



**SURREY**  
COUNTY COUNCIL

# **PUBLIC QUESTIONS AND RESPONSES**

**SURREY COUNTY COUNCIL  
LOCAL COMMITTEE – WAVERLEY  
8 June 2007**

## **1. From Mr John Graham**

Some holes in the highway adjacent to 73 Shackstead Lane Godalming have been filled in twice since 1 January 2007, but are just as bad again. This raises the following concerns:

- Whether the County Council knew in advance that the repair would only last for three months
- Whether a three-month repair costs less than a “normal” repair which lasts for many years
- Whether it is cost-effective to pay the contractor to carry out a repair which lasts for around three months
- What the reason might be for not carrying out repairs at 73 Shackstead Lane which will last for many years
- What quality control system is in place to ensure that contractors work to the standards which you expect and for which you are paying

I would be grateful for a response which covers the points set out above.

### **Response**

Shackstead Lane had its last annual inspection in August 2006. This is an annual inspection as the category of the road is defined as SPN 3 due to its 'D' Class designation. The inspector at this time logged various potholes which were classified according to their severity as either 24 hour, 7 day or 28 day priority.

In December 2006 and January 2007 we had a number of reports of potholes in Shackstead Lane that were deemed by the caller to be

'emergencies'. These were therefore dealt with by the A&E gang (Accident and Emergency) within their designated 2 hour call-out time.

The designation of a pothole as an emergency means that the A&E gang is called. This gang is responsible for reacting quickly (within 2 hours) to any emergency called through. The nature of this function means that they are only required to 'make safe' the emergency. With potholes this means the infilling of the pothole with cold set bitumen. This is not as strong a repair as using hot materials into a saw cut and dried patching area. Once an A&E job has been dealt with by the gang they make an assessment as to whether follow-up work is required in terms of issuing a 7 day/28 day works order to provide a proper repair. For budgetary control reasons this order will be committed by the Local Highways Team's maintenance engineer who is aware of all maintenance work schemes and programmes.

Shackstead Lane has had a number of 'potholes' repaired, but has also been subject to complaints from the public regarding the unevenness of the ride quality and the de-lamination of the wearing course from the base course. The de-lamination is caused by water ingress and vehicle axle pressure and results in potholes that are the depth of the wearing course - 20mm. This is not a level that requires immediate attention - but is a visual and comfort defect that will require eventual treatment. As such it has been added to the Localised Structural Repair programme (LSR), due to be undertaken this summer. As such the maintenance engineer for Waverley took a calculated risk in leaving works, once the A&E repair had been made in the hope that it would last until the LSR programme could effect the permanent repair.

All decisions are made by the Local Highways teams on the basis of providing the most cost effective solution for the road. We have finite budgets and make every attempt to stretch them as far as practicably possible. On another occasion the A&E repair would have lasted until the LSR programme was implemented.

There are no Quality Control systems in place for A&E repairs as the material is limited to cold set bitumen. It is as stated a make safe response until a permanent repair can be made. However for Cat 1/2/2a repairs (24hrs/7 day/28 days) a series of Key Performance indicators (KPIs) are triggered which are used to monitor the effectiveness of the contractor. 10% of all defects are checked by the Area Contract Team (and will also be monitored by the newly appointed Community Highways Officers) to ensure that these KPIs are met. Failure to meet the KPI targets is a determining factor in the extension or otherwise of the Constructor's contract with the County Council.

## **2. From Mr Paul Charlton on behalf of the Frith Hill Area Residents' Association, Godalming**

Following a peak hour survey of vehicle numbers and directionality carried out by this Association at a number of junctions in the Frith Hill area in 2001, Surrey County Council officials developed and consulted publicly about improvements to local roads as follows:

- a) mini-roundabout at the Charterhouse Road/Twycross Road junction, with painted gateway features designed to reduce traffic speeds on Twycross Road and Farncombe Hill (stage 1);
- b) mini-roundabout at the junction of Frith Hill Road and Deanery Road to alter priorities at this junction;
- c) mini-roundabouts at the junction of Deanery Road and Charterhouse Road, with priority signs erected for traffic using the Chalk Road bridge under the railway;
- d) other minor road marking improvements.

This Association and Surrey County Council officials seemed to agree that, to get the full benefits of the scheme and greatest value for money, the whole scheme needed to be implemented, even if the work had to be staged for financial or other reasons. The only material factor that has changed since then is the closure of the Charterhouse Garage on the corner of Charterhouse Road and Borough Road, a change that could be used to provide an improved design for the changes to the Charterhouse Road/Deanery Road junction (possibly needing a Section 106 Order at an appropriate time).

The mini-roundabout at the Charterhouse Road/Twycross Road junction was installed in Spring 2005. At that time funds were allocated for stages 2 and 3 in 2005/6 and 2006/7 respectively in the budget documents presented to the Local Committee for Waverley. In spite of the promises made at the time, no further work has been done and the subsequent stages of the scheme seem to have been lost. Could we please have an assurance that this is not the case and an indication of when the funds for these necessary improvements might be forthcoming ?

### **Response**

Frith Hill lies within the area covered by the Godalming Transportation Task Group (GTTG). This formally established group of local members is tasked with putting forward to the Local Committee a list of prioritised improvement schemes, for allocation of resource from the devolved Local Transport Plan Capital allocation. The process for the 2007/08 scheme list is detailed in Items 12 and 14 on the agenda for this meeting.

Item 12 details the proposals for 2007/08 put forward by the GTTG and does not include any of the schemes proposed by Mr Charlton.

The GTTG realised in 2005 that there was a substantial backlog of schemes promised to Godalming residents via consultations and area studies. It has not been possible to deliver on all of these schemes due to the finite budget. However, the GTTG recognises this shortfall and is committed to delivering to residents as much as possible from the list of outstanding schemes in as short a time as possible.

### **3. From Mr David Coombes**

The question relates to the new traffic calming measures on the Brighton Road, Godalming, outside Busbridge Junior School.

As a cyclist I find that the positioning of two of the new speed cushions (those furthest from the town) places me in greater peril than was previously the case. The cushions in both directions at this point are too close to the edge of the road, and to attempt to negotiate them risks entanglement with the hedging. This location appears to be the narrowest portion of the road and hence seems unsuitable for the measures employed.

- Do you intend correcting the unsafe condition arising from the installation of traffic calming measures at this location?
- Are process changes being considered to ensure that proper consideration is given to the Department for Transport advice on this subject (Traffic Advisory Leaflet (TAL) 04/94 "Speed Cushions") ?

### **Response**

The recently completed work at Busbridge Junior School on Brighton Road forms part of Surrey County Council's Safer Routes to School initiative, aimed at encouraging children and parents to walk and cycle to and from school. The scheme was prioritised following an accident in which a child was struck while using the existing pelican crossing.

A road table was installed at the crossing on Brighton Road to make crossing easier, particularly for parents with buggies. Two sets of speed cushions were installed to the south, aimed specifically at reducing speeds on the faster downhill approach.

The cushions were specified in accordance with the guidance contained in Traffic Advisory leaflet TA04/94 which states... 'Minimum gaps of 750mm between the base of the cushion and the kerb, as well as between adjacent cushions, are appropriate to accommodate cyclists and motor cyclists, though 1m is an ideal width.' 1m gaps were specified for the

cushions closest to the crossing, and 880mm gaps for those further up the hill where the road is narrower.

Work was completed in April, and County Council officers have recently checked, or 'snagged', all elements of the scheme to ensure acceptable standards of workmanship have been achieved, and that what was built meets with what was specified. This checking process confirmed that the gaps at the two sets of cushions are approximately 0.8m and 0.5m respectively. The contractor has therefore been instructed to remedy these, and other defects, at his own expense.

The hedges on either side of the road will also be cut back where they encroach on the carriageway.