

Meeting of:	Cabinet
Date of Meeting:	Thursday, 20 July 2023
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Revised Highway Maintenance Three Year Plan 2022 - 2024
Purpose of Report:	To update Cabinet of the budget pressures impacting on the Three Year Resurfacing Plan and to agree the priority locations for resurfacing works for 2023/24
Report Owner:	Cabinet Member for Neighbourhood and Building Services
Responsible Officer:	Miles Punter - Director of Environment and Housing
Elected Member and Officer Consultation:	Accountant Environment and Housing Services Legal Services (Committee Reports) Operational Manager - Engineering
Policy Framework:	This Report is a matter for Executive Decision by Cabinet.
<p>Executive Summary:</p> <ul style="list-style-type: none"> Section 41 of the Highways Act 1980 details the Council's legal duty as highway authority to maintain highways at public expense. The Highway Maintenance Three Year Resurfacing Plan 2022 – 2024 provides the foundation for delivering a well-maintained and managed highway which is essential to sustain the Vale of Glamorgan's economic, social and transport needs. The proposed Resurfacing Plan is attached at Appendix A to this Report with priority roads identified by the Council's Highway Engineers as requiring treatment. All roads listed within the Plan for resurfacing have been assessed over the last 12 months in accordance with the 'Carriageway Resurfacing Prioritisation Scoring System' as detailed at Appendix B to this Report, and were treated in financial year 2022/2023 highlighted green, with remainder to be treated in 2023/24 where budget permits. The allocation of the £2.3M budget for 2022/23 was spent on three carriageway treatment types, namely Resurfacing, Surface Dressing and Micro Asphalt works in line with the priority listing in the Plan. It is anticipated the available budget of £1.2 million (2023/24) will enable the resurfacing of roads scoring a total of 210 points or above on the Plan until funds are spent. 	

- Those roads listed within Appendix A that do not receive works this year will be planned for completion in the next financial year subject to adequate funding. Those roads listed with no scores against them have been added to the Plan following on from stakeholder referrals and will be reviewed once assessed, scored, and considered on review of the Plan.
- Should the condition of any highway be such that it requires immediate attention then it is suggested that the Director of Environment and Housing be granted delegated powers in consultation with the Cabinet Member for Neighbourhood and Building Services to amend the plan.
- There has also been an additional £350,000 secured and this will be used to fund the micro asphalt treatment programme with the streets suitable for this form of treatment shown at Appendix A.
- It is unlikely that this funding will support every street on the micro asphalt list but as many streets will be treated as possible.
- Cabinet is requested to note the contents of the Highway Maintenance Three Year Resurfacing Plan and agree the priority locations for resurfacing works for 2023/24.

Recommendations

1. That Cabinet notes the contents of the revised Highway Maintenance Three Year Resurfacing Plan 2022 to 2024 as attached at Appendix A and agrees in principle the additional priority locations for resurfacing works.
2. That the Director of Environment and Housing be granted delegated authority to amend the Plan, in consultation with the Cabinet Member for Neighbourhood and Building Services, if urgent highway resurfacing priorities are identified.
3. That this matter is referred to Environment and Regeneration Scrutiny Committee for consideration.
4. That subject to no comments that would affect the plan as proposed being received from the Scrutiny Committee, the Highway Maintenance Three Year Resurfacing Plan 2022 to 2024 be agreed.
5. That in future years, the criteria for road scoring are reviewed to better consider issues such as Active Travel and other routes that may be well used by cyclists.
6. That only essential parts of a defective Highway, identified by Officers are resurfaced where necessary.

Reasons for Recommendations

1. To agree the Plan and priority locations in principle.
2. To deal efficiently with changes in the Plan should other highway routes deteriorate more rapidly than expected or constraints dictate that a change in priority is required to ensure the most cost-effective use of the budget allocation in 2023/24.
3. To ensure that the relevant Scrutiny Committee can consider the details of the Highway Resurfacing Three Year Plan (2022-2024), prior to it being formally agreed.
4. To enable the final Plan to be approved following its consideration by the relevant Scrutiny Committee should no comments that affect the plan as proposed be received.
5. To ensure that the future assessment criteria would consider all relevant highway use factors.
6. So that the Highway Resurfacing Budget (2022/23) is utilised as efficiently as possible.

1. Background

- 1.1 Cabinet on 7th July, 2022, (minute no. C38 refers) noted the contents of the Highway Maintenance Three Year Resurfacing Plan (2022-2024) and agreed in principle the priority locations for resurfacing works.

- 1.2 An update of the Three-Year Plan is attached (Appendix A) which includes those that are completed (highlighted in green) and the areas that are next in priority.
- 1.3 The existing local highway network within the Vale of Glamorgan is a valuable asset to the community for which the Council is responsible. The way it is managed and maintained has a direct impact on residents, businesses and visitors.
- 1.4 All road users depend on a reliable service from the local highway network in order to sustain the Vale of Glamorgan's economic, social and transport needs and it is therefore essential that the network is maintained in as good a condition as possible.
- 1.5 The Highway Maintenance Three Year Resurfacing Plan provides the foundation for delivering a well-maintained and managed highway infrastructure. It ensures levels of service are optimised and that the highway infrastructure asset is managed wherever practicable, in the most efficient manner to meet the expectations of all highway users.
- 1.6 The carriageway resurfacing locations proposed in the Highway Maintenance Three Year Resurfacing Plan (Appendix A) represent the outcome of technical scanner survey data and physical on-site condition assessments of the local highway network by experienced highway maintenance staff. These on-site assessments have taken place over the last 12 months and sites are continually assessed.
- 1.7 The locations on the Plan have been assessed and recorded in a prioritised manner to ensure the most appropriate and effective use of the available resources to best maintain the Vale of Glamorgan's local highway network.

2. Key Issues for Consideration

- 2.1 The Highway Maintenance Three Year Resurfacing Plan 2022 to 2024 identifies carriageways requiring treatment to prevent further surface and structural deterioration that will be undertaken in financial year 2022/23 onward and supersedes the previous Plan 2019 to 2021. The carriageways listed within the Plan for resurfacing have been assessed in accordance with the 'Highway Maintenance Scoring Matrix' which is attached at Appendix B to this Report.
- 2.2 The 'Highway Maintenance Scoring Matrix' identifies several criteria and data factors which enable a score to be derived and the prioritised three-year plan for resurfacing to be established.
- 2.3 Locations for resurfacing that are listed at Appendix A that are showing no score have been brought to our attention following highway inspector or stakeholder requests. These locations remain on the list until scored for the purpose of monitoring and record keeping for the Highway Maintenance team.

- 2.4** Resurfacing works are costly, and this form of treatment generally relates to major and heavily trafficked routes. Roads that will receive surfacing works in financial year 2023/24 will be selected from the prioritised resurfacing list.
- 2.5** Cabinet will note that the roads on the resurfacing list scoring the highest, (from top to bottom on the Plan), will generally be completed first. However, the comments column identifies any specific constraints that need to be considered to progress works safely and adequately along specific roads.
- 2.6** To ensure the best use of the funding available a mix of resurfacing and micro asphalt treatment is proposed. Whilst not a structural treatment micro asphalt surfacing is essentially a lower cost preventative treatment to halt the ongoing deterioration of the road surface to prevent premature failure and more costly resurfacing works in future.
- 2.7** For 2023/24, it will be necessary to identify and resurface only defective elements of the highway rather than resurfacing a whole area to ensure the budget is utilised as effectively as possible. £1,385,972 of this year's funding will be utilised for this resurfacing work.
- 2.8** There has been an additional £350,000 of funding secured this financial year, in addition to the planned budget and it is proposed this be used for micro- asphalt treatment, with the streets identified as suitable for this treatment also detailed at Appendix A.
- 2.9** Locations in need of footway improvements are identified at Appendix A (Footway Sites) and have been identified by highway inspectors and other stakeholders. These sites are ranked Priority 1 to 5, with 1 being the highest priority and 5 being the lowest. Sites can be added to the list at any time and the spreadsheet will continue to evolve and be assessed with works being undertaken fairly across the Vale of Glamorgan for patching within the revenue budget provided of £200k.
- 2.10** All routes listed on the Plan would benefit from the treatments indicated, however, there is insufficient funding available at this time to complete all the routes.
- 2.11** It is anticipated that the budget available for this financial year will enable resurfacing works to be undertaken to roads scoring a total of 210 points or above (subject to restrictions or constraints identified for individual roads on the Plan), but this will be subject to final review of actual works costs.
- 2.12** Those roads on the resurfacing list which do not receive works this year subject to budget limits or other constraints will be reviewed automatically for the following year's updated Plan. The Highway Maintenance Three Year Resurfacing Plan is reviewed annually.

3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?

- 3.1** Collaboration with others. It is necessary to review the status of carriageways in the Vale of Glamorgan on a regular basis to ensure the deteriorating condition is accurately recorded.
- 3.2** Involving People. We listen to our stakeholders and customers when they have reported poor condition carriageways. Officers within the Highway Maintenance team will assess those carriageways to ensure our assets are sustainable for future generations. The criteria used to assess the priorities for highways resurfacing works also considers customer complaints and claims as well as bus routes thereby contributing and delivering on the involvement agenda by addressing community and other stakeholder priorities to ensure that the Council can successfully continue to work towards the delivery of its identified wellbeing objectives.
- 3.3** Looking to the long term. The proposals in this Report will enable the Council to continue to work towards the Well-being Outcome, An Environmentally Responsible and Prosperous Wales and contribute towards the Council's objective of promoting regeneration, economic growth and employment by identifying the effective use of resources to providing and maintain good transport links for commuters and business. Taking an integrated approach. The effective maintenance of the Council's local highway network contributes towards the prevention agenda by assisting in improving accessibility, road safety and road noise reduction thereby preventing or reducing risk of harm to residents in the local community and providing a wider beneficial impact to the environment. It also balances short-term needs to maintain good highway infrastructure whilst contributing to the longer-term policy of promoting economic growth and reducing future impact on local communities by selecting road surfacing materials which reduce noise and pollution.

4. Climate Change and Nature Implications

- 4.1** The current appointed contractors are all seeking options to contribute to their own carbon reduction and all arisings from site are recycled where possible for reuse within the construction industry.
- 4.2** Well maintained roads are essential to allow and promote people to cycle safely throughout the Vale of Glamorgan. Making journeys by bicycle can assist reducing the carbon impact of travel as well as encouraging people to be more active improving their health and wellbeing. Where routes are identified on the Council's Active Travel Network Map or are regularly used routes by cyclists and resurfacing is planned Officers will ensure the surfacing is fit for both vehicles and bicycles.

- 4.3 Work is currently being undertaken to review the future assessment criteria to take better account the use of the Council's highway by cyclists.

5. Resources and Legal Considerations

Financial

- 5.1 There is £1.25m in the Capital Programme for 2023/24 as well as slippage carried forward from 2022/23 of £135,972, giving a total budget of £1,385,972 for resurfacing this year.
- 5.2 There is also £350,000 available that will be utilised for micro-asphalt treatment.
- 5.3 In addition, there is a further £200k revenue budget for footway repairs and £971k allocated for carriageway repairs (pothole repairs) for 2023/24.
- 5.4 It is estimated that to maintain the steady state of the Council's local highway network generally requires Capital funding in excess of some £2.1M annually.

Employment

- 5.5 The list of specialist highway works from the Highway Maintenance Three Year Resurfacing Plan 2022 to 2024 will be undertaken by external contractors appointed by competitive tender in accordance with the Council's strict Financial and Contract Procedure Rules.
- 5.6 The project management of these contracts and the priority highway works including resurfacing, micro-asphalt and surface dressing will be carried out in-house by existing staff within the Council's Neighbourhood Services Highway Maintenance team.

Legal (Including Equalities)

- 5.7 The Council has a duty to maintain the Highway pursuant to the Highways Act (1980).
- 5.8 There are no Human Rights Implications with regards to this Report.
- 5.9 Any signage associated with these works will comply with the requirements contained within the Council's Welsh Language Scheme.

6. Background Papers

Cabinet 7th July, 2022 (minute no. C38) – [Highway Maintenance Three Year Plan \(2022-2024\)](#).

Micro Asphalt Treatment Sites		USRN
Harvey Street	Barry	
Robert Street	Barry	
Lewis Street	Barry	
Cotswold Rise	Barry	
Kenilworth Road	Barry	
Trem y Coed	Barry	
Brookfield Avenue	Barry	
Cornwall Road	Barry	
Lystep Road	Barry	
Robert Street	Barry	
Oldmill Road	Barry	
Teasel Avenue	Cogan	
Countess Place	Penarth	
The Paddocks	Penarth	
Salop Steet	Penarth	
Penarth Head Lane	Penarth	
Pembroke Terrace	Penarth	
Shelley Crescent	Penarth	
Britten Road	Penarth	
Uppercliff Drive	Penarth	
Knowbury Avenue	Penarth	41501244
Caynham Avenue	Penarth	41500152
Ivy Street	Penarth	41500522
Paget Road	Penarth	41500702
John Street	Penarth	41500528
Dock Street	Penarth	
Madoc Close	Dinas Powys	
Rhuddlan Way	Dinas Powys	
Caerleon Road	Dinas Powys	
Castle Close	Dinas Powys	
Millbrook Close	Dinas Powys	
Carmarthen Close	Dinas Powys	
Carmarthen Road	Dinas Powys	
The Square	Dinas Powys	
Abbey Road	Corntown	
Owain Court	St Athan	

Carriageway Resurfacing Prioritisation Scoring System

Column	Description	Key	Data Factor	Maximum Score	Road Score
A	Road classification	A Road	30		
		B Road	25		
		C Road	20		
		Unclassified/Rural	15	30	
B	Scanner Survey Data	Red	50		
		Yellow	30		
		Green	0	50	
C	Visual Assessment	V1-No defects	0		
		V2-Cracking	10		
		V3-Defects Present	20		
		V4-Multiple Defects	50		
		V5-Unserviceable	80	80	
D	Engineers Assessment	0 to 80	80	80	
E	Third Party Claims (last 3 years)	1	0		
		2	20		
		3 or more	30	30	
F	One Vale Complaints	1	10		
		2	20		
		3 or more	30	30	
G	Bus routes (School Bus)		20	20	
H	Maintenance Costs (over one year)	Under £1000	0		
		£1000>£3000	40		
		Over £3000	80	80	
Theoretical Maximum is 400					