

Surrey County Council Highway Safety Inspection Policy

Identification of defect severity

Carriageway inspections

Table 1: This table shows the type of carriageway inspections which are carried out with the description of defect and it's priority

Type	Description	Priority
Pothole As a general rule, the diameter, at the surface level, should be >75mm on cycle lanes and >150mm on carriageways	Cycle lanes > 25mm in marked cycle lanes and at recognised crossing points (normally in town centre situations)	P2
Pothole As a general rule, the diameter, at the surface level, should be >75mm on cycle lanes and >150mm on carriageways	All other locations > 40mm at all other locations	P2
Pothole As a general rule, the diameter, at the surface level, should be >75mm on cycle lanes and >150mm on carriageways	Cycle lanes Approaching 25mm, with likelihood of worsening in short term. Advanced local crazing likely to pothole	P3
Pothole As a general rule, the diameter, at the surface level, should be >75mm on cycle lanes and >150mm on carriageways	All other locations Approaching 40mm, with likelihood of worsening in short term. Advanced local crazing likely to pothole	P3
Loose material etc.	Of sufficient spread and depth to need prompt attention	P2
Regulatory lines – excessive wear	White regulatory lines (at junctions) worn so as to detract from their purpose	P3
Ironwork and covers missing broken, tilting, rocking etc	Missing or Broken ironwork covers and frames. Upstand >20mm or depressed (sunken) covers and frames (equivalent to pothole standards, i.e. >25mm in cycle lanes)	P2
Ironwork and covers missing broken, tilting, rocking etc	Cracked or rocking frame or cover. Creating a noise or vibration. Depressed or tilted	P3
Edge damage	Road edge breaking, falling away so as to be potentially hazardous (only when extended into actual wheel path and the risk of impact is high)	P2
Unevenness due to rutting, subsidence etc.	Severe unevenness due to ruts, humps, corrugations. Resulting in high risk may influence future minor/ major planned maintenance programmes	P2
Displaced road studs, cat eyes and debris	Displaced/ laying on running surface	P2

Footway and kerb inspections

Table 2: This table shows the type of footway and kerb inspections which are carried out with the description of defect and it's priority

Type	Description	Priority
Ironwork and covers missing broken, tilting, rocking etc	Missing, Broken or loose - Trips >20mm and/or sunken >20mm	P2
Potholes As a general rule, the diameter, at the surface level, should be >100mm	Potholes >20mm deep	P2
General surface	Trips >20mm	P2
Kerbing defects	Broken, loose tilted or missing, trips and/or or projections >20mm In line with pedestrian /cycle path	P2
Kerbing defects	Kerbing in other areas that is broken or damaged to the extent that it could have the potential to cause vehicle damage.	P3

Street furniture, vegetation and verge inspections

Table 3: This table shows the type of street furniture, vegetation and verge inspections which are carried out with the description of defect and it's priority

Type	Description	Priority
Furniture defects	Rails, barriers, safety fencing etc -excessive defects Bent, twisted, out of alignment, projecting metal or timber to extent that public is put at high risk	P2
Furniture defects	Road signs and signals - excessive defects Bent, twisted, projecting to extent that public is put at high risk. Also damaged/missing junction signage where sign duplication no longer exists	P2
Furniture defects	Unlawful signs - safety hazard causing significant obstruction to passage or vision and clear risk to the public	P2
Tree and vegetation defects	Trees / vegetation on highway Obvious danger of falling timber. Fallen debris causing obstruction to passage or vision	P2
Tree and vegetation defects	Off highway – safety hazard Obvious danger of falling timber Fallen debris causing obstruction to passage or vision but within falling distance of highway	P2
Verge defects	Surface defects in the verge Which present a potential danger to the passage of pedestrians or vehicles using the highway as a whole	P2
Verge defects	Ironwork and covers in the verge Missing or broken	P2
Verge defects	Ironwork and covers in the verge cracked or rocking	P3

Response categories

Table 4: This table shows the types of response categories and a description showing the timescale for repair.

Response Category	Description
P2 (Safety Priority 2)	Correct/repair or make safe within 5 working days. If it is not possible to permanently correct/repair defect within 5 working days, a permanent repair should be carried out within 20 working days, where appropriate, i.e. unless maintenance/improvement works are planned within a timescale not exceeding 6 months. This timescale should be appropriate to the defect type, location road/footway classification and usage.
P3 (Safety Priority 3)	A permanent repair should be carried out within 20 working days where appropriate, i.e. unless maintenance/improvement works are planned within a timescale not exceeding 6 months. This timescale should be appropriate to the defect type, location road/footway classification and usage.

Note: On carrying out an inspection, observed defects that present the highest risk of harm to the public, thus requiring immediate attention to secure, guard, warn, or make safe should be reported and actioned as an Immediate response defect (P1 Immediate Priority).

Notes

These are recommended standards for categorisation of response; the inspector may select a different response in taking account of foreseeable risk to all road users.

All defects involving or resulting from utility company apparatus should be reported so we can contact the utility direct to initiate repairs. Failure to act could result in remedial action being taken and cost recovered. E.g. missing/broken ironwork, sunken trenches.

Defects observed on private land or resulting from private property should be reported so we can contact the owners direct to initiate repairs. Failure to act could result in remedial action being taken and costs recovered.