



Highways Committee

16 October 2017

Report from the Operational Director of Environment Services

For Action

Wards Affected: ALL

Reeves Avenue Petition

1.0 Summary

- 1.1 On 15th May 2017 the Council received a petition regarding the condition of the pavements and road surface of Reeves Avenue NW9.
- 1.2 The petition states that the residents are experiencing a lot of problems due to uneven and broken pavements; and cracks and potholes in the road.
- 1.3 Taking into account the condition as measured by independent surveys, under the council's procedure for resurfacing prioritisation neither the road surface nor the pavements in Reeves Avenue are likely to put forward for complete resurfacing in the near future.
- 1.4 However, there are a number of areas requiring repair. Officers recommend that any areas deemed defective by officers on both road and pavements are repaired using existing revenue maintenance budgets. Whilst not a complete resurface of road and pavements, this will repair any significant defects present.

2.0 Recommendations

- 2.1 That the Committee notes the petition regarding the condition of the pavements and road surface of Reeves Avenue NW9.
- 2.2 That the Committee agrees any areas deemed defective by officers on both road and pavements are repaired, using existing revenue maintenance budgets. The Committee notes that whilst not a complete resurface of road and pavement, this will repair any significant defects present.

3.0 Background

The Petition

- 3.1 On 15th May 2017 the Council received a petition regarding the condition of the pavements and road surface of Reeves Avenue NW9. The petition was signed by 54 signatories. The main points of the petition are summarised below

3.2 The petition states that the residents are experiencing a lot of problems due to

- Uneven and broken pavements
- Cracks and potholes in the road

3.3 The petition goes on to say that all residents especially the elderly, disabled and children are subject to many hazards due to the poor condition of the pavements and the road surface

3.4 The petition demands immediate repair of the pavement and resurfacing of the road.

4.0 The condition of the Road and Pavements in Reeves Avenue in NW9

4.1 There are a number of pavements and roads around the borough that would benefit from maintenance to improve their condition and visual appearance. This is a nationwide issue: the latest "Alarm Survey Report" published by the Asphalt Industry Alliance said that "Local authorities need over £12 billion to bring the network up to scratch" The ongoing imbalance between repair need and resource availability means that repairs have to be prioritised.

4.2 The process for deciding which roads and pavements are programmed for resurfacing is that every year, officers assess the highway network to determine its current condition, using condition surveys carried out by independent consultants. The officers then take account of a range of factors to define relative priorities for maintenance. The Council uses a scoring system to identify roads and pavements suitable for major resurfacing or preventative maintenance that assesses the following:

- Condition based on outcomes of annual condition surveys and inspection programmes;
- Road hierarchy and traffic usage, including proximity of local schools / colleges;
- Level of risk in terms of numbers of accident claims, historic pothole repair records and/or collision history

4.3 Underpinning all this is the fact that there are many more roads and pavements that we would like to resurface than there is funding available to do them.

4.4 Since February 2014 the Council has received only 5 Customer Reports regarding the road surface and pavements of Reeves Avenue; 3 were regarding damaged or misplaced kerbs; one was about a pothole and one about the road and pavement conditions generally (the latter was in May 2015). Since September 2011 a total of 20 defects of intervention level or greater were identified, of which 4 were prioritised for repair and completed.

4.5 Reeves Avenue is a residential road just under 300m in length. The construction of the road is called a "flexible" one, that is, one made up of layers of asphalt. The pavements also have an asphalt surface (see photos in Appendix A) .The pavements are subjected to the additional wear and tear of "two wheels up" pavement parking.

4.6 The latest highway condition survey shows that approximately 75% of the road surface is in good or fair condition. A site inspection by a council engineer indicates there are a few small areas mainly kerbside that require maintenance soon but are not dangerous. Overall the engineer assessed the condition as reasonably good. Therefore Reeves Avenue is not likely to be a candidate for traditional full-depth resurfacing in the near future; which is estimated to cost £31k.

- 4.7 Regarding the pavements, the latest highway condition survey shows that approximately 95% of them are in a fair condition, with the remainder being classed as in a “good” condition. Therefore Reeves Avenue pavements are not currently candidates for resurfacing, which would cost around £113k. The structure of the pavements is generally sound but they suffer from a number of patches, both repairs and utility reinstatements that have degraded the visual amenity of the pavements. A number of kerbs have also been displaced, due to trees and vehicle incursion.
- 4.8 Neither the road surface nor the pavements in Reeves Avenue are likely to be prioritised for complete resurfacing in the near future. However, notwithstanding this, there are a number of areas requiring repair. Officers recommend that any areas deemed defective by officers on both road and pavements are repaired using existing revenue maintenance budgets. Whilst not a complete resurface of road and pavement, this will repair any significant defects present.

5.0 Legal Implications

- 5.1 Section 41 of the Highways Act 1980 (“the Act”) places a duty on the council as a highways authority to maintain public highways in the borough. Breaching this duty can render the council liable to pay compensation if anyone is injured as a result of failure to maintain it public highways in the borough. There is also a general power which the council can exercise under section 62 of the Act to improve highways. Under section 45 of the Act, the council has the power to obtain materials for the repair of highways that are maintainable at the public expense subject to certain restrictions specified in section 45.

6.0 Financial Implications

- 6.1 No additional funding is required as a result of this petition. Any areas deemed defective by officers on both road and pavements are to be repaired, using existing revenue maintenance budgets.

7.0 Diversity Implications

- 7.1 There are considered to be no diversity implications that require full assessment. The works proposed under the highways main programme do not have different outcomes for people in terms of race, gender, age, sexuality or belief.
- 7.2 We make sure of the visibility of the required signage, also where temporary work is being carried out.
- 7.3 We monitor of the quality of the work to ensure that the finished surface is to specification and does not form a mobility hindrance; and that signage and road markings are correctly provided as aid to movement.

Background Papers

None

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