

Background to the recommendations

Recommendation 1: Changes to the Surrey Priority Network and Inspection Frequency

Surrey Priority Network

1. Traffic conditions on the highway network have changed significantly since the last complete review of the Surrey Priority Network (SPN) was undertaken, for example the M25 was not fully operational at that time.
2. A new SPN is therefore proposed that will reflect the changes in traffic volume and population density. The effect of this will be to increase the number of carriageway categories from 3 to 5, and the number of footway categories from 2 to 4. A summary of the changes is provided in the table below.

Hierarchy	General Description	Current	Length (Km)	Proposed	Length (Km)
Carriageways					
Strategic Route	Mainly Principal "A" roads for fast moving traffic	SPN1	763	SPN1	344
Main Distributor	Major urban network, with speed usually <40 mph and >12,000 average journey's			SPN2	381
Secondary Distributor	Mainly B & C class roads in rural areas that link large villages and HGV to strategic network >8,000 average journeys.	SPN2	807	SPN3	369
Link Road	Road linking main and secondary network with frequent junctions. In rural areas links to smaller villages.	SPN3	3366	SPN4a	637
Local Access Road	Roads serving individual land, residential loop roads or cul-de-sacs			SPN4b	3205
Footways					
Primary Walking Routes	Busy urban shopping and business areas and main pedestrian routes,	1	663	1	231
Secondary Walking Routes	Medium usage routes, with >20 shops, town centres links to transport hubs			2	434

Link Footways	Linking local assess footways, small retail shopping >5 shops, large schools and outlets,			3	1000
Local Access Footways	Rural footway, town paths, non feeder footways in housing estates	2	5013	4	4013

Inspection Frequency

3. SCC's Highway Maintenance Policy sets out the inspection frequencies and repair response times that the authority will apply to maintain the highway in a safe condition, as required under the Highways Act 1980.
4. It is proposed that changes are made to the inspection frequency to reflect the changes in the SPN, and to ensure that Surrey is fully compliant with the approach recommended in the Code of Practice.
5. These changes will result in an overall increase in the frequency of carriageway and footway inspections, as set out in the table below.

SPN (2013)	Existing	Proposed	Footway Network	Existing	Proposed
SPN1	Quarterly	Monthly	Level 1:	Quarterly	Monthly
SPN2		Monthly	Level 2:	Annual	Quarterly
SPN3	Bi-annual	Monthly	Level 3:	Annual	Bi-annual
SPN4a	Annual	Quarterly	Level 4:	Annual	Annual
SPN4b		Annual			

6. The increase in inspection frequency will result in defects being identified sooner so lead to quicker repairs, which should contribute to improving customer satisfaction
7. As with the introduction of the new SPN, the changes to the inspection frequencies will be introduced over a 12 month period from April 2013.

Recommendation 2: Revised Highway Safety Defect Service

8. Under the existing policy there are three response times for safety defects – 2 hours, 24 hours and 28 days. There is also a 'Condition' category to record defects that are present on the network but do not present a hazard to the public.
9. Currently the majority of identified safety defects fall into the 24 hour response time which leads to a very reactive and inefficient service because there is insufficient time to properly plan repairs. This can mean that more temporary repairs are being carried out than is desirable and also that multiple visits to repair defects are necessary. This has an adverse impact on the reputation of

the Council and leads to reduced customer satisfaction and contributes to an increased risk of insurance claims.

10. Under the current contract arrangements it was always the intention to review the safety inspection policy during the contract term with a view to refocusing the service delivery to a more planned approach. On this basis it is proposed to change the existing policy by extending the 24 hour response time to 5 working days. This change will improve productivity and enable an increased number of permanent repairs to be carried out at the first visit. The 5 day response time also provide us the opportunity, in some circumstances, to carry out repairs that will resolve multiple defects in one larger repair. This will lead to an overall improvement in the condition of the network.
11. Implementation of the proposed change in policy will require appropriate scrutiny and monitoring processes to be in place to ensure any risk is effectively being managed. On this basis there will be a close involvement with Insurance Services during process development and also following implementation to monitor the impact on insurance claims.
12. It is also proposed that the current 'Condition' category on the Safety Matrix be removed, as collecting condition information as part of a Highway Safety Inspection reduces productivity and is not considered an efficient use of this resource. On introduction of the revised Matrix, all condition information will be collected by the condition surveys carried out by the Asset Planning Group and by Community Highway Officers.
13. The two hour response for defects and incidents categorised as posing an immediate safety risk will remain. The 28 calendar day response category for lower risk safety defects will be retained although it will be reclassified as a 20 working day response, providing consistency across categories and operational clarity.

Recommendation 3: Woking Town Centre Management Agreement
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14. The County Council is keen to work with District and Borough Councils, Parish and Town Councils and Residents Associations so that decisions are taken and services delivered at a local level when appropriate.
15. Woking Borough Council are part way into a multi-million pound regeneration project to enhance the viability and attractiveness of the town centre. As part of this they are keen to take on the management of the highway network in the "core" centre.
16. It is therefore proposed that the County Council enters into an agreement with Woking Borough Council to enable them to manage the agreed area of the highway network. The table on the following page sets out the proposed delegated functions for Woking Town Centre.

Included	
Highway inspections	Patching, repairs
Gully cleaning and drainage repairs	Managing insurance risks / claims
Fences	Trees / shrubs / vegetation
Road markings	Parking enforcement and meters
Signs, posts, fingerposts	Refuges, guardrails
General street furniture	Accident and emergencies
Street cleansing	Winter maintenance (footways only)
Reconstruction or resurfacing roads	Reconstruction or resurfacing footways
Licences / policy for A boards, tables & chairs, skips, scaffold, filming etc	Streetworks coordination – within SCC framework but local powers for area
Making of temporary traffic regulation orders and promotion of permanent (through Local Committee)	Any other reasonable works as agreed between both parties
Excluded	
Street lighting – part of existing PFI contract, WBC will be able to influence replacement through Skanska	Illuminated street furniture / signs – part of existing PFI contract
Winter maintenance precautionary road salting	Transportation Development Control advice on behalf of SCC
Traffic signal maintenance	Structures

The table above is not exhaustive and maybe subject to minor revision by the Assistant Director in consultation with the Cabinet Member and Woking Borough Council,

17. The agreement will come into effect on a phased basis from April 2013. Under the agreement the level of service the Borough Council will provide must not be less than the levels the County Council currently provides, although it is clear that the intention of the Borough is to **enhance** service levels, not reduce them.
18. The Woking Local Committee has committed 40% of its share of any future on-street parking surplus to facilitate the agreement. The Borough Council have committed £25,000 per annum, plus any surplus returned to the Borough Council from managing on-street parking will be invested in the “core” area. This is in addition to the multi-million pound redevelopment works.
19. The County Council would provide £25,000 per annum (revenue) to enable the Borough Council to discharge the County Council’s statutory responsibilities.
20. A steering group consisting of Local Committee Members will be established to provide an overview of how the agreement is operating.