporated as part of other visual inspections, such as the CVI or DVI regime for UKPMS. These surveys may be undertaken either by slow moving vehicle or on foot depending upon the circumstances.



- 9.10.2 Where footways, cycle routes or PROW remote from carriageways form part of an integrated route or network intended to encourage walking or cycle use, consideration should be given to adopting a consistent service inspection frequency for the route or network as a whole.

***New Paragraph
Added 14 May 2009***

- 9.10.3 The Footways & Cycletrack Management Group (FCMG) (Figure 1) has established a website to promote awareness of the work of the FCMG in general and through the publication of project reports and consultation papers where appropriate. More information may be found from the following website.

www.footways.org/

9.11 SERVICE INSPECTION OF HIGHWAY DRAINAGE SYSTEMS

- 9.11.1 In general inspection of drainage has proved problematic to authorities for a variety of reasons, including inaccurate records of drainage locations, uncertainty of ownership and lack of resources. In order to mitigate some of these problems, authorities should adopt a risk based approach to identifying the condition of their drainage network as described below.

- 9.11.2 A risk based approach would identify the risk associated with inadequate serviceability from, for example:

- gullies, grips and ditches, which may be obstructed by the growth of vegetation or damaged by traffic (in most cases the responsibility for maintenance of ditches will rest with the adjoining landowner);
- culverts under roads which may be affected by blockage, subsidence or structural damage;
- other piped drainage which may be affected by blockage or subsidence;

- sustainable urban drainage systems (SUDS), which may require special maintenance attention for maximum effectiveness;
- surface boxes and ironwork for both drainage and non-drainage applications, which may be affected by subsidence or obstructed access.



9.11.3 Authorities should identify the risks associated with these drainage elements and determine an inspection regime that would meet the expected levels of service. Where possible and in order to create greater efficiency, these inspections should be combined with safety inspections, particularly in the case of gullies and ironwork. Culverts under roads should be inspected every five years by default, and more frequently in wooded areas.

9.11.4 Fundamental in the development of this risk based approach is the identification of areas that may be particularly susceptible to risk of flooding, either from topological factors outside the highway or from frequent silting of systems. Frequency of these inspections will depend on local circumstances but again could form part of safety inspections. They should be carried out during or immediately following periods of heavy rain as opportunity allows. Further information on this is contained in Section 14 Weather and Other Emergencies.

9.12 SERVICE INSPECTION OF EMBANKMENTS AND CUTTINGS

9.12.1 Significant embankments and cuttings should be defined and an inspection regime identified based upon the geological characteristics and the potential risk of slippages or rockslides. Service inspection arrangements should be based on specialist geotechnical advice, but should usually be programmed wherever possible to follow periods of heavy rain, severe frost or prolonged dry weather. A risk based approach should be adopted to identify any issues critical to network performance, after which an enhanced service inspection regime should be adopted.

9.13 SERVICE INSPECTION OF LANDSCAPED AREAS AND TREES

9.13.1 Highway trees contribute to amenity and nature conservation and in urban areas can enhance the space between buildings, reinforcing the area's character and appeal. Close co-operation between arboriculturalists, highway engineers, landscape architects and urban designers is essential to preserve and enhance