

BOLEYN DRIVE, EASTCOTE - PETITION REQUESTING FOR THE CARRIAGEWAY TO BE REPAIRED

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	James Birch – Street Environment Service Manager (and Traffic Manager)
Papers with report	Appendix A and B

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that a petition has been received from residents requesting the Council to repair the carriageway in Boleyn Drive, Eastcote.
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.
Ward(s) affected	Cavendish

2. RECOMMENDATION

That the Cabinet Member:

- 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 Boleyn Drive 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. The failure is due to the natural ageing of the bitumen surface, which is now slowly disintegrating after an estimated life of 5 to 15 years. Past patching has filled some of the worst fretting but only as medium term measure. The road profile is “bumpy” in places and construction joints have opened at a number of locations. Resurfacing would improve the visual appearance of the road and improve the ride quality. Officers will also undertake isolated repairs to the footway, which fall within the Council’s intervention levels.

Alternative options considered / risk management

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 watertight smooth surface.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. The petition with 25 signatures states that local residents from Boleyn Drive would like the road to be repaired.
2. Boleyn Drive is a residential road, approximately 1,283sq.m. It is located between Field End Road to the south-west and Castleton Road to the north. The carriageway is of rigid (concrete) construction, which has been overlaid with bituminous (tarmac) 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 most recent United Kingdom Pavement Management System (UKPMS) structural condition surveys, carried out on all Borough roads between January and March 2010, Boleyn Drive is placed high on the advised priority list for future treatment. Officers also consider that this road should be considered on ‘serviceability’ criteria such as appearance, ride quality etc. At the time of the assessment, prior to writing this report, there was 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 approximately £21,600.

Financial Implications

The estimated cost of the resurfacing works is £21,600. 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 Revenue 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

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The resurfacing of Boleyn Drive will take into consideration the particular needs of local residents, schoolchildren 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.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications as stated.

Legal

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.

Corporate Property and Construction

None at this stage.

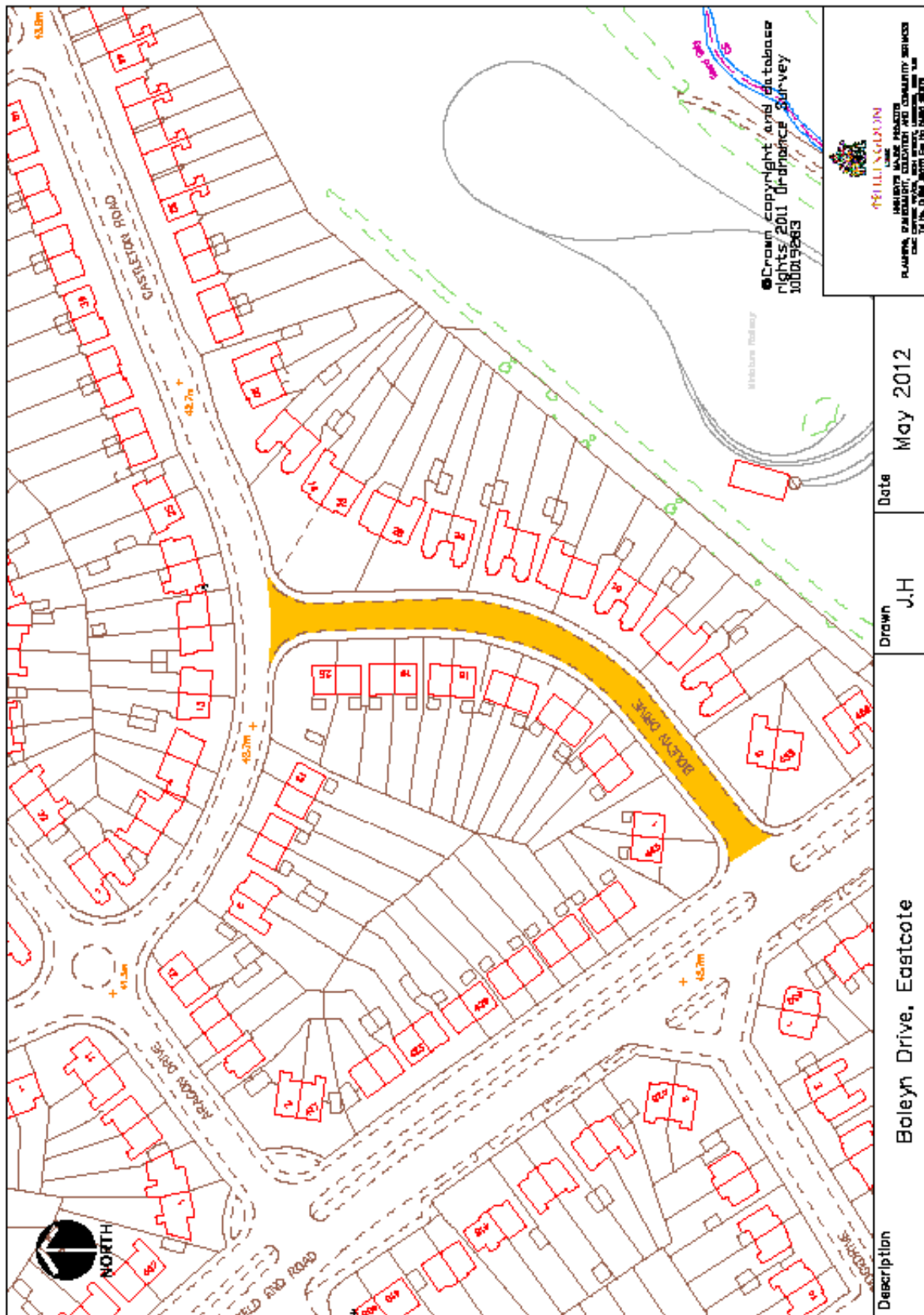
Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

A petition received 7th March 2012.

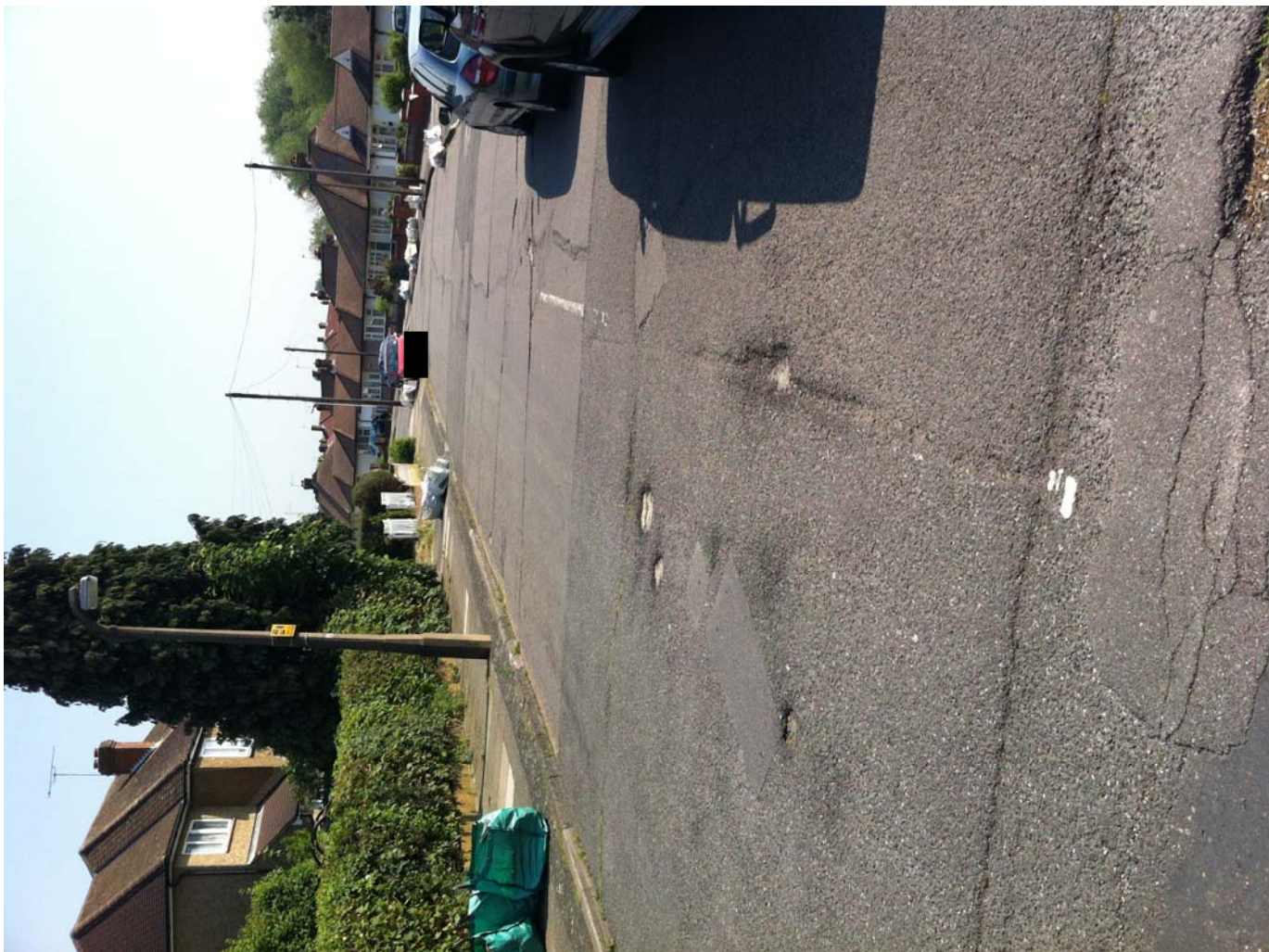
Appendix A



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners – 20 June 2012

Appendix B



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