



## Travel and transport newsletter - focus on highways



### Road condition

We've generally seen an improving trend in our road condition but, having been unsuccessful in our bid to the DfT Challenge Fund, we have a small funding shortfall for maintaining this current condition throughout 2015/16.

At the moment, 72% of A roads, 66% of B roads, 61% C roads and 52% of unclassified roads are in good condition, with only 3% of A roads, 4% of B roads, 6% C roads and 12% of unclassified roads classed as needing maintenance.

These figures are based on our annual surveys of the roads charted against Road Condition Indicators – which takes into account SCANNER surveys, rutting, cracking and how bumpy the road is!

In total, around 185 miles of road was 'treated' last year – this included 119 miles of surface dressing, 56 miles of resurfacing and eight miles of patching.



### Repair jobs

Between April 2014 and February 2015 18,776 defects were repaired, with 93% fixed 'on time'.

There were fewer repairs carried out in January and February this year compared to last year thanks to the milder, more settled weather – with 48% less jobs in January and 36% less jobs in February.

We've been moving towards carrying out more first time permanent repairs on A, B and C class roads and this has increased the amount of time it's taken to fix defects, with Category 2B repairs taking 19 days at our slowest point – but still within our 28 day target.

We will still aim to complete repairs within 32 hours (for the highest risk) and 28 days (for minor risk) of reporting by public or inspection team, making every effort to repair the majority of potholes within 28 days.

Although our repair times will increase with this new approach, as the process is more time consuming, we believe this is more efficient and better value for money than other temporary techniques.



## Reuse and recycle

Did you know we reuse and recycle as much material as possible?

There are three happy endings for any reusable material from schemes; some is put onto stock piles for future use, some is recycled back into schemes and some is sold or transferred to third parties in return for equipment hire or parking.

Last year, 47,365 tonnes of material was generated from resurfacing schemes. In 2014/15:

- 63% put on stock to be reused or sold at later date
- 28% was sold or transferred to third parties
- 12% was recycled onsite back into scheme

The total income from the sale of surplus material was over £70,000, this goes straight back into our highways maintenance budget - helping offset the costs of haulage and allowing us to maintain more roads.

\*The figures may not align to 100% due to advance invoice for sales/transfers

### Case study – A347 New Road, West Parley

Nearly 3,000 tonnes of planings were recycled back into the reconstruction of the surface.

We employed specialists, Stabilised Pavements Ltd, who recycled material in-situ and added bulking and binding elements to give the road a new lease of life.

By recycling the material we cut the amount of time the road had to be closed and it was also cheaper - compared to conventional resurfacing - and the results are excellent!

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## Save time, go online

More people than before are [reporting highway problems online](#); over 37 per cent of enquiries were made online in 2014/15.

These enquiries are dealt with in exactly the same way as an enquiry made by phone, but this saves can save you time if you're trying to call during a busy time for our contact centre.

As well as contacting us through the website, you can also find information about [upcoming roadworks](#), [car parks](#) and [cycling routes](#) in your area.

You can also follow [@traveldorset](#) for live traffic and travel updates.

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Questions or comments?

Email us:  
[yourdorset@dorsetcc.gov.uk](mailto:yourdorset@dorsetcc.gov.uk)

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