

Highway Maintenance

Three Year Plan 2024 - 2027

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 report seeks approval to make amendments to the Council's Scoring Matrix for resurfacing following on from review.

The Report proposes the scoring matrix (Appendix B) supersedes the current version.



Why review and make amendments?

- ▶ It is important for the Highway Maintenance team to stay current in best practices and not rely on older “tried and tested methods” because “we’ve always done it that way”.
- ▶ Consideration should always be given that a process possibly fit for purpose 10+ years ago may not be so reliable in today’s modern and ever-changing world.
- ▶ The report recommends we update the existing scoring matrix following on from previous feedback that Active Travel needs to be incorporated within, even more so given the increased popularity in recent years.
- ▶ The report seeks approval to accept the Three Year Plan and adopt the new scoring matrix.



Active Travel Statistics – Source: Senior Sustainable Transport Officer - Lisa Elliot

- ▶ In 2017 there were 73 AT routes identified as future/existing routes on the ATNM.
- ▶ The 2021 approved ATNM has 254 routes on it that measure a total of 208km.
- ▶ In Dec 2021 we had 83km of existing walking/cycling routes – ie routes that meet AT guidance across the Vale.
- ▶ As of October 2024, we now have 91km of existing walking/cycling routes.



What are our neighbouring authorities doing to consider AT in carriageway assessments when using their scoring matrix?

► Cardiff Council:

P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
Scanner ri average	Clr Complaints	Public Complaints	ODs	User Group	Condition	Active Travel	Special Circumst ances	Part	Accident Data	Insuranc e Claims	Recon	Inlay	Overlay
N	Y	Y	Y		3	7 N	N	NA					

*“Cardiff Council simply note AT as a Yes/No answer with no impact to the scoring total”
- G Jones Section Leader Assessments*

► Bridgend Council:

“If BCBC had a much larger network, it would probably be essential” - S Sherwood Highway Maintenance Engineer

► Rhondda Cynon Taff:

No response



Previous Matrix

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

Appendix B

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	Defects present	20	80	
		Multiple defects	50		
		Unserviceable	80		
E	Engineers assessment (Multiple answers)	Heavy cracking	15	65	
		Light crazing	10		
		Edge failure	10		
		Surface course fretting	10		
		Pedestrian use	10		
F	Third party claims over 36 month period	Defects in cycling desire line	10	20	
		2	0		
		3	10		
		4 or more	20		
G	Active Travel routes	Not on AT map	0	30	
		Proposed Route	15		
		Current Route	30		
H	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 £4000	80		
				390	

Types of Carriageway Maintenance Works:

- ▶ Carriageway resurfacing removes the existing asphalt via cold milling and completely replaces the material at various depths within the wearing and binder course layers.
- ▶ The road arisings are responsibly disposed of and much recycled back into specialist mixed asphalt for reuse.
- ▶ This process is the most disruptive as very often full road closures are required to ensure the workforce are safe, but also that longitudinal joints are kept to a minimum as these have been linked to early failures/weak points.
- ▶ The Highway Maintenance team always work hard to ensure the least amount of disruption to the network user as possible.



- ▶ Surface Dressing is a sustainable and environmentally responsible maintenance solution.
- ▶ The Vale of Glamorgan Council use a Cold Applied Ultra Thin Surfacing (CAUTS) solution for our surface dressing that provides fantastic value for money to preserve and extend the life of the existing wearing course.
- ▶ This product prevents water ingress, oxidisation and provides texture to the road surface.



- ▶ Micro Asphalt is another sustainable and environmentally responsible maintenance solution, however more commonly used where Surface Dressing is not suitable, for example, in populated urban areas.
- ▶ Another cold applied option that uses a two-layer process of regulating the existing surface by trimming up rutting or depressions and surface coat applied.
- ▶ Another fantastic value for money treatment method to preserve and extend the life of the existing wearing course.
- ▶ This product also prevents water ingress which is one of the biggest contributing factors to “potholes”.



Any Questions?

Thank You - Nathan

