SKANSKA

Area 2 Maintenance Requirements Plan

Part B11 – Sweeping and Cleaning

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Document history

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Revision	**Purpose description**	**Originated**	**Checked**	**Reviewed**	**Authorised**	**Date**
Rev 1.0	Mobilisation issue	[redacted]	[redacted]	[redacted]	[redacted]	26/06/12
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Sign-off

Client/Staff Member	Highways Agency
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1. Introduction

This document forms part of - and is to be read in conjunction with Part A of the Area 2 Maintenance Requirements Plan (MRP).

The purpose of this document is to detail the proposed methodology and any risk-based approach Skanska will use to achieve the objectives, Provider Outcomes and Deliverables of the Asset Maintenance and Operational Requirements v1.7 (AMOR).

The Skanska Asset Delivery Manager will be the owner of this plan and the Skanska Route Watchman (North and South) will be responsible for its implementation.

This document supports the Area 2 Asset Management Plan (AMP).

2.0 Scope

The Sweeping and Cleaning of all Area 2 Motorways, including hardened surfaces not ordinarily trafficked and unhardened areas within the route boundaries.

There are no APTR's within Area 2 listed in AMOR Appendix 15 for which Sweeping and cleaning requirements are retained, therefore all Area 2 APTR's are out of scope.

Amenity areas listed within the contract (except where sweeping and cleaning fall within the responsibilities of a third party).

Identified offensive graffiti is managed to ensure that the adverse impact on road users is minimised.

Detritus, debris and animal carcasses resultant from initial response to incidents are out of scope, as covered within Incident Response requirements.

3.0 Asset Data

Inventory data has been transferred from the previous providers Exor system and the HA's Pavement Management System (HAPMS), to the HA's new Integrated Asset Management Information System (IAM IS).

Asset data will be used to identify and target areas for sweeping and cleaning based on need.

4.0 Inspection Management

Safety Patrols and Safety Inspections will ensure that trafficked areas are safe, by virtue of being free of potentially hazardous litter and debris. The frequency of Safety Patrols and Safety Inspections will be risk-based in accordance with PART A of this MRP and our QMS sub process 2.01: Inspect Asset Condition.

4.1 Detailed inspections

No Detailed Inspections specifically relating to sweeping and cleaning will be undertaken.

Detailed Inspections of other asset types may identify additional issues relating to litter, refuse or graffiti which cannot be detected from Safety Patrols or Safety Inspections.

These will be assessed in accordance with the procedure outlined in section 4.2 of this document.

4.2 Targeted inspections

The network condition in relation to cleanliness will be assessed through driven inspection of applicable routes on a monthly basis.

The cleanliness will be assessed in accordance with the requirements detailed within the 'Code of Practice on Litter and Refuse' (DEFRA 2006).

The following definitions relate to the defects codes listed in Tables 3 and 5:

- Grade A - No litter or refuse;
- Grade B - Predominantly free of litter and refuse apart from small items;
- Grade C - Widespread distribution of litter and refuse with minor accumulations; and,
- Grade D - Heavily littered with significant accumulations.

5.0 Defect Management

All defects will be categorised in accordance with section 4.2 of this document and managed in accordance with the pre-defined requirements of AMOR, or the Skanska categorisation process detailed in PART A of this MRP. This will ensure the correct balance between safety, availability and value for money.

All defects will be recorded and entered into IAM IS.

5.1 Safety Defects

Immediate hazards detected on the Network will be reported to the NCC at the time of identification and, where reasonably practical, be corrected or verified by the SMARTs. Where not reasonably practical, the SMARTs will make safe (or otherwise protect) and inform the NCC for "follow up" action later. In this context, making safe may constitute displaying warning notices, closing affected lanes to traffic, coning or fencing off the defect to protect the public.
A make safe action is to be effected within 24 hours from the point in time of identification. Where temporary repairs are adopted, these shall be monitored and assessed by the Asset Risk and Needs Verification Manager to show that the repair mitigates any risk associated with the Outcomes until a Permanent Repair is completed.

5.2 Defect Repairs

Works to restore the network to the standard, and within the timeframe, detailed within AMOR Part 15 deliverables, will be programmed for SMARTs.

Identified offensive graffiti will be removed from sight within 24 hours of verification through SMART deployment.

Amenity facilities are cleaned as often as necessary between 08.00 and 16.00 hours. The frequency will be defined through periodic inspection and based on safety risk to users.

Litter bins (except where emptying falls within the responsibilities of a third party).are emptied prior to over-spilling.

Where instructed to do so by the Service Manager a Sweeping and cleaning rapid response will be deployed to the specific identified area within 24 hours of notification.

Restoration to the standard detailed within AMOR Part 15 deliverables will then follow.