



## **RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL**

### **CABINET**

**20th MARCH 2024**

### **HIGHWAYS, TRANSPORTATION AND STRATEGIC PROJECTS SUPPLEMENTARY CAPITAL PROGRAMME 2024/25**

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

**Author: Andrew Griffiths, Service Director Highways and Engineering.**

#### **1 PURPOSE OF THE REPORT**

- 1.1 Further to the Council's approval of the Three-Year Capital Programme 2024/25 - 2026/27 on 6th March 2024 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 that delegates authority to the Director of Highways, Streetcare and Transportation 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 supply chain shortages, high inflation and 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 2023/24 in most areas. It is therefore prudent to continue to maintain the flexibility to review projects on a case-by-case basis around deliverability and risk; flexibility to suspend individual projects and commit resources to other projects within a programme. This 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 2024/25. Welsh Government Coal Tips related capital and revenue grants continue into 2024/25 with major works continuing 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 2024/25 RCT capital allocations of £14.265M in relation to Highways Technical Services and £16.629M in relation to Strategic Projects. These allocations are to safeguard the long-term integrity of the highways and transportation network and to enhance the network to deal with evolving travel demands and the effects of climate change. Specific regard is given to promoting safer and more sustainable travel and to enable 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;
  - Continuing / refining the Welsh Government 20mph initiative
  - Road Safety Revenue
  - Road Safety Capital
  - 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 this will deliver the electrification of the Treherbert, Aberdare and Merthyr rail lines with 4 trains per hour to the top of each line, currently programmed for completion in 2024.

3.10 The Porth Transport Hub (part of the Metro Plus programme) was completed in 2023 and is currently subject to the final agreements with TfW to bring this into service. The Cardiff Capital Region Transport Authority (CCRTA) already has an allocation of funding of £2M for the ongoing Metro Plus Priority Bus Infrastructure Programme for 24/25 which includes for Sardis Rd and the Mid Valleys Bus Corridor Improvements.

3.11 Furthermore during the 2023/24 Financial Year, significant sums of grant funding has been secured via the Regional Local Transport Fund allocation. Studies have progressed related to;

- Mid Valleys Connectivity
- Ultra-Low Emission Vehicles (ULEV) Funding

3.12 CCRTA has submitted a bid for £3.76M for ULEV 2024/25, which is for 50 charge points at schools and the Car Club project. A contract has been let to Connected Kerb who have provided electric vehicle charging points at 57 car parks across RCT, with a further 8 car parks to receive charge points as well as adding 8 further points to car parks already connected by the end of 2024.

## **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 thirteen years of enhanced levels of investment, and this will continue into 2024/25.

4.1.3 The total allocation of capital resources for the Highways Improvement Schemes, as included in the Capital Programme for 2024/25, is £14.265M and is broken down into works packages in the table below. This includes previously reported slippage of £5.144M 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	5.982
Footways	0.575
Unadopted Roads	0.200
Structures	6.580
Parks Structures	0.320
Street Lighting	0.473
Traffic Management	0.100
Car Parks	0.035
<b>Total</b>	<b>14.265</b>

- 4.1.4 **Carriageways;** A programme of carriageway resurfacing and surface treatment to the value of £5.982M will be funded in 2024/25. £4.5302M of proposed schemes are listed in Appendix 1 Table 1a. These identified schemes will be supplemented by £0.600M to carry out minor surface repairs (larger patches), £0.125M of fencing and safety barrier repairs, £0.450M for targetted improvements to 6 wards and £0.100M for repairs to ironwork. £0.177M of previously approved schemes will slip from 23/24.
- 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 £0.575M will be funded in 2024/25. A list of proposed footway schemes is included in Appendix 1 Table 1b.
- 4.1.6 **Unadopted Roads;** Building on the funding allocated in previous years, a further £0.200M 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, Table 1c.
- 4.1.7 **Street Lighting;** the allocation of £0.473M is split to enable £0.346M to be invested in Traffic Signals refurbishment and £0.127M 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 several in a critical condition. A total budget of £6.580M (including £4.631M of previously identified slippage from 2023/24) has been allocated for 2024/25. 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. Contractual "close out" and finalisation of final accounts is still ongoing as a result of protracted contractor discussions. Any surplus of funding allocated to this project which can be released, will be diverted to the schemes identified or prioritised within the financial year.
- 4.1.10 A number of challenges continue to affect scheme delivery including staff resources, weather, access constraints and site changes. Lead in times for projects are extending which is proving challenging to programme major works particularly for bridges that cross main rivers. Award of contracts may need to be in the preceding financial year for works the year after. This is to allow for sufficient time for contractor mobilisation and to develop working methods and design of temporary works
- 4.1.11 **Afon Cynon Bridge** – this bridge carries the A4059 over the river between Cwmbach and the Asda Roundabout in Aberdare. The scheme will replace the bearings and deck expansion joints. It is anticipated contract award will be in 2024/25 with main works in 2025/26.
- 4.1.12 **Retaining Wall Repairs/Replacement** continue on a prioritised basis with major refurbishment or reconstruction funded by the capital programme. The sites includes Brewery Terrace, Pontygwaith, Salem Terrace, Llwynypia and the A4058 wall, Porth.

- 4.1.13 **Confined Space Culvert Repairs** – a term service contract is proposed to allow for task orders for specific culvert repairs (over 900mm in diameter) to be issued on a prioritised basis.
- 4.1.14 **Rhigos Rock Netting** – replacement of the temporary mesh installed after the fire damage is funded on a priority basis, with further repairs carried out on a needs basis and subject to funding.
- 4.1.15 **A4059 Commercial St Footbridge** – the outcome of the Principal Inspection is awaited to determine the recommended actions for its management. Funding previously allocated to this project will be reviewed upon the findings.
- 4.1.16 Design work for Llanwonno Rd Railway Bridge, Glan Road Bridge and Victoria Bridge is proposed in 24/25.
- 4.1.17 Highway structures schemes require Advance Preparation including feasibility, site investigation, ecology surveys and design. Work will continue for bridges from the list outlined in Appendix 1 Table 3.
- 4.1.18 **Parks Structures:** A budget of £0.250M is allocated in 2024/25 in addition to the £0.070M being carried forward from 2023/24. The outline funding allocation is shown in Table 4.
- 4.1.19 **Storm Dennis:** A number of Highways, Parks and Countryside structures and embankments were damaged during Storm Dennis. A £3.619M budget is assigned to this for 2024/25 funded by WG. Castle Inn Footbridge Replacement and Berw Road Bridge (White Bridge) are currently in progress on site, nearing completion. Feeder Pipe Footbridge is at pre-construction stage.
- 4.1.20 The list of structures known to be affected by Storm Dennis are included in Appendix 1 - Table 5 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 continues 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 applications for grant following the 5-case business model process through the 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 2024/25 at approx. £4M, and await confirmation of approval in principle, also pending business case approval. Grant Bids have also been submitted for 14 Small Scales Schemes at approx. £1.11M. Over £2.6M was allocated in grant to RCT during in 2023/24
- 4.2.5 Appendix 2b identifies projects which had grant bids submitted to the Welsh Government in February 2024 for Resilient Roads Fund grant with a value of £2.7m for 2024/25. This is the fifth year that councils have had the opportunity to bid for funding aimed at mitigating the effects of Climate Change on the transportation network. £0.900M was allocated to RCT during 2023/24. As these bids are centered 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
- 4.2.6 To support the ongoing programme £0.025M has been allocated for Strategic Outline Case development/scheme development outside of the current WG programme. This is to allow in year opportunities for 2025-26 funding to be investigated and programmed.
- 4.2.7 Furthermore £0.075M has been allocated to small works, these are typically <£10k identified as part of flooding investigations.
- 4.2.8 Appendix 2 provides details of the Drainage/Flood Risk Improvements Programme for 2024/25. Of the £1.255M funding allocation, £1.185M consists of Council funding and £0.070M of secured grant.

### **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 £0.100M.
- 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 2024/25 Capital Programme are included in Appendix 3.
- 4.3.3 Welsh Government Road Safety Capital Funding has now been "reinstated" after the suspension of two years to focus on implementing the Welsh Government default 20mph programme which came into effect on 17 September 2023. RCT has submitted a bid to Welsh Government to cover the anticipated 2024/25 costs amounting to approximately £0.808M. This will be utilised to evaluate the review of the speed limit and also to continue the auxiliary works required as a result of the initiative.

## **4.4 Car Parks**

4.4.1 An ongoing programme of repairs and upgrades to the Council's car parks will continue with a £0.035M allocation in 2024/25.

## **4.5 Transportation Infrastructure**

4.5.1 The total allocation for Transport Infrastructure for 2024/25 in the Capital Programme amounts to £14.779M.

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 Sustainable Transport Corridor (formerly Link Road) and A465 Cynon Gateway North. Both have been subject to the "Roads Review" process initiated by Welsh Government which did not support either of the projects. However, the Council has further refined the Llanharan proposal taking into account the findings of the review and the Welsh Government have initially indicated support in principle of this refinement undertaken by the Council. Discussions continue on the refinement of the scheme with the Welsh Government.

4.5.3 The case remains that major interventions are still required to mitigate the significant traffic and transportation related challenges that exist and will only multiply in both cases as a result of the planned infrastructure and committed housing development.

4.5.4 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 Sustainable Transport Corridor - £5.128M**
- **A465 Cynon Gateway Transit Corridor £1.269M**

### **4.5.5 Dualling A4119 Coed Ely to Ynysmaerdy - £5.868M**

Alun Griffiths Contractors Ltd are 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.

### **4.5.6 Gelli /Treorchy Link Road - £0.384M**

In light of the recent publication of the Welsh Government Roads Review and the introduction of new policy tests for road building and the options to overcome 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.

#### **4.5.7 Park and Ride Programme - £0.740M**

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.

The Council has worked in conjunction with Transport for Wales (TfW) over the implementation of the Treorchy Park and Ride project and TfW will be implementing this project on our behalf in the sum of £571k (excluding contingency).

#### **4.6 Making Better Use (MBU) and Miscellaneous Improvements - £1.390M**

- 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 6<sup>th</sup> of March 2024 as part of the three-year Capital Programme 2024/25 to 2026/27. 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 delivery of the Council's Corporate Plan.

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 mitigate 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 2024/25 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, however significant challenges remain with climatic conditions being a major factor in road condition and ongoing maintenance requirements. (Note the 23/24 figures have not been released to date).

<b>Indicator</b>	<b>2010/11 Indicator</b>	<b>2022/23 Indicator</b>
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 offers the ability to engage with Welsh Government and provide flexibility to maximise funding opportunities. However, whilst funding for Flood Risk, Tip 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 continues at reduced levels.
- 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, and the flexibility to switch funding across programmes will ensure the best outcomes for RCT.

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**Table 1a Proposed Carriageway Schemes**

<b>Town</b>	<b>Location</b>	<b>Budget</b>
Abercynon	Hill Street	£15,000
Beddau	Beddau R/A Gwaunmiskin Rd	£18,750
Beddau	Milton Close	£78,000
Blaenllechau	Commercial Street	£116,250
Blaenllechau	Glyn View	£36,000
Brynna	Hillcrest	£43,125
Brynsadler	Talygarn Drive	£67,500
Cefnpennar	Cefnpennar Rd to Greenfield Terrace	£48,750
Clydach	Court Street	£159,750
Clydach	North Terrace	£28,125
Cwmbach	Bethania Place	£37,500
Cwmbach	Blaennantygroes Road	£69,375
Cwmbach	Bryn Hill	£30,000
Cwmbach	Gower Road	£30,000
Cwmparc	Ocean Street	£20,825
Dinas	Graigddu Road	£101,250
Ferndale	Waltter Street	£39,375
Gadlys	Depot Road	£65,000
Gadlys	Nevielle Terrace	£21,375
Gelli	Gelli Road	£93,750
Glyncoch	High View Way	£82,500
Godreaman	Brynmair Road	£75,000
Graig	Madoc Street	£18,750
Hawthorn	Cardiff Road	£93,750
Hawthorn	Ynyscorrwg Road	£84,375
Hendreforgan	Gelli Areal Road	£105,000
Hirwaun	Swansea Road	£101,250
Hirwaun	Trewaun	£68,625
Hirwaun	Fifth Avenue	£15,000
Llanharry	Sycamore Road	£27,750
Llanharry	Holly Road	£50,625
Llwynpia	Tynyla Road	£281,250
Llwynpia	Institute Road	£55,500
Maerdy	Oxford Street	£99,375
Mountain Ash	Aberdare Road	£112,500
Mountain Ash	Cliff Street	£33,750
Mountain Ash	The Avenue to Duffryn Road	£85,000
Penygraig	Hendregwilym	£86,250
Penygraig	Dinas Road	£26,250
Penygraig	Bishop Street	£61,875
Penygraig	Mynydd-Yr-Eos	£63,000
Penygraig	Hendregwilym to Penygraig Road	£35,250
Pontyclun	Cowbridge Road O/S Leeks	£97,500
Pontypridd	Maesycoed Road	£84,375
Porth	Primrose Terrace	£45,000
Rhydyfelin	Ilan Avenue	£150,000
Rhydyfelin	Warren Close	£30,000
Stanleytown	Llanwonno Road	£18,000
Tonteg	Tonteg Road	£75,000
Tonypandy	Fern Terrace	£60,750
Tonyrefail	Gilfach Road	£131,250
Tonyrefail	Heol TyLlwyd	£135,000
Tonyrefail	Duffryn Close	£76,875

<b>Town</b>	<b>Location</b>	<b>Budget</b>
Treherbert	Abertonllwyd Street	£56,250
Treherbert	Dumfries Street	£93,750
Tyntetown	Main Road	£93,750
Upper Boat	Heol-y-Bwnsi	£84,375
Wattstown	Pleasant View	£86,250
Ynyshir	Church Terrace	£60,000
Ynysybwl	Tai Newydd	£91,875
Ynysybwl	Church Street	£64,125
Ystrad	Gelli Industrial Estate	£112,500
Ystrad	Danywern Terrace	£45,000
Ystrad	Victoria Street	£56,250
<b>TOTAL</b>		<b>£4,530,200</b>

**Table 1b Proposed Footway Schemes**

<b>Town</b>	<b>Location</b>	<b>Budget</b>
Abercynon	Upper Gertrude Street	£25,000
Abercynon	Footway off Abercynon Road	£10,000
Abercynon	Footway from Fife Street to Park View	£15,000
Beddau	C Estate	£36,800
Cwmbach	Pinecroft Avenue	£39,200
Cwmbach	Kendal Court	£14,400
Cwmbach	Derwent Avenue	£28,800
Cwmbach	Rheidol Close	£31,200
Hirwaun	Meadow Close	£12,800
Hirwaun	Oakland Close	£12,800
Mountain Ash	Steps from Arnold St to Troed-y-rhiw Rd	£20,000
Pontyclun	Heol y Coed	£50,000
Ton Pentre	Clara Street	£25,000
Tonteg	Briar Way	£45,000
Trealaw	Alaw Road	£36,000
Trebanog	Trebanog Road	£45,000
Treherbert	Bute Street	£48,000
Treorchy	Dumfries Street	£55,000
Various	Disabled Access Improvements	£25,000
<b>TOTAL</b>		<b>£575,000</b>

**Table 1c Unadopted Roads Schemes**

<b>Town</b>	<b>Location</b>	<b>Budget</b>
Abercwmboi	Off Bronallt Terrace	£25,000.00
Godreaman	Off Brynmair Rd leading to Trail	£28,000.00
Porth	Orchard Close	£90,000.00
Ynyshir	Graig Road	£57,000.00
<b>TOTAL</b>		<b>£200,000.00</b>

**Table 2 Proposed Highway Structures Schemes 2024/25 (Including reported slippage)**

<b>Street/Road</b>	<b>Structure</b>	<b>Town</b>	<b>Budget (£)</b>
	Brook Street Footbridge	Ystrad	401,000
Various	Confined Spaces Culvert Repairs	Various	250,000
Various	Retaining Wall Refurbishment	Various	1,100,000
A4059	A4059 Commercial St Footbridge	Aberdare	430,000
A4059	Afon Cynon Bridge	Cwmbach/ Aberdare	1,500,000
Cwmdare	Glan Road Bridge		50,000
Stanleytown	Llanwonno Rd Railway Bridge	Stanleytown/ Pontygwaith	75,000
A4223	Victoria Bridge Long Culvert	Pontypridd	25,000
	Beechwood Road Culvert	Taffs Well	150,000
	Margaret St Retaining Wall	Pontygwaith	850,000
A4061	Rhigos Rock Netting	Treherbert	1,404,000
Various	Advanced Preparation and Scheme Completions	Various	345,000
<b>Total</b>			<b>£6,580,000</b>

**Table 3 Structures Considered for Advance Preparation Work**

<b>Street/Road</b>	<b>Structure</b>	<b>Town</b>
	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
A4059	Meirion Street River Underbridge	Aberdare
C229	Dinas Riverbridge	Dinas
	Nant Llanilid Footbridge	Thomastown
Moy Road	Glan y Llyn Bridge	Taff's Well
B4273	Graig Bridge	Ynysybwl
Ynyshir 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	Nantgywyddon to Gelligaled Park Footbridge	Llwynypia
N/A	Nantgywyddon to Sherwood Street Footbridge	Llwynypia
B4275	Mountain Ash Town Bridges	Mountain Ash
C221	Ferndale Bridges	Ferndale
A4059	Violet Street Footbridge	Aberaman

**Table 4 Proposed Parks Structures**

<b>Street No</b>	<b>Street Name</b>	<b>Town</b>	<b>Budget (£)</b>
	Evans Terrace Retaining Wall		<b>£130,000</b>
	Gelli Isaf Bridge	Aberdare	<b>£120,000</b>
	Advanced Preparation		<b>£70,000</b>
<b>Total</b>			<b>£320,000</b>

**Table 5 Structures Affected by Storm Dennis and anticipated to be fully funded by Welsh Government (*in italics works is wholly completed*)**

<b>Structure Name</b>	<b>Location</b>
<i>Ynysyngharad Park Footbridge</i>	<i>Pontypridd</i>
Castle Inn Bridge	Rhydyfelin/Treforest
Berw Road Bridge	Pontypridd
Feeder Pipe Footbridge	Abercynon
<i>Footbridges on Rights of Way</i>	<i>Various</i>
<i>Tynybryn Footbridge</i>	<i>Tonyrefail</i>
Taff Trail Mill Farm Rd Footbridge	Abercynon
<i>Penydarren Tramroadside</i>	<i>Aberdare</i>
<i>Bailey Street Bridge</i>	<i>Ton Pentre</i>
<i>Canning Street Bridge</i>	<i>Ton Pentre</i>
<i>Maindy Street Bridge</i>	<i>Ton Pentre</i>
<i>Gelligaled Footbridge</i>	<i>Ystrad</i>
<i>Merlin Bridge</i>	<i>Hopkinstown</i>
<i>Campbell Terrace Culvert</i>	<i>Mountain Ash</i>
<i>Blaencwm River Wall</i>	<i>Blaencwm</i>
<i>Hopkinstown River Wall</i>	<i>Hopkinstown</i>
Berw Rd River Wall	<i>Pontypridd</i>
Sion Street	Pontypridd
Castle Inn River Wall	Rhydyfelin
<i>Pontypridd Road River Wall</i>	<i>Porth</i>
<i>Tonypandy River Wall</i>	<i>Tonypandy</i>
<i>Brook Street Retaining Wall</i>	<i>Porth</i>
<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



<b>Structure Name</b>	<b>Location</b>
Mill Road Culvert	Ynysybwl
<i>Cross Street R/Wall</i>	<i>Ynyshir</i>
<i>Nant Clydach Bridge</i>	<i>Abercynon</i>
<i>Gyfeillion R/Wall</i>	<i>Hopkinstown</i>
Gelli Culvert	Gelli
<i>Afon Dar and Tramway Culverts</i>	<i>Aberdare</i>
<i>Rural Lanes - Storm Damage Repairs</i>	<i>Various</i>
<i>Various repairs and works to culverts, bridges and walls and landslips/embankments</i>	<i>Various</i>

**Proposed Land Drainage/ Flood Risk Management Capital Programme 2024/25**

<b>Scheme/Location</b>	<b>Activity/Work</b>	<b>RCT</b>	<b>WG Grant**</b>	<b>WG Grant/ other*</b>	<b>Total</b>
		<b>£k</b>	<b>£k</b>	<b>£k</b>	<b>£k</b>
Land Drainage Improvements Allowance (match Funding) for progression of major schemes eligible for FCERM funding. Assumes WG Approval. See Appendix 2A	OBC/BJC/FBC & Works (15% Match Funding)	637		3,609*	4,246*
Small Scale Schemes 2024/25 – 14 Projects - Assumes WG Approval and 15% match funding See Appendix 2a	Construction, Design Only and Design & Construction	166		944*	1,110*
Resilient Road Fund - 2024/25 – 18 Projects - Assumes WG Approval and 10% match funding See Appendix 2b.	Construction, Design Only and Design & Construction	272		2,443*	2,715*
Maes y fynnon/Cardiff Rd FAS	Design and Development	0	10**		10**
Tuberville Road Porth FAS	Design and Development	0	60**		60**
Strategic Outline Business Cases/Scheme Development	Production of Strategic Business Cases for future projects. Incl Concept/Prelim Design	25			25
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	75			75
<b>Total</b>		<b>1,185</b>	<b>70**</b>	<b>6,996*</b>	<b>8,251*</b>

\*Assumes successful grant bids

\*\* Grant already secured.

**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)**

<b>Scheme</b>	<b>Location</b>	<b>Activity/Work (2024/25)</b> SOC – Strategic Outline Case BJC - Business Justification Case OBC - Outline Business Case FBC - Full Business Case
Treorchy FAS - (Phase 2)	Treorchy	FBC - Detailed Design and Development
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
Cwmbach Canal FAS	Cwmbach	OBC – Preliminary Design & Development.
Trehafod FAS	Trehafod	FBC - Detailed Design and Development
Afon Cynon/Wellington St FAS - OBC/NFM	Aberdare	FBC - Detailed Design and Development
Cefn Pennar Road - FAS	Cwmbach	BJC - Preliminary Design & Development.
Victor 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
Park Street FAS	Treforest	SOC – Business case test & Concept Development
Blaenllechau FAS	Ferndale	SOC – Business case test & Concept Development
Penrhys Road Inlet - FAS	Ystrad	Full BJC - Construction

## Small Scale Projects <£200k Individual Flood Alleviation Schemes (FAS)

Scheme	Location	Activity/Work
Heath Terrace (Central Inlet)	Ynysgir	<b>Construction</b> - Culvert upgrade to mitigate impact of debris blockage - Channel Scour Rehabilitation
Brook Street - Blaenrhondda	Treherbert	<b>Construction</b> - Upgrade the inlet and channel to better accommodate debris control and maintenance improvements
Tynewydd - Relining	Treherbert	<b>Construction</b> - Structural Lining & Rehabilitation of an Ordinary Watercourse Culvert Network
Brook Street - Aberaman	Aberaman	<b>Construction</b> - Culvert rehabilitation and associated diversion works
Llanwonno Road - Defect Analysis JH	Penrhiwceiber / Mountain Ash	<b>Design Only</b> - Design work for the relining and rehabilitation of the ordinary watercourse culvert network to improve its structural condition to reduce the risk of asset failure
Dan-y-Cribyn - Defect Analysis JH	Ynysybwl	<b>Design Only</b> - Design work for the relining and rehabilitation of the ordinary watercourse culvert network to improve its structural condition to reduce the risk of asset failure
Brynmair Road (Boncyff)	Cwmaman	<b>Design Only</b> - Upgrade to the Brynmair Road culvert inlet and the ordinary watercourse culvert network
King George Field	Clydach	<b>Design Only</b> - Culverted ordinary watercourse rehabilitation and improvement works
Rosedale Terrace	Llwynypia	<b>Design Only</b> - Culvert inlet and channel improvement works with downstream overland flow routing - Design
Ely Brook	Cilfynydd	<b>Design Only</b> - Culvert inlet and channel improvements with associated access improvement works - Design
High Street - Ynysybwl	Ynysybwl	<b>Design Only</b> - Design works to facilitate inlet improvement, debris basin, channel rehabilitation and access improvements- Design
Plantation Road	Abercynon	<b>Design &amp; Construction</b> - Culvert inlet and channel improvements with associated access improvement works
Column Street	Treorchy	<b>Design &amp; Construction</b> - Advanced works related to inlet improvements, including channel rehabilitation and trash screen upgrades
Telemetry	Various	<b>Design &amp; Construction</b> - Expansion of the ordinary watercourse telemetry network in RCT

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

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

<b>Scheme</b>	<b>Location</b>	<b>Activity/Work</b>
<b>A4058 Tonypandy - Trealaw to Ynysgrug (RV4)</b>	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
<b>A4119 Bypass Ynysgrug - Tonypandy - Coedely (RV7)</b>	Tonyrefail West	Plastic Carrier Line has significant defects i.e root ingress and displaced joints through the length of the network - partial surveys undertaken
<b>St Luke's Road, Llwynceilyn</b>	Porth	Works to upgrade a Highway Culvert inlet which will include works to the Headwall, debris screens and associated access
<b>Mill Street</b>	Tonyrefail East	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
<b>Ynyshir Road</b>	Ynyshir	<b>Design Only</b> - Works to upgrade the highway drainage infrastructure, via the upgrading of the highway carrier line and associated inflow gully structures
<b>A4058 Cymmer Road</b>	Porth	<b>Design Only</b> - Ordinary watercourse rehabilitation and highway drainage improvements to manage overland flows affecting the A road.
<b>A4058 Gyfeillion Rd</b>	Cymmer	Structural repair to the A4058 Highway drainage carrier network, including patch repairs and structural lining works.
<b>Cemetery Road</b>	Porth	<b>Design Only</b> - Limited drainage within the highway - Installation of a new Carrier line and associated gullies over a length of 56m
<b>Trebanog Road</b>	Trebanog	<b>Design Only</b> - Limited drainage within the highway - Installation of a new Carrier line and associated gullies over a length of 172m
<b>Turberville Road Inlet</b>	Porth	Culvert inlet upgrade and ordinary watercourse channel rehabilitation
<b>A4058 - Ty Mawr Road Junction</b>	Graig and Pontypridd West	Installation of super gullies in the low spots (200m) to accommodate surcharging flows from the culvert at Ty Mawr Road
<b>A4058 - Dinas Depot</b>	Cymmer	<b>Design Only</b> - Upgrade gullies along the highway and carry out improvements where there is a watercourse that overflows onto the road

<b>Mountain Road</b>	Williamstown	<b>Design Only</b> - Limited drainage within the highway - Updating of the highway drainage infrastructure
<b>B4278 Gilfach Road</b>	Tonyrefail West	Works to upgrade the highway drainage infrastructure, via the upgrading of the highway carrier line and associated inflow gully structures
<b>A4061 Rhigos Road Culverts</b>	Rhigos	Installation of gateways, access tracks and fencing for continued maintenance of the Rhigos Road culvert inlets
<b>Cardiff Road, Aberaman Phases 2 &amp; 3</b>	Aberaman	Works to upgrade the highway drainage infrastructure to manage overland flows
<b>A4059 Canal Road</b>	Cwmbach	Design and construction work for the relining and rehabilitation of the highway drainage network to improve its structural condition to reduce the risk of asset failure (42 GR3/4/5 defects identified along the length of the highway)
<b>A4059 Newtown</b>	Mountain Ash	Design and construction works to improve the capacity of the highway drainage infrastructure to manage overland flows which cause regular flooding to the A4059.

**Proposed Traffic Management Programme 2024/25**

<b>Traffic Management Programme 2024/25</b>	<b>Cost (£)</b>
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
<b>Total</b>	<b>100,000</b>

In addition to the above the Traffic Management team will be responsible for continuing the Welsh Government default 20mph initiative over 2024/25 as well as delivering several Education and Inclusion Services funded projects throughout the county borough including the highway elements of the Sustainable Communities for Learning Programme.