

SEYMOUR GARDENS, RUISLIP – CONDITION OF CARRIAGEWAY SURFACE

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning and Transportation
Officer Contact	Gurmeet Matharu, Planning, Environment & Community Services
Papers with report	Appendices A and B

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition signed by 40 residents of Seymour Gardens, Ruislip has been received.
Contribution to our plans and strategies	A safe Borough, a clean and attractive Borough.
Financial Cost	There are none at present associated with this report.
Relevant Policy Overview Committee	Residents' and Environmental Services Policy Overview Committee
Ward(s) affected	Cavendish Ward

RECOMMENDATION(S)

That the Cabinet Member:

1. **Considers the petitioners' request and discusses with them in detail their concerns regarding the condition of the carriageway surface and their request to improve parking conditions.**
2. **Subject to the outcome of (1), instruct officers to place Seymour Gardens to receive isolated carriageway surface treatment during a future programme.**

Reasons for Recommendation

Officers consider that substantial parts of the carriageway surface are in reasonably good repair at this time. Parts of the existing carriageway surface that remains in place has deteriorated with shallow fretting in small isolated areas of the carriageway. The failure is due to the natural

ageing of the bitmac surface, which is now slowly disintegrating after an estimated life of 25 to 30 years. This is not dangerous but does give the road a “patchwork” appearance. Officers therefore consider that during a future programme, limited patching work should be carried out and the road resurfaced with a thin surfacing or surface dressing.

Supporting Information

1. The petition stating that local residents from Seymour Gardens would like the road to be fully resurfaced including the cul-de-sac part which is un-adopted highway. They would also like the Council to assign parking lines to assist in improving parking conditions.
2. Seymour Gardens is a residential cul-de-sac, approximately 156 metres in length and provides access from the north to Cleves Way. At the end of the cul-de-sac, opposite property numbers 14 to 17 is a parking area which is un-adopted highway and belongs to the Council’s Housing department. The carriageway is of rigid (concrete) construction, which has been overlaid with bituminous (tarmac) material.
3. Based on the results of the recent United Kingdom Pavement Management System (UKPMS) structural condition surveys, carried out on all Borough roads between January and March 2009, Seymour Gardens is placed low on the advised priority list for future treatment. Officers also consider that this road is a 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.
4. Extensive patching has been carried out in the previous year. Compacting of new repair material is impractical due to the brittleness of the existing surface course, which overlays the original concrete road.
5. As an alternative to complete resurfacing, which is unlikely to be carried out in the near future given existing priorities, the road is considered to be a suitable candidate for an alternative form of treatment such as thin surfacing or surface dressing.
6. The existing bitmac surface will degrade with time and ultimately will need replacing unless steps are taken to reduce the rate of degradation. This can be achieved by protecting the existing material from the effects of the sun and weather by applying a new thin surface. This will provide a surface of uniform appearance that is weather proof and will extend the life of the existing surfacing by many years.
7. In addition to the petitioners’ request for their road to be resurfaced they have also asked for the council “to assign parking lines to assist in improving our parking conditions”. As the petitioners request is not clear, it is suggested the Cabinet Member discusses with them their concerns which could lead to potential options to manage the parking on street.

Alternative options considered

Resurfacing would also provide a smoother riding surface, maintain the asset value of the highway and improve the visual aspect of the street. However extensive areas of the road are still in comparatively good repair and alternative methods of maintenance, apart from normal resurfacing to a depth of around 40mm, should be considered.

Comments of Policy Overview Committee(s)

None at this stage

Financial Implications

The estimated cost of the resurfacing works is £9,500. If it is decided to proceed with these works a funding source would need to be identified. These works are typically funded from the Highways capital resurfacing or the Highways Localities capital programmes. Officers will also explore the availability of Section 106 funds. This would be subject to normal capital release and member approval protocols.

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 insurance claims if the work is not carried out.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

Surface treatment of Seymour Gardens will take into consideration the particular needs of local residents, school children and older people and people with disabilities to provide smoother, safer highway surfaces and features.

Highways Act 1980, which could result in costs being incurred by the Council in settling claims if the work is not carried out.

CORPORATE IMPLICATIONS

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.

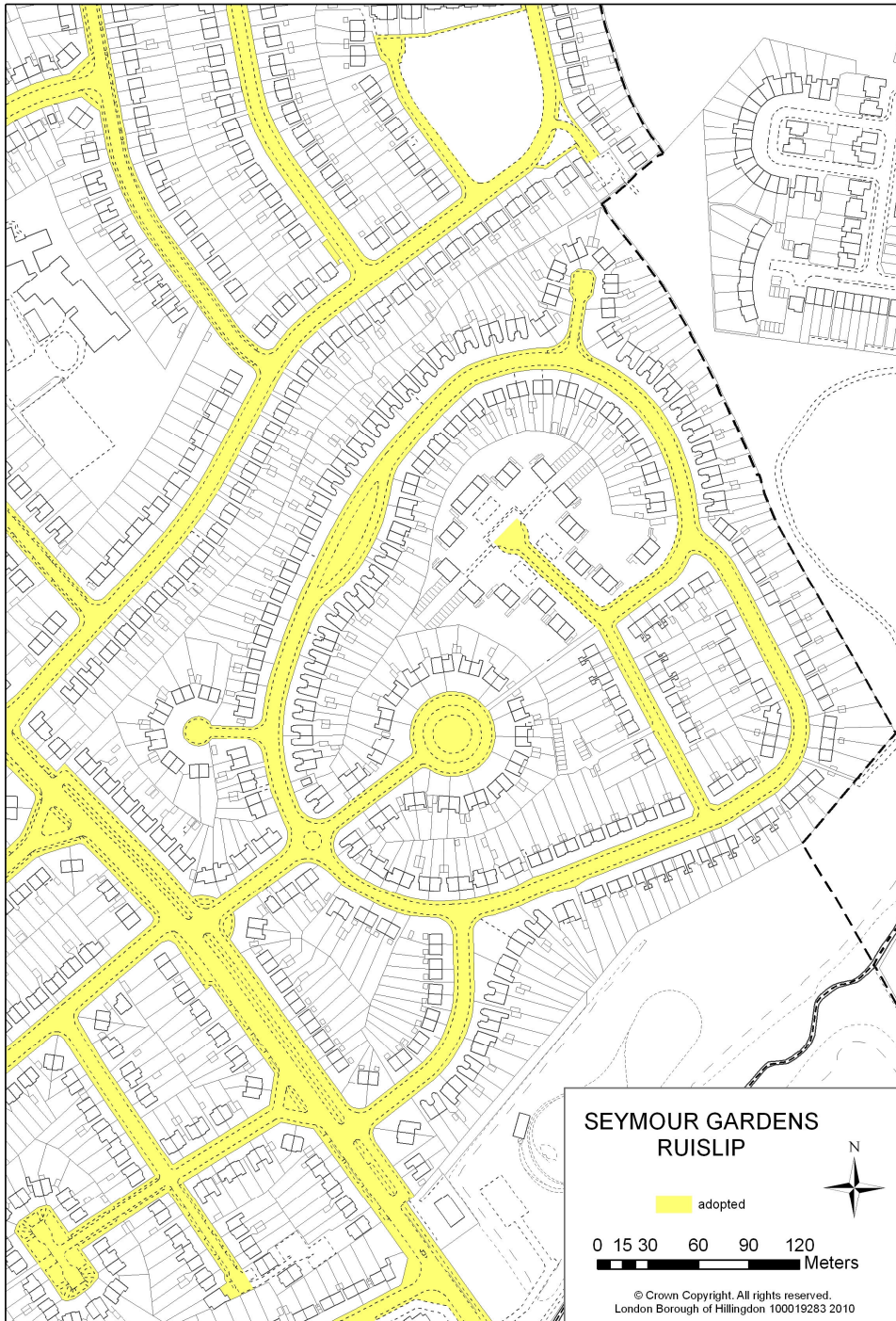
Continued periodic inspection and the making of expeditious repairs, is sufficient to keep the highway in accordance with the necessary standard. The officer's report indicates that although the highway is not dangerous, improved ride quality would be facilitated in the longer term by resurfacing rather than a programme of continued patching.

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.

BACKGROUND PAPERS

A petition received 29th July 2010.

LOCATION PLAN – APPENDIX A



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 26 January 2011

PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE – DECEMBER 2010 - APPENDIX B



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with petitioners – 26 January 2011



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