

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Town Centres, Economic Growth and Prosperity
2.	Date:	23 April 2012
3.	Title:	PETITION REQUESTING RESURFACING OF GRASSED VERGES ON PAGENALL DRIVE, SWALLOWNEST
4.	Directorate:	ENVIRONMENT AND DEVELOPMENT SERVICES

5. Summary

A petition, from the residents on Pagenall Drive, has been received requesting that the grassed verge areas be replaced with asphalt.

6. Recommendations

That the lead petitioner be informed that the replacement of the grassed verges areas with asphalt is not undertaken.

7. Proposals and Details

A petition signed by 24 residents of Pagenall Drive was received by Environment and Development Services on 19 March 2012 (copy attached).

Pagenall Drive is a residential unclassified link estate road approximately 310m in length. There are four grassed areas (outside 1-7, 9-15, 17-47 and 2-8) with a combined length of around 305m (location plan attached).

In response to the petition Pagenall Drive was visited on 22 March 2012 to reassess its condition of the verges and the rest of the highway. In general the verges were in good condition. There was some localised damage to the verges which would require repair. There was also work being undertaken by an electric supply company sub contractor, which was effecting the grassed verges and footways.

The surrounding highway looked in a good condition and relatively tidy.

An estimate has been calculated to replace the grass with asphalt of £50,000. This estimate does not include for any Statutory Undertakers equipment being moved due to the change in surface.

The Highway Inspector has been asked to ensure that the electrical supply sub contract reinstates the verges and that any repairs, not due to there works, are carried out.

The verges do add to the general look of the road and meet the requirements of the recommendations contained in the Floods and Water Management Act 2010, which refers to the problems caused by hard paving to grassed areas.

8. Finance

The removal of the grass verges works could only be funded by the annual Revenue Highway Maintenance allocation, but this would create a pressure on the maintenance of highway network and delay the planned maintenance programme of roads in urgent need of repair.

9. Risks and Uncertainties

Funding available is insufficient to undertake resurfacing of these verges and would detract from the need of the rest of the highway maintenance programme.

10. Policy and Performance Agenda Implications

The draft Corporate Plan indicates a commitment to make sure roads and footpaths meet at least national average standards with an outcome for safe and well maintained roads, any reduction in the spend on maintenance makes this commitment more difficult to achieve.

11. Background Papers and Consultation

Copy of petition and location plan attached.

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