

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

08 March 2010

Report of the Director of Planning Transport and Leisure and the Divisional Manager

Part 1- Public

Matters For Information

1 HIGHWAY AND TRANSPORTATION SCHEME PROGRESS REPORT

Summary

The report provides the Board with a position statement on approved and funded highway improvement and traffic management schemes in Tonbridge and Malling and outlines expected progress between now and the next meeting of the Board in June 2010.

- 1.1.1 **Annex 1** lists each of the approved schemes in the highway & transportation programme that have yet to be completed. It shows that all schemes scheduled to be built in 2009-10 have been delivered to programme.
- 1.1.2 **Annex 2** lists the carriageways that Kent County Council intends to resurface during 2010-11. These have been identified following a technical survey carried out during 2008 and 2009 of the residual life of every road in the Borough. It must be stressed that the roads identified for resurfacing are not necessarily all of those that are in the worst condition or with the least residual life. The majority of the roads will be resurfaced using thin overlays of surface-dressing and microsurfacing (identified in the right-hand column of Annex 2) as a form of preventative maintenance.
- 1.1.3 By investing in this type of work now, the integrity of the roads that are currently in good condition is maintained (thereby improving the quality of the roads' surface) and the whole-life cost of maintaining the highway network is significantly reduced. Where the road is in generally sound condition but is either cracked or lacking some grip, surface dressing will be laid. If the road is also slightly misshapen (perhaps due to utility companies' or pothole repairs), the road will usually be overlaid with microsurfacing. Microsurfacing is the generic name given to a high-quality bitumen emulsion that is usually mechanically cold-laid in two layers to thickness of up to 15mm.
- 1.1.4 In Kent, the proprietary microsurfacing product used is called Gripfibre. Where the road is more significantly deformed (perhaps due to rutting or edge deterioration), the road will be overlaid with a hot-laid bituminous mixture that is

machine-laid with a conventional paver that is rolled to form a textured overlay that is usually between 18mm and 25mm in thickness

1.2 Legal Implications

1.2.1 None as a result of this report.

1.3 Financial and Value for Money Considerations

1.3.1 The financial comments on each of the scheme in the Annexes reflect currently approved budgetary position.

1.4 Risk Assessment

1.4.1 Not applicable.

Background papers:

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Nil

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