

## Newsletter 8

April 2009

### Newsletter frequency

When we started this contract, we expected to send out a newsletter every two months or so. We intended that they should be brief, and topical. Since September 2008, there have been newsletters every month and a special bulletin in March. We will aim to continue with no more than one newsletter each month, as long as there is something new to report.

### Investigating SCANNER results

TRL has a contract with the Department for Transport for SCANNER accreditation, QA and Audit. Under that contract, TRL investigates concerns reported by local authorities about SCANNER data and the results derived from them. Several authorities in the West Midlands were concerned that the revised SCANNER Road Condition Indicator used in UKPMS weighting sets WS223v0202 (BV223) and WS 224av0202 (BV224a) led to much reduced BVPI values in 2008 (last year) compared with 2007, when the original SCANNER RCI was used. TRL obtained survey data from two of the authorities and investigated the results in detail, leading to a workshop with them in Birmingham on 30<sup>th</sup> March.

The revised SCANNER RCI eliminates some "double counting" between the two measures of ride quality and the two measures of carriageway cracking so, in general, it does identify less carriageway as being in the "red" condition than the original SCANNER RCI. TRL identified that there were differences in the amount of cracking and the ride quality being reported, and is investigating the performance of the crack detection system with the survey contractor.

However the authorities were concerned that their road networks were being reported as being in a much better condition than they expected. There are two possible issues – either there is something wrong with the SCANNER survey data, or the SCANNER RCI is not finding the defects that matter to highway maintenance engineers. TRL is planning a further, more detailed, investigation with Birmingham to try to understand why the results are not meeting engineers' expectations.

## Inspector accreditation

A new test centre for UKPMS Visual Survey Inspector Accreditation has been set up in Leamington Spa, run by Yotta DCL. There are now three test centres available to take bookings for CVI and DVI inspector accreditation, based in Leamington Spa, Nottingham and Bristol. For information on the inspector accreditation process and how to apply please visit the PCIS (UKPMS) website at:

[http://www.ukpms.com/tech\\_docs/inspector.asp](http://www.ukpms.com/tech_docs/inspector.asp).

## City and Guilds accreditation status

Certificates issued under the City and Guilds accredited training scheme were deemed to end when the new revised accreditation scheme for visual survey inspectors was introduced in 2007. City and Guilds certificates are **now no longer valid** and inspectors must have undertaken and passed the new scheme to be accredited for UKPMS visual surveys.

## UKPMS Review of Core Functionality

The review of UKPMS core functionality is reaching a conclusion. The project comprised three elements:

- Determining the priorities in terms of local authorities' business needs;
- Developing the core functional specification; and
- Mapping the agreed core specification to an indicative timetable and budget.

The first workshop, to identify the business needs, objectives and priorities of local authorities in the UK for pavement management systems, was held in London on 17th February.

The second workshop, to review proposals for the core functional specification for UKPMS and the indicative timetable and budget was held in London on 22<sup>nd</sup> April. This was attended by representatives from Local and National Authorities, and UKPMS developers. There were four sessions, covering:

- The proposed new approach to UKPMS core functionality, what needs to change and why it needs to change;
- The implementation plan, who will be affected, and how will they be affected;
- The technical development and (or) research to deliver the core functional specification; and
- Summarising the conclusions for the future of a PMS for the UK.

Copies of the slides presented and discussed at the workshop are on the UKPMS website:

([http://www.ukpms.com/tech\\_docs/techdocsdynamic.asp?techdocsID=57](http://www.ukpms.com/tech_docs/techdocsdynamic.asp?techdocsID=57)).

The final report is due to be delivered on 15<sup>th</sup> May.

# Pavement Condition Information Systems

(Including support for UKPMS, Visual Surveys & SCANNER)



## Highways Asset Management Planning Network

The Highways Asset Management Planning Network is operated by CIPFA Property, partnered with the County Surveyors Society and supported by the Department of Transport. The HAMP network has been running for five years and has established itself as the first point of call for many local authorities seeking information on Asset Management Planning in relation to highways and transportation.

The next series of workshops will be held in May. As well as the regular technical update, they will focus on Pavement Management Systems, and putting the theory of UKPMS and SCANNER into practice.

Venue	Date
London	5 <sup>th</sup> May
Nottingham	8 <sup>th</sup> May
Wigan	13 <sup>th</sup> May
Durham	14 <sup>th</sup> May
Weston super Mare	15 <sup>th</sup> May

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*(n.b. Membership of the HAMP network is by subscription.)*

## Contact details

You are welcome to pass a copy of this newsletter on to anyone else who may be interested in the subject.

If you wish to be added to the circulation list please email your details to us at [newsletter@ukpms.com](mailto:newsletter@ukpms.com).

We welcome your comments and questions at:	<a href="mailto:newsletter@ukpms.com">newsletter@ukpms.com</a>
The UKPMS website is at:	<a href="http://www.ukpms.com">http://www.ukpms.com</a>
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