



RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

27th MARCH 2023

HIGHWAYS, TRANSPORTATION AND STRATEGIC PROJECTS SUPPLEMENTARY CAPITAL PROGRAMME 2023/24

REPORT OF THE DIRECTOR OF FRONTLINE SERVICES IN DISCUSSION WITH THE LEADER OF THE COUNCIL, CLLR A MORGAN OBE

Author: Roger Waters, Director Frontline Services.

1 PURPOSE OF THE REPORT

- 1.1 Further to the approval of the Council's Three-Year Capital Programme 2023/24 - 2025/26 on 8th March 2023 at Council, this report sets out the detailed capital programme for Highways, Transportation and Strategic Projects.

2. RECOMMENDATIONS

It is recommended Cabinet;

- 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 Director of Frontline Services, in consultation with the Leader of the Council and the Deputy Chief Executive & Group Director – Finance, Digital & Frontline 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 the programme of commitments for RCT capital funding.
- 3.2 In recent years, the programme has been impacted by a number of external factors, including Covid19. Whilst some of these factors have abated, there are still significant challenges arising from; escalation of construction costs,

availability of skills and resources, intense activity on the network by statutory undertakers, Transport for Wales and others, competing for road space.

- 3.3 The Council's ambitious capital programme continues to be delivered alongside the significant additional and fully funded programme of work attributable to the destruction to infrastructure caused by Storm Dennis.
- 3.4 Despite these challenges, good progress has been made through 2022/23 in most areas. It is therefore prudent to continue to maintain the flexibility to review projects 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 to maintaining momentum and value for money.
- 3.5 The unprecedented floods of February 2020 continue to represent a significant body of work in repairing and upgrading our infrastructure including bridges, roads, culverts and retaining walls, together with numerous landslides and ongoing legacy issues related to former coal tips.
- 3.6 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 from Welsh Government during the previous three financial years, with the Storm Dennis elements anticipated to come to a conclusion in 2023/24. Welsh Government Coal Tips related capital and revenue grants continue into 2023/24 with major works commencing on Phase 4 of Llanwonno Tip at Tylorstown, via a remediation contract with a value of circa £6M.
- 3.7 This report considers the detail against the specific 2023/24 RCT capital allocations of £10.725M in favour of Highways Technical Services and £16.940M 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)
 - Unadopted Roads
- 3.8 The Council has submitted bids for Welsh Government Grants for transport projects related to;
 - Implementing the Welsh Government 20mph initiative
 - Road Safety Revenue
 - Safe Routes in the Community
 - Active Travel
 - Local Transport Fund (including Resilient Roads)
- 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 see the completion of a new transport hub at Porth during 2023. The Cardiff Capital Region Transport Authority (CCRTA) has bid for 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 2022/23 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 Corridor for Rail and Bus Measures
- 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 (ULEV) Funding

3.12 These projects are the subject of grant applications via the CCRTA for continued development during 2023/24. A contract has been let to provide electric vehicle charging points at 31 car parks across RCT, with a further 28 car parks to receive charge points from April 2023. Options to provide of the order of 10 onstreet charge points are being explored. Further work is ongoing to establish a car club across the region utilising 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, comprised of carriageways, footways, structures (bridges, retaining walls, culverts, etc.), street lighting, traffic signals and signs, safety barriers, highway drainage, etc.

4.1.2 The network has now benefitted from twelve years of enhanced levels of investment, and this will continue into 2023/24.

4.1.3 The total allocation of capital resources for the Highways Improvement Schemes, as included in the Capital Programme for 2023/24, is £10.725M and is broken down into works packages in the table below. This includes previously reported slippage of £4.270M of Highway & Parks Structures funding. Spending plans for this programme of works are detailed in this report.

Work Area	£M
Carriageways	4.014

Footways	0.486
Unadopted Roads	0.300
Structures	4.450
Parks Structures	0.780
Street Lighting	0.540
Traffic Management	0.110
Car Parks	0.045
Total	10.725

4.1.4 **Carriageways**; A programme of identified carriageway resurfacing and surface treatment to the value of £3.449M will be funded in 2023/24 which includes a specific significant element related to Rhigos Mountain Road Rock Netting Installation. A pool of schemes has been previously approved and a further £2.449M proposed schemes to be added to this pool are listed in Appendix 1. The actual schemes to be implemented in 2023/24 will be drawn from the approved pool based on officer prioritisation and deliverability constraints. These identified schemes will be supplemented by £0.500M to carry out minor surface repairs (larger patches), £0.05M of safety barrier work and £0.015M of disabled access improvements (dropped kerbs) (N.B. these are specific disabled access interventions – where applicable all schemes will routinely upgrade or provide disabled access improvements), making up the allocated sum for carriageways of £4.014M.

4.1.5 **Footways**; are considered to be a high risk to the Council. An identified programme of resurfacing and surface treatment to the value of £0.486M will be funded in 2023/24. A pool of schemes has been previously approved and this will be supplemented with the list of footway schemes included at Appendix 1. The actual schemes to be implemented in 2023/24 will be drawn from this pool based on officer prioritisation and deliverability constraints.

4.1.6 **Unadopted Roads**; Building on the funding allocated in 2021/22 and continued through 2022/23, a further £0.300M is allocated to unadopted roads to enable more streets to be made up to adoptable standards and formally adopted as highways maintainable at public expense. The list of streets proposed to be made up is included at Appendix 1.

4.1.7 **Street Lighting**; the allocation of £0.540M is split to enable £0.400M to be invested in Traffic Signals refurbishment and £0.140M towards street lighting. Traffic Signals funding will be allocated to installations that require modernising. Streetlighting allocation will go towards an ongoing programme of column replacement and replacement of the Council's network of supply cables.

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 £4.450M (including £1.840M of previously identified slippage from 2022/23) has been allocated for 2023/24. A full list of proposed schemes can be found in Appendix 1 Table 2. Project Management Costs will be allocated appropriately.

4.1.9 **Brook Street Footbridge**, adjacent to Ystrad rail station is substantially completed and has been supplemented by WG grant funding for Active Travel.

Any of the funding allocation to this project which can be released, will be diverted to the schemes identified in Appendix 1 as Reserve Schemes Previously Prepared or the Parks Pool Schemes.

4.1.10 A number of challenges affected scheme delivery in 2022/23 including staff resources, weather, access constraints and site changes. Imperial Bridge Refurbishment, Bodringallt Bridge, Confined Space Culvert Repairs are schemes with some funding slippage into 2023/24 and with additional allocation where necessary.

4.1.11 **Graig Las Bridge Repairs** is to be funded from 2023/24 capital allocation. The bridge carries the A4063 over the river Ogwr Fach in Hendreforgan. The works will refurbish and repair the structure.

4.1.12 **Lanelay Bridge** is a masonry arch bridge that carries Lanelay Road over the river Ely near to its junction with the A473 roundabout. The proposed works in 2023/24 is a full refurbishment of the stone masonry including vegetation clearance and repointing.

4.1.13 A number of highway structures schemes have been prepared for future implementation should additional funding become available. These schemes are listed in Appendix 1 Tables 3 and 4. This includes advanced preparation for works as Structures schemes have long lead in times whilst determining the scope for repairs and/or replacements.

4.1.14 **Parks Structures:** A budget of £0.250M is allocated in 2023/24 in addition to the £0.530M being carried forward from 2022/23. The outline funding allocation is shown in Table 5. Works to repair **Colliery Street Footbridge** in Trehafod will progress in 2023/24. A pool of schemes from which projects will be taken forward is given in Appendix 1 - Table 6. The programme of works will be supplemented by an allocation of £0.080M for Project Management costs.

4.1.15 **Storm Dennis:** A number of Highway and Parks and Countryside structures and embankments were damaged during Storm Dennis. A £20.109M budget is assigned to this for 2023/24 funded by WG. Castle Inn Footbridge Replacement and Berw Road Bridge (White Bridge) are currently in progress on site. Tynybryn Footbridge and Embankment and Feeder Pipe Footbridge are at detailed design stage.

4.1.16 The list of structures known to be affected by Storm Dennis are included in Appendix 1 - Table 7 for reference.

4.2 Land Drainage/Flood Risk Improvements

4.2.1 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.

4.2.2 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.

- 4.2.3 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). 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.
- 4.2.4 Appendix 2a identifies the business cases and projects currently under development. Projects identified on the Welsh Government pipeline for capital investment in Land Drainage/Flood Risk Improvements have been submitted for inclusion for 2023/24 at approx. £4M, and await confirmation of approval in principle, also pending business case approval. Grant Bids have also been submitted for 15 Small Scales Schemes at approx. £1.3M. Over £3.6m was allocated in grant to RCT during in 2022/23
- 4.2.5 Appendix 2b identifies projects which had a grant bid submitted to the Welsh Government in February 2023 for Resilient Roads Fund grant with a value of £2.7m for 2023/24. This is the fourth year that councils have had the opportunity to secure funding aimed at mitigating the effects of Climate Change on the transportation network. £0.400M was allocated to RCT during 2022/23.
- 4.2.6 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.
- 4.2.7 The details of the Drainage/Flood Risk Improvements Programme for 2023/24 with £0.750M of funding allocated which consists of £0.623M of Council funding and £0.127M of secured grant is provided in Appendix 2.

4.3 Traffic Management

- 4.3.1 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 £0.110M.
- 4.3.2 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 2023/24 Capital Programme are included in Appendix 3.
- 4.3.3 Traditional Welsh Government Road Safety Capital Funding has effectively been suspended for a second year in 2023/24 in favour of focusing on

implementing the Welsh Government default 20mph programme which will come into effect on 17 September 2023. RCT has submitted a bid to Welsh Government to cover anticipated 2023/24 costs amounting to approximately £2.4M. This will be a significant delivery challenge which is partially accommodated with a reduction in the Council's own Traffic Management Capital programme funding.

4.4 Car Parks

4.4.1 An ongoing programme of repairs and upgrades to the Council's car parks will continue with a £0.045M allocation in 2023/24.

4.5 Transportation Infrastructure

4.5.1 The total allocation for Transport Infrastructure for 2023/24 in the Capital Programme amounts to £16.173M.

4.5.2 The most substantive allocations of annual funding are typically allocated towards the progression of a programme of major economic infrastructure investments across RCT. Two of our prioritised schemes; Llanharan Link Road and A465 Cynon Gateway North, have been subject to the "Roads Review" process initiated by Welsh Government.

4.5.3 On 14th February, the Welsh Government published the advice from the Welsh Government appointed panel "*The Future of Road Investment in Wales*" together with a report titled "*Welsh Government Response to the Roads Review*" and the "*National Transport Delivery Plan*."

4.5.4 Whilst the recommendations of the Roads Review Panel are unfavourable related to the two projects, it remains the case that major interventions are required to mitigate significant traffic and transportation related challenges that exist and will multiply in both cases as a result of planned infrastructure and committed housing development.

4.5.5 The Council will seek to work closely with Welsh Government to enable sustainable solutions to be identified that overcome these challenges and promote sustainable growth and economic activity.

On that basis, the following allocations are made;

- **Llanharan Transit Corridor - £5.058M**
- **A465 Cynon Gateway Transit Corridor £1.351M**

4.5.6 Dualling A4119 Coedely to Ynysmaerdy - £8.127M

Alun Griffiths Contractors Ltd is making good progress on site. Welsh Government determined that this project was outside the scope of the Roads Review having already substantially commenced physical works. The project benefits from £11.417M Levelling Up Fund Grant from Central UK Government, which is in addition to previous years funding from Welsh

Government. The scheme is scheduled for completion in the summer of 2024.

4.5.7 Gelli Treorchy Link Road - £0.363M

In light of the recent publication of the Welsh Government Roads Review and the introduction of new policy tests for road building, the challenges facing the Rhondda Fawr, in particular those related to Stag Square, Treorchy will be reviewed. The purpose of the review will be to revisit the issues and establish sustainable objectives to address this ongoing problem.

4.5.8 Park and Ride Programme - £0.730M

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.

4.6 Making Better Use (MBU) and Miscellaneous Improvements - £0.544M

4.6.1 The Council continues to invest in a Making Better Use (MBU) and Miscellaneous Improvement programme. The ethos of this programme is to identify, design and deliver a series of low cost, high value miscellaneous improvements to deal with a number of operational issues covering safety, accessibility, efficiency, enhancements to bus corridors and the propensity to travel actively, including joint working with partners to resolve local accessibility and connectivity related issues. An element of this work will focus on the A4059 corridor.

5 EQUALITY AND DIVERSITY IMPLICATIONS / SOCIO-ECONOMIC DUTY

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

6 CONSULTATION

6.1 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).

7 WELSH LANGUAGE IMPLICATIONS

7.1 A Welsh Language Impact Assessment is not necessary at this time.

8 FINANCIAL IMPLICATIONS

- 8.1 The funding allocation to support schemes contained within this report was agreed by Council on the 8th of March 2023 as part of the three-year Capital Programme 2023/24 to 2025/26. 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, helping to sustain 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 2023/24 and the proposed programme is accordingly recommended for approval.
- 11.3 Whilst RCT is one of the few Councils that continues to make meaningful and significant investments in its highway network since the demise of Welsh Government roads maintenance funding, the lack of additional Welsh Government support is beginning to impact on the resilience of the road network. The table below demonstrates the level of progress that has been made since 2010/11, but our B and C roads are not as resilient as reported last year with extremely wet and cold weather a major factor in road condition and ongoing maintenance.

Indicator	2010/11 Indicator	2022/23 Indicator
THS011a – percentage of A class roads requiring maintenance	16.2%	3.7%
THS011b – percentage of B class roads requiring maintenance	15.2%	5.7%
THS011c – percentage of C class roads requiring maintenance	15.3%	3.7%
THS012 – percentage of all classified roads requiring maintenance	15.7%	3.6%

11.4 The Council, in common with all LAs across the UK faces significant challenges in maintaining this enormous and complex asset. 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 RCT investment respects that principle but it is a fine balance.

11.5 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. However, whilst funding for Flood Risk, Trip Safety, Active Travel and the Welsh Government 20mph initiative continue to meet our immediate needs, traditional Welsh Government Transportation Grant funding, including Resilient Roads Funding is severely depleted, reducing the availability of underspend.

11.6 The outcomes of the Welsh Government Roads Review present new challenges and opportunities and we will work with Welsh Government to identify sustainable solutions to the very real problems that remain to be addressed. The allocations in this report renew and underline our continued intent in this regard.

11.7 The programme is as always subject to minor changes due to possible engineering difficulties or programming and coordination issues with statutory undertakers. Programme delivery will still be immensely challenging due to supply chain challenges and cost escalation, the flexibility to switch funding across programmes will ensure the best outcomes for RCT.

Appendix 1

Table 1a Additional schemes for Inclusion in Carriageway Works Pool

Town	Location	Budget
Gelli	Colwyn Street	58,125.00
Maerdy	North Terrace	63,375.00
Porth	S/O 90 Cemetery Road	18,000.00
Penygraig	Tylacelyn Road	262,500.00
Pontypridd	West Street	65,000.00
Graig	Union Street	75,000.00
Pantygraig-wen	Ty-Mawr Road	20,625.00
Tonypandy	Court Street to End North	25,000.00
Penrhiwfer	Office Row	48,750.00
Penrhiwfer	Pleasant View	75,000.00
Cwmparc	Ocean Street	20,625.00
Ynysybwl	Cyncoed	59,625.00
Treforest	St Michaels Avenue	69,750.00
Maerdy	Maxwell Street	76,875.00
Godreaman	Fforchneol Row	87,375.00
Pontypridd	Crossbrook Street	30,000.00
Rhydyfelin	Maesfield Way	16,875.00
Glyncoch	Cefn Lane	71,250.00
Williamstown	Rowling Street	42,000.00
Clydach	North Terrace	28,125.00
Cymmer	Gwaun Bedw	153,750.00
Ferndale	Rear Wood Street	22,125.00
Aberaman	Mount Hill Street	29,250.00
Cwmbach	Bethania Place	37,500.00
Mountain Ash	Thomas Street	110,000.00
Cilfynydd	Batten Way	49,000.00
Graig	Leyshon Street	64,500.00
Pontyclun	Maelog Close	58,125.00
Church Village	Llanerch Goed	30,000.00
Tonypandy	Church Street	37,500.00
Tonypandy	St. Andrews Court	16,125.00
Trealaw	Garth Road	45,000.00
Aberdare	Mary Street	21,750.00
Cwmbach	Gower Road	30,000.00

Mountain Ash	Woodland Terrace	19,875.00
Mountain Ash	Woodland Street	45,000.00
Penygraig	Vale View	27,375.00
Aberaman	Beddoe Street	15,000.00
Aberdare	Pendarren Street	23,250.00
Pontypridd	Berw Road	200,000.00
Porth	Porth Bypass	200,000.00
TOTAL		2,449,000.00

Table 1b Additional Schemes for Including in the Footway Works Pool

Town	Location	Budget
Llwynypia	Tynytyla Avenue	32,000.00
Trealaw	Garth Road	32,000.00
Ystrad	Brook Street	5,500.00
Ynyshir	Thomas Place	12,500.00
Ferndale	Wood Street	18,500.00
Blaenllechau	Blaenllechau Road	18,500.00
Penygraig	James Street	12,000.00
Penygraig	Greenfield Street	21,000.00
Talbot Green	Danygraig Drive	60,500.00
Pontyclun	School Street	38,500.00
Talbot Green	Bridgend Road	24,000.00
Tonteg	Briar Way	28,000.00
Tyntetown	Homerton Street	14,000.00
Cwmbach	Bryn Glas	33,500.00
Cwmdare	Ael y Bryn	28,000.00
Penywaun	Gwladys Street	22,500.00
Tonyrefail	Access improvements	20,000.00
Gadlys	Access improvements	20,000.00
Porth	Hannah Street	35,000.00
Clydach Vale	Steps at Wern Street	10,000.00
TOTAL		486,000.00

Table 1c Unadopted Roads Schemes

Town	Location	Budget
Tonyrefail	Highlands	126,000.00
Ystrad	Red Rose Hill	27,000.00
Llwydcoed	Horeb Terrace	63,000.00
Penrhiwfer	Lewis Arms Row	36,000.00
Hirwaun	Richmond Drive	48,000.00
TOTAL		300,000.00

Table 2 Proposed Highway Structures Schemes 2022/23 (Including reported slippage)

Street/Road	Structure	Town	Budget (£)
A4061	Bodringallt Bridge	Ystrad	275,000
	Brook Street Footbridge	Ystrad	470,000
Eirw Rd	Imperial Bridge	Porth	760,000
A4063	Graig Las Bridge	Hendreforgan	310,000
Lanelay Road	Lanelay Bridge	Talbot Green	525,000
Various	Confined Space Culvert Repairs	Various	290,000
Various	Retaining Wall Refurbishment	Various	380,000
A4061	Rhigos Road Rock Anchors	Blaenrhondda	260,000
A4059	A4059 Active Travel Route	Aberdare	450,000
	Glyncoch Embankment	Glyncoch	400,000
	Project Management		160,000
	Advanced Preparation		170,000
Total			£4,450,000

Table 3 Reserve Highway Structures Schemes (including Retaining Walls for Refurbishment and Confined Space Culverts for Repair)

Street/Road	Structure	Town
U/C	Brewery Terrace Wall	Pontygwaith
A4058	Salem Terrace Wall	Llwynypia
A4058	Dinas R/Wall	Dinas
U/C	Bryn Eirw Wall	Trehafod
U/C	Darren Ddu Bridge	Ynysybwll
Adjacent to A4059	Robertstown Footbridge Approach walls	Robertstown
U/C	Cross Bychan Bridge	Croesbychan
U/C	Margaret Street Wall and Embankment (<i>applied for grant funding</i>)	Pontygwaith
B4595	Trefforest Garage Wall	Trefforest
	Avon Street Retaining Wall	Ferndale
	Long Row Retaining Wall	Blaenllechau
	Glanffrwyd Culvert	Rhigos

	Beechwood Road Culvert	
Rhigos Rd	Bwlfa Road Culvert No. 1	Rhigos
	Riverside Footbridge (<i>possible contribution towards Active Travel Grant</i>)	Aberdare

Table 4 Structures Considered for Advanced Preparation Work

Street	Structure	Location
U/C	Margaret Street (applied for grant funding)	Pontygwaith
	William Edwards Bridge	Pontypridd
B4275	Cynon Star Bridge	Abercynon
A4058	A4058 Cantilever	Pontypridd
B4278	Brittania Bridge	Porth
B4278	Rheola Bridge	Porth
A4233	New Rheola Bridge	Porth
	Machine Bridge North	Trefforest
B4595	Machine Bridge South	Trefforest
B4223	Gelli Culvert	Gelli
	Llanwonno Road Railway Bridge (over cycle route)	Ynysir
A4059	Meirion Street River Underbridge	Aberdare
	Glan Road Bridge	Aberdare
A4059	Afon Cynon Bridge	Cwmbach/Aberdare
	Factory Road Culvert	Treorchy
A4058	Trehafod By-Pass Bridge	Trehafod
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	Ynysybwll
Ynysir Rd	Wattstown Stone Arch Bridge	Wattstown
A4233	Pontygwaith Riverbridge	Pontygwaith
	Cwm Pennar Bridge	Cwmpennar
A4054	Nant Llonydd Bridge	Hawthorn
	Leiners Bridge and Footbridge	Hawthorn
N/A	Nantygwyddon to Gelligaled Park Footbridge	Llwynypia
N/A	Nantygwyddon to Sherwood Street Footbridge	Llwynypia
B4275	Mountain Ash Town Bridges	Mountain Ash
C221	Ferndale Bridge	Ferndale
A4059	Violet Street Footbridge	Aberaman

Table 5 Proposed Parks Structures

Street No	Street Name	Town	Budget (£)
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	Project Management		80,000
N/A	Colliery Street Footbridge	Trehafod	430,000
	Advanced Preparation		70,000
	To be allocated to schemes		200,000
Total			780,000

Table 6 Pool of Parks and Countryside Projects

Penrhys Playing Fields Footbridge	Penrhys
Ynyshir Park Tunnel	Ynyshir
Gelli Isaf Tramroad Bridge Phase 2	Aberdare
Dare Valley Retaining Walls	Aberdare
Timber Footbridge	Various
Barry Sidings Retaining Wall Phase 2	Hopkinstown
Cwm Ynys Mintan Footbridge	Penywaun
Blaennantygroes Retaining Wall	Cwmbach

Table 7 Structures Affected by Storm Dennis and anticipated to be fully funded by Welsh Government (*in italics works is wholly completed*)

<u>Structure Name</u>	<u>Location</u>
<i>Ynysyngharad Park Footbridge</i>	<i>Pontypridd</i>
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
<i>Bailey Street Bridge</i>	<i>Ton Pentre</i>
<i>Canning Street Bridge</i>	<i>Ton Pentre</i>
Maindy Street Bridge	Ton Pentre

Gelligaled Footbridge	Ystrad
<i>Merlin Bridge</i>	<i>Hopkinstown</i>
Campbell Terrace Culvert	Mountain Ash
Blaencwm River Wall	Blaencwm
Hopkinstown River Wall	Hopkinstown
Berw Rd River Wall	Pontypridd
Sion Street	Pontypridd
<i>Castle Inn River Wall</i>	<i>Rhydyfelin</i>
Pontypridd Road River Wall	Porth
Tonypandy River Wall	Tonypandy
Brook Street Retaining Wall	Porth
<i>Ynysymeurig Wall and Bridge</i>	<i>Abercynon</i>
<i>Maerdy Mountain Road A4223</i>	<i>Maerdy/Aberdare</i>
<i>Ynyshir Community Route Landslip</i>	<i>Ynyshir</i>
<i>Taff Trail and other Active Travel Routes</i>	<i>Various</i>
Nant Gelliwion Bridge	Penycoedcae
Mill Road Culvert	Ynysybwl
<i>Cross Street R/Wall</i>	<i>Ynyshir</i>
<i>Nant Clydach Bridge</i>	<i>Abercynon</i>
Gyfeillion R/Wall	Hopkinstown
Gelli Culvert	Gelli
<i>Afon Dar and Tramway Culverts</i>	<i>Aberdare</i>
Rural Lanes - Storm Damage Repairs	Various
Various repairs and works to culverts, bridges and walls and landslips/embankments	Various

Appendix 2

Proposed Land Drainage/ Flood Risk Management Capital Programme 2023/24

Scheme/Location	Activity/Work	RCT	WG Grant/ other	Total
		£k	£k	£k
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)	575	3,258*	3,833*
Glenboi Pumping Station	Construction	23	127**	150
Strategic Outline Business Cases	Production of Strategic Business Cases for future projects. Incl Concept/Prelim Design	5		5
Mynydd-Yr-Eglwys, Ystrad	Monitoring & Remedial Works	10		10
Small Works Budget	Small scale works <£10,000 to reduce impact of surface water flows affecting properties and the highway	10		10
Total		623	3,385*	4,008*

*Assumes successful grant bids

** Grant already secured.

Appendix 2a

Schemes under development that will require a successful application for Grant from the Welsh Government.

Strategic Flood Risk Area (SFRA) and Larger >£200k Individual Flood Alleviation Schemes (FAS)

Scheme	Location	Activity/Work (2022/23) BJC = Business Justification Case OBC – Outline Business Case FBC- Full Business Case
Treorchy FAS - (Phase 2)	Treorchy	FBC - Detailed Design and Development
Cwmaman Phase 2	Aberaman South	Full BJC - Construction
Pentre FAS	Pentre	FBC - Detailed Design and Development
Turberville Rd - Porth	Porth	Full BJC - Detailed Design and Development
Maes y Ffynon FAS	Aberaman North	Full BJC - Detailed Design and Development
Nant Gwawr (Phase 2)	Aberaman North	FBC - Detailed Design and Development
Abertonllwyd Road	Treherbert	FBC - Detailed Design and Development
Cwmbach Canal FAS	Cwmbach	OBC Development– Preliminary Design & Development.

Trehafod FAS	Trehafod	OBC Development– Preliminary Design & Development.
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Schemes under development that will require a successful application for Grant from the Welsh Government.

Strategic Flood Risk Area (SFRA) and Larger >£200k Individual Flood Alleviation Schemes (FAS)

Scheme	Location	Activity/Work (2022/23) BJC = Business Justification Case OBC – Outline Business Case FBC- Full Business Case
Afon Cynon/Wellington St FAS - OBC/NFM	Aberdare	FBC - Detailed Design and Development
Cefn Pennar Road - FAS	Cwmbach	BJC - Preliminary Design & Development.
Peat Bogs Restoration - OBC/NFM	Unknown at this Stage	FBC - Detailed Design and Development
Gwernifor And Kingscraft St - FAS	Mt Ash	Full BJC - Construction
Tirfounder/Bro Teg Road - Phase 2	Cwmbach	Full BJC - Construction
Arfyn Terr, Tylorstown - FAS	Tylorstown & Ynyshir	FBC - Detailed Design and Development

Small Scale Projects <£200k Individual Flood Alleviation Schemes (FAS)		
Scheme	Location	Activity/Work
Jones Street - Culvert Relining	Treorchy	Design Completed 22-23 - Rehabilitation of the structural condition (GR5) of the ordinary watercourse Culvert - Approximately
Dyffryn Road	Mt Ash	Design Completed 22-23 - Replacement of culvert
Telemetry	Various	Expansion of the Ordinary watercourse Telemetry across RCT
Nant Cae Dudwg - Inlet Upgrade	Cilfynydd	Design Completed 22-23 - Addition of Overflow system to existing headwall. Inlet Upgrade - Overflow structure
Nant Y Fedw - Scour Repair	Abercynon	Design Completed 22-23 - Culvert Inlet access has deteriorated and eroded and channel has scoured - rehabilitation of channel and revised access provision
Baglan Street - Culvert Relining	Treorchy	Design Completed 22-23 - Rehabilitation of the structural condition (GR5) of the ordinary watercourse Culvert - Approximately
Afryn Terrace	Ferndale	Structural Rehabilitation of Channel scour and Upgrade of Ordinary Watercourse Inflow structures, with overland flood routing features
Heath Terrace (Central Inlet) – (Design Only)	Ynyshir	Culvert upgrade to mitigate impact of debris blockage - Channel Scour Rehabilitation
Penrhys Rd (Design Only)	Ystrad	Inlet identified as highly sensitive to debris restrictions - design work to develop a more resilient Inlet structure
Brook Street – Blaenrhondda (Design Only)	Treherbert	Design - Upgrade the inlet and channel to better accommodate debris control and maintenance improvements
Victor Street - Mt Ash (Design Only)	Mt ash	Structural Lining & Rehabilitation of an Ordinary Watercourse Culvert Network
Tynywaun - Relining (Design Only)	Treherbert	Structural Lining & Rehabilitation of an Ordinary Watercourse Culvert Network
Llwyncelyn Industrial Estate	Porth	Design Completed 22-23 - Culvert and channel Upgrade for debris control & improved maintenance access
Ynyshir Road	Tylorstown & Ynyshir	Structural Lining & Rehabilitation of an Ordinary Watercourse Culvert Network

Appendix 2b

Schemes under development that will require a successful application for Grant from the Welsh Government.

Resilient Road Grant - Alleviate the effects of climate change (flooding) on transportation infrastructure

Scheme	Location	Activity/Work
A4058 Tonypandy - Porth (RV3)	Trealaw/Porth	Existing Highway Carrier Line (filter system) is showing significant root mass within the main system approximately 540m which is reducing the capacity of the carrier line to function resulting in frequent Highway Flooding
A4058 Tonypandy - Porth (RV4)	Trealaw/Porth	Existing Highway Carrier Line (filter system) is showing significant root mass within the main system approximately 550m which is reducing the capacity of the carrier line to function resulting in frequent Highway Flooding
A4119 Bypass Ynysgrug - Tonypandy - Coedely (RV7)	Tonyrefail West	Plastic Carrier Line has significant defects i.e root ingress and displaced joints through the length of the network - partial surveys undertaken
Margaret Street, Pontygwaith (RV15)	Tylorstown	Recovery works to stabilise the hillside and improve ground water drainage to avoid further flooding impacts to the highway
Lewis Street (New)	Aberaman North	Works to upgrade a Highway culverted watercourse, which will include the structural upgrade of the internal culvert barrel and improvements to the associated inflow gully structures and connections
St Luke's Road, Llwynceilyn (New)	Porth	Design Only - Works to upgrade a Highway Culvert inlet which will include works to the Headwall, debris screens and associated access
Mill Street (New)	Tonyrefail East	Design Only - Works to upgrade a Highway channel/ditch will include works to the upgrade the channel width, depth and banks and associated works to upgrade debris screens within the channel
Ynyshir Road (New)	Ynyshir	Design Only - Works to upgrade the highway drainage infrastructure, via the upgrading of the highway carrier line and associated inflow gully structures
Llanwonno Road (New)	Ynyshir	Structural Lining of Ordinary Watercourse Culvert

Schemes under development that will require a successful application for Grant from the Welsh Government.

Resilient Road Grant - Alleviate the effects of climate change (flooding) on transportation infrastructure

Scheme	Location	Activity/Work
Llwyncelyn Industrial Estate (New)	Porth	Ordinary watercourse rehabilitation and inlet improvements
Cymmer Road	Porth	Design Only - Ordinary watercourse rehabilitation and highway drainage improvements to manage overland flows affecting the A road.
A4058 Gyfeillion Rd (New)	Cymmer	Structural repair to the A4058 Highway drainage carrier network, including patch repairs and structural lining works.
A4058 Trehafod (New)	Cymmer	Low spot is improvements to better accommodate the overland flow from 3 ordinary watercourse culverts along with the accumulation of surface water within the highway
Cemetery Road (New)	Porth	Limited drainage within the highway - Installation of a new Carrier line and associated gullies over a length of 56m
Tirfounder Road (New)	Cwmbach	Channel scour and access Improvements
B4223 - Nant Y Gwyddion Road (New)	Llwynypia	Design Only - Undertake repairs and improvements to the connection between the amalgamated highway drainage and ordinary watercourse network conveying along the B4223
Kensington drive (New)	Porth	Design Only - Ground water emerging from below footpath/highway resulting in pooling and freezing within the highway - Works to install land drain in footway approx. 56m
Trebanog Road (New)	Trebanog	Limited drainage within the highway - Installation of a new Carrier line and associated gullies over a length of 172m
B4278 Gilfach Road (New)	Tonyrefail West	Works to upgrade the highway drainage infrastructure, via the upgrading of the highway carrier line and associated inflow gully structures

Appendix 3 – Proposed Traffic Management Programme 2023/24

Traffic Management Programme 2023/24	Cost (£)
Disabled Persons Parking Permits	10,000
Minor schemes, signs and markings	25,000
Collision Cluster and Capital Programme Review	2,000
Small scale traffic regulation orders (Speed limit, Road Safety and community benefit)	20,000
Residents Parking Review	40,000
Speed Limit Review	4,000
Remedial works resulting from Safety Audits on previous schemes	4,000
Development of schemes	5,000
Total	110,000

In addition to the above the Traffic Management team will be responsible for implementing the Welsh Government default 20mph initiative over 2023/24 as well as delivering several Education and Lifelong Learning funded projects throughout the borough including the highway elements of the Sustainable Communities for Learning Programme.