

From: **Matthew Fox** <Matthew.Fox@suffolkhighways.org>

Date: Wed, 30 Apr 2025, 12:54

Subject: RE: Site meeting, Drinkstone.

To: Drinkstone Chair <drinkstonechair@gmail.com>

Cc: Parish - Drinkstone <drinkstoneclerk@gmail.com>

Good afternoon, Paul

I've received the following update from our Asset Team regarding the planned surfacing works in and around Drinkstone:

"...The sites are currently going through the design process, alongside the formal design for the works this also includes; site visits (both design and supply chain partner undertaking the work), compiling and completion of health and safety information to ensure the works are coordinated and completed safely and efficiently, underground utility searches, creation of construction phase plans to ensure the site is completed effectively – this then enables a Traffic Management (TM) design to take place. Once the TM plans are finalised, road space can be booked, and coordination of this work can commence. When booking the road space, we must avoid clashes with all other works going on in the area to ensure any diversion routes are free from work as well as the road we are working on. This booking process also provides utility undertakers the opportunity to undertake any works prior to our scheme or work alongside us during our works if required.

There is a significant amount of work required to progress a scheme from the forward programme to completion on the ground and with this site being surface dressing two separate construction visits are required. One for the preparation and one for the application of the final surface.

To undertake this treatment preparation works are required (patching) to address defects prior to the top surface being added in the summer months. The top surface is known as Surface Dressing; this consists of binder (the glue) being added to the existing road surface followed by the application of surface dressing chippings. This process seals the road to prevent water ingress (the single most significant contributor to pothole formation) and restores grip and skid resistance. Surface dressing is seasonal and can only be delivered between April and August (when the weather is favourable), the preparation works can occur any time of year so we tend to prep one year and dress the following year..."

The attached picture shows the full extent of the planned works. The pre-patching works are planned for this financial year (2025/26), the surface dressing is planned for the following financial year (2026/27).

If there have been Highways staff out marking up areas for pre-patching, this could well be associated with this scheme of work. However, we will continue to inspect the carriageways and respond to customer reports – so there will also be reactive works ordered that are separate to the planned surfacing.

The planned works will resolve the issues with the extremely patchwork nature of these roads, repair all the smaller defects that have previously been closed as “Not at intervention level” and give a far more resilient and uniform surface across the board.

The outstanding repair to the damaged drain cover on Park Road had already been escalated to our Contractors by the Assessment Officer for the area – he had noted that the barriers were still in place and that the original works order had been closed as completed in error. Looking at the history of this, I suspect it unfortunately fell between the cracks when our contractors changed from Keir to Milestone. Any costs associated with the daily checks of the barriers/cones will not be paid due to this error.

I think this covers all the issues we discussed during our meeting. If I’ve missed anything – or if you have any further questions, please let me know.

Kind regards.

Matthew Fox,

Community Liaison Engineer .

Customer Experience and Community Works.

