Guide to Highways

Derbyshire **Highways**

Working better, delivering more

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Overview

This guide provides an overview of the services provided by Derbyshire Highways on behalf of Derbyshire County Council.

The County Council is ambitious for the local area and is focussed on the following five priorities for the county:

- Resilient, thriving and green communities
- Happy, safe and healthy people
- A strong, diverse and clean economy
- Great places to live, work and visit
- High quality public services

Our highway network supports private, public and business transport needs in a diverse environment, from the heights of the Dark Peak to the lower levels surrounding the River Derwent.

Derbyshire County Council is committed to maximising our resources to keep our highways in a condition that makes them safe and reliable for all users throughout their lifecycle. We use asset management to prioritise the investment in our highways, manage risk and keep Derbyshire on the move to support the economic, social and environmental well-being of the county.

Our highway assets

Derbyshire County Council has a statutory duty, under The Highways Act 1980, to look after many highways that are maintainable at the public's expense. This covers both the resilient and non-resilient network but not roads that are private. Private roads are the responsibility of the landowner to maintain and inspect. However, if a private road is in a state of disrepair then the council has the powers to request that the homeowners whose frontages are onto the road must make the road outside their property safe. If they fail to do this, the council has the powers to make the road safe and then recoup the costs from the homeowner.

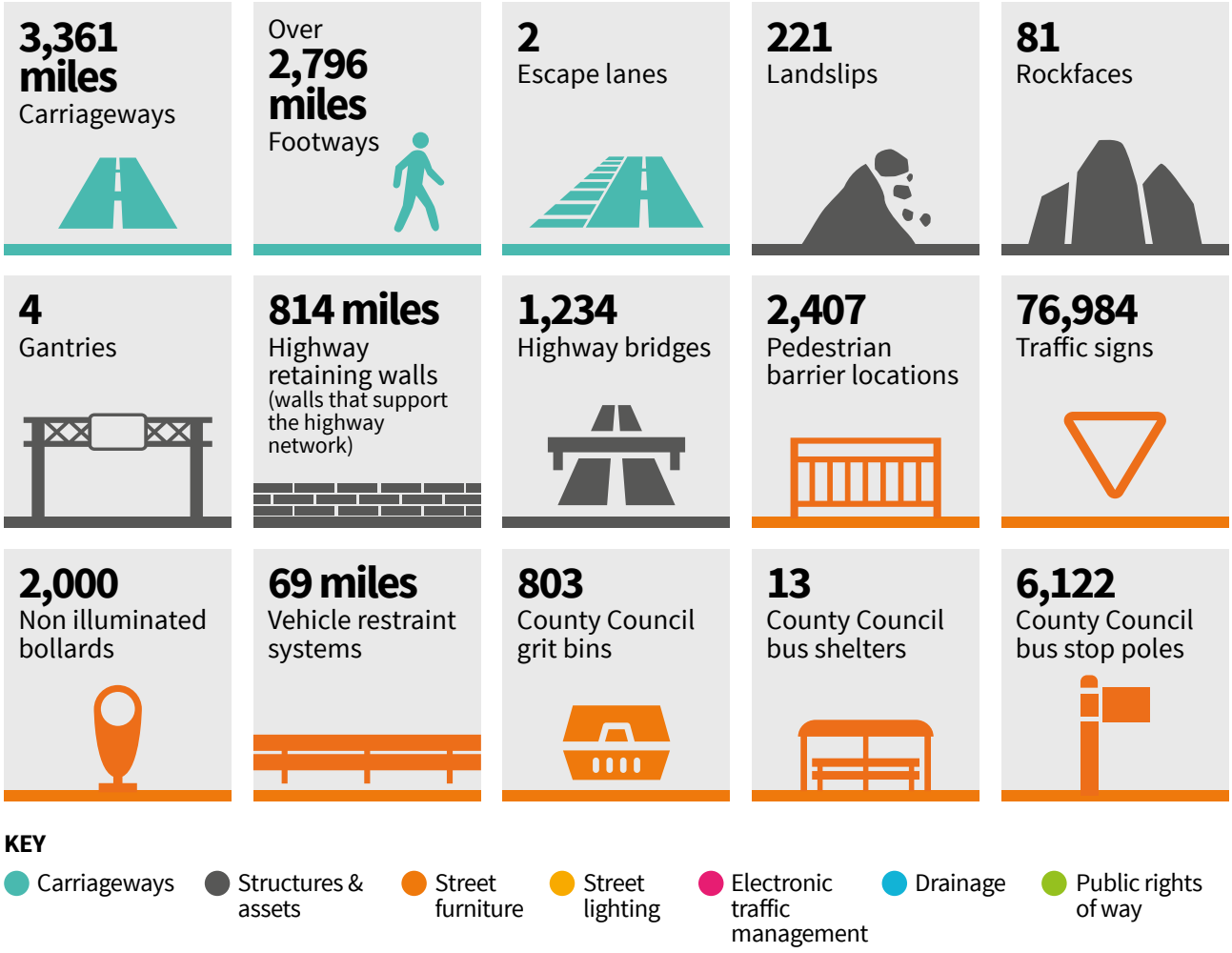
Resilient network

These are roads that we give priority to protecting in adverse conditions – around 300 miles of our entire road network. Usually this is extreme weather – snow, ice and flooding – but it may also include events like industrial action and major incidents.

Non resilient network

We rank our roads and other assets in order of importance, helping us to prioritise how we look after them. This is called the network hierarchy which ranks carriageways from 1 – 7 where 1 is highest priority.

The graphic shows the range of assets that we look after on our road network.



90,200
Street lighting columns

133
Signalised junctions

26
Toucan crossings

13
Pelican crossings

263
Puffin crossings

7
Pegasus crossings

166
Permanent electronic warning signs

67
Mobile electronic warning signs

300
Flashing amber warning lights

238
Zebra crossings

246
Real time passenger information screens

108
Fixed road safety camera housing units

42
Car parking meters

250
Traffic counting devices

7
Weather stations

8
Car parking guidance signs

96
CCTV cameras

11
Over height warnings

9
Variable Message Signs

574
Culverts

160,944
Gullies

2,788 miles
Public Rights of Way footpaths

380 miles
Bridleways

43 miles
Restricted Byways

36 miles
Byways Open to All Traffic

348
Public Rights of Way footbridges

660
Minor Public Rights of Way footbridges

276 miles
Cycleways and greenways

KEY
- Carriageways
- Structures & assets
- Street furniture
- Street lighting
- Electronic traffic management
- Drainage
- Public rights of way

We are carrying out a data gathering exercise to improve the information we hold about our drainage, biodiversity and highway trees assets.

Revenue funding

What is revenue funding?

Revenue funding comes from Council funds via Council Tax, business rates and government grants.

What is revenue funding used for?

The revenue budget funds running costs and is used for managing safety issues, winter maintenance like gritting, energy usage and cyclic maintenance.

Typical safety issues that revenue funding would pay for include blocked drains, potholes, damaged signs and missing road lines.

Derbyshire Highways currently receives approximately **less than 2%** of the Council Tax received per household each year.

Highway inspections

Why do we carry out safety inspections?

We have a duty under the Highways Act to maintain a safe network. We carry out safety inspections to identify, assess, record and prioritise the repair of defects which may present an immediate danger or significant inconvenience to users of the highway. By inspecting the network and identifying defects we are protecting the council from future claims.

A defect is something that is likely to cause risk or harm to users of the highway.

A defect may include the road itself or other features contained within the highway boundary like traffic signs, overhanging trees or vegetation.

The safety inspections can also highlight other defects to include in future programmes of planned maintenance work to preserve the highway infrastructure assets, to keep the highway in a serviceable condition, or to indicate that a more in-depth inspection may be required. We also value reports made through our online reporting system from local Members and members of the public to highlight areas of the network that may need attention.

When do we carry inspections out?

Inspections take place at set times either monthly, quarterly or annually. The frequency depends on the location of the asset on the network and the number of people who use it.

How do we carry out inspections?

Inspections are completed in a vehicle or on foot.

What do we do with the issues we find during inspections?

Defects found will be risk assessed to determine if a repair is required. Timescales for repair are **32 hours** (next working day), **9 days**, **28 days** or we consider an appropriate response including no further action. If we identify an emergency defect this will be risk assessed and made safe within 2 hours.

Temporary repairs

We aim to fix all repairs first time and within our agreed timescales.

Sometimes, it is not possible to provide a permanent repair immediately.

This could be because:

- There is an underlying problem with the road surface which needs to be investigated.
- It's too wet or cold for permanent repair materials to stick properly.
- The road needs to be closed to enable a permanent repair or for the safety of operatives or members of the public.
- Specialist equipment or materials are required for a permanent repair.
- There is a large scale planned scheme due in the near future and the permanent repair would be included in that scheme.

If it is not possible to make a permanent repair we will take action to reduce the risk in the short term. This may include signage and guarding.

Potholes

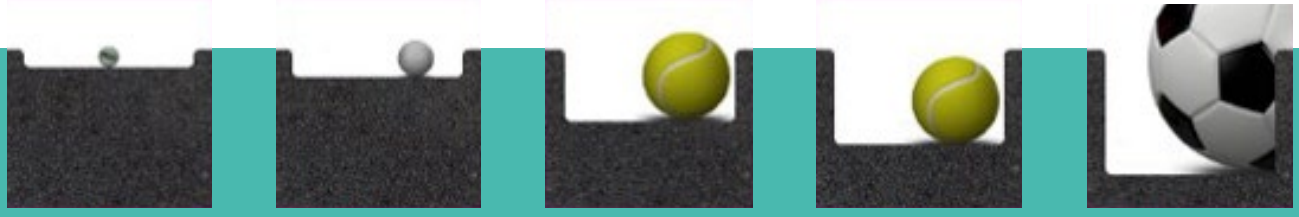
What do we repair?

We assess the scale of the risk each pothole has to the public by looking at how likely it is to affect road users and the impact it would have. This assessment determines our response so a larger pothole on a busy road has a greater risk than a smaller one on other roads such as cul-de-sacs and will be given priority. Not all potholes when assessed will be repaired if the current risk is deemed not high enough.

What information do we need to do this?

We need to know where it is on the carriageway, how deep it is and what size it is.

We ask members of the public when they report a pothole, to confirm the size using the guide below.



<2cm | 2-4cm | 4-6cm | 6-10cm | 10cm+

Why don't we mend all the potholes on a street?

Our workforce uses our policy to assess each pothole. Elected Members have approved the policy which determines the assessment and the response.

If we repaired all the potholes in one area regardless of assessment, we would need more resources and more money. It would also take more time and cause additional delays and inconvenience for road users.

We also have a responsibility to ensure that our workforce is safe under the national Construction (Design and Management) (CDM) regulations as well as a requirement to mitigate risk and insurance claims. We need to ensure the correct traffic management is in place for the level of work we are carrying out on the network, which is why it is vital that we have an accurate location. This means that we are sometimes time limited and can only repair the defect that has been reported to us and not others within the vicinity.

We follow an asset management approach to repair carriageways and footways. Preventative maintenance and early intervention has been assessed by the Department for Transport to deliver a cost benefit ratio between 1:4 and 1:6 based on UK industry figures.

Potholes

We use two methods to repair potholes.

Method A: Cut edges

This is used when material adjacent to the pothole is in good repair and involves cutting and sawing the surface to the correct depth, in a regular shape.

The damaged material is broken and removed within the cut section. The area is cleared of all loose edges and bonded before approved materials are laid with the correct compaction. The joint is then sealed.

Method B: Uncut edges

This is used when material adjacent to the pothole is damaged.

All damaged materials are removed and the entire area bonded and then filled with approved material ensuring correct compaction. The joint is then sealed.

Public Rights of Way

Derbyshire County Council has a statutory duty, under the Highways Act 1980, to assert and protect the public's rights and to maintain the network within the County.

Public rights of way are highways over which members of the public have a legal right of passage mainly over someone else's land. However, only routes shown on the Definitive Map and Statement are public rights of way. The public rights of way network can be viewed via our Mapping Portal https://www.derbyshire.gov.uk/council/partnerships/derbyshire-mapping-portal/derbyshire-mapping-portal.aspx

If a public right of way is included on a Definitive Map, it is conclusive evidence in law that the public have a right of passage even if the route is not visible on the ground. The Statement that accompanies the Definitive Map is a brief written description of the recorded public right of way.

Use of Public Rights of Way

You can use:

- footpaths - for walking, running, mobility scooters or powered wheelchairs.
- bridleways - for walking, horse riding, bicycles, mobility scooters or powered wheelchairs.
- restricted byways - for any transport without a motor and mobility scooters or powered wheelchairs.
- byways open to all traffic - for any kind of transport, including cars (but they're mainly used by walkers, cyclists and horse riders).

Responsibility for public rights of way is shared by the landowner and the highway authority.

The highway authority must:

- keep the surface of public rights of way which are maintained at public expense in a fit state for public use.
- make sure obstructions are removed.
- maintain some bridges over natural watercourses.
- provide at least a 25% contribution to landowners' costs for replacing and maintaining structures for the control of animals, eg gates or stiles, on completion of the work to a standard the highway authority is satisfied with.
- make sure there are no notices that prevent or discourage the use of a public right of way.
- add signs where a public right of way leaves metalled roads.
- make sure the public's rights to use a public right of way are protected.
- make sure landowners carry out their duties, and take action if they don't.

Landowners' responsibilities include:

- keeping any Public Rights of Way on their land clear of overgrowth (for example hedge outgrowth across the path).
- maintaining any stiles and gates which are needed on Public Rights of Way.
- keeping Public Rights of Way free from obstruction - including growing crops.
- not ploughing field edge Public Rights of Way, or any Restricted Byway or Byway Open to All Traffic.
- reinstating cross-field Public Rights of Way after ploughing etc (in accordance with the Rights of Way Act 1990).

Alterations to the Public Rights of Way

Alteration to the legal alignment of Public Right of Way can only be done via a legal order, known as a Public Path Order (PPO). The decision as to whether a PRoW should be altered is primarily a public one. The process followed is designed to ensure that the public and key stakeholders are made aware of the proposed alteration and given the opportunity for their views to be taken into account before a final decision is made.

Further information and advice can be obtained from the Public Rights of Way Team
etc.prow@derbyshire.gov.uk

Adding to or amending the Definitive Map and Statement

You can apply to amend the Definitive Map and Statement (DMS) if you have evidence to show that it should be changed to add a new public right of way, or to upgrade, downgrade or delete existing routes. You may also make an application to alter the Definitive Statement.

Further information and advice can be obtained from the Public Rights of Way Team
etc.prow@derbyshire.gov.uk

Structures management

Our structures management team is responsible for 1,234 highway bridges, over 1,300km of highway retaining walls, 200+ landslip sites, 82 rock faces, and over a thousand footbridges on the public rights of way network across Derbyshire. The value of individual assets ranges from a few thousand to nearly £70m.

The team manages all aspects of highways structures work, including inspection, assessment, and programme development & management. Key roles and responsibilities across this team are:

- supporting the implementation of service improvements.
- undertaking routine structures safety inspections.
- managing and responding to customer enquiries.
- preparation and supervision of work.
- responding to incidents involving structures i.e. accident damage, flooding etc.
- management of the capital programme.

Highway laboratory

Our Laboratory is UKAS (United Kingdom Accreditation Service) Accredited.

- The laboratory carries out a wide range of testing on Civil Engineering materials including
  - Asphalt.
  - Bitumen.
  - Road Emulsions.
  - Core samples from existing roads.
  - Concrete.
  - Road Markings.
  - Soils / Earthworks.
  - Aggregates.
  - Water samples from depots.
  - Surveying "Speed Humps" for compliance.
  - Skid Resistance (GripTester).

Our laboratory sets the Materials Policy for the council, and carries out test coring of all resurfacing schemes to provide structural stability data to the design team, to make sure designs suit the existing conditions. They also test for the presence of Tar which is classified as a hazardous material, to ensure the correct waste stream or recycling option is chosen which ultimately will provide financial savings.

The team attends all resurfacing schemes to carry out site testing and sampling to ensure the materials comply with our specification.

They also review all surface dressing schemes to check spread rates and take samples for testing to ensure compliance to the specification and also to provide data to the surface dressing contractor on site.

The laboratory support reactive maintenance research looking at materials and processes to help set a new policy for the future.

Street lighting

In the event of a fault that causes a direct risk to the public we will respond within 2 hours. For all street lighting faults, we collate faults within an area before carrying out repairs. This is due to the cost of traffic management to ensure our workforce can carry out the work safely. We do have response times for repairs to street lights which are detailed in our Asset Management Plan.

We will only consider requests for new street lights if they meet the requirements of the Derbyshire Investment Protocol. Any new lighting columns added to our network by developers must meet our specification which can be found on our website here: Street lighting - Derbyshire County Council.

We will consider requests for moving street lights where the current location obstructs construction works. Further information can be found here: Moving a street light - Derbyshire County Council.

We do have requests to attach items to street lighting columns and this is permitted in certain circumstances. Further guidance can be found on our website here: Attachments to street lights - Derbyshire County Council.

Traffic signals

We are responsible for permanent traffic signals and will respond to repairs in accordance with our timescales which are set out within the Asset Management Plan. Some temporary traffic signals on the network are not managed by the Council and contact details for who to contact should be provided on site. If it is an urgent issue with a traffic signal these should be reported by contacting us on **01629 538625**.

We have been successful in gaining funding to improve our traffic signals assets and make them more efficient to reduce traffic congestion..

Road safety

Road safety staff are qualified in several different areas including:

- Behavioural change techniques.
- Effective messaging techniques and delivering virtual training.
- Impairment training, for example drink and drugs.
- Institute of Occupational Safety and Health (IOSH) accredited in child car seat fitting and training.

We deliver several road safety interventions including:

- Road safety workshops in primary and secondary schools.
- Resource packs for early years establishments, primary and secondary schools.
- Young Driver Education Programme – delivered in partnership with Derbyshire Police and Derbyshire Fire and Rescue.
- Child car seat clinics for parents and carers.
- Child car seat training and auditing for social care staff.
- First Gear - pre driver-day for 15-17 year olds.
- Driving Safer for Longer (older driver course), for drivers aged 50 years+.
- Motorcycling initiatives, including rural and urban route signing.
- County Rider – adult cyclist training course.

For further information contact the road safety team roadsafety@derbyshire.gov.uk or call **01629 538060**.

Road safety data

The road safety data team deliver the following services:

- Tracking of casualty performance and trends.
- Detailed studies for education, training and publicity initiatives.
- Location based analysis for engineering measures.
- Monitoring of collision reduction measures measures including safety schemes, surface dressing programmes.

For further information please contact roadsafety@derbyshire.gov.uk or call **01629 538060**.

Derbyshire and Derby Road Safety Partnership

The aim of the Road Safety Partnership is to reduce the number of road users being killed or seriously injured (KSI) through a coordinated approach.

To achieve this aim, the partnership has set a number of objectives:

- To reduce the numbers of people killed or seriously injured on partnership roads each year, working towards a target reduction of 33% by 2030, with a review of progress in 2026.
- To identify specific road user groups and deliver targeted initiatives to reduce their road safety risk, working collaboratively as a partnership, with the local community and external partners.

To work within the Safe system to improve all elements:
- Safe roads.
- Safe road users.
- Safe vehicles.
- Safe speeds.
- Post collision response.

To share data and evidence across partner organisations to inform activities and evaluate effectiveness. The partnership exists to reduce the number of people killed and seriously injured on the roads.

Partners include Derbyshire County Council, Derby City Council, Derbyshire Police, Derbyshire Fire and Rescue, Police and Crime Commissioner, Public Health, National Highways and East Midlands Ambulance Service

For further information contact roadsafety@derbyshire.gov.uk or call **01629 538060**.

Reporting a highway fault

We value reports about defects on the road from members of the public.

You can report a fault or find out more information about what we do when a fault is reported on the highway network using our online forms. Each type of fault has its own online form; potholes can be found on the road condition form.

Responses will be provided at various points throughout the process depending on the nature of the fault reported.

The stages taken by your report

1. **Your enquiry will be automatically entered from the website in to our Customer Relationship Management (CRM) system.** If we receive the report by phone, email or letter, the details will be manually entered by our trained officers.

   You can report a range of issues online including:

   - road condition
   - road signs and street furniture
   - drainage, flooding and ironworks
   - pavements and cycleways
   - trees and vegetation
   - traffic signals and crossings
   - gritting
   - public rights of way, structures
   - street lighting, illuminated traffic signs and bollards
   - street cleaning and obstructions
   - bus shelters, stops and real time information faults
   - requests for road alterations.

2. **You will receive an acknowledgement if you have left your email address.**

3. **If required, your report will be forwarded for assessment to determine the response required this may require a site visit.** If the assessed report requires action, a job will be raised and sent to our scheduling team to arrange a repair in line with our repair timescales.

4. **If your enquiry does not relate to a defect, your enquiry will be forwarded to a relevant officer for a response.**

5. **You will be able to check the status of your enquiry if you have provided your contact details.**

Capital funding

What is Capital funding?

Capital funding comes from government grants to invest in the road network or money borrowed by the Council. **The government grants are based on the amount of network we have.**

It can only be spent to replace assets that have reached the end of their lifespan like a road surface or to undertake planned maintenance as part of an assets lifecycle. We are then able to use the investment to return the road surface to a defined or new condition. Examples include surface dressing and resurfacing. It cannot be used for general maintenance such as grass cutting or gully emptying.

We do not routinely get any government funding for certain assets such as landslips and retaining walls. Emergencies such as flooding events also do not attract any additional government funding requiring the authority to use existing funds to manage the impacts.

What do we consider when we choose to improve an asset?

We have chosen to move away from Surface Condition Assessment for the National Network of Roads (SCANNER) surveys as we wanted to gather data that will have a direct bearing on the prioritisation of highways maintenance programmes of work and was not simply to provide data to support a national indicator. Scanner is based on A and B roads only and the majority of roads within Derbyshire are C and unclassified roads.

Instead, we have invested in survey software that meets our needs.

The Annual Engineers' Inspection (AEI) was developed between 2014 – 2016 with the aim to provide a consistent set of condition data that represents a visual assessment of the entire highway network, aligned to a defined set of maintenance treatments, undertaken by trained engineers. In contrast, SCANNER was unable to offer total network coverage.

The AEI inspection gathers surface condition data from the carriageway network as well as information based on the surroundings to enable a value management score to help us prioritise repairs.

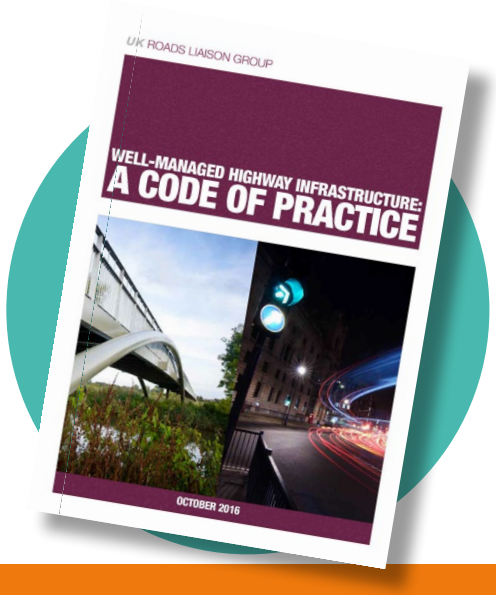
This data may be combined with data gained from an accredited skid resistance survey called the Sideways Force Coefficient Routine Inspection Machine (SCRIM) and our engineers' judgement to prioritise which sites require maintenance. Councillors are able to suggest roads that they would like to be considered for the AEI survey based on their local knowledge.

The Department for Transport has recognised that local highway authorities are adopting different condition survey methodologies to suit local needs and as a result have embarked on a review of road condition data and technology. The aim is to provide local highways authorities with the flexibility to choose the most appropriate condition survey technology that best supports their asset management strategy alongside a new data standard. As Derbyshire has adopted an alternative methodology this should be taken into account when looking at nationally publicised data tables to explain the differences in result from other authorities.

An asset approach to prioritise road repairs

We follow the national best practice approach to asset management set out in the national guidance: 'Well Managed Highway Infrastructure – A Code of Practice'. We have developed key documents including our asset management policy, strategy and asset plans to help this process.

Like all public bodies, we have a finite budget which means that we have to prioritise where we spend our money. This means we have a backlog of works that we cannot currently afford to carry out. It is, therefore, important that we target our budgets appropriately by effective prioritisation, with preventative and structural maintenance programmes based on the asset management data collected.



Road maintenance techniques

3

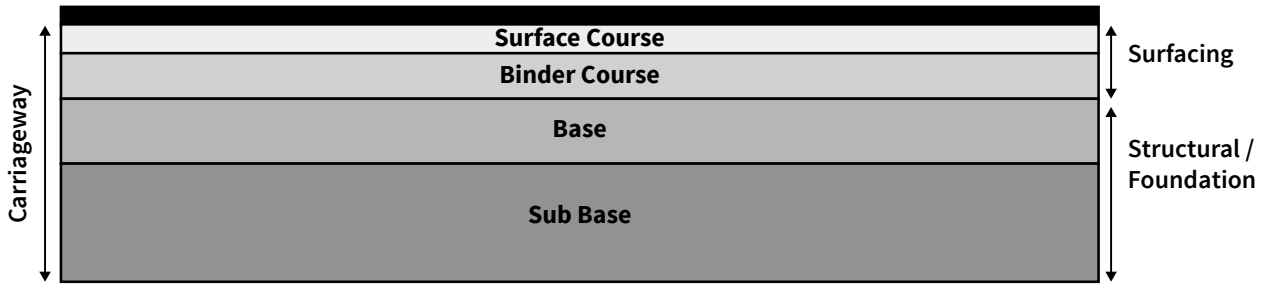
We use a number of different types of road maintenance techniques. Each one is selected to ensure it is the most appropriate and cost-effective technique to suit the location and the circumstances.

The three main types of maintenance we carry out include:

- Reactive maintenance: attending defects and other safety matters that require urgent action arising from inspections of user information in accordance with locally determined levels of response and risk.
- Routine or cyclical maintenance: these include minor road and footway works such as small patching repairs, weed control, renewing road markings, grass cutting (for visibility and safety), gully cleansing and salting and snow clearance during the winter season.
- Planned or programmed works: these include resurfacing or reconstruction of roads and footways, including associated drainage, road markings and signs, preventative treatments such as surface dressing and micro-asphalt.

How a road is constructed

A road is normally constructed as shown in the figure below, however, Derbyshire's roads have evolved over time so may not conform to this standard and will require intervention based on the nature of each road.



Planned road maintenance techniques

Surface dressing

+ 10-15 YEARS

Surface dressing is a preventative maintenance treatment used on roads, to protect and prolong their life. It seals and waterproofs the road, providing a new surface to improve braking and increase safety.

Surface dressing can usually be completed at each site within one day, reducing traffic congestion and delays and is a cost effective repair.

Surface dressing extends the life of a road and prolongs the need for expensive resurfacing works. Roads that are surface dressed can last from 10 to 15 years. Depending on how well-used the road is and the kind of traffic that uses it they can be surface dressed up to 3 times before they need to be replaced.

The condition of the road is assessed through a combination of visual inspection and other scientific techniques to evaluate the condition of the surface and the structure of the road. If the road is in a relatively good condition, it will be surface dressed to keep it in a condition that is acceptable for the majority of road users. Surface dressing also has a number of environmental benefits including less waste, transport costs and uses less carbon.

The surface dressing process

First the road is patched, if necessary. Then a layer of bitumen, or similar, is added to act as the 'glue' before the road is topped with chippings. Driving over the road helps to spread the chippings evenly across the entire surface, helping them bed in.

Loose chippings are swept away several weeks' later. Depending on how busy the road is and how quickly the chippings bed in, loose chippings may be swept up on several occasions for approximately one month. Finally, the line markings and cats' eyes are replaced.

Usually, when a road is being surface dressed it does need to be closed to ensure the health and safety of our workforce. If it's a busy road there may be some temporary traffic management, such as stop and go signs.

Surface dressing is usually carried out between April and September. Surface dressing can only be done in the summer as the warmer weather is needed to help the chippings embedment. Also, it's less likely to rain, meaning the bitumen and chippings will bind to the road surface better. Work on busier routes does not take place at peak traffic times, to minimise congestion and delays.

Micro-asphalt or slurry sealing

Micro-asphalt is another preventative maintenance treatment. It is used to seal the existing road surface against water and oxygen. It helps to improve the texture of the road and provides a uniform appearance. This type of surface treatment can prolong the life of a road by 10 to 15 years depending on traffic usage.

Micro-asphalt is laid from a specially adapted lorry which both mixes the material and lays it in a thin layer onto the existing road surface. It is then lightly rolled to ensure a smooth and compacted running surface for vehicles. The process is fast, taking a fraction of the time of a full-scale resurfacing and the material has the benefit in that it can fill in minor surface imperfections and small potholes, minimising inconvenience for road users. This form of treatment also has the benefit of being able to be laid by hand on smaller difficult to access sites.

Resurfacing and reconstruction

If a road has deteriorated too much to be given a preventative treatment – i.e., the surface or fundamental structure of the road is in too poor a condition – it will be considered for resurfacing or more extensive work when the road can be made a priority for funding.

Resurfacing is an extensive structural maintenance treatment. It usually involves removing the top layer (surface course) of a road and some isolated areas of the layer below (binder course). These are replaced with new material and rolled it out to give a smooth, compacted surface.

Reconstruction is a more extensive structural maintenance treatment and involves removal of the top layer and significant amounts of the layer (or layers) below with new material to restore the strength of a road. This is more time consuming and expensive.

Resurfacing and reconstruction is more disruptive as it takes much longer to complete and is more expensive. The road has to be closed to all traffic, causing longer journey times and traffic congestion.

We have produced the Materials Policy which intends to ensure a consistent approach to the resurfacing of carriageways throughout the county and is aimed at using materials that provide good durability in relation to the relevant hierarchy to avoid unexpected early intervention ensuring achievement of life cycles and ongoing resilience.

Future plans

Derbyshire is currently looking at a number of development areas including options to reduce our carbon footprint.

The best way of reducing our carbon footprint is to do nothing to repair and maintain our roads. However, this is not an option as bitumen hardens and ultimately fails through exposure to oxygen and salt from winter treatments. In view of this it is important to ensure that the material we use is the most durable it can be so that the road surface remains in a good condition for as long as possible.

It has been recognised that preventative treatments such as surface dressing and micro-asphalt have a lower carbon footprint and push back the need to carry out more carbon intensive structural treatments.

We are looking at other ways to reduce our carbon emissions and have already introduced warm mix asphalt. This is asphalt that is made at a lower temperature, using less energy in its manufacture. We are also looking at asphalt rejuvenators as a further preventative treatment, to target areas that may be less suitable for surface dressing or micro-asphalt.

Unfortunately, there will always be locations where the condition of a road is beyond a preventative treatment and requires structural repairs. In these situations, we are looking at alternative options such as the use of on-site recycling to reuse as much of the existing road surface as possible.

Quality management

We recognise that failure to deliver good quality works on the ground has a detrimental impact to our highway and our road users.

Every scheme we deliver has a number of checks and measures in place to ensure that the work is delivered to the highest standard. This also includes work carried out by our sub-contractors.

We expect the construction of new developments to be in line with our policies and we will not accept responsibility for the maintenance until the works have reached the required standard.

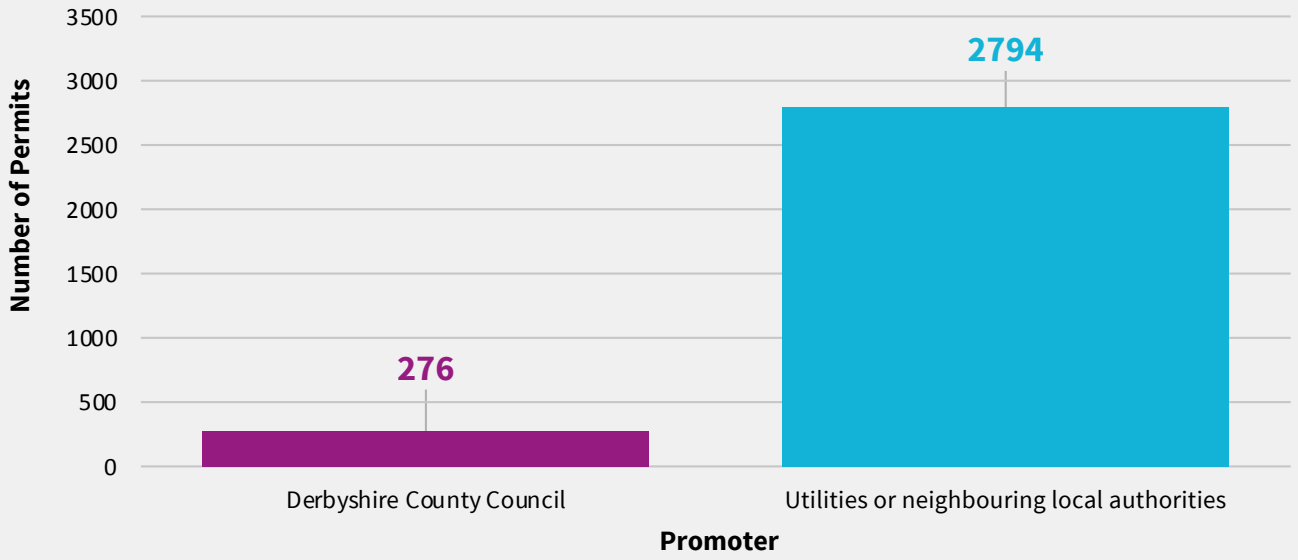
Our highways laboratory produces specification and workmanship assurance for our internal and external supply chain as well as providing quality control and supply chain testing for our contractors and developers.

Managing public utilities to minimise traffic delays

Public utilities including Severn Trent, Cadent and National Grid have a right to work on the public highways to maintain and improve their assets.

Works on the highway are managed by permits and an example of the split between our works and works carried out by other organisations is shown below:

Number of permits granted in March 2024



All third parties when working on our highway must adhere to the New Roads and Street Works Act 1991. To ensure this is done on our network, we carry out a sample-based inspections of works across the county to ensure compliance. Where appropriate, anyone working on the network must serve notices and apply for Traffic Management and Permits.

The key aims of the New Roads and Street Works Act 1991 are:

- To ensure safety.
- To minimise inconvenience to people using the highway.
- To protect the structure of the highway and the apparatus in it.

We coordinate works with major utility companies by holding regular liaison meetings with the relevant companies and reviewing all permit applications to keep disruption to a minimum.

Certain roads will have Section 58 notices served after we have completed major schemes on them to ensure they are not excavated within a certain amount of time after completion. However, emergency works can still be required to maintain the provision of essential services and for public safety.

To see what works are due to happen on the network visit one.network.
We are looking to develop guidance about how to use One.Network.

Car parking

We are responsible for the enforcement of parking restrictions across the county.

We manage enforcement across the county (excluding Derby city) in partnership with the 8 District and Borough Councils – Amber Valley Borough Council, Bolsover District Council, Chesterfield Borough Council, Derbyshire Dales District Council, Erewash Borough Council, High Peak Borough Council, North East Derbyshire District Council and South Derbyshire District Council.

Civil Enforcement Officers (CEOs) have replaced traditional traffic wardens and enforce a range of restrictions.

We manage the enforcement of on-street regulations. District and Borough Councils manage off-street enforcement (such as pay and display car parks). Our Countryside Services do manage car parks at our Countryside sites. Further information can be found on our website: Car parks at countryside sites - Derbyshire County Council

Moving traffic offences, such as contravention of an Access Only Order, remains a police responsibility as the CEOs do not have the power to stop vehicles.

Civil Enforcement Officers are responsible for enforcing:

- Limited waiting bays.
- Double and single yellow lines.
- On street pay and display bays.
- Residents' parking zones.
- Blue Badge bays.
- Loading bays.
- Bus stops.
- Taxi bays.
- School keep clears.
- Clearways.
- Dropped kerb access (also police).
- Double-parking (also police).
- Pedestrian crossings (also police).
- Car parks (with orders).

The police are responsible for enforcing:

- Double white lines.
- Obstruction – for example, pavements with no parking restrictions.
- Dangerous parking where there are no restrictions in place, for example, on bends, brows of hills and junctions.
- Dropped kerb access (also CEOs).
- Double-parking (also CEOs).
- One-way traffic.
- Box junctions.
- Access only.
- White-hatched areas.
- Pedestrian crossings (also CEOs).

We have a limited number of CEOs and will identify problem areas so that our resources can be targeted effectively.

CEOs do not have targets to meet in regard to the issuing of Penalty Charge Notices (PCNs) and are not provided with incentives based on how many notices are issued.

Money from Penalty Charge Notices (PCNs) is used to operate the service, with any surplus used to carry out improvements to parking and general traffic management.

Further information on our civil parking enforcement can be found on the following website: Home - Park Smarter

Improved parking enforcement has a number of benefits:

- Ensures fair access to parking provision.
- Improves turnover of parking spaces, providing better access to shops and services which in turn has local economic benefits.
- Acts as a deterrent to inconsiderate and dangerous parking like on double yellow lines at a junction.
- Reduces congestion and pollution by keeping the highway open for the free flow of traffic.
- Reduces abuse of disabled parking spaces, leaving them free for genuine users.
- Improves safety outside schools.
- Aids access and response times for emergency vehicles.

Disabled parking bays

We can provide an advisory parking bay on a residential street, outside or as close as is feasibly possible to a Blue Badge holder's property. These are funded by the County Council.

We can provide the bay subject to it not contravening any of the following:

- Existing waiting restrictions and / or dedicated parking spaces that are applied to the carriageway.
- Within 10 metres of a road junction.
- It is not in a location that would create a danger or obstruction.
- If it is not in a dedicated vehicular turning area.
- Where the provision of off-street parking is a practical alternative.

We'll provide a disabled parking bay, if the applicant meets the following criteria:

- The driver of the vehicle is disabled and is a Blue Badge holder.
- The applicant must be the vehicle owner and main driver and live permanently at the property where the bay is located.
- A health or social care professional confirms the mobility of the driver.
- The applicant does not have access to off-street parking provision, such as a driveway or a garage.
- The applicant lives on the type of street where parking issues exist on an all day and everyday basis.
- The only exemption would be a blue badge holding passenger who cannot be left while the driver finds an alternative parking space - this will be determined during an assessment with adult care or children's services.

If the applicant meets the criteria, applications can be made by contacting Call Derbyshire, tel: **01629 533190**.

It's important to note that markings are laid in an advisory capacity and are open to use by any Blue Badge holder. They carry no legal weighting with respect to either civil enforcement through the Highway Authority or other enforcement by the police.

Sometimes it can be difficult to provide a bay in residential streets where on-street parking is at a premium because the bay may encroach over a neighbour's property. If this is the case, we'll write to the neighbouring property to explain our intentions.

Most disabled bays are located directly fronting the applicant's property. They are not located outside flats or other multiple occupancy buildings. Only in exceptional cases would the bay be located away from the applicant's property.

The parking bay is available for use by all legitimate users and should not be regarded as a personally reserved space.

If the marking is continuously ignored, ineffective, and problematic or if the circumstances of the applicant change, then the marking may be removed.

The introduction of a bay can, in some cases, take up to 6 months to process.

Resident parking schemes

There are currently 5 residents' parking schemes operating in Derbyshire town centres:

- Bakewell.
- Buxton.
- Chesterfield.
- Ilkeston.
- Long Eaton.

All the residents' parking schemes are administered by the Derbyshire Parking Partnership in partnership with Nottinghamshire County Council.

Further information is available online.

Licences

We're responsible for managing the issue of licences for siting skips, scaffolds and hoardings and building materials within the limits of the public highway.

We also issue licences for private individuals to place or maintain apparatus in the highway. It may be needed for works to private drains and sewers as well as private gas, electricity and water services. These are known as Section 50 licences.

Further information can be found on our website:
Licences and enforcements - Derbyshire County Council.

Enforcement

Derbyshire County Council is responsible for managing the following issues within the highway:

- Location of skips.
- Objects in the highway like planters and village entry signs.
- Scaffolds and hoardings.
- Building materials within the limits of the public highway.
- Overgrown hedges.
- Overhanging trees.
- Roadside memorials.
- Canopies or bunting over the highway.
- Defective utility reinstatements.
- Overrunning street works.
- Vehicle crossings.

You can report issues with objects in the highway on the County Council website at www.derbyshire.gov.uk/reportit

If required, we will inspect the location and if there is an issue we will:

- Write to the owner of the overgrowing hedge or trees requesting that it is cut back within 28 days. A follow up letter is also sent. If is the work is not done within 28 days, we have the powers to carry out the works on behalf of the owner and recharge.
- Inform the local District Council if the issue is about fly tipping. We will only get involved if the fly tipping is causing an obstruction.
- Arrange for additional charges for unauthorised skips and scaffolds.
- Arrange for penalty charges for utility issues.

Winter maintenance

Winter maintenance season

Derbyshire's winter gritting season runs annually from 25 October – 22 April and we are on standby 24 hours a day, 7 days a week.

We have a fleet of 36 gritters and approximately 80 fully trained gritter drivers. Each vehicle has a tracking device fitted to track the progress of our team as they grit the roads.

We also have over 50 local farmers and contractors who support our winter maintenance operations.

How do we prepare for the winter?

In preparation for winter, we initially stock approximately 25,000 tonnes of dry rock salt which is stored in our 5 depots at Chapel-en-le-Frith, Stonegravels, Ryder Point, Willington and Risley.

We have a weather forecast provider which we base our planned actions on and weather stations on the network to report local site conditions remotely. We also have webcams set up around the County which are available on our website to keep track of the weather conditions.

In severe weather we utilise all farmer contractors alongside our normal winter staff and increase communications with the public and Councillors.

We use social media and our website to encourage residents to prepare for winter by doing the following:

- Becoming a snow buddy to elderly neighbours.
- Ensuring their property is winter ready.
- Becoming a snow warden via your Parish or Town Council.
- Signing up to the school grit scheme to receive free grit for the pavements around the school.

All gritting decisions are published on social media and our website during normal working hours. You are able to check when roads were last gritted on the website.

Where we grit

We grit and clear snow and ice from around half the adopted roads and pavements in Derbyshire, except for motorways and trunk roads, which are dealt with by National Highways and the roads in Derby, which are the city council's responsibility. **Some locations are gritted that are not on our adopted network when requested for specific purposes.**

Our regular gritting routes are split into 2 categories – primary and secondary:

Primary routes

- Are treated during the day and night and are normally 'pre-treated' before bad weather hits. Gritting continues 24 hours a day if necessary, as previously.
- Cover around 1,000 miles of road.
- Include major roads including all A roads and heavily used B roads, major bus routes, roads linking towns and larger villages and roads outside bus, train, police, fire and ambulance stations and hospitals.
- Include at least one route into villages and roads serving schools, health centres and other community facilities such as GPs surgeries and parish halls, where possible.

Secondary routes

- Cover around 550 miles of road.
- Are generally only treated in the day with the first run being completed by mid-morning. This helps overcome problems of parked cars getting in the way of gritter vehicles doing their job on residential roads at night.
- Include some bus routes not covered on the primary network, particularly in residential areas, and roads to smaller villages.
- Include well-used main roads through housing estates and villages.
- Are pre-treated before bad weather hits, where possible, but primary routes take priority.

Principal routes

- In extreme weather conditions resources will be concentrated on keeping a smaller number of vital routes open.
- During heavy or prolonged snowfall the principal route network - consisting of key link roads and routes to hospitals - will be ploughed and gritted.
- This may mean other roads on the wider networks are not treated until principal routes are cleared and open.

Working in partnership

We work in partnership with neighbouring councils to grit roads near the county border. In exceptional circumstances where it is logical and more efficient to do so, some councils gritting routes extend into Derbyshire and we grit some of their roads in return.

Footpaths and cycle paths

- Just like the road network, footpaths, pavements and cycle paths in Derbyshire are divided into priority routes. Priority is given to paths in town centres and clearance will be done during normal work hours.
- Some District, Borough and Town Councils have also signed up to help us clear snow and ice from pavements and paths in some town centres.
- We also work with volunteers from Town and Parish Councils around the county to help keep pavements and footpaths clear this winter. More information about this scheme can be found on our website.
- We work with local schools to supply free grit to treat the pavements surrounding our schools.
- Local residents can use grit from any of the county's grit bins to grit public roads and footpaths. Please do not use the grit on private property - you could be prosecuted.

Car parks

The maintenance of Derbyshire's car parks is normally the responsibility of the District and Borough Councils or Derby City Council.

When we grit

We receive regular and detailed weather forecasts which predict the conditions on Derbyshire's roads to help us decide when and where to grit. We also have 7 weather stations and 8 traffic cameras throughout the county which can report on the ground conditions.

During periods of very bad weather gritting the routes may take longer than usual. We'll use all our resources to clear the primary routes and the remaining routes in priority order.

Our gritter lorries travel at up to 30mph when they're spreading grit and drive according to the speed limit at all other times.

What do we do when we grit?

We spread salt on approximately 1,077 miles of primary network on a typical cold/frost night. Approximately 550 miles of secondary routes are treated in snow or severe icy conditions. Gritting routes can be tracked on our website – Gritting activity and snow related road closures (derbyshire.gov.uk).

Grit bins

Derbyshire has 803 grit bins and a further 1,250 owned by Town and Parish Councils.

Council bins are filled in the autumn in time for winter.

We will not supply new grit bins but Town and Parish Councils may consider providing additional ones.

You can report issues with grit bins including damage and requests for refilling on our website.

Managing highway drainage

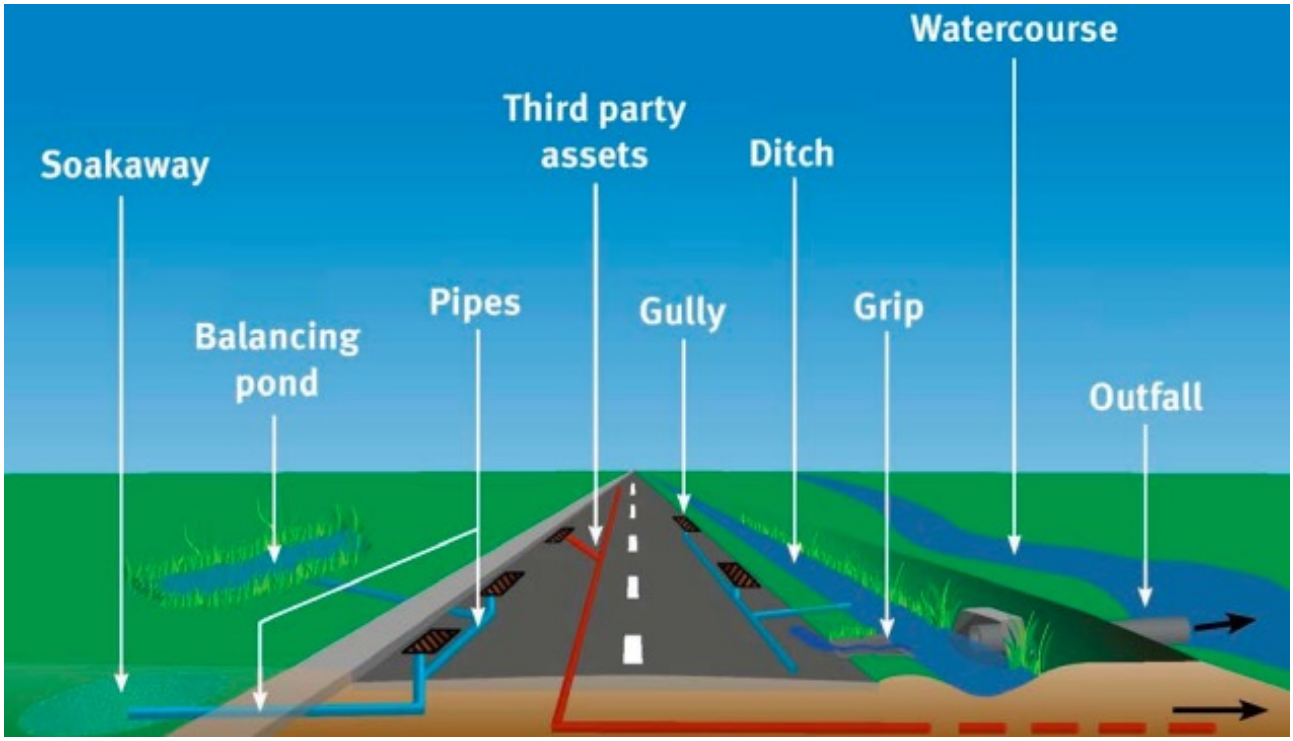
Our drainage network

We are responsible for ensuring rainfall flows away from roads and pavement surfaces into the highway drainage system.

Derbyshire has approximately 160,944 gullies and 574 culverts which enable rainfall to flow into watercourses.

We are gathering data on the location of all our drainage assets to improve how we manage them and to enable people to report any drainage issues on our website.

Example of a drainage network



How we reduce flood risk

We carry out the following actions to help reduce flood risk:

- Regular cleaning of gullies and connected pipework if required. This involves sucking the silt from the gully into a gully emptying vehicle. This is done on a cyclical basis and the frequency is set according to asset data held on each gully. Not every gully needs to be clear at all times. Our risk assessments of the network will identify the requirements in the local area according to location and the gully infrastructure and recommend required cleansing.
- Blocked drain investigation and jetting/cleaning when required. Investigation involves the use of video capture equipment to ascertain the extent of the works required.
- Checking of flooding hot spots and critical drainage assets prior to forecasts of heavy rain.
- Repair of broken pipes to maintain existing drainage assets and the delivery of major schemes for known flooding areas to reduce the flood risk.
- Working with local water authorities to ensure they maintain their underlying infrastructure
- Being a consultee on new housing/planning developments.

Environment and sustainability

Our climate challenge

Our aim is to reduce emissions generated by the County Council to net-zero by 2032 or sooner and to help the rest of Derbyshire reduce carbon emissions generated within the county to net zero by 2050 or sooner. This is in line with national government targets.

Net zero means reducing our carbon emissions right down to the lowest possible level and off-setting those that cannot be cut through measures such as renewable energy generation and planting more trees and other forms of habitat creation and restoration to absorb excess carbon from the atmosphere, making the overall net emissions zero.

Global warming is estimated to increase by at least 1.5°C between 2030 and 2052 (compared to pre-industrial levels) if warming continues to increase at the current rate. The UK is already seeing the impacts of the changing climate, particularly through an increase in the frequency and intensity of severe weather events. We therefore need to act now to keep UK temperatures and rainfall patterns close to manageable levels, and prevent a further increase in severe weather events, to avoid further, potentially more catastrophic, impacts.

We are also taking steps to ensure the highway network is resilient to the potential impacts of the changing climate, such as through ensuring maintenance materials are resilient to changing in temperatures and rainfall and identifying which parts of the network are most at risk from the impacts of severe weather events.

Carbon and sustainability

We have been working hard to reduce the carbon emitted from our activities for some years now, and although we have made good progress, with a 64% reduction in council emissions between 2009-10 and 2021-22, we have much more work to do.

From the heating and lighting of our offices and fuel used in fleet vehicles and for staff getting to work, to the materials used to maintain the highways, we have a wide variety of emission sources we need to tackle.

We are continuously exploring ways to change the way in which we work. This can involve the trial and use of a new lower carbon technology or material, the rethinking of projects to less carbon intensive designs, or the development of new policy and procedure, such as the Council's new Sustainable Procurement Policy.

Waste and materials

Our highway services require the procurement and use of various materials to deliver on the ground services and works, some of which have high carbon footprints due to their extraction and processing requirements. We are fortunate to have a number of local quarries which supply the council with materials for road construction and maintenance, but also support the wider UK's road maintenance sector requirements. The proximity of these quarries means that we can minimise mileage for delivery and we source these local products wherever possible.

We are also looking at opportunities to recycle and re-use materials or use lower carbon alternatives.

When waste is unavoidable, we ensure that it is segregated and disposed of appropriately using waste transfer notes.

Environment and biodiversity

We always ensure that we protect our surroundings by working with our environmental teams to understand the impact our maintenance choices and practices have on the environment. We are externally audited to ISO 14001 Environmental Management Systems, which ensures that we consider environmental requirements in all our works.

Wildflower verges

We are committed to improving the biodiversity of our wildflower verges and have a Project Officer in place to develop this area of work alongside our District and Borough Councils.

Community social values

Our teams pride themselves in keeping the local community and social value at the forefront of their minds. We carry out projects each year which benefit the local community. We also support local employment and skills initiatives, and we are looking to develop this further within our local communities. Some examples of our community work are below:

- Free traffic management for community events such as Remembrance Parades.
- Apprenticeships within Highways to give local people the opportunity to learn and grow with us.
- Snow Warden Schemes to work with local communities to support our winter service provision.
- Incorporating our social values into the way we buy goods and supplies.
- Road safety education in schools.
- School gritting schemes to work with local schools to support our winter service provision. Snow wardens - Derbyshire County Council.

How to contact us

If you wish to report a road fault the easiest way to do this is via our website: www.derbyshire.gov.uk/reportit Information about how to contact the council is on our website: www.derbyshire.gov.uk/council/contact-us/contact-us.aspx

If you consider the fault could cause an immediate threat to life or serious injury to road users or the public, please report this immediately to Call Derbyshire on 01629 533190 between 8am and 6pm Monday to Friday and between 9.30am to 4.30pm on a Saturday. Outside these hours, please report to Derbyshire Police on 101.

In the event of an emergency such as floods, chemical leaks and gas explosions through to comparatively minor incidents, please contact emergency planning in office hours on tel: **01629 538364**.

To report a gas leak out of hours telephone: **0800 111999**.

Other county council teams

Derbyshire Highways works with a number of other internal county council teams to undertake highways works

Highways Development Control

- Responsible for considering transport implications of proposed new developments.

Public Transport

- Responsible for ensuring public transport is well-managed across Derbyshire. Including the management of contracted services, bus infrastructure improvements & accessibility upgrades.

Sustainable Travel

- Responsible for facilitating and encouraging the use of more sustainable modes of travel across Derbyshire.

Countryside Services:

- Responsible for the management of a wide portfolio of country parks, picnic sites, woodlands, wildlife sites, waterways and wetlands, trails, and historic buildings for nature conservation and recreation

Conservation, Heritage and Design Service:

- Responsible for promoting and assisting the best possible stewardship of Derbyshire's built and natural environment.

Property Services:

- Responsible for the management and care of our properties across Derbyshire as well as supporting the highway service enhance a healthy and safe urban and highway tree canopy for all to enjoy.

Transport strategy and major projects

List of major projects

- Chesterfield Staveley Regeneration Route.
- Local Transport Plan.
- Proposed Ashbourne Relief Road.
- Trans-Pennine Highway Upgrade.
- Proposed A50 Junction and link Road.
- Proposed Hollis Link Road.

A-Z guide to who does what

Contact

A

Abnormal loads are supported by the County Council.

Ash dieback is managed by the County Council.

Attachments to street lights are managed by the County Council.

B

Benches are the responsibility of the District and Borough Councils.

Bins (Public and Private) are the responsibility of the District and Borough Councils.

Bus passes are managed by the County Council.

Blue badges – This is managed by the County Council.

Bridges (Highway)
The County Council is responsible for some bridges on the network. Other owners include Highways England, Network Rail, Canal and Rivers Trust or neighbouring highway authorities.

Building materials on the highway
The County Council is responsible for managing complaints about this.

C

Canopies and bunting over the highway are managed by the County Council.

Car parking
District and Borough Councils manage council car parks. The County Council manages parking restrictions on the public highway.

Car Parking Penalty Charge Notices (PCN's) are managed by the County Council.

Commemorative items in the highway are managed by the County Council.

Cycling Routes are the responsibility of the County Council.

D

Dead animals in the highway
The County Council is responsible for moving these to a safe place and the District Councils for their disposal.

Disabled parking bays (on-street) are the responsibility of the County Council.

Dog fouling is the responsibility of District and Borough Councils.

Drainage
The County Council is responsible for maintaining and repairing drainage and culverts on land we own.

F

Flooding on the highway is the responsibility of the County Council.

Fly tipping is the responsibility of the District and Borough Council.

G

Graffiti
Offensive Graffiti is dealt with by the County Council and can be reported online. Other graffiti is dealt with by District and Parish Councils.

Grit bins are a shared responsibility between the County Council and District, Borough, Parish and Town Councils.

H

Hedge maintenance is the responsibility of the County Council if they are on highway land.

Highways drainage is the responsibility of the County Council.

High friction surfacing is the responsibility of the County Council.

Highway gritting is the responsibility of the County Council.

Highway maintenance is the responsibility of the County Council.

Highway permit scheme is the responsibility of the County Council.

Highway safety inspections are the responsibility of the County Council.

I

Illuminated signs and bollards are the responsibility of the County Council if they are on the highway.

L

Landslips: The County Council is responsible for investigating landslips on our network.

Litter clearing is the responsibility of the District and Borough Council.

O

Obstructed pavements are the responsibility of the County Council to investigate and manage complaints.

P

Parish notice boards are the responsibility of the District and Borough Councils.

Parking guidance information signs are the responsibility of the County Council.

Pavement gritting is a joint responsibility between the County Council and community groups.

Pavement licences are managed by the District and Borough Councils.

Pedestrian crossings are the responsibility of the County Council if they are on the highway.

Planters are the responsibility of the District and Borough Councils.

Potholes are the responsibility of the County Council.

Public Rights of Way are the responsibility of the County Council.

R

Residents' parking schemes are managed by County Council with the District and Borough Councils.

Retaining walls are the responsibility of the County Council .

Resurfacing is the responsibility of the County Council.

Roadside catering vehicles
The County Council offers guidance on this area of work and Districts and Boroughs may require licences.

Roadside memorials are managed by the County Council.

Road markings are the responsibility of the County Council.

Road sweeping is the responsibility of the District and Borough Councils.

Roadworks and road closures are the responsibility of the County Council.

Road signage is the responsibility of the County Council.

Road spillages are the responsibility of the County Council.

S

Safety schemes (Highways) are the responsibility of the County Council.

Section 50 licenses are managed by the County Council.

Skip licences are managed by the County Council.

Snow clearing is managed by the County Council with the support from community groups.

Speed management is supported by the County Council.

Sponsorship of roundabouts is managed by the County Council.

Street cleaning is the responsibility of the District Council.

Street lighting on adopted roads, footpaths, major road and some dual carriageways are the responsibility of Derbyshire County Council. Lighting on motorways and trunk roads are maintained by National Highways. District and Borough Councils maintain lighting in their own car parks and housing areas.

Street name plates are the responsibility of the District and Borough Councils.

Surface dressing is the responsibility of the County Council.

T

Tourism signs on the highway are the responsibility of the County Council.

Traffic counts on the highway are the responsibility of the County Council.

Temporary Obstructions in the Highway Licence are managed by the County Council.

Traffic Regulation Orders are managed by the County Council.

Traffic signals which are permanently installed on the highway are the responsibility of the County Council.

Tree maintenance on highway land is the responsibility of the County Council

V

Variable message signs on the highway are the responsibility of the County Council.

Vegetation maintenance on highway land is the responsibility of the County Council.

Vehicle and dropped crossing licences are managed by the County Council.

Vehicle activated signs on the highway are the responsibility of the County Council.

Vehicle restraint systems on the highway are the responsibility of the County Council.

Verge maintenance is on behalf of the County Council by District and Borough Councils.

W

Wildflower verges are managed by the County Council.

Weed killing is managed by the District and Borough Councils.

Weight restrictions are supported by the County Council.

DERBYSHIRE
County Council