

Carriageway Hierarchy 2012 Option Comparison:

- Option 1 – CoP standard
- Option 2 – Alternative departure
- Option 3 – Current inspection regime

CoP for Maintenance Management					Surrey Priority Network (SPN)					
Category	Hierarchy description	Type of road General description	Description	Inspection Frequency	Surrey Priority Network Current	Surrey Priority Network Proposed	Hierarchy description	Type of road General description	Description	Inspection Frequency (Options)
1	Motorway	Limited access motorway regulations apply	Routes for fast moving long distance traffic. Fully grade separated restrictions on use	1 Month	Not applicable	Not applicable			Not applicable	
2	Strategic Route	Trunk and some Principal "A" roads between Primary Destinations	Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.	1 Month	SPN 1 Mainly principal roads, plus some important non-principal (B and C roads) and very limited number of unclassified roads, based on >18,000 AADT and/or >600 HGV/day on >25% of route.	SPN 1	Strategic Route (CoP Strategic and Main Distributor combined as the generate the same inspection frequency and maintenance intervention levels)	Mainly Principal "A" class roads but including some strategically important Non-Principal roads	Roads for long distance through traffic but also providing access to Primary and other significant destinations in and adjacent to Surrey. >18,000 AADT.	1) 1 Month 2) 1 Month 3) 3 Months
3a	Main Distributor	Major Urban Network and inter-Primary Links. Short – medium distance traffic	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety	1 Month		SPN 2	Main Distributor	Remaining Principal "A" class roads, together with other important Non-Principal roads	Roads carrying short or medium distance traffic, mainly between strategic routes and linking urban centres to the strategic network (including motorway and trunk road closure diversions). In street lit urban areas speed limits are usually 40 mph or less and there may be restricted parking at peak times with positive pedestrian safety measures. Population centres typically > 15,000 and network based on >12,000 AADT and/or >650 HGV/day on >25% of route.	1) 1 Month 2) 1 Month 3) 3 Months
3b	Secondary Distributor	Classified Road (B and C class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions	In rural areas these roads link the larger villages and HGV generators to the Strategic and Main Distributor Network. In built up areas these roads have 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons	1 Month	SPN 2 Largely B and C roads, plus a limited number of principal and unclassified roads. Lower traffic levels than Priority 1, but strategically important. Based on >12,000 AADT and/or >600 HGV/day on <25% of route	SPN 3	Secondary Distributor	Mainly "B" class roads, some "C" roads and limited number of unclassified "D" roads carrying local traffic with frontage access.	Locally important roads linking larger villages (e.g. Cranleigh), towns and other traffic generators to Strategic and Main Distributor Road Network. They including access roads to A&E hospitals, large industrial areas, waste disposal and household waste sites. Population centres typically > 5,000 and network based on >8,000 AADT.	1) 1 Month 2) 3 Months 3) 6 Months

4a	Link Road	Roads linking between the main and secondary distributor Network with frontage access and frequent junctions	In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two-way traffic. In urban areas they are residential or industrial interconnecting roads with 30 mph speed limits random pedestrian movements and uncontrolled parking	3 Month	SPN 3 Mainly unclassified roads and C roads. Essentially all other roads.	SPN 4a	Link Road	Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions	In rural areas these roads link the smaller villages (e.g. Elstead, Brockham and Tatsfield) and isolated communities to the distributor roads network. They are of varying width and not always capable of carrying two-way traffic. Population centres are typically > 200 properties. In urban areas they are residential or industrial interconnecting roads with 30 mph speed limits often with random pedestrian movements and uncontrolled parking. Population centres are typically > 500 properties. They will include major bus routes (50 per day urban and 25 per day rural).	1) 3 Months 2) 6 Months 3) 12 Months
4b	Local Access Road	Roads serving limited numbers of properties carrying only access traffic	In rural areas these roads serve small and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or cul-de-sacs.	1 Year		SPN 4b	Local Access Road	Roads serving limited numbers of properties carrying only access traffic	In rural areas these roads serve small communities and provide access to individual properties and land. In urban areas these are residential loop roads or cul-de-sacs.	12 Months (Through risk management a high level of defects may trigger an increase frequency of inspection on specific sections of the network)

NB - Properties include both residential housing and commercial/industrial unit address points