



**OFFICER REPORT TO LOCAL COMMITTEE
(ELMBRIDGE)**

**LETTER OF REPRESENTATION
ISLAND FARM ROAD, WEST MOLESEY
6 DECEMBER 2010**

KEY ISSUE

To update members on the investigations carried out, conclusions and recommendations made, following the Letter of Representation to the September 2010 meeting of this Committee.

SUMMARY

This report updates Members on the investigations into the request for the Council to resurface the carriageway at Island Farm Road, West Molesey, as set out within a Letter of Representation, which was accompanied by a verbal presentation by Mr. Sean Winter at the September Committee. A report to the Local Committee was agreed following further investigation, and this report presents the results of those findings.

OFFICER RECOMMENDATION

The Local Committee Elmbridge is asked to:

- (i) Note the contents of this report and the relative priorities of both Pool Road and Island Farm Road on the County programme.

1 INTRODUCTION AND BACKGROUND

- 1.1 Members are reminded that a Letter of Representation was submitted to the 20 September 2010 meeting of the Local Committee. This highlighted the hazard caused by the ongoing deterioration of the road surface of Island Farm Road, giving concern for the safety for all users, the unsightly appearance having a detrimental effect on the image of the road and the residents' concern that the consistent neglect of the road has given a rise to an overall disregard for the area.
- 1.2 Pool Road, Island Farm Road, Molesey Park Road runs east/west, linking the C153 Molesey Road to the east with the B369 Walton Road, running parallel to the north. It also provides the sole means of access to many small cul de sacs, as well as access to the light industrial estate. The south is effectively cut off by way of the River Mole and the Island Farm Reservoir.
- 1.3 This section of road is subject to a 30 mph speed limit and is well lit by a continuous system of street lighting. Pedestrian footways are provided along the majority of the road but predominantly either on one side or the other of the road.
- 1.4 A traffic calming scheme was introduced along the length of road about 5-6 years ago, and consisted of priority islands at each end with road tables between.
- 1.5 The carriageway is of a concrete construction which has had a thin bituminous surface applied, to protect and seal the concrete.

2 ANALYSIS

- 2.1 The traffic calming devices have been a success in reducing the speed and volume of through traffic.
- 2.2 The traffic calming devices do create increased confined structural wear to the fabric of the carriageway due to localised additional loadings.
- 2.3 Carriageways are regularly inspected and reactive maintenance carried out. Where more extensive major maintenance works are required, then the area of carriageway is added to a countywide list for assessment, depending upon the required remedial action necessary.
- 2.4 These lists are then reassessed annually based upon the relative priority of the road together with the annual funding level received.
- 2.5 Current austerity measures together with ongoing cuts in funding have removed the Highway Authorities ability to deal with as many of these schemes, as quickly as it would like.

3 OPTIONS

3.1 The relevant extract from the maintenance rolling programme is shown below.

Road	Position on rolling programme	Points (Including member)	Extent of works	Length of treatment (m)
Pool Road	40	378	Molesey Road to Central Avenue	386
Island Farm Road	92	333	Central Avenue to Ray Road	728

3.2 Both Pool Road and Island Farm Road are on the programme, however they do have differing priorities based upon condition.

3.3 Pool Road has a higher priority and is likely to be treated next financial year, as the current financial situation may only permit the top 20 schemes on the list, to be treated.

3.4 Island Farm Road is then likely to be treated either the following financial year, or the year after.

3.5 An inspection of the road will be carried out to determine what existing signs and lines are also in need of maintenance.

4 CONSULTATION

4.1 None

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

5.1 The need to reduce revenue costs over the next 4 years may have an affect on highway maintenance schemes of this nature.

5.2 All schemes will be prioritised based upon condition of the carriageways, to equitably utilise the minimal funding available.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

6.1 None

7 CRIME AND DISORDER IMPLICATIONS

7.1 None

8 CONCLUSION AND RECOMMENDATIONS

8.1 That members note the relative priority of these 2 roads on the rolling programme. The list will be completed in priority order based upon the availability of funding.

9 REASONS FOR RECOMMENDATIONS

9.1 The reasons for the recommendations are as already explained within the report.

10 WHAT HAPPENS NEXT

10.1 An inspection will be carried out to identify any existing defects that comply with the matrix, and these will be repaired in line with our contract terms with our partner Carillion PLC.

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BACKGROUND PAPERS: None