

PETITION 1

ITEM 7

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 19TH DECEMBER 2016
LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER (NE)
SUBJECT: PETITION RESPONSE – GROVE WAY ETC
DIVISION: THE DITTONS



SUMMARY OF ISSUE:

Concerns have been raised about the condition of footways and carriageways in Grove Way, Cranbrook Drive, Parkwood Avenue, The Drive and Cranleigh Road.

RECOMMENDATIONS:

For information only.

REASONS FOR RECOMMENDATIONS:

N / A.

1. INTRODUCTION AND BACKGROUND:

- 1.1 A petition with 351 signatures has been received raising concerns about the condition of a number of roads in Esher. The petition reads:

We, the undersigned, would like to draw the attention of the Surrey County Council Highways Department to the appalling and dangerous condition of the roads and pavements of Grove Way, Cranbrook Drive, Parkwood Avenue, The Drive and Cranleigh Road, KT10.

We would like the roads and pavements to be resurfaced as required to avoid pedestrian accidents, damage to bicycles and riders, damage to motor vehicles and also possible injuries to the Metropolitan Police horses that regularly use the roads.

2. ANALYSIS:

- 2.1 Neither Grove Way, Cranbrook Drive, The Drive nor Cranleigh Road feature on any programme of maintenance works.
- 2.2 In Grove Way, Cranbrook Drive, The Drive and Cranleigh Road the carriageways have a concrete underlying structure, which in the past has been overlaid with a thin asphalt overlay. This overlying asphalt has worn off in places, making the road appear very untidy from an aesthetic point of view, and making the ride quality very poor. However because the asphalt overlay is thinner than 40mm, the carriageways in these roads are unlikely ever to form any safety defects, and therefore for the foreseeable future they will be a low priority for significant maintenance works.

PETITION 1**ITEM 7**

- 2.3 In Parkwood Avenue by contrast, the carriageway is an entirely asphalt construction. The underlying structure is not in good condition, resulting in Safety Defects forming relatively frequently in the top surface. Parkwood Avenue is listed in the provisional major roads maintenance programme for resurfacing in 2017-18 – the complete length from The Drive to The Woodlands (310m).
- 2.4 The footways in these roads are a mix of asphalt and red tiled construction. The red tiled footways are a mixed blessing: many residents prize the red tiled footways as a heritage feature of this area, but on the other hand tiled footways are more prone to forming Safety Defects than asphalt footways, they are more expensive to maintain, and over the years we have had a number thefts of significant areas of tiles.
- 2.5 The Highways Asset Management Strategy, which was approved by Surrey County Council's Cabinet in June 2016, anticipates approximately £3M funding for footway resurfacing per annum over the next few years. To resurface a footway costs approximately £1M per mile for both sides for typical residential roads. There are approximately 3,000 miles of roads in Surrey. It is estimated that it would cost £80M to bring all footways in Surrey up to a good standard. In this context we are obliged to prioritise those footways in the very worst condition, and to moderate our prioritisation according to the level of use of footways – for example high pedestrian use in town centres, near hospitals, schools, and other community facilities.
- 2.6 The Local Committee does have funding for Highway maintenance works, but the demands on the Local Committee's Highways budgets far exceed the available budget. In a typical financial year the Local Committee is able to promote 10 to 12 significant maintenance schemes – involving the resurfacing of a carriageway or footway. There are over 80 maintenance schemes on the Local Committee's list for consideration for 2017-18. The Local Committee must also balance demands for new infrastructure, for example new pedestrian crossings, traffic calming, cycle routes and so on.
- 2.7 Ultimately it is up to the Local Committee to decide whether to prioritise any carriageways and / or footways, which are the subject of this petition, for resurfacing works. From a technical point of view, the only carriageway that would be considered a high priority would be Parkwood Avenue, and this is on the provisional programme for 2017-18.
- 2.8 Whether or not the footways should be a high priority is more debatable. On one hand the tiled footways are deteriorating, and require frequent localised repairs, which the Local Committee funds through its revenue budget by means of the Community Gang. So arguably the tiled footways should be considered a high priority for the Local Committee's budgets. On the other hand if these footways were to be resurfaced, the tiles would be replaced with asphalt, which would be disappointing to many local residents.
- 2.9 In response to this petition the Highways Team have undertaken an ad hoc inspection of all the subject roads. A number of Safety Defects were found – 24 Safety Defects in footways and 2 in carriageways. Repairs for these are being arranged. Tiled areas of footways are in generally poor

PETITION 1

ITEM 7

condition especially where combined with significant trees/hedges, both Highway and in private gardens.

3. OPTIONS:

3.1 Not applicable.

4. CONSULTATIONS:

4.1 Not applicable.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Not applicable.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

7.1 Not applicable.

8. OTHER IMPLICATIONS:

8.1 None.

9. CONCLUSION:

9.1 Ultimately it is up to the Local Committee to decide whether to prioritise any carriageways and / or footways, which are the subject of this petition, for resurfacing works. From a technical point of view, the only carriageway that would be considered a high priority would be Parkwood Avenue, and this is on the provisional programme for 2017-18.

9.2 The tiled footways are in generally poor condition. However if these were to be resurfaced the tiles would be replaced with asphalt.

10. WHAT HAPPENS NEXT:

10.1 Not applicable.

Contact Officer: Nick Healey, Area Team Manager (NE)

Consulted: Not applicable

Annexes: None

Sources/background papers: None.

This page is intentionally left blank