



**RESPONSE TO PETITION
MALMSTONE AVENUE, MERSTHAM**

**SURREY COUNTY COUNCIL'S LOCAL COMMITTEE
(REIGATE AND BANSTEAD)**

5TH MARCH 2007

KEY ISSUE

To consider a petition from Mr G. Tinsley, Chairman of the New Merstham Residents Association regarding the maintenance of Malmstone Avenue in Merstham.

SUMMARY

A petition has been received containing 674 signatures from the New Merstham Residents Association stating:

"We the undersigned request that Surrey County Council urgently address the terrible condition of the road surface in Malmstone Avenue, Merstham by allocating finances to have the road resurfaced as early as possible in the next financial year. The condition of the road is a risk to car drivers, cyclists and pedestrians alike and we want the council to act now to address our concerns."

OFFICER RECOMMENDATION

The Local Committee is asked to note:

- (i) The pressures on maintenance funding, the process for prioritising highway maintenance schemes and the current priority accorded to Malmstone Avenue,
 - (ii) That an investigation be undertaken to establish the most suitable treatment for the maintenance of this road,
 - (iii) That should additional third-party funding become available as match funding the priority accorded to Malmstone Avenue be reassessed,
 - (iv) The highway maintenance schemes currently being undertaken in Merstham.
- www.surreycc.gov.uk/reigateandbanstead

1 INTRODUCTION AND BACKGROUND

- 1.1 The petition was submitted by Mr G. Tinsley, Chairman of the New Merstham Residents Association.
- 1.2 In summary the petition states;

“We the undersigned request that Surrey County Council urgently address the terrible condition of the road surface in Malmstone Avenue, Merstham by allocating finances to have the road resurfaced as early as possible in the next financial year. The condition of the road is a risk to car drivers, cyclists and pedestrians alike and we want the council to act now to address our concerns.”

2 MAJOR HIGHWAY MAINTENANCE PROGRAMME

- 2.1 It is one of Surrey County Council's key aims to improve the condition of the highway. Funding provided to the County Council for this work, however, is severely limited. At the same time traffic flows have increased with a consequent acceleration in the rate of wear, which in turn results in more incidents of defects appearing in both carriageways and footways. This problem is not unique to Surrey, but is a national phenomenon.
- 2.2 The County Council has recognised the issues and resolved to invest substantial sums to resurface roads on the highway network; around £9 million on major resurfacing and footway works and £8 million on the repair of more minor defects across the **eleven County districts** in 2006/07. This investment, however, will not provide a complete solution to the problem and it is therefore necessary for the County Council to prioritise the repair work that we undertake according to the potential degree of danger.
- 2.3 Major highway maintenance is funded from the Local Transport Plan capital settlement and prudential funding. It includes carriageway strengthening, reconstruction, surfacing and proprietary surface dressing. The Local Transportation Service bids for schemes but the individual allocations are determined centrally in the County Council as outlined in the following paragraphs.
- 2.4 Surrey County Council's Asset and Road Performance Teams develop the major maintenance programme within a broad strategy guided by the Surrey Transportation Asset Management Plan (STAMP) and its Manual of Policies and Standards (MaPS), and considers whole life costing and route strategies. The County Council's Local Transportation Service also submit lists of the roads identified as requiring essential maintenance. This is essential to ensure that local knowledge is one of the guiding elements of the countywide annual maintenance programme.
- 2.5 The condition of these roads are assessed through a range of methods. These include on-site tests, for example, to assess condition and skidding resistance, visual inspections, accident data, local knowledge, areas identified by the County Council's highway stewards and constructor's inspectors.

- 2.6 Proposed maintenance scheme bids are then walked and assessed by a pavement engineer who completes a visual assessment form. The assessment produces a rating value and a code value, which gives an indication of how many defects are present on the scheme length and the urgency of each scheme.
- 2.7 A rolling programme is produced and updated with any new schemes, which are allocated to future years. The decision on what year the schemes get allocated to is made on the basis of technical need using the rating and code values, taking into account meeting the relevant performance indicator. This enables prioritisation of all the scheme bids in conjunction with those already on the rolling programme and directs the available funding to those schemes that score highest in terms of condition need and preventative maintenance.
- 2.8 Programme lists are then produced for each Surrey County Council Area Office indicating what schemes are considered as priority for the forthcoming year.
- 2.9 Once the available funding settlement for maintenance has been announced, the countywide programme is reviewed again and the programme proposals for the forthcoming year are drafted. Some schemes considered as the lower priorities will be deferred into the following financial year in order that the programmes fit the budgets. However, amendments to the programmes will invariably occur throughout the year.
- 2.10 Malmstone Avenue is a D class road (D1168) and has been assessed applying the aforementioned process. It has currently been given a priority to be undertaken in 2010/2011. This date is to a degree flexible as the rolling programme is reviewed annually as outlined in paragraph 2.7.

3 FUNDING PRESSURES AND OPPORTUNITIES

- 3.1 As outlined in paragraph 2.1, the County Council has to work within extremely limited available government funding and it is anticipated that following the Governments Comprehensive Spending review in 2007 these financial pressures may increase.
- 3.2 Malmstone Avenue is a concrete road and has suffered from settlement of the concrete slabs. To repair this road would require a substantial repair and the kerbs to be re-laid with the likelihood of extensive footway repairs, which have the added issue of the verges currently having been concreted. As such the scheme is likely to cost in the region of £300,000.
- 3.3 A concern has been raised that the estimated cost of this scheme would increase at the time that it is planned to be undertaken in 2010 and that funding may not be available. The funding that the County Council receives is subject to inflation, which would make some allowance for the increase in costs.

- 3.4 Notwithstanding this, the Local Transportation Service have requested an investigation to be undertaken as to the most suitable treatment for the maintenance of this road. As such it is anticipated that this investigation will be undertaken in 2007/08 and involve taking cores from the road construction. This will assist in establishing whether a lower cost solution is possible.
- 3.5 A further concern has been expressed as to whether it would be possible to undertake the repairs in stages. Malmstone Avenue is approximately 1,150 metres in length (approximately 1,600 metres if Brook Road were also included – see Annex A). There are specific reasons as to why the repair of this road would best be undertaken in one operation, some of these are listed below.
- As the repair of a concrete road is a specialist operation it is more economical to undertake the repairs over a suitably long length.
 - If a repair were undertaken on a shorter length the remaining untreated section of Malmstone Avenue would be anticipated to fall into a later timescale than 2010.
 - The repair of this concrete road and operations involved would cause some disruption and again it is advantageous to minimise this disruption by undertaking the repairs in one operation.
- 3.6 It may be possible to undertake the repairs in two sections (or halves) and stage the works over two financial years. This may allow the works to commence a year earlier (e.g. 2009). It is important to note that this is dependent upon the condition and priority of other roads in the Reigate and Banstead Borough highway network.
- 3.7 The priority of Malmstone Avenue could be reassessed if third party match funding could be provided. At this stage County Council Officers have not identified any available funding but would welcome any suggested additional funding opportunities.

4 CURRENT HIGHWAY MAINTENANCE SCHEMES IN MERSTHAM

- 4.1 Following site inspections in the area the County Council's Local Transportation Service have been able to identify some limited funding for repairs to two roads in the vicinity of Malmstone Avenue, namely Mansfield Drive and Hildenley Close. This work is planned to be undertaken in the current financial year (2006/07).

5 SUMMARY

- 5.1 In summary, the Local Committee are asked to note the pressures on maintenance funding, the process for prioritising highway maintenance schemes and the current priority accorded to Malmstone Avenue.
- 5.2 In addition, the Local Committee is asked to note the highway maintenance schemes currently being undertaken in Merstham and that should additional third-party funding become available as match funding, the priority accorded to Malmstone Avenue could be reassessed.
- 5.3 The Local Committee is asked to note:
- (i) The pressures on maintenance funding, the process for prioritising highway maintenance schemes and the current priority accorded to Malmstone Avenue,
 - (ii) That an investigation be undertaken to establish the most suitable treatment for the maintenance of this road,
 - (iii) That should additional third-party funding become available as match funding the priority accorded to Malmstone Avenue be reassessed,
 - (iv) The highway maintenance schemes currently being undertaken in Merstham.

Report by: Mr David Stempfer, Reigate and Banstead Local Transportation Manager

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BACKGROUND PAPERS:	Petition from Residents of Merstham
Annex A	LOCATION PLAN

Annex A – LOCATION PLAN

