

MOUNT PLEASANT, SOUTH RUISLIP – CONDITION OF PAVEMENTS, KERBSTONES AND 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 deals with a petition signed by 65 residents of Mount Pleasant, South Ruislip, requesting the resurfacing of the carriageway and replacement of pavements and kerbstones.
Contribution to our plans and strategies	A safe borough, a clean and attractive borough
Financial Cost	£65,000 to resurface the carriageway in Mount Pleasant.
Relevant Policy Overview Committee	Residents' and Environmental Services Policy Overview Committee
Ward(s) affected	South Ruislip Ward

RECOMMENDATION(S)

It is recommended that the Cabinet Member for Planning and Transportation:

- 1. Notes that officers have carried out a detailed assessment and that they recommend that the carriageway surfaces in Mount Pleasant receive treatment during a future programme.**
- 2. Notes that in response to the petition, responsive works were carried out to repair or replaced damaged kerbs, and to resurface defective areas of tarmac footway, and that some broken concrete paving slabs were replaced.**

INFORMATION

Reasons for recommendation

The existing carriageway surface has deteriorated to the extent that shallow fretting has taken place in isolated areas of the carriageway. This is due to the natural ageing of the surface and the surface dressing that has been applied over the original layer. Past patching has filled some of the worst fretting but only as a temporary measure. The road profile is “bumpy” in places but not excessively so. In some small areas the bitmac surface has completely worn away exposing small areas of the original concrete surface. This is not dangerous but does give the road a “patchwork” appearance. Resurfacing would provide a smoother, improved riding surface, maintain the asset value of the highway and improve the visual aspect of the street.

Alternative options considered

Officers consider that the carriageway surface is now beyond normal patching repair and that resurfacing is the only option available to restore a smooth surface.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. Mount Pleasant is a residential road approximately 600 metres long, forming a continuation of Torcross Road and linking with The Fairway. The carriageway is of rigid (concrete) construction, which has been overlaid with bituminous (tarmac) material. The surface would benefit from replacement.
2. Based on the results of the recent UKPMS (United Kingdom Pavement Management System) structural condition surveys, carried out on all Borough roads between January and March 2009, Mount Pleasant is placed fairly low on the advised priority list for future treatment (**Green?** – “**generally in good condition**”). However, officers do consider that this road is medium priority on ‘serviceability’ criteria such as appearance, ride quality etc. At the time of the assessment prior to writing this report, there was no fretting in evidence greater than 40mm, the minimum intervention level for immediate repair of dangerous defects.
3. Numerous patching operations have been carried out over the years but these have primarily been of a temporary nature as the traditional patching method of cutting out neat rectangles and compacting in new material is impractical due to the age and brittleness of the existing surface course, which overlays the original concrete road. Therefore resurfacing the whole road is the only economical option.
4. A recent inspection of kerbs and footways in Mount Pleasant confirmed the need to undertake responsive maintenance works to replace some damaged kerbstones. Some areas of bitmac (tarmac) footway were also found to be defective. Responsive maintenance work was ordered to effect repairs to damaged kerbstones, and to resurface defective areas

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010

of both tarmac footway and replace some broken concrete paving slabs. This maintenance work has now been completed.

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.

Officers are to explore possible resources to fund this work, for instance consideration will be given to obtaining funding from the highways renewal (capital) programme.

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.

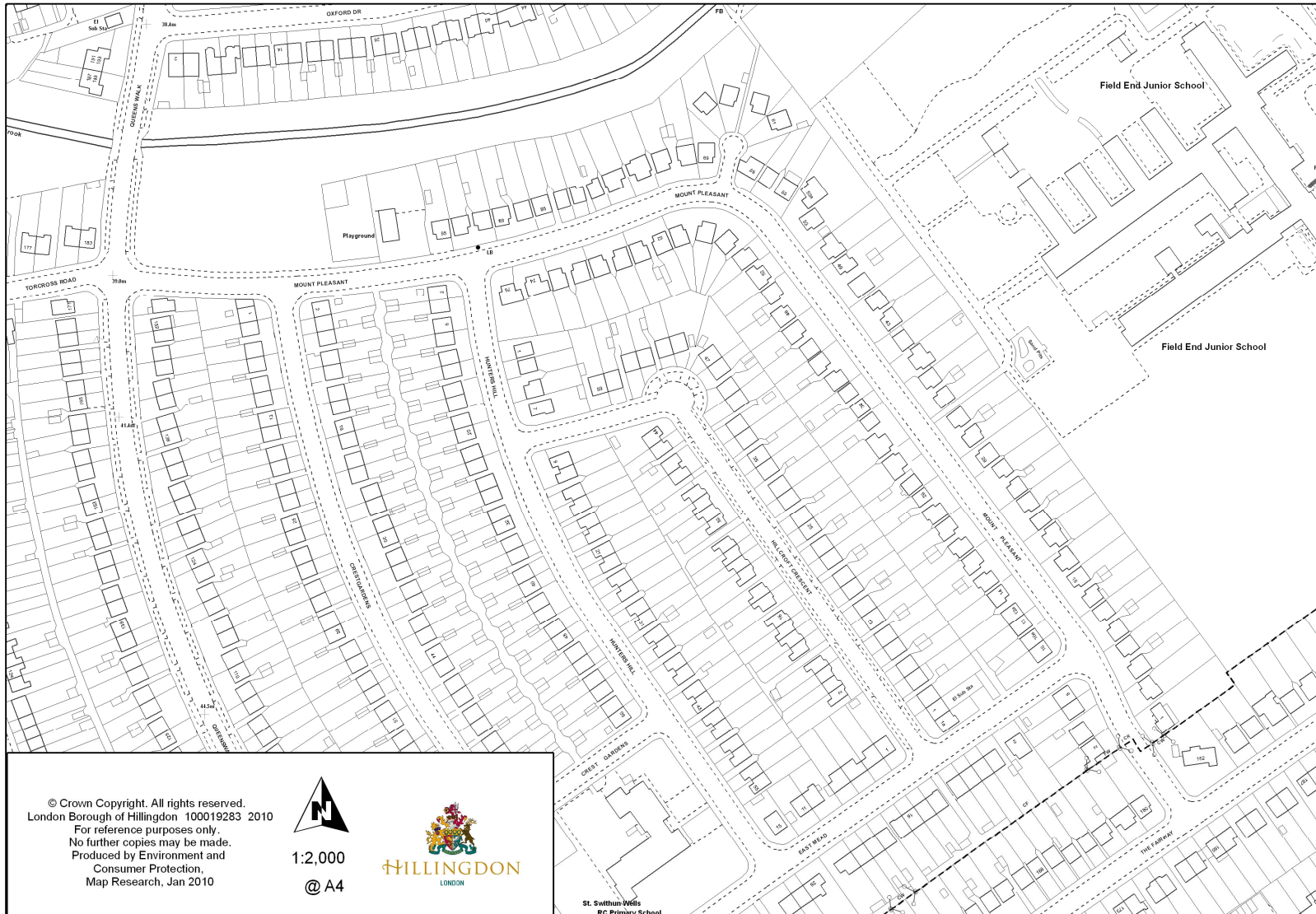
Continued periodic inspection and the making of expeditious repairs, is sufficient to keep the highway in accordance with the necessary standard. The officer's report indicates that although the highways are not dangerous, improved ride quality would be facilitated in the longer term by resurfacing rather 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 resurfacing 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 of Mount Pleasant will take into consideration the particular needs of older people and people with disabilities to provide smoother, safer highway surfaces and features.

APPENDIX 'A' – LOCATION PLAN



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010

APPENDIX 'B' – PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE – NOVEMBER 2009



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010