

WILLOW GROVE – REQUEST FOR RESURFACING

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

HEADLINE INFORMATION

Purpose of report	<p>This report deals with a petition signed by 48 residents of Willow Grove, requesting that the carriageways be resurfaced.</p> <p>The lead petitioner is Mr Mike Gettesen, 79 The Ridgeway, Ruislip Middlesex HA4 8QQ.</p>
Contribution to our plans and strategies	A safe borough, a clean and attractive borough
Financial Cost	£34.5k to resurface the carriageway in Willow Grove
Relevant Policy Overview Committee	Residents' and Environmental Services Policy Overview Committee
Ward(s) affected	Manor 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 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 limited patching that has been carried out in the past has had a detrimental effect to ride quality, particularly for cyclists and the commonly used centre part of the road has undulations caused by the successive patching. Resurfacing would provide a smoother, safer 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.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

- 1 Willow Grove is a residential cul-de-sac approximately 380 metres in length joining Eversley Crescent to the recreation ground. 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 layers have 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 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, Willow Grove is 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.
- 3 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.
- 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 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.

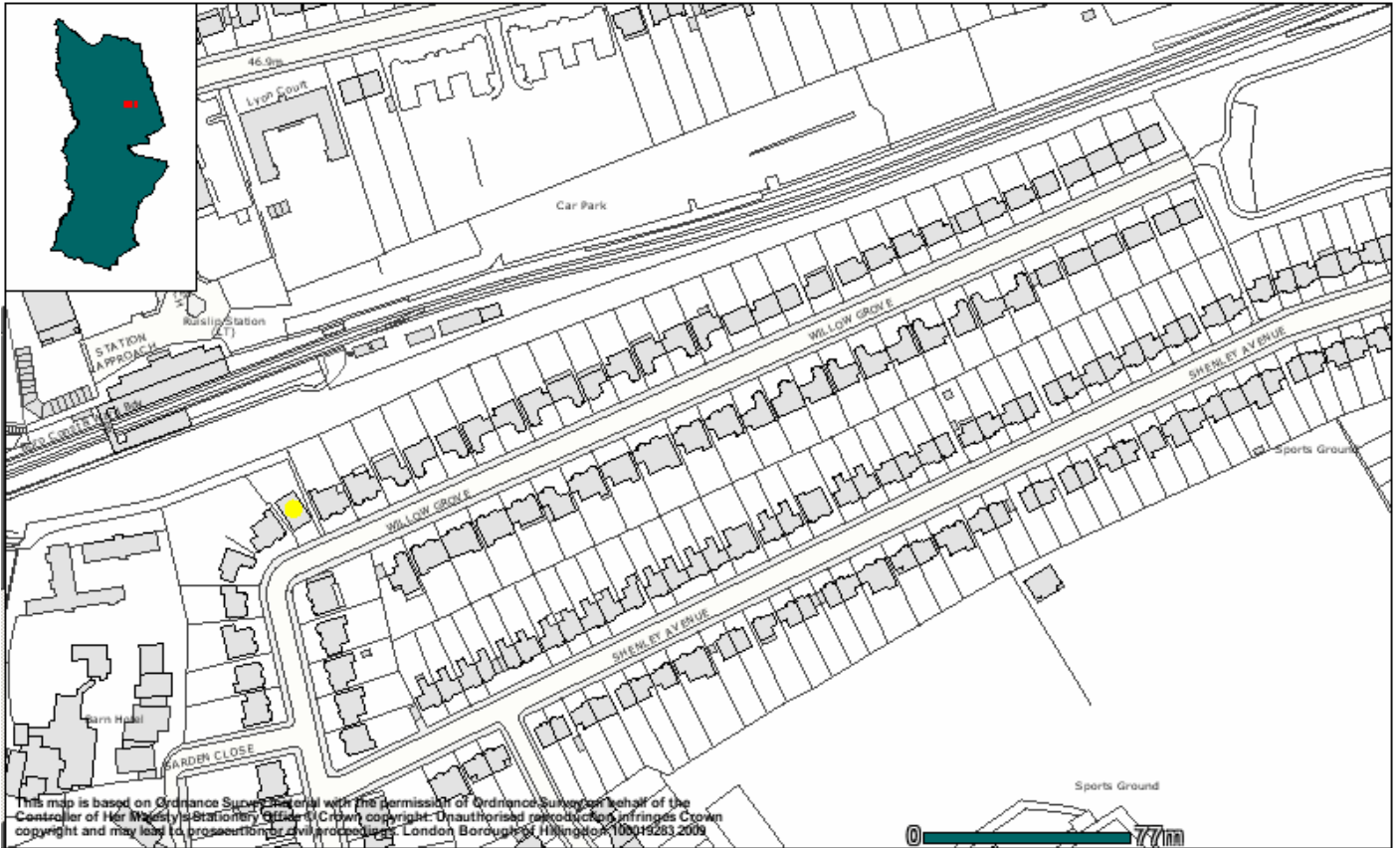
EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

The resurfacing of Willow Grove 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 2009

