

**MEMBER QUESTIONS****SURREY COUNTY COUNCIL'S LOCAL COMMITTEE
(REIGATE AND BANSTEAD)****5TH MARCH 2007**

Three Member Questions have been received

- 1 Mrs Frances King, Member for Earlswood and Reigate South, asks the following question:**

Highway Surface - St Johns Road, Earlswood

“The surface in St Johns Road was replaced as recently as last November but already shows signs of failure. Can officers provide an explanation of why potholes and other defects have become apparent soon after the material was laid and what measures are proposed to rectify the situation “

The Local Transport Manager Responds:

“Prior to reconstruction, the carriageway of St Johns Road had fallen into a poor state of repair and it was apparent that urgent action was needed. Following examination of the road's structure undertaken by the Council's Laboratory it was decided the most suitable treatment would be to renew the road base using a recycling process and overlay with Miles Macadam surface course.

Mile Macadam is a high specification dense bitumen macadam that is pressure grouted immediately after it is laid. The product is intended for applications where there are moderate to high volumes of traffic and previously had been used successfully at a number of other locations within Surrey.

When reconstructing a road it is important to ensure the underlying formation is firm and has optimum water content. If the formation is too wet it can become soft as the bonding action moderate water content provides, is lost. Where identified, soft spots can be treated by excavating the area of affected formation and replacing it with suitable fill material.

Dense bitumen macadam is laid hot and may be applied during moderately cold weather but a risk of failure exists if rain falls before it has been rolled and has had reasonable time to cool. The preferred months to use the material are during the summer but it is regularly used successfully early or late in the year provided prevailing weather conditions are favourable.

For contractual reasons the work in St Johns Road was undertaken later in the year than the Council's engineers would have preferred. However, given the urgent need for repair the decision was taken to carry out the work in November once agreement had been received from the supplier to provide a three year guarantee.

Once work had started in the road there were prolonged periods of rain and many soft spots that developed in the formation were treated in the prescribed way. Although adequate repair to the formation was believed to have been carried out, small areas of base failure have since become apparent manifested as patches of crazed and sunken surface. In addition, there is evidence that a considerable percentage of the surface course has begun to fail typified by loss of aggregate and the early stages of pothole development.

The road has recently been thoroughly inspected by the Council's engineers and contractors and a programme of repairs agreed. It is considered important that repairs encompass all potential areas of failure and do not detract from the final appearance of the road as might be expected of a new carriageway. Fully aware of the need to ensure suitable weather conditions, remedial works will not be carried out until April and only then if the forecast remains fair. Committee Members should note that, under the terms of the guarantee, the remedial works will be undertaken at no cost to the Council."

2 Cllr R C Newstead, Member for Reigate Hill, asks the following question:

Drainage – Horley Road, Lower Earlswood

"In times of heavy rain the street drain by number 80 Horley Road, Lower Earlswood, Redhill overflows causing water in the gutter over a distance of some 50 yards to pond to over a metre wide, to the discomfort of pedestrians trying to cross the road. It is also deep enough to affect the brakes of small wheeled vehicles parked by the curb. This has been reported many times over the last two years to the Borough Council, Thames Water and County Council Officers and Members. The Borough Council and Thames Water claim that this is a Highways drain. I should be grateful to receive advice on when it will be investigated and cleared."

The Local Transport Manager Responds:

"The problem identified has been recurrent over many years and was first investigated by Reigate and Banstead Borough Council at the time they managed the highway as agents for the County.

Several gullies surcharge during periods of prolonged rain and it is clear that the mechanism for carrying the water away is inadequate or is not working at design capacity. Number 80 Horley Road is on the west side of the road and the affected gullies are also on the west side. A Thames Water surface water drain runs north south along the east side of the road and, from previous investigations, it appears likely that a highway rider drain runs alongside the western kerb, collecting water from several gullies before crossing the road and discharging into the Thames Water drain. Unfortunately no plans exist to confirm the presence of the rider drain and there are no manholes on site to provide access.

An instruction is with the County Council's constructor to clean the affected gullies and carry out high pressure water jetting of the gully connections and rider drain if the latter proves to be possible. Should this fail to resolve the problem a second instruction will be issued to excavate the carriageway and build a new inspection chamber over the rider drain thus providing access for further jetting and a camera survey. Details of the position of buried statutory undertaker plant have already been requested and received in readiness for excavation works should they prove to be necessary."

3 Cllr Steve Kulka, Member for Meadvale and St Johns, asks the following question:

Bus Barrier Budget – Frenches Road, Redhill

"Could the Officers please tell me how much has been spent on everything associated with the implementation of the bus barrier in Frenches Road, to date? This should include Installation of the barrier, new signage, etc., as well as the ongoing repairs of damage caused by vehicles affected by the barrier. How much more money is planned to be spent on barrier related issues?"

The Local Transport Manager Responds:

"The bus gate was installed and financed by the Holmethorpe Developers. The developer paid all costs of their supply, design and installation including all Surrey County Council Officers' time.

A Ten Year Commuted Maintenance Sum has been negotiated from the Developers as a condition of the Planning Consent. This Commuted Maintenance Sum is calculated based on a first year maintenance of approximately £2,800 per year, which covers communications, energy, maintenance, routine inspections, fair wear and tear, modifications and refurbishments for the commuted maintenance period.

Our records indicate that since installation in July 2005 there was a RTA (Road Traffic Accident) resulting in the replacement of a damaged signal pole. This was replaced at a total cost (excluding VAT) of £1,474.82.

As reported to the Local Committee on 20th November 2006 the remaining barrier related issues to be provided/investigated are as follows:

- (i) Red surfacing to highlight the presence of the bollards. This is, again, to be funded by the developer.
- (ii) CCTV camera – this is currently being investigated with Surrey Police and Reigate and Banstead Borough Council as a CCTV camera in this location would address wide ranging issues. Estimated costs are therefore currently being finalised. As a result possible funding for a CCTV camera may be sought from the Crime and Disorder Reduction Partnership.”