



**SURREY COUNTY COUNCIL
LOCAL COMMITTEE EPSOM & EWELL
12 September 2011**

PUBLIC QUESTIONS

**Question 1 – Mr Brian Robertson
Re: Resurfacing in West Hill Avenue**

Statement:

The road surface in West Hill Avenue (WHA) is deteriorating at an accelerating pace and is now in dire need of resurfacing. Although a seemingly normal residential road it has heavier traffic than normal due to Kingswood house school (approx 200 drop off and pick-ups each weekday during term time) and people using it as a minor rat run between Chirstchurch and Ridgeway to avoid the speed bumps in Manor Green Road.

Question: Can the committee confirm that:

- a) WHA is at the top of the priority list for resurfacing
- b) if not, that it will be put at the top of the list for resurfacing
- c) that the resurfacing will be of a similar type to those recently applied to Ridgeway & Meadway and NOT that dreadful cheap 'tar plus chip' mess that has recently been applied to West Hill.

This question has been supported by e-mails from Peter Clarke and Maarten Beunderman which have been forwarded to Committee members for information.

Officer Response:

The Asset Planning Group determine the annual programme for resurfacing each year, considerations include traffic flows, existing defects, condition data analysis, skid related collisions and accidents. In addition to this, each year Members are asked for the three roads they consider to be in worst condition in their Ward, these roads are given an extra weighting but there is no guarantee that this will mean the roads submitted will receive resurfacing. The highest scoring schemes will get funded in the following financial year. At this point in time the scoring is ongoing, it should though be noted that West Hill Avenue was submitted by the Local Member as of highest priority for resurfacing next year. In the short term the location will be visited by the local team and any safety defects found will be identified and an appropriate treatment pursued.

**Question 2 – Cllr Ian Booker
Re: Snow Clearance in Church Street**

I emailed Surrey Highways dept last December following their failure yet again to keep Church Street clear of snow (this is where I live and is the road that houses the emergency services). My enquiry was about their Strategy of relying entirely on the

use of gritting to keep our road clear. I asked at what depth of snow does gritting become ineffective and what methods (such as snow ploughs) do they employ on any deeper snow falls? I received an acknowledgement Enquiry No. 83101695 but no subsequent answer. Bearing in mind that winter comes every year I would like a response before the next one. I ask because I want to know how Surrey have assessed any risks of just deploying gritters?

Officer Response:

We are committed to continuous improvement. The use of multipurpose gritters with ploughs is the most effective combination of removing snow, on a number of routes they are also supported by tractors with ploughs. For the coming winter our main response to a snow event would be through the deployment of our fleet of 39 gritters fitted with ploughs. The majority of the fleet is 4 wheel drive vehicles. In addition to the front line gritters we also hold reserve 4 gritters and are supported by up to 50 farmers/contractors in the operation.

During a snow event the most affective results are when precautionary salting is carried out in advance of snow creating a saline layer between the road surface and the snow ensuring an early breakdown of the snow crystals. Salt works by turning the ice or snow surrounding each salt granule into a saline solution, which has a lower freezing point than water.

Once accumulations have occurred, salt spreading has a reduced benefit as the salt granules lay in suspension within the snow layer, resulting in the need to increase spread rates. The action of traffic helps the salt to be more effective by moving the salt around and eventually melting all the ice or preventing ice from forming.

As accumulation increases to counter the reduced effectiveness of salt we are able to deploy snowploughs mounted to the front of the gritters. Ploughs are fitted to the vehicles in advance of snow with ploughing generally taking place once accumulations of 50mm (2") have been reached. Following the removal of the snow layer further salt spread can then proceed (this is carried out as a combined operation), in extreme events it may be necessary to undertake continuous ploughing until accumulations have been sufficiently reduced when salting will recommence. For snow drifts other methods would be utilised including clearance by diggers.

Question 3 – Cllr Ian Booker

Re: New Speed Bumps in Burgh Heath Road

When the road was resurfaced last year the speed bumps were replaced. However several of them were simply built on top of the remnants of the old ones causing them to be too high and too severe. I would like Surrey highways to provide evidence that these speed bumps are within tolerance and if not what will be done to bring them back within standard. Of particularly severity are the speed bumps in the vicinity of the 2 junctions with Mospey Crescent. I find them unacceptable if not impassable and now use Downs Road or College Road as an alternative route.

Officer Response:

The speed cushions were revisited and amended following resurfacing work. The location will be visited once more and if it is found they do not meet agreed standards further amendment will be requested.