

SEAFORD CLOSE, WEST RUISLIP – CONDITION OF CARRIAGEWAY SURFACE

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

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition signed by 59 residents of Seaford Close, West, 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	West Ruislip Ward

RECOMMENDATION(S)

That the Cabinet Member for Planning, Transportation and Recycling:

- 1. Considers the petitioners' request and discusses with them in detail their concerns regarding the condition of the carriageway surface.**
- 2. Subject to the outcome of (1), instruct officers to place Seaford Close on to the list for roads being considered for treatment in a future resurfacing programme.**

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

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the surface dressing that has been applied over the original layer. Past patching has filled some of the worst fretting but only as medium term measure. The road profile is “bumpy” in places and service trenches have sunk at a number of locations. In areas the surface has worn away resulting in shallow ruts and general unevenness. Resurfacing would improve the visual appearance of the road and improve the ride quality.

Supporting Information

1. The petition states that local residents from Seaford Close would like the road to be fully resurfaced.
2. Seaford Close is a residential cul-de-sac, approximately 425 metres in length and 5.75 metres in width a turning head, coming off Chichester Avenue. The carriageway is of flexible construction, i.e. various layers of bound stone aggregate with bituminous ('bitmac') surfacing, that has been subsequently surfaced over with various layers of bituminous material. The uppermost layer has oxidised to the extent that potholes and surface cracking have appeared as well as a general 'wearing away' of the surfacing, resulting in ruts, general unevenness and a porous surface that is liable to let in surface water that will ultimately affect the strength of the structural road layers.
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 2010, Seaford Close is placed high on the advised priority list for future treatment. Officers also consider that this road is a high 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. Numerous patching operations have been carried out over the years. Compacting of new repair material is impractical due to the brittleness of the existing surface course. Therefore resurfacing the whole road is an option which would cost £38,000.

Alternative options considered

Further patching works: However this option has been discounted given the level of deterioration and that it does not offer the most economic solution. Delaying or not undertaking certain schemes may place additional pressure on the Councils financial resources if highway permanent repairs are not implemented in a timely manner. In many instances, the delay of schemes may also have safety implications with possible consequent impact on the public liability insurance budget.

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)

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None at this stage

Financial Implications

The estimated cost of the resurfacing works is £38,000. 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 Structural or the Highways Localities Capital Programmes, subject to prioritisation and capital release and member approval protocols. Officers will also explore the availability of Section 106 funds..

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?

The resurfacing of Seaford Close 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. A full resurfacing of the deteriorated road area will offer the most satisfactory outcome for residents as they would be less pleased with patching works.

CORPORATE IMPLICATIONS

Legal Implications

The Council has a statutory duty to maintain the highway under section 41 of the Highways Act 1980 (the duty). The duty to maintain includes a duty to carry out repairs. The highway should be maintained to a standard that it is safe and fit for ordinary traffic using that highway to pass along it.

Failure to maintain the highway to this standard could give rise to a claim that a danger has been caused or could result in loss or damage to those who may reasonably use that highway.

As stated in the report Seaford Close was placed high on the priority list for serviceability and future treatment following structural condition survey but, in your officers opinion, immediate repair for dangerous defects is not required at this time. Continued periodic inspection and the making of expeditious repairs is, therefore, sufficient to keep the highway in accordance with

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the necessary legal standard however the officer's report also indicates that although the highway is not dangerous, in practical terms, it is beyond normal patching repair.

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 24th May 2011.

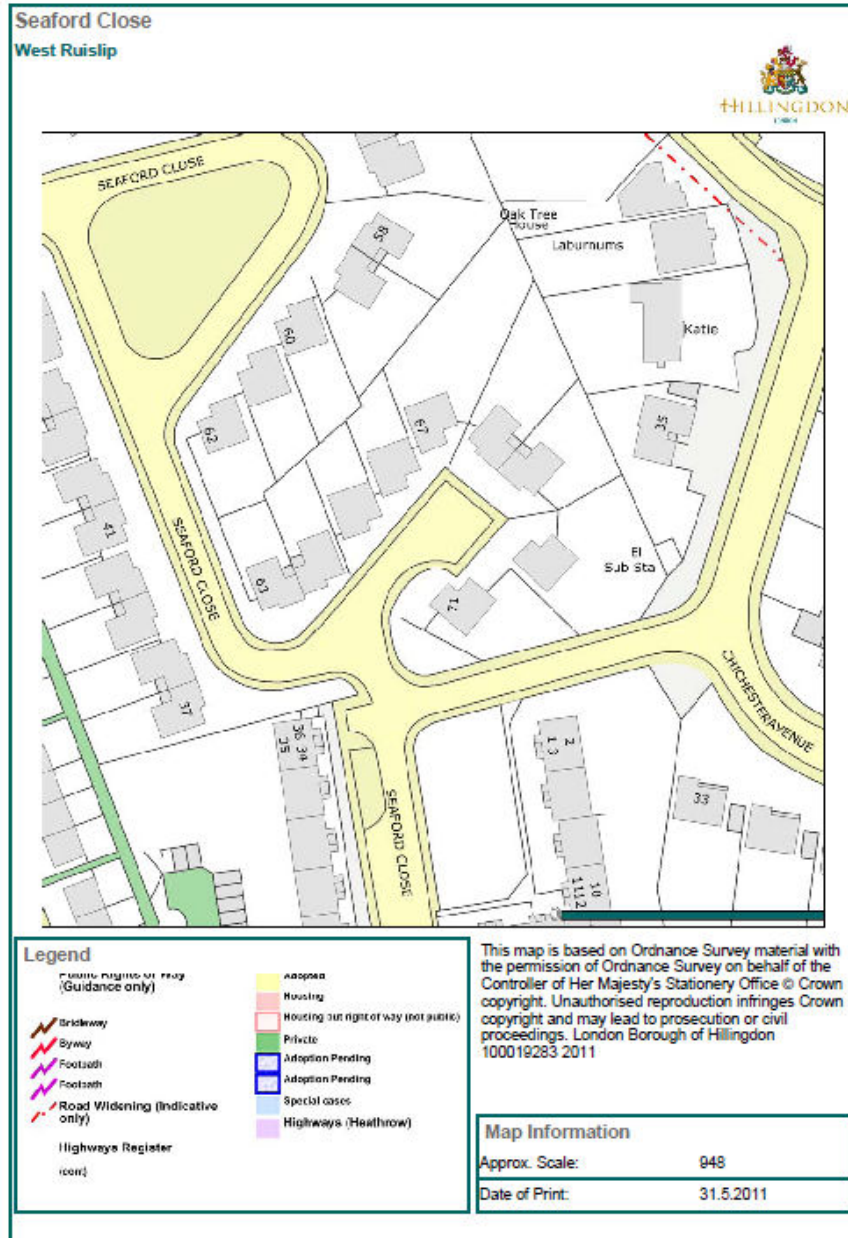
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APPENDIX 'A' – LOCATION PLAN

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APPENDIX 'B' – PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE – APRIL 20110



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