

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Cabinet Member for Planning and Transportation
<b>Officer Contact</b>	Gurmeet Matharu
<b>Papers with report</b>	Appendices A and B

**HEADLINE INFORMATION**

<b>Purpose of report</b>	This report deals with a petition signed by 76 residents of Fairway Avenue, requesting that the carriageway be resurfaced.
<b>Contribution to our plans and strategies</b>	A safe borough, a clean and attractive borough
<b>Financial Cost</b>	£12,000 to treat the surface of the carriageway in Fairway Avenue.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services Policy Overview Committee
<b>Ward(s) affected</b>	West Drayton 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 surface receive treatment during a future programme.

**INFORMATION****Reasons for recommendation**

Officers consider that substantial parts of the carriageway surface are in reasonably good repair at this time but will deteriorate unless action is taken. The existing carriageway surface has deteriorated with shallow fretting in 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. Past patching has filled some of the worst fretting and left the road in a reasonable condition. Officers therefore consider that limited patching work should be carried out and the road resurfaced with a thin surfacing or possibly a surface dressing.

### **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

### **Supporting Information**

- 1 Fairway Avenue is a residential road approximately 510 metres in length branching off Lawrence Avenue with two small cul-de-sacs and two other roads leading into it. The carriageway is mainly rigid construction, i.e. an original concrete road that has been subsequently surfaced over with various layers of bituminous material. The end of the road beyond its junction with Colne Avenue is of flexible construction with some major cracks that have been sealed with bitumen.
- 2 The uppermost layers of the overlay on the rigid section have oxidised to the extent that a few small potholes have appeared (Appendix 'B'). The joints between the concrete panels have failed and these need to be resealed otherwise they will be liable to let in surface water that will ultimately undermine the strength of the structural concrete layer.
- 3 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, Fairway Avenue is placed fairly low on the advised priority list for future treatment. Officers consider that this road is a relatively low priority on surface condition and '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 for dangerous defects. There were some small potholes visible and these have been filled as a temporary safety measure. There were concerns that the slightly roughened surface could be a problem to cyclists.

- 4 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 generally impractical due to the age and brittleness of the surrounding material.
- 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.

### **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 will seek to obtain funding from the Highways Renewal (Capital) programme of work.

### **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 surface longevity and appearance would be facilitated in the longer term by surface treatment 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 surface treatment 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 Fairway 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.

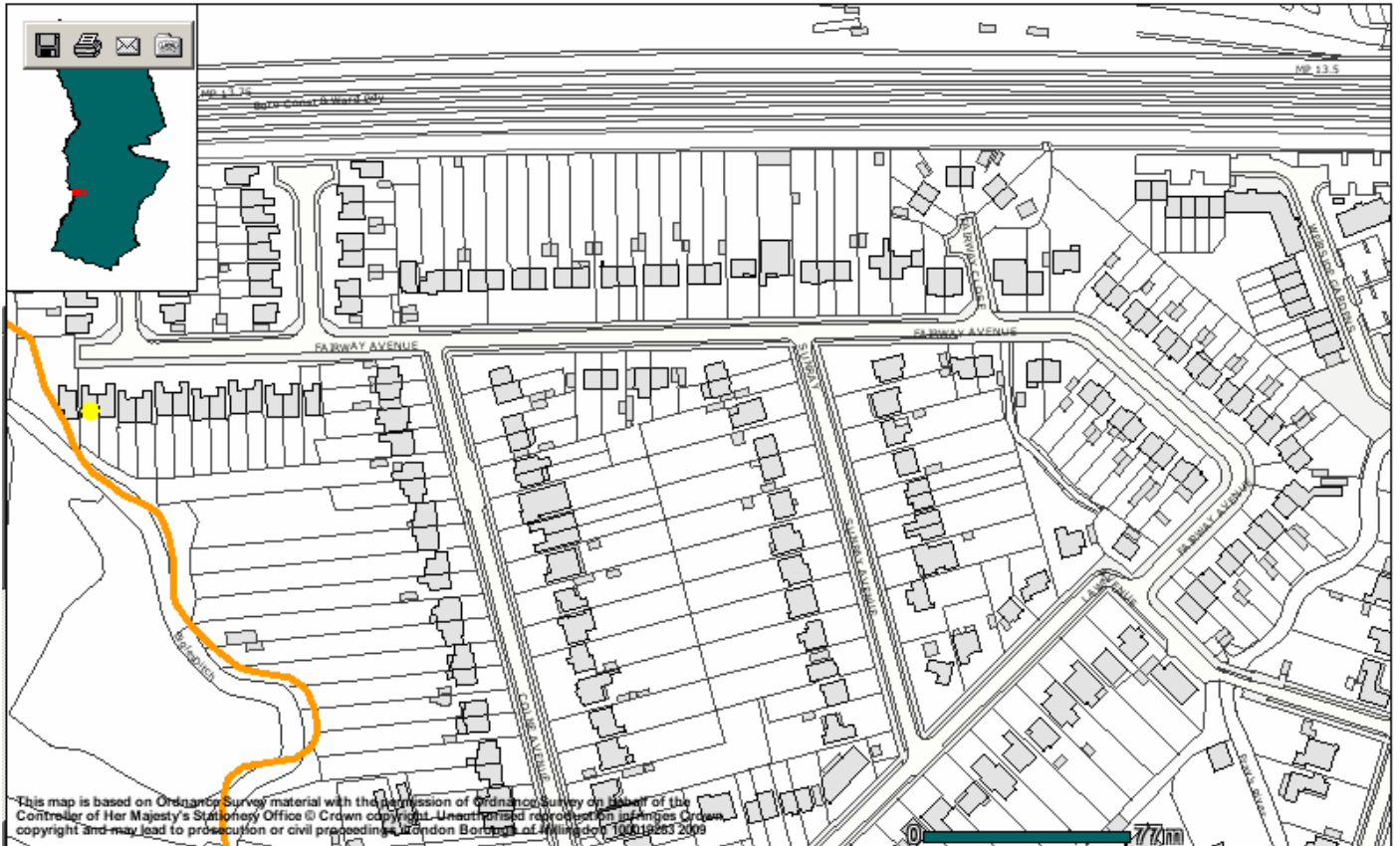
### **Relevant Service Groups**

N/A.

## **BACKGROUND PAPERS**

Petition received, dated 14 April 2009.

## APPENDIX 'A' – LOCATION PLAN



**APPENDIX 'B' – PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE – MAY 2009**



