

# SROH: Simplified Guidance for Authorities

Enfield Lane Rental Industry Publication

# Introduction

Street works form a vital part of daily life, to install, maintain and replace the below ground assets, through which we operate our lives. Carried out by utility companies, undertaking approximately 1.6 million works\* on these essential services in England last year.

Ensuring the road structure is replaced correctly upon completion is governed by the Specification of the Reinstatement of Openings in Highways (SROH), with the fourth edition becoming statutory guidance in 2021. The SROH, by which reinstatements are carried out/monitored for compliance, relies heavily on interpretation of this complex document, which can lead to variances across the 300+ Highway Authorities and the 100+ utility contractors who inspect/reinstate. This consistency is hampered further still, by the current resource challenge being experienced by both sides. To build/support the current/future workforce on the technical requirements that underpin the sector, the need to make the SROH easily accessible/understood for all was identified.

The project proposed to explain, in simplified language, each section within the SROH, to enable greater understanding and consistency. Developed by subject matter experts and members of the HAUC\*\* working party (which has representation from both highway authorities and utilities) over a 12-month period, with market research undertaken by inspectors from several highway authorities. Improving works reinstatement knowledge consistently across all parties, would have the additional benefit of reducing the number of remedial repairs required and thus save disruption to the travelling public.







# The Project

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Commencing in August 2022, a thorough review of the SROH was undertaken by the London Borough of Enfield and Corehard Ltd, along with detailed discussions on how the information could be presented, in a concise and user-friendly way, while maintaining the integrity of its instruction.

This gave an opportunity to strengthen relationships across highway authorities and utilities, which have historically, had differences when interpreting the content of the SROH. Examples include placement of new materials, depths of materials, what constitutes a defect and initiating guarantee periods for remedials.

Furthermore, the project looked to remove the perceived barriers around the introduction/agreement of trials for new materials and techniques.

It was therefore soon determined that each section in the SROH have a supporting document. This would enable the ability to reference side by side, so a total of 12 reference guides were produced along with an appendices for each.

# Outcomes

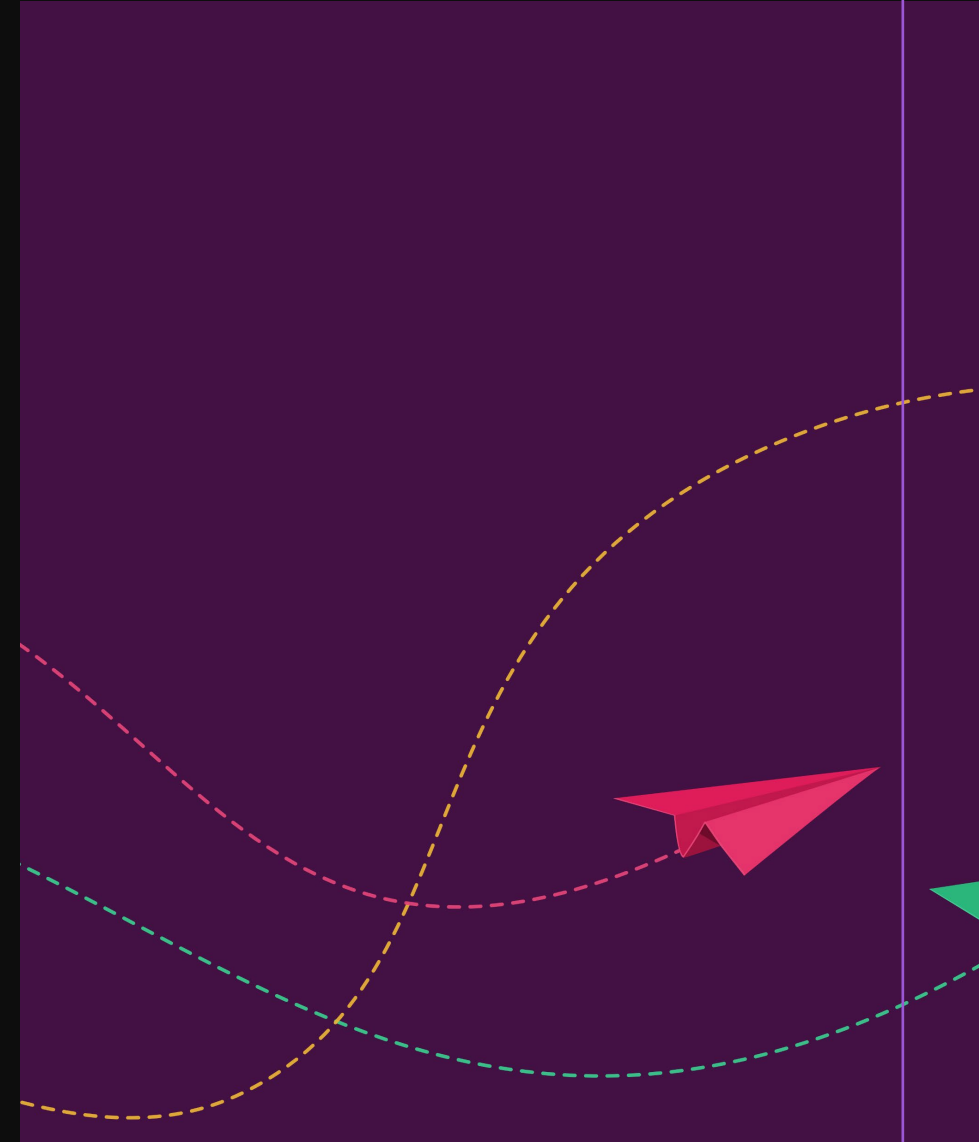
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The objective was to produce a supporting package of guidance, to assist with decision making on the street, with success based on two key areas:

- Acceptance from across the sector as a package which, could be referred to daily by all, when reinstating/inspecting works
- Reduction in failed reinstatements/prolonged works in consequence to new methods and materials being used.

Feedback from the research groups has been positive and the guides have been presented to all relevant stakeholders. The Joint Authority Group (JAG), who form the highway authority arm of HAUC have now published the material on their [website](#) for all to access and discussions are currently underway for their use within the HAUC app in future.

It is too early to know whether this will lead to a reduction in reinstatement failures, however, the ability to apply the SROH consistently will support utilities in the undertaking of street works and what is expected of them. This will be monitored on an individual authority basis, as well as the Department for Transport's Street Manager system.



# Lessons learnt

The project involved a substantial amount of thought, research, and debate. It was important to pitch the material at the appropriate level for all readers. However, as the SROH is a technical document by nature, this proved challenging in certain sections. Moving forward, more time would be allocated to allow for this complexity to be considered further.

While feedback has been positive, a longer duration to obtain feedback would have proved to be beneficial to gain a more broad range.





# Conclusion

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In conclusion, the project was delivered on time, with all sections covered by the guidance, receiving positive feedback along the way. Minor adjustments and recommendations were considered and added where necessary, following feedback sessions.

It is anticipated that the project material will make a real difference to all stakeholders across the sector in the undertaking of road and street works, which will benefit both London and England, where this specification applies.

Now that the guidance is published, all London Boroughs, and Transport for London will be invited to attend an overview presentation session.



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# TfL Lane Rental Scheme

Optimising customer journeys through the  
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