

**WRITTEN QUESTION TO THE MINISTER FOR TRANSPORT AND TECHNICAL SERVICES
BY DEPUTY G.C.L. BAUDAINS OF ST. CLEMENT**

ANSWER TO BE TABLED ON MONDAY 8th SEPTEMBER 2008

Question

Would the Minister undertake to establish a higher specification regarding main road resurfacing in order to prevent the ripple effect found at recent resurfacings in St Clement and Victoria Avenue, and would he explain why this new condition occurs when it was not present with previous road resurfacings?

Answer

The “ripple effect” that the Deputy describes was first highlighted at La Route de la Haule and again at La Route de la Cote in St Clement. La Route de la Haule was due to the specified method of laying the asphalt material and La Route de la Cote was due to poor workmanship by the contractor. La Route de La Cote has now been rectified at the contractor’s expense.

With regard to Victoria Avenue, TTS has received no reports of a ripple effect and consider the ride quality to be of a high standard in the recently resurfaced section.

The Department has however investigated the ripple effect observed along La Route de la Haule and the cause has been established. TTS has now introduced a revised specification on all future resurfacing projects.

The traditional resurfacing specification for States of Jersey main roads consisted of a 25mm deep surface course and 15mm deep regulating course. In 2006 this specification was reviewed in order to provide a safe and durable surface in accordance with UK standards. This consisted of 40mm deep single layer surface course specification and was successfully laid in several main road locations. However, a reduction in ride quality was evident in isolated areas due to the absence of a regulating layer.

TTS has now further improved the specification by the introduction of a regulating layer in isolated areas where the planed surface is irregular to the degree that its shape would be reflected on the finished surface. This improved specification has produced a safe and durable surface with a high level of ride quality on Victoria Avenue, and remains the most cost effective way to resurface or main roads.

Question

Would the Minister advise whether he maintains a list of main roads that would benefit from pavement provision (as previously maintained by the former Public Services Department) and, if so, whether it is referred to when the Department comments on planning applications?

Would the minister further advise whether he will be producing plans to alleviate the danger caused by insufficient pavement opposite St Clement’s Parish Church for consideration by the parish authorities and, if not, why not?

Answer

Transport and Technical Services does maintain a list of main roads where, if a planning application is submitted, the department will request the Planning and Environment Department to require the developer to provide a roadside pavement if none currently exists. TTS also maintains information on areas where further road improvements are desirable, not necessarily just the provision of pavements, and the Island Plan incorporates road improvement lines for consideration should a planning application be made.

TTS has undertaken investigation into the pedestrian facilities close to St Clement's Church and much has been done recently to improve facilities in Jambart Lane. The specific area opposite St Clement's Church has no easy solution given that it is bordered by the church wall on one side and an old property on the other. The only feasible solution would be to reduce the road to a single carriageway but this would require signalisation, given the lack of visibility due to the bend of the road, and is not considered appropriate at this location. Should any property in that vicinity request planning permission for works, TTS will take the opportunity to request improved pavement facilities.