

THE VALE OF GLAMORGAN COUNCIL

COMMUNITY LIAISON COMMITTEE

REQUEST FOR CONSIDERATION OF A MATTER BY THE COMMITTEE
(*TO BE MADE BY THE TOWN / COMMUNITY COUNCIL VIA THEIR CLERK*)

Date: **5th February 2026.**

Name of Town/Community Council: **Penllyn Community Council**

It is requested that the Community Liaison Committee consider the following matter. (N.B. Items that are site specific should be referred to the appropriate Council department):

Information on the Councils Policy and Plans for scheduled & reactive highway repairs, improvements, and maintenance throughout the Vale Council area for MY 2026-27.

Reason(s) for request:

Conscious of the ongoing budget constraints and the widespread interest from all Vale residents and TCC's in the state of the County's roads, could we please receive a report from the Director of Environment and Housing or his nominated responsible Head of Service/Operational Managers in regard to the Councils Budget, Policies and Plans for scheduled and reactive highway maintenance, repairs and improvement and for MY 2026-27.

Specifically addressing:

- **Planned & scheduled capital and revenue highway maintenance and improvement – where, what & when.**
- **Council policy and targets in respect of reactive highway maintenance inspection and repairs.**
- **Council policy for direct labour v contracted highway maintenance.**
- **Key Performance Indicators - results MY 2025-26 & targets 2026-27.**
- **Benchmark data on cost of planned maintenance and reactive repairs in the Vale of Glamorgan Council area against All Wales and UK costs.**
- **Details of proposal for reducing unit cost of maintenance and repairs through: research; improved materials & methodology; prevention of “2nd visits”; capital investment in plant; or any other means.**

PLEASE RETURN TO: Room 26
Democratic and Scrutiny Services
Directorate of Resources
The Vale of Glamorgan Council
Civic Offices
Barry
CF63 4RU

FOR COUNCIL USE ONLY:

Date Received: **11th February 2026 at 22:54 via email.**

Subject Matter: **Highway Repairs, Improvements, and Maintenance.**

Copy of request passed to Executive/Director(s)/Officer(s):

Interim Director of Environment & Housing Head of Democratic Services	25/02/26 at 17:50
Confirmation that matter on hold until July '26 Committee Meeting sent to Director	26/03/2026 13:28
Confirmation of presentation to be provided in response at 2nd July Committee Meeting received from Director and Head of Service.	05/06/2026 10:13

Copy to Chair/Vice Chair: **YES**

FOR COMMITTEE AGENDA: **YES - Slide Presentation**

Chief Executive's comments:

Item scheduled for Committee and to be presented by Head of Neighbourhood Services or Operational Manager for Engineering.

Date of written response(s) to Town/Community Council:

Acknowledgement of receipt/holding message until after 23rd February: Sent 15 February 2026 17:00 to Mr AD Williams at penllyn.community.council@gmail.com from Amy Rudman.

Confirmation of matter on hold until July '26 Committee Meeting: Sent: 26/03/2026 13:22 penllyn.community.council@gmail.com from Amy Rudman.

***April '26 committee meeting cancelled due to Senedd Pre-Election Period.**

Neighbourhood Services

Highway Maintenance Presentation -
Community Liaison 2nd July 2026

Highway Maintenance - Introduction



- VoG is a Principal Highway Authority – Duty not transferrable
- Legal duty under Section 41 of the Highways Act 1980
- The Council has;
 - 1,042 km carriageways
 - 900 km footways
- The Councils operates a 3-year resurfacing plan
- The recent plan approved by Cabinet on 12th March 2026
- DA to amend the plan where necessary



Resurfacing Scoring System

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	

- Roads identified have been assessed over the last 18-mths by Engineers
- Scoring system used to prioritise surfaces requiring treatment
- Road's scoring 210+ on the system resurfaced until capital funding committed
- Assessments undertaken every 3-months
- System updated September 2023 to include Active Travel priorities
- The 3-year plan is a “live” document



Inspection Regime

Service Standards

Critical Defect – 2-hours

Safety Defect – 24-hours

Maintenance Defect – 15 days



- Defects identified through risk-based highway inspections
- Following the Code of Practice for Highways “Well Managed Highway Infrastructure” published, October 2016
- Also inspections from reports via C1V & Cllrs
- Defects digitally recorded, assessed, and prioritised based on the risk
- Approach ensures a consistent, transparent, and defensible process for managing defects and maintaining public safety
- Documented in the Council’s published Highway Maintenance Manual 2024 (on VoG website)
- Recognition during seasonal periods standards are affected



Treatments – Carriageway Resurfacing



- Removes the existing surface course by cold planing or milling
- Removes lower binder layers (in some instances)
- Renews surface
- The most expensive option but long lasting



Treatments – Surface Dressing



- Cost-effective treatment
- Seals the existing surface to prevent water ingress
- Carbon effective – reduced waste
- Provides instant texture
- Extends the life of the existing surface



Treatments – Ultithin (new)



- Cost effective replacement to micro asphalt
- Better customer satisfaction
- Ideal for low-speed residential areas
- For low score areas that do not reach the 3-year plan for resurfacing
- Lower carbon and reduced waste



New Surface Treatment Trials



- Use of Biopave in conjunction with Miles Macadam
- Trialled in Skomer Rd, Barry
- Uses Welsh steel slag material
- 5-year guarantee provided
- Initiative saved 266 tonnes of virgin aggregate
- 13 tCO₂e saving over a traditional surface course



Our Partners & Benchmarking



- Resurfacing works undertaken by Tarmac
- Maintenance services provided by Centregreat
- Surface dressing undertaken by RMS
- Both appointed through Ardel and through robust competition
- Engineering support and supervision provided in-house
- Provides financial efficiency and reduces the need for significant investment
- Benchmarking/KPI's undertaken nationally through APSE



Budget and Challenges

WHY ARE POTHOLES BECOMING MORE COMMON IN THE UK?

INCREASED TRAFFIC

MORE VEHICLES AND HEAVIER LOADS CAUSE ACCELERATED DETERIORATION OF ROAD SURFACES

WEATHER CHANGES

COLD WEATHER AND RAINFALL ARE MAJOR CONTRIBUTORS TO POTHOLE FORMATION

SPENDING PRIORITIES

71% OF THE COUNCILS BUDGET WILL BE SPENT ON SOCIAL CARE AND EDUCATION IN 2025. LIKE OTHER COUNCILS, WE ARE PRIORITISING SERVICES THAT SUPPORT OUR MOST VULNERABLE RESIDENTS. WITH RISING COSTS TO DELIVER THESE SERVICES, LESS FUNDING IS AVAILABLE FOR VISIBLE SERVICES.

HOW MUCH MONEY DOES THE COUNCIL ALLOCATE TO POTHOLES?

DURING 2024
£1.28M

VS

DURING 2018
£371K

0.4% OF THE COUNCIL'S BUDGET

0.17% OF THE COUNCIL'S BUDGET

DESPITE SPENDING MORE THAN EVER ON MAINTAINING HIGHWAYS, IT IS VERY DIFFICULT TO KEEP UP WITH THE EVER INCREASING-NUMBER OF POTHOLES.

- Average annual capital investment is £2.2m
- LBGI funding over 2-years has provided additional £4.6m support (but a very temporary solution)
- Maintenance budget has increased (unplanned) by almost circa £1m (new pressure)
- Remains a budget gap between investment and true deterioration
- Priority is managing ongoing decline, driven by:
 - Historic underinvestment
 - Increased traffic and loading
 - Utility company interventions
 - Climate change related impacts
 - Network growth

A One-time
Catch-up would
take 12 years to
Complete



and Cost
£18.62bn



Adverse weather has caused landslips and sinkholes to appear, putting added pressure on our already stretched budget.

The National Context

- Lack of investment not unique to VoG or even Wales
- Annual Asphalt Industry Alliance report for 2026 (ALARM) highlighted this as a UK wide issue
- Notes a £18.6bn UK backlog
- £1.37bn funding gap pa across UK LA's



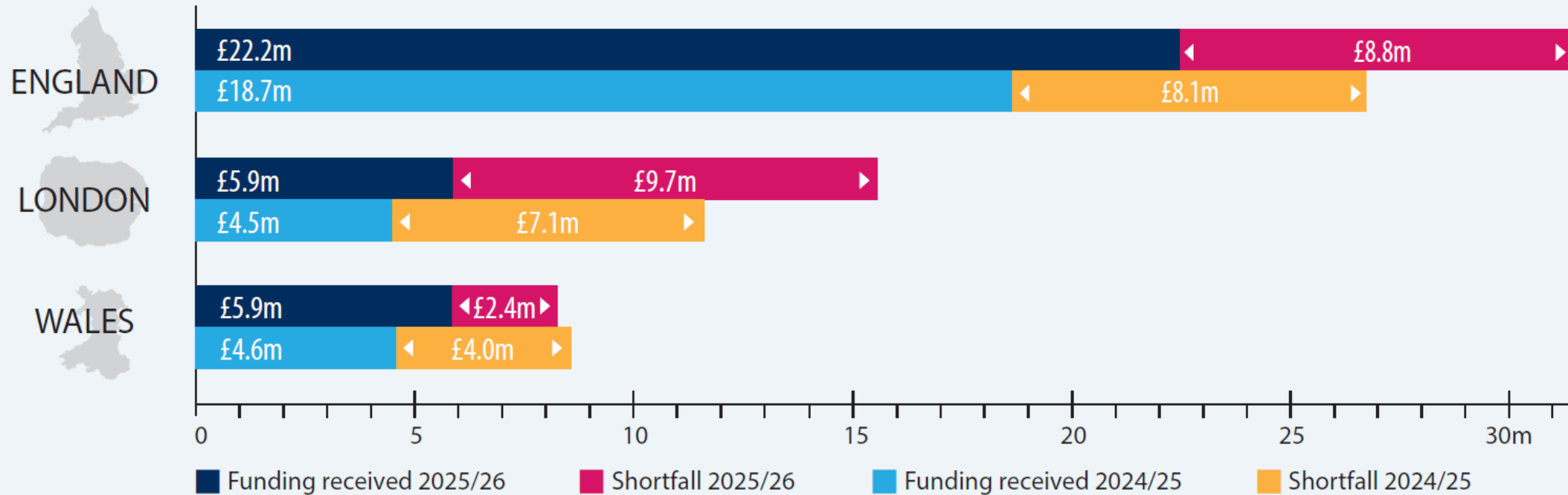
5,200
potholes filled
every day of
the year

The National Context



Budget shortfall 2025/26

Average carriageway maintenance budget received and average shortfall per authority to meet target conditions (£m)



Building Resilience



- Alternative repair trials on-going (new methods) – Roadmender trials undertaken in Wenvoe using recycled tyres - Hot applied, wet processed, rubber modified mastic
- Responsive “plugging” being assessed for winter 2026/27 using cold lay asphalt
- New Highway Asset Management Plan (HAMP) in development
- Campaign for further investment nationally on-going - CSS/WLGA
- Exploring trials with low carbon and more efficient methods on-going



Highway Maintenance



Any Questions?

