

BEECH AVENUE, EASTCOTE, RUISLIP – REQUEST FOR RESURFACING	ITEM 3
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Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning and Transportation
Officer Contact	Gurmeet Matharu
Papers with report	Appendices A & B

HEADLINE INFORMATION

Purpose of report	This report deals with a petition signed by 24 residents of Beech Avenue, Ruislip, requesting that the carriageways be resurfaced.
Contribution to our plans and strategies	A safe borough, a clean and attractive borough
Financial Cost	£25,000 to resurface the carriageway in Beech Avenue
Relevant Policy Overview Committee	Residents’ and Environmental Services Policy Overview Committee
Ward(s) affected	Cavendish Ward

RECOMMENDATIONS

It is recommended that the Cabinet Member for Planning & Transportation

Notes that officers have carried out a detailed assessment and that they recommend that the carriageway be considered for inclusion on a future resurfacing programme. Officers are to explore possible resources to fund this work.

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. The failure is due to the natural ageing of the bitmac surface and the surface dressing that has been applied over the original bitmac 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 bitmac 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 highways 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 Beech Avenue is a residential cul-de-sac approximately 425 metres long forming a continuation of Columbia Avenue for the first 65metres and then intersecting Oak Grove before continuing to a dead end 360 metres away. The short section east of Oak Grove is in good condition and does not need any attention at this time, although a preventative coat of surface dressing would extend the life of the existing surfacing. The carriageway west of Oak Grove is of flexible construction, i.e. various layers of bound stone aggregate with bituminous (‘tarmac’) surfacing, that has been subsequently surfaced over with various layers of bituminous material. The uppermost layer has oxidised to the extent that potholes have appeared (Appendix ‘B’) 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.
- 2 Based on the results of the recent UKPMS (United Kingdom Pavement Management System) structural condition surveys, carried out on all Borough roads between November 2008 and January 2009, Beech Avenue is placed fairly high on the advised priority list for future treatment. However, roads to be resurfaced in any particular year are prioritised as a result of both planned highway structural condition surveys and also “serviceability” criteria such as appearance, ride-quality etc. The roads resurfaced in any one year are those most urgently needing repair as compared against need when measured in the various areas of highway deterioration and represent only a small proportion of the total needs.
- 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 surrounding material, therefore and resurfacing the whole road becomes economic.

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 Beech Avenue will take into consideration the particular needs of older people and people with disabilities to provide smoother, safer highway surfaces and features.

Consultation Carried Out or Required

None to date

CORPORATE IMPLICATIONS

Corporate Finance

See under 'Financial Implications'

Legal

See under 'Legal Implications'

Corporate Property

N/A.

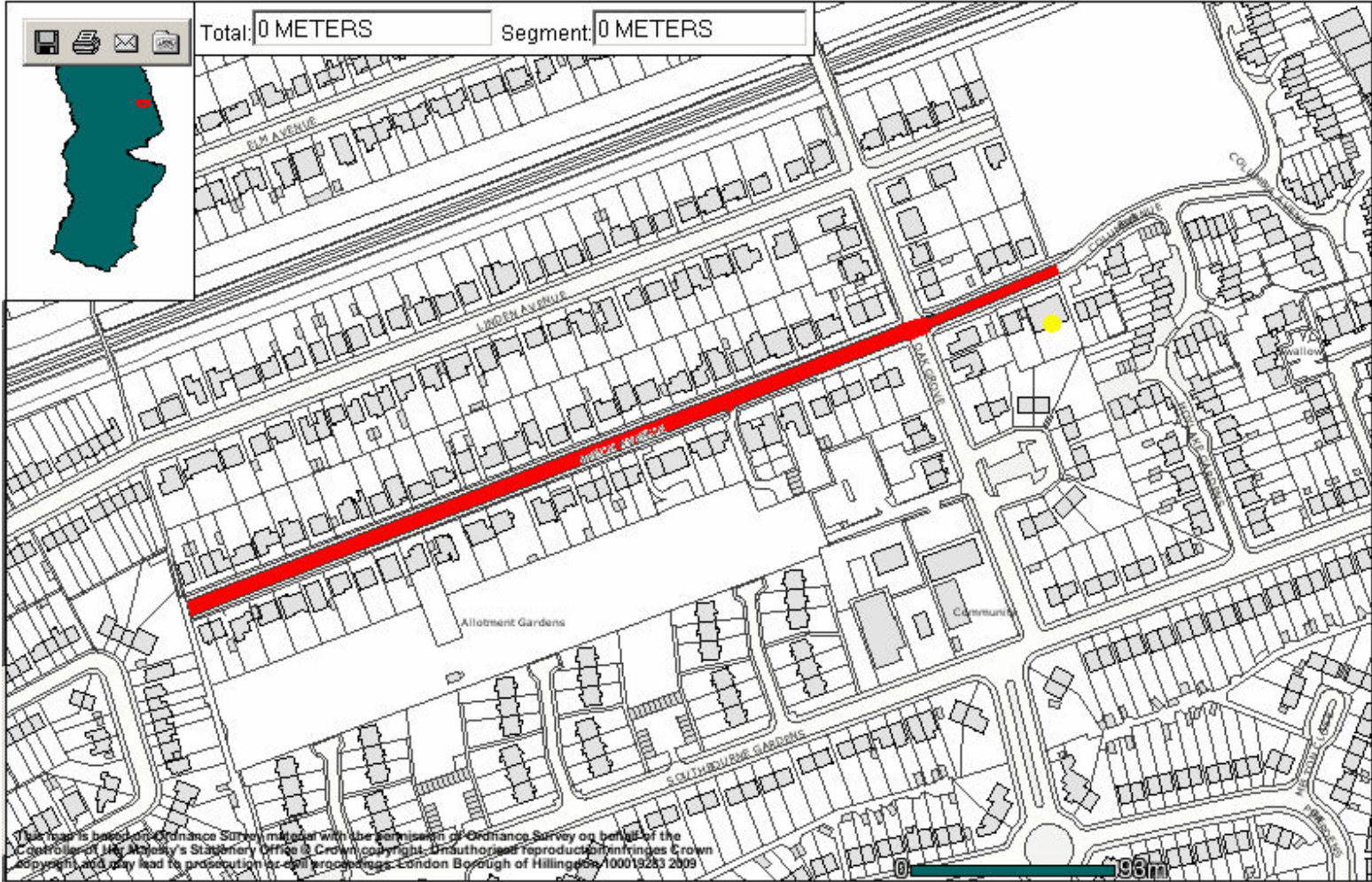
Relevant Service Groups

N/A.

BACKGROUND PAPERS

Petition received, dated 9 July 2009.

APPENDIX 'A' – LOCATION PLAN



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



