

## **MONTCALM CLOSE AND WOLFE CLOSE – REQUEST FOR RESURFACING**

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Cabinet Member for Planning and Transportation
<b>Officer Contact</b>	Colin Stewart
<b>Papers with report</b>	None

### HEADLINE INFORMATION

<b>Purpose of report</b>	<p>This report deals with a petition signed by 33 residents of Montcalm Close and Wolfe Close, requesting that the carriageways be resurfaced.</p> <p>The lead petitioner is Mr Kevin Gates, Secretary – Brook Green Residents Association, 14 Chatsworth road, Hayes, Middlesex UB4 9ES.</p>
<b>Contribution to our plans and strategies</b>	A safe borough, a clean and attractive borough
<b>Financial Cost</b>	£3.6k to resurface the carriageway in Montcalm Close, and £5.2k to resurface the carriageway of Wolfe Close.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services Policy Overview Committee
<b>Ward(s) affected</b>	Barnhill 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 Wolfe Close and be Montcalm Close be considered for resurfacing during a future programme. Officers are to explore possible resources to fund this work.**

### **INFORMATION**

## **Reasons for recommendation**

The existing carriageway surfaces have deteriorated to the extent that shallow fretting has taken place in isolated areas of both Montcalm Close and Wolfe Close. The failure is due to the natural ageing of the bitmac surface which is now slowly disintegrating after an estimated life of 30 to 40 years. Past patching has filled some of the worst fretting but only as a temporary measure. The worst area at the entrance to Montcalm Close has recently (April 2009) been partly resurfaced to eliminate any hazards in this area. The limited patching that has been carried out in the past has had a detrimental effect to ride quality, particularly for cyclists. Resurfacing would provide a smoother, safer riding surface, maintain the asset value of the highways and improve the visual aspect of the streets.

## **Alternative options considered**

Officers consider that the carriageway surface is now beyond normal patching repair and that resurfacing is the only option available.

## **Comments of Policy Overview Committee(s)**

None at this stage

## **Supporting Information**

- 1 Montcalm Close is a residential cul-de-sac approximately 53 metres in length with a turning head, coming off Ayles Road. The carriageway is of rigid construction, i.e. an original concrete road 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 shallow ruts and general unevenness. 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.
- 2 Wolfe Close is a very similar road to Montcalm Close but only 46 metres long, and is in a similar condition to Montcalm Close
- 3 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, Montcalm Close and Wolfe Close are placed fairly low on the advised priority list for future treatment. However, roads resurfaced in any one year have been included in the highways renewal long-term programme and prioritised as a result of both planned highway structural condition surveys and "serviceability" criteria such as appearance, ride-quality etc. The number of roads resurfaced in any one year represents the most urgent works compared against need in the various areas of highway deterioration and represent a small proportion of the total programme.
- 4 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, but there were concerns that the roughened surface could be a problem to cyclists and treatment could therefore be justified on safety grounds.

- 5 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.

## **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 or S106 funding.

## **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.

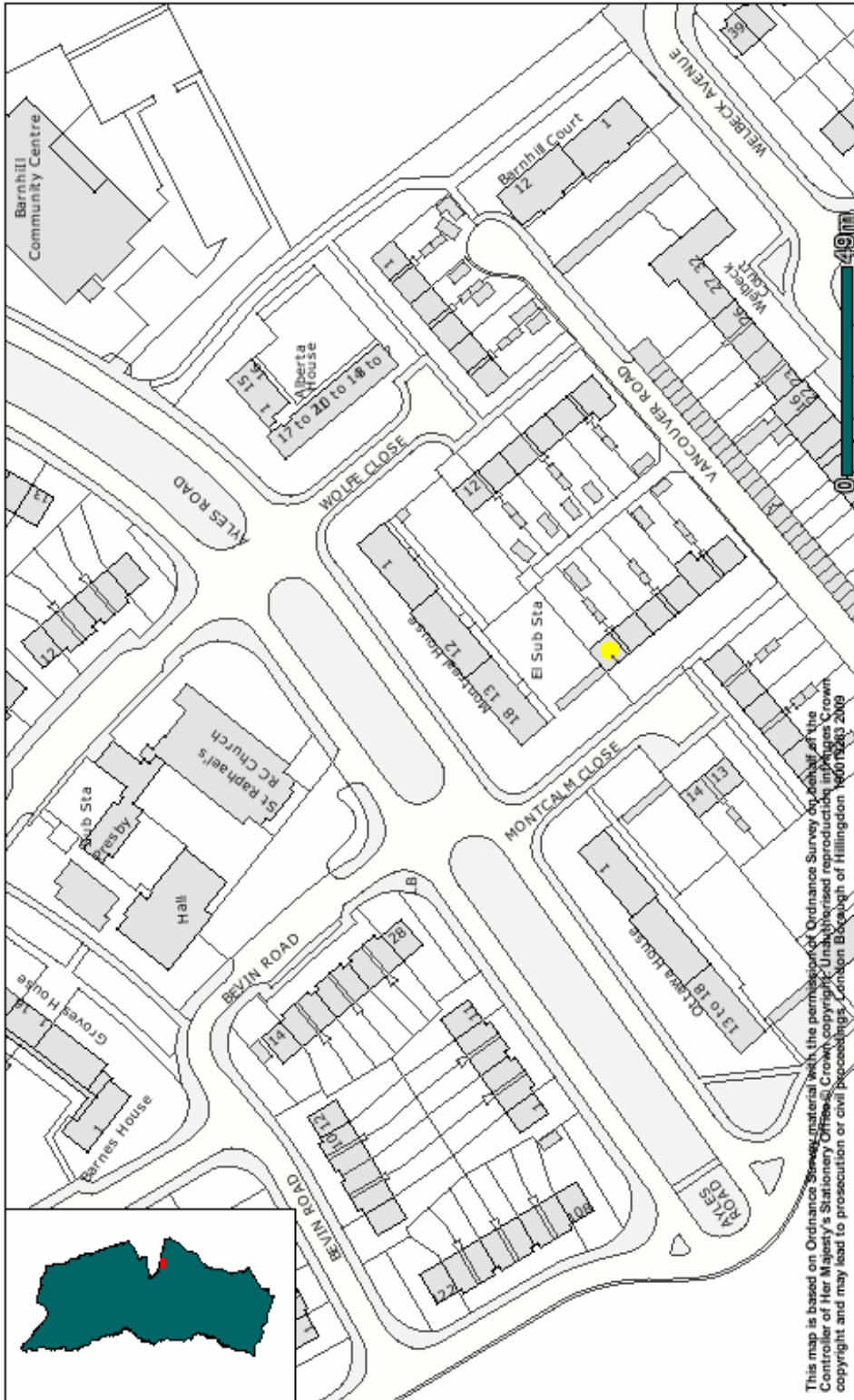
## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

The resurfacing of Montcalm Close and Wolfe Close will take into consideration the particular needs of older people and people with disabilities to provide smoother, safer highway surfaces and features.

## **BACKGROUND PAPERS**

Petition received, dated 25 November 2008.

**APPENDIX 'A' – LOCATION PLAN**





**APPENDIX 'B' – PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE – MAY 2008**

**Montcalm Close**



**Wolfe Close**



