

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (RUNNYMEDE)**



**SURREY**

**DATE:** 19 FEBRUARY 2018

**LEAD MEMBER:** COLIN KEMP, CABINET MEMBER FOR HIGHWAYS

**SUBJECT:** CABINET MEMBER FOR HIGHWAYS - UPDATE

**AREA(S) AFFECTED:** ALL

**SUMMARY OF ISSUE:**

Cabinet Member is attending the committee to improve communications and to provide information of works in the local area.

**RECOMMENDATIONS:**

The Local Committee (Runnymede) is asked to:

- (i) Comment on the information.

**REASONS FOR RECOMMENDATIONS:**

To update the committee on the highways works in the local area.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 Cabinet Member Colin Kemp attended this meeting in the autumn to improve communication with the committee and also to talk through the work he is doing with highways teams.
- 1.2 At the meeting in the autumn, it was agreed that the Cabinet Member would return in the spring to provide an update on this work.

**2. ANALYSIS:**

- 2.1 As Highway Authority and Lead Local Flood Authority what we do and the powers we have are largely governed by statute. We are responsible for assets which include over 3,000 miles of road network, 1,800 bridges and structures and 3,262 miles of footway.
- 2.2 The Cabinet Member recognises that it is important to keep the Local Committees and Joint Committees informed. The programme summary (Annex A) outlines all the highway work that is planned to be undertaken in the 2018/19 financial year (called operation Horizon). It will be updated every three months and is available on the following webpage – [www.surreycc.gov.uk/Horizon](http://www.surreycc.gov.uk/Horizon)

## ITEM 9

### **3. OPTIONS:**

- 3.1 The committee can comment on and feedback views to the Cabinet Member for consideration.

### **4. CONSULTATIONS:**

- 4.1 Officers from within the Environment and Infrastructure Directorate have inputted into this report, including Area Highways Managers.

### **5. FINANCIAL IMPLICATIONS:**

- 5.1 All the works set out within the report are costed as part of the Council's budget for either 2017/18 or 2018/19 (as set out in the annex).

### **6. WIDER IMPLICATIONS:**

| <b>Area assessed:</b>  | <b>Direct Implications:</b>                           |
|--|---|
| Crime and Disorder   | No significant implications arising from this report. |
| Equality and Diversity   | No significant implications arising from this report. |
| Localism (including community involvement and impact)            | No significant implications arising from this report. |
| Sustainability (including Climate Change and Carbon Emissions)   | No significant implications arising from this report. |
| Corporate Parenting/Looked After Children                        | No significant implications arising from this report. |
| Safeguarding responsibilities for vulnerable children and adults | No significant implications arising from this report. |
| Public Health  | No significant implications arising from this report. |

### **7. CONCLUSION AND RECOMMENDATIONS:**

- 7.1 The committee is invited to comment and feedback to the Cabinet Member about the programme.

### **8. WHAT HAPPENS NEXT:**

- 8.1 The Cabinet Member will consider the views of the committee.

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**Contact Officer:** Cabinet Member for Highways Colin Kemp  
[colin.kemp@surreycc.gov.uk](mailto:colin.kemp@surreycc.gov.uk)

**Consulted:** As detailed within the report.

**Annexes:** Highways Programme Annual Summary 2018/19  
Horizon 2 – Runnymede 2018/19  
Horizon 2 – Runnymede 2018/19  
Horizon 2 – Schemes for Consideration

**Background papers:** None

## Introduction:

The Cabinet Member recognises that it is important to keep the Local Committees and Joint Committees informed. This programme summary outlines all the highway work that is planned to be undertaken in the 2018/19 financial year (called operation Horizon). It will be updated every three months and is available on the following webpage – [www.surreycc.gov.uk/Horizon](http://www.surreycc.gov.uk/Horizon)

Our purpose is to enable safe, reliable journeys and the growth of prosperous places, now and in the future. As Highway Authority and Lead Local Flood Authority what we do and the powers we have are largely governed by statute. We are responsible for assets which include over 3,000 miles of road network, 1,800 bridges and structures and 3,262 miles of footway.



### From the 2018/19 central budgets for Runnymede:

£144k has been budgeted for **resurfacing of roads**, and £99k for **pavement works**

### Since 2013/14 (the last 5 years) for Runnymede:

**The following has been invested centrally on the highway network in Runnymede:**

**£4.852 million on resurfacing roads**  
**£464k on Local Structural Repair (LSR)**  
**£392k on pavements**  
 and **£505k on Structures**

Annex 1 provides an update on schemes undertaken in the 2017/18 financial year.  
 Annex 2 provides details on planned works in the 2018/19 financial year.  
 Annex 3 outlines works and schemes that we would like to complete in future years.

## Grass cutting

This year we are funding grass cutting to cover the area of 26.5million square-metres (county-wide) – that's the area of 394 Wembley stadiums.

## Defects

In 2017 we repaired 37,702 dangerous defects, 987 of which were in Runnymede.

There were 364 accident and emergency call outs in Runnymede last year.

## What happens to potholes?

We regularly inspect the roads and pavements for potholes and other problems however we rely on the public to report problems to us in between these inspections.

### Ways for the public to report

-  Online at [www.surreycc.gov.uk](http://www.surreycc.gov.uk) (24 hours a day)
-  0300 200 1003 (local rate) 9am to 5pm, Monday to Friday

We prefer that reports are made online because this means we collect all the information we need including an accurate location of the problem. Residents can also track problems and see what has already been reported on the online map.

### What happens after the report is made?

One of our inspectors will visit the location within one week, look at the problem and decide what to do next:

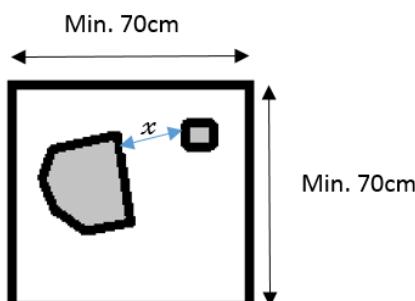
- what type of repair needs to be made;
- when it needs to be made (we repair more risky defects in a shorter timescale); or
- determine if no repair is necessary (we will monitor instead)

Our inspector follows the highway safety manual. The manual takes into consideration lots of factors including where in the road the problem is. For example if the problem is on the pavement or in a cycle lane this is treated more seriously than if the problem was in the middle of the road.

More information about the highway safety manual is available at  
[www.surreycc.gov.uk/roadsafetystandards](http://www.surreycc.gov.uk/roadsafetystandards)

### What repair do we make?

We provide a list to our work team of all the defects that need repairing each day. Our work team must repair all of these risky defects by the end of the day in order to keep the network safe. This means the repair team may sometimes leave other non-urgent potholes nearby.



The work team may find other potholes nearby. These additional potholes may be repaired along with the pothole listed for repair, providing the patch size is not too big.

The distance "x" is determined by the work team on site. They will consider:-  
 Page 34

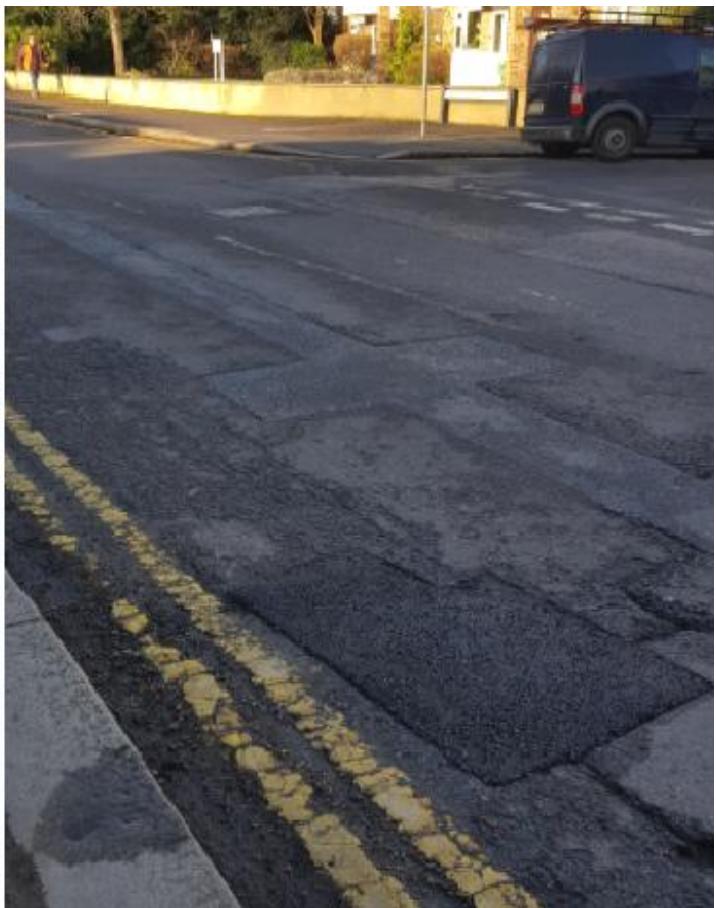
- the strength of the road to hold the repair,
- the amount of tarmac they have on them, and
  - other engineering factors.

Pothole

Repair area



Before - three defects treated as one single defect



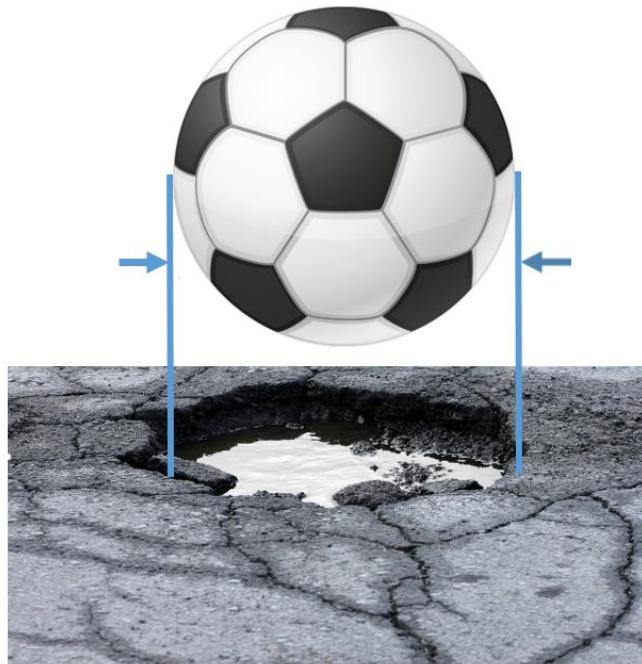
After

Not all potholes affect safety, and they will not normally be repaired, unless they are likely to become safety problem in the near future.

### What size is my pothole?

The descriptions used on the website refer to the width of the pothole (not depth).

## ITEM 9



### Classification of potholes

| Highest risk<br>Priority 1   | Medium risk<br>Priority 2   | Low risk<br>Priority 3   | Priority 4<br>(May be unpleasing to the eye but not considered a safety issue)   |
|--|---|--|--|
| What happens to this pothole?  |   |  |  |
| Make safe within 2 hours   | Make safe or repair within 5 working days   | Repair within 20 working days  | We do not usually repair these potholes  |
| Individual or multiple potholes with very high risk of interaction with vehicles or pedestrians and likely to result in serious or fatal consequence | Individual defect greater than 40mm in depth and 150mm in diameter (Cycle lanes 25mm depth and 75mm diameter) | Individual defect greater than 30mm in depth and 150mm in diameter (Cycle lanes 20mm depth and 75mm diameter). | Individual or multiple defects less than 30mm in depth or less than 40mm but unlikely to worsen (20mm in cycle lanes). |
|  |   |  |  |