**Responses from Surrey County Councillor Mike Bennison to questions raised  HWRA open meeting on 10th May 2018**

* **How much funding is received from the Government?**

In terms of capital funding for the Highway network (this includes for funding for maintenance of all highway assets including roads, pavements, bridges, traffic signals, drainage and safety barriers) SCC received £23m from the Department for Transport in 2018/19, which is made up as follows:



In respect of revenue, the government funding (revenue support grant) is not ring fenced, and Surrey County Council decides how to allocate the budgets, across the council.  Highways revenue works budgets for 18/19 are £38.6m which includes, street lighting, energy, road maintenance, traffic signals, winter maintenance, safety barriers, bridges and structures, environmental maintenance, signs & lines, drainage and local schemes.

* **Is there a Reserve Fund?**

There is no reserve fund for highways

* **Surrey has a statutory responsibility to keep Surrey’s roads safe. Is the SCC CEO asking for more money to deal with the atrocious state of the majority of roads in the Ward? All roads need re-surfacing but the pot holes around the Claygate roundabout present a grave danger to cars as well as cyclists**

The Surrey Leader and Cabinet Member for Highways make regular representations to central government regarding fair funding for Surrey to take account of issues such as the high levels of traffic that the county has to deal with which puts strain on the highway network.  Currently these representations have not being actioned by Central Government, however the Department for Transport is aware that funding for the Highway Network for the country as a whole is not sufficient to deal with the levels of maintenance required and are currently putting together a business case to be reviewed as part of the Governments Spending Review.

In terms of the comments around potholes presenting a danger, all the roads in Surrey are inspected by our Highway Safety Inspectors on a regular schedule to check and repair highway safety defects, as defined within our Safety Defect Matrix. You may find it helpful to find out further information on our highway inspection standards and procedures at our website: [*highway-safety-inspections-standards-and-procedures*](http://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/roads-and-transport-policies-and-plans/highway-safety-inspections-standards-and-procedures). These documents give information of how defects are classified and the timescales for repair.  This is how we meet our statutory duty.

Highway safety inspections determine if there is a safety defect that meets the intervention level to be fixed, or a condition defect that informs the prioritisation process for maintenance works.

It is also helpful when residents report road defects to us either on the report it tab on our website or by telephoning our contact centre: [report a pot hole](https://www9.surreycc.gov.uk/highwayproblem/LocateProblem.aspx?GISDefectTypeId=8). These reported defects are also checked and prioritised in accordance with the Safety Defect Matrix.

Surrey County Council is working against a backdrop of increased demand and reductions in funding. Government funding for its strategic network / major roads such as motorways is on average £1.1M per mile against £27K per mile for local roads that are maintained by Council through the block grant.

To maximise funding from central government Surrey prioritises schemes on its planned maintenance programme (Horizon 2) in accordance with best practice guidance on asset management. These roads will have been prioritised in accordance with the cabinet approved process. This process takes account of criteria including: condition; network priority; risk and network management. Details of this programme can be found on our website: <https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/horizon-highway-maintenance-investment-programme>

SCC’s cabinet recognised that the state of the roads has deteriorated due to the recent weather and have made an additional £20m available during 2018-19 and 2019-20 to address some of this damage through a programme of large and small scale patching.

* **How much compensation is being paid out for serious damage caused to cars, especially expensive cars, by the appalling road surfaces?**

So far this year, Surrey have paid out £82,000 in relation to vehicle damage on its highways.

* **Any re-surfacing that has been done has been in patches and of rather poor quality. What are the plans for permanent re- surfacing and when?**

In order to maximise spending potential from central government SCC takes an asset management approach to scheme selection and prioritisation. The main purpose of highway maintenance is to maintain the highway network for the safe and convenient movement of people and goods. The core objectives of highway maintenance are to deliver a safe, serviceable and sustainable network. Using preventative maintenance, such as surface treatments alongside more structural treatments, achieves these objectives by minimising cost over time and maintaining reliability.

If the road surface is allowed to degrade to a critical point just prior to failure then all of the residual benefit of previous maintenance may be lost. Therefore the aim is to enhance ‘condition’ rather than ‘quality’. This can be achieved by arresting the rate of deterioration rather than looking to restore to as new.

In line with best practice SCC adopts a ‘prevention is better than cure’ approach to reducing potholes. This will require many roads in and around Claygate and Hinchley Wood to be patched in the first instance. Additional funding (as announced by the Leader) for repairing roads damaged by the severe winter will allow the majority of patching works to be machine laid to ensure quality of the finished profile. These works are usually followed up with a surface treatment in future years to protect this investment.

The list below details the works that have been carried out in the Claygate and Hinchley Wood areas in recent years and those that are currently planned or known about for future programmes.  These works are in addition to our safety defect repairs described above.

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| **Road No** | **Road Name** | **Location** | **Work Type** | **Limits** | **Completed/programmed Year** |
| D6817 | MANOR DRIVE | HINCHLEY WOOD | Surface Treatment | Entire Length | 2012 |
| D6821 | MANOR ROAD SOUTH | HINCHLEY WOOD | Surface Treatment | A309 KINGSTON BY-PASS TO OAKEN LANE | 2012 |
| D6844 | THE PARADE | CLAYGATE | Major Maintenance | Hare Lane to end | 2013 |
| D6844 | ALBANY CRESCENT | CLAYGATE | Surface Treatment | O/S NO 12 TO FOLEY ROAD | 2013 |
| D6827 | Derwent Close | CLAYGATE | Surface Treatment | Entire Length | 2013 |
| D6837 | STEVENS LANE | CLAYGATE | Surface Treatment | RED LANE TO COMMON ROAD | 2013 |
| D6816 | HILL RISE | HINCHLEY WOOD | Surface Treatment | HILL RISE | 2013 |
| D6816 | SEVERN DRIVE | HINCHLEY WOOD | Surface Treatment | CLAYGATE LANE TO END | 2013 |
| D6838 | COMMON ROAD | CLAYGATE | Major Maintenance | ST LEONARD'S ROAD TO THE CAUSEWAY | 2013 |
| D6838 | COMMON ROAD | CLAYGATE | Major Maintenance | Stevens Lane to St Leonards Avenue | 2013 |
| D6847 | Holroyd Road | Claygate | Surface Treatment | Coverts Road to end | 2014 |
| D6829 | Simmil Road | Claygate | Major Maintenance | Aston Road to end | 2014 |
| D6828 | THE AVENUE | CLAYGATE | Major Maintenance | HARE LANE TO OAKEN LANE | 2014 |
| D6829 | Aston Road | Claygate | Major Maintenance | Hare Lane to Cavendish Drive (inc.Norfolk Road) | 2014 |
| D6845 | FOLEY ROAD | CLAYGATE | Major Maintenance | Coverts Lane to Hare Lane | 2014 |
| D6844 | Gordon Road | Claygate | Major Maintenance | Claremont Road to Albany Crescent | 2014 |
| D6831 | RYTHE ROAD | CLAYGATE | Major Maintenance | Raleigh Drive to end | 2016 |
| D6814 | Manor Road North | Hinchley Wood | Surface Treatment | A309 Kingston Bypass to joint 10M W Orchard Avenue | 2018 |
| C158 | Red Lane | Claygate | Winter Damage Patching | St Leonards and Old [Claygate Lane- 2](https://maps.google.com/?q=Claygate+Lane-+2&entry=gmail&source=g) large LSR PATCHINGes | 2018-19 |
| C158 | Hare Lane | Claygate | Winter Damage Patching | adjacent to shops parade - near Foley Arms PH | 2018-19 |
| D6827 | Oaken Lane | Claygate | Winter Damage Patching | TBD | 2018-19 |
| C158 | Milbourne Lane | Claygate, Esher | Winter Damage Patching | approach to traffic lights A244 | 2018-19 |
| D6848 | Arbrook Lane | Esher | Winter Damage Patching | Full length | 2018-19 |
| D6846 | Beaconsfield Road | Claygate | Winter Damage Patching | Junction only with Fitzalan Road | 2018-19 |
| D6827 | Elm Road | Claygate | Winter Damage Patching | Full length | 2018-19 |
| D6833 | Esher Park Avenue | Claygate | Winter Damage Patching | Full length | 2018-19 |
| A309 | Kingston Bypass | Esher | Major Maintenance | Claygate Lane(incl. R/A) to Woodstock Lane North Slip road | 2019+ |
| C158 | High Street | Claygate | Major Maintenance | Hare Lane to Blakeden Drive | 2019+ |
| D6820 | Avondale Avenue | Hinchley Wood | Surface Treatment | Full length | 2019+ |
| D6847 | Holroyd Road | Claygate | Surface Treatment | Coverts Road to end | 2019+ |
| D6831 | Loseberry Road | Claygate | Major Maintenance | Hare Lane to Rythe Lane | TBD |
| D6836 | Lower Wood Road | Claygate | Surface Treatment | Stevens Lane to end | TBD |
| D6845 | CLAREMONT ROAD | CLAYGATE | Major Maintenance | J/W BEACONSFIELD, J/W GORDON & END OF ROAD BY R/W | TBD |
| D6846 | Vale Road | Claygate | Major Maintenance | Coverts Road to end | TBD |
| D6836 | Bridle Road | Claygate | Major Maintenance | Stevens Lane to Lower Wood Road | TBD |
| D6837 | Oakhill | Claygate | Major Maintenance | Trystings Close to end | TBD |
| D6825 | Telegraph Lane | Claygate | Major Maintenance | Red Lane to end | TBD |
| D6842 | The Causeway | Claygate | Major Maintenance | Common Road to Church Road | TBD |
| D6826 | Woodbourne Drive | Claygate | Major Maintenance | Oaken Lane to The Roundway | TBD |
| D6818 | HILLMONT ROAD | HINCHLEY WOOD | Major Maintenance | EASTMONT ROAD to MONTGOMERY AVENUE | TBD |
| D6819 | MONTGOMERY AVENUE | HINCHLEY WOOD | Major Maintenance | Entire Length | TBD |
| D6818 | SOUTHMONT ROAD | HINCHLEY WOOD | Major Maintenance | WESTMONT ROAD to MONTGOMERY AVENUE | TBD |
| D6818 | WESTMONT ROAD | HINCHLEY WOOD | Major Maintenance | SOUTHMONT ROAD TO MONTGOMERY AVENUE | TBD |
| D6818 | EASTMONT ROAD | HINCHLEY WOOD | Major Maintenance | HILLMONT ROAD to MONTGOMERY AVENUE | TBD |

* **What actions does SCC take against poorly performing Contractors?**

The Council’s contracts with external providers include a suite of Key Performance Indicators (KPIs) which are used to measure and monitor performance in the delivery of those services.

The KPIs will cover a variety of aspects depending on the services being delivered but would usually include measures relating to completing work within agreed timescales and to the quality specified.  For each contract the KPIs are measured, reported and monitored on a frequent basis (normally monthly) to identify areas of good performance to ensure it is maintained and enhanced alongside areas where performance might be deteriorating for one reason or another.  Officers overseeing each contract and service area carry out checks to ensure the performance being reported is accurate and to evidence the quality of work being delivered first hand.

In the event there are performance failures, these are investigated to determine the cause and what actions can be taken to make improvements or avoid repetition.  Persistent and/or decreasing performance outcomes are escalated through both the Council and Contractor’s organisation to ensure actions are taken to rectify those failures.