



**RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL**

**CABINET**

**20<sup>TH</sup> NOVEMBER 2023**

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

**REPORT OF THE DIRECTOR OF HIGHWAYS, STREETCARE AND  
TRANSPORTATION SERVICES IN DISCUSSION WITH THE LEADER OF THE  
COUNCIL, CLLR ANDREW MORGAN OBE**

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**1 PURPOSE OF THE REPORT**

- 1.1 Further to the approval of additional 2023/24 investment by Council on 20<sup>th</sup> September 2023, this report sets out the supplementary capital programme for Highways, Transportation and Strategic Projects.

**2. RECOMMENDATIONS**

It is recommended to:

- 2.1 Approve the Supplementary Capital Programme for Highways, Transportation and Strategic Projects as detailed within this report.
- 2.2 Agree that the current allocations form part of a 3-year capital programme and delegate authority to the Director of Highways, Streetcare and Transportation Services, in consultation with the Leader of the Council and the Deputy Chief Executive and Group Director of Finance, Digital and Frontline Services, to extend activity to deliver additional projects during the financial year. Furthermore, where capacity exists to accelerate 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 several external factors that cannot be fully assessed at this time and this relates to both physical issues and funding.



- 3.2 Our ability to deliver projects and programmes may again be affected by on-going supply chain issues, high inflation, and skill shortages. Despite these challenges, good progress has been made through 2023 in most areas.
- 3.3 Projects will again be reviewed on a case-by-case basis, aligned to deliverability and risk; flexibility to suspend individual projects and commit resources to other projects within a programme will be key to successful delivery.
- 3.4 The previous 2 years programmes, 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, supply chain issues, cost escalation and the aftereffects of 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.
- 3.5 This report considers the detail against the specific 2023/24 additional capital allocations of £4M in favour of Highways Technical Services and £0.550M in favour of Strategic Projects, to safeguard the long-term integrity of the highways and transportation network and to reduce flood risk. An additional £200K revenue allocation is included for drainage. Detail for consideration is submitted under the following areas;
- Highways Improvements
  - Drainage
  - Structures
  - Making Better Use Programme

## **4 SUPPLEMENTARY CAPITAL PROGRAMME**

### **4.1 Highways Improvements**

- 4.1.1 The Highways Network represents the most significant asset of the Council, valued at over £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 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 additional allocation of capital resources for the Highways Improvement Schemes, as included in the Capital Programme for 2023/24 is £1.5M and is broken down into works packages in the table below. Spending plans for this programme of works are detailed in the Appendices of this report.



<b>Work Area</b>	<b>£M</b>
Carriageways	1.146
Footways	0.304
Patching	0.050
<b>Total</b>	<b>1.500</b>

4.1.4 A further £275,000 from existing highway resources will also be utilised for 3 improvement areas at £75,000 each for Llanharan, Aberaman and Treherbert wards on the highway infrastructure asset, and £50,000 for repairs and replacement of defective ironwork across the network

## **4.2 Drainage**

4.2.1 Recent investment into drainage by the Council has seen an improvement in the surface water sewer network within the borough. Furthermore, the Council has also entered into a framework contract with a utilities services contractor for the cleaning and CCTV surveys of the surface water sewer network within RCT. As a result of the findings of the surveys, to date repair works to the surface water sewer system have been identified, coupled with increasing capacity and resilience within the surface water drainage network and improving access arrangements to culvert structures. A sum of **£200k** has been allocated to undertake these works at various locations throughout the borough.

## **4.3. Structures**

4.3.1 There are significant challenges associated with maintaining highway structures with several structures in a poor / critical condition. Investment in previous years has increased the resilience of the highway structures. There are many structures which cross rivers/watercourses due to the topography of the borough and are therefore subject to the regulatory constraints imposed by Natural Resources Wales.

4.3.2 A sum of **£2.5M** is allocated to continue the repair and maintenance of the highways structure assets in undertaking preliminary design, detailed design and construction for the structures indicated in Appendix 2.



#### **4.4 Making Better Use Programme**

4.4.1 The Council continues to invest in a Making Better Use (MBU) programme. The ethos of this programme is 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. A sum of **£550k** is to be invested in these improvements.

4.4.2 The proposed programme of MBU projects is included at Appendix 3.

### **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 additional funding allocations to support schemes contained within this report was agreed by Cabinet on 18<sup>th</sup> September 2023 as part of the additional investment priorities for 2023/24 and approved by Council on 20<sup>th</sup> September 2023. 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 deals with the maintenance and provision of transport assets created to meet travel demand.
- 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 RCT Invest initiative, providing additional in-year funding beyond that already committed.
- 11.2 Consequently, Highways, Streetcare and Transportation Services will coordinate and deliver additional significant investment during 2023/24 and the proposed programme is accordingly recommended for approval.
- 11.3 The programme is as always subject to minor changes due to possible engineering difficulties or programming and coordination issues with statutory undertakers. Programme delivery and coordination will remain immensely challenging due to supply chain challenges and cost escalation. Flexibility to switch funding across programmes will ensure the best outcomes for RCT.

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## **Appendix 1**

### **Table 1a Additional schemes for Inclusion in Carriageway Works Pool**

<b><u>Carriageway Improvements</u></b>		
<b>Street Name</b>	<b>Town</b>	<b>Budget (£)</b>
Rhiwgarn Road	Trebanog	41,000
Peterstone-Super-Ely Road	Groes-Faen	49,500
Tan Y Bryn	Trebanog	43,000
Aubrey Road	Penygraig	120,000
Duffryn Street	Ferndale	88,000
Llangorse Road	Cwmbach	77,500
Heol Y Deri	Graigwen	15,000
Ash Square	Rhydyfelin	56,000
Neyland Close	Tonteg	39,000
Argoed Avenue	Llanharan	64,000
Landsdale Drive	Tonteg	37,000
Graig Crescent	Abercwmboi	22,500
Heol Horeb	Cymmer	98,000
Dover Street	Mountain Ash	44,500
Broncynon Terrace	Cwmdare	59,000
Bryn Terrace	Tylorstown	40,500
Abercynon Road to Avondale Street	Tyntetown	27,500
Heol Gwranfryn	Rhigos	20,500
Vale View	Llanharan	51,000
Valley View Street	Aberaman	63,000
Hill Street	Maerdy	29,000
Elm Street	Ferndale	35,000
Lanelay Close	Talbot Green	25,000
<b>TOTAL</b>		<b>1,145,500</b>

NB. All budget figures are based on initial estimates and will vary in practice due to a range of factors



**Table 1b Additional schemes for Inclusion in Footways Works Pool**

Footway Improvements		
Street Name	Town	Budget(£)
Sunnybank Street	Aberaman	5,000
Wyndham Crescent	Aberaman	14,000
Penycoedcae Road	Beddau	26,000
Clyngwyn Street	Blaenrhondda	19,000
The Avenue	Cefnpennar	15,000
Glan Road	Cwmdare	12,000
Cambrian Avenue	Gilfach Goch	24,000
Vale View	Llanharan	32,000
Bridgend Road	Llanharan	25,000
Chapel Street	Penygraig	26,000
Lewis Street	Pontyclun	28,000
Ash Square	Rhydyfelin	36,000
Bryn Dinas View	Trealaw	8,000
Egypt Street	Trealaw	11,000
Club Row	Ystrad	18,000
Cwm Cynon Estate	Mountain Ash	5,000
<b>Total</b>		<b>304,000</b>

NB. All budget figures are based on initial estimates and will vary in practice due to a range of factors



## **Appendix 2**

### **Structures**

<b>Structure</b>	<b>Location</b>	<b>Works</b>
Afon Cynon Bridge, A4059	Cwmbach	Bearing and bearing plinth replacement
Rheola Bridge	Porth	Bearing replacement
Glan Road Bridge	Aberdare	Structural repairs
Retaining walls	Various Locations	Refurbishment
Llanwonno Road Railway Bridge	Stanleytown	Strengthening / infill or possible replacement
Glan Y Llyn Bridge	Glantaff	Concrete repairs and water management
Various	Various	Advanced Preparation





### **Appendix 3**

#### **Making Better use Programme**

<b>Scheme/Location</b>	<b>Work Description</b>
A4059 Corridor Enhancements	Preliminary design and project development