

**LOCAL COMMITTEE (WAVERLEY)****MEMBERS' QUESTIONS AND
RESPONSES****18 JUNE 2010****1. From Ms Diane James**

Roads in and around Ewhurst identified as having a high degree of potholes and surface damage have recently been the subject of a degree of repair by Surrey Highways contractors. Does Surrey Highways consider as adequate, satisfactory and financially justifiable these surface repairs where no finishing edging sealant is used to surround the repair, where the tarmac is not forced and flattened into the hole and where the quality of the in-fill tarmac is substandard to that already in place, all of which ensures that the repair will not last ?

Committee Response

Surrey County Council's specification for routine pothole repairs is as follows:

- Using handtools, manually prise away any loose material within the hole and around its perimeter to achieve a sound key for repair materials.
- Sweep the hole to clear all debris.
- Apply bituminous bond coat to all surfaces of the repair, vertical faces to be painted to surface level.
- Hand lay hot bituminous paving material, mechanically compact to the same level as the surrounding carriageway surface.
- Sweep the immediate area and clear any remaining debris before leaving site.
- Take photograph of pothole before work, after application of bond coat and on completion.

All materials are to conform with appropriate British and European Standards.

A surface sealant is not applied around the edge of the repair once it is completed. This practice has been discontinued by the County Council and utility companies since the narrow band of bitumen traditionally used to finish a repair has been proved to be a potential hazard for cyclists and motor cyclists. In certain circumstances a temporary fill material is used and subsequently a permanent repair is undertaken.

Repairs are inspected as part of the County Council's inspection quality control process and the contractor is notified where repairs have failed, or are not of an acceptable standard. In addition, repairs will be reviewed at the next routine highway safety inspection.

The above specification and monitoring arrangements are designed to effect economic and lasting repairs.

2. From Mr Steve Cosser

In connection with the recent road traffic accident at the Meadow/Wey Court junction in Godalming, resulting in the very tragic death of cyclist and prominent local volunteer, Sheila Mitchell, will the Committee please:

1. Confirm or otherwise the public statement made by a local resident that this is the fourth fatality at the Meadow and Wey Court and Catteshall Road junction.
2. Give an assurance that it will, following the conclusion of the Police accident investigation, respond positively to the many calls from local people and organisations to undertake an urgent safety review of this complex junction area.
3. Ensure that the results of that review and the County Council's proposals to address any issues arising are made publicly available.

Committee Response

The County Council holds Police traffic accident records dating back to 1 January 1989, but not beyond. Since that date four fatal accidents have been recorded along the entire length of Meadow, from the roundabout junction with Bridge Road in the south-west, to the point where it changes to Guildford Road in the north east (at Manor Inn):

March 1994: vehicle driver, at the junction with Hallam Road.

December 1997: Vehicle driver, 10 metres north east of the junction with Wyatts Close.

July 2001: Vehicle driver, at the junction with Hallam Road

December 2003: Pedestrian, 20 metres south west of the junction with Llanaway Road

The Police do not provide Surrey County Council with their fatal accident investigation reports, but will notify us if they consider any aspect of the highway was a factor in any accident. All fatal accidents are considered by Accident Working Groups (AWG), comprising County Council highways officers and Police Casualty Reduction Officers. The County Council also monitors Police traffic accident reports, and where three or more accidents occur at a given location within a period of 18 months, the site and accidents are referred to the AWG for consideration. The object of the AWG is to identify any potential highway safety issues and recommend any corresponding works.