

**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 4th FEBRUARY 2014**

**Question**

With regard to road resurfacing, would the Minister -

- (i) state whether he is satisfied with the quality of resurfacing undertaken within the last three years,
- (ii) advise whether his department has a standard for resurfacing work and, if so, who designed it, whether it is compatible with other jurisdictions and how it is enforced;
- (iii) whether the specification in (ii) has changed in the last ten years;
- (iv) whether he agrees that resurfacing up to a decade or so ago was of considerably better quality than at present; and,
- (v) whether utility companies and other contractors trenching roads will be required in future to reinstate after their work to a finish at least as good as before work started and, if so, when will this be introduced?

**Answer**

- (i) In general the quality of the road resurfacing undertaken in the last three years is satisfactory. The resurfacing meets all the current specifications, contract conditions and quality controls. There are further improvements that my Department would like to see and we are actively undertaking trials with the resurfacing contractors to improve surface ride quality and friction characteristics and we are also investigating different types of surface treatments to extend the life of the main roads.
- (ii) TTS uses the Manual of Contract Documents for Highway Works Volume 1- Specification for Highway Works, issued by the Department for Transport (amended 2009), in accordance with the UK and used by many other jurisdictions around the world. TTS has used this specification for the last six years. This specification is soon to become a European Standard.

TTS provides qualified highway engineers to design contracts and to act as site supervisors for all resurfacing works. Any work that has been undertaken by Contractors that is not in accordance with the Specification is identified as defective until the Contractor puts right the defect at his own cost within the terms and conditions of the contract.

- (iii) Approximately six years ago TTS changed the specification for resurfacing to include a stronger, deeper surface course that gave better properties in strength, durability and friction.
- (iv) The resurfacing up to a decade ago was not considerably better quality. All resurfacing works are laid to modern day Specifications taking account of any new developments in the asphalt market.
- (v) All trenching works are covered by the Department for Transport Code of Practice (3<sup>rd</sup> edition) Specification for the Reinstatement of Openings in Highways, commonly called HAUC This document clearly sets out types of accepted materials to be used, standards of workmanship and performance requirements for openings in highways. TTS have been using this standard for many years with the agreement of the utility companies. Until the proposed Streetworks Law is introduced the specification remains a guide and cannot be legally enforced. TTS undertake inspections on the quality of reinstatements, these are recorded and any substandard reinstatements are reported back to utility companies for them to repair. This system will be subject to stricter control when the new law is introduced with the utility companies providing a 3 year guarantee.