



Surrey Priority Network Level

SPN Levels 1, 2 & 3	High risk of vehicle interaction <i>(i.e. In line with vehicle/ cycle path)</i>
	Medium risk of vehicle interaction <i>(i.e. Adjacent with path of vehicle/cycle)</i>
	Low risk of vehicle interaction <i>(i.e. Other carriageway areas)</i>

CARRIAGEWAY INSPECTIONS																								
SACS	SACP					SACL	SACM		SACI				SACE		SACU		SACR							
Excessive smoothness etc	Potholes <i>The depth of a pothole is covered below. As a general rule, the diameter, at the surface level, should be >75mm on cycle lanes and >150mm on carriageways</i>					Loose material etc.		Regulatory lines – excessive wear		Ironwork missing broken, tilting etc				Edge damage		Unevenness due to rutting etc.		Displaced road studs, cat eyes and debris						
Glossy, especially in wheel tracks, at bends and junctions	Cycle lanes	All other locations	Cycle lanes	All other locations	Initial signs of openness, crazing with limited loss of aggregate	Of sufficient spread and depth to need immediate attention	Small accumulations that could become a hazard if left	White regulatory lines, (at junctions) worn so as to detract from their purpose	White and yellow lines worn but still just functioning	Missing ironwork	Cycle lanes	All other locations	Cracked frame or cover, rocking to create a noise or vibration. Depressed or tilted	Worn, slight unevenness, expected to worsen	Road edge breaking, falling away so as to be potentially hazardous	Road edge extensive cracking, some deformation, likely to worsen in short term	Severe unevenness due to ruts, humps, corrugations.	Moderate unevenness	Displaced/ laying on running surface	Insecure /loose				
	> 25mm in marked cycle lanes and at recognised crossing points (normally in town centre situations)	> 40mm at all other locations	Approaching 25mm, with likelihood of worsening in short term. Advanced local crazing likely to pothole	Approaching 40mm, with likelihood of worsening in short term. Advanced local crazing likely to pothole																	Broken covers and frames. Upstand >20mm or depressed (sunken) covers and frames (equivalent to pothole standards, ie >25mm in cycle lanes)	** Edge damage should be classified as CAT 1 in limited circumstances and only when extended into actual wheel path and the risk of impact is high	Severe unevenness resulting in high risk should be reported to the Local Transportation Service and therefore may influence current or future minor/ major maintenance programmes	
2C	1	1	2B	2B	2C	2C	2B	2C	1	1	2B	2C	2C	1**	2C	2C	2C	1	2C					
2C	2A	2A	2C	2B																2C	2C	2C	2C	2C
2C	2B	2C	2C	2C																2C	2C	2C	2C	If defect is located outside the edge of carriageway marking it should only be recorded where significant risk of interaction or damage is anticipated

FOOTWAY AND KERB INSPECTIONS

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SAPE		SAPI			SAPP		SAPU		SAKT			
Edgings – excessive rot, trips etc.		Ironwork – broken, tilted missing, etc			Potholes <i>As a general rule, the diameter, at the surface level, should be >100mm</i>		General Surface		Kerbing defects			
Trips >20mm and rotted or disintegrated edgings needing renewal	Missing	Broken or loose - Trips >20mm and/or sunken >20mm	Loose/ cracked covers and frames not an immediate hazard	Potholes > 20mm deep	Potholes < 20mm deep and initial signs of wear and tear, slight fretting, crazing and loss of aggregate	Trips >20mm	Bumps, depression, surface heave, undulations	Loose, tilted etc	Broken, loose or missing, trips and/or projections >20mm			
										Providing there is not foreseeable risk of injury and no short term deterioration is evident		
Footway Category	High risk of interaction <i>(i.e. In line with pedestrian/cycle path)</i>	2C	1	1	2C	1	2C	1	2C			
	Medium risk of interaction <i>(i.e. Adjacent with path of pedestrian/cycle)</i>									2C	2C	2C
	Low risk of interaction <i>(i.e. Other footway areas)</i>									2A	2A	2A
Local Access Footway	High risk of interaction <i>(i.e. In line with pedestrian/cycle path)</i>	2C	1	1	2C	1	2C	1	2C			
	Medium risk of interaction <i>(i.e. Adjacent with path of pedestrian/cycle)</i>									2C	2C	2C
	Low risk of interaction <i>(i.e. Other footway areas)</i>									2C	2C	2C

STREET FURNITURE, VEGETATION & STRUCTURAL INSPECTIONS (ON OR ADJACENT TO THE HIGHWAY)*

STREET FURNITURE, VEGETATION & STRUCTURAL INSPECTIONS (ON OR ADJACENT TO THE HIGHWAY)*											
SAFB		SAFS		SAFU		SATH		SATO		SABS	
Furniture defects						Tree and vegetation defects <i>In less obvious cases refer to Transportation Arborist or defined Tree Consultants</i>					
Rails, barriers, safety fencing etc - excessive defects		Road signs and signals - excessive defects		Unlawful signs – safety hazard		Trees / vegetation on highway		Off highway – safety hazard			
Bent, twisted, projecting metal or timber to extent that public is put at high risk	Missing, bent, twisted, tilting, out of alignment, generally worn out, needing adjustment or replacement	Bent, twisted, projecting to extent that public is put at high risk. Also damaged/missing junction signage where sign duplication no longer exists.	Missing, damaged, faded, worn or discoloured so that replacement is needed with less risks to the public dependent on sign/signal location	Unlawful signs causing significant obstruction to passage or vision and clear risk to the public	Unlawful signs causing some obstruction to passage, or vision with less risk to the public	Obvious danger of falling timber.	Obscuring regulatory road signs and signals, overgrowth, inhibiting passage, obstruction to vision considering location and use.	Obvious danger of falling timber. Fallen debris causing obstruction to passage or vision but within falling distance of highway	Obscuring regulatory road signs and signals, overgrowth, inhibiting passage, obstruction to vision considering location and use	Buildings, walls, etc abutting the highway – safety hazard Abutting highway, bulging, leaning or signs of decay	
1	2C	1	2C	1	2C	1	2C	1	2C	2C	

*INCLUDED IN ALL FOOTWAY CATEGORIES

Response Category	Description
CAT 1	Correct/repair or make safe within 24 hours. If it is not possible to correct/repair defect within 24 hours, a permanent repair should be carried out within 28 calendar days, where appropriate, i.e. unless maintenance/improvement works are planned within a short timescale, normally this would not exceed 6 months. This timescale should be appropriate to the defect type, location road/footway classification and usage.
CAT 2A	Correct/repair or make safe within 7 calendar days. A permanent repair should be carried out within 28 calendar days, where appropriate, i.e. unless maintenance/improvement works are planned within a medium timescale, normally this would not exceed 12 months. This timescale should be appropriate to the defect type, location, road/footway classification and usage.
CAT 2B	A permanent repair should be carried out within 28 calendar days where appropriate, i.e. unless maintenance/improvement works are planned.
CAT 2C	Normally reviewed during next inspection. However, the LTS may decide to schedule a more detailed inspection, include on a condition ranking system or, if resources permit, correct during the next available local works programme

NOTES

- These are recommended minimum standards and there is an option for inspectors to increase specific response levels appropriate to the defect type, location, road/ footway classification and usage
- Vulnerability of cyclists must be taken into account when assessing footway and kerb defects
- All defects involving or resulting from utility company apparatus should be reported to the Local Transportation Service to contact the utility direct to initiate repairs. Failure to act could result in remedial action being taken and cost recovered. e.g. missing/broken ironwork, sunken trenches.
- All defects located on private land or resulting from private property should be reported to the Local Transportation Service to contact the owners direct to initiate repairs. Failure to act could result in remedial action being taken and costs covered