

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 9 DECEMBER 2020

LEAD OFFICER: JESS LEE, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS

DIVISION: ALL



1. Question submitted by Mrs Hazel Watson:

Can all the defects in the southbound A24 carriageway between the pedestrian crossing by Deepdene Station and the pedestrian crossing at the Deepdene Roundabout be listed and can confirmation be given whether a road with these defects is deemed acceptable or whether the road should be resurfaced? If the road condition is not deemed acceptable, can confirmation be given as to the timeframe in which the resurfacing will take place?

Response:

During the last safety inspection for this road carried out on 26 October 2020 no defects were recorded. As an 'A' road Deepdene Avenue is inspected monthly. Over the previous 6 months 4 carriageway defects were also reported by the public, 3 of which were actioned and repaired within a 5-day response time.

These types of defects are not used as an indicator of resurfacing need. This is determined using information recorded during condition surveys. The A24 is surveyed every 2 years in line with best practice guidance. A RAG map giving indication of condition based on an index score is shown below. The index score is comprised from combination of all defect types including cracking; rutting; profile variance and texture. The main contributor to the road condition index is longitudinal profile variance which is not a major consideration as levels in urban areas are fixed by kerbing and thresholds.

Several sections were resurfaced in October 2019 based on assessment by Engineer's who determined the most need. A further assessment, following request from the member, was undertaken in May 2020 and it was noted that no further resurfacing is required. Their comments included "Southbound sections not resurfaced in 2019 are in reasonable condition with some minor damage, few patches. Strong concrete base with heavy asphalt overlay".

This road will continue to be assessed using routine condition surveys and safety inspections. Any safety defects at intervention level will be scheduled for repair.

ITEM 4b

