

LARNE ROAD AND WEST HATCH MANOR - CONDITION OF CARRIAGEWAY SURFACE

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning and Transportation
Officer Contact	Stuart Foulstone, Environment and Consumer Protection
Papers with report	Appendices A and B

HEADLINE INFORMATION

Purpose of report	This report has been produced in response to a petition signed by 17 residents of Larne Road and West Hatch Manor, requesting that road and footway surfaces be replaced and the road lining be reviewed.
Contribution to our plans and strategies	A safe Borough, a clean and attractive Borough.
Financial Cost	£54,000 – Larne Road £54,000 – West Hatch Manor
Relevant Policy Overview Committee	Residents' and Environmental Services Policy Overview Committee
Ward(s) affected	Eastcote and East Ruislip Ward

RECOMMENDATIONS

That the Cabinet Member for Planning & Transportation notes the views of the petitioners and asks officers to consider:

1. Placing Larne Road and West Hatch Manor on the list for structural resurfacing.
2. Placing Larne Road footway on a future resurfacing programme.
3. Continue to monitor West Hatch Manor footway and ensure any responsive maintenance works to damaged kerbs, defective bituminous areas or concrete paving slabs are implemented as necessary.
4. Carrying out a review of the thermoplastic road lines, particularly at the junctions with West Hatch Manor and implement re-lining where appropriate.

INFORMATION

Reasons for recommendation

Officers consider that a substantial part of the West Hatch Manor carriageway has suffered loss of structural integrity in the uppermost layers. There is also suggestion that Larne Road may be in the early stages of a loss of structural integrity. This is reinforced by the results of the UK Pavement Management System (UKPMS), which provides an average Coarse Visual Inspection (CVI) result of 110.95 for Larne Road and 114.02 for West Hatch Manor, where 75 is the point at which action is recommended.

Both the existing West Hatch Manor and Larne Road carriageways have suffered significantly within a relatively short period of time and there is evidence of crazing and rutting in significant areas with shallow fretting in isolated areas. This is partly due to the natural ageing of the bituminous surface, which is now breaking up after an estimated life of at least 43 years. More significantly, the uppermost structural layers in West Hatch Manor and Larne Road appear to be failing, with trench reinstatements in Larne Road and West Hatch Road creating a patchwork effect in the carriageway, with some settlement and fretting of these reinstatements.

The surface edges of the road between the kerb and the carriageway have worn in a number of locations and would benefit from responsive repairs. Furthermore, the recent severe weather has greatly exacerbated the existing situation resulting in a rapid deterioration in the roads at these locations. Parking of vehicles, especially at junction locations is causing a problem to drivers, significantly reducing forward visibility.

Alternative options considered

None.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. Larne Road is a residential road approximately 275m in length, and runs between West Hatch Manor and Eastcote Road. The carriageway is of flexible construction, being constructed of bituminous layers. The footways are also of flexible construction with surfaces constructed of bituminous materials.
2. West Hatch Manor is a residential road approximately 240m in length, and runs between Windmill Hill and Manor Way. The carriageway is of flexible construction, being constructed of bituminous layers. The footways are both of flexible and paved construction with surfaces constructed of bituminous materials and concrete slabs respectively.
3. Based on the results of the recent UKPMS structural condition surveys, carried out on all roads between January and March 2009, both Larne Road and West Hatch Manor

are losing structural integrity and are recommended for strengthening. Officers consider these roads to be high priority on both surface condition and 'Serviceability' criteria such as appearance and ride quality, etc. In addition there are areas exhibiting fretting and in some cases these are greater than 40mm, the minimum intervention level for immediate repair for dangerous defects on carriageways. Furthermore there were some potholes visible, which have now been temporarily repaired as a safety measure.

4. The footways in Larne Road are constructed of bituminous material. Trench reinstatements for Cable TV are evident along the footway on both sides of the road. These reinstatements are however considered to be in reasonable condition and do not present any trip hazards for pedestrians.
5. The footways in West Hatch Manor are surfaced with both bituminous materials and concrete paving slabs. The surface of these footways is uneven in some locations with gaps evident between paving slabs where jointing material has eroded with continuous weathering. At the time of the assessment, prior to writing this report, there is some variation in level between adjacent slabs greater than 20mm, the minimum intervention level for immediate repair of dangerous defects on footways. Therefore responsive maintenance work will be ordered to affect repairs to damaged kerbstones and replace some broken concrete paving slabs.
6. The Larne Road and West Hatch Manor footways will continue to be monitored and any responsive maintenance works to damaged kerbs, defective bituminous areas or concrete paving slabs will be initiated as necessary.

Financial Implications

In certain circumstances the Council can incur legal liability, as the Highway Authority, for loss or damages to users of the highway, as a result of not complying with their duties under the Highways Act 1980, which could result in costs being incurred by the Council in settling claims if the work is not carried out.

Legal Implications

The Council has a statutory duty to maintain the highway under section 41 of the Highways Act 1980 (the duty). Each street must be maintained to the standard necessary to allow its ordinary traffic to pass along it. For example, there is a breach of duty in cases where danger is caused by a failure to repair.

A failure to comply with the duty leading to loss or damage to users of the highway creates a risk of legal liability for the Council.

Continued periodic inspection and the making of expeditious repairs, is sufficient to keep the highway in accordance with the necessary standard. The officer's report indicates that although the highways are not dangerous, improved surface longevity and appearance would be facilitated in the longer term by surface treatment rather than a programme of continued patching. In the meantime, continued patching works may be necessary to discharge the duty.

There are competing priorities in any ongoing programme of maintenance. It is a matter for officers to recommend when the planned surface treatment should take place in the programme of highway works having regard to the legal requirement to meet the duty.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

The resurfacing and /or extensive permanent repairs to Larne Road and West Hatch Manor should take into consideration the particular needs of local residents and older people with disabilities to provide smoother, safer highway surfaces and features.

Consultation Carried Out or Required

None to date.

BACKGROUND PAPERS

Petition received, dated 28 September 2009.

APPENDIX 'A' – LOCATION PLAN



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010

APPENDIX 'B' – PHOTOGRAPHS OF EXISTING ROAD – OCTOBER 2009



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010



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