

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

ANSWER TO BE TABLED ON TUESDAY 29th APRIL 2008

Question

“With regard to the recent re-surfacing of the St Clement coast road near Brig Y Don, will the Minister advise whether he has yet discovered the reason for the ‘ripple effect’ that exists, especially towards the western end of the work, and further advise what he intends to do about it?”

Answer

When the Deputy refers to the “ripple effect” I presume he means the effect caused by the joints in the asphalt surfacing. On all surfacing contracts there will inevitably be a number of joints where one sequence of asphalt laying meets another.

For operational reasons this joint sequencing at La Route de la Côte was closer spaced than would normally be desirable which has resulted in the perceived “ripple effect”. An inspection was carried out in March of this year and where “out of specification” works were identified, remedial works were instructed. These remedial works have now been completed at the Contractor’s expense and as in all TTS surfacing contracts the contractor remains responsible for any defects that occur within the first twelve months