

**CABINET MEMBER FOR HIGHWAYS AND COMMUNITY RESILIENCE
6 JUNE 2023**

PROCEDURAL MATTERS

Member Questions

Question (1) – from Catherine Baart

Please explain in detail what things the Highways engineers consider when a road gets its normal inspection. Do the Highways engineers always physically visit the road? Do they check pavement/cycle path surface as well as road surface; left behind signs; encroaching vegetation; missing dropped kerbs (eg bus stops on islands with no dropped kerbs, missing dropped kerbs at junctions); blocked gulleys? What happens to the information gathered in the road inspections? Can councillors access road inspection data for all roads in their division?

Response:

As the highway authority for Surrey, our aim is to keep the highway network, which includes roads, pavements and cycle paths, safe through carrying out regular safety inspections. Our inspections are carried out by a team of qualified inspectors.

Our [highway safety inspection policy](#) provides guidance and standards for our inspectors. It helps ensure a consistent approach to identifying defects on nearly 5000 kilometres of road, over 6000 kilometres of footway (pavements), and more than 800 kilometres of cycle paths.

We manage our inspections, and any repair works according to the frequencies, standards and response times set out in the highway safety inspection policy. The way the frequencies of inspection are derived are set out in the [Highway Hierarchy Definition Policy](#). The defects that are identified as part of the safety defect service are shown in the document [Highway Safety Inspection Policy Identification of defect severity](#).

This allows us to maintain the highway network to a reasonable standard, proportionate with available funding, and successfully defend against the majority of third-party insurance claims for damage or injury.

The defects meeting our intervention criteria that are identified as part of the Highway Safety Inspection Service are logged on hand held devices and are automatically picked up and scheduled for repair by our Highway Contractor, Ringway.

It is not currently possible for councillors to access road inspection data for all roads in their division. We are currently reviewing what additional information it may be useful to provide to Councillors once our new Highway IT System is fully embedded and will review the feasibility of including highway inspection data.

Reports received from customers will be inspected either by the Highway Customer Inspectors, for safety defects or the Highway Customer Officers for non-safety issues, such as overgrown vegetation, blocked gulleys or missing kerbs. In these cases, officers will inspect the specific report, they do not carry out a full road inspection

The outcome of the inspection will determine the action taken. This will either be in accordance with the Highway Safety Inspection Policy or relevant workstream.

Kevin Deanus
Cabinet Member for Highways and Community Resilience
6 June 2023

Question (2) – from Catherine Baart

Please explain how the metrics by which Highways prioritises work to be done, have changed, or will be changed, to reflect LTP4. For metrics which haven't changed yet, what is the timescale?

Response:

In terms of the criteria that is used to prioritise our Horizon programmes, officers are working on recommendations for changes that will better align the criteria to the aspirations of LTP4. Discussions on potential areas have been discussed with the Cabinet Member for Highways and Community Resilience and Deputy Cabinet Member for Highways as well as with the Highways Reference Group.

We are still waiting for the new LTP guidance to be released, which is likely to have targets and metrics associated with it to meet net zero targets. Recommendations for changes to how highways prioritise works will be included as part of the wider LTP programme with timescales for this part of the project to be determined.

Kevin Deanus
Cabinet Member for Highways and Community Resilience
6 June 2023