

Three Year Plan 2026 - 2029

- ▶ Carriageway Resurfacing
- ▶ Surface Dressing
- ▶ Thin Surfacing
- ▶ Footway Improvements

Delivered by:

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Introduction:

The Council has a duty to maintain the highway at public expense under Section 41 of the Highways Act (1980).

The Highway Maintenance Three Year Plan 2026-2029, provides the foundation for delivering a well-maintained and managed highway, essential to the Vale of Glamorgan's economic, social and transport needs. It is important to note that the adopted highway network is the Council's most valuable asset.

The proposed 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 18 months in accordance with the 'Carriageway Resurfacing Prioritisation Scoring System' which was amended in September 2023 to capture the increased popularity of Active Travel.

Surface Dressing is a well-developed preventative treatment determined by engineering assessment only, the locations listed for this are shown at Appendix A - 2. This treatment is not suitable for built up areas, such as residential tight, low-speed turning circles.

Micro Asphalt preventive treatment works are no longer used on the adopted highway network within the Vale of Glamorgan and that the Ultithin trial continues as a replacement. Appendix A - 3

Providing sufficient budget allocation is available, roads scoring a total of 210 points or above on The Plan will be resurfaced until funds are fully committed.

Those roads listed within Appendix A - 1 that do not receive works this year will be planned for completion in the next financial year subject to adequate funding being made available. Those roads listed with no scores against them have been added to The Plan following stakeholder referrals and will be reviewed once assessed, scored appropriately, and therefore prioritised accordingly on the list.

It is important to note, should the condition of any part of the adopted highway network require immediate attention then it is suggested within the Cabinet report 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 list, as appropriate.



September 2023 scrutiny suggested the scoring matrix be changed to capture Active Travel:

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		
		Amber	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	
	TOTAL				
Theoretical Maximum is 400					

Former scoring matrix

Carriageway Resurfacing Prioritisation Scoring Matrix					
Location / Street name:		USRN:			
Assessor Name:		Date:			
Column ID	Description	Key	Data Factor	Maximum Score	Assessment Score
A	Road classification	A Road	30	30	
		B Road	25		
		C Road	20		
		Unclassified	15		
B	Scanner survey data	Red	50	50	
		Amber	30		
		Green	0		
C	Traffic volume count	2000>5000	10	15	
		5000>7000	12		
		7000>10000	15		
D	Visual assessment	Current or proposed Active Travel route	10	80	
		Defects present	20		
		Multiple defects	50		
		Unserviceable	80		
E	Engineers assessment Multiple answers	Heavy cracking	15	55	
		Light crazing	10		
		Edge failure	10		
		Surface course fretting	10		
		Pedestrian use	10		
F	Third party claims over 36 month period	2	0	20	
		3	10		
		4 or more	20		
G	Quantity of complaints over 12 month period	2	10	30	
		3	20		
		4 or more	30		
H	School / Public Transport route	No	0	20	
		Yes	20		
I	Previous maintenance costs over a 12 month period	Under £2000	0	80	
		£2000>£4000	40		
		Over £5000	80		
Total				380	

Amended version has been in use ever since

Background:

- ▶ The highway maintenance team are responsible for 2590 Unique Street Reference Numbers (USRN) across the whole of the Vale of Glamorgan
- ▶ Not all of these locations will be listed in the Three Year Plan only those suggested for works
- ▶ Assessments take place throughout the year at each quarter
- ▶ When collating a plan, a cut off point was needed to submit to Cabinet, therefore 31x sites are yet to be assessed as of today demonstrating the list is ever evolving
- ▶ The next phase of assessments is booked for June 2026
- ▶ Local Government Borrowing Initiative has allowed the team to complete 49 sites this FY
- ▶ After FY 2026/27, LGBI monies will not be available, and significant investment is needed to maintain an aging asset



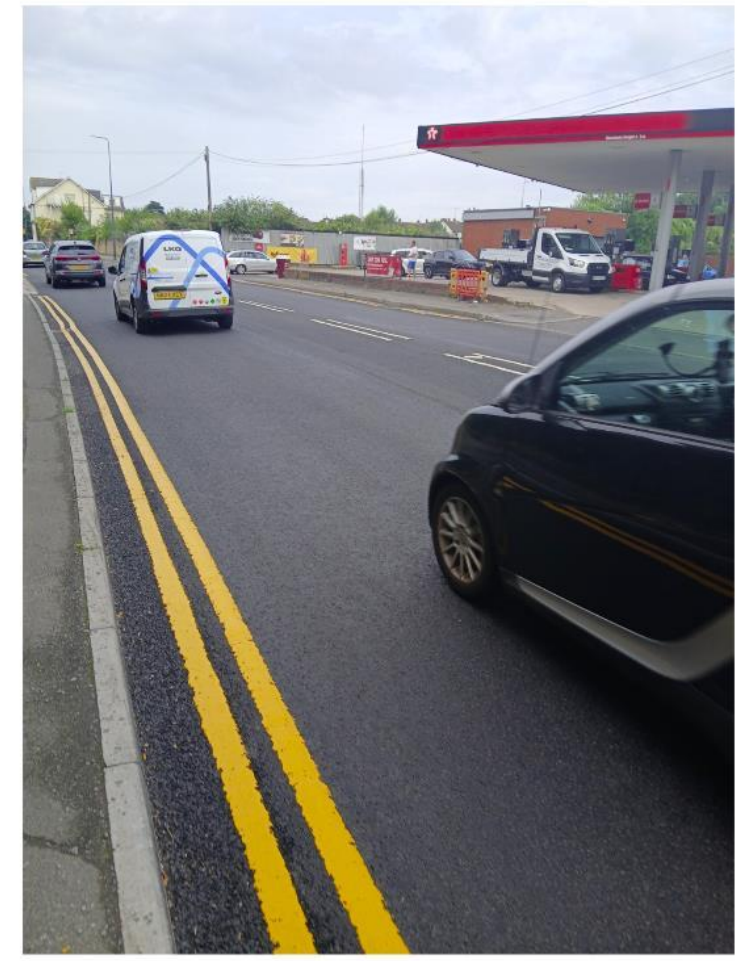
Treatment Types: Carriageway Resurfacing

This method removes the existing surface course and lower binder layers (in some instances) and replaces with new. The most expensive option, however a recent tender exercise ensures competitive rates.



Treatment Types: Surface Dressing

This cost-effective treatment seals up the existing surface course to prevent water ingress and gives instant texture.



Treatment Types: Thin Surfacing instead of Micro Asphalt

Specialist product provided by our term maintenance contractor that offers a cost-effective alternative to Micro Asphalt without the complaints.



End of Presentation - Thank You