



**RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL**

**CABINET**

**25<sup>th</sup> MARCH 2021**

**HIGHWAYS, TRANSPORTATION AND STRATEGIC PROJECTS  
SUPPLEMENTARY CAPITAL PROGRAMME 2021/22**

**REPORT OF THE GROUP DIRECTOR, PROSPERITY, DEVELOPMENT &  
FRONTLINE SERVICES IN DISCUSSION WITH THE LEADER OF THE COUNCIL,  
CLLR A MORGAN**

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**1. PURPOSE OF THE REPORT**

- 1.1 Further to the approval of the Council's Three-Year Capital Programme 2021/22 - 2023/24 on 10th March 2021 at Council, this report sets out the detailed capital programme for Highways, Transportation and Strategic Projects.

**2. RECOMMENDATIONS**

It is recommended to:

- 2.1 Note and approve the Supplementary Capital Programme for Highways, Transportation and Strategic Projects as detailed within this report.
- 2.2 Note that the current allocations are part of a 3-year capital programme and delegate authority to the Group Director, in consultation with the Leader of the Council and the Director of Finance and Digital Services, to extend activity to deliver additional projects during the financial year, where capacity exists for accelerated delivery in accordance with the purpose of the wider programme, or to suspend programmes/projects and reallocate funding to optimise delivery.

**3. BACKGROUND**

- 3.1 This report has been developed to identify commitments for RCT capital funding. The programme is impacted by a number of external factors that cannot be fully assessed at this time and this relates to both physical issues and funding.
- 3.2 COVID19 will continue to impact on our ability to deliver projects and programmes. Construction activity has continued to be sanctioned by Government and has evolved and adapted in the face of social distancing challenges, supply chain issues and workforce availability. Despite these

challenges, good progress has been made through 2020/21 in most areas and it is anticipated that measures being implemented to contain and manage the virus will create more certainty for construction in the coming year.

- 3.3 Projects will again be reviewed on a case by case process around deliverability and risk; flexibility to suspend individual projects and commit resources to other projects within a programme will be key.
- 3.4 The unprecedented floods of February 2020 continue to dominate forward programmes of work in repairing and upgrading our infrastructure including bridges, roads, culverts, retaining walls, together with numerous landslides and ongoing legacy issues related to former coal tips.
- 3.5 Commitments have been made to providing funding to replace and upgrade this infrastructure, much of which will need to meet new expectations around flood events. Substantial grants have been secured during 2020/21 and are anticipated to continue into 2021/22 and beyond.
- 3.6 The 2020/21 programme included significant flexibility to switch resources and this has enabled the Council to continue to deliver significant infrastructure improvements against the backdrop of uncertainty due to the unprecedented situation regarding storm events, funding and COVID19. Continued flexibility within the envelope of pre-approved schemes enables resources to be re-aligned to maximise opportunities to deliver projects and draw down grants in the best interests of RCT.
- 3.7 This report considers the detail against the specific 2021/22 capital allocations of £12.949M in favour of Highways Technical Services and £12.076M in favour of Strategic Projects, in order to safeguard the long-term integrity of the highways and transportation network and to enhance the network to deal with evolving travel demands. Specific regard is given to promoting safer and more sustainable travel and to enabling economic activity. Detail for consideration is submitted under the following areas;
  - Highways Improvements
  - Land Drainage/Flood Risk Improvements
  - Traffic Management
  - Car Parks
  - Transportation Infrastructure
  - Making Better Use Programme (MBU)
- 3.8 The Council has submitted bids for Welsh Government Grants for transport projects related to;
  - Road Safety (Capital and Revenue)
  - Safe Routes in the Community
  - Local Transport Fund (including Active Travel)
  - Resilient Roads Fund
- 3.9 The Council continues to be heavily engaged in the Cardiff Capital Region City Deal, supporting the £734M allocated to Metro, a significant proportion of which

will deliver electrification of the Treherbert, Aberdare and Merthyr rail lines with 4 trains per hour to the top of each line, now programmed for completion in 2024.

- 3.10 Progress is also being made on the £50M Metro Plus Programme, which will deliver a new transport hub at Porth and the Cardiff Capital Region Transport Authority (CCRTA) has secured funding towards development of a potential second phase of Metro Plus, within which, consideration is being given to extending rail services beyond Aberdare to Hirwaun.
- 3.11 During the 2020/21 Financial Year, significant sums of grant funding have been secured via the Regional Local Transport Fund allocation. Studies have progressed related to;
- North West Cardiff – RCT Rail Corridor
  - Aberdare to Hirwaun Rail Service extension
  - New Station Treforest Estate
  - Strategic Park and Ride – Taffs Well/Treforest area
  - Mid Valleys Connectivity
  - Ultra-Low Emission Vehicles (LEV) Funding

These projects are the subject of grant applications via the CCRTA for continued development during 2021/22. In particular, the ULEV funding should see the beginnings of an electric vehicle charge point network being delivered across the region, including across RCTCBC for both electric taxis and private cars, along with complementary initiatives to support the transition from petrol and diesel vehicles to electric vehicles.

## **4. SUPPLEMENTARY CAPITAL PROGRAMME**

### **4.1 Highways Improvements**

- 4.1.1 The Highways Network represents the most significant asset of the Council, valued in excess of £3.4Bn and comprises of carriageways, footways, structures (bridges, retaining walls, culverts, etc.), street lighting, traffic signals and signs, safety barriers, highway drainage, etc.
- 4.1.2 At its meeting on 10<sup>th</sup> March 2021, Council approved the budgets for the Highways Improvement Schemes.
- 4.1.3 The network has now benefitted from ten years of enhanced levels of investment and this will continue into 2021/22.
- 4.1.4 The total allocation of capital resources for the Highways Improvement Schemes, as included in the Capital Programme for 2021/22, is £12.949M and is broken down into works packages in the table below. This includes previously reported slippage of £5.894M of Highway & Parks Structures funding. Spending plans for this programme of works are detailed in this report.

<b>Work Area</b>	<b>£M</b>
Carriageways	5.693
Footways	1.111
Structures	4.990
Parks Structures	0.750
Street Lighting	0.200
Traffic Management	0.160
Car Parks	0.045
<b>Total</b>	<b>12.949</b>

- 4.1.5 **Carriageways**; A programme of identified carriageway resurfacing and surface treatment to the value of £4.693M will be funded in 2021/22. A pool of schemes has been previously approved and a further £0.505M proposed schemes to be added to this pool are listed in Appendix 1. The actual schemes to be implemented in 2021/22 will be drawn from the approved pool based on officer prioritisation and deliverability constraints. These identified schemes will be supplemented by a £0.500M to carry out minor surface repairs (larger patches) and £0.500M of essential repairs to be identified by officers throughout the period.
- 4.1.6 **Footways**; are considered to be a high risk to the Council. An identified programme of resurfacing and surface treatment to the value of £1.111M will be funded in 2021/22. A pool of schemes has been previously approved. The actual schemes to be implemented in 2021/22 will be drawn from this pool based on officer prioritisation and deliverability constraints.
- 4.1.7 **Street Lighting**; An ongoing programme of column replacement and a replacement of the Council's network of supply cables is proposed with a proposed budget allocation of £200k in 21/22. The proposed programme is listed in Appendix 1.
- 4.1.8 **Highway Structures**; There are significant challenges associated with maintaining highway structures with a number of structures in a critical condition. A total budget of £4.990M (including £3.190M of previously identified slippage from 2020/21) has been allocated for 2021/22. A full list of proposed schemes can be found in Appendix 1. An allocation of £0.160M is made to project management costs.
- 4.1.9 Structures schemes often have long scheme design / lead in periods and a high level of initial uncertainty over works costs as the scope of works often only becomes fully apparent during the design period. In order to progress design of schemes for inclusion in future capital programmes funding of £0.285M has been allocated to advance preparation.
- 4.1.10 The previously funded schemes with significant previously allocated funds being carried forward into 2021/22 are discussed below:
- 4.1.11 A design and build contract for the replacement **Brook Street Footbridge**, adjacent to Ystrad rail station is currently ongoing. This footbridge forms a link between Ystrad and Nant-y-Gwyddon Road and provides the only access to the

northbound platform of Ystrad railway station for disabled people. It is an extremely large and complex scheme with very difficult site access, works over both a river and railway, and a requirement to maintain access to the northbound platform of the station. Considerations on the design are being carefully evaluated. Works are expected to begin on site in summer 2021 subject to the necessary approvals from Transport for Wales. A funding allocation of £3.617M has been previously approved and £2.757M of this funding will carry forward into 2021/22. A bid for Active Travel grant funding has been submitted to supplement / replace this funding. Should this bid be successful, any of this allocation which can be released will be diverted to the schemes identified in Appendix 1 as Reserve Schemes Previously Prepared.

4.1.12 There are numerous schemes 'on the shelf' as reserve for major refurbishment of **Highway Retaining Walls** throughout the county borough. It is proposed to prioritise some of these schemes with £138k of the budget.

4.1.13 **Nant Cwm Parc Cantilever** is situated on the A4061 Station Road in Treorchy upstream of **Institute Bridge** that carries the road over the stream at the junction with Dyfodwg Street. The scheme to replace this life-expired structure and strengthen Institute Bridge is carried into 2021/22. The scheme will also see demolition of the disused toilet building opposite Treorchy library.

4.1.14 A number of schemes have been prepared for future implementation should additional funding become available. These schemes are listed in Appendix 1.

4.1.15 **Parks Structures:** Responsibility for the maintenance of Parks and Countryside Bridges and Retaining Walls has been transferred to Frontline Services. A budget of £1.125M was allocated in 2020/21 of which some will be carried forward into 2021/22 and an additional allocation of £750k will be made. A programme of inventory collection and inspection continues, and design work has been progressed on a number of schemes for implementation in 2021/22. A pool of schemes from which projects will be taken forward is given in Appendix 1. The programme of works will be supplemented by an allocation of £0.160M for advance preparation and £0.080M of Project Management.

4.2 **Storm Dennis:** A number of Highway and Parks and Countryside structures were damaged during Storm Dennis. The capital funding is being sought from Welsh Government to undertake all the repairs to the structures which is anticipated to take until at least 2022/23 and possibly 2023/24 to repair due to the complicated nature of some of the work and seasonal constraints related to working in watercourses. The list of structures known to be affected by Storm Dennis are included in Appendix 1 for reference.

### 4.3 **Land Drainage/Flood Risk Improvements**

4.3.1 The Capital Land Drainage Programme supports works on land drainage and flood alleviation schemes, which are of such scale that their cost places them outside the framework of routine maintenance supported by the revenue programme.

4.3.2 With regard to land drainage (Flood Alleviation) schemes, the Council is frequently able to benefit from Welsh Government (WG) grant support (85%) as

the Land Drainage Authority under Section 59 of the Land Drainage Act 1991 and the Lead Local Flood Authority under the Flood and Water Management Act 2010. In support of this process the land drainage capital programme identifies a number of project business cases targeted at attracting external funding support. These business cases will be carried out on a rolling 3-year programme with 1-2 completed per year.

- 4.3.3 Progression of schemes will be dependent on successful application for grant following the 5-case business model process through Strategic Outline Case (SOC), Outline Business Case (OBC) and Full Business Case (FBC) and where appropriate a Business Justification Case (BJC) and on occasion attracting other third party contributions. An allowance has been made within the drainage improvements programme for progression of such business cases and schemes in order to provide the required match funding. Appendix 2a identifies the business cases and projects currently under development.
- 4.3.4 Appendix 2b identifies projects which had a grant bid submitted to the Welsh Government in January 2021 for Resilient Roads Fund grant. This is the second year that councils have had the opportunity to secure funding aimed at mitigating the effects of Climate Change on the transportation network. Over £3M was allocated to RCT during 2020/21.
- 4.3.5 As these bids are centred on areas of high flood risk to the network, they are included in this section. Progression of the projects will be dependent on grant confirmation.
- 4.3.6 In addition, the Mynydd yr Eglwys landslip continues to require ongoing monitoring by specialist geotechnical engineers.
- 4.3.7 The details of the Drainage/Flood Risk Improvements Programme for 2021/22 with £0.140M of council funding allocated is provided in Appendix 2.

#### **4.4 Traffic Management**

- 4.4.1 As part of its network management duties under the Traffic Management Act and the Highways Act, the Council has the ability to implement improvements to the management of traffic within the County Borough. Finance for the programme is provided by an allocation of core capital funding of £0.160M.
- 4.4.2 The Council's capital allocation will enable the implementation of small scale schemes and provide safety aids such as warning signs, the introduction of traffic orders and the provision of residents parking. Details of the 2021/22 Capital Programme are included in Appendix 3.

#### **4.5 Car Parks**

- 4.5.1 An ongoing programme of repairs and upgrades to the Council's car parks will continue with a £0.045M allocation in 2021/22.

#### **4.6 Transportation Infrastructure**

4.6.1 The total allocation for Transport Infrastructure for 2021/22 in the Capital Programme amounts to £11.936M.

4.6.2 The allocations are as follows;

### **1. Llanharan Bypass - £1.500M**

Good progress is being made in respect of this project which has now been allocated £3.861M including Local Transport Fund Grant from Welsh Government. Preliminary design, which includes ecological surveys and geotechnical investigation, has recently been completed. It is the intention to commence the pre-application planning consultation during the Spring of 2021. This project will provide the eastern leg of the bypass as a continuation of the existing western leg and is subject to completion of the central section, which is required to be provided by developers of adjacent residential development, and phased to accord with triggers attached to their planning consents. The eastern leg will connect with the A473 to the east of Llanharan and reduce the impact of traffic along the existing route, providing relief for affected communities, particularly around Llanharan Square. It is anticipated that significant developer contributions will be secured to assist funding the delivery of this project in future years.

### **2. Dualling A4119 Coedely to Ynysmaerdy (known locally as Stinkpot Hill) - £5.452M**

Good progress is being made in respect of this project which has now been allocated £7.817M including Local Transport Fund Grant from Welsh Government. Preliminary design has been completed to dual the existing single carriageway and substandard section of the strategic transport corridor linking the Rhondda Fawr with Llantrisant/Talbot Green and Junction 34 of the M4 motorway. The scheme proposes to extend the existing high quality dual carriageway from the M4 to Ynysmaerdy, right up to the Coedely roundabout which serves the strategic development site at Coedely. The current substandard single carriageway is perceived by developers as being major barrier to development on this site. The scheme will therefore not only improve connectivity along this key corridor but is already acting as a catalyst for development of this strategic site. The detailed design is ongoing and scheduled to be complete in late spring 2021. Planning consent for a new active travel compliant footbridge at Coedely roundabout, which will also serve the Coedely development, has recently been approved. The Compulsory Purchase Order and Side Roads Order for the project was made in November 2020 and the Council is currently awaiting confirmation from Welsh Government on any objections.

### **3. A465 Cynon Gateway North Link Road - £1.780M**

Good progress is being made in respect of this project which has now been allocated £4.039M including Local Transport Fund Grant from Welsh Government. Preliminary design has been completed on the project which continues on from previous feasibility work undertaken. A pre-planning application consultation was undertaken in late 2020 with the planning application submitted in February 2021. The Council continues to work with

the Welsh Government and their appointed contractor in respect of the integration of the bypass and the A465 (Heads of the Valleys) Dualling of Sections 5&6 project. The dualling scheme now includes a roundabout at Croesbychan which will accommodate the Cynon Gateway link road. This will provide a gateway from the trunk road to the Cynon Valley and will aid in relieving traffic from Llwydcoed and Penywaun. The importance of this road has been recognised by the Welsh Government and they continue to work with RCT towards early delivery of this project.

#### **4. Gelli Treorchy Relief Road - £0.393M**

Feasibility studies have commenced on investigation of options to relieve traffic congestion in Treorchy. Stag Square is a major bottleneck causing congestion and delays to users of the road network including public transport. The study will look to identify potential options to reduce congestion.

#### **5. Park and Ride Programme - £0.586M**

The Park and Ride programme is intended to create additional parking capacity at rail stations across RCT to enable car drivers to switch to rail travel encouraging modal shift in favour of more sustainable forms of travel that contribute to reducing congestion and harmful emissions.

Park and Ride is a key element to enable mode shift and promote accessibility to the Metro and opportunities to add value to Metro will be kept under review as the full scope and detail of the Metro project crystallises.

#### **4.7 Making Better Use (MBU) Programme- £1.800M**

4.7.1 During 2016/17 a Making Better Use (MBU) programme was introduced. The ethos of this programme was to identify low cost, high value improvements for congested sections of the Council's highways network, to improve traffic flows, ease congestion and have a positive impact on road safety.

4.7.2 The programme was continued and has effectively delivered several successful projects. This programme will be extended into 2021/22 for which an allocation of £1.800M is proposed.

4.7.3 £1.5M is allocated towards creating a new active travel link in the form of a crossing and a new river bridge between the bus and rail stations at Aberdare. This will also enhance linkage between the town centre and the college, school, residential areas as well as the new industrial units currently under construction at Robertstown. The project will have the added benefit of relocating the current crossing on the A4059 and easing congestion through Ynys Roundabout. The proposed programme of investment in MBU projects is included at Appendix 4.

#### **4.8 Miscellaneous Improvements - £0.425M**

4.8.1 A series of miscellaneous improvements are proposed to deal with a number of operational issues covering safety, accessibility, efficiency and capacity. The detail is included at Appendix 5.

## **5. EXTERNAL GRANTS**

- 5.1 At the time of drafting this report, over £7.056M of Welsh Government transport related grants have been secured by RCT during 2020/21 via Local Transport Fund, Local Transport Network Fund, Road Safety Grant, and Safe Routes in the Community Grant. The Council continues to explore the potential to accommodate any further potential 2020/21 WG budget underspends.
- 5.2 Bids were submitted on 29<sup>th</sup> January with grant offers anticipated before the start of the new financial year.
- 5.3 A new pilot fund has been established to support making up of unadopted roads. The success of the pilot will inform the potential establishment of a new programme. A bid of £0.475M has been submitted to make up unadopted roads known as Belle Vue in Trecynon, Aberdare. If the bid is successful, a fully prioritised programme of unadopted roads will be established to inform future funding bids.
- 5.4 At the time of drafting this report, over £7m of Welsh Government Drainage/Flooding related grants have been secured by RCT during 2020/21. Projects identified on the Welsh Government pipeline for capital investment in Land Drainage/Flood Risk Improvements have been submitted for inclusion for 2021/22 at approx. £3M, and await confirmation of approval in principle, also pending business case approval. Grant Bids have also been submitted for 11 Small scales schemes (£1.1M) and 19 Schemes under Resilient Roads (£3M).
- 5.5 It is anticipated that ongoing work to repair infrastructure damaged during exceptional storm events and expenditure related to ensuring the safety of former coal spoil tips will continue to be fully funded by Welsh Government.

## **6. EQUALITY AND DIVERSITY IMPLICATIONS**

- 6.1 Equality and Diversity issues will be considered as part of determining the final detail of the proposed schemes.

## **7. CONSULTATION**

- 7.1 There are no consultation requirements relating directly to the report but the proposed schemes will (or have) involve varying degrees of consultation, some of which will relate to statutory processes (such as Traffic Regulation Orders).

## **8. FINANCIAL IMPLICATIONS**

- 8.1 The funding allocation to support schemes contained within this report was agreed by Council on the 10<sup>th</sup> of March 2021 as part of the three year Capital Programme 2021/22 to 2023/24. This report does not commit any additional spend over and above this agreed allocation.

## **9. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED**

9.1 There are no legal implications as a result of the recommendations set out in this report.

## **10. LINKS TO THE CORPORATE AND NATIONAL PRIORITIES AND THE WELL-BEING OF FUTURE GENERATIONS ACT.**

10.1 This investment programme supports the Council's Corporate Plan Priority 'Places – Where people are proud to live, work and play'.

10.2 The programme is wide ranging. It deals with the maintenance and provision of transport assets created in order to meet travel demand. The programme supports enhanced connectivity to link homes with employment opportunities, education, and health facilities, and to act as a catalyst for development and regeneration. In conjunction with grant applications, a range of sustainable and active travel opportunities are promoted.

10.3 The programme also seeks to reduce flood risk and insulate communities from the damaging impacts of climate change in light of more frequent extreme weather events.

10.4 The programme supports the Well-Being goals fostering prosperity and resilience with inclusive and sustainable transport options supporting more cohesive and vibrant communities.

## **11. CONCLUSION**

11.1 The above programme continues the enhanced levels of investment under the RCTInvest initiative, delivering sustained improvements to the resilience and durability of our highways and transportation infrastructure, promoting sustainable transport opportunities and network efficiency.

11.2 Consequently, Frontline Services will coordinate and deliver significant investment in a number of important areas during 2021/22 and the proposed programme is accordingly recommended for approval.

11.3 The Welsh Government LGBI programme concluded in 2014/15 and combined with core capital resources totalled an unprecedented £84M highway maintenance investment programme over nine years. This has enabled significant improvement in the condition of the highway network.

11.4 RCT is one of the few Councils that has continued to make meaningful and significant investments in its highway network since the demise of LGBI funding. The table below demonstrates the level of progress that has been made.

<b>Indicator</b>	<b>2010/11 Indicator</b>	<b>2019/20 Indicator</b>
THS011a – percentage of A class roads requiring maintenance	16.2%	4.7%
THS011b – percentage of B class roads requiring maintenance	15.2%	6.2%
THS011c – percentage of C class roads requiring maintenance	15.3%	3.5%
THS012 – percentage of all classified roads requiring maintenance	15.7%	4.8%

- 11.5 The Council, in common with all LAs across the UK faces significant challenges in maintaining this enormous and complex asset. It is encouraging that WG has recognised these challenges and continued to support the Local Government Public Highways Refurbishment Grant across Wales. The indicators above are directly impacted by the levels of funding available to maintain the asset. Whilst there is clearly a level of funding required in maintaining asset condition in a steady state, reducing funding below an optimum level creates greater challenges for the future. The ongoing level of investment respects that principle and should continue to see the highway network in RCT improving in comparison with other local authorities.
- 11.6 The condition of the Council's highways structures assets is recognised as a significant challenge with enhanced and continued capital and revenue funding allocated every year since 2017/18 with £7.2M available to invest in 2021/22.
- 11.7 The commitment of the Council to invest in transport infrastructure enables the Council to be able to engage with Welsh Government and provide flexibility to accommodate WG underspend. The Council has continued to benefit significantly from this strategy in 2020/21, approval of this capital programme will ensure grant opportunities can be maximised into 2021/22
- 11.8 The programme is as always subject to minor changes due to possible engineering difficulties or programming and coordination issues with statutory undertakers. Whilst it is anticipated that the unprecedented challenges of 2020 will diminish as we move through 2021, programme delivery will still be immensely challenging and the flexibility to switch funding across programmes will ensure the best outcomes for RCT.

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## Appendix 1

### Additional schemes for Inclusion in Carriageway Works Pool

Street Name	Town	Treatment	Budget (£)
Holly Street	Rhydyfelin	Strengthen	62,000
Brynna Road	Brynna	Strengthen	60,000
Oxford Street	Mountain Ash	Strengthen	51,000
Abercynon Road	Abercynon	Strengthen	82,000
Llewellyn Street	Pontygwaith	Strengthen	55,000
High Street	Graig	Strengthen	61,000
Salisbury Road	Abercynon	Strengthen	37,000
A4059 Trecynon to Penywaun	Trecynon	Inlay	58,000
Llanwonno Road	Ynyshir	Strengthen	39,000
<b>Total</b>			<b>505,000</b>

### Proposed Highway Structures Schemes 2021/22 (Including reported slippage)

Street No	Street Name	Town	Budget (£)
A4061	Bodringallt Bridge	Ystrad	150,000
	Brook Street Footbridge	Ystrad	2,757,000
	Major Retaining Wall Refurbishment (to be chosen from reserve scheme below)	Various	138,000
A4061	Nant Cwm Parc Cantilever and Institute Bridge	Treorchy	1,500,000
	Advance Preparation		285,000
	Project Management		160,000
<b>Total</b>			<b>4,990,000</b>

### Reserve Schemes Previously Prepared

Street No	Street Name	Town	Budget (£)
Eirw Rd	Imperial Bridge	Porth	1,600,000
U/C	Darren Ddu Bridge	Ynysybwl	150,000
B4595	Gwenllian Terrace Walls	Treforest	70,000
	Brewery Terrace Wall	Pontygwaith	60,000
A4058	Salem Terrace Wall	Llwynypia	65,000
A4054	Taffs Well Wall	Taffs Well	150,000
	Bryn Eirw Wall	Trehafod	150,000
A4059	Cae Garw Wall	Mtn Ash	100,000
Adj A4059	Robertstown Footbridge Approach walls	Robertstown	100,000
B4273	Glyncoch to Ynysybwl Phase 2		300,000
Lanelay Rd	Lanelay Bridge	Talbot Green	250,000
<b>Total</b>			<b>2,995,000</b>

## Advance Preparation Schemes

Street No	Street Name	Location
B4275	Ynysmeurig Bridge	Abercynon
A4061	Rhigos Rock Anchors	Blaenrhondda
A4061	Bwlch Rockface	Bwlch
A473	Llanharan Railway Footbridge	Llanharan
A4058	A4058 Cantilever	Pontypridd
B4278	Brittania Bridge	Porth
B4278	Rheola Bridge	Porth
	Cross Bychan Bridge	Llwydcoed
A4233	New Rheola Bridge	Porth
	Machine Bridge North	Treforest
A4093	Craig Las Bridge	Hendreforgan
	Glanffrwyd Culvert	Rhigos
	Glan Road Bridge	Aberdare
	Factory Road Culvert	Treorchy
A4058	Trehafod By Pass Bridge	Trehafod
B4275	Cynon Star Bridge	Abercynon
C229	Dinas Riverbridge	Dinas
	Mountain Ash Comprehensive Bridge	Mountain Ash
	Nant Llanilid Footbridge	Thomastown
Moy Road	Glan y Llyn Bridge	Taff's Well
B4273	Graig Bridge	Ynysybwl
A4059	Meirion Street River Underbridge	Aberdare
Ynyshir Rd	Wattstown Stone Arch Bridge	Wattstown
Rhigos Rd	Bwllfa Road Culvert No. 1	Rhigos
A4233	Pontygwaith Riverbridge	Pontygwaith
	Cwm Pennar Bridge	Cwmpennar
A4054	Nant Llonydd Bridge	Hawthorn
	Leiners Bridge and Footbridge	Hawthorn
A4059	Afon Cynon Bridge	Cwmbach/Aberdare
N/A	Nantygwyddon to GelliGaled Park Footbridge	Llwynypia
N/A	Nantygwyddon to Sherwood Street Footbridge	Llwynypia
B4275	Mountain Ash Town Bridges	Mountain Ash
	Llwynycelyn Street Embankment	Porth
	Glyncoch Ash Tip Instability	Glyncoch
	Margaret Street R/Wall (Storm Cristoph)	Pontygwaith
	Glyncoch to Ynysybwl Cutting	Glyncoch

### **Proposed Parks Structures Spend and Pool of Schemes 2021/22**

<b>Street No</b>	<b>Street Name</b>	<b>Town</b>	<b>Budget (£)</b>
	Advance Preparation	Various	160,000
	Project Management		80,000
	Various R/Wall, Culvert and Bridge Refurbishment/Repair		510,000
<b>Total</b>			<b>750,000</b>

### **Pool of Parks and Countryside Projects**

Maes-y-Felin Footbridge	Pontyclun
Colliery Street Footbridge	Pontypridd
Penrhys Playing Fields Footbridge	Penrhys
Ynyshir Park Tunnel	Ynyshir
Gelli Isaf Tramroad Bridge	Aberdare
Abercynon Recreation Ground FB	Abercynon
Tylcha Fawr Bridge	Tonyrefail
Dare Valley Retaining Walls	Aberdare
Rhondda Heritage Park Walls	Trehafod
2021-22 Timber Footbridges	Various
Barry Sidings Retaining Wall	Hopkinstown
Graig Yr Alt Bridge, Taff Trail	Taffs Well
Cwn Ynys Mintan Footbridge	Penywaun

### **Proposed Street Lighting Programme**

<b>Location</b>	<b>Work required</b>	<b>Budget (£)</b>
Drop Down columns (various locations)	Replacement of columns inaccessible using MEWP	50,000
A4119 – Castle Mynach Jcn – School Road Jcn	Replacement of life expired columns and cable overlay	60,000
The Graig, Pontypridd	Replacement of life expired columns	30,000
Columns overhead fed – various locations	Removal of overhead cable systems	25,000
Various Locations	Project to replace/upgrade lighting	35,000
	<b>Total</b>	<b>200,000</b>

**Structures Affected by Storm Dennis and anticipated to be fully funded by Welsh Government;**

<b><u>Structure Name</u></b>	<b><u>Location</u></b>
Ynysyngharad Park Footbridge	Pontypridd
Castle Inn Bridge	Rhydyfelin/Treforest
Berw Road Bridge	Pontypridd
Feeder Pipe Footbridge	Abercynon
Footbridges on Rights of Way	Various
Ty'n y Bryn Footbridge	Tonyrefail
Taff Trail Mill Farm Rd footbridge	Abercynon
Penydarren Tramroadside	Aberdare
Bailey Street Bridge	Ton Pentre
Canning Street Bridge	Ton Pentre
Maindy Street Bridge	Ton Pentre
Gelligaled Footbridge	Ystrad
Merlin Bridge	Hopkinstown
Campbell Terrace Culvert	Mountain Ash
Heol y Bwsi Culvert	Taffs Well
Blaencwm River Wall	Blaencwm
Hopkinstown River Wall	Hopkinstown
Berw Rd River Wall	Pontypridd
Sion Street	Pontypridd
Castle Inn River Wall	Rhydyfelin
Pontypridd Road River Wall	Porth
Tonypandy River Wall	Tonypandy
Brook Street R/Wall	Porth
Ynysymeurig Wall	Abercynon

Maerdy Mountain Road A4223	Maerdy/Aberdare
Ynyshir Community Route Landslip	Ynyshir
Taff Trail and other Active Travel Routes	Various
Landslips and Tips	Various
Tylorstown Landslip	Tylorstown/Llanwonno
Nant Gelliwion Bridge	Penycoedcae
Mill Road Culvert	Ynysybwl
Cross Street R/Wall	Ynyshir
Nant Clydach Bridge	Abercynon
Gyfeillion R/Wall	Hopkinstown
Gelli Culvert	Gelli
Afon Dar and Tramway Culverts	Aberdare
Rural Lanes - Storm Damage Repairs	Various
Various repairs and works to culverts, bridges and walls	Various

## Appendix 2

### Proposed Land Drainage/ Flood Risk Management Capital Programme 2021/22

Scheme/Location	Activity/Work	RCT	WG Grant/ other	Total
		£	£	£
Land Drainage Improvements Allowance (match Funding) for progression of schemes after completion of Strategic Business Case/Small Scale schemes Business Case Assumes WG Approval. See Appendix 2A	OBC/BJC/FBC & Works (15% Match Funding)	70,000	396,000*	466,000
Strategic Outline Business Cases	Production of Strategic Business Cases for future projects. Incl Concept/Prelim Design	20,000		20,000
Mynydd-Yr-Eglwys, Ystrad	Monitoring & Remedial Works	10,000		10,000
Small Works Budget	Small scales works <£10,000 to reduce impact of surface water flows affecting properties and the highway	40,000		40,000
<b>Total</b>		<b>140,000</b>	<b>396,000</b>	<b>536,000*</b>

\*Assumes successful grant bids

\*\*Potential third-party contribution and total with contribution.

<b><u>Appendix 2a</u></b>		
<b><u>Schemes under development that will require a successful application for Grant from the Welsh Government.</u></b>		
<b><u>Strategic Flood Risk Area (SFRA) and Larger &gt;£150k Individual Flood Alleviation Schemes (FAS)</u></b>		
<b>Scheme</b>	<b>Location</b>	<b>Activity/Work (2021/22)</b> BJC = Business Justification Case OBC – Outline Business Case FBC- Full Business Case
Nant Gwawr (Phase 2)- SFRA	Aberaman North	OBC Development– Preliminary Design & Development.
Oaklands Terrace, Clifynydd - SFRA	Clifynydd	OBC Development– Preliminary Design & Development.
Park Lane FAS, Aberdare	Trecynon	Finishing Works – Ecology/Landscaping.
Treorchy FAS	Treorchy	Initial BJC – Detailed Design and Development (All Phases) Full BJC – Construction (Phase 1 Only)
Cwmaman FAS - Phase 2	Aberaman South	Initial BJC – Detailed Design and Development Full BJC - Construction
Pentre FAS	Pentre	OBC Development– Preliminary Design & Development.
Glenboi Road FAS - Pumping Station	Mountain Ash West	Initial BJC – Detailed Design and Development Full BJC - Construction
Nant Y Ffrwd – Flood Routing	Mountain Ash East	Initial BJC – Detailed Design and Development.
Bronallt Terrace - Phase 3 (upper Catchment)	Abercwmboi	Initial BJC – Detailed Design and Development
Turberville Rd - Porth	Porth	Initial BJC – Detailed Design and Development

<b>Small Scale Projects &lt;£150k Individual Flood Alleviation Schemes (FAS)</b>		
<b>Scheme</b>	<b>Location</b>	<b>Activity/Work</b>
Mt Ash A4059 Upper catchment scour	Mountain Ash East	Repair and armouring/improvement of the scoured sections of the Ordinary Watercourse Channel
Victor Street - inlet	Mountain Ash West	Replacement and upgrade of inlet with overflow arrangement (if Possible). Channel upgrades/capacity.
Pentre (Volunteer st) FAS (Advanced Works - Lower Nant y Pentre culvert)	Pentre	Installation of an exceedance flow path on the lower section of the Nant y Pentre culvert, with debris control and some attenuation.
Heath Terrace	Ynyshir	Repair and armouring of the scoured sections of the Ordinary Watercourse Channel and replacement of two number ordinary watercourse inlet headwalls and debris screens.
Tyn-Y-Wern	Tonyrefail East	Lining of a structurally weakened ordinary watercourse culvert and rebuild of several Manhole structures.
Standard View	Ynyshir	Lining of a structurally weakened ordinary watercourse culvert and rebuild of several Manhole structures.
Cefn Pennar Road	Cwmbach	Culvert Inlet Upgrade
Trifounder Road, Cwmbach	Cwmbach	Upgrade of the ordinary watercourse culvert inlet with an enlarged headwall and debris screen structure and repair to the channel scour
Nant Cae Dudwg	Cilfynydd	Repair and armouring of scoured sections of the ordinary watercourse channel and replacement of damaged debris screen and channel base
Mostyn Street	Aberaman South	Rebuild of Culvert Inlet with inclusion of a debris platform/catchpit. Replacement/upgrade of culvert (if possible).The works will also re-channel the ordinary watercourse channel upstream of inlet.
Pentre Road - Pleasant Street	Pentre	Instillation of an exceedance flow path and interception drainage (Linear Drainage) to reconnect overland flows back into the culverted ordinary watercourse.
Heath Terrace	Ynyshir	Repair and armouring of the scoured sections of the Ordinary Watercourse Channel and replacement of two number ordinary watercourse inlet headwalls and debris screens.

Cross St	Ynyshir	Upgrade of surface water outfalls through highway wall.
<b>Appendix 2b</b>		
<b><u>Schemes under development that will require a successful application for Grant from the Welsh Government.</u></b>		
<b><u>Resilient Road Grant - Alleviate the effects of climate change (flooding) on transportation infrastructure</u></b>		
<b>Scheme</b>	<b>Location</b>	<b>Activity/Work</b>
A4059 Aberdare Bypass	Aberdare West	Improvements to the main culvert inlet to improve capacity and manage surface water flows from the highway
A4059 - Aberdare - Asda Roundabout	Aberaman North	Raising of the road by 200-400 mm to avoid flooding onto the highway (1km)
B4275 Bronallt Terrace - Phase 3	Abercwmboi	Replacement of defective masonry culverted ordinary watercourse conveying through Bronallt Terrace highway
A4061 Rhigos Road	Rhigos	Up sizing of culvert/overflow culvert to improve the capacity of the network to manage surface water flows from the highway
A4059 - Abercynon - Mt Ash	Mountain Ash East	Further treatment works to the low point within the verge area required to add capacity and manage the low spot flooding.
A4059 Hirwaun Road	Hirwaun	Up sizing of culvert to increase and improve capacity of highway drainage network
Bwllfa Road, Cwmdare	Cwmdare	Upgrade works to improve the capacity of the highway culvert network
Cynon Valley Monitoring Stations	Hirwaun/Aberdare	Further expansion of telemetry monitoring equipment to be installed at various locations across the Cynon valley
A4058 Tonypandy - Porth	Trealaw/Porth	Remedial works to renew pipelines, investigate land drainage and increase gully connections to improve the capacity of the A4058 highway drainage network from Tonypandy to Porth
A4119 Bypass Ynysgrug - Tonypandy - Coedely	Tonyrefail West	Upgrading the A4119 highway drainage to improve the capacity of the network

A4058 High Street, Treorchy	Treorchy	Upgrades to the carrier line and improvement works to the highway drainage network
A4058 - Pentre Road, Pentre	Pentre	Improvements to the highway drainage of surrounding streets to intercept the overland flow routes and alleviate flooding to the A4058
A4061 - Abertonllwyd Street	Treherbert	Improvements to the highway drainage of surrounding streets to intercept the overland flow routes and alleviate flooding to the A4061
B4278 Pontypridd Road, Porth	Porth	Improvements to the highway drainage include the installation of additional gullies to improve the capacity of the B4278
B4278 Cemetery Road, Porth	Porth	Replacement of the existing highway drainage with a super gully/catchpit to improve the capacity of the drainage network
A4093 Blackmill Road, Hendreforgan	Gilfach Goch	Increase the capacity of surface water drainage to the Blackmill Road
Rhondda Valley Monitoring Stations	Treherbert/Treorchy/Pentre	Further expansion of telemetry monitoring stations to be installed at various locations across the Rhondda valley
B4278 Llwynceilyn Road	Porth	Recovery works to stabilise the embankment and improve ground water drainage to avoid further flooding impacts to the highway
Margaret Street, Pontygwaith	Tylorstown	Recovery works to stabilise the hillside and improve ground water drainage to avoid further flooding impacts to the highway

### **Appendix 3 – Proposed Traffic Management Programme 2021/22**

<b>Traffic Management Programme 2021/22</b>	<b>Cost (£)</b>
Disabled Persons Parking Permits	10,000
Minor schemes, signs and markings	55,000
Collision Cluster and Capital Programme Review	4,000
Small scale traffic regulation orders (Speed limit, Road Safety and community benefit)	30,000
Residents Parking Review	40,000
Speed Limit Review	6,000
Remedial works resulting from Safety Audits on previous schemes	5,000
Development of schemes	10,000
<b>Total</b>	<b>160,000</b>

In addition to the above the Traffic Management team will be responsible for delivering several Education and Lifelong Learning funded projects throughout the borough including the highway elements of the 21Century Schools programme.

### **Appendix 4 “Making Better Use” Programme.**

<b>Scheme/Location</b>	<b>Work Description</b>	<b>RCT (£k)</b>	<b>Other (£k)</b>	<b>Budget (£k)</b>
<b>Highway Network Improvements</b>				
A4059 Corridor Enhancements	Preliminary design and project development	300		300
A4059 – Bus Station/Rail Station & Leisure Centre	Active Travel Bridge and Pedestrian Crossing	1,500		1,500
<b>Total</b>		<b>1,800</b>		<b>1,800</b>

## Appendix 5 Miscellaneous Improvements

<b>Scheme/Location</b>	<b>Work Description</b>	<b>RCT (£k)</b>	<b>Other (£k)</b>	<b>Budget (£k)</b>
<b>Miscellaneous Improvements</b>				
A473 Upper Boat Transport Corridor Enhancements	A473 Upper Boat WeITAG 2 studies, together with safety improvements to Maesmawr Lane	180		180
Pedestrian Enhancements Oxford Street Nantgarw	Pedestrian Crossing	120		120
Network Assessments; Efficiency and Safety	Various assessments and enhancements including traffic signal efficiency, on street parking enhancements, local safety improvements, etc	125		125
<b>Total</b>		<b>425</b>		<b>425</b>