

THE VALE OF GLAMORGAN COUNCIL

CABINET: 4<sup>TH</sup> SEPTEMBER, 2017

REFERENCE FROM ENVIRONMENT AND REGENERATION SCRUTINY  
COMMITTEE: 13<sup>TH</sup> JULY, 2017

“155 HIGHWAY RESURFACING THREE YEAR PLAN 2017 TO 2020 (DEH) –

The Committee was pleased to receive the report as it had been requested within its work programme, with the Head of Visible Services and Transport highlighting that the local highway network within the Vale of Glamorgan was a valuable asset to the community for which the Council was responsible. The way it was managed and maintained had a direct impact on residents, businesses and visitors who used it on a daily basis.

The Highway Maintenance Three Year Resurfacing Plan was attached at Appendix A to the report and identified carriageways requiring treatment to prevent further surface and structural deterioration. The carriageways listed within the Plan for “surfacing” (page 2 of Appendix A) had been assessed in accordance with a “Carriageway Resurfacing Prioritisation Scoring System” which was attached at Appendix B.

The “Carriageway Resurfacing Prioritisation Scoring System” identified several criteria and data factors which enabled a score to be derived and the prioritised Three Year Plan for surfacing works to be established. Surfacing works were more costly and this form of treatment generally related to major and heavily trafficked routes.

Delivery of the Plan was dependent on receiving appropriate funding. Roads that would receive surfacing works in the financial year would be selected from the prioritised list. Committee noted that the roads scoring 390 had been prioritised for surfacing this year. All the routes on the list required attention, however with the limited funding available, it was suggested that remaining funds be utilised to undertake the other forms of treatment identified. One of the benefits of doing this was that a greater length of highway could be treated. Those roads on the surfacing list which would not receive works in the year due to budget constraints would automatically follow through into the following year's Plan. The Highway Maintenance Three Year Resurfacing Plan was reviewed annually.

Based on the estimates shown, there was insufficient funding available to complete all the routes indicated on the micro asphalt and surface dressing lists, however officers would seek to undertake as much of this work as was possible, with any routes not addressed moving to the programme for 2018 / 2019.

The Highway Maintenance Three Year Resurfacing Plan provided the foundation for delivering a well-maintained and managed highway infrastructure. It ensured levels

of service were optimised and that the highway infrastructure asset was managed wherever practicable, in the most efficient manner to meet the expectations of all highway users.

It was noted that there was currently no road maintenance grant funding available from the Welsh Government and that the funding available to deliver the programme of resurfacing works would be taken from the Council's capital budgets. It had been requested that £500k from the 2018/19 budget be brought forward to the 2017/18 capital budget to enable works to be undertaken as soon as possible. This would provide a total budget of £1.3m for 2017/18 against an estimated total cost of £3.683m for the full Three Year Programme.

The Head of Service advised Members that the delivery of the Plan depended very much upon funding and, as outlined above, the roads to be resurfaced were selected from a priority list. Surface dressing works had already been done to date, taking advantage of the recent good weather and the contractors' programme.

Following a query as to whether Members were notified when works were being undertaken in their area, the Head of Service's response was that Members would be notified when works requiring Road Traffic Orders were required.

Following queries regarding the scoring system, the Head of Service advised that this was an established scoring system used generally for resurfacing, with the request that the complete scoring matrix be made available to the next meeting of the Committee. In response, the Head of Service advised that although she could bring the details to Committee, she was unsure as to how informative the information would be bearing in mind its factual and contained engineering detail.

In referring to car parks and how they fitted into the resurfacing scheme, the Head of Service stated that if there were particular instances where Members knew there were issues, that they be reported to the Department for investigation.

Councillor L. Burnett, (not a member of the Committee) with permission to speak, referred to the road classifications and the scoring system, in particular noting that a tremendous amount of roads were scored at 390 but which she stated did not actually meet the criteria. Her concern was whether the matrix was the right one going forward and urged the Committee to receive more information in relation to how the scores were applied and in particular to whether they had been applied correctly. The Head of Service stated that amendments to priorities of roads being changed would reflect on others being placed lower down the list and that it was important to consider the professional engineer's advice in view of potential for insurance claims.

The Cabinet Member's main concern was the need to ensure that the scoring system was used and that Members' undue influence was not placed on officers.

Councillor N. Moore, (not a Member of the Committee) with permission to speak, also reiterated that he did not understand how some of the roads could achieve the 390 scoring and he urged the Committee to receive details of the scoring system used. He also referred to the alphabetical list noted in the programme and

suggested that a priority assessment be introduced. Councillor Moore further queried a number of statistics, particularly the A48 Pentre Meyrick and a number of surface dressing works, in particular the paintball area reported as £27k but which was now £27,900, advising that there were three references in the report to the same function.

Councillor Moore agreed to email the areas in question for consideration to the Head of Service.

In conclusion, the Head of Service advised that it was important that the road works identified in the programme commence in order that some of the routes could be delivered.

All Members agreed that it was a difficult task for the service area in view of the limited resources, but that it was important that all Members understood the Resurfacing Plan and the resurfacing treatments and as such it was subsequently.

#### RECOMMENDED –

(1) T H A T arrangements be made for site visits to be undertaken by the Committee, prior to the next meeting on 14<sup>th</sup> September, 2017, to a number of stretches of road in the Vale and that a presentation on resurfacing be provided to the Committee at the meeting on 14<sup>th</sup> September, 2017 to include details of the science behind the scoring system used.

(2) T H A T, notwithstanding Recommendation (1) above, the highways resurfacing works detailed in the report planned for 2017-2020 be noted.

(3) T H A T, the report detailing the highways resurfacing works planned for 2017-2020 be referred to Cabinet.

#### Reasons for recommendations

(1) In order that Members can be apprised of the road network within the Vale and the scoring mechanism used to address the situation.

(2) In order that the necessary works can be completed as planned and to apprise Members.

(3) In order that Cabinet can consider the Highway resurfacing works planned for 2017 to 2020.”

Attached as Appendix - [Report to Environment and Regeneration Scrutiny Committee - 13<sup>th</sup> July 2017](#)