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(Tel: 01443 864245 Email: barrerm@caerphilly.gov.uk)

Date: 22nd June 2016

Dear Sir/Madam,

A meeting of the **Regeneration and Environment Scrutiny Committee** will be held in the **Sirhowy Room, Penallta House, Tredomen, Ystrad Mynach** on **Tuesday, 28th June, 2016** at **5.30 pm** to consider the matters contained in the following agenda.

Yours faithfully,

A handwritten signature in blue ink that reads 'Chris Burns'.

Chris Burns
INTERIM CHIEF EXECUTIVE

A G E N D A

	Pages
1 To receive apologies for absence.	
2 Declarations of Interest.	

Councillors and Officers are reminded of their personal responsibility to declare any personal and/or prejudicial interest(s) in respect of any item of business on this agenda in accordance with the Local Government Act 2000, the Council's Constitution and the Code of Conduct for both Councillors and Officers

To approve and sign the following minutes: -

- | | | |
|---|--|-------|
| 3 | Regeneration and Environment Scrutiny Committee held on 17th May 2016. | 1 - 6 |
|---|--|-------|

A greener place Man gwyrdach

Correspondence may be in any language or format | Gallwch ohebu mewn unrhyw iaith neu fformat



- 4 Consideration of any matter referred to this Committee in accordance with the call-in procedure.
- 5 To receive a verbal report by the Cabinet Member(s).
- 6 Regeneration and Environment Scrutiny Committee Forward Work Programme.
- 7 To receive and consider the following Cabinet reports*: -
1. Regeneration and Planning Division Capital Allocation 2016/17 – 1st June 2016.

** If a member of the Scrutiny Committee wishes for any of the above Cabinet reports to be brought forward for review at the meeting please contact Rebecca Barrett, 01443 864245, by 10.00 a.m. on Monday, 27th June 2016.*

To receive and consider the following Scrutiny reports:-

- | | | |
|----|---|----------|
| 8 | Wales Audit Office Review of the Development of a Sport and Leisure Strategy. | 7 - 28 |
| 9 | Proposed New Fee Structure for Additional Services. | 29 - 34 |
| 10 | Apportionment of Highway Maintenance Budget 2016/17. | 35 - 64 |
| 11 | Winter Service Plan Endorsement. | 65 - 160 |

Circulation:

Councillors M.A. Adams, Mrs E.M. Aldworth (Vice Chair), J. Bevan, Mrs A. Blackman, C.J. Cuss, D.T. Davies (Chair), N. Dix, C. Elsbury, R.W. Gough, S. Kent, Ms P. Leonard, Mrs P.A. Marsden, M.J. Prew, Mrs D. Price, A. Rees and Mrs E. Stenner

And Appropriate Officers



REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE

MINUTES OF THE MEETING HELD AT PENALLTA HOUSE, YSTRAD MYNACH ON
TUESDAY, 17TH MAY 2016 AT 5.30 P.M.

PRESENT:

Councillor D.T. Davies - Chair
Councillor Mrs E.M. Aldworth - Vice-Chair

Councillors:

M. Adams, J. Bevan, C.J. Cuss, R.W. Gough, Mrs P. Marsden, Mrs D. Price, Mrs E. Stenner

Cabinet Members:

N. George (Community and Leisure Services), T.J. Williams (Highways, Transportation and Engineering)

Together with:

C. Harry (Corporate Director – Communities), M.S. Williams (Head of Community and Leisure Services), D. Whetter (Interim Head of Regeneration), C. Campbell (Transportation Engineering Manager), G. Parry (Operations Group Manager), R. Roberts (Performance Manager), P. Rossiter (Energy and Water Officer), B. Davies (Solicitor), C. Forbes-Thompson (Interim Head of Democratic Services) and R. Barrett (Committee Services Officer)

1. WELCOME – NEW MEMBER

The Chair welcomed Councillor Philippa Marsden to her first meeting of the Regeneration and Environment Scrutiny Committee, having replaced Councillor Jan Jones on the Scrutiny Committee. Members requested that their appreciation to Councillor Jones for her valued contribution to the work of the Committee be placed on record.

2. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Mrs A. Blackman, C. Elsbury and M.J. Prew, and Cabinet Member K. James (Regeneration, Planning and Sustainable Development).

3. DECLARATIONS OF INTEREST

There were no declarations of interest received at the commencement or during the course of the meeting.

4. MINUTES – 29TH MARCH 2016

RESOLVED that the minutes of the Regeneration and Environment Scrutiny Committee meeting held on 29th March 2016 (minute nos. 1 – 10) be approved as a correct record and signed by the Chair.

5. CALL-IN PROCEDURE

There had been no matters referred to the Scrutiny Committee in accordance with the call-in procedure.

6. REPORT OF THE CABINET MEMBERS

The Scrutiny Committee received verbal reports from Cabinet Members N. George and T.J. Williams. Councillor George also delivered a report on behalf of Cabinet Member K. James.

Councillor N. George (Cabinet Member for Community and Leisure Services) presented his report and explained that three service areas within his portfolio (Sport and Leisure, Waste and Recycling, and Fleet Management) have been included within the Authority's new Improving Services programme. This involves project teams examining specific aspects of that service to establish if there are options for delivering that service in a more efficient way, and the Cabinet Member summarised the methods by which these service areas would be reviewed.

A Member referred to a recent non-collection of refuse in his ward, and Officers explained that unfortunately several refuse collection vehicles had broken down in the area that day but that all outstanding refuse was collected the following day. Reference was also made to complaints involving overnight parking of some Council vehicles and the Cabinet Member confirmed that this situation was currently under review.

Councillor T.J. Williams (Cabinet Member for Highways, Transportation and Engineering) presented his report and outlined a number of achievements across the Engineering Services Division. These include dredging works to the Monmouthshire and Brecon Canal at Risca, the commencement of the 2016/17 road surfacing programme, the recruitment of additional fixed term staff within Highway Operations, and successful funding bids for a number of projects within the Transportation Engineering Group.

A Member queried if the fixed term staff within Highway Operations would be retained after the 18-month trial period and it was confirmed that their effectiveness would be reviewed in tandem with a number of new work schemes currently being launched. A Member asked for an update on the proposed A469 bypass between New Tredegar and Pontllytyn. It was confirmed that a site visit to the area would be taking place shortly and that the Cabinet Member had requested a progress report. Officers also confirmed that a feasibility study regarding the bypass was nearing completion and would be presented to WG thereafter as part of a wider highway network solution.

The report from Councillor K. James (Cabinet Member for Regeneration and Planning) advised Members that Cabinet are scheduled to consider matters relating to the Regeneration and Planning Division's provisional capital budget allocations for 2016/17 on 1st June 2016. Members were also updated on a number of areas across the Communities Directorate. These included Planning matters (the Nant Llesg and Cwmgelli planning appeals and consultation on the deposit Local Development Plan), Community Regeneration (the successful launch of the Communities First Team's "Us Girls" project) and Tourism and Events (funding for Blackwood Miners' Institute, an awards nomination for Llancaiach Fawr, the success of the recent Caerphilly Food Festival, and developments in respect of tree-felling at Cwmcarn Forest Drive).

The Cabinet Members were thanked for their reports.

7. REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE FORWARD WORK PROGRAMME

Cath Forbes-Thompson (Interim Head of Democratic Services) presented the report, which outlined details of the Regeneration and Environment Scrutiny Committee Forward Work Programme (FWP).

Members were advised that the draft FWP includes all reports identified at a Scrutiny Committee workshop on 29th March 2016 and outlines the reports planned for the period June 2016 to April 2017. The FWP is made up of reports identified by Officers and Members during the workshop and has been prioritised into three priority areas (priority 1, 2 or 3).

Members were asked to consider the draft FWP alongside the Cabinet Work Programme as appended to the report and to suggest any changes prior to it being finalised and published on the Council's website. It was explained that Scrutiny Committee will review this FWP at every meeting going forward alongside any changes to the Cabinet Work Programme or report requests.

A number of amendments were suggested, and it was agreed that the following reports be withdrawn from the FWP and placed on the Members' Portal as information items: Communities First Delivery 2015/16 and Budget Allocation for 2016/17, Canal Action Plan Update, and Environment Budget 2016/17.

It was agreed that the Viable People Places report be rescheduled to 1st November 2016 and that an Environment Budget Update report be scheduled for the meeting of 14th February 2017. Additionally, it was agreed that the following reports scheduled for presentation to Cabinet be placed on the Forward Work Programme: Winter Maintenance Plan, Community and Leisure Services Division - Various Issues Relating to Fees for Specific Services, Highway Maintenance Plan, and Highway Asset Management Plan.

Consideration was also given to three report requests, a copy of which were tabled at the meeting, and Members noted the scoring total allocated to each set of selection criteria. It was agreed that two of the report requests were localised issues, and that they be referred back to Officers for a suitable resolution to be achieved. The third request related to LED lighting and its impact on pedestrian safety. It was agreed that a Street Lighting Report be prepared in relation to this matter and scheduled for the Regeneration and Environment Scrutiny Committee meeting on 13th December 2016.

It was agreed that subject to the foregoing amendments, the final version of the Forward Work Programme be published on the Council's website.

REPORTS OF OFFICERS

Consideration was given to the following reports.

8. YEAR END PERFORMANCE REPORT FOR ENGINEERING, COMMUNITY AND LEISURE, REGENERATION AND PLANNING

Christina Harray (Corporate Director – Communities) presented the report, which provided Members with a performance update of the Communities Directorate. The report reviewed performance against objectives, highlighted the exceptions, and set out key objectives/priorities for the next twelve months, including any risks that may hinder performance. Details of performance within each service area (Engineering, Community and Leisure, and Regeneration and Planning) together with their objectives and priorities for the year ahead were summarised within the report.

Members were advised that 2015/16 offered a generally positive year in terms of service performance. However, a number of future challenges have been identified, and action plans have been developed and captured in service improvement plans for 2016/17. Balancing the demands of increasing legislation and rising public expectations against reducing budgets remains the biggest challenge across the service area. However, the service area is well placed to respond to such challenges.

During the course of the ensuing debate, a number of queries were raised regarding performance indicators across service areas. Members referred to the average time taken to rectify highway service defects (37 days against a 28 day target). Officers outlined the current remedial processes in place and explained that a backlog in routine highway maintenance has been caused by recent periods of extensive wet weather precluding repairs taking place, and the non-performance of external contractors, along with the competing resource requirements between reactive maintenance, and localised flooding events. They also explained that this matter will be monitored as a key performance indicator for 2016/17 and outlined the framework processes and resources that will be utilised to improve performance, including the use of fixed term staff, a more proactive engagement with external contractors and a better feedback mechanism for reported repairs.

Clarification was sought on the response rate from Engineering Services to Members' requests (currently 84% against a 90% target). Officers explained that this is an improvement on previous performance and that the response period is dependent on the nature of the reported issue. Assurances were given that this key indicator is being monitored with a view to achieving a 100% response rate in the future. A Member also referred to an ongoing drainage issue in their ward and it was agreed that the Cabinet Member for Highways, Transportation and Engineering would liaise with them to provide an update on this matter.

Reference was made to the unavailability of year end data across several performance indicators within Waste Collection Services. Officers explained that this was because financial accounts for 2015/16 had not yet closed at the time of the report, and also because performance benchmarking is carried out over the summer months, meaning that some results are not available until the autumn. Members suggested that it could be useful for this explanation to be included in future performance reports.

A Member referred to a 10% reduction in visitor numbers to country parks during 2015/16. Officers explained that this was due to a number of factors, including the introduction of parking charges at country parks, several periods of inclement weather, and the economy in general. It was confirmed that £49,000 income had been generated from car park charges at country parks against an estimate of £85,000, and Members expressed the need for a more achievable estimate to be produced for 2016/17.

Discussion took place regarding a drop in footfall across several town centres during 2015/16. Officers summarised possible reasons for this decrease, including work relating to regeneration schemes, public realm improvements and reactive maintenance works. There had also been some occasions where footfall had not been recorded over a number of weeks due to problems/malfunctions with footfall monitoring equipment. Officers also confirmed that Town Centre Management Officers regularly visit businesses across the town centres to assess the financial climate and gauge whether there are any significant issues.

A Member queried whether the Council would seek to achieve Green Flag National Status over a greater number of its country parks. Officers outlined the criteria and financial implications associated with achieving this award and confirmed there were currently no plans to apply for an extension of this standard. In response to a Member's query, Officers also explained that a drop in grass cutting/weed control customer satisfaction could be attributable to variable weather conditions (which increase vegetation growth) and outlined details of grass cutting processes.

Following consideration of the report, Members noted its contents, together with the progress made against performance objectives within the Communities Directorate for 2015/16.

9. **IMPROVEMENT OBJECTIVE: CARBON MANAGEMENT – REDUCE OUR CARBON FOOTPRINT (ANNUAL REPORT – YEAR END) – 2015/16**

Paul Rossiter (Energy and Water Officer) presented the report, which highlighted key progress against Improvement Objective IO4 – Carbon Management: Reduce Our Carbon Footprint for the period April 2015 to March 2016.

Members were reminded that the Local Government Measure 2009 requires all local authorities in Wales to set and publish a set of Improvement Objectives, which are used by the Wales Audit Office (WAO) to evaluate the Council's likelihood of improvement and subsequent level of actual improvement that is achieved for the citizens of Caerphilly. At the beginning of 2015/16, it was recommended that the Improvement Objective: **Carbon Management: Reducing our carbon footprint** due to energy usage in our non-domestic buildings and street lighting, would be reported to the Regeneration and Environment Scrutiny Committee for regular performance monitoring.

In line with the Carbon Reduction Strategy the Improvement Objective focuses on 4 priorities to reduce emissions: Good Housekeeping, Invest to Save, Design and Asset Management, and Renewable Technology, which mirror the Carbon Reduction Strategy. Details of the actions taken against each of these priorities were outlined in the report and its appendices. All actions have been progressed well during 2015/16, with some challenges and constraints experienced within that period.

Officers explained that there has been a positive improvement in awareness-raising activities, as a result of targeting key individuals such as head teachers, caretakers and building managers. The key actions taken in respect of the Improvement Objective are having a positive impact on carbon management and have significantly reduced the amount of carbon tax payable by the Authority (previously in the region of £440,000 per annum). Demonstrable energy, carbon and cost savings have been achieved during the lifespan of the Improvement Objective, particularly from the 'Invest to Save Scheme' and therefore implementation, delivery and impact of the objective priorities for 2015/16 have been deemed to be successful.

Members were pleased to note the actions set out in the report and of the progress made against the Improvement Objective. They made reference to a number of schools in the county borough that had seen significant savings in their energy bills as a result of the awareness-raising activities.

Following consideration of the report, Members noted its contents and the progress made to date in meeting the actions set out in the action plan. They unanimously agreed with the Officer's judgement of "successful" delivery of the Improvement Objective and endorsed its continuation into 2016/17.

The meeting closed at 7.02 pm.

Approved as a correct record and subject to any amendments or corrections agreed and recorded in the minutes of the meeting held on 28th June 2016, they were signed by the Chair.

CHAIR

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REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 28TH JUNE 2016

SUBJECT: WALES AUDIT OFFICE REVIEW OF THE DEVELOPMENT OF A SPORT AND LEISURE STRATEGY

REPORT BY: CORPORATE DIRECTOR - COMMUNITIES

1. PURPOSE OF REPORT

- 1.1 To update the Scrutiny Committee on the outcome of a recent Wales Audit Office (WAO) review of the development of a Sport & Leisure Strategy and the next steps to be taken by the Council in addressing the recommendations made by the WAO.

2. SUMMARY

- 2.1 In quarter 4 of the 2015/16 financial year, the WAO held discussions with Caerphilly County Borough Council and included a review of Sports & Leisure Services in its 2015/16 programme of work with the Council.
- 2.2 The scope of the review was limited to “the development of a Sports and Leisure Strategy” and consequently did not examine the wider aspects of Sport & Leisure Services such as regional working, National Exercise Referral, outdoor adventures/education and sports development.
- 2.3 A final report was published by the WAO in May 2016 (see Appendix 1 to this report) and this report sets out the recommendations in the WAO Report and the Authority’s next steps.

3. BACKGROUND

- 3.1 Members of the Scrutiny Committee will recall considering two reports (Strategic Review of Leisure Facilities, 28th October 2014 and Strategic Review of Outdoor Recreation Facilities, 31st March 2015).
- 3.2 Both of these reports summarised work that had been completed in undertaking a very robust assessment of the facilities across the Authority and setting a strategic vision for the provision of facilities in the future. The latter review also progressed to Cabinet where the review recommendations were agreed.
- 3.3 The WAO work was undertaken in the final quarter of 2015/16 and, as stated above concentrated on the development of a Sport & Leisure Strategy by the Authority. The WAO produced its final report in May 2016. This report includes one key proposal for improvement which the Council should address over the next 12 months.

4. LINKS TO STRATEGY

- 4.1 Sport & Leisure Services contribute to delivering the Single Integrated Plan. The Service also plays a significant part in improving the health and wellbeing of our residents, improved educational outcomes and the regeneration of our communities
- 4.2 Sport and Leisure Services, through its provision of fitness related programmes and initiatives support the Welsh Government strategy of 'Creating an Active Wales'
- 4.3 Sport & Leisure Services contributes to the following Well-being Goals within the Well-being of Future Generations Act (Wales) 2015:
- A sustainable Wales
 - A prosperous Wales
 - A healthier Wales
 - A more equal Wales
 - A Wales of cohesive communities.

5. THE REPORT

- 5.1 The WAO review sought to examine the Council's approach to developing its Sport and Leisure Strategy and in particular:-
- An agreed vision.
 - Delivery/project plan setting out the milestones in the development and implementation of the strategy.
 - Options appraisals assessing financial implications, risks and impacts.
 - Citizen and stakeholder engagement.
 - Governance and accountability mechanisms for reporting performance and monitoring the development and implementation of the strategy.
- 5.2 The WAO review concluded that the Council responded to its financial pressures by reviewing its leisure centres and outdoor recreation facilities but given its stronger financial position for 2016/17 onwards, the Council can now take stock to adopt a more holistic and strategic approach to reviewing its sports and leisure services.
- 5.3 In reaching this conclusion the WAO found that:-
- the Council has reviewed its core leisure facilities but did not yet have a clear vision or integrated Sports and Leisure Strategy that sets a clear direction for future leisure provision.
 - whilst there have been some good examples of stakeholder engagement, the Council lacks a project engagement plan for developing an integrated Sports and Leisure Strategy.
 - the Council has substantial budgetary pressures over the medium term but has not yet fully addressed the growing financial risks in Sports & Leisure Services, and
 - until recently, the Council's approach to addressing the challenges facing sports and leisure services has not been sufficiently strategic but the Council is now strengthening its project management arrangements.
- 5.4 The WAO Report has identified the following proposal for improvement to be addressed by the Council "*The Council needs to develop and agree a holistic vision and strategy for its sports and leisure services and set out how it will achieve this within the next 12 months*". In doing so, the Council should ensure that:
- there is effective corporate oversight of the process;
 - relevant expertise from across the Council is involved at an early stage;
 - there is a clear plan for public and stakeholder engagement;

- there are clear links to key corporate plans and priorities, particularly the medium term financial plan;
- options appraisals are undertaken based on a robust information base and the costs, benefits, risks and impacts of each of the options are assessed;
- appropriate consideration is given to the impact of the strategy and future service provision on economic, social, environmental and cultural well-being by applying the principles of the Well-Being of Future Generations (Wales) Act;
- governance and accountability mechanisms are identified to report and monitor progress in developing and implementing the vision and strategy; and
- consideration is given to whether the capacity of the service to develop and implement an integrated sports and leisure strategy needs to be strengthened.

5.5 To build on the substantial review work already undertaken and in response to the WAO Proposal for Improvement, the Council has designated the development of the Sport & Leisure Strategy as one of the 13 improving Services Programmes which are subject to formal project management arrangements and regular reporting to the new Improving Services Programme Board (ISP Board).

5.6 The ISP Board has considered a report drafted by the Head of Community & Leisure Services and has agreed to the appointment of a Consultant to review all existing plans, strategies, policies and other documents and to work with key Authority personnel in developing an over-arching Sport and Leisure Strategy for the Council. In addition, the ISP project team has developed a brief for the ISP Board and this includes some draft timescales. This is included as Appendix 2 to this report for the Committee's reference.

5.7 The engagement of a Consultant is currently progressing with suitably experienced companies being requested to quote against the following brief:-

- (i) To establish a clear purpose for its business and other activities in Sport & Leisure.
- (ii) Analyse and recommend "placement" of the service into the future taking into account existing practice alongside exploring opportunities for development based on current and projected demand in the Sport & Leisure Industry.
- (iii) Establish a set of recommendations that is appropriate to the needs of the County Borough's communities and is affordable going forward.
- (iv) An assessment of the most appropriate operating model(s) for the Authority.
- (v) The preparation of a new, over-arching strategy, and delivery plan that:-
 - Fully takes into account national strategies/priorities as well as local needs and issues set in the context of financial constraints;
 - Places the future rationale, and appropriate operational models for Sports & Leisure in Caerphilly in accord with the "direction" being supported by Welsh Government;
 - Delivers a bespoke approach appropriate to the needs and demands of the communities in the County Borough.
- (vi) To suggest next steps as appropriate (eg: user engagement, etc.) that the Authority may need to take forward.

5.8 Obviously this is at a very early stage and future updates will need to be provided to the ISP Board and Scrutiny Committee once the consultancy work has been completed.

6. EQUALITIES IMPLICATIONS

6.1 There are no significant equalities implications associated with this report.

7. FINANCIAL IMPLICATIONS

- 7.1 There are no significant financial implications to report at this stage other than the consultancy costs of circa £5,000 + vat.

8. PERSONNEL IMPLICATIONS

- 8.1 There are no personnel implications associated with this report.

9. CONSULTATIONS

- 9.1 This report reflects the views of the listed consultees.

10. RECOMMENDATIONS

- 10.1 The Scrutiny Committee are asked to consider the outcome of the WAO review and the approach adopted by the Authority.
- 10.2 Officers to prepare suitable update report(s) to the Scrutiny Committee in accordance with its Forward Work Programme.

11. STATUTORY POWER

- 11.1 Local Government Acts.

Author: Mark S. Williams, Head of Community & Leisure Services
E-mail: willims@caerphilly.gov.uk Tele: 01495 235070

Consultees: Christina HARRY, Corporate Director – Communities
Councillor Nigel George, Cabinet Member for Community & Leisure Services
David A. Thomas, Senior Policy Officer (Equalities & Welsh Language)
Jeff Reynolds, Sports & Leisure Facilities Manager
Jared Lougher, Sport & Leisure Development Manager
Colin Jones, Head of Performance and Property Services
Mike Eedy, Finance Manager

Appendices:

Appendix 1 - WAO Report – May 2016

Appendix 2 - ISP Project Brief



Review of the development of a sport and leisure strategy

Caerphilly County Borough Council

Audit year: 2015-16

Issued: May 2016

Document reference: 101A2016

Status of report

This document has been prepared as part of work performed in accordance with statutory functions.

In the event of receiving a request for information to which this document may be relevant, attention is drawn to the Code of Practice issued under section 45 of the Freedom of Information Act 2000. The section 45 Code sets out the practice in the handling of requests that is expected of public authorities, including consultation with relevant third parties.

In relation to this document, the Auditor General for Wales and the Wales Audit Office are relevant third parties. Any enquiries regarding disclosure or re-use of this document should be sent to the Wales Audit Office at info.officer@audit.wales.

The team who delivered the work comprised Non Jenkins, Sara-Jane Byrne and Allison Rees.

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Summary report

The Council responded to its financial pressures in 2012 by reviewing its leisure centres and outdoor recreation and leisure facilities but given its stronger financial position for 2016-17 onwards, the Council can now take stock to adopt a more holistic and strategic approach to reviewing its sports and leisure services to ensure that together they can meet the future needs of its citizens

1. Following discussions with Caerphilly County Borough Council (the Council), a review of sports and leisure services was included in the Wales Audit Office's 2015-16 programme of audit work at the Council. The decision to undertake this review recognised the risks and challenges facing the Council in this area. These risks and challenges included financial pressures, the condition and scale of the Council's leisure assets, and the health profile of the local population.
2. Whilst there is no statutory duty on councils to provide leisure services, sports and leisure play a key part in improving health and well-being. The Chief Medical Officer for Wales' Annual Report 2013-14 outlined the importance of physical activity in addressing public health concerns¹. The Report highlights a range of benefits of physical activity including reducing the risk of cardiovascular disease and some types of cancers as well as improvement in body weight control, and positive impacts on mental health.
3. Addressing public health issues and inequalities in health is a key commitment of the Welsh Government. This commitment is outlined in **Climbing Higher**, the Welsh Government's long-term vision and plan for making Wales a more physically and mentally healthy nation². The Welsh Government recognises the important role leisure services play in achieving this vision.
4. As a discretionary service, councils determine which leisure services they provide and the method of service delivery. The Council currently directly provides its sports and leisure services. Our **Delivering with Less; Leisure Services** report published in December 2015³ found that many councils are undertaking options appraisals to identify the most appropriate future delivery model. Councils have considered, or are considering, a variety of options. These include partnership with a private sector provider, setting up a new trust, transferring management to an existing trust, voluntary sector management and withdraw/closure of facilities.

¹ Welsh Government, **Chief Medical Officer for Wales Annual Report 2013-14: Healthier, Happier, Fairer**, September 2014.

² Welsh Government: Sport and active recreation webpage

³ Wales Audit Office, [Delivering with Less: Leisure Services](#), December 2015.

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5. Improving awareness, access, variety and use of leisure, community and sporting facilities within Caerphilly County Borough had previously been one of the Council's improvement objectives.
 6. The Council's Annual Performance Report 2014-15 assessed its progress towards achieving this improvement objective as partially successfully. The Council concluded that it had made good progress against all the actions, including: increasing levels of participation; improving a range of leisure facilities; growing its 'Thriving Clubs' scheme; and improving customer retention levels and the numbers of direct debit memberships. The Council's Centre of Sporting Excellence opened in 2014-15 and is regularly used by professional sports clubs, such as the Gwent Dragons and Cardiff City Football Club. The Council has also increased the level of participation in the National Exercise Referrals Scheme (NERS).
 7. The Council improved its performance against the national strategic indicator, 'the number of visits to local authority sport and leisure facilities during the year per 1,000 population where the visitor will be participating in physical activity'. The number of visits increased from 7,554 in 2014-15 to 7,773 in 2015-16 but the Council failed to meet its target of 8,184. The Council's performance ranked it 16th out of 22 Welsh councils for this indicator in 2014-15.
 8. The Council recognises in its Annual Performance Report 2014-15 that many challenges remain, particularly to increase the numbers of children who are able to swim. Its performance against the percentage of 11 year olds able to swim 25 metres declined from 58 per cent in 2013-14 to 53 per cent in 2014-15. The Council's 2014-15 performance failed to meet its target of 63.5 per cent and was significantly below the Welsh average.
 9. In 2015, the Council decided not to have a specific improvement objective relating to its sports and leisure services. The Council stated in its Corporate Plan 2015-16 that: 'in recognition of the financial climate and the austerity measures impacting on the Council's budget we have to recognise that we may not be able to improve on the range and use of leisure services that we provide. Whilst we are looking at different ways to provide leisure, sporting and community facilities we believe we should not carry on with this objective at this time.' However, there are clear priorities within the Caerphilly Single Integrated Plan 2013-17, **Caerphilly Delivers**⁴, and the Council's priorities to which leisure and sports services contribute, most notably to improving the health and well-being of citizens. The Council's sports and leisure services continues to play a part in the 2015-16 Improvement Objective 3: 'closing the gap in life expectancy for residents between the most and least deprived areas in the borough'.
 10. The health profile of the area is a significant concern. The Welsh Health Survey 2012-13⁵ found that 71 per cent of adults in Caerphilly did not meet the national physical activity guidelines. It also found that 63 per cent of adults were categorised as overweight or obese compared to the Welsh average of 58 per cent. Obesity levels of

⁴ **Caerphilly Delivers** is the Single Integrated Plan for the County Borough of Caerphilly. It was developed by the Caerphilly Local Service Board and sets out the long-term vision and priorities for Caerphilly.

⁵ **Welsh Health Survey 2012-13.**

adults and children are some of the worst in Wales. Caerphilly has some of the most deprived communities in Wales and life expectancy is below the Welsh average.

11. Our review sought to answer the following question: Is the Council's Sport and Leisure Strategy likely to meet the future needs of the Council and citizens?
12. When we reviewed the Council's approach to developing its sports and leisure strategy, we expected to find a number of key elements, such as:
 - an agreed vision;
 - delivery/project plan setting out the key milestones in the development of the strategy and its implementation;
 - robust options appraisals, which assess the financial implications, risks and impacts of these options and the sustainability of future service provision;
 - citizen and stakeholder engagement; and
 - clear governance and accountability mechanisms for reporting performance and monitoring the development and implementation of the strategy.
13. However, our review has concluded that the Council responded to its financial pressures in 2012 by reviewing its leisure centres and outdoor recreation and leisure facilities but given its stronger financial position for 2016-17 onwards, the Council can now take stock to adopt a more holistic and strategic approach to reviewing its sports and leisure services to ensure that together they can meet the future needs of its citizens.
14. We came to this conclusion because we found that:
 - the Council has reviewed its core leisure facilities but does not yet have a clear vision or an integrated sports and leisure strategy that sets a clear direction for future leisure provision;
 - whilst there have been some good examples of stakeholder engagement, the Council lacks a project and engagement plan for developing an integrated sports and leisure strategy;
 - the Council has substantial budgetary pressures over the medium term but has not yet fully addressed the growing financial risks in sports and leisure services; and
 - until recently, the Council's approach to addressing the challenges facing sports and leisure services has not been sufficiently strategic but the Council is now strengthening its project management arrangements to help resolve this.

Proposal for improvement

P1. The Council needs to develop and agree a holistic vision and strategy for its sports and leisure services, and set out how it will achieve this within the next 12 months. In doing so, the Council should ensure that:

- there is effective corporate oversight of the process;
- relevant expertise from across the Council is involved at an early stage;
- there is a clear plan for public and stakeholder engagement;
- there are clear links to key corporate plans and priorities, particularly the medium term financial plan;
- options appraisals are undertaken based on a robust information base and the costs, benefits, risks and impacts of each of the options are assessed;
- appropriate consideration is given to the impact of the strategy and future service provision on economic, social, environmental and cultural well-being by applying the principles of the Well-Being of Future Generations (Wales) Act;
- governance and accountability mechanisms are identified to report and monitor progress in developing and implementing the vision and strategy; and
- consideration is given to whether the capacity of the service to develop and implement an integrated sports and leisure strategy needs to be strengthened.

Detailed report

The Council has reviewed its core leisure facilities but does not yet have a clear vision or an integrated sports and leisure strategy that sets a clear direction for future leisure provision

15. Staff are clearly very passionate about the work they are doing in sports and leisure services. We reviewed a number of documents, which highlighted the positive impact that programmes, such as 'Positive Futures' and 'Love our Lives,' are having on individuals. However, whilst staff and members refer to visions contained in national sport and health strategies, the Council has not articulated its own vision for sports and leisure services. It is not clear what the Council wants to achieve from its sports and leisure services.
16. The Council has never had an integrated sports and leisure strategy and it recognises that it needs one to provide direction for its sports and leisure services, but this is not yet in place. It is positive that the Council has undertaken some of the core elements needed to inform the development of a strategy. This work includes its review of outdoor recreation and leisure facilities, and its strategic review of leisure centres. We understand from some members and officers that the Council plans to develop a strategy focusing on the role sports and leisure services can play in improving the health and well-being of citizens. In its review of outdoor recreation and leisure facilities, the Council recognised that 'While a review of the number, type and quality of facilities provides useful information to inform future land use planning and investment strategies, it only represents part of the picture in terms of the public health agenda.' The review of outdoor recreation and leisure facilities included a recommendation to 'Facilitate a study between Sport/Leisure and Public Health Professionals to establish how, when and where resources can be targeted to improve activity levels amongst the County Borough's neediest population groups.'
17. Officers and members interviewed as part of our review informed us that the strategic review of leisure centres was started at a time of considerable financial challenge and they were keen that a fundamental review of facilities was undertaken in order to influence the future use of resources.
18. The need to address the state of the Council's leisure assets has driven the Council's focus to date. This is consistent with the findings of our Delivering with Less: Leisure Services report published in December 2015, which found that councils' approaches to leisure services focus on addressing immediate financial challenges rather than taking a strategic approach to future provision.
19. However, whilst it is evident that the work undertaken to date is a step forward, we found that the strategic review of leisure centres and the review of outdoor recreation and leisure facilities have not been sufficiently robust and have not been underpinned by a holistic approach to sports and leisure. The Council would benefit from bringing these two reviews together with consideration of how sports and leisure can improve

health and well-being to develop a more strategic and wider approach to how sports and leisure services can meet the future needs of its citizens.

20. From April 2016, the Well-being of Future Generations (Wales) Act will require named public bodies, including councils, to make decisions in a sustainable way, by thinking about the long-term implications of their decisions and actions. Although the Council is an early adopter of the principles of the Act it has not sufficiently considered the sustainable development principles in its planning for sports and leisure services to date.

Whilst there have been some good examples of stakeholder engagement, the Council lacks a project and engagement plan for developing an integrated sports and leisure strategy

21. The Council does not yet have a project plan setting out the key milestones and timescales for developing an integrated sports and leisure strategy. Moreover, there is no consensus about the broader nature of the strategy, the next steps in its development, and timescales for implementation.
22. The Council has constructively engaged head teachers and Sports Wales in the strategic review of leisure centres. There are also examples of collaborative regional working, such as the Gwent regional change programme and sports development involvement in Active Gwent. However, the Council does not have a clear consultation and engagement plan to inform the development of a sports and leisure vision and strategy. There has been limited broader stakeholder engagement, such as with the health board, despite the contribution of the sports and leisure service to the shared health and well-being objectives set out in **Caerphilly Delivers**.
23. Public engagement on the future of sports and leisure services has been of limited value. The questions asked of the public were primarily directed at the future needs of existing service users rather than the future needs of the wider public. The Council promoted its consultation with local clubs, Community Councils and at its sports and leisure facilities. It also promoted the consultation on line and through its local newsletter, **Newsline**, which goes to every household in the County Borough. Despite this, the response rate was low. The consultation, therefore, does not provide members with a robust analysis of public views, which they can use to make an informed decision about the future of the Council's leisure and sports services.

The Council has substantial budget pressures over the medium term but has not yet fully addressed the growing financial risks in sports and leisure services

24. As resources reduce, many councils are reviewing the provision and delivery of leisure services to assist in meeting these financial demands. In February 2015, the Council

identified a budget shortfall of £12.8 million for 2015-16, a further £14 million for 2016-17 and £12.1 million for 2017-18.⁶ Following the Comprehensive Spending Review in 2015, the Council has been informed that it will receive a more positive Revenue Support Grant settlement from the Welsh Government than the Council had anticipated. The Council is in the process of revising and agreeing a five year Medium Term Financial Strategy (MTFP). The revised MTFP still requires substantial savings to meet budgetary shortfalls. However, the Council estimates that it will need to deliver the majority of savings towards the end of the five year period. This will allow the Council time to develop a full options appraisal for its sport and leisure services taking into account the need to realise savings and the impact on service users.

25. Our **Delivering with Less: Leisure Services** review found that the Council has a declining subsidy position for sports and leisure services. In 2014-15, Caerphilly had the second highest subsidised service (£9.2 million) when compared to other Welsh councils. Its level of expenditure has also increased from £11.4 million in 2009-10 to £13.9 million in 2014-15. Caerphilly's increase in expenditure was the largest in Wales (21.4 per cent). These figures are derived from the Council's annual revenue outturn to the Welsh Assembly and include a range of services including community centres and allotments. The Council's specific budget for sports and leisure is approximately £3 million for 2016-17 and the service has seen a 20 per cent reduction in its budget over the past two years.
26. The Council has established the following five principles, which will be taken into account in the identification of its savings proposals:
- protecting front-line services where we can and reducing expenditure on management and administrative costs;
 - increasing fees and charges where appropriate;
 - reducing, rather than removing, services where possible;
 - focussing on priorities; and
 - looking at alternative ways of delivering services (collaboration, partnerships, community trusts, etc).
27. The Council has 11 leisure centres, eight of which are located on school sites. The Council has undertaken a detailed condition survey of its 11 leisure centres rating three as good, five as satisfactory and three as poor. It has estimated that its annual maintenance costs of its leisure centres is £3.3 million. Caerphilly leisure centre is of particular concern to the Council, with estimated urgent maintenance costs of approximately £1 million. It recognises that its sports and leisure asset base is unsustainable and that its existing approach to savings will not address the financial risks facing the Council. The strategic review of leisure centres recommends the rationalisation of its leisure centres from 11 to four centres.
28. The Council has not yet adequately assessed the costs and impact of implementing this rationalisation. It has not set out the costs of building a new facility in the north of

⁶ Caerphilly County Borough Council Budget Proposals 2015-16 and Medium Term Financial Strategy 2015-18, February 2015.

the county or the costs of transferring the leisure centres to schools. The Council does not currently have the capital budget to build a new facility and has not made provision for this within its existing MTFP. This was underlined within the financial implications section of the officer's covering report to the strategic review of leisure centres considered by the Regeneration and Environment Scrutiny Committee in October 2014, which stated: 'it is important for members to realise that any strategy is set against a backdrop of the Authority having less money to spend and not more. In this regard the leisure service is likely to have a budget reduction of circa 20% over the next three years... It is important for the Committee to be aware that there is currently no provision in the capital programme to deliver the recommendations.'

29. The full proposals within the Council's strategic review of leisure centres, therefore, do not currently support the delivery of its medium-term financial plan. However, we understand that the Council has included the transfer of Bedwas leisure centre to the local secondary school as part of its 2017-18 budget proposals. It has already completed the transfer of the Cwmcarn Leisure Centre to Cwmcarn High School. We also acknowledge that, to date, the Leisure service has contributed to the delivery of the savings the Council has required to meet its budget shortfall.
30. The Council's strategic review of leisure centres did not explicitly consider the impact of the closure of facilities but the public were given the opportunity to comment on the Council's strategic review. However, the Council's consultation lacked detail as to the costs of proposals. In some areas of the county, the consultation raised public expectations about future leisure provision.
31. Moreover, the Council has not yet fully assessed the alternative delivery models for the future of its sports and leisure service provision. The Regeneration Scrutiny Committee discussed a paper on leisure management options at the same meeting as the strategic review of leisure centres in October 2014. These options included maintaining services in-house, setting up a leisure trust, joining an existing or hybrid trust, and outsourcing to the private sector. However, the Regeneration Scrutiny Committee considered the management options paper and strategic review of leisure services in isolation. Whilst the management options paper highlighted the key general features of each option, it did not assess the options in the local context of Caerphilly.
32. Our **Delivering with Less: Leisure Services** report highlighted that those councils that have changed their operating model tend to have lower levels of expenditure. The report cites the examples of Torfaen, the Vale of Glamorgan, Bridgend, Blaenau Gwent and Neath Port Talbot. It shows that following the transfer of leisure services there was an average reduction in expenditure of £2.4 million per council. Our report also emphasises the need for councils to undertake robust options appraisals based on good quality information when considering service delivery models.
33. The Council's strategic review of leisure centres made reference to the Centre of Sporting Excellence in Ystrad Mynach, but it was not considered as part of its options. In its first year of operation, the Council has needed to subsidise the facility. However, the Council agreed it would be cost neutral. We understand that the Council's Corporate Management Team has considered the embryonic stage of this facility and the associated challenges. Corporate Management Team has tasked the Head of

Service with the development of a business plan for the Centre of Excellence in order for it to be cost neutral in the future.

34. The Council is one of 13 Welsh councils that has increased its level of income from sports and leisure services between 2009-10 and 2014-15. A key element of the savings plans for the sports and leisure service is to increase further this level of income. However, the Council failed to achieve its targeted level of income from its leisure centres in 2014-15. It is forecasting a shortfall again for 2015-16. There is no plan setting out how it will increase its level of income.

Until recently, the Council's approach to addressing the challenges facing sports and leisure services has not been sufficiently strategic but the Council is now strengthening its project management arrangements to help resolve this

35. The Council has not yet got to grips with strategically planning the future sports and leisure provision for the county. The Council has not identified the project management and governance mechanisms to monitor the development and implementation of a sports and leisure strategy. It is important that Cabinet and Corporate Management Team have a shared vision for sports and leisure so there is clarity about the future approach.
36. In October 2014, the Regeneration and Environment Scrutiny Committee unanimously endorsed the recommendations within the strategic review of leisure centres despite the lack of robust financial information, risk and impact assessments.
37. The Council's Head of Community and Leisure Services has a large remit including waste and recycling, the leisure and sports service, building cleaning and fleet management. The Council's third tier Sport and Leisure Services Manager post has been vacant since May 2015. The Council needs to consider if it has the necessary management capacity in place to deliver the strategy it intends to develop for sports and leisure.
38. There has been limited engagement of other directorates and stakeholders in the Council's approach to planning its sports and leisure services to date. This is despite the wider impact sports and leisure services have on areas, such as health and social care, and education. This raises questions about the Council's approach to strategic planning. We would expect the Council to ensure that relevant expertise, for example from statutory officers, finance, social care, education and procurement, is engaged at the outset of a strategic review. We have previously raised concerns about the Council's oversight of strategic planning in relation to the planned integration of Social Services with Blaenau Gwent County Borough Council, including the need to engage statutory officers earlier in the process.

-
- 39.** To help strengthen its strategic planning arrangements, the Council has recently established a Business Improvement Board, which aims to provide: strategic overview and direction for its key business improvement projects; leadership and management development; and communication and engagement across the Council. Terms of reference for the Business Improvement Board have been agreed and membership includes key officers from across the Council as well as the Cabinet Member for Corporate Services. The Council's leisure strategy is included as one of the key projects, which will be monitored by the Business Improvement Board. The strategy should, therefore, be subject to a rigorous project management approach, which ensures that the strategy has clear objectives, considers all options and sets out clear financial and operational outcomes.

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Programme	Improving Services Programme						
Project Title	Leisure Review						
Project Brief	This will follow initial work undertaken last year on an emerging sport and leisure strategy for the authority, and will respond to a review currently being finalised by the Wales Audit Office. It will need to look at our approach to all of the sport and leisure services (including outdoor sport / recreation) delivered by the Community and Leisure division and how it fits with wider objectives of health improvement						
OSO (Overseeing Senior Officer)	Colin Jones						
Project Manager	Mark S. Williams						
Project Team	Jeff Reynolds, Jarred Lougher, Alan Ford, Mike Eady, Identified consultants, Mike Headington						
Deliverables	<p>Phase 1 – Review and Strategy</p> <ul style="list-style-type: none"> (1) Review of outdoor recreation (scrutiny and cabinet approved) (2) Review of leisure facilities (scrutiny approved – not proceeded to cabinet) (3) WAO report (draft) (4) Report to BIP by Head of Service with summary of previous review and recommendations, including awarding consultancy for Overarching Sport and Leisure Strategy (5) Sport and Leisure Strategy <p>Phase 2 – Action Plan definition</p> <ul style="list-style-type: none"> (6) Action plan <p>Phase 3 – Implementation and Change Management</p> <ul style="list-style-type: none"> (7) Deliverables to be identified 						
Scope	<table border="0"> <tr> <td>Leisure centres</td> <td>National exercise referral (NERS) scheme</td> </tr> <tr> <td>Outdoor sport</td> <td>Caerphilly adventures outdoor education</td> </tr> <tr> <td>Sports development</td> <td>Proximity to other LA/private sector facilities</td> </tr> </table> <p>Formal outdoor recreation (play, open green space and allotments)</p>	Leisure centres	National exercise referral (NERS) scheme	Outdoor sport	Caerphilly adventures outdoor education	Sports development	Proximity to other LA/private sector facilities
Leisure centres	National exercise referral (NERS) scheme						
Outdoor sport	Caerphilly adventures outdoor education						
Sports development	Proximity to other LA/private sector facilities						
Milestones	<ul style="list-style-type: none"> (1) Review of existing outdoor recreation and leisure facilities (scrutiny and cabinet approved) – Scrutiny 31/3/15 then cabinet 17 /6/15 (2) Strategic review of leisure facilities (scrutiny approved – not proceeded to cabinet) – Scrutiny 28/10/14 plus CMT (policy) 3/12/15 considered a report on the outcome of consultation on the review (see attached) (3) WAO report (draft) – see attached draft WAO report and comments of Head of Community and Leisure Services which were sent to CEO and Director on 5/2/16 (4) Report to BIP by Head of Service with summary of previous review and recommendations, including awarding consultancy for Overarching Sport and Leisure Strategy – 12th May 2016 (5) CMT/BIP decision on way forward – 12th May 2016 (6) Sport and Leisure Strategy – July/June 2016 (7) Scrutiny / council cycle for adoption of strategy – Aug/Sept 2016 (8) Action plan (phase 2) Nov/Dec. 2016 						

	Phase 3 – Implementation and Change Management – to be specified after overarching strategy
Duration	Start: July 2014 End: end of the implementation – to be confirmed after adoption of strategy and action plan
Successful criteria	(phase 1) Report to BIP by Head of Service to be based on robust and accurate information to enable a swift and clear decision on the way forward Completion and adoption of a strategy which : <ul style="list-style-type: none"> • Fully takes into account national strategies/priorities as well as local needs and issues set in the context of financial constraints; • Places the future rationale, and appropriate operational models for Sports & Leisure in Caerphilly in accord with the “direction” being supported by Welsh Government • Delivers a bespoke approach appropriate to the needs and demands of the communities in the County Borough.
Benefits	phase 2 (action plan) and phase 3 (benefits to be identified after overall strategy)
Risks	Financial risk linked to the maintenance of leisure buildings if not adopting an appropriate strategy
Budget – costs / investments	£7.000 consultancy cost Internal resources time
Cost saving / reduction targets	To be estimated after overall strategy
Interfaces	National Agenda: (a) National review of community sport - Sportwales; (b) Facilities for future generation – WG / Sportwales (March 2016) MTFP LGR Capital Strategy ISP9 Asset Rationalisation Countryside
Stakeholders	Health Schools Sportwales Welsh Government Members Public National Governing Bodies Trade Unions Local Private Providers Staff

<p>Communication</p>	<p>Consulting for and about the strategy and inform (when possible) throughout the project</p>
<p>Links to Policy (i.e. Well-being of Future Generations Act 2015)</p>	<p>Well being of future generations Act key principles:</p> <ul style="list-style-type: none"> (i) Working For the Long Term (ii) Always Growing and Improving /Prevention (iii) Working Together/ Integration (iv) Treating Everyone With Respect / Collaboration (v) Putting Citizens First / Involvement <p>Linked to required Corporate Asset Management Strategy</p>

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REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 28TH JUNE 2016

SUBJECT: PROPOSED NEW FEE STRUCTURE FOR ADDITIONAL SERVICES

REPORT BY: CORPORATE DIRECTOR - COMMUNITIES

1. PURPOSE OF REPORT

- 1.1 To seek the view of the Scrutiny Committee prior to a further report being considered by Cabinet on the introduction of a new scale of charges for additional service provision across the Community & Leisure Services division.

2. SUMMARY

- 2.1 This report sets out a series of new fee structures for additional services provided across the Parks & Bereavement Service and Fleet Management.

3. LINKS TO STRATEGY

- 3.1 These proposed charges for additional services will ensure the division has the adequate resources to deliver services and meet specific priorities in light of the Council's Medium Term Financial Plan.

4. THE REPORT

Parks & Bereavement Services

- 4.1 The Authority currently manages ten municipal cemeteries across the county borough.
- 4.2 In 2002, the Authority formally adopted the "Charter for the Bereaved", which is managed by the Institute of Cemetery & Crematorium Management (ICCM) and sets a series of "rights" and "targets" to which the Authority should aspire.
- 4.3 Each year a self-evaluation is undertaken and subsequently the Authority is scored with either a gold, silver or bronze award. Currently, Caerphilly County Borough Council has a bronze award.
- 4.4 With an aim of improving our ranking and increasing choice for the bereaved, the Authority has recently installed pre-cast burial vaults for the interment of cremated remains at two cemeteries (Rhymney and Bedwellty). Illustrations are attached in appendix one of this report.
- 4.5 It is recommended that each unit is sold for a period of 50 years at an initial cost of £1,498.00. This cost is broken down as follows:-

• Purchase of vault and memorial	-	£ 450.00
• Cost of interment (based on today's rate)	-	£ 505.00
• Purchase of Exclusive Right of Burial (EROB) (based on today's rate)	-	£ 307.00
• Cost of inscription and any associated designs	-	£ 100.00 (estimated cost)
		<u>£1,362.00</u>
		=====
• Plus small admin. fee of 10% for arranging inscription/liaison with families/contractors etc.	-	£ 136.00
		<u>£1,498.00</u>
		=====

4.6 To put this cost into perspective, the total cost of purchasing, arranging an interment and constructing a memorial within an earthen grave would be £1,818.00. These costs are based on current rates and are broken down as follows:-

• Purchase of the Exclusive Right of Burial (EROB)	-	£ 307.00
• Purchase of the Right to Construct & Maintain a Memorial	-	£ 160.00
• Cost of interment	-	£ 505.00
• Cost of headstone (this is an estimated cost of a third party not a CCBC charge)	-	£ 700.00
• Permit to install memorial within the cemetery	-	£ 146.00
		<u>£1,818.00</u>
		=====

4.7 The purchase of a cremated remains vault would be £320.00 less than an interment within an earthen grave. However, this does include an estimated cost of £700.00 for the provision of a memorial. Whilst this is only an estimated third party cost, the bereaved may choose not to purchase a memorial and leave the plot unmarked. This would reduce this fee from £1,818.00 to £1,118.00. Whilst accepting this option may not be acceptable to all sectors of the community, it gives the bereaved more choice.

4.8 Advantages of the cremated remains vaults are they are relatively maintenance free and would allow individual families to place small personal items upon the plot as there would not be any grass etc. to maintain.

Fleet Management

4.9 Currently the Authority does not undertake Class 5 (minibus) MOT tests. However, a new ramp has recently been installed within the workshop, which will allow the Authority to offer this new service to both the general public and taxi trade. Currently, the Authority pays £56 per test for our own vehicles (to an external provider), which can now be offered in-house. It is proposed to introduce this service at a cost of £50, which would generate around £1,500 income for the service. In addition, it would save circa £2,800 per annum in lost time for staff travelling to an external provider (this includes the £6 saving per MOT). At this juncture, it is difficult to estimate the amount of additional income this new service could generate from the private sector (ie: taxi trade).

5. EQUALITIES IMPLICATIONS

5.1 There are no potential equalities implications within this report for specific groups or individuals. Therefore there is no requirement for an Equalities Impact Assessment to be undertaken.

6. FINANCIAL IMPLICATIONS

6.1 Any financial implications have been outlined within the body of the report.

7. PERSONNEL IMPLICATIONS

7.1 There are no personnel implications associated with this report.

8. CONSULTATIONS

8.1 The report reflects the views of the consultees listed below.

9. RECOMMENDATIONS

9.1 Members are asked to note the contents of this report and endorse the introduction of new fees outlined within paragraphs 4.5 and 4.9 prior to the report being considered by Cabinet.

10. REASONS FOR THE RECOMMENDATIONS

10.1 These are new fees for services, which the Authority has not provided previously or been considered by elected members.

10.2 The additional revenue generated will help support services in light of the council's Medium Term Financial Plan and the need to save £30 million over the next four years.

11. STATUTORY POWER

11.1 Local Authorities Cemeteries Order 1977
Local Government Act 2003

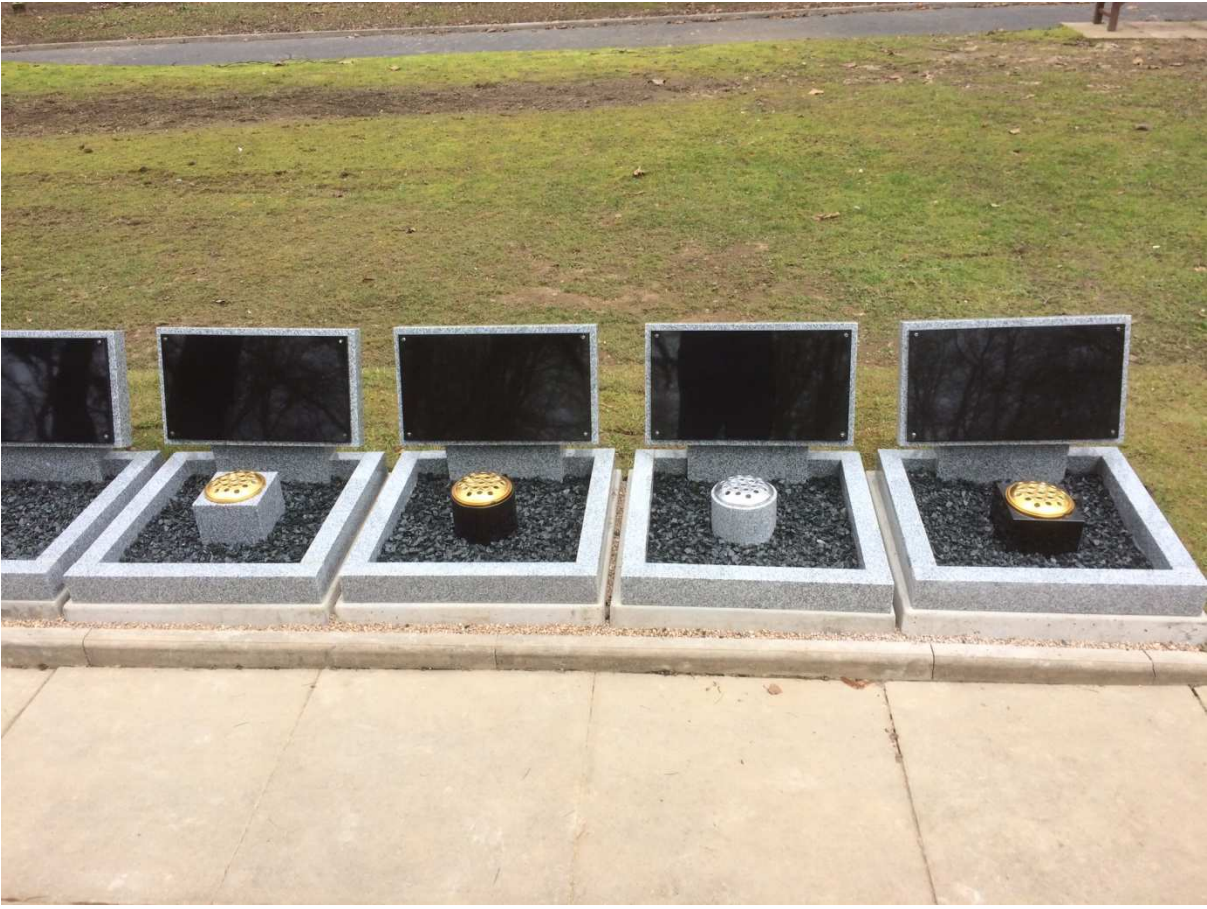
11.2 Local Government Acts 1972 to 2003 and the Road Traffic Act 1988.

Author: Mike Headington, Principal Officer: Outdoor Facilities & Bereavement Services
Consultees: Christina Harray, Corporate Director Communities
Nicole Scammell, Acting Corporate Director & Section 151 Officer
Mark S. Williams, Head of Community & Leisure Services
Gail Williams, Interim Head of Legal & Democratic Services
Councillor Nigel George, Cabinet Member
Mike Eedy, Finance Manager
David A. Thomas, Senior Policy Officer (Equalities & Welsh Language)
Mary E. Powell, Fleet Manager

Appendices:
Appendix 1 - Illustration of Cremated Remains Vaults

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Appendix 1 - Illustration of Cremated Remains Vaults



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REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 28TH JUNE 2016

SUBJECT: APPORTIONMENT OF HIGHWAY MAINTENANCE BUDGET 2016/2017

REPORT BY: CORPORATE DIRECTOR - COMMUNITIES

1. PURPOSE OF REPORT

- 1.1 To provide members with details of the proposed apportionment of the highway maintenance budget for 2016/2017.

2. SUMMARY

- 2.1 The 2016/2017 Highway Maintenance budget detailed within the report provides information to members on how the £7,630,536 has been allocated, this compares to the 2015-16 budget of £7,910,771.
- 2.2 The street lighting budget allocation (included in the above) is £1,678,375, which is inclusive of £1,208,550 energy costs; this has seen a saving of £350,000 from last year's budget to attain the MTFP (medium term financial plan) target. This reduction in budget consists of £190,000 of energy savings and £160,000 from lighting maintenance, further energy savings can be realised if further investment could be found to replace more of the existing aging lighting stock with LED alternate units.
- 2.3 The 2016/2017 capital budget allocation in relation to highway operations is detailed in Appendix 2; it has seen an increase in allocation of £150,000 for both Vehicle Restraint Systems and Footway Reconstruction. This also includes £750,000 and £150,000, directly related to highway resurfacing and footways respectively; locations of the specific schemes, where appropriate, are provided in Appendices 3, 4 and 6 attached to this report.
- 2.4 The ongoing strategy is to maximise the impact of our existing funding, based on priorities, innovation and standards, whilst ensuring the safety of highway users. Although the projected MTFP savings have been deferred for this year (2016-17), highway management will be directly challenged in the coming years (2017-21), this will inevitably present challenges for officers to consider future priorities and innovative approaches to these issues.
- 2.5 The highway asset is the authority's largest asset valued at almost £2 billion. In order to try and maintain the highway to an acceptable standard, that does not compromise user safety, alternate strategies (such as preventative maintenance techniques) are being more widely utilised; as there will be funding challenges (20% savings 2017 to 2021) going forward, this will present delays or prevent the much needed structural maintenance on all highway assets, as such it is imperative that a prioritised risk based approach to highway maintenance continues.

3. LINKS TO STRATEGY

- 3.1 This report links directly to the regeneration of the county borough making Caerphilly County Borough a better place to live and work.
- 3.2 The report links directly to the Council's priority to improve accessibility throughout the county borough by improving the transport network, enabling individuals to move freely around Caerphilly.
- 3.3 There is also a link to ensuring communities are safer by maintaining a safety standards for the development of integrated, efficient local and regional transport system, on which public transport, private users, cycling and walking networks can operate.
- 3.4 The link to greener and cleaner objectives are centred around reducing our carbon footprint and improving sustainability, this will be progressed by improving our energy efficiency and reducing our emissions of greenhouse gasses within the county borough, whilst taking steps to adapt to the local affects of climate change (warmer and wetter weather patterns).
- 3.5 The report supports the Prosperous, Safer and Greener themes of the 'Caerphilly Delivers' in the single integrated plan.
- 3.6 The Future Generations Act (FGA) came into force this April, it sets out seven Well-Being Goals; the focus of this report supports a Sustainable Wales, A Prosperous wales, A Wales of Cohesive Communities and a Globally Responsible Wales

4. THE REPORT

- 4.1 Given the challenging times ahead for Highway Operations, with reducing budgets and resources, the main focus of this apportionment exercise is to maximise the impact of our existing funding, based on priorities, innovation and standards with the ultimate aim being to protect and maintain our statutory responsibilities.
- 4.2 With reference to our highways performance over the last recorded year (2013-14), that APSE (Association for Public Service Excellence) produced a report for the 22 Welsh authorities (of which only 15 responded) shows the salient carriageway results as follows:

APSE Performance Indicator	CCBC result	Councils above	Councils below	CCBC Placement
Principal Road Condition	5.42%	4	10	5/15
Non-principal Road Condition	10.30%	9	5	10/15
Cost per km – Planned Maintenance	£3,489	0	14	1/15
Cost per km – Reactive Maintenance	£1,100	4	10	5/15
Cost per km – Routine Maintenance	£436	9	5	10/15

Key:

Principal Roads – Class A or above

Non-principal Roads – below A classification

Road Condition is the percentage of carriageway that was below standard, where more detailed monitoring or investigation is required

Planned Maintenance – works that are carried out as a road treatment (resurfacing, micro-asphalt etc.) designed to extend the life of the asset

Reactive Maintenance – works that are in response to a safety issue, so incorporate a degree of urgency

Routine Maintenance – non-urgent works that are done when planned maintenance has not taken place, but not as effective as road surface treatments and can be executed in an ad-hoc manner

- 4.3 The Council meeting of 24th February 2016 considered and approved the Council budget for 2016/2017 including Service Divisional revenue budgets and capital budgets. This report now provides information on the detailed allocation of part of the Engineering Service Division revenue and capital budgets to the highway maintenance operations service area. The Council budget report also considered and approved a range of MTFP budget savings which included savings within Engineering Service Division (which were judged to have a nil impact on the general public); some were specifically relating to highway maintenance operations. These MTFP budgets savings included budget reductions of, £160,000 Street Lighting Maintenance, £190,000 Street Lighting Energy Costs, £30,000 Structural Maintenance and £8,000 SLA (Consultancy) fees; these have been considered and incorporated into this apportionment report.
- 4.4 In addition to the above revenue budget allocation to highway maintenance operations, there has also been a capital budget allocation as detailed in appendix 2. This includes £750,000 to undertake carriageway resurfacing works, in an attempt maintain the budget commitment to pro-active highway preservation measures; this provides a combined sum of £1.7M for Planned Carriageway Maintenance for 2016-17.
- 4.5 The highway asset is currently valued at almost £2 billion. Using simple comparatives it is evident that a maintenance budget of £6,423k (excludes energy costs of £1,208k) will only allow assets to be renewed approximately every 300 years, well in excess of assets intended lifespan. It is therefore essential that the current strategy is developed to try and preserve the life of the Authority' existing assets. The proposed budget apportionment is detailed in Appendix 1.
- 4.6 Due to the rising demands on the existing drainage infrastructure, the capital allocation for land drainage has been maintained at £125k. This will assist with flood prevention schemes and any urgent reactive maintenance works required for 2016-17.
- 4.7 The approach taken has to ensure that any work is selected on a prioritised risk basis. In order to assist this process the authority is reviewing its Highway Asset Management Plan (HAMP), which considers the risk prioritisation. The HAMP has been developed in conjunction with CSS Wales, as an All Wales project, to ensure there is a consistent national approach and to achieve efficiencies in procurement of specialist expertise. This has been programmed for Cabinet endorsement later this year.
- 4.8 The vehicles restraint systems (safety barriers) capital contribution has increased from £38k to £150k, this is for the repair/ removal of sub-standard safety fencing. This is in recognition that these barriers are on or over their design life-spans and a concerted effort is required to replace them all (approximately 66km with an estimated total replacement value of £7,000k).
- 4.9 Due to the decreasing budgets, aging infrastructure, increasing demands, expansion of the network, additional legislation and compliance etc. it is essential that highway maintenance is undertaken in the most cost effective manner. In order to achieve this, alternate preservation techniques, such as CAUTS (cold applied ultra-thin surfacing), micro asphaltting and slurry sealing will be increasingly required into 2016/2017 and beyond. These techniques have become more advanced and innovative over recent years and are being widely adopted by authorities for its value for money approach to preserving the life of the highway network.
- 4.10 The revenue programme for surface dressing has been prioritised from specialist technical data surveys and is predominantly focussed on the high usage A and B road network. Additionally, the carriageway resurfacing programme is to be utilised on some high priority minor roads and/or where surface dressing is not considered an appropriate option. The priority programmes are identified in Appendices 3 & 4 respectively.
- 4.11 The proposed apportionments have been undertaken to try and move the budget spend to the most needed areas at this time. The strategy is also targeted at attempting to reprofile the reactive spend into a more planned maintenance approach, we currently have a 70:30 split between planned and reactive maintenance, our goal would be for a ratio of 80:20. It should

be noted that given the current budgets the average renewal time for carriageways in the Borough is 300 years, as stated in 4.5, so quantum as well as apportionment needs to be considered for infrastructure longevity.

- 4.12 With the completion of the FRMP (Flood Risk Management Plan), the initial identification ranking of vulnerable locations has been completed, so shaping the drainage replacement/upgrade programme; which is being continually reviewed with its risk rating. The current budget allocation is insufficient to address the significant backlog of identified schemes, so locations with the highest risk to life and/ or property will be prioritised. The current prioritised list is included in Appendix 5; this is subject to change dependant on emerging priorities identified during the year.
- 4.13 The footway resurfacing programme has received an increase of £50k, which will assist in completing works in the pedestrian areas with highest usage and risk. This has been scheduled accordingly into the footway scheme programme for 2016/2017, included in Appendix 6. Although this will help accelerate works to reduce the high risk areas, more investment is needed to start reducing the back-log itself.
- 4.14 Street lighting has had its budget reduced by £350k, the energy component of this being £190k with a reduction in maintenance budget of £160k. Further investment initiatives to reduce street lighting energy levels have been agreed by the Scrutiny Committee (8th December 2015), these are currently being progressed with funding options (outside Highway Operations' jurisdiction) loans, capital investment etc. It needs to be noted that energy costs are set to rise in the medium to long term; so any energy saving scheme implemented in the immediate future will see long term cost avoidance and lasting savings to the energy bill. The proposed street lighting maintenance budget is included in the apportionment in Appendix 1.
- 4.15 The maintenance programme for highway structures has been derived from a risk prioritisation process for bridges, culverts, retaining walls, landslips and erosion. The proposed list of works for 2016/2017 is included in Appendix 7. It should be noted that there maybe some amendments made to the programme with potential ecological/ seasonal risks that may impact on the proposals; should this occur, works of similar priority will be substituted. This budget has seen a decrease in budget of £38k from both its maintenance works and Consultancy function, which will mean a reduced level of service for highways structures going forward.
- 4.16 The budget line for Tips Maintenance shows an unaltered capital investment of £250k. This will fund a programme of works (for 2016-17) that will assist in resolving some long-term issues for this sector. Nevertheless further significant funding will need to be sourced in the immediate and medium term to have any meaningful affect on the current remediation activities required on the tip sites within the borough.
- 4.17 It is evident that there is a trend in more severe weather events, in recent years flooding rather than snow has caused major problems both locally and nationally; these incidents are inherently difficult to predict. The drainage and winter maintenance budgets (see 4.6, 4.12, 4.18) have been both enhanced from within existing reduced Highway revenue budgets and protected from significant cuts to hopefully provide a resilient service in these unpredictable and contingent areas, especially in the winter months (October to April). However, schemes to reduce flooding are expensive and this will be raised as a risk at a higher level to seek funding to take such projects forward.
- 4.18 The Winter Maintenance/ Severe Weather budget has been held at the 2014-15 level of £1.14M, as part of measures to protect this fundamental service area from savings. This is due to its requirement to Service Highway user needs (i.e. spend in this area is as unpredictable as the weather). In parallel with this an additional amount that will be accrued in a separate safeguarded fund to be used for extreme weather events that are outside the Winter Maintenance/ Severe Weather budget, capped at £500k.

- 4.19 An exercise is currently continuing which is considering further efficiencies to service provision, with possible investment being made in the most up to date plant and resources to undertake these vital works. Trials of both the Multi-hog and Pot-hole patcher have been completed this year with their purchase/ long-term lease being predicated on the successful award of the Fleet Service Provider contract (due in July).
- 4.20 Innovative plant and equipment work alongside other initiatives being considered in order to manage the budget profile over the coming years, together with some of the potential changes being discussed at a regional level which may change the shape of Highway Operations delivery in the future. These include reprioritisation of assets such as drainage (ref. 4.6, 4.12), changing intervention criteria for road defects such as potholes, new surfacing treatments and materials (ref. 4.9, 4.10), restructuring of the organisation for future requirements and opportunities. As with further street lighting energy savings (ref. 4.14), these initiatives will be put forward, in due course, for member's consideration.
- 4.21 A budget of £40k has been allocated to Traffic Management in 2016/2017. Appendix 8 identifies the programme for traffic regulation orders and minor works following consultation with Members. Every effort will be made to deliver the programme but resources will be prioritised to meet commitments for ongoing schemes and some proposals are subject to consultation, deliverability and securing additional funding.
- 4.22 Included in Appendix 9 is a plan detailing the highway inspector area boundaries for members' information.
- 4.23 The budget apportionment continues to meet the requirements and proposals set out within the authority's medium term financial plan (MTFP) and the resources made available to the Highways Operations Group.

5. EQUALITIES IMPLICATIONS

- 5.1 An EqlA screening has been completed in accordance with the Council's Equalities Consultation and Monitoring Guidance and no full EqlA has been carried out, however the projects support a number of the Council's Strategic Equality Objectives (SEO). For example repairs to footpaths help make areas accessible to people with mobility issues (SEO 3 - Physical Access) and improvements to street lighting supports both this SEO and SEO 1 - Tackling Identity Based Hate-Crime by helping with community safety
- 5.2 Any equalities related issues (such as around disability access) identified as part of any design concerns may also impact on the maintenance programme proposals.

6. FINANCIAL IMPLICATIONS

- 6.1 Financial implications are detailed within the report.

7. PERSONNEL IMPLICATIONS

- 7.1 None.

8. CONSULTATIONS

- 8.1 Refer to attached list.

9. RECOMMENDATIONS

- 9.1 Though the report is provided for information, the committee are asked to consider the content of the report and the proposed interventions detailed in order to maximise service standards from the allocated budget.

10. REASONS FOR THE RECOMMENDATIONS

- 10.1 For members to be informed of the proposed Highway Operations budget expenditure for 2016-17, with the supporting rationale.
- 10.2 The exposition of proposed interventions (ref. 4.20) is to enhance member's awareness of these initiatives and for their further consideration.

11. STATUTORY POWER

- 11.1 Highway Act 1980.

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Councillor D T Davies, Chair Regeneration and Environment Scrutiny Committee
Councillor E M Aldworth, Vice Chair Regeneration and Environment Scrutiny Committee
Chris Burns, Acting Chief Executive
David Street, Acting Deputy Chief Executive
Christina Harrhy, Corporate Director Communities
Nicole Scammell, Acting Director of Corporate Services
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Trish Reardon, HR Manager
Terry Shaw, Head of Engineering Services
Clive Campbell, Transportation Engineering Manager
Kevin Kinsey, Acting Engineering Project Group

Appendices:

- Appendix 1 – Highway Maintenance Budget Apportionment 2016/2017
- Appendix 2 – Highway Operations Capital Budgets for 2016-17
- Appendix 3 – Carriageway Surface Dressing Sites 2016-2017
- Appendix 4 – Carriageway Resurfacing Sites 2016-2017
- Appendix 5 – Drainage Priorities
- Appendix 6 – Footway Schemes
- Appendix 7 – Structures Priorities - Bridge/ Retaining Wall Maintenance
- Appendix 8 – Traffic Management Priorities – Ongoing TRO
- Appendix 9 – Highway Inspectors Areas

Highways Operations Group Budget 2016-17

APPENDIX 1

Highway Maintenance Budget Apportionment 2016/2017

Ops Budget

Structural Maintenance

Reactive Safety/Emergency Maintenance

3300 L651	Safety Defect - C/Way & F/way Repairs (28 days)	904,000
3300 L652	Emergency Maint. Out of Hours Call Outs	218,500
3300 L655	Emergency Safety Defect C/Way 2/24hr response	152,000
3300 L656	Emergency Safety Defect F/Way 2/24hr response	40,600
Sub-total S1		1,315,100

Planned Carriageways, Footway and Cycleway Maintenance

Carriageways

3300 L663	Carriageway Resurfacing	168,216
3300 L699	Carriageway Surface Dressing	1,121,000
Sub-total S2		1,289,216

Footways

3300 L664	Footway Reconstruction	228,375
3300 L690	Footway Slurry Sealing	219,000
Sub-total S3		447,375

Cycleways

3300 L698	Cycleways	5,000
Sub-total S4		5,000

Safety Barriers and Fencing

3300 L659	Structural Maint. - Safety Barriers	121,800
3300 L650	Structural Maint. - Fencing/Railings	15,500
Sub-total S5		137,300

Planned Programme Drainage Systems

3313 L657	Highway Drainage - CCTV Systems	5,000
3314 L657	Highway Drainage - Replace Gullies/Pipework	107,500
3307 L658	Land Drainage - CCTV Surveys	5,000
3308 L658	Land Drainage - Severe Weather Culverts Inspections/Emergencies	190,750
3309 L658	Land Drainage - Provision of Grids/Fencing/Access	5,000
3316 L658	Land Drainage - Repairing/replacing culvert lengths	117,000
3317 L658	Land Drainage - Pumping Stations/Telemetry	5,000
Sub-total S6		435,250

Gullies, Pipework and Manholes

3310 L680	Cyclic Maint. - Scheduled Gully Cleansing	254,000
3310 L694	Cyclic Maintenance – main line de-silting	10,000
3315 Q251	Cyclic Maintenance – Gully Waste Charges	61,850
Sub-total S7		325,850

Structural Total (Sub S1 to S7) 3,955,091

Aids to Movement (Safety Maintenance)

3305 L675	Safety Maintenance - Traffic Sign Maintenance/Cleaning	5,000
3305 L676	Safety Maintenance - Road markings & Studs	20,750
3305 L677	Safety Maintenance - Street nameplates	5,000
3300 L695	Special Maintenance - Roundabouts	5,000
3320 L696	Dropped kerbs – Improved Walking Environment	10,000
Aids to Movement Total		45,750

Severe Weather

Winter Maintenance

3380L658	Winter Maintenance - Severe Weather Culverts	50,000
3380L690	Winter Maintenance - Gully Cleansing	200,000
3380 L901	Winter Maintenance - Salting	120,000
3380 L902	Winter Maintenance - Snow Clearance	50,000
3380 L903	Winter Maintenance - Salt Bins (new &refills)	30,000
3380 L904	Winter Maintenance - Salt Purchase	255,000
3380 L905	Winter Maintenance - Weather Stations/Forecasts	20,000
3380 L907	Winter Maintenance - Salt Barn Inspections/Repairs	0
3380 N214	Winter Maintenance - Vehicle/Standby Costs	415,100

Severe Weather Total 1,140,100

Street Lighting		
3370 L951	Routine Maintenance	174,575
3370 L952	Non Routine Maintenance	295,250
	Sub-total L1	469,825
3370 L954	Energy	1,208,550
	Sub-total L2	1,208,550
	Street Lighting Total (Sub L1 to L2)	1,678,375
HOG General		
3320 L690	Land Reclamation Maintenance	70,000
	Sub-total H1	70,000
3300 L429	Road Closures for Special Events	5,000
3300 L661	Cattle Grids	7,000
3320 L691	Maintenance Management Systems	5,000
3320 L692	Design Costs - Revenue Schemes	5,000
3300 L693	Vehicular Crossings	0
3320 L695	Easements etc	0
3319 L975	Community Response Team (Community Assets funded if approved)	119,000
3880 Q252	Road Condition Surveys/Lab Surveys/Abnormal Loads	26,615
	Sub-total H2	167,615
	HOG General Total (Sub H1 to H2)	237,615
Other Budgets		
3300L669	Structures Assessments - External/Railtrack	5,000
3300L670	Structures General Maintenance	276,000
3300L671	Structures Retaining Walls	72,065
3300L672	Structures Emergencies	30,450
3300L679	Structures Embankment Repairs/Stabilisation	28,760
3300 L907	Consultancy SLA	120,580
		532,855
3323 L429	Traffic Mangement	40,750
		40,750
	Other General Budgets Total	573,605
	Grand Total	7,630,536

APPENDIX 2**HIGHWAYS OPERATIONS CAPITAL BUDGETS FOR 2016-17**

(Approved by Council 24th February 2016)

Scheme/Programme	2016-17 (£)
Major Highway Reconstruction	750,000
Footway Reconstruction	150,000
Vehicle Restraint Systems	150,000
Street Lighting	50,000
Corporate Maintenance: Tips/ Spoils	250,000
Bridge Strengthening	447,000
Land Drainage – Corporate	125,000
Land Drainage - Non Corporate	125,000
Retaining Walls & Infrastructure	317,000
TOTAL	2,618,000

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Carriageway Surface Dressing Sites 2016-2017

Area 1

1. COMMUN ROAD, MARKHAM
2. MERTHYR ROAD, PRINCETOWN
3. PONTLOTTYN ROAD/BROOK ROW/STATION ROW, FOCHRIW
4. FARM ROAD/FOCHRIW ROAD, PONTLOTTYN
5. A4049 JAMES STREET, TIRPHIL/NEW TREDEGAR

Area 2

1. SUNNYBANK ROAD, BLACKWOOD
2. TY FRY ROAD, ABERBARGOED
3. BEDWELLY ROAD, BEDWELLY
4. BEDWELLY ROAD, CEFN FFOREST
5. B4251 BLACKWOOD ROAD, PONTLLANFRAITH
6. NEWBRIDGE ROAD, PONTLLANFRAITH
7. B4251 NEWPORT ROAD, PONTLLANFRAITH

Area 3

1. PARK ROAD, HENGOED
2. HORNER STREET, TIR-Y-BERTH
3. WALLIS DRIVE, PENPEDAIRHEOL
4. THE AVENUE, YSTRAD MYNACH
5. MOORLAND ROAD, BARGOED
6. B4254 GELLIGAER ROAD/CHURCH ROAD, GELLIGAER
7. A469 NEW ROAD/CARDIFF ROAD, TIR-Y-BERTH
8. HENGOED AVENUE/HENGOED LINK ROAD, CEFN HENGOED/HENGOED
9. A472 BRYN ROAD/MAIN ROAD, MAESYCWMMER

Area 4

1. OAKDALE TERRACE, OAKDALE
2. LLWYN ON LANE, OAKDALE
3. B4251 TY BRACHTY TERRACE TO CLOS PENTREGROES,
CROESPENMAEN

Area 5

1. CRESCENT ROAD, CAERPHILLY
2. THE OAKS, MACHEN
3. LLYSWEN, MACHEN
4. B4600 NANTGARW ROAD, CAERPHILLY
5. A469 MOUNTAIN ROAD, THORNHILL

Area 6

1. B4591 ST MARY STREET, RISCA
2. B4251 YNYSDDU TO GELLIGROES, YNYSDDU
3. A467 FULL MOON ROUNDABOUT TO RISCA ROUNDABOUT, RISCA
4. ELM DRIVE/PONTYMASON LANE, RISCA/ROGERSTONE
5. B4591 NEWPORT ROAD, PONTYMISTER

Area 7

1. B4255 SHINGRIG ROAD/COMMERCAIL STREET, NELSON
2. PANDY LANE, BEDWAS
3. B4263 ST CENYDD ROAD, TRECENYDD
4. HEOL ANEURIN, PENYRHEOL
5. B4263 ABERTRIDWR ROAD/BOWLS CLOSE/BOWLS TERRACE,
PENYRHEOL

Carriageway Resurfacing Sites 2016-2017

Area 1

1. ST AIDANS CHURCH ROAD, BUTETOWN
2. TYNEWYDD STREET, PONTLOTTYN
3. CEFN ROAD UPPER, DERI
4. LADY TYLER TERRACE NORTH & SOUTH UL, RHYMNEY
5. FOCHRIW ROAD, PANT-Y-WAUN (HOV)
6. CHAPEL STREET & WINE STREET, PONTLOTTYN
7. JERUSALEM STREET, RHYMNEY
8. MANEST STREET, RHYMNEY
9. SALISBURY TERRACE WEST UL & JAMES STREET, BRITHDIR
10. HILL STREET, RHYMNEY

Area 2

1. BLACKWOOD BUS STATION, BLACKWOOD
2. SYR DAFYDD AVENUE NORTH UL, OAKDALE
3. OAK STREET & HILLSIDE TERRACE, BLACKWOOD
4. WHEATLEY PLACE, CEFN FFOREST
5. ST SANNAN ROAD & TRELYN ROAD, PONTLLANFRAITH
6. BANALOG TERRACE, HOLLYBUSH

Area 3

1. BRYN TERRACE, HENGOED
2. FRANCIS STREET EAST UL & CAPEL STREET NORTH UL, BARGOED
3. EDWARD STREET EAST UL, PENGAM
4. SOUTH STREET EAST UL & GREENFIELD STREET WEST UL. BARGOED
5. HENGOED CRESCENT, CEFN HENGOED
6. BRYNHYFRYD TERRACE, PENPEDAIRHEOL
7. PARK ROAD/PANDY LANE, MAESYCWMMER/YSTRAD MYNACH
8. BRYNCOED TERRACE, PENPEDAIRHEOL

Area 4

1. PARK PLACE, NEWBRIDGE
2. HILLSIDE ROAD, CRUMLIN
3. HIGH MEADOW, ABERCARN (2 SECTIONS)
4. BLAEN-BLODAU STREET, NEWBRIDGE
5. FFLORENS ROAD, TROWEN

Area 5

1. SOUTHERN STREET, CAERPHILLY
2. RHYMNEY TERRACE, CAERPHILLY
3. HEOL BRO WEN, CAERPHILLY
4. WATERLOO TO RHYDRY PRIMARY SCHOOL, MACHEN (TO CWMNOFYDD FARM LANE)
5. THE AVENUE, TRETTHOMAS
6. RUDRY ROAD TO RHYMNEY RIVER, RUDRY (3 SECTIONS)

Area 6

1. NINE MILE POINT INDUSTRIAL ESTATE, CWMFELINFACH (HEOL GLAN-YR-AFON)
2. A467 RISCA ROUNDABOUT TO FULL MOON ROUNDABOUT, RISCA
3. BLACKVEIN MOUNTAIN ROAD, CROSSKEYS
4. MOUNTAIN ROAD, RISCA
5. MANOR WAY, RISCA
6. CRIBARTH LANE, RISCA
7. SALISBURY STREET, CROSSKEYS
8. WYNDHAM TERRACE, PONTYMISTER

Area 7

1. CALEDFRYN WAY, PENYRHEOL
2. PANDY-MAWR ROAD, BEDWAS
3. WINGFIELD WORKS, LLANBRADACH
4. HEOL LLYSWEN TO RUGBY CLUB, NELSON
5. KIDWELLY COURT/CAERNARVON COURT, HENDREDENNY
6. MONMOUTH COURT/RAGLAN COURT, HENDREDENNY
7. OGMORE COURT, HENDREDENNY
8. ST MARY'S STREET, BEDWAS
9. GARDEN STREET, LLANBRADACH
10. LLWYN-YR-EOS, NELSON

Land Drainage Priorities – 2016/17

Area 1

Moriah Street / Plantation Terrace, Rhymney
 Opposite McLaren Cottages, Abertysswg
 Gypsy Castle Lane, Pant-y-Waun, Rhymney
 Powells Terrace, New Tredegar
 Nant Tysswg Culvert
 Garden City Culvert
 Lady Tyler Terrace Culvert

Area 2

Grange Hill, Blackwood
 Gardd Jolyon, Blackwood
 Gelynos Avenue (rear lane), Argoed
 Gellihaf Road Culvert

Area 3

Angel Way, Bargoed
 Church St, Bargoed
 Horner Street, Tir-y-berth
 Cartwright's Culvert
 Commercial Street Culvert, Ystrad Mynach
 Mount Pleasant Culvert
 Margaret Street Culvert
 Sports Ground Culvert
 Glyn Gaer Culvert
 Gwerthonor Road Culvert

Area 4

Newbridge Rugby Club, Bridge Street, Newbridge
 Lane from Croespenmaen to Pentwynmawr, Croespenmaen
 The Rhiw, Oakdale
 Chapel of Ease Culvert
 Torlais Street Culvert
 Llanarth Road Culvert

Area 5

41 Haldane Court, Lansbury Park, Caerphilly
 Nantgarw Road (Junction with Sunningdale), Caerphilly
 Waunwaelod Way, Thornhill

Area 6

A467 Tesco's to Fullmoon, Risca
Wesley Hill / Commercial Rd, Machen

Area 7

Garth Estate, Abertridwr
Opp Angel pub, Cross St, Hendredenny
Pantddu Road, Nelson

Highway Drainage Priorities – 2016/17

Area 1

1. Moriah St / Plantation Terrace, Rhymney
2. Farm Road, outside Fernlea, Pontlottyn
3. Lawns Ind. Est., Rhymney

Area 2

1. adjacent to Pentre Cottages, Manmoel
2. outside 31 Gordon Road, Blackwood
3. adjacent to 4 Cwm Nant yr Oden, Pontllanfraith
4. A4048, outside Boarding Kennels, Hollybush
5. Gelynos Avenue RL, Argoed
6. Land north of Ty'r Sais Farm, Manmoel
7. Manmoel Common, Manmoel
8. Nant Caeach, Pontllanfriath

Area 3

1. A469 New Road, Tir-y-berth, Hengoed
2. A467 Caerphilly Road, Ystrad Mynach
3. Nant Cylla, outside White Rose Cottage, Ystrad Mynach
4. outside 34 Church Street, Bargoed
5. outside 14 Horner Street, Tir-y-Berth
6. Church Road 2, Penpedairheol
7. West Road, Penallta

Area 4

1. Albertina Road, Treowen
2. Maes-yr-Haf lane, junction with The Uplands, Newbridge
3. Lane from Croespenmaen to Pentwynmawr
4. Pontbren Road, Hafodyrynys

Area 5

1. Adjacent to Traveller's Rest, Caerphilly
2. Adjacent to Branch Cottages, toward Rudry village
3. Pentwtwn Farm / Ruperra Dairy Unit Cefn Mably / Rudry Lanes
4. Crescent Road Caerphilly
5. Maes-y-Drudwen RL, Caerphilly

Area 6

1. A467 Fullmoon to Tesco's, Risca
2. Heolddu Road, near Bryn Meadows, Wyllie
3. Woodside Walk, Wattsville
4. Angel Lane, Hedredenny
5. George Street, Cwmcarn
6. Mill Bridge Road Gelligroes

Area 7

1. Pantddu Road, Nelson
2. opposite Angel pub, Cross Street, Hendredenny

Footway Resurfacing Programme 2016-17

AREA 1

1. HEOL-Y-BRYN, FOCHRIW
2. WOODLAND TERRACE TO GREENFIELD, NEW TREDEGAR
3. WELLINGTON WAY TO PLANTATION TERRACE, RHYMNEY
4. GREENFILED TERRACE, NEW TREDEGAR
5. TENNYSON TERRACE WEST UL, BRITHDIR
6. CEFN ROAD, DERI
7. HILL STREET, RHYMNEY

AREA 2

1. CAENNARVON PLACE, CEFN FFOREST
2. SANNAN STREET, ABERBARGOED
3. JAMES STREET, MARKHAM
4. HIGH STREET ARGOED
5. BRYNGOLEU STREET, CEFN FOREST
6. CORONATION ROAD, BLACKWOOD

AREA 3

1. THREE ELM CLOSE, CEFN HENGOED
2. CEFN-LLWYNAU ST, PENYBRYN
3. GWERTHONOR PLACE, OUTSIDE LEWIS SCHOOL, GILFACH
4. HEOL PENCARREG, BARGOED
5. CHURCHFIELD CLOSE, TIR Y BIRTH
6. GWAUN-FRO/RHOS-Y-BETTWS, PENPEDAIRHEOL

AREA 4

1. LLAN-FACH ROAD/COED Y MOELFA ROAD, ABERCARN
2. WHITEHORNE STREET, CRUMLIN
3. NEWLYN ROAD, PANTSIDE
4. CHARLES STREET, TRINANT
5. NEWBRIDGE ROAD, PONTLLANFRAITH
6. PARK ROAD/NEW BRYNGWYN ROAD, NEWBRIDGE

AREA 5

1. FOOTWAY BETWEEN Y DOLYDD TO TYLA GLAS, WATFORD
2. ST MARTINS ROAD, CAERPILLY
3. ADDISON WAY, TRETTHOMAS
4. PARC PONTYPANDY, CAERPHILLY
5. PENYCAE, MORRINGTON MEADOWS
6. MAES GWYN, CAERPHILLY

AREA 6

1. FAIRVIEW AVENUE, TYSIGN
2. MILL STREET, PONTYMISTER
3. WOODWARD ROAD, CROSSKEYS
4. SILVER STREET, PONTYWAUN
5. TWYN - GWYN LANE, YNYSDDU
6. WESTERN TERRACE, CWMFELINFACH

AREA 7

1. HEOL FACH, TRECENYDD
2. BRYNHYFRYD, ENERGLYN
3. LON Y AFON, LLANBRADACH
4. COURT ROAD, ENERGLYN
5. EAST AVENUE, TRECENYDD
6. STATION TERRACE/GWERN AVENUE/PLAS CWM PARC, SENGHENYDD

Footway Reconstruction Programme 2016-17

AREA 1

1. SCHOOL STREET, TIRPHIL
2. SOUTH END TERRACE, PONTLOTTYN
3. GRAIG-Y-BEDW, ELLIOTSTOWN
4. CARNO STREET TO END NORTH, RHYMNEY
5. RAILWAY TERRACE, TIRPHIL

AREA 2

1. OAK ST, BLACKWOOD
2. FLEUR-DE-LYS, PONTLLANFRAITH
3. GRWYNE TERRACE, ARGOED
4. THE VILLAS, MARKHAM
5. BRYNGOLEU STREET, CEFN FFOREST

AREA 3

1. THE GRAIG HENGOED
2. MAES Y DDERWEN, PENPEDAIREOL
3. WILLIAMS STREET, TIR Y BIRTH
4. MCDONNELL ROAD, BARGOED
5. CENTRAL STREET, YSTRAD MYNACH

AREA 4

1. TORONTO CLOSE, WOODFIELD SIDE
2. HIGH STREET, PENTWYN-MAWR
3. ABERCARN JUNIOR SCHOOL, ABERCARN
4. HERBERT STREET, HAFODYRYNYS
5. NEWBRIDGE ROAD, SPRINGFIELD

AREA 5

1. WILLIAM STREET TO UPPER GLYN GWYN STREET, TRETHOMAS
2. ADDISON WAY, TRETHOMAS
3. ST MARTINS ROAD, CAERPILLY
4. BIRCH GROVE GAEPHILLY
5. CAER FFRM, CAERPHILLY

AREA 6

1. MANOR WAY, TYSIGN
2. CLARENCE PLACE, PONTYMISTER
3. SARN PLACE/CHURCH ROAD, RISCA
4. PHILLIP STREET, PONTYMISTER
5. THE GARDENS, YNYSDDU
6. BRIDGE STREET, YNYSDDU

AREA 7

1. HEOL FACH, TRECENYDD
2. LLANFABON RD TO PONTYPRIDD RD (LAYBY), NELSON
3. PEMBROKE COURT, HENDREDENNY
4. ST CENYDD ROAD, HENDREDENNY
5. THE CRESCENT, TRECENYDD

Structures Priorities - Bridge/ Retaining Wall Maintenance

Area 1

Rhymney Comprehensive Cycle track Bridge
Pontlottyn Riverbridge
Station Riverbridge, Brithdir
Bailey Street Retaining Wall, Deri
Llancayo Retaining Wall

Area 2

Brookside Cottage Footbridge
The Dell Footbridge
Gelli Lane Footbridge
Rose Cottage Retaining Wall, Blackwood

Area 3

Bedwlwyn Road (Lower) Footbridge
Bedwlwyn Road (Upper) Footbridge
Buttery Hatch Footbridge
Ford Road Footbridge
Glan-y-Nant Overbridge

Area 4

Pantside Footbridge
Ty Gwyn Farm Overbridge
Pont Lawrence Rees River Bridge
Swan Inn Footbridge
Newbridge Viaduct
Ton-y-Pistyll Overbridge
Woodland Terrace Retaining Wall, Abercarn
Retaining Wall at Pen Rhiw
Aberbeeg Retaining Wall
Brunant Cottages Retaining Wall, Aberbeeg

Area 5

Lansbury Park Underbridge
Goodrich Avenue Footbridge
Caerphilly Station Footbridge
Mill Road Footbridge
Caerphilly Castle Highway Retaining Wall

Area 6

Waun-Fawr S27 Footbridge
Ynysddu Riverbridge
Newtown Riverbridge
Brynhyfryd Canal Bridge
Blackvein River Bridge
Wylie Footbridge
Dan-y-Graig Road Underbridge
Moriah Hill Canal Bridge
Hillside Retaining Wall, Risca
Retaining Wall 78 & 79 Newport Road Cwmcarn

Area 7

Pont-y-Felin Footbridge
Hendredenny Footbridge
Coed-y-Brain Riverbridge
Trecenydd Footbridge
Old Furnace Riverbridge
Bedwas Overbridge
Court Road Footbridge
Nant y Parc Primary School Culvert
Four Terrace Short
Four Terrace Long
Heol Uchaf Retaining Wall, Nelson
Rectory Road Retaining Wall

Traffic Management Priorities - Ongoing TRO

WARD	LOCATION AND REQUEST	
Aber Valley	Parking Review	Brynhafod Road and Cross Street, Abertridwr - POW
Argoed	Parking Review	Monmouth Walk and Pantycefn Road, Markham – POW
BTM	Parking Review	Pandy Road / Greenway revoke POW and Church Street 'police vehicles only'
Blackwood	Parking Review	Pentwyn Road and bus station (limited waiting and residents parking), Waunborfa Road and Libanus Road POW
Hengoed	Parking Review	Hengoed Avenue, Cefn Hengoed - Revoke POW
Newbridge	Parking Review	Newbridge Gateway, Bridge Street, High Street and Windsor Avenue - POW
Risca East	Herbert Avenue	Revoke POW
Risca West	American Villas	One-way traffic
St Martins	Wernddu Lane	Make permanent existing experimental POD
Twyn Carno	Parking Review	Oakland Terrace, Rhymney – POW
Ynysddu	Wattsville	POD
Various	Caerphilly Parking Review	Energlyn Station, Lawrence Street, Maesgwyn, Bronrhiw Fach, Wernddu Lane, Brynau Road and Bedwas Road - POW and St Cenydd Road - limited waiting
KEY: POW – Prohibition of Waiting / Double Yellow Lines POD – Prohibition of Driving		

All schemes are subject to consultation and availability of funding

Scheme Related




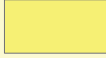



WARD	LOCATION AND REQUEST	
Bargoed	Cardiff Road – make permanent current experimental one-way	Make permanent experimental one way
Hengoed	Hengoed Avenue, Cefn Hengoed 20mph zone	20mph zone
Pontllanfraith	Bryn Primary – 20mph speed limit	20mph speed limit
Ystrad Mynach	Parc Penallta	Extend off-street parking places order
Ystrad Mynach	Parc Penallta Forest Car Park	Additional pay and display signing and POW
Various	Speed Limit Review	Changes to speed limits and engineering measures

New 2016/17

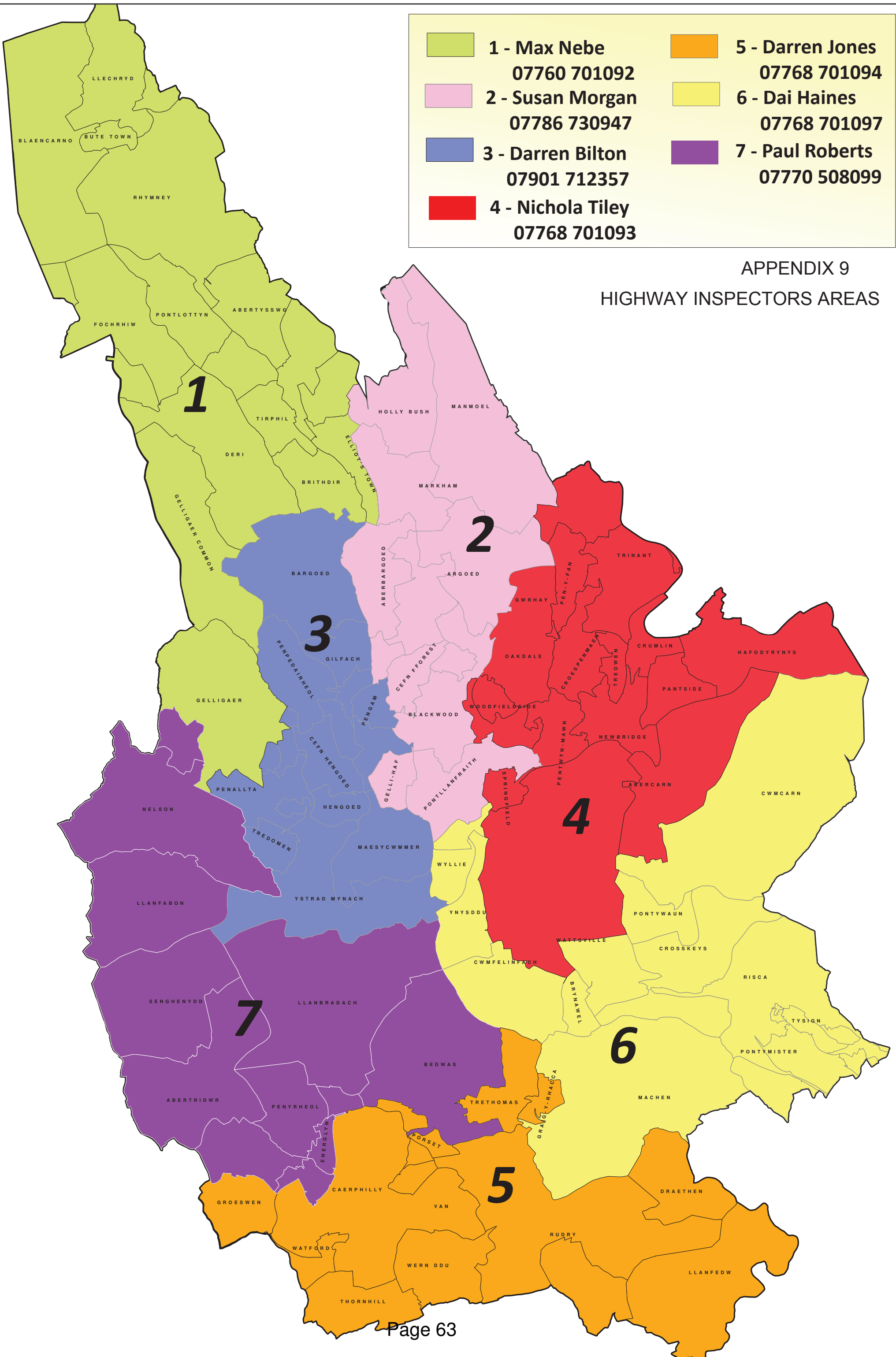
WARD	LOCATION AND REQUEST	
Aberbargoed & Bargoed	Parking Review	Bedwellty Road, McDonnell Road and Wood Street - POW and Lowri Plaza - limited waiting
Crosskeys	Parking Review	Full Moon Waste Transfer Station – POW
Llanbradach	Lane to rear of Rees Terrace and Thomas Street	POD except for access
Pengam	Parking Review	Revoke POW at Indian Restaurant on the A4049
Penmaen	Parking Review	New Road, Woodfieldside – POW
Penyrheol	Lane between First and Second Avenue, Trecenydd	POD
St James	Draethen	Relocate 30mph speed limit
St James	Rudry Primary School	Experimental 20mph speed limit
St James	St James Primary School	20mph speed limit / zone – Pending speed survey results
St Martins	Caerphilly Taxi Rank	Make permanent experimental order

New Works – 2016/17

WARD	LOCATION AND REQUEST	
Argoed	Homeland, Bedwellty	Give way sign and triangle
Bargoed	Park View	New chevrons on roundabout
Blackwood	Libanus Road	Yellow box marking
BTM	A468 Machen	School warning signs
Crumlin	Aberbeeg	Signage and road marking review
Newbridge	Trecelyn roundabout	Relocate speed limit signs
Risca East	Ty Sign Primary School	Advisory 20mph signs
St Martins	Nantgarw Road / Sunningdale junction	Yellow box marking
Ystrad Mynach	Hill Street / Griffiths Street	Give way markings
Ystrad Mynach	A472 Caerphilly Road	Remove clearway marking in layby
Ystrad Mynach	Penallta Road	Additional direction sign for Penallta Ind Est

	1 - Max Nebe 07760 701092		5 - Darren Jones 07768 701094
	2 - Susan Morgan 07786 730947		6 - Dai Haines 07768 701097
	3 - Darren Bilton 07901 712357		7 - Paul Roberts 07770 508099
	4 - Nichola Tiley 07768 701093		

APPENDIX 9
HIGHWAY INSPECTORS AREAS



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REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 28TH JUNE 2016

SUBJECT: WINTER SERVICE PLAN ENDORSEMENT

REPORT BY: CORPORATE DIRECTOR COMMUNITIES

1. PURPOSE OF REPORT

- 1.1 This report will outline the background and content of the Council's Winter Service Plan (WSP) (in Appendix A) and explain the process by which it is reviewed on an annual basis.
- 1.2 For Scrutiny members to review the Winter Service Plan's process and key areas and provide comment for consideration prior to seeking Cabinet endorsement.

2. SUMMARY

- 2.1 Highways Operations has produced a Winter Service Plan since the inception of Caerphilly County Borough Council (CCBC).
- 2.2 The purpose of the plan is to explain the Council's responsibilities of maintaining the highway infrastructure network during the winter maintenance period (currently October to April).
- 2.3 The plan also provides guidance to elected councillors, council staff and the public on operational procedures and contact points during the winter maintenance period.
- 2.4 The content of the plan has been divided into the following sections:
 - Winter Service Policy
 - Roles & Responsibilities
 - Operation Plan – Pre-salting
 - Operational Plan – Snowing
 - Winter Emergency – Flooding
 - Communications Plan
 - Weather Forecast
 - Salt Strategy
 - Resources
- 2.5 Members are asked to scrutinise the process and overall content, then to provide comment prior to seeking endorsement by Cabinet.

3. LINKS TO STRATEGY

- 3.1 This report links directly to the regeneration of the county borough making Caerphilly County Borough a better place to live and work.

- 3.2 The report links directly to the Council's priority to improve accessibility throughout the county borough by improving the transport network, enabling individuals to move freely around Caerphilly.
- 3.3 There is also a link to ensuring communities are safer by maintaining a safety standards for the development of integrated, efficient local and regional transport system, on which public transport, private users, cycling and walking networks can operate.
- 3.4 The link to greener and cleaner objectives are centred around reducing our carbon footprint and improving sustainability, taking steps to adapt to the local effects of climate change (warmer and wetter weather patterns).
- 3.5 The Well-being of Future Generations (Wales) Act 2015 came into force this April, it sets out seven Well-Being Goals; the focus of this report supports a Sustainable Wales, A Prosperous wales, A Wales of Cohesive Communities and a Globally Responsible Wales

4. THE REPORT

- 4.1 The Winter Service Plan has existed since the instigation of CCBC and in a more simplified format prior to this. The content has increased in complexity and quantity over the years, now culminating in an 85 page document outlining the Highway Operations' approach to Winter Maintenance Service for the coming season.
- 4.2 The purpose of the plan is to explain the Council's responsibilities of maintaining the highway infrastructure network during the winter maintenance period (currently October to April).
- 4.3 The plan also provides guidance to elected councillors, council staff and the public on operational procedures and contact points during the winter maintenance period; so clearly demonstrating the plans and contingencies that will be in place for the coming season.
- 4.4 To date the Winter Service Plan has been annually reviewed by Elected Councillors and key Council Officers, with a four week period dedicated to this process. The feedback comments and amendments are then incorporated into the final version, which is then posted to all appropriate parties and on to the Caerphilly internet site (in October). It is envisaged that this process will continue for 2016-17 winter season, after this Cabinet endorsement process has been completed.
- 4.5 The report also takes into account The Highways Act 1980 Section 41, which places a duty on the Local Authority 'to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice' and the 'Transport Resilience Review 2014 – A review of the resilience of the transport network to extreme weather events' – Department for Transport.
- 4.6 The Winter Maintenance Plan and arrangements can be found on the Caerphilly Council Internet site, on the following link:

<http://www.caerphilly.gov.uk/Services/Roads-and-pavements/Gritting-and-snow-clearing>

This gives access to the following information:

- Winter Service Plan
- Gritting procedures and process
- How gritting works
- Salt storage information
- Gritting Vehicles
- Grit Bin requests.

- 4.7 The Plan sets out the Winter Maintenance Policy for CCBC, with the prioritisation of routes, resources deployed with key post roles and responsibilities. The Plan is divided into nine sections:
 - 4.7.1 Winter Service Preamble & Policy – this gives the background and basis on which the plan is formulated.
 - 4.7.2 Roles and Responsibilities – this gives the required posts with their responsibilities and duties.
 - 4.7.3 Operational Plan: Pre-salting – this encompasses the procedures for salting prior to and post a freezing event, based on the Road Hierarchy which sets the order of prioritisation for the Routes throughout the Borough
 - 4.7.4 Operational Plan: Snow Conditions – this outlines processes and procedures in a ‘white out’ event with the activation of the Snow Plan (which includes Ploughing procedures and route prioritisation).
 - 4.7.5 Winter Emergency: Flooding – outlines the procedure to follow in a flooding event.
 - 4.7.6 Communications Plan – includes the processes to be followed in response to freezing, snow and flooding events.
 - 4.7.7 Weather Forecast – outlines the methods and procedures for forecasting freezing, snow and flooding events
 - 4.7.8 Salt Stocks – outlines the strategic storage of salt and restocking procedures
 - 4.7.9 Resources – gives an overview of fleet, plant and human resources deployed for the Winter Service Plan.
- 4.8 Of these sections there are a number that require review by Scrutiny members as they cover key issues within the Winter Service Plan, these being:
 - 4.8.1 Gritting Route and Road Hierarchy – This gives the prioritisation order to the route gritting and snow clearance throughout CCBC, for example clearing major routes, routes required for medical, remote communities before other parts of the network. A review of this section should assist in confirming the prioritisation order is appropriate and that key stakeholders have not been overlooked.
 - 4.8.2 Salt Stocks and Location – This gives the minimum amount of salt that needs to be held by CCBC for each winter season and their respective locations. A review will help clarify the amounts required for each season and whether the members consider the current deployment of salt stores are adequate for the needs of the highway network over the winter season.

The current locations for salt storage (with tonnage capacities) are:

Penmaen Depot	1,500T
Bedwas Depot	5,000T
Pontllytyn Depot	1,500T
Strategic Salt Stocks (sited in Ebbw Vale)	2,000T

There is an initiative to enlarge the salt storage capacity in the Penmaen location, as it is more centrally located and is the centre of operations for the majority of Gritting routes. This will probably take the form of a larger salt storage barn and require an injection of capital funding to cover its purchase, design, construction and any associated enabling works.

- 4.8.3 Weather Forecasting – This outlines the methods and procedures used to make the appropriate decisions for a freezing or winter event. Reviewing this will assist in both informing the members of systems used and how decisions are made, with any useful contributions as to how this could be improved.

- 4.8.4 Salt Bin Request Process – This is outlined in Appendix B and includes a decision flow-chart and an assessment form to show how requested locations are scored, so forming a prioritised order of potential sites. This is a recent revision, so does not form part of the Winter Service Plan for last year (2015-16). It has been incorporated into the Winter Maintenance Procedures (2016-17) to help clarify the process followed when carrying out these assessments. A review of this section should both inform and invite further comment on the effectiveness of the process and possible improvements. This will then form part of the Winter Service Plan review process as outlined in 4.4.

5. EQUALITIES IMPLICATIONS

- 5.1 A functional and correct Winter Service Plan will benefit the vulnerable, young and elderly, ensuring their services (including emergencies), remain robust throughout the winter period (October to April).
- 5.2 Taking steps to adapt to the local effects of climate change (warmer and wetter weather patterns), centred around reducing our carbon footprint, will also benefit the less mobile/ vulnerable members of the community.

6. FINANCIAL IMPLICATIONS

- 6.1 The Winter Maintenance / Severe Weather budget has been held at £1.14M since agreed in 2014-15, protecting this fundamental service area from savings. In parallel an additional amount is being accrued in a separate safeguarded fund to be used for extreme weather events that are outside the Winter Maintenance / Severe Weather budget, this has been capped at £500k.

7. PERSONNEL IMPLICATIONS

- 7.1 These proposals will not have any direct impact on CCBC personnel, though it should be noted that the Winter Services are resourced by Winter Standby staff draw from a voluntary pool of personnel mainly from Highways Operations and NSC (in-house contractor) with the support of drivers from Refuse & Cleansing.

8. CONSULTATIONS

- 8.1 All comments received have been taken into consideration and are included in the report.

9. RECOMMENDATIONS

- 9.1 For Scrutiny Members to comment on the process of compiling of an annual WSP, considering the key issues as outlined in 4.8
- 9.2 To consider and offer comments in relation to the draft Winter Service Plan, prior to consideration by Cabinet.

10. REASONS FOR RECOMMENDATIONS

- 10.1 To provide comments and views with regards to the draft Winter Service Plan, prior to approval by Cabinet.

11. STATUTORY POWER

- 11.1 Highway Act 1980.
Well-being of Future Generations (Wales) Act 2016.

Author: Graham Parry - Highway Operations Group Manager
Consultees: Cllr T Williams – Cabinet Member for Highways, Transportation & Engineering
Cllr D T Davies – Chair of Regeneration and Environmental Scrutiny Committee
Cllr E Aldworth – Vice Chair of Regeneration and Environmental Scrutiny Committee
Chris Burns – Interim Chief Executive
Christina Harrhy - Corporate Director – Communities
Nicole Scammell - Acting Director of Corporate Services and S.151
Terry Shaw – Head of Engineering Services
Gail Williams – Interim Head of Legal Services/Monitoring Officer
Stephen Harris – Interim Head of Corporate Finance
Rob Hartshorn – Head of Public Protection
Mark S Williams – Head of Community and Leisure Services
Mike Eedy – Finance Manager
Trish Reardon – HR Manager
David Thomas – Senior Policy Officer (Equalities and Welsh Language)
Steve Hodges – Network Management Manager

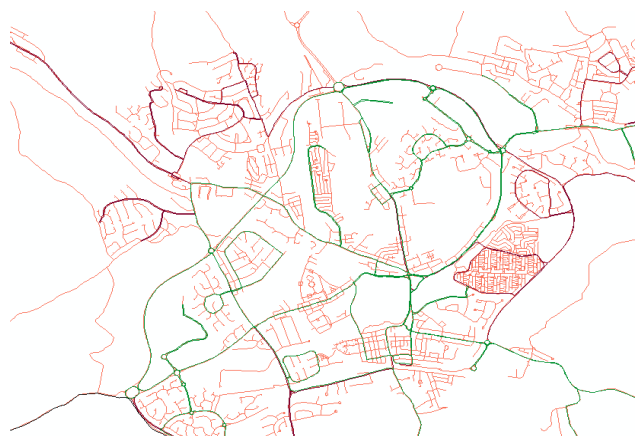
Background Papers:

'Transport Resilience Review 2014 – A review of the resilience of the transport network to extreme weather events' – Department for Transport.

Appendices:

Appendix A – Winter Service Plan 2015-16
Appendix B – Grit-bin Decision Flow-chart and Assessment Form

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WINTER SERVICE PLAN 2015-16

EXAMPLE

- SERVICE ORGANISATION
- PRECAUTIONARY SALTING ROUTES
- SNOW PLAN

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CAERPHILLY COUNTY BOROUGH COUNCIL
ENGINEERING SERVICES DIVISION - HIGHWAY OPERATIONS GROUP
WINTER SERVICE PLAN

PREAMBLE

This plan forms part of the Caerphilly County Borough Council's (CCBC) suite of Highways Operations Management Documents, explaining how the Council delivers its services for its biggest asset, namely its Highway Network. This Plan should be read as a Stand-alone document, but will refer to other documents related to this Service area.

This document explains the County Borough Council's responsibilities, strategy/policy and operational procedures in respect to the management and maintenance of the Caerphilly County Borough highway infrastructure network during the defined winter maintenance period, covering precautionary salting operations, clearance of ice and snow along with response to emergency flooding. Section 41 of The Highways Act 1980 places a duty on Local Authorities "to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice."

This document is to provide guidance to elected councillors, members of the public and members of staff on operational procedures and contact points during the winter service period.

The policy has taken account the recent review commissioned by Transport Ministers "Winter Resilience Review – An independent review of the Resilience of England's Transport System" which made key recommendations in its report following the 2009/2010 severe winter. There was another severe winter in 2010/2011 and further refinements have been made to improve the way in which the service is able to react to the needs of the public during such events.

Revised winter service guidance, contained in Appendix H of Well Maintained Highways, was issued in September 2013. This guidance is considerably more detailed and onerous to implement and adhere to than the previous update in 2011. Following comments and concerns by many Winter Service providers nationally, a review is currently being undertaken by the National Winter Service Research Group (NWSRG), who developed the guidance. This is likely to result in a revision of the document. (To date, no further guidance has been issued) As such, together with all other Welsh Authorities we do not intend to fully adopt this guidance until this review is complete. The Authority will contribute to the review via feedback submitted through the Welsh County Surveyors Society.

WINTER SERVICE POLICY

The County Borough Council aims to provide a winter service which, as far as possible, facilitates the safe movement of traffic and keeps to a minimum delays and accidents caused by adverse winter weather conditions. In practice this is achieved by taking precautionary measures to pre-salt certain routes, taking account of weather forecast and local observations. The response also aims to, as far as practicable, ensure access to essential Council premises, residential accommodation for older people, education establishments, hospitals, doctors surgeries, town centres, major bus stations and emergency services.

Priority is primarily given to the 'A' and 'B' roads (the authorities core transportation network so that the continuation of access to goods and services is maintained as best it can in the prevailing circumstances). The primary objective is to achieve the precautionary application of salt to specified elements of the network prior to the predicted time for the onset of sub-zero conditions.

During severe and/or prolonged sub zero/snowfall conditions causing the risk of formation of ice or significant accumulations of snow throughout the network, consideration is also given to those non principal classified routes and unclassified routes which are deemed to be of significant importance having regard to the number of vehicles carried during the morning/evening peak times on those routes which link a substantial community to a priority route. Actual locations will depend to an extent on particular weather conditions at the time and will be determined based on available information by the Highway Operations Group Manager / Designated Representative / Winter Emergencies Officer. These routes will be considered for treatment where practical, following completion of the priority routes.

There maybe times during the winter period where decisions may need to be made to reduce salting of routes to a key strategic network should conditions dictate. Consultation will be undertaken with senior officers should this instance be necessary prior to implementation.

It is recommended that this policy needs to be reviewed alongside the Council's Out of Hours (Duty Officer) Manual. This will ensure that a full understanding of the operational context is understood for emergency situations.

1. WINTER SERVICE ROLES AND RESPONSIBILITIES.

There are nine winter emergency roles defined within this section.

- 1.1. Winter Emergency Officer (WEO)
- 1.2. Highway Operations Group Manager/Designated Representative (HOGM/DR)
- 1.3 Operational Inspection Personnel (OIP)
- 1.4 Highway Operations Group (HOG)
- 1.5 Operational Duty Officer (ODO)
- 1.6 Sirhowy Enterprise Way (SEW)
- 1.7 Meteorological Forecaster
- 1.8 Decision Maker
- 1.9 Decision Receiver

1.1 Winter Emergency Officer (WEO)

The WEO is the duty officer responsible for monitoring and actioning all requirements in relation to winter maintenance outside normal working hours.

The WEO covers 3 categories of winter emergency operations:-

- Precautionary Salting
- White Out/Snow Plan
- Winter Emergency Severe Weather Flooding

Precautionary Salting - Role and Responsibility

1. Weather forecasts received from weather centre to be noted and actioned in consultation with trained staff only (G Parry, G Richards, C Adams and S Hodges).
2. WEO to inform a controlled list of persons/organisation contacts of winter maintenance actions including "no action" via e-mail as appropriate.
 - Operational Duty Officer.
 - CCBC Out of Hours Control Room @ Tir-Y-Berth.
 - Met Office.
 - Emergency Services.
 - All neighbouring authorities.
3. Unless forecast is 'green' all vehicles to be placed on standby. WEO to confirm with supervisors that all vehicles are prepared fuelled up and ready. This process will include knowing what front line vehicles are unavailable due to servicing or repairs and arranging necessary cover in any depot with additional replacement vehicles, and providing a status report on unavailable vehicles.
4. Where forecast is unclear and vehicles placed on standby as above the WEO will maintain regular contact with weather centre until a clear action is defined.

5. Where no clear action can be defined from the above or forecast is unclear previous 5 days action and weather to be analysed to determine amount of residual salt on highway (in consultation with HOGM/DR). In accordance with the definitive and pessimistic requirement, if in any doubt, action for pre-salting to be called.
6. All actions should be communicated with sufficient warning enabling gritting teams to be informed in a timely manner. (All actions should be recorded by WEO and kept electronically)
7. WEO to determine time for completion of routes and then clearly inform all gritting teams of the time to meet at each depot and the time to commence each route **in order that precautionary salting is completed prior to predicted onset time for sub zero conditions.**
8. WEO to confirm attendance of all staff at depots prior to salting commencement, enabling any problems to be attended to in a timely manner without affecting salting.
9. During salting WEO to maintain contact with all drivers and report any difficulties or problems with the routes to HOGM/DR where necessary.
10. Where vehicle/equipment problems occur WEO to contact winter service fitter to assess repairs and arrange alternate plant to ensure timely completion of salting.
11. Upon completion of salting WEO to confirm completion of all routes and 'sign off' staff as returned safely. Key performance indicator record to be maintained for all routes completed prior to the predicted sub-zero forecast time.
12. Gritting staff to be informed at the time if rest periods* are due, to allow sufficient time for preplanning of work the following day.
13. WEO to assess what impacts rest periods* and plant unavailability will have on following days planned works and update works supervisors as appropriate.
14. No later than 07:30 the next day Supervisors to be notified of anticipated rest periods and vehicle breakdowns to allow efficient redeployment of plant labour and materials, as assessed by WEO.
15. WEO to ensure all records in accordance with current NCS quality assurance system requirements are maintained.

* No strict guidelines are set out regarding rest period entitlement due to the significant amount of variables that could occur. However, duty time will be limited where possible to a maximum of 11 hours in a 24hour period and again where possible a minimum of 9.5 hours continuous off duty rest will be allocated. WEO to record time of action, amount of advance warning given and duration of action, some of which can be re-organised to mitigate disruption to all services by effectively managing resources, timely notification of actions required and monitoring of labour working and resting periods between shifts. Awareness of new legislation regarding driving hours needs to be taken into account when assessing rest periods.

1.2 Highway Operations Group Manager / Designated Representative.

1. HOGM/DR will undertake an annual review and update (as deemed necessary) of the Winter Maintenance Plan prior to the commencement of the winter maintenance period.
2. HOGM/DR shall ensure that the definitive GIS stored precautionary salting network and local salt bin locations are maintained.
3. HOGM/DR will ensure that a contract is in place with a meteorological contractor to supply a weather forecast or road danger warning each day during the months from October to March inclusive.
4. HOGM/DR will generally monitor the actions determined by their designated representative and/or WEO.
5. HOGM/DR will ensure that Highways House is available for snow emergencies and that staff can access the facility.
6. HOGM/DR shall ensure that all relevant KPI data is completed following the Winter Maintenance period.

1.3 Operational Inspection Personnel.

1. When so requested by HOGM/DR, Inspectors will patrol the routes specified in order to assist the decision making process.
2. Any adverse conditions are to be reported to the WEO.
3. In the event of a snow emergency, inspection personnel will assist with the effective direction of resources.
4. Inspectors should generally make themselves aware of current winter maintenance actions prior to leaving work each day and ensure that the weekly availability log sheet is up to date.

1.4 Highway Operations Group. (HOG)

The Highway Operations Group is the winter maintenance service delivery client and contractor and is required to implement all winter service instructions issued by HOGM/DR/WEO. It is required to provide labour and plant, which must be available at all times to respond at short notice. The labour force is thoroughly trained and versed in the use of specialist plant and equipment to be used.

1 Service Delivery Specification.

The service to be provided by the winter maintenance service delivery contractor is comprehensively specified. This document is effectively a contract and includes schedules of all plant and machinery to be used in the provision of the winter maintenance, which the H.O.G. will be responsible for delivering.

This document is reviewed annually prior to the commencement of the winter service period.

1.5 Operational Duty Officer. (ODO)

The Engineering Division operates a 24hour emergency response system, which is capable of responding to highway infrastructure related emergencies outside normal office hours. The ODO is the duty officer responsible for actioning all requirements in relation to the Out of Hours emergency service operated by HOG and needs to liaise closely with the WEO.

1.6 Sirhowy Enterprise Way. (SEW)

The SEW is the responsibility of CCBC, although it is a privately financed project which is operated and maintained by SEW Ltd. Caerphilly CBC as a local authority does retain an involvement with the project road as NCS Caerphilly CBC has been contracted to undertake a twenty three year Operation and Maintenance Contract, which is due to expire on 20th January 2034.

Part of this contract is to provide a Winter Maintenance Service provision, and it has been incorporated within the existing winter maintenance routes for efficiency.

1.7 Meteorological Forecaster.

During the winter months weather forecasts are received daily by e-mail by HOGM/DR and the WEO. Outside normal hours the WEO will receive the forecast directly from the forecast contractor. All copies of the forecasts and actions instructed are held electronically by the Highway Operations Group.

1.8 Decision Maker.

On receipt of the daily forecast, a decision will usually be made for the gritting actions for that day. This decision will be made by HOGM/DR. In some instances it may not be possible to make a decision upon receipt of the daily forecast, and further updates from the meteorological contractor must be sought until action is confirmed or declined.

1.9 Decision Receiver.

When the decision has been made regarding pre gritting action, this decision is then relayed to the WEO, The WEO then informs all drivers of the start times of the gritting routes and the spread rates and also records the completion times of the gritting routes.

2. OPERATIONAL PLAN – PRE SALTING

2.1 During the Normal Working Day

1. HOGM/DR will receive weather forecast/road danger warning information daily throughout the designated winter maintenance period October 1st to April 30th and determine the appropriate action.
2. HOGM/DR will convey the instruction to the WEO who will then be responsible for undertaking the detailed duties of the WEO.

2.2 Outside the Normal Working Day/Bank Holidays/Weekends

The WEO will receive forecast information including updates as necessary, determine the appropriate action in consultation with HOGM/DR and undertake the detailed roles and responsibilities of the WEO (listed previously).

Similarly, a general priority order has been established for the clearance of ice and snow; which is as follows:

1. Strategic salting routes A, B and C if implementation required.
2. Major roads. (described as Priority Routes for Pre-salting)
3. Other routes known as urgent medical and important industrial routes.
4. Other Class II and III roads providing access to villages.
5. Bus routes.
6. Routes to Schools, doctors surgeries, dialysis patients meals on wheels & funerals.
7. Other roads to give access into built up areas.
8. Roads serving isolated farms and houses.
9. Other roads.

In the event of a severe snow emergency it will be necessary to augment the winter maintenance fleet by the use of additional plant hired from previously arranged sources and to implement the Snow Plan (Section 3) which utilises labour resources from other directorates to assist in the clearance of snow/ice.

The winter service delivery will be undertaken by a highly experienced combined client/contractors team. The utilisation of experienced local in-house staff has proved extremely beneficial in the past with high levels of local knowledge and experience applied. This well trained in-house service is considered an essential strategic link in maintaining the local highway network in an acceptable operations condition.

2.3 Pre-salting.

In accordance with the Winter Maintenance Policy, priority routes will be pre-salted when weather conditions so dictate as instructed by HOGM/DR/WEO.

In the interest of efficiency and in order to achieve the desired target time the priority routes have been grouped together to form pre-salting routes of approximately 58 kms, excluding dead mileage.

Each pre-salting route has been given an identification number from 1-8. These routes are included in Appendix A. Should conditions dictate the need to salt high routes only (generally above 300m), then the routes indicated 10 and 11 in Appendix B will be actioned.

2.4 Recommended Practice for Pre-salting.

Precautionary salting takes place when the road surface temperature is expected to fall to 0°C or below unless:-

- i) no moisture is expected on the road surface.
- ii) there is enough residual salt on the road to deal with expected conditions.

Pre-salting should normally be at 15 gms/sq.m and should be completed prior to the formation of frost. The width of spread should be 2.0m less than the width of the carriageway, the channels then being treated by the action of traffic.

When continuous snow is forecast, spreading rates should be increased to 25 gms/sq.m. HOGM/DR/WEO will specify within the instruction to the contractor the rate of spread required according to the anticipated severity of the snowfall. The presence of salt will melt the initial fall and provide a wet surface beneath subsequent snow thus easing the work of ploughing.

When persistent ice is expected, spreading rates should be similarly increased to 25 gms/sq.m according to severity.

During a period of long cold dry weather salting rates may be reduced to 8 gms/sq.m and an assessment of road condition taken to determine whether daily continuous salting is required.

2.5 Strategic Salting Routes A, B and C.

Strategic routes A, B and C may need to be implemented should salt stocks reduce to a critical level of less than 1000T and the advanced forecast and salt delivery information give cause for concern. Consultation with the Head of Service and the Councils Chief Executive Officer will be undertaken prior to implementation of this strategic salting regime. These strategic routes are included in Appendix C.

2.6 Emergency Conditions.

HOGM/DR/WEO will be responsible for initiating emergency conditions and the procedures contained in the snow plan (see Section 3). Emergency conditions will generally arise from significant snowfall and/or widespread ice formation. If emergency conditions arise outside of normal working hours the WEO will advise HOGM/DR of such action and the service will operate from Highway House. The object of this arrangement is to provide a single co-ordinating centre to assess conditions, determine actions, organise the effective utilisation of resources and provide accurate information. Emergency meetings will be arranged as and when required by the HOGM/DR/WEO. All minutes/decisions from these meeting will be documented and stored electronically.

All relevant information regarding the emergency will be monitored, collated and disseminated to the DoE, the HoES and any other relevant parties by HOGM.

2.7 Salting of footways.

Footways will not be subject to precautionary pre-salting in the same manner as carriageways.

During severe winter conditions such as heavy or prolonged snowfall and/or significant ice formation a pre-defined network of the most heavily used pedestrian routes centered on major shopping zones will be treated in accordance with the snow plan upon instruction of HOGM/DR/WEO. The decision will be informed as necessary by local on site inspections of the network at the instigation of HOGM/DR/WEO.

Advice on sensible use of the Highway network during winter conditions is available on the Caerphilly County Borough Council web pages.

Shopping areas and safe routes to schools will be monitored during early morning inspections if deemed necessary.

2.8 Pedestrian Footbridges .

There are twelve footbridges within the authority, which provide a primary pedestrian access across major roads to nearby schools.

Where it is anticipated that ice may form on these footbridges HOGM/DR/WEO will instruct the appropriate Inspector to attend these footbridges before 07.00hrs on school days. Based on the Inspector's observations, arrangements will be made to hand salt these footbridges before 08.00 if required. Footbridge locations are listed in Appendix D.

2.9 Salt Bins.

There are 865 strategically placed salt bins that have been provided on a "self help" basis. These are filled at the end of the winter period to deter theft vandalism and litter problems through the summer. Bins will be filled periodically during the winter, usually after a spell of severe weather conditions, provided sufficient stocks are available.

3. OPERATIONAL PLAN – SNOW CONDITIONS.

3.1 White Out - Snow Plan.

Snow will normally be forecast in advance allowing WEO to discuss/plan actions in conjunction with HOGM/DR to assess requirements for additional staff for the period. Good communication and teamwork will also allow the same to be organised in emergency situations where no warning is given.

Procedures 1-15 in section 1.1 for precautionary salting operations will apply with the addition of the following:-

16. Additional precautionary salting staff to be organised to 'ride shotgun' with gritter drivers if ploughs are required. They will assist with the fitting of ploughs and accompany the driver on their route.
17. Other additional labour may be utilised for hand salting or driving backup gritters to respond to emergency calls. This may include staff from other service areas such as Public Services, Building Services and Ground Maintenance.
18. Highway House will be opened up out of hours with the WEO and CCBC Tir-Y-Berth control room (Out of Hours) notified of action.
19. Where prolonged snowfall is predicted WEO will instigate a shift pattern. This shift pattern will be organised for the WEO, labour force and HOG Staff, to enable effective gritting for prolonged periods.
20. Regular updates of forecast to be recorded to allow advance planning of resources.
21. WEO to monitor precautionary salting duties to allow effects on programmed work to be minimised by releasing and replacing essential labour to maximise following days productivity without compromising precautionary salting thus, maintaining work commitments and contracts.
22. Labour to be notified of rest periods if due and details/actions passed to HOG Team Managers and Supervisors by 07:30 the following day with assessed amendments.

3.2 Implementation of Snow Plan

HOGM/DR/WEO will be responsible for initiating snow plan actions.

HOGM/DR/WEO will implement pre-planned arrangements to increase resources directed at snow/ice clearance. Contact details are included in Appendix E.

3.3 Recommended Practice for Ploughing Snow.

In the interests of traffic safety and effective working it is necessary to have a snow ploughing policy, which is readily understood and acted upon by all staff.

Ploughing generally only becomes effective when snowfall exceeds 50 mm in depth.

Lighter falls may call for ploughing where light local drifts have occurred. Ploughing may be required to remove snow not dispersed by traffic in cases where there is a reluctance to use the right hand lane of dual carriageways or where traffic is light (at night for instance).

When prolonged falls are forecast it is recommended to plough continuously from the onset of snow to prevent build up and to prevent compaction by traffic. Such ploughing can be combined with simultaneous salting at 15-25 gms/sq.m and over if appropriate, so that a wet base is maintained. However, once snow depths of 12cms have been reached, when tackling snow drifts or where vehicles are operating on gradients it may be desirable to continue ploughing without salting. The weight of a salt load will aid vehicle traction when ploughing. Additional actions would depend upon the depth of the remaining snow.

When repeated ploughing is necessary 24 hour manning may be required. This will be undertaken via a 2 shift system in order to achieve maximum staff deployment.

On dual carriageway sections of the network within the authority the following additional recommendations should be observed:-

- i) The process should be based on CLEARANCE BY LANES with the ultimate object of CLEARING ALL LANES. Dual carriageway lanes are defined by broken white lines and road studs/cats eyes which drivers are accustomed to use as guides. It is therefore bad practice to make ploughing passes which leave traffic guided by irregular windrows of snow which weave from one lane to another or even on and off the hard shoulder. The effects of such ploughing for traffic is dangerous in daylight and even more so at night.
- ii) It is also undesirable to leave only half lanes clear as drivers are tempted to overtake dangerously by squeezing past at speed. Similarly, the ploughed windrows of snow should form a smooth and continuous line without sudden encroachments into the cleared path or overtaking vehicles will be obliged to brake hard or risk hitting the windrows at speed.
- iii) The ultimate aim must always be to clear all lanes as soon as conditions permit, and clearance work should proceed continuously to this end. If clearance work is stopped during a fall, resultant snow build-up may take disproportionately longer to clear. Packed snow, glazed by the wind can be particularly difficult to remove.
- iv) If one or more lanes are left uncleared and a thaw sets in, those lanes will go through an uncontrolled transitional stage of semi clearance under the action of the thaw, which might tempt imprudent drivers to risk overtaking through the restricted gaps already mentioned.
- v) Due to variations in local weather conditions, snow depth, snow wetness and topography, it is difficult to be precise on the order of lane clearance. Local traffic densities and movements, which differ from day to day and even within a day, can affect lane clearance priorities.

3.4 Snow Clearance Additional Priorities.

A priority order has been established for the clearance of ice and snow, which is as follows:-

1. Strategic salting routes A, B and C if implementation required.
2. Major Roads. (described as priority routes for pre-salting)
3. Other routes known as urgent medical and important industrial routes.
4. Other Class II and III roads providing access to villages.
5. Bus routes.
6. Other roads to give access into built up areas.
7. Roads serving isolated farms and houses.
8. Other roads.

Where snowfall is substantial and prolonged it may be necessary to close certain mountain roads and steep hills in the interest of safety. Such closures would be kept to a minimum and alternative routes should be kept clear.

3.5 Action when a thaw occurs.

Appropriate warning signs must be ready for placement at locations of known flood risk. Appropriate gullies and water outlets should be opened to permit free flow of water. Carriageways should be inspected for evidence of frost damage and damage by snow clearing plant and remedial action identified.

3.6 Meals on Wheels Kitchens.

There is one “meals on wheels” kitchen within the County Borough, which will receive priority in terms of snow clearance to ensure that the provision of hot meals to the elderly is maintained. The kitchen is at the following location:

Horner Street. Tir-Y-Berth.

3.7 Snow/Persistent Ice Clearance on Footways.

Salt is not spread on footways on receipt of an adverse weather forecast. However, where snow or persistent ice forms on footways, it shall be cleared having regard for the prevailing conditions, forecast and available resources. The Housing Dept. and the Social Services also have, through their Grounds Maintenance related functions, certain responsibilities for snow clearance beyond the public highway, which include typically, Council Offices and Day Care Centres. Additional resources are directed to this task see Appendix F.

Hand clearance of strategic locations is to be undertaken by additional personnel from Grounds Maintenance and Public Services, under the instruction of HOGM/DR. These additional personnel will be accompanied by their own supervisory staff.

A priority order has been established for the clearance of ice and snow from footways which is as follows provided resources allow:-

- i) Town centre footways. (See Appendix G)
- ii) Footways giving access to schools, hospitals, doctors surgeries and homes for the elderly etc. (See Appendices H & F)
- iii) Footways access for emergencies.
- iv) Footways to allow funerals to proceed.

EXAMPLE

4. WINTER EMERGENCY – FLOODING.

Should an emergency for flooding occur during the winter period, the following process should be followed:-

- 1 If severe weather dictates that the WEO requires additional resources the WEO will liaise with HOGM/DR and arrange that Highway House to established as a control room if deemed necessary.
- 2 The WEO will liaise with the ODO during periods of severe snow/ice or flooding and combine resources to effectively manage the situation, if appropriate by establishing a control centre at Highways House.
- 3 The WEO will contact winter emergency operatives to meet at the respective depots.
- 4 The WEO in consultation with the ODO will allocate resources to effectively resolve flooding problems.
- 5 The WEO will assess whether other additional resources over and above the winter emergency operatives are required and will endeavour to ensure adequate resources are available to effectively resolve flooding problems.
- 6 The WEO will keep HOGM/DR fully informed during such occurrences.

Should the severity of the situation escalate, consideration of providing updates to the Head of Service and the Director of the Environment should be made.

5. COMMUNICATION PLAN.

5.1 Means of Communication.

Communications will be predominately by telephone, of which, the Highway Operations Group have suitable numbers of mobile telephones. In the event of a snow emergency the service will be directed and managed from Highways House in order to ensure prompt and effective direction of operations. Should events escalate, decisions will be taken by HOGM/DR or the WEO to inform and update HoES and CEO as deemed appropriate.

In the event of a telecommunications failure, there are provisions in place by the mobile network provider that emergency communications will be maintained/available.

5.2 Public/Emergency Services Information/Customer Care/Out of Hours.

The public and the emergency services will be informed of the services to be provided prior to commencement of the winter and where necessary during the winter.

With regard to the public, this will be achieved by distributing this document to Community and Town Councils. In addition to local councilors, copies will also be distributed to public libraries and made available on the intranet.

Emergency services will be informed of the County Borough's policy on winter maintenance and how it will be achieved. A copy of this document will be distributed to all the emergency services.

Emergency services and the Meteorological Forecaster will be informed daily, by 16.00 hours of any preplanned action to be undertaken during the night.

This information is also relayed by e-mail to the personnel covering the 'Customer Care' line and the control room at Tir-Y-Berth (Out of Hours) in order that they may advise callers of proposed action and any information in respect to road conditions through the provision of regular and accurate reports.

5.3 Road Condition Information to the Media.

HOGM/DR/WEO will provide information to local radio via the CCBC Communications Group in respect to current conditions. The general message will be to discourage all unnecessary car journeys and to advise on which routes are blocked, closed or considered hazardous.

Alternatively, information can be provided to Cardiff@inrixmedia.com

Daily information will be forwarded to the website coordinator to update the webpage on gritting action for that day.

All internal communication will be completed by either telephone or e-mail.

6. WEATHER FORECASTER/WEATHER CONDITION REPORTS.

6.1 Introduction.

Effective and efficient winter service is only possible with reliable information on road and weather conditions. HOG personnel need accurate and detailed information in order to implement the operational requirements of this document. HOG receive weather forecasts and road condition reports from the following sources :-

6.2 Meteorological Forecaster.

During the winter months, weather forecasts are received daily by e-mail by HOG. Outside normal hours the WEO will receive the forecast directly from the forecast contractor. All copies of the forecasts and actions instructed are held electronically by HOG.

6.3 Local Reports.

Local reports of poor road and or weather conditions are received from the Police and the public. During office hours HOG/DR deals with these reports. Outside office hours, the WEO deals with reports from the Police and seeks advice/guidance from HOGM/designated representative if deemed necessary.

6.4 Road Weather Sensors.

There are five road weather sensors located at Markham, Ystrad Mynach, Hafodyrynys, Risca and Princetown. Data gathered from these sensors will be used by the meteorological forecaster and aid in the forecasting of road conditions and temperatures. These weather sensors will allow operational staff to review real time information on current road condition at these locations at any time.

6.5 Forecast Details and Format.

During the winter period a weather forecast, compiled by the meteorological forecaster, is received daily by HOG. It gives a prediction of minimum road surface temperatures and road conditions including snow and other forms of precipitation. Reference is also made to the time of day or night when such conditions are expected, the altitude, if this is relevant, and confidence limits. An alert state is also given with the forecast to give a first indication of likely conditions. The alert states are described as follows:-

GREEN No road within the domain will fall below zero.

This indicates a very high probability of road temperatures remaining well above zero and can be used specifically for use in mild cloudy situations. Road temperatures quoted on the forecast must be definitely expected to remain above 3 degrees C.

AMBER Roads within the domain will get close to zero and may fall below zero if the forecast is in error by any degree. Road temperatures are certainly expected to fall to 2 degrees.

This indicates there is some doubt in the forecast and although positive temperatures may have been quoted in the forecast text, they will be so close to zero that they will need to be updated to RED or GREEN before the planned action or gritting runs commence.

Roads could also be forecast to be below zero, but due to prolonged dry spells they will pose limited risk.

RED Roads in the domain will fall below zero.

This indicates that there is a high probability of roads within the domain falling below zero. A negative road temperature will have been quoted in the domain forecast with amplification within the text to give details of heights and times.

A typical weather forecast received from the meteorological contractor is shown in Appendix I.

6.6 Forecast Monitoring and Updates.

The forecast is received daily at about 13.30 hours from 1 October to 31 March. The forecast provider will constantly monitor the weather and issue updates to the forecast when it considers the advice is no longer adequate or accurate. If an AMBER alert state is included in the forecast, the forecast will always be updated before any planned action commences.

6.7 Consultation Service.

The forecast provider also provides a consultation service from October to April which allows HOG to speak directly to the Duty Forecaster in order to obtain “up to the minute” information on weather conditions and trends.

6.8 Snow Warnings.

Even slight accumulations of snow can lead to treacherous icy surfaces under the action of traffic when the temperature of the surface is below freezing point. Warnings of slight falls will therefore be issued unless it is confidently expected that the temperatures will remain above freezing.

These are warnings of fall of snow that are likely to require HOG to consider arrangements for snow clearance, gritting or salting. Warnings refer to slight, moderate or heavy falls as follows:

Slight:	Undisturbed accumulations of less than 25mm depth
Moderate:	25 to 100mm
Heavy:	Over 100mm

7. SALT STOCKS.

For the forthcoming winter service period, the authority will use the “untreated” strategic salt stock located at Ty Dyffryn. Once this stockpile has been used, gritting operations will automatically revert to Bedwas & Penmaen depots and will then use “safecoat” coated ground rock salt. This type of salt adheres itself to the road surface, thus eliminating waste. Safecoat coated rock salt also reduces the amount of corrosion on street furniture, structures and road vehicles, as well as reduced application rates.

Stocks of ground rock salt, stored in barns at Pontlottyn, Bedwas and Penmaen, are replenished during the summer. Salt is stored in barns as rainwater causes loss of salinity and increases its moisture content. Wet salt is difficult to spread and can damage equipment.

During periods of prolonged severe weather conditions salt stocks may need to be replenished. Contracts to supply salt have been awarded to suppliers in Cheshire and Northern Ireland. Supplies can normally be obtained from Cheshire within 48 hours. However, recent events have shown the vulnerability of these supplies nationally.

The availability of rock salt from stock at the start of the winter is as follows:-

<u>Location</u>	<u>Capacity</u>
Bedwas Depot	1,200 tonnes
Penmaen Depot	1,200 tonnes
Pontlottyn Depot	1,200 tonnes
Ty Dyffryn	4,000 tonnes
Strategic Salt Stocks	2,000 tonnes
Grit Bins	300 tonnes
Total	9,900 tonnes

Salt stocks are monitored weekly and minimum stock levels have been set at 50% of the total. Stock levels between this minimum and the start of winter levels will be provided throughout the winter dependant on supplier deliveries. The actual level is to be determined by HOGM based on weather conditions, forecast and judgment.

The strategic salt is available from a regional salt barn situated at Waun-Y-Pound Ind Est, Ebbw Vale. This facility is shared between Caerphilly, Blaenau-Gwent, Monmouth, Torfaen, Merthyr and Rhondda Cynon Taff CBC's and is available for this winter. Caerphilly will have an additional 2000T emergency stockpile stored at this facility.

If a salt shortage should arise, a review in the pre salted routes may be instructed by HOGM in consultation with Head of Service and the Councils Chief Executive Officer. In the event that the Strategic pre salted routes are implemented, all other routes will be monitored for formation of ice and the safe passage for public use. (Details of these Strategic Routes will be found in Appendix B)

8. RESOURCES.

8.1 Details of fleet.

HOG maintains a fleet of 13 gritters of which 8 are front line winter service vehicles and 5 are reserves. Each vehicle can be fitted with a snowplough.

HOG also has 4 snow ploughs that can be fitted to the 7.5t tipper lorries.

All ploughs are fitted with polypropylene blade attachments to prevent damage to carriageway and road studs.

HOG also has a snow blower, kept at Bedwas Depot.

Shovel loaders are available for loading salt at Ty Dyffryn, Pontlloftyn, Bedwas and Penmaen salt storage depots.

HOG also has available additional plant and can procure sub-contract plant from external sources, which may be used in an emergency.

A list of available gritting equipment is included in Appendix J.

8.2 Location of Winter Service Vehicles/Equipment and Fuel Stocks.

Each item of winter service plant is located in accordance with its operational requirement. Accordingly those vehicles allocated for routine pre-salting are located at Bedwas and Penmaen salt storage depots.

Those vehicles held in reserve are usually kept at the Bedwas & Penmaen Depots, as well as at TY Dyffryn.

HOG is responsible for ensuring all vehicles have adequate supplies of fuel and that it is used in accordance with current regulations.

Should conditions dictate the implementation of the snow plan routes 1 and 2 will revert to operating out of Pontlloftyn Depot and additional resources be considered for deployment to Pontlloftyn Depot.

8.3 Manning of Plant.

HOG is responsible for providing all drivers and operators for all winter service plant held by this Authority. They are thoroughly trained and versed in the use of the specialist plant, equipment and their operational requirements.

The labour force is readily available and is of sufficient size to carry out any instruction given in accordance with the general requirements of this document.

Where extreme conditions or prolonged snowfall are expected HOG will be instructed to place appropriate personnel on "standby" at the relevant depots. This will facilitate a prompt or continuous response to the wintry weather.

8.4 Winter Service Vehicle Spread Rate Calibration.

Prior to the winter service season all spreading vehicles are calibrated to ensure that target spread rates are achieved. HOG holds these records.

8.5 Additional Personnel.

Additional personnel may be made available from Public Services, Building Services and Grounds Maintenance should conditions necessitate additional resources. These personnel will generally only be available in snow conditions. Actual circumstances are to be decided upon by CEO, Head of Public Services, Head of Building Services, Head of Engineering Services and Highway Operations Group Manager. These additional personnel will primarily be utilized in the clearance of footpaths in accordance with the snow plan priorities. Supervisory staff will also be available to compliment the manual workforce and will work under instruction from highways staff at either Highway House or Bedwas Depot.

Appendix A.

Pre-salting Routes 1-8.

Precautionary pre-salting route descriptions and plans.

- Note 1:** The route plans are schematic only and must be read in conjunction with the route descriptions.
- Note 2:** In some instances, gritting may be hampered by slow moving traffic flows, or a RTC. It will be up to the drivers discretion at these times to divert from the original route to achieve best results for coverage of the routes. Ultimately, all routes should be gritted prior to the onset of frost.
- Note 3:** Gritting routes are designed to start and terminate at either Penmaen or Bedwas depots. At the start of this winter, gritters will load at Ty Dyffryn and navigate to the start of each individual gritting route. At the end of each route, gritters will again navigate to Ty Dyffryn to unload. This situation is temporary, and will only be in operation until the current stockpile located at Ty Dyffryn has been exhausted.
- Note 4:** Gritting routes in Appendices B & C will also be subject to starting & ending at Ty Dyffryn as per note 3.

Pre-salting Route 1 (Penmaen)

No	GRITTINGROUTE_CARD	
1	F	Leave yard travel to junction B4254.
2	F	Turn left - Travel B4254
3	F	Continue - Travel B4254
4	F	Enter roundabout travelling and take exit 1 on to B4254
5	F	Turn right - Travel A4049 to junction B4254
6	F	Continue - Travel A4049
7	F	At roundabout take exit 3 to PENGAM ROAD
8	F	Continue - Travel A4049. Grit
9	T	Enter roundabout gritting and take exit 2 to DUFFRYN TERRACE
10	T	Turn right - Grit DUFFRYN TERRACE
11	T	Continue - Grit DUFFRYN TERRACE to SCHOOL STREET
12	T	Turn left onto BEDWELLY ROAD
13	T	Turn left onto BEDLWYN ROAD
14	T	Continue - Grit BEDLWYN ROAD to FOTHERGILLS ROAD
15	T	Continue - Grit FOTHERGILLS ROAD
16	T	Turn left onto SCHOOL STREET
17	T	Turn left onto BEDWELLY ROAD
18	T	Turn right onto BEDWELLY ROAD
19	T	Turn left onto SCHOOL STREET
20	T	Continue - Grit SCHOOL STREET to CROSS STREET
21	T	Turn left onto A4049
22	T	Turn left onto ELLIOTT STREET
23	T	At roundabout take exit 2 to ELLIOTT STREET
24	T	Continue - Grit ELLIOTT STREET to QUEENS ROAD
25	T	Continue - Grit QUEENS ROAD to UPPER ROAD
26	T	Turn right onto A4049
27	T	Continue - Grit A4049
28	T	At roundabout take exit 1 to A4049
29	T	Continue - Grit A4049 to A469
30	T	Turn left onto A469
31	T	Continue grit A469 to PLEASANT VIEW
32	T	Continue grit PLEASANT VIEW to BRITHDIR CEMETARY. End of salting
33	F	U-turn - Travel BRITHDIR CEMETARY to BRISTOL TERRACE. Grit
34	T	Turn right -Grit BRISTOL TERRACE
35	T	Continue - Grit BRISTOL TERRACE to NELSON TERRACE
36	T	Continue - Grit NELSON TERRACE to TIRPHIL SQUARE. End of salting
37	F	Turn left - Travel TIRPHIL SQUARE to A469. Grit
38	T	Continue - Grit A469 to FARM ROAD
39	T	Continue - Grit FARM ROAD to FOCHRIW ROAD.
40	T	Turn right onto HILL ROAD. Grit
41	T	Turn right onto BRYNHYFRYD
42	T	Turn right onto FOCHRIW ROAD
43	T	Continue - FOCHRIW ROAD to PONTLOTTYN ROAD
44	T	Turn right onto SOUTH TUNNEL ROAD
45	T	Continue - Grit SOUTH TUNNEL ROAD to TUNNEL TAVERN
46	T	Turn left onto TUNNEL TAVERN
47	T	Continue - Grit TUNNEL TAVERN to GLENVIEW TERRACE
48	T	Turn left onto STATION TERRACE
49	T	Continue - Grit STATION TERRCAE to BROOK ROW
50	T	Continue - Grit BROOK ROW
51	T	Turn right onto MOORES ROW

52 T Continue - Grit MOORES ROW to AELYBRYN STREET

53 T Continue - Grit AELYBRYN STREET

54 T Turn left onto HEOL IAGO

55 T Continue - Grit HEOL IAGO to GLAN-Y-NANT

56 T Continue - Grit GLAN-Y-NANT

57 T Turn Right onto HEOL IAGO

58 T Continue - Grit HEOL IAGO to AELYBRYN STREET

59 T Turn left onto AELYBRYN STREET

60 T Continue - Grit AELYBRYN STRET to MOORES ROW

61 T Turn right onto BROOK ROW

62 T Continue - BROOK ROW to PONTLOTTYN ROAD

63 T Continue - Grit PONTLOTTYN ROAD. End of salting

64 F Turn left - Travel SOUTH TUNNEL ROAD

65 F Continue - Travel SOUTH TUNNEL ROAD to TUNNEL TAVERN. Grit

66 T Turn right onto TRECATTI HILL

67 T Continue - Grit TRECATTI HILL to RHYMNEY COMMON ROAD

68 T Turn left onto RHYMNEY COMMON ROAD

69 T Continue - Grit RHYMNEY COMMON ROAD to ROUNDABOUT

70 T At roundabout take exit 4 to RHYMNEY COMMON ROAD. End of salting

71 F Travel RHYMNEY COMMON ROAD to COMMON ROAD. Grit.

72 T Continue - Grit RHYMNEY COMMON ROAD to ROUNDABOUT

73 T Complete a circuit of the roundabout and take exit 2 to RHYMNEY

74 T Complete a circuit of the roundabout and take exit 1 to B4257

75 T Continue - Grit B4257 to MERTHYR ROAD

76 T Continue - Grit MERTHYR ROAD to End of Salting

77 F Continue - Travel MERTHYR ROAD

78 F Enter roundabout travelling and take exit 4 back to MERTHYR ROAD

79 F Continue - Travel MERTHYR ROAD to B4257. Grit

80 T Turn left - Grit B4257 to TY COCH

81 T Turn left - Grit TY COCH and then Turn left

82 T Turn left - Grit ANEURIN TERRACE

83 T Continue - Grit ANEURIN TERRACE

84 T Bear right - Grit ANEURIN TERRACE TO HEOL UCHAF

85 T Continue - Grit HEOL UCHAF TO PEN-Y-DRE

86 T Turn right - Grit PEN-Y-DRE. Travel.

87 T Turn left - Travel ANEURIN TERRACE.

88 T Turn right - and then Turn left. Grit

89 T Grit - Turn left on to UPPER HIGH STREET

90 T Turn right - Grit CARNO STREET to A469

91 T At roundabout take exit 4 on to CARNO STREET. End of salting.

92 F Travel CARNO STREET

93 F Continue - Travel CARNO STREET to B4257. Grit.

94 T Turn right - Grit UPPER HIGH STREET

95 T Continue - Grit UPPER HIGH STREET to CHURCH STREET

96 T Continue - Grit CHURCH STREET to HIGH STREET

97 T Continue - Grit HIGH STREET

98 T Turn right onto TRE-YORK STREET

99 T Turn right onto THE TERRACE

100 T Continue - Grit TRE-YORK STREET to GLAN-YR-AFON

101 T Continue - Grit GLAN-YR-AFON

102 T Turn right onto CARNO STREET. End of salting

103 F Travel CARNO STREET

104 F Continue - Travel CARNO STREET to CORONATION CRESCENT. Grit

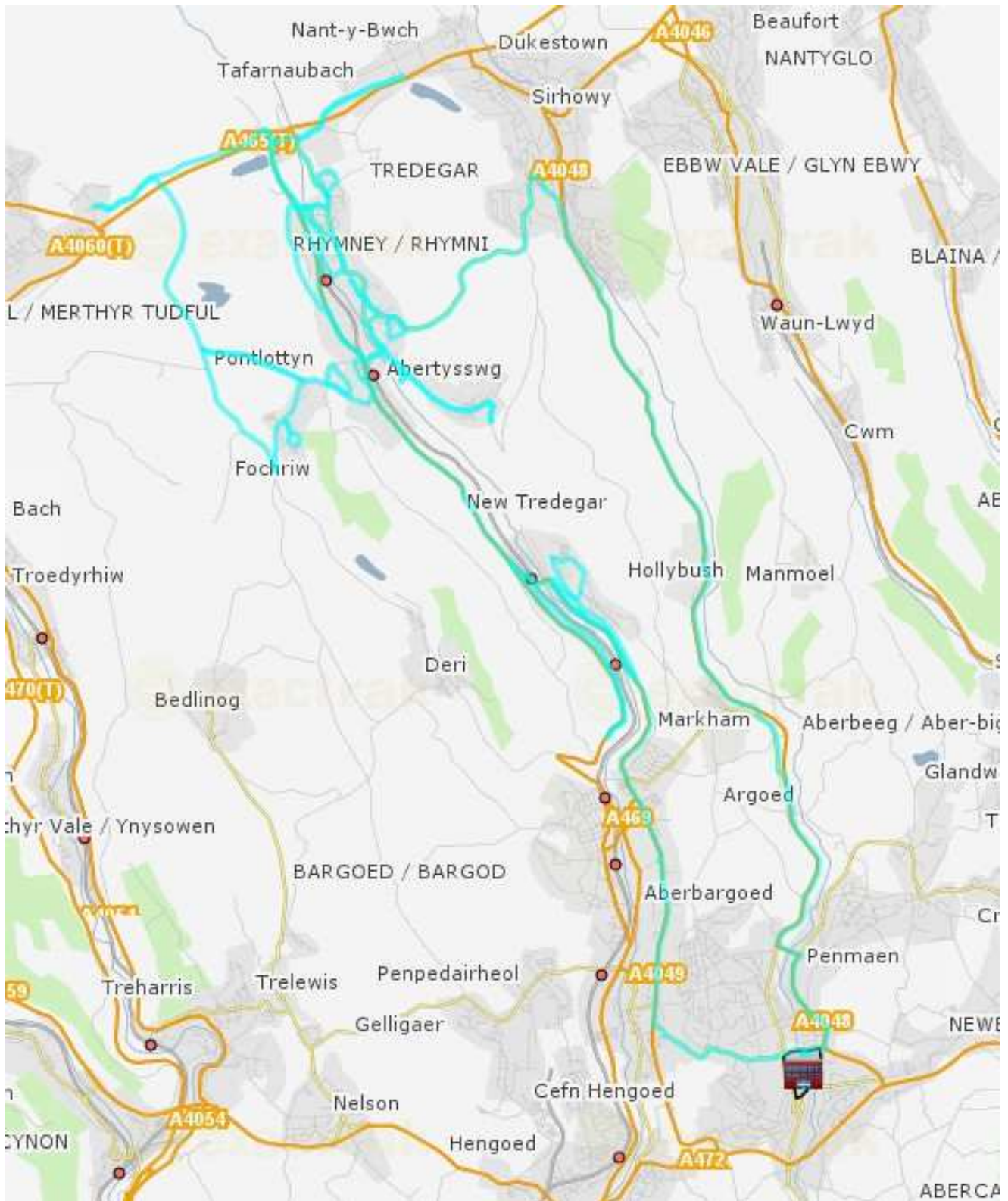
105 T Turn right - Grit CORONATION CRESCENT

106 T Continue CORONATION CRESCENT to QUEENS CRESCENT
 107 T Continue QUEENS CRESCENT to HIGH STREET
 108 T Turn right onto HIGH STREET. End of salting
 109 F Travel HIGH STREET to TRE-YORK STREET. Grit
 110 T Continue - Grit HIGH STREET TO HAVARDS ROW
 111 T Continue - Grit HAVARDS ROW to BRYN-TEG CRESCENT
 112 T Turn left onto HILL STREET
 113 T Continue - Grit HILL STREET to MORIAH STREET
 114 T Turn right onto MORIAH STREET
 115 T Continue - Grit MORIAH STREET
 116 T Turn left onto WELLINGTON WAY
 117 T Continue - Grit WELLINGTON WAY
 118 T Turn left onto ABERTYSSWG ROAD
 119 T Continue - Grit ABERTYSSWG ROAD
 120 T Turn right on COMPREHENSIVE SCHOOL ACCESS ROAD
 121 T U-turn - back to ABERTYSSWG ROAD
 122 T Turn right - Grit ABERTYSSWG ROAD
 123 T Continue - Grit ABERTYSSWG ROAD to CARN-Y-TYLA TERRACE
 124 T Continue - Grit CARN-Y-TYLA TERRACE to WARN'S TERRACE
 125 T Continue - Grit WARN'S TERRACE to WALTER STREET
 126 T Continue - Grit WALTER STREET to CHARLES STREET
 127 T Continue - Grit CHARLES STREET to End of Salting
 128 F U-turn - Travel CHARLES STREET to WALTER STREET
 129 F Continue - Travel WALTER STREET to WARN'S TERRACE
 130 F Continue - Travel WARN'S TERRACE to CARN-Y-TYLA TERRACE
 131 F Continue - Travel CARN-Y-TYLA TERRACE to ABERTYSSWG ROAD
 132 F Continue - Travel ABERTYSSWG ROAD. Grit
 133 T Turn left - Grit B4257
 134 T Continue - Grit B5247 to MERCHANT STREET
 135 T Turn left onto MERCHANT STREET
 136 T Continue - Grit MERCHANT STREET to FARM ROAD
 137 T Turn right onto FARM ROAD
 138 T Turn right onto FARM ROAD
 139 T Continue - Grit FARM ROAD to HEOL EVAN WYNNE
 140 T Turn right onto HEOL EVAN WYNNE
 141 T Continue - Grit HEOL EVAN WYNNE to A469
 142 T Turn left onto A469
 143 T At roundabout complete a circuit and take exit 2 to A469
 144 T Continue - grit A469 to HEADS OF VALLEYS ROUNDABOUT
 145 T At roundabout take exit 4 back onto A469. End of salting.
 146 F Travel A469 to CARNO STREET. Grit
 147 T At roundabout complete a circuit and take exit 3 to INDUSTRIAL ESTATE
 148 T Continue - Grit INDUSTRIAL ESTATE to A469. End of salting
 149 F Turn right - Travel A469
 150 F Continue - Travel A469 to MERCHANT STREET. Grit
 151 T Turn left - Grit WELLINGTON WAY
 152 T Continue - WELLINGTON WAY to FORGE CRESCENT
 153 T Turn left onto LAWN INDUSTRIAL ESTATE
 154 T Continue to End of salting.
 155 F U-turn - Travel LAWN INDUSTRIAL ESTATE to FORGE CRESCENT. Grit
 156 T Continue - Grit HILL STREET
 157 T Continue - Grit HILL STREET to TAN-Y-BRYN
 158 T Turn right - Grit TAN-Y-BRYN
 159 T Continue - Grit TAN-Y-BRYN

- 160 T Turn right onto GARDEN CITY
- 161 T Continue - Grit GARDEN CITY to HILL STREET
- 162 T Turn right onto HILL STREET
- 163 T Continue - Grit HILL STREET to End of salting.
- 164 F Travel B4256 to A4048
- 165 F Travel A4048 to MARKHAM
- 166 F Turn right onto SLIP ROAD. Grit
- 167 T Turn left - Grit PENYLLAN ROAD
- 168 T Continue - Grit PENYLLAN ROAD to A4048
- 169 F Turn right onto A4048
- 170 F At roundabout take exit 1 to A4048
- 171 F At roundabout take exit 2 to A4048
- 172 F At roundabout take exit 2 to A4048
- 173 F At roundabout take exit 3 to B4254
- 174 F Turn left onto PENMAEN ROAD INDUSTRIAL ESTATE
- 175 F Turn left onto DEPOT

EXAMPLE

Pre-salting Route 1 (Penmaen)



Pre-salting Route 2 (Penmaen)

No	GRITTINGROUTE_CARD
1	F Leave yard travel to junction B4254.
2	F Turn left - Travel B4254
3	F Enter roundabout travelling and take exit 1 on to B4254
4	F Turn right - Travel A4049 to junction B4254
5	F Continue - Travel A4049 to HIGH STREET. Grit
6	T Continue - Grit PENGAM ROAD
7	T At roundabout complete a circuit and take exit 3 to PENGAM ROAD
8	T Continue - Grit PENGAM ROAD to COMMERCIAL STREET
9	T Turn left onto ABERBARGOED LINK ROAD
10	T At roundabout complete a circuit and take exit 2 to BARGOED NEWYDD VIADUCT
11	T Continue - Grit BARGOED NEWYDD VIADUCT.
12	T Continue onto GILFACH STREET
13	T Continue onto CARDIFF ROAD
14	T Continue onto HANBURY ROAD
15	T Continue onto HIGH STREET
16	T Continue onto UPPER HIGH STREET
17	T At roundabout take exit 2 to ST GWLADYS WAY
18	T At roundabout complete a circuit and take exit 2 to PARK & RIDE
19	T Continue - Grit PARK & RIDE
20	T At roundabout take exit to BUS STATION
21	T At roundabout take exit 2 to STATION ROAD
22	T Continue - Grit STATION ROAD
23	T Turn left onto FACTORY ROAD
24	T Continue - Grit FACTORY ROAD.
25	T Continue - Grit FACTORY ROAD to BRITHDIR CEMETARY. End of salting
26	F U-turn - Travel BRITHDIR CEMETARY to FACTORY ROAD. Grit
27	T Turn right - Grit GROESFAEN TERRACE
28	T Continue - Grit GROESFAEN TERRACE
29	T Continue - Grit GROESFAEN TERRACE to NEW ROAD
30	T Continue - Grit NEW ROAD
31	T Turn left onto BAILEY STREET
32	T Continue - Grit BAILEY STREET to GLENVIEW TERRACE
33	T Turn left onto GELLIGAER MOUNTAIN ROAD
34	T Bear right - Grit MOUNTAIN ROAD.
35	T Turn left - Grit Minor Road to WESTERN DRIVE
36	T Turn right onto WESTERN DRIVE
37	T Continue - Grit WESTERN DRIVE TO HILLSIDE PARK
38	T Turn left onto HILLSIDE PARK
39	T Continue - Grit HILLSIDE PARK
40	T Turn left onto PARK DRIVE
41	T Continue - Grit PARK DRIVE
42	T Turn left onto HEOL FARGOED
43	T Continue - Grit HEOL FARGOED
44	T Turn left onto WESTERN DRIVE
45	T Continue - Grit WESTERN DRIVE to CROSS STREET
46	T Continue - Grit CROSS STREET
47	T Turn left onto PARK PLACE
48	T Continue - Grit PARK PLACE to GILFACH STREET
49	T Continue - Grit GILFACH STREET
50	T Turn left onto GILFACH STREET
51	T Turn left onto CARDIFF ROAD

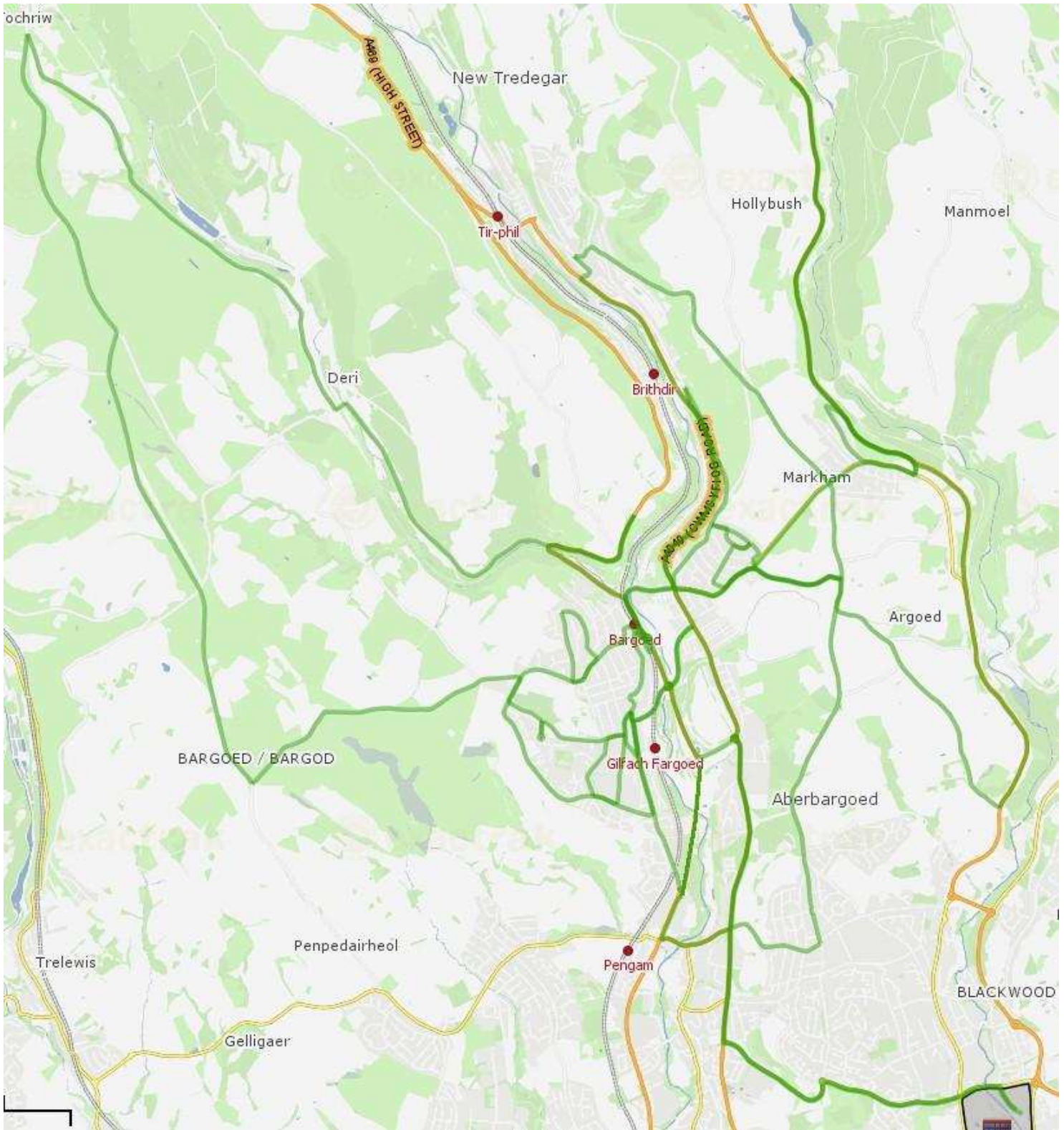
52 T Continue - Grit CARDIFF ROAD. End of salting
53 F Turn left onto GILFACH STREET
54 F Travel GILFACH STREET
55 F Turn left onto GILFACH STREET
56 F Turn left onto CARDIFF ROAD
57 F Travel CARDIFF ROAD. Grit
58 T Turn right - Grit PARK DRIVE
59 T Continue - Grit PARK DRIVE
60 T Turn left onto HEOL PENCARREG
61 T Continue - Grit roundabout
62 T Continue - Grit HEOL PENCARREG to PARK DRIVE
63 T Turn left onto PARK DRIVE
64 T Continue - Grit PARK DRIVE to WESTERN DRIVE
65 T Turn right - Grit WESTERN DRIVE to MOORLAND ROAD
66 T Continue - Grit MOORLAND ROAD to MCDONNELL ROAD
67 T Continue - Grit MCDONNELL ROAD
68 T Turn left on ST GWLADYS AVENUE
69 T Continue - Grit ST GWLADYS AVENUE to HEOLDDU GROVE
70 T Continue - Grit HEOLDDU GROVE. End of salting
71 F Turn left - Travel MCDONNELL ROAD to HEOLDDU ROAD. Grit
72 T Continue - Grit HEOLDDU ROAD
73 T Turn left onto CHURCH PLACE
74 T Continue - Grit CHURCH PLACE
75 T Turn right onto BRISTOL TERRACE
76 T At roundabout take exit 1 to ST GWLADYS WAY.
77 T At roundabout take exit 1 to STATION ROAD
78 T Continue - Grit STATION ROAD to BEDWELLY ROAD.
79 T Turn left onto CWMSYFIOG ROAD.
80 T Continue - Grit CWMSYFIOG ROAD
81 T Turn right onto CROSS STREET. End of salting
82 T Continue - Travel CROSS STREET to SCHOOL STREET
83 F Turn right onto BEDWELLY ROAD. Grit
84 T Continue - Grit BEDWELLY ROAD to MARKHAM
85 T At roundabout take exit 3 to ABERBARGOED
86 T Continue - Grit B4511 to BEDWELLY ROAD
87 T Turn left onto BEDWELLY ROAD.
88 T Continue - Grit BEDWELLY ROAD
89 T Turn right onto HEOL Y BEDW-HIRION
90 T Turn left onto HEOL TYNEWYDD
91 T Continue - grit HEOL TYNEWYDD
92 T Turn left onto A4048
93 T Continue - Grit A4048 to End of salting.
94 F U -turn - Travel A4048 to LINK ROAD. Grit
95 T Turn right - Grit LINK ROAD.
96 T Turn Right onto ABERNANT ROAD
97 T At roundabout take exit 2 to ABERNANT ROAD
98 T Continue - Grit ABERNANT ROAD to A4048. End of salting
99 F Turn right - Travel A4048 to LINK ROAD
100 F Turn right onto LINK ROAD.
101 F Turn Right onto ABERNANT ROAD
102 F At roundabout take exit 1 to PANTYCEFN ROAD. Grit
103 T Continue - Grit PANTYCEFN ROAD
104 T At roundabout take exit 1 to HEOL Y BEDW-HIRION
105 T Continue - Grit HEOL Y BEDW-HIRION. End of salting.

106	F	Turn right onto BEDWELLY ROAD
107	F	Continue - Travel BEDWELLY ROAD. Grit
108	T	Turn left - Grit BEDWELLY ROAD
109	T	Continue - Grit BEDWELLY ROAD
110	T	Turn left onto SANNAN STREET
111	T	Continue - Grit SANNAN STREET
112	T	Turn right onto HIGHFIELD CRESCENT
113	T	Turn right onto HIGHFIELD CRESCENT
114	T	Turn left onto LEWIS STREET
115	T	Continue to COMMUN ROAD
116	T	U-turn. - Grit LEWIS STREET
117	T	Turn right onto HIGHFIELD CRESCENT
118	T	Turn right onto LEWIS STREET
119	T	Turn right onto PANTYFID ROAD
120	T	Turn right onto BEDWELLY ROAD
121	T	Continue - Grit BEDWELLY ROAD to COMMERCIAL STREET
122	T	Turn right onto COMMUN ROAD
123	T	Continue - Grit COMMUN ROAD
124	T	Bear left - Grit COMMUN ROAD
125	T	Continue - Grit COMMUN ROAD to UPPER ROAD. End of salting
126	F	Turn left onto UPPER ROAD
127	F	Turn left onto CWMSYFIOG ROAD.
128	F	Continue - Travel CWMSYFIOG ROAD
129	F	Turn right onto BEDWELLY ROAD
130	F	Continue - Travel BEDWELLY ROAD
131	F	Continue - Travel BEDWELLY ROAD to STATION ROAD. Grit
132	T	Enter roundabout gritting and take exit 2 to ANGEL WAY
133	T	Continue - Grit ANGEL WAY
134	T	At roundabout take exit 1 to BRITANNIA LINK ROAD
135	T	Continue - Grit BRITANNIA LINK ROAD. End of salting
136	F	At roundabout take exit 2 to A4049
137	F	Continue - Travel A4049 to WAUNBORFA ROAD
138	F	Turn Left onto WAUNBORFA ROAD
139	F	Continue - Travel WAUNBORFA ROAD to BEDWELLY ROAD
140	F	Turn left onto BEDWELLY ROAD
141	F	Continue - Travel BEDWELLY ROAD to GREENWOOD ROAD. Grit
142	T	Continue - Grit HEOL Y CEFN
143	T	Continue - Grit HEOL Y CEFN to HEOL Y BEDW-HIRION
144	T	Continue - Grit HEOL Y BEDW-HIRION. End of salting.
145	F	Turn left onto BEDWELLY ROAD
146	F	Continue - Travel BEDWELLY ROAD
147	F	Turn left onto BEDWELLY ROAD
148	F	Continue - Travel BEDWELLY ROAD
149	F	Turn left onto COMMERCIAL STREET
150	F	Continue - Travel COMMERCIAL STREET
151	F	Turn right onto ABERBARGOED LINK ROAD
152	F	At roundabout take exit 2 to BARGOED NEWYDD VIADUCT
153	F	Continue - Travel BARGOED NEWYDD VIADUCT.
154	F	Turn left onto GILFACH STREET
155	F	Continue - Travel GILFACH STREET to PARK PLACE
156	F	Continue - Travel PARK PLACE to GWERTHONOR PLACE. Grit
157	T	Continue - Grit GWERTHONOR PLACE to A469
158	T	Turn left onto A469
159	T	Continue - Grit A469

- 160 T Enter roundabout and take exit 3 back to A469
- 161 T Continue - grit A469
- 162 T Continue - Grit A469 to HIGH STREET. End of salting
- 163 F Turn left onto HIGH STREET
- 164 F Turn right onto A4049
- 165 F Continue travel A4049 to OAK TERRACE
- 166 F Turn left onto B4254
- 167 F At roundabout take exit 3 to B4254
- 168 F Continue - Travel B4254 to PENMAEN ROAD INDUSTRIAL ESTATE
- 169 F Turn left onto PENMAEN ROAD INDUSTRIAL ESTATE
- 170 F Turn left into DEPOT

EXAMPLE

Pre-salting Route 2 (Penmaen)



Pre-salting Route 3 (Penmaen)

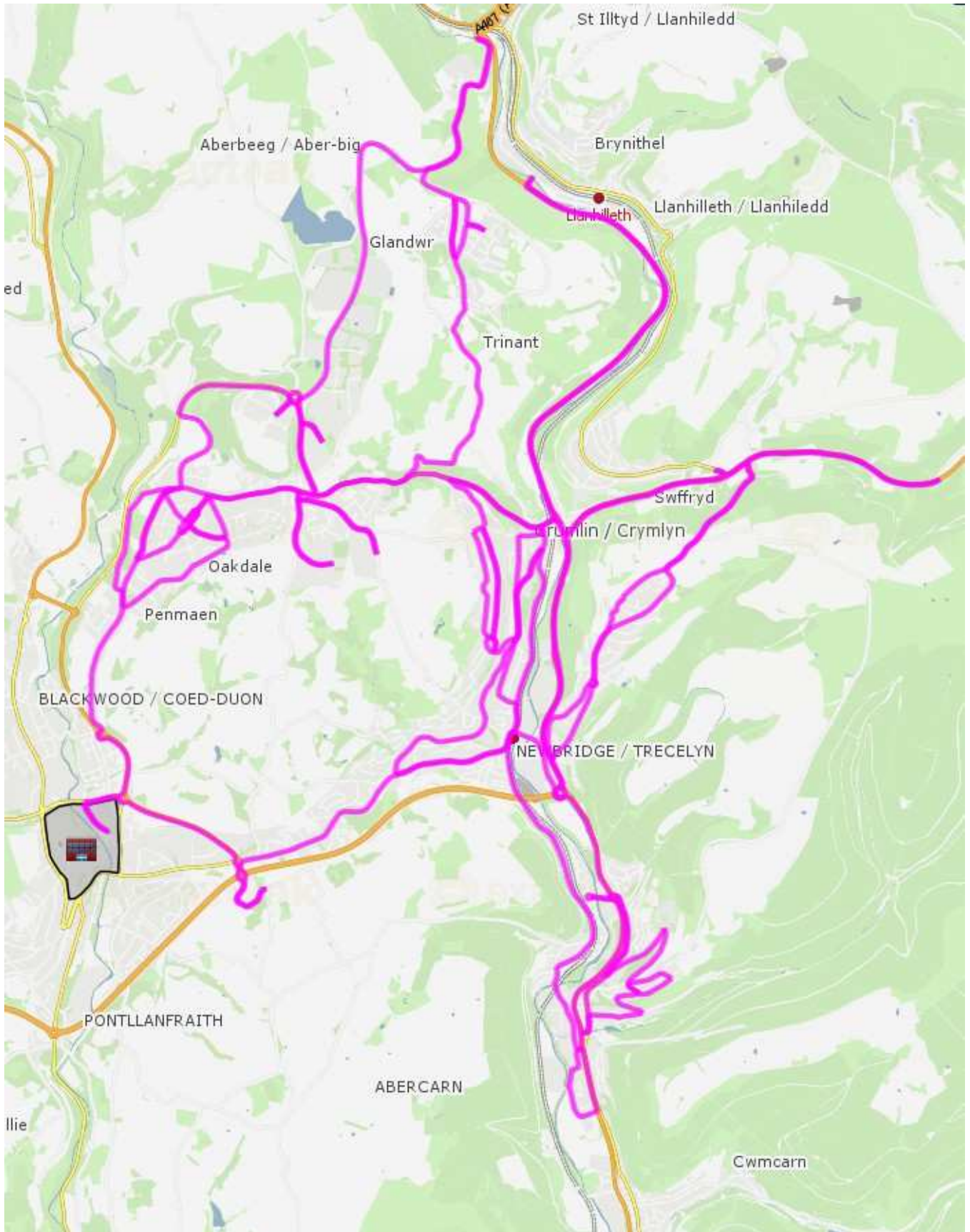
No	GRITTING ROUTE_CARD
1	F Leave yard travel to junction B4254.
2	F Turn right - Travel B4254
3	F At roundabout take exit 1 onto A4048. Grit
4	T Enter roundabout gritting take exit 3 to OAKDALE
5	T Continue - Grit OAKDALE TERRACE
6	T Turn left onto OAKDALE COMP LANE
7	T Turn right onto THE RHIW
8	T Turn right onto RHIW SYR DAFYDD HILL
9	T Turn right onto PEHRHIW TERRACE
10	T Turn left onto GROVESIDE TERRACE
11	T Continue - Grit GROVESIDE ROAD to LLWYN ON LANE
12	T Turn right onto LLWYN ON LANE
13	T Continue - Grit LLWYN ON LANE to MAES-Y-GARN ROAD
14	T Turn left onto BEECH GROVE ROAD
15	T Turn left onto ABERCONWY PLACE
16	T Turn left onto CENTRAL AVENUE
17	T Continue - Grit CENTRAL AVENUE
18	T Turn right onto PEN-RHIW TERRACE
19	T Continue - Grit PEN-RHIW TERRACE to SYR DAFYDD AVENUE
20	T Turn right onto PENMAEN AVENUE
21	T Turn left onto ABERCONWY PLACE
22	T Turn right onto ABERCONWY PLACE
23	T Turn right onto ABERCONWY PLACE
24	T Turn right onto ABERCONWY PLACE
25	T Turn right onto ABERCONWY PLACE
26	T Turn left onto PENMAEN AVENUE
27	T Turn right onto SYR DAFYDD AVENUE
28	T Continue - Grit SYR-DAFYDD AVENUE to BRYN HOWARD TERRACE
29	T Continue - Grit BRYN HOWARD TERRACE
30	T Turn right - Grit CLOS PENTREGROES. End of salting
31	F U-turn - Travel CLOS PENTREGROES. Grit
32	T Turn right - Grit LON MAES YR HAF. End of salting
33	F U-turn - Travel LON MAES YR HAF
34	F Continue - Travel LON MAES YR HAF
35	F Turn right - Travel CLOS PENTRE GROES and then Turn right. Grit
36	T Turn right on to KENDON ROAD
37	T Turn left onto PARKWAY
38	T Continue - Grit PARKWAY.
39	T Turn right - Grit CHERRY TREE HOUSE.
40	T U-turn - Grit to PARKWAY
41	T Turn right onto PARKWAY
42	T At roundabout make a complete circuit and take exit 1 to BRYN BRITHDIR.
43	T Continue - Grit BRYN BRITHDIR. End of salting
44	F U turn - Travel BRYN BRITHDIR
45	F Travel - at roundabout take exit 1 to COAL YARD RISE. Grit
46	T Turn left -Grit WATERLOO
47	T Continue - Grit WATERLOO
48	T Turn right onto SYR DAFYDD AVENUE
49	T Turn left onto BEECH GROVE ROAD. End of salting.
50	F Travel - Turn left onto ABERCONWY PLACE

51 F Travel - Turn right onto ABERCONWY PLACE
52 F Travel - Turn right onto ABERCONWY PLACE
53 F Travel - Turn left onto BEECH GROVE ROAD
54 F Travel - BEECH GROVE ROAD. Grit
55 T Turn left - Grit MAES-Y-GARN ROAD. End of salting
56 F Travel - Turn right onto SYR DAFYDD AVENUE
57 F Continue - Travel SYR-DAFYDD AVENUE to BRYN HOWARD TERRACE
58 F Continue - Travel BRYN HOWARD TERRACE. Grit
59 T Continue - Grit KENDON ROAD
60 T Turn left - Grit TRINANT ROAD
61 T Continue - Grit TRINANT ROAD
62 T Continue - Grit TRINANT ROAD to PENTWYN ROAD
63 T Continue - Grit PENTWYN ROAD
64 T Continue - Grit PENTWYN ROAD to PENTWYN TERRACE
65 T Turn right onto TRINANT TERRACE
66 T Continue - Grit TRINANT TERRACE
67 T Turn left - Grit CONWAY ROAD
68 T U-turn - Grit CONWAY ROAD to TRINANT TERRACE
69 T Turn left - Grit TRINANT TERRACE TO PENTWYN TERRACE
70 T Turn right - Grit PENTWYN TERRACE
71 T Continue - Grit PENTWYN TERRACE to CWM NANT GWYNT.
72 T Turn right onto CHRISTCHURCH ROAD
73 T Continue - Grit CHRISTCHURCH ROAD to PANTDDU ROAD
74 T Continue - Grit PANTDDU ROAD. End of salting
75 F U-turn - Travel PANTDDU ROAD to PENTRAPEOD ROAD. Grit
76 T Continue - Grit PENTRAPEOD ROAD to PARKWAY
77 T At roundabout take exit 1 on to PARKWAY. End of salting
78 F Travel - PARKWAY to KENDON ROAD
79 T Turn left - Travel KENDON ROAD
80 F Travel KENDON ROAD TO TRINANT ROAD. Grit
81 T Continue - Grit KENDON ROAD to A467
82 T Turn left onto A467
83 T Turn left - Grit A467 to End of Salting
84 F Continue - Travel A467 to GLANDWR INDUSTRIAL ESTATE and then Turn right
85 F U-turn - Travel A467 to Start of Salting
86 T Continue - Grit A467.
87 T Turn left onto A472 HAFODYRYNYS ROAD
88 T Turn left onto SWFFRYD ROAD
89 T U-turn - Grit to A472
90 T Turn left onto A472 to Boundary. End of salting
91 F U turn - Travel A472 to HERBERT TERRACE. Grit
92 T Continue - Grit HERBERT TERRACE to HAFODYRYNYS ROAD
93 T Turn left onto A467
94 T Continue - Grit A467.
95 T Turn left onto CENTRAL AVENUE
96 T Continue - Grit CENTRAL AVENUE
97 T At roundabout complete a circuit and take exit 2 to OLD PANT ROAD
98 T Continue - Grit OLD PANT ROAD
99 T Turn right onto PANT ROAD
100 T Continue - Grit PANT ROAD. End of salting.
101 F U turn - Travel PANT ROAD. Grit

102 T Turn right - Grit BOUNDARY ROAD
 103 T Continue - Grit BOUNDARY ROAD. End of salting.
 104 F Turn right - Travel OLD PANT ROAD. Grit
 105 T Enter roundabout salting take exit 3 to OLD PANT ROAD
 106 T Continue - Grit OLD PANT ROAD
 107 T Turn right onto CENTRAL AVENUE
 108 T Turn left onto A467
 109 T Enter roundabout complete a circuit and take exit 4 back to A467
 110 T Continue - Grit A467.
 111 T Turn left onto KENDON ROAD
 112 T Turn left onto MAIN STREET
 113 T U-turn at HILLSIDE. End of salting
 114 F Travel - MAIN STREET
 115 F Turn left - Travel KENDON ROAD. Grit
 116 T Turn left - Grit RHIW LEVEL ROAD
 117 T Continue - Grit RHIW LEVEL ROAD to PARRY TERRACE
 118 T Turn left onto TREOWEN ROAD
 119 T Continue - Grit TREOWEN ROAD
 120 T Turn right onto ELIDYR ROAD
 121 T Continue on to FFLORENS ROAD
 122 T Turn right - Grit FFLORENS ROAD to ROYAL CRESCENT
 123 T Continue - Grit ROYAL CRESCENT to FFLORENS ROAD
 124 T Continue - Grit FFLORENS ROAD to PARRY TERRACE
 125 T Turn right - Grit PARRY TERRACE. End of salting
 126 F Turn right - Travel TREOWEN ROAD. Grit
 127 T Turn left - Grit THE CIRCLE
 128 T Turn right - Grit THE CIRCLE
 129 T Bear right - Grit THE CIRCLE and then Turn right. Grit
 130 T Turn right on to THE CIRCLE. Grit
 131 T Bear left - Grit THE CIRCLE to PARK ROAD
 132 T Turn left - Grit PARK ROAD to COMMERCIAL ROAD
 133 T Bear left - Grit COMMERCIAL ROAD to HILLSIDE
 134 T Turn right - Grit HILLSIDE to MAIN STREET
 135 T Turn right - Grit MAIN STREET to MINING SCHOOL HILL
 136 T Turn right - Grit MINING SCHOOL HILL to PARK ROAD
 137 T Continue - Grit PARK ROAD to NEW BRYNGWYN ROAD
 138 T Continue - Grit NEW BRYNGWYN ROAD to BRYNGWYN ROAD
 139 T Turn left onto BRYNGWYN ROAD
 140 T Continue - Grit BRYNGWYN ROAD to HIGH STREET
 141 T Turn left onto HIGH STREET
 142 T Turn left onto NORTH ROAD
 143 T Turn left onto ASHFIELD ROAD
 144 T Continue - Grit ASHFIELD ROAD. End of salting
 145 F Turn right - Travel PARK Road to MINING SCHOOL HILL. Grit
 146 T Turn right - Grit NORTH ROAD
 147 T Continue - Grit NORTH ROAD to TRAFFIC SIGNALS
 148 T Turn right onto HIGH STREET
 149 T Turn left onto CELYNEN ROAD
 150 T Continue - Grit CELYNEN ROAD to LLANOVER STREET
 151 T Continue - Grit LLANOVER STREET to ISLWYN STREET
 152 T Continue - Grit ISLWYN STREET to BRIDGE STREET
 153 T Continue - Grit BRIDGE STREET
 154 T Turn right onto A467

155	T	Turn right onto DARREN DRIVE
156	T	Continue - Grit DARREN DRIVE
157	T	Turn Right onto BRIDGE STREET
158	T	Turn left onto A467
159	T	Turn right onto ABERCARN LINK ROAD
160	T	Turn left onto HIGH STREET
161	T	Turn right onto GWYDDON ROAD
162	T	Turn right - Grit GWYDDON ROAD
163	T	Continue - Grit GWYDDON ROAD
164	T	Turn left - Grit COED MOELFA ROAD to LLAN-FACH ROAD
165	T	Turn right - Grit LLAN-FACH ROAD to BRYN ROAD
166	T	Turn left - Grit BRYN ROAD to TWYN ROAD
167	T	Turn right - Grit TWYN ROAD to LLAN-FACH ROAD
168	T	Turn right - Grit LLAN-FACH ROAD and then Turn right
169	T	Turn right on to BRYN ROAD
170	T	Turn right - Grit BRYN ROAD to PEN-RHIW TERRACE
171	T	Continue - Grit PEN-RHIW TERRACE to CEMETARY ROAD
172	T	Bear left - Grit CEMETARY ROAD
173	T	Turn right onto CHAPEL OF EASE
174	T	At roundabout complete a circuit and take exit 4 onto CHAPEL OF EASE
175	T	Continue - Grit CHAPEL OF EASE to HIGH STREET. End of salting
176	F	Travel HIGH STREET
177	F	Turn right onto ABERCARN LINK ROAD
178	F	Turn right onto A467. Grit
179	T	Continue - Grit A467.
180	T	At roundabout take exit 1 to COED CELYNEN DRIVE
181	T	At roundabout complete a circuit and take exit 3 to COED CELYNEN DRIVE
182	T	At roundabout take exit 1 to A467
183	T	At roundabout take exit 2 to BRIDGE STREET
184	T	Turn left - Grit PARK & RIDE
185	T	Turn left onto BRIDGE STREET
186	T	Bear left onto HIGH STREET. End of salting
187	F	Continue - Travel HIGH STREET to BRYNGWYN ROAD. Grit
188	T	Continue - Grit BRYNGWYN ROAD to NEWBRIDGE ROAD
189	T	Continue - Grit NEWBRIDGE ROAD to HIGH STREET
190	T	Continue - Grit HIGH STREET to NEWBRIDGE ROAD
191	T	At roundabout take exit 1 to A472 LINK ROAD
192	T	At roundabout take exit 2 on to Minor Road
193	T	Continue - Grit NAILERS ARMS LINK ROAD. End of salting
194	F	U-turn - Travel NAILERS ARMS LINK ROAD. Grit
195	T	Continue - Enter roundabout salting and take exit 2 on to A4048
196	T	At roundabout take exit 2 on to A4048
197	T	Continue - Grit A4048. End of salting
198	F	At roundabout take exit 2 onto B4254
199	F	Turn left into PENMAEN ROAD INDUSTRIAL ESTATE
200	F	Turn left into DEPOT

Pre-salting Route 3 (Penmaen)



Pre-salting Route 4 (Penmaen)

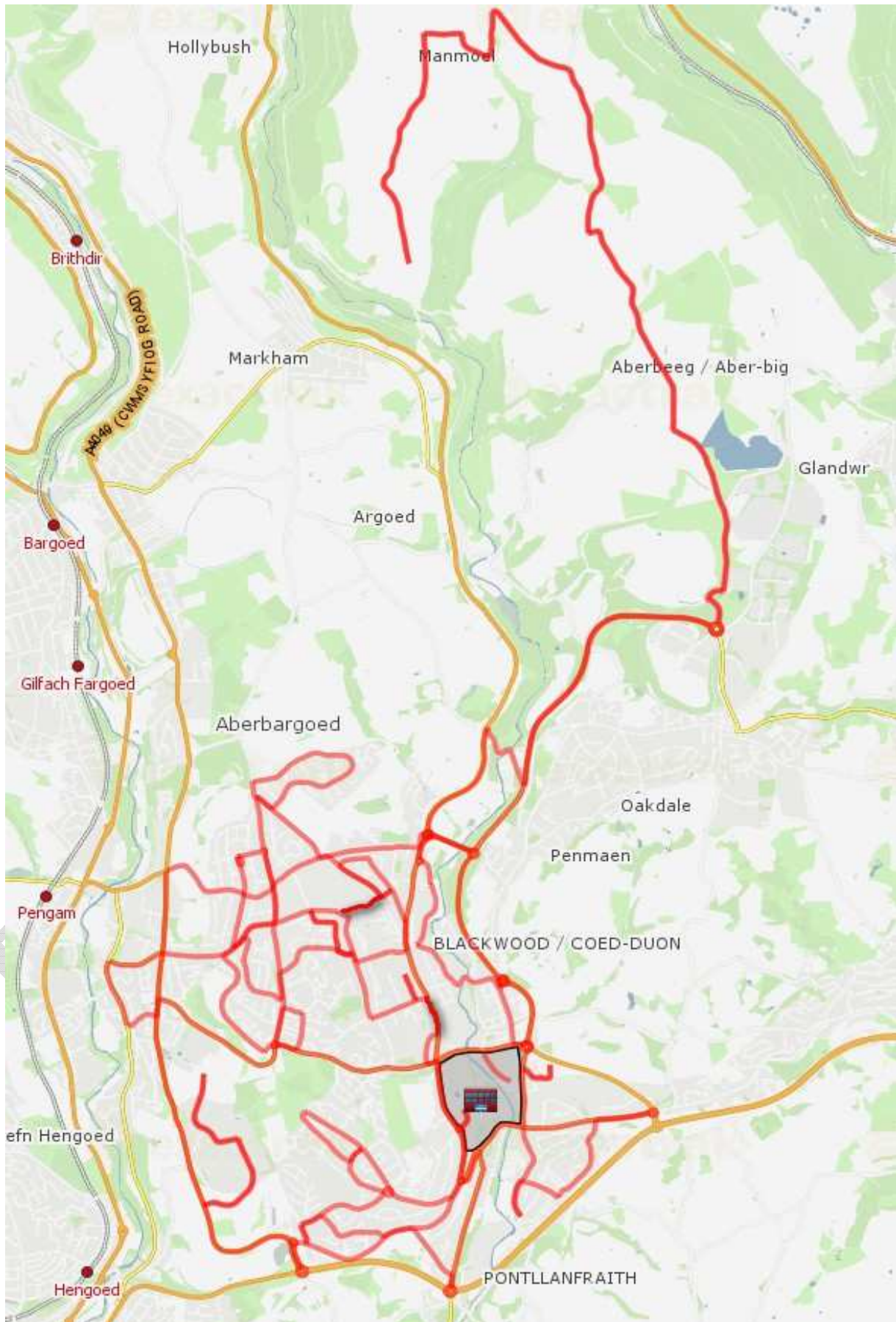
No	GRITTING ROUTE_CARD
1	F Leave yard travel to junction B4254.
2	F Turn right - Travel B4254. Grit
3	T Enter roundabout salting complete a circuit and take exit 1 onto A4048
4	T At roundabout complete a circuit and take exit 2 onto A4048
5	T At roundabout complete a circuit and take exit 1 onto A4048
6	T At roundabout complete a circuit and take exit 4 onto A4048
7	T Continue - Grit A4048
8	T At roundabout complete a circuit and take exit 1 onto B4251
9	T Continue - Grit B4251
10	T At roundabout complete a circuit and take exit 1 onto LON GELLIDEG
11	T Turn right onto MANMOEL ROAD
12	T Continue - Grit MANMOEL ROAD
13	T Turn left - Grit MANMOEL VILLAGE
14	T Turn right - Grit LLANERCH LANE
15	T Turn left - Grit LLANERCH LANE to farm. End of salting.
16	F U-turn - Travel to LLANERCH LANE
17	F Turn right - Travel LLANERCH LANE
18	F Turn left - Travel MANMOEL VILLAGE
19	F Turn right - Travel MANMOEL ROAD
20	F Turn left - Travel LON GELLIDEG
21	F Enter roundabout travelling and take exit 4 onto B4251
22	F Continue - Travel B4251. Grit
23	T Turn right - Grit OAKDALE COMP LANE
24	T Continue - Grit OAKDALE COMP LANE to ROCK FACH LANE
25	T Continue - Grit ROCK FACH LANE
26	T Turn Left onto A4048
27	T At roundabout take exit 3 onto SUNNYBANK ROAD.
28	T Continue - Grit SUNNYBANK ROAD
29	T At roundabout take exit 2 to TWYNYFFALD ROAD
30	T Turn right onto GREENWOOD ROAD
31	T Turn right onto BEDWELLY ROAD
32	T Turn right onto HEOL PIT Y CEILIOGOD
33	T Turn left onto BEAUMARIS WAY
34	T Continue - Grit BEAUMARIS WAY
35	T Turn right onto GREENWOOD ROAD
36	T Turn left onto BEDWELLY ROAD
37	T Turn right onto WAUNBORFA ROAD
38	T Turn right onto CEFN FFOREST AVENUE
39	T Turn right onto CENTRAL AVENUE
40	T Complete a loop of the SHOPPING AREA
41	T Turn right onto CENTRAL AVENUE
42	T Turn right onto BEDWELLY ROAD
43	T Continue - Grit BEDWELLY ROAD to BRYN ROAD
44	T Turn right onto PWLLGLAS ROAD
45	T Continue - Grit PWLLGLAS ROAD to FAIRVIEW
46	T Continue - Grit FAIRVIEW
47	T Turn right onto PENGAM ROAD
48	T Turn right onto WAUNBORFA ROAD
49	T Turn right onto CEFN FFOREST AVENUE
50	T Turn left onto FAIRVIEW. End of salting

51 F Continue - Travel FAIRVIEW to PWLLGLAS ROAD
52 F Turn left onto BRYN ROAD. Grit
53 T Turn right - Grit TWYNYFFALD ROAD
54 T At roundabout take exit 2 to CEFN ROAD
55 T Turn left onto SOUTHVIEW ROAD
56 T Turn right - Grit PENTWYN ROAD
57 T Turn right onto HIGH STREET
58 T Continue - Grit HIGH STREET
59 T Turn right onto LIBANUS ROAD
60 T Turn left onto LIBANUS ROAD
61 T Turn left onto HIGH STREET
62 T At roundabout take exit 1 to GORDON ROAD
63 T Continue - Complete a loop of the BUS STATION.
64 T Turn right onto GORDON ROAD
65 T Continue - Grit GORDON ROAD
66 T Turn right onto ALBANY ROAD
67 T Continue - Grit ALBANY ROAD to ATTLEE ROAD
68 T Turn left onto APOLLO WAY
69 T Turn right onto CHARTIST WAY
70 T At roundabout take exit 3 onto BLOOMFIELD ROAD
71 T Continue - Grit BLOOMFIELD ROAD to SOUTHVIEW ROAD.
72 T Turn left onto LEWIS LEWIS AVENUE
73 T Continue - Grit LEWIS LEWIS AVENUE. End of salting
74 F Turn left onto CEFN ROAD
75 F Turn right onto BLOOMFIELD ROAD. Grit
76 T Turn left onto ATTLEE ROAD.
77 T Continue - Grit ATTLEE ROAD to APOLLO WAY. End of salting.
78 T Turn right onto ATTLEE ROAD. End of salting
79 F Travel - Turn right onto APOLLO WAY
80 F Travel - Turn right onto CHARTIST WAY
81 F Continue - Travel CHARTIST WAY. Grit
82 T Enter roundabout salting and take exit 1 to BLOOMFIELD ROAD
83 T Continue - Grit BLOOMFIELD ROAD
84 T Turn left onto BRYN ROAD
85 T Continue - Grit BRYN ROAD
86 T At roundabout take exit 1 to HIGHFIELDS WAY
87 T Turn left onto COED LIBANUS
88 T Turn left onto CLOS COED BACH
89 T Turn left onto BRYN ROAD
90 T At roundabout take exit 3 to HEOL Y DDERWEN
91 T Continue - Grit HEOL Y DDERWEN
92 T Turn right onto FAIRVIEW
93 T Turn right onto ELGAR CLOSE
94 T Continue - Grit ELGAR CLOSE TO GRANGE HILL. End of salting
95 F Turn left onto BRYN ROAD
96 F Continue - Travel BRYN ROAD. Grit
97 T Turn right - Grit APOLLO WAY
98 T Continue - Grit APOLLO WAY
99 T Turn right onto ATTLEE ROAD
100 T Turn left onto WOODBINE ROAD
101 T Continue - Grit WOODBINE ROAD
102 T Turn left onto HIGH STREET
103 T Continue - Grit HIGH STREET

104	T	At roundabout complete a circuit and take exit 1 to HIGH STREET
105	T	At roundabout take exit 4 to HIGH STREET
106	T	At roundabout take exit 1 to CLIFF ROAD
107	T	At roundabout take exit 1 to CLIFF ROAD
108	T	At roundabout take exit 1 to HALL STREET
109	T	Continue - Grit HALL STREET to BRIDGE STREET
110	T	Continue - Grit BRIDGE STREET to PARK TERRACE
111	T	Continue - Grit PARK TERRACE
112	T	Turn left onto WOODFIELD TERRACE
113	T	At roundabout take exit 4 to WOODFIELD TERRACE
114	T	Continue - Grit WOODFIELD TERRACE
115	T	Turn Left onto B4254
116	T	At roundabout take exit 3 to PENMAEN ROAD
117	T	Turn left - Grit WOODFIELD SIDE BUSINESS CENTRE
118	T	U-turn - Grit WOODFIELD SIDE BUSINESS CENTRE to PENMAEN ROAD
119	T	Turn left - Grit B4251 to LLANARTH ROAD
120	T	Continue - Grit LLANARTH ROAD to CWMALSIE CRESCENT
121	T	Continue - Grit CWMALSIE CRESCENT to MILL ROAD. End of Salting
122	F	U-turn - Travel CWMALSIE CRESCENT to WOODLAND ROAD. Grit
123	T	Turn right - Grit WOODLAND ROAD to UPLAND ROAD
124	T	Turn left - Grit UPLAND ROAD
125	T	Continue - Grit UPLAND ROAD to MILLBROOK ROAD
126	T	Turn right - Grit MILLBROOK ROAD to NEWBRIDGE ROAD
127	T	Turn right - Grit NEWBRIDGE ROAD
128	T	At roundabout take exit 4 back to NEWBRIDGE ROAD
129	T	Continue - Grit NEWBRIDGE ROAD to COMMERCIAL STREET
130	T	Continue - Grit COMMERCIAL STREET.
131	T	At roundabout take exit 1 to SIR IVORS ROAD
132	T	Continue - Grit SIR IVORS ROAD
133	T	At roundabout complete a circuit and take exit 1 to A472
134	T	Continue - Grit A472
135	T	At roundabout complete a circuit and take exit 4 back to A472
136	T	Continue - Grit A472
137	T	At roundabout take exit 3 to SIR IVORS ROAD. End of salting
138	F	Travel - Turn left onto GELLI LANE. Grit
139	T	Turn left - Grit BRYN ROAD
140	T	Continue - Grit BRYN ROAD
141	T	Turn right onto CROWN LANE
142	T	Bear right onto BRYN LANE
143	T	Continue - Grit BRYN LANE to RUSHMERE ROAD
144	T	Continue - Grit RUSHMERE ROAD to THE CIRCLE
145	T	At roundabout complete a circuit and take exit 2 on to ST MARY'S ROAD
146	T	Bear left - Grit ST MARY'S ROAD to FLEUR-DE-LYS AVENUE
147	T	Turn left - Grit FLEUR-DE-LYS AVENUE to HIGHMEAD
148	T	Continue - Grit HIGHMEAD to ST MARY'S ROAD
149	T	Turn left - Grit ST MARY'S ROAD to FLEUR-DE-LYS AVENUE
150	T	Turn right - Grit FLEUR-DE-LYS AVENUE to THE CIRCLE
151	T	At roundabout take exit 3 to MANOR ROAD
152	T	Continue - Grit MANOR ROAD
153	T	Turn left onto BRYN ROAD
154	T	At roundabout complete a circuit and take exit 1 to BLACKWOOD ROAD
155	T	At roundabout take exit 3 to CIVIC CENTRE
156	T	Continue - Grit CIVIC CENTRE. End of salting

157 F U turn - Travel CIVIC CENTRE to roundabout
 158 F At roundabout take exit 1 to BLACKWOOD ROAD. Grit
 159 T Enter roundabout gritting take exit 1 to COMMERCIAL STREET
 160 T At roundabout take exit 3 back to COMMERCIAL STREET
 161 T At roundabout take exit 1 to BRYN ROAD
 162 T Continue - Grit BRYN ROAD
 163 T Turn right onto FOREST HILL
 164 T Continue - Grit FOREST HILL. End of salting
 165 F Turn left - Travel BRYN LANE
 166 F Bear left - Travel CROWN LANE. Grit
 167 T Turn Right - Grit BRYN ROAD
 168 T At roundabout complete a circuit and take exit 1 to A472
 169 T At roundabout complete a circuit and take exit 4 to A472
 170 T At roundabout take exit 1 to A4049
 171 T Continue - Grit A4049
 172 T Turn right onto HAWTIN PARK
 173 T Continue - Grit HAWTIN PARK. End of salting
 174 F U turn - Travel HAWTIN PARK. Grit
 175 T Turn right onto A4049
 176 T Continue - Grit A4049. End of salting.
 177 F Turn left - Travel ST DAVIDS ROAD
 178 F Turn left - Travel HIGH STREET. Grit
 179 T Turn left - Grit PLAS ROAD
 180 T Continue - Grit PLAS ROAD
 181 T Turn left - Grit A4049
 182 T Turn right - Grit B4254
 183 T Continue - Grit B4254
 184 T At roundabout complete a circuit and take exit 3 to HIGHFIELDS WAY
 185 T Continue - Grit HIGHFIELDS WAY
 186 T Turn right onto BLACKWOOD ROAD
 187 T At roundabout take exit 4 to BLACKWOOD ROAD
 188 T Turn right onto B4254
 189 T Continue - Travel B4254 to PENMAEN ROAD INDUSTRIAL ESTATE
 190 T Turn right onto PENMAEN ROAD INDUSTRIAL ESTATE
 191 T Turn left into DEPOT

Pre-salting Route 4 (Penmaen)



Pre-salting Route 5 (Penmaen)

No	GRITTINGROUTE_CARD
1	F Leave yard travel to junction B4254.
2	F Turn right - Travel B4254
3	F At roundabout take exit 2 onto A4048
4	F At roundabout take exit 2 onto A4048
5	F At roundabout take exit 3 onto A472. Grit
6	T Enter roundabout salting and take exit 1 onto B4251
7	T Turn right onto HEOLDDU ROAD
8	T Turn left - Grit WYLLIE ROAD to GLANHOWY ROAD
9	T Continue - Grit GLANHOWY ROAD to End of Salting
10	F U-turn - Travel GLANHOWY ROAD to WYLLIE ROAD
11	F Continue - Travel WYLLIE ROAD to HEOLDDU ROAD
12	F Turn right - Travel HEOLDDU ROAD to B4251. Grit
13	T Turn right - Grit B4251
14	T Continue - Grit B4251
15	T Turn right onto HIGH STREET LINK
16	T Continue - Grit HIGH STREET LINK to HIGH STREET
17	T Continue - Grit HIGH STREET LINK to HIGH STREET
18	T Turn right onto B4251
19	T Continue - Grit B4251
20	T Continue - Grit B4251 to MAINDEE ROAD
21	T Turn right onto GREENMEADOW ROAD
22	T Turn left onto HEOL GLAN-YR-AFON
23	T U-turn - Grit HEOL GLAN-YR-AFON
24	T Continue - Grit HEOL GLAN-YR-AFON to HEOL TIR TON.
25	T Continue - Grit HEOL TIR TON.
26	T Turn left onto GREENMEADOW ROAD
27	T Turn right onto B4251
28	T Continue - Grit B4251 to ISLWYN ROAD
29	T At roundabout take exit 4 onto ISLWYN ROAD
30	T Turn right onto GLADSTONE STREET
31	T Continue - Grit GLADSTONE STREET to HIGH STREET
32	T Continue - Grit HIGH STREET to TWYNCARN ROAD
33	T Turn right onto SILVER STREET. End of salting
34	F U-turn - Travel SILVER STREET to TWYNCARN ROAD. Grit
35	T Turn right - Grit TWYNCARN ROAD
36	T At roundabout take exit 4 to TWYNCARN ROAD
37	T Turn left onto NEWPORT ROAD
38	T Turn right onto IVOR STREET
39	T Turn left - Grit BERNARD STREET
40	T Continue - Grit NANTCARN ROAD
41	T Turn right - Grit NANTCARN ROAD
42	T Turn left - Grit VISITOR CENTRE ACCESS ROAD. End of Salting
43	F U-turn - Travel VISITOR CENTRE ACCESS ROAD to NANTCARN ROAD
44	F Turn right - Travel NANTCARN ROAD
45	F Turn left - Travel NANTCARN ROAD
46	F Continue - Travel BERNARD STREET
47	F Turn right - Travel IVOR STREET. Grit
48	T Turn right - Grit B4591 NEWPORT ROAD
49	T Continue - Grit NEWPORT ROAD
50	T Turn left onto ABERCARN LINK ROAD
51	T Turn left onto A467

52 T Continue - Grit A467

53 T At roundabout complete a circuit and take exit 2 to A467

54 T At roundabout complete a circuit and take exit 1 to A467

55 T At roundabout complete a circuit and take exit 2 to A467

56 T At roundabout complete a circuit and take exit 3 to A467

57 T At roundabout take exit 2 to A467

58 T At roundabout take exit 1 to FULL MOON ACCESS ROAD

59 T U-turn - Grit FULL MOON ACCESS ROAD

60 T At roundabout take exit 2 to A467

61 T Turn right onto CROSSKEYS ACCESS ROAD

62 T Continue - Grit HIGH STREET

63 T Continue - Grit HIGH STREET to CROMWELL ROAD

64 T Continue - Grit CROMWELL ROAD to ST MARY STREET

65 T Continue - Grit ST MARYS STREET to TREDEGAR STREET

66 T At roundabout complete a circuit and take exit 2 to PONTYMISTER LINK ROAD

67 T At roundabout salting and take exit 3 on to TESCO ACCESS ROAD.

68 T Continue - Grit TESCO ACCESS ROAD to PRIVATE ROAD

69 T U-turn - Travel TESCO ACCESS ROAD to roundabout

70 T At roundabout take exit 3 on to PONTYMISTER LINK ROAD

71 T At roundabout take exit 4 onto PONTYMISTER LINK ROAD

72 T AT roundabout take exit 2 to PONTYMISTER LINK ROAD

73 T At roundabout take exit 3 to NEWPORT ROAD

74 T Continue - Grit NEWPORT ROAD to RISCA ROAD

75 T At roundabout take exit 3 to RISCA ROAD

76 T Turn right onto PONTYMASON LANE

77 T Continue - Grit PONTYMASON LANE

78 T At roundabout take exit 1 to ELM DRIVE

79 T Turn right onto HOLLY ROAD

80 T Turn right onto COTSWOLD WAY

81 T Continue - Grit COTSWOLD WAY

82 T At roundabout take exit 2 to ELM DRIVE. End of salting

83 F Turn right - Travel HOLLY ROAD

84 F Continue - travel HOLLY ROAD. Grit.

85 T Turn left -Grit ROWAN ROAD

86 T Continue - Grit THISTLE WAY

87 T Continue - Grit LOWER WYNDHAM TERRACE

88 T Continue - Grit MILL STREET

89 T At roundabout take exit 3 to TREDEGAR STREET

90 T Turn right onto MARYLAND ROAD

91 T Turn right - Grit Park & RIDE

92 T Turn right - Grit MARYLAND ROAD

93 T Continue - Grit MARYLAND ROAD

94 T Turn right onto GELLI AVENUE

95 T Continue - Grit GELLI AVENUE to ELM DRIVE

96 T Continue - Grit ELM DRIVE

97 T Turn right onto MANOR WAY

98 T Continue - Grit MANOR WAY to MANOR ROAD

99 T Turn right onto CHANNEL VIEW

100 T At roundabout take exit 3 to LOWER WYNDHAM TERRACE

101 T Continue - Grit LOWER WYNDHAM TERRACE to THISTLE WAY

102 T Turn right onto ALMOND AVENUE

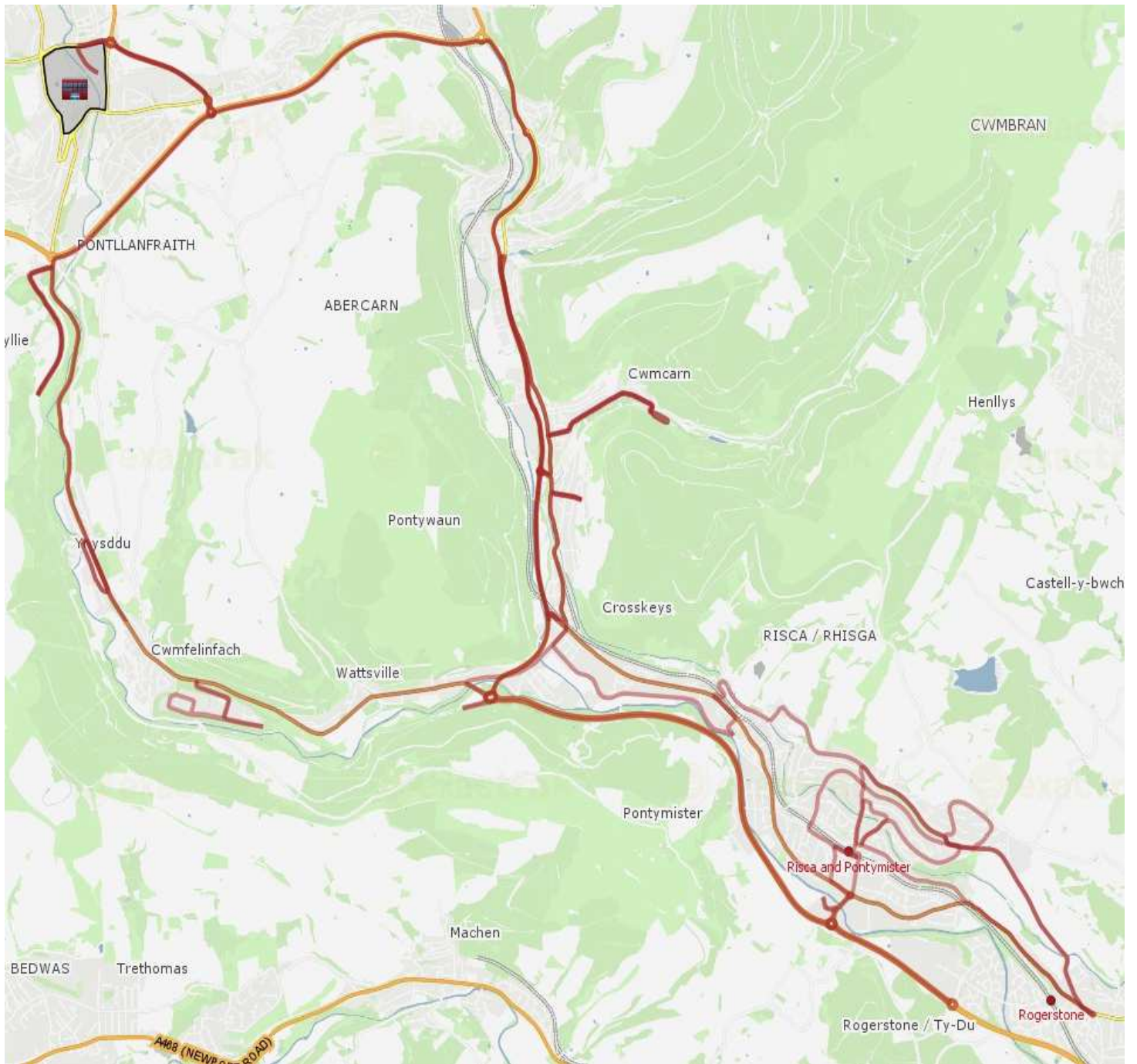
103 T Turn right onto MAPLE AVENUE. End of salting

104 F Turn right - Travel MANOR ROAD. Grit

105 T Turn left - Grit CHANNEL VIEW

106	T	Continue - Grit CHANNEL VIEW to HERBERT AVENUE
107	T	Continue - Grit HERBERT AVENUE. End of salting
108	F	Turn left - Travel NEWPORT ROAD
109	F	Continue - Travel NEWPORT ROAD to RISCA ROAD
110	F	At roundabout take exit 3 to RISCA ROAD
111	F	Turn right onto PONTYMASON LANE
112	F	Continue - Travel PONTYMASON LANE
113	F	At roundabout take exit 1 to ELM DRIVE. Grit
114	T	Turn right -Grit HOLLY ROAD
115	T	Continue - Grit HOLLY ROAD to FERNLEA
116	T	Continue - Grit FERNLEA
117	T	Turn right onto DARRAN ROAD
118	T	Continue - Grit DARRAN ROAD. End of salting
119	F	Turn left - Travel ST MARY STREET. Grit
120	T	Turn right - Grit GROVE ROAD
121	T	Continue - Grit GROVE ROAD to CRESCENT ROAD
122	T	Continue - Grit CRESCENT ROAD to NEW PARK ROAD
123	T	Continue - Grit NEW PARK ROAD to WAUNFAWR PARK ROAD
124	T	Continue - Grit WAUNFAWR PARK ROAD to COBDEN STREET
125	T	Continue - Grit COBDEN STREET
126	T	Turn right onto GLADSTONE STREET
127	T	Turn left onto CROSSKEYS ACCESS ROAD
128	T	Turn right onto A467
129	T	At roundabout take exit 2 to A467
130	T	Continue - Grit A467 to ABERCARN. End of salting
131	F	Continue - Travel A467
132	F	At roundabout take exit 2 to A467
133	T	Enter roundabout gritting and take exit 1 to A472
134	T	Continue - Grit A472
135	T	At roundabout take exit 3 back onto A472
136	T	Continue - Grit A472. End of salting
137	F	At roundabout take exit 4 to A472
138	F	At roundabout take exit 3 to A4048
139	F	At roundabout take exit 2 to A4048
140	F	At roundabout take exit 2 to B4254
141	F	Turn left into PENMAEN INDUSTRIAL ESTATE
142	F	Turn left into DEPOT

Pre-salting Route 5 (Penmaen)



Pre-salting Route 6 (Penmaen)

No	GRITTING ROUTE_CARD
1	F Leave yard travel to junction B4254.
2	F Turn right - Travel B4254
3	F At roundabout take exit 3 onto PENMAEN ROAD
4	F Turn right - Travel COMMERCIAL STREET
5	F At roundabout take exit 1 to SIR IVORS ROAD
6	F Continue - Travel SIR IVORS ROAD to NEWPORT ROAD. Grit
7	T Enter roundabout gritting - Take exit 3 to A472
8	T At roundabout take exit 2 to A472 to MAESYCWMMER
9	T Continue - Grit A472 MAIN ROAD
10	T Continue - Grit A472 to A469
11	T Turn right onto YSBYTY YSTRAD FAWR
12	T At roundabout complete a circuit and take exit back to A469
13	T Turn right onto A469
14	T At roundabout complete a circuit and take exit 4 back onto A469
15	T Bear left - Grit YSBYTY FAWR access road
16	T Enter Roundabout salting and return back to A469.
17	T Bear left - Grit A469
18	T Bear right - Grit A469 to A472 MAIN ROAD
19	T Continue - Grit A472
20	T Turn right onto TABOR ROAD
21	T Continue - grit TABOR ROAD to PARK ROAD
22	T Turn right onto SPRINGFIELD
23	T Turn right onto PLEASANT VIEW
24	T Turn right onto PARK ROAD
25	T Turn left onto HILL VIEW
26	T Continue - Grit HILL VIEW to ST DAVIDS ROAD
27	T Turn left onto ERASMUS TERRACE
28	T Continue - Grit ERASMUS TERRACE to JENKIN STREET
29	T Turn right onto TABOR ROAD. End of salting.
30	F Travel - TABOR ROAD
31	F Turn left onto A472
32	F Travel - A742 to A469
33	F Enter roundabout and take exit 3 to DUFFRYN INDUSTRIAL ESTATE
34	F Enter roundabout and take exit 3 to TWYN ROAD. Grit
35	T Turn right - Grit CAERPHILLY ROAD.
36	T Continue - Grit Caerphilly Road
37	T Turn left - Complete a circuit of TY GRADDFA
38	T Turn left - Grit CAERPHILLY ROAD
39	T At roundabout complete a circuit and take exit 1 onto A472 to NELSON
40	T At roundabout complete a circuit and take exit 1 onto A472 to NELSON
41	T Continue - Grit A472
42	T At roundabout complete a circuit and take exit 1 onto A472
43	T At roundabout complete a circuit and take exit 2 onto A472
44	T At roundabout take exit 4 onto A472
45	T At roundabout take exit 3 onto A472
46	T At roundabout take exit 1 onto CAERPHILLY ROAD
47	T Turn left onto HEOL FAWR
48	T Continue - Grit HEOL FAWR to MOUNTAIN VIEW. End of salting
49	F U-turn - Travel MOUNTAIN VIEW to COMMERCIAL STREET. Grit
50	T Turn left - Grit COMMERCIAL STREET

51 T At roundabout complete a circuit and take exit 2 to COMMERCIAL STREET
52 T Turn left onto HIGH STREET
53 T Continue - Grit HIGH STREET
54 T Turn left onto LLWYNCELYN TERRACE
55 T Turn left onto A472
56 T At roundabout take exit 2 to DYNEVOR TERRACE
57 T Continue - Grit DYNEVOR TERRACE
58 T At roundabout take exit 1 to COMMERCIAL STREET
59 T Continue - Grit COMMERCIAL STREET to SHINGRIG ROAD
60 T Continue - Grit SHINGRIG ROAD
61 T Turn right onto GELLIGAER ROAD
62 T Continue - Grit GELLIGAER ROAD to CHURCH ROAD
63 T Continue - Grit CHURCH ROAD
64 T Turn right onto PENALLTA ROAD
65 T Continue - Grit PENALLTA ROAD
66 T Turn right onto HEOL CATTWG
67 T Continue - Grit HEOL CATTWG to ANEURIN BEVAN AVENUE
68 T Turn right onto CHURCH ROAD. End of salting.
69 F Travel - Turn right onto PENALLTA ROAD
70 F Travel to HEOL CATTWG. Grit
71 T Continue - Grit PENALLTA ROAD to PEN-Y-BRYN TERRACE
72 T Turn right onto GELLIARGWELLT ROAD
73 T Turn right onto TROSNANT CRESCENT
74 T Turn right onto PENALLTA ROAD
75 T Continue - Grit PENALLTA ROAD to PEN-Y-BRYN TERRACE
76 T Continue - Grit PEN-Y-BRYN TERRACE
77 T Turn left onto WEST ROAD
78 T Turn right onto EAST ROAD
79 T Turn left onto NORTH ROAD. End of salting
80 F U-turn. Travel NORTH ROAD. Grit
81 T Turn left - Grit EAST ROAD
82 T At roundabout complete a circuit and take exit 4 to EAST ROAD
83 T Turn left onto SOUTH ROAD
84 T Continue - Grit SOUTH ROAD. End of salting.
85 F U-turn, travel SOUTH ROAD.
86 F Travel - Turn left onto EAST ROAD
87 F Travel - Turn left onto WEST ROAD
88 F Travel WEST ROAD. Grit.
89 T Turn left - Grit PENALLTA ROAD
90 T Turn left onto CWM CALON ROAD.
91 T U-turn - Travel CWM CALON ROAD. Grit
92 T Turn left - Grit PENALLTA ROAD
93 T Turn left - Grit PENALLTA ROAD
94 T At roundabout take exit 1 to BEDWLWYN STREET
95 T At roundabout take exit 2 to PENGAM ROAD
96 T Continue - Grit PENGAM ROAD
97 T At roundabout complete a circuit and take exit 2 to A469
98 T At roundabout complete a circuit and take exit 4 back to A469
99 T Continue - Grit A469
100 T At roundabout take exit 2 to PENGAM ROAD
101 T Turn right onto DAVIES STREET
102 T Turn left onto BEDWLWYN ROAD
103 T Continue - Grit BEDWLWYN ROAD.

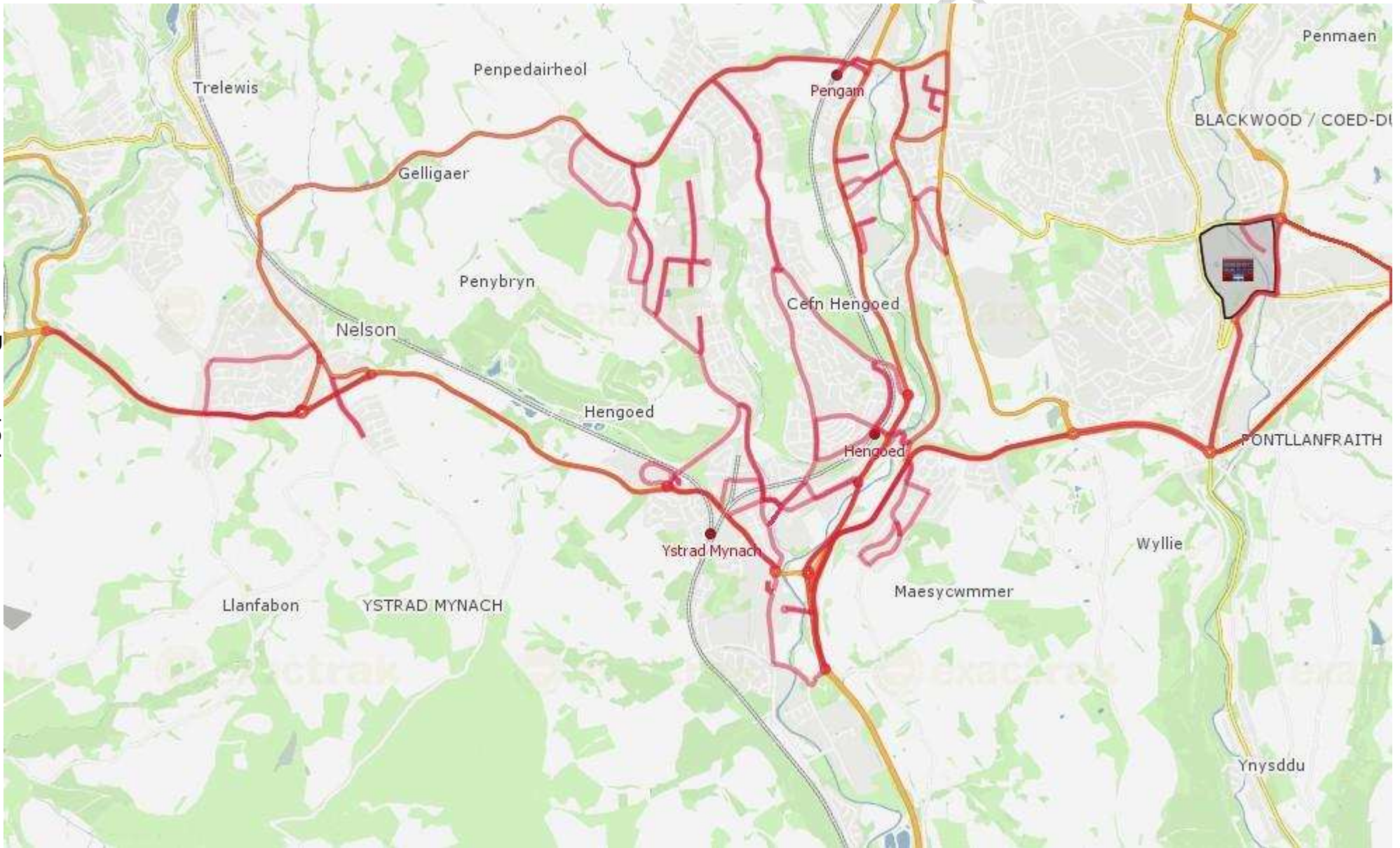
104 T At roundabout take exit 2 to BEDWLWYN ROAD
 105 F Turn right onto PENALLTA ROAD. End of salting
 106 F Travel - At roundabout take exit 2 to PENALLTA ROAD
 107 F Travel - PENALLTA ROAD. Grit
 108 T Turn left - Grit PENALLTA LINK ROAD
 109 T At roundabout take exit 3 to TY PENALLTA
 110 T Continue - Grit TY TREDOMEN
 111 T Continue - Grit TY PENALLTA
 112 T Continue - Grit TREDOMEN BUSINESS CENTRE
 113 T Continue - Grit TREDOMEN GATEWAY
 114 T Turn left onto PENALLTA LINK ROAD
 115 T At roundabout take exit 1 to A472 CAERPHILLY ROAD
 116 T Turn left onto STATION ROAD
 117 T Turn right onto PANTYCELYN STREET
 118 T Continue - Grit PANTYCELYN STREET. End of salting
 119 F Turn right onto PENALLTA ROAD. Grit
 120 T Enter roundabout gritting - take exit 3 to LEWIS STREET
 121 T Continue - Grit LEWIS STREET. End of salting
 122 F Travel - Turn left onto A472 CAERPHILLY ROAD
 123 F Travel CAERPHILLY ROAD. Grit
 124 T Enter Roundabout gritting take exit 1 to COMMERCIAL STREET
 125 T Continue - Grit COMMERCIAL STREET to PENALLTA ROAD
 126 T At roundabout take exit 3 to BEDWLWYN STREET
 127 T At roundabout take exit 1 to BEDWLWYN ROAD
 128 T Continue - Grit BEDWLWYN ROAD to HENGOED ROAD
 129 T Continue - Grit HENGOED ROAD to GELLIGAER ROAD
 130 T Turn right onto HENGOED AVENUE
 131 T Continue - Grit HENGOED AVENUE
 132 T Turn right onto BRYNAVON TERRACE
 133 T Turn right onto KINGS HILL. End of salting
 134 F Turn left - Travel HENGOED ROAD. Grit
 135 T Turn left - Grit PARK ROAD. End of salting
 136 F Travel - PARK ROAD TO BRYNAVON TERRACE
 137 F Continue - Travel BRYNAVON TERRACE. Grit
 138 T Turn right - Grit HENGOED AVENUE
 139 T At roundabout complete a circuit and take exit 1 to A469
 140 T Continue - Grit A469
 141 T Turn right onto TIR-Y-BERTH INDUSTRIAL ESTATE
 142 T Continue - Grit ENTERPRISE HOUSE
 143 T U-turn - Grit to A469
 144 T Turn right onto A469
 145 T Continue - Grit A469
 146 T Turn right into TIR-Y-BERTH DEPOT
 147 T U-turn - Grit to A469
 148 T Turn right onto A469
 149 T Continue - Grit A469
 150 T Turn left onto CARDIFF ROAD
 151 T Turn right onto THE SQUARE
 152 T Turn right onto A469
 153 T Turn right onto CARDIFF ROAD
 154 T Turn left onto B4254 PENGAM ROAD
 155 T Turn left onto PENGAM PARK & RIDE
 156 T Continue - Grit PENGAM PARK & RIDE

157	T	U-turn - return to B4254
158	T	Turn left onto B4254 PENGAM ROAD
159	T	Continue - Grit PENGAM ROAD
160	T	Turn left onto HENGOED ROAD
161	T	At roundabout complete a circuit and take exit 2 to HENGOED ROAD
162	T	Continue - Grit HENGOED ROAD. End of salting
163	F	U turn - Travel HENGOED ROAD
164	F	Travel - At roundabout take exit 2 to HENGOED ROAD
165	F	Travel - HENGOED ROAD. Grit
166	T	Turn left - Grit B4254 CHURCH ROAD
167	T	Continue - Grit B4254 CHURCH ROAD. End of salting.
168	F	U-turn - Travel B4254 CHURCH ROAD
169	F	Continue - Travel CHURCH ROAD to PENGAM ROAD
170	F	Continue - Travel PENGAM ROAD to THE SQUARE. Grit
171	T	Continue - Grit HIGH STREET
172	T	Turn right onto COMMERCIAL STREET
173	T	Turn left onto ST DAVIDS ROAD
174	T	Turn left onto A4049
175	T	Turn left onto ST DAVIDS INDUSTRIAL ESTATE
176	T	Continue - Grit ST DAVIDS INDUSTRIAL ESTATE
177	T	U-turn - Grit St DAVIDS INDUSTRIAL ESTATE
178	T	Turn left onto A469.
179	T	Turn left onto HIGH STREET
180	T	Turn left onto COMMERCIAL STREET
181	T	Continue - Grit COMMERCIAL STREET
182	T	Continue - Grit COMMERCIAL STREET to HIGH STREET
183	T	Turn right onto FORD ROAD
184	T	Continue - Grit FORD ROAD to BEATTY STREET
185	T	Turn right - Grit HORNER STREET to A469
186	T	Turn left onto A469.
187	T	Turn left onto BEATTY STREET
188	T	Continue - Grit BEATTY STREET to FORD ROAD
189	T	Turn right onto HIGH STRET
190	T	Turn left onto PLAS ROAD
191	T	Turn right onto GELLI HAF ROAD
192	T	Turn left onto A4049
193	T	Turn left onto PLAS ROAD
194	T	Turn left onto VICTORIA ROAD
195	T	Continue - Grit VICTORIA ROAD
196	T	Turn right onto VIADUCT LANE
197	T	Turn left onto A469.
198	T	At roundabout take exit 4 back to A469
199	T	Turn left onto KINGS HILL
200	T	U-turn - Grit KINGS HILL
201	T	Turn left onto A469.
202	T	At roundabout take exit 3 back to A469
203	T	Turn left onto VIADUCT LANE
204	T	Turn right onto THOMAS STREET
205	T	Continue - Grit THOMAS STREET. End of salting
206	F	Turn right onto A472.
207	F	Travel A472. Grit
208	T	Turn right onto DANCE CENTRE ROUNDABOUT SLIP ROAD
209	T	At roundabout take exit 4 onto A472 SLIP ROAD

210	T	Bear left onto A472. End of salting
211	F	Travel A472. Grit
212	T	Enter roundabout gritting - Take exit 2 to A472
213	T	Continue - Grit A472.
214	T	At roundabout take exit 2 to A472.
215	T	Continue - Grit A472. End of salting
216	F	At roundabout take exit 1 to A4048
217	F	At roundabout take exit 2 to A4048
218	F	At roundabout take exit 2 to B4254
219	F	Turn left into PENMAEN ROAD INDUSTRIAL ESTATE
219	F	Turn left into DEPOT

EXAMPLE

Pre-salting Route 6 (Penmaen)



Pre-salting Route 7 (Bedwas)

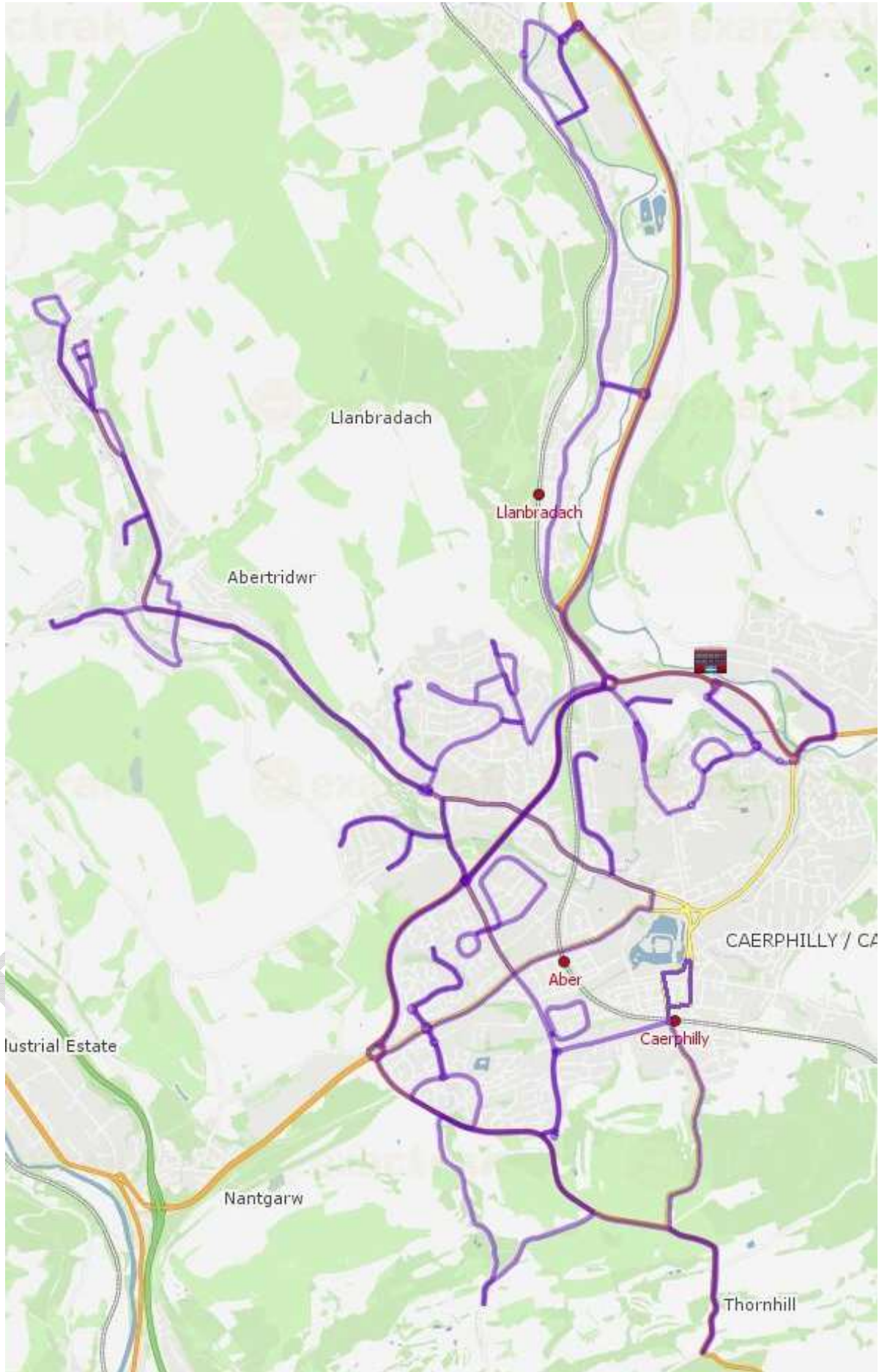
No	GRITTINGROUTE_CARD
1	F Leave yard - Grit GREENWAY INDUSTRIAL ESTATE
2	T Turn right - Grit A468
3	T At roundabout take exit 3 to CROSSWAYS INDUSTRIAL ESTATE
4	T At roundabout complete a circuit and take exit 2 to PARC PONTYPANDY
5	T At roundabout complete a circuit and take exit 2 to PARC PONTYPANDY
6	T At roundabout complete a circuit and take exit 3 to A468 link road
7	T At roundabout take exit 3 back to A468 link road
8	T At roundabout take exit 1 to PARC PONTYPANDY
9	T At roundabout take exit 3 to HEOL TY MERCHANT
10	T Continue - Grit HEOL TY MERCHANT
11	T Turn right onto HEOL BRO WEN
12	T Continue - Grit HEOL BRO WEN
13	T Turn right onto HEOL TY MERCHANT
14	T Turn left onto HEOL BRO WEN
15	T AT roundabout complete a circuit and take exit 2 to HEOL BRO WEN
16	T Turn right onto PONTYGWINDY ROAD
17	T Take 2nd left onto PONTYGWINDY INDUSTRIAL ESTATE
18	T Turn left onto PONTYGWINDY INDUSTRIAL ESTATE
19	T Turn left onto PONTYGWINDY ROAD
20	T Continue - Grit PONTYGWINDY ROAD
21	T Turn right onto CATNIC
22	T U-turn - Grit CATNIC
23	T Turn right onto PONTYGWINDY ROAD
24	T Continue - Grit PONTYGWINDY ROAD. End of salting
25	F At roundabout take exit 3 to A469
26	F Continue - Travel A469. Grit
27	T Enter roundabout gritting take exit 1 to COED-Y-BRAIN ROAD
28	T Continue - Grit COED-Y-BRAIN ROAD to HIGH STREET
29	T Continue - Grit HIGH STREET to GLENVIEW TERRACE
30	T Continue - Grit GLENVIEW TERRACE
31	T Turn right onto WINGFIELD TERRACE ACCESS ROAD
32	T At roundabout take exit 3 back to WINGFIELD TERRACE ACCESS ROAD
33	T Turn right onto WINGFIELD TERRACE
34	T Continue - Grit WINGFIELD TERRACE
35	T Continue - Grit WINGFIELD TERRACE to CAERPHILLY ROAD
36	T Continue - Grit CAERPHILLY ROAD
37	T Turn right onto DUFFRYN INDUSTRIAL ESTATE
38	T Turn left onto DUFFRYN INDUSTRIAL ESTATE
39	T At roundabout take exit 2 to A469 ACCESS ROAD
40	T At roundabout take exit 4 back to A469 ACCESS ROAD
41	T At roundabout take exit 3 to TWYN ROAD
42	T Turn left onto CAERPHILLY ROAD
43	T At roundabout take exit 1 to CAERPHILLY ROAD
44	T Continue - Grit CAERPHILLY ROAD. End of salting
45	F Turn left - Travel DUFFRYN INDUSTRIAL ESTATE
46	F Turn left - Travel DUFFRYN INDUSTRIAL ESTATE
47	F At roundabout take exit 2 to A469 ACCESS ROAD
48	F At roundabout take exit 3 to A469
49	F At roundabout take exit 1 to A469
50	F At roundabout take exit 2 to A469. Grit
51	T Enter roundabout gritting take exit 4 to A468

52 T At roundabout complete a circuit and take exit 2 to A468
53 T At roundabout complete a circuit and take exit 5 to A468
54 T At roundabout take exit 2 to A468
55 T At roundabout take exit 1 to HEOL PWLLYPANT
56 T Continue - Grit HEOL PWLLYPANT
57 T Turn right onto HEOL LAS
58 T Turn left onto Y CILGANT
59 T At mini roundabout take exit 2 onto HEOL ANEURIN
60 T Continue - Grit HEOL ANEURIN to BUS TERMINAL
61 T U-Turn - Grit HEOL ANEURIN
62 T Turn left onto HEOL-Y-GOGLEDD
63 T Bear right - Grit PEN-Y-BRYN
64 T Turn right onto HEOL LAS
65 T Turn left onto HENDRE
66 T Continue - Grit HENDRE
67 T Turn right onto HEOL LAS
68 T Continue - Grit HEOL LAS to HEOL CWARREL CLARK
69 T U-turn - Grit HEOL LAS
70 T Turn right onto Y CILGANT
71 T At mini roundabout take exit 1 to HEOL ANURIN
72 T Continue - Grit HEOL ANEURIN
73 T Turn right on CALEDFRYN WAY
74 T Continue - Grit CALEDFRYN WAY to HEOL CWM IFOR
75 T At roundabout take exit 4 to HEOL CWM IFOR. End of salting.
76 F Travel HEOL CWM IFOR
77 F Travel CALEDFRYN WAY. Grit
78 T Turn right - Grit HEOL ANEURIN
79 T Bear left onto HEOL ANEURIN & complete a circuit of TRAFFIC ISLAND
80 T Turn right onto B4263
81 T Continue - Grit B4263 to THOMS STREET
82 T Continue - Grit THOMAS STREET to HIGH STREET
83 T Continue - Grit HIGH STREET to COMMERCIAL STREET
84 T Continue - Grit COMMERCIAL STREET to BUS TERMINUS.
85 T Continue - Grit BUS TERMINUS to CENYDD TERRACE LINK ROAD
86 T Continue - Grit CENYDD TERRACE LINK ROAD to BUS TERMINUS. End of salting.
87 F Travel BUS TERMINUS to COMMERCIAL STREET. Grit
88 T Turn left - Grit HIGH STREET
89 T Continue - Grit HIGH STREET
90 T Turn right onto SCHOOL STREET
91 T Turn left onto UPPER BRYNHYFRYD TERRACE
92 T Turn left onto YSGOL IFOR BACH ACCESS ROAD
93 T Turn left onto HIGH STREET
94 T Turn left onto SCHOOL STREET
95 T Turn right onto LOWER BRYNHYFRYD TERRACE
96 T Bear right onto LOWER BRYNHYFRYD TERRACE
97 T Turn left onto HIGH STREET
98 T Turn left onto B4263
99 T Turn left onto CAERPHILLY ROAD
100 T Continue - Grit CAERPHILLY ROAD. End of salting
101 F Turn left onto B4263
102 F Travel B4263. Grit
103 T Turn right - Grit WINDSOR COLLIERY ACCESS
104 T Continue - Grit to YSGOL IFOR BACH. End of salting.
105 F U-turn - Travel WINDSOR COLLIERY ACCESS

106 F Turn right - Travel B4263
 107 F Continue - Travel B4263 to HIGH STREET. Grit
 108 T Turn left - Grit BROOK STREET
 109 T Continue - Grit BROOK STREET to BRYNHAFOD ROAD
 110 T Continue - Grit BRYNHAFOD ROAD
 111 T Turn left onto KING STREET
 112 T Turn right onto ACCESS ROAD
 113 T Continue - Grit ABERFAWR ROAD
 114 T Turn right onto ILAN ROAD
 115 T Continue - Grit ILAN ROAD to TRIDWR ROAD
 116 T Turn left onto CHURCH ROAD
 117 T Continue - Grit CHURCH ROAD to WOODLAND TERRACE
 118 T U-turn - at junction WOODLAND TERRACE and HENDRE ROAD
 119 T Continue - Grit WOODLAND TERRACE to CHURCH ROAD
 120 T Continue - Grit CHURCH ROAD. End of salting.
 121 F Turn right onto B4263
 122 F Travel - B4263 THOMAS STREET. Grit
 123 T Enter roundabout gritting take exit 3 to STATION TERRACE
 124 T Continue - Grit STATION TERRACE
 125 T Turn right onto HENDREDENNY DRIVE
 126 T Continue - Grit HENDREDENNY DRIVE. End of salting
 127 F U-turn Travel HENDREDENNY DRIVE. Grit
 128 T Turn right - Grit GROESWEN DRIVE. End of salting
 129 F U-turn at PEMBROKE COURT
 130 F Travel GROESWEN DRIVE
 131 F Turn right - Travel HENDREDENNY DRIVE. Grit
 132 T Turn right - Grit ST CENYDD ROAD
 133 T At roundabout take exit 4 back to ST CENYDD ROAD. End of salting
 134 F Travel ST CENYDD ROAD
 135 F Travel ST CENYDD ROAD to STATION TERRACE
 136 F Travel STATION TERRACE. Grit
 137 T Enter roundabout gritting take exit 3 to MILL ROAD
 138 T Continue - Grit MILL ROAD
 139 T Turn left onto CAENANT ROAD
 140 T Continue - Grit CAENANT ROAD to LEWIS DRIVE
 141 T Continue - Grit LEWIS DRIVE. End of salting
 142 F U-turn - Travel LEWIS DRIVE. Grit
 143 T Turn left - Grit MILL ROAD
 144 T Bear right onto TAFWYS WALK
 145 T Turn right onto NANTGARW ROAD
 146 T Continue - Grit NANTGARW ROAD
 147 T At roundabout complete a circuit and take exit 3 to HEOL TYWYSOG DU
 148 T At roundabout complete a circuit and take exit 3 to HEOL TYWYSOG DU
 149 T Continue - Grit HEOL TYWYSOG DU to FFORD PEHRHOS. End of salting
 150 F U-turn - Travel FFORD PENRHOD
 151 F Continue - Travel HEOL TYWYSOG DU
 152 F At roundabout take exit 1 to HEOL TYWYSOG DU. Grit
 153 T Enter roundabout salting take exit 2 to FFORD TRAWS CWM
 154 T At roundabout complete a circuit and take exit 2 to FFORD TRAWS CWM
 155 T At roundabout complete a circuit and take exit 3 to CAE CROES HEOL
 156 T Turn left onto A469
 157 T Turn left onto FFORD TRAWS CWM
 158 T At roundabout take exit 2 to FFORD TRAWS CWM
 159 T At roundabout take exit 3 to FFORD TRAWS CWM

160 T At roundabout take exit 2 to FFORD TRAWS CWM
 161 T At roundabout take exit 1 to NANTGARW ROAD
 162 T At roundabout take exit 1 to A469
 163 T Continue - Grit A469
 164 T Turn left onto WATFORD ROAD
 165 T Turn right onto TURNING AREA
 166 T U-turn in TURNING AREA
 167 T Turn right onto WATFORD ROAD
 168 T Turn right onto ST MARTINS ROAD. Grit TRAFFIC ISLAND
 169 T Continue - Grit ST MARTINS ROAD. End of salting
 170 F Turn left - Travel CARDIFF ROAD
 171 F Continue - Travel CARDIFF ROAD to CASTLE STREET
 172 F Turn right - Travel MARKET STREET
 173 F Continue - Travel WHITE STREET. Grit
 174 T Turn right - Grit BARTLETT STREET
 175 T Turn left - Grit MOUNTAIN ROAD
 176 T Continue - Grit MOUNTAIN ROAD
 177 T Turn left onto A469
 178 T Continue - Grit A469
 179 T U-turn - Grit A469
 180 T Continue - Grit A469
 181 T Turn left onto BLACKBROOK ROAD
 182 T Turn right onto WAUNWAELOD WAY
 183 T Continue - Grit WAUNWAELOD WAY
 184 T U-turn - Grit WAUNWAELOD WAY
 185 T Continue - Grit WAUNWAELOD WAY. End of salting
 186 F Turn left - Travel A469
 187 F Turn right - Travel WATFORD ROAD. Grit
 188 T Continue - Grit WATFORD ROAD to LON-Y-LLYN
 189 T Turn right onto ST CHRISTOPHERS DRIVE
 190 T Turn left onto ST CHRISTOPHERS DRIVE
 191 T Continue - Grit ST CHRISTOPHERS DRIVE
 192 T Turn left onto ST CHRISTOPHERS DRIVE
 193 T Turn right onto LON-Y-LLYN
 194 T Continue - Grit LON-Y-LLYN to ST CENYDD ROAD
 195 T Continue - Grit ST CENYDD ROAD
 196 T Turn left onto CAER FFERM
 197 T Continue - Grit CAER FFERM
 198 T Turn right onto CAER FFERM
 199 T Continue - Grit FIRST AVENUE
 200 T Turn left - Grit EAST AVENUE
 201 T Continue - Grit EAST AVENUE to THE CRESCENT
 202 T At roundabout take exit 1 to THE CRESCENT
 203 T Continue - Grit THE CRESCENT to WEST AVENUE
 204 T Turn right onto FIRST AVENUE
 205 T Turn right onto ST CENYDD ROAD
 206 T Continue - Grit ST CENYDD ROAD. End of salting
 207 F Travel - At roundabout take exit 3 to A468
 208 F Travel - At roundabout take exit 4 to A468
 209 F Travel - At roundabout take exit 1 to A468
 210 F Travel - At roundabout take exit 1 to A468
 211 F Turn left into GREENWAY INDUSTRIAL ESTATE
 212 F Continue - Travel GREENWAY INDUSTRIAL ESTATE
 213 F Turn left into DEPOT

Pre-salting Route 7 (Bedwas)



Pre-salting Route 8 (Bedwas)

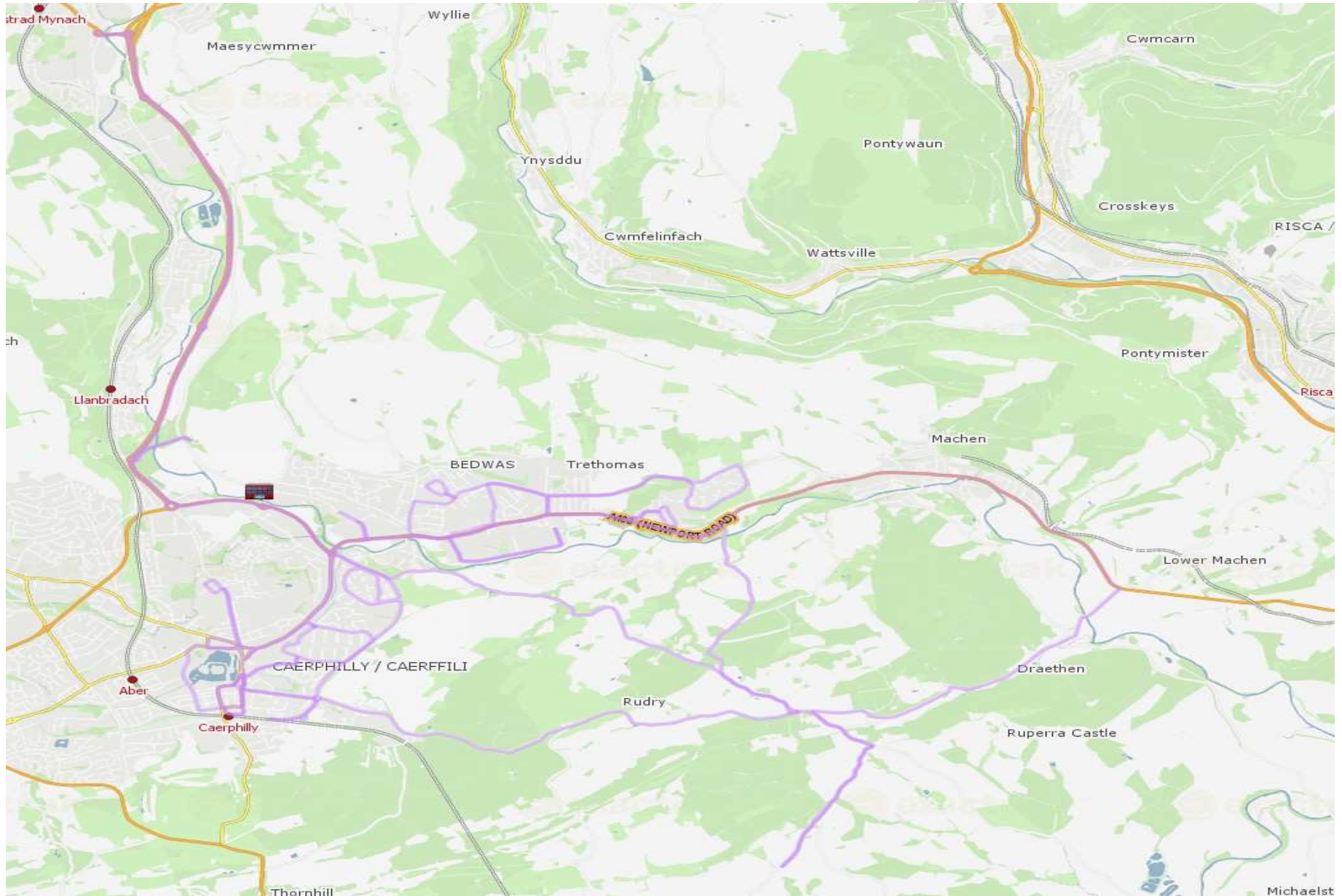
No	GRITTINGROUTE_CARD	
1	F	Leave yard - Travel GREENWAY INDUSTRIAL ESTATE. Grit
2	T	Turn left - Grit A468
3	T	Continue - Grit A468
4	T	Turn right into PANT GLAS INDUSTRIAL ESTATE
5	T	Continue - Grit PANT GLAS INDUSTRIAL ESTATE. End of salting
6	F	U-Turn - Travel PANT GLAS INDUSTRIAL ESTATE. Grit
7	T	Turn right - Grit A468
8	T	Turn left onto NAVIGATION ROAD
9	T	Turn left onto LLANFABON DRIVE
10	T	At roundabout take exit 2 to LLANFABON DRIVE
11	T	Continue - Grit LLANFABON DRIVE to BRYNFEDW
12	T	Turn right onto BRYN GLAS
13	T	Continue - Grit BRYN GLAS
14	T	Turn left onto BRYN GOLAU
15	T	Turn Left onto BRYN TIRION
16	T	Turn right onto BRYN GLAS
17	T	Turn right onto BRYNFEDW
18	T	Continue - Grit BRYNFEDW to HILLSIDE TERRACE
19	T	Continue - Grit HILLSIDE TERRACE
20	T	Turn left onto CHURCH STREET
21	T	Turn left onto A468
22	T	Turn left onto NEWPORT ROAD
23	T	Turn right onto NEWPORT ROAD
24	T	Continue - Grit NEWPORT ROAD to THE BRYN
25	T	Continue - Grit THE BRYN. End of salting
26	F	At roundabout take exit 3 to LLANFABON DRIVE
27	F	Continue - Travel LLANFABON DRIVE. Grit
28	T	Continue - Grit STANDARD STREET
29	T	Continue - Grit ADDISON WAY. End of salting
30	F	Turn right - Travel ADDISON WAY.
31	F	Continue - Travel STANDARD STREET
32	F	Turn left onto NAVIGATION STREET. Grit
33	T	Turn left - Grit A468
34	T	Turn left - Grit RIDGEWAY
35	T	Turn right onto ST DAVIDS DRIVE
36	T	Turn left onto SUMMERFIELD LANE
37	T	Turn left onto RIDGEWAY
38	T	Turn left onto A468
39	T	Continue - Grit A468
40	T	Turn right onto DRAETHEN ROAD
41	T	Continue - Grit MAENLLWYD
42	T	Turn left onto RUDRY ROAD
43	T	Continue - Grit RUDRY ROAD. End of salting.
44	F	U-Turn - Travel RUDRY ROAD. Grit
45	T	Turn left at MAENLLWYD
46	T	Continue - Grit VAN ROAD
47	T	At roundabout complete a circuit and take exit 1 to PARK & RIDE
48	T	At roundabout complete a circuit and take exit 2 to PARK & RIDE
49	T	Continue - Grit PARK & RIDE
50	T	U-turn - Travel PARK & RIDE
51	T	At roundabout take exit 1 to VAN ROAD

52	T	At roundabout take exit 1 to VAN ROAD
53	T	Continue - Grit THE TWYN
54	T	Turn right onto CASTLE STREET
55	T	Continue - Grit CASTLE STREET to PICCADILLY
56	T	Turn right onto TON-Y-FELIN ROAD
57	T	Turn right onto CASTLE STREET LINK ROAD
58	T	Turn left - Grit CASTLE STREET
59	T	Continue - Grit MARKET STREET
60	T	Continue - Grit WHITE STREET
61	T	Turn right - Grit BUS STATION
62	T	Bear left onto STATION TERRACE
63	T	Turn right onto CARDIFF ROAD
64	T	Continue - Grit CARDIFF ROAD to CASTLE STREET. End of salting
65	F	Turn right - Travel MARKET STREET
66	F	Continue - Travel WHITE STREET. Grit
67	T	Turn right - Grit STATION TERRACE.
68	T	Continue - Grit CLIVE STREET
69	T	Turn right - Grit LUDLOW STREET
70	T	Continue - Grit LUDLOW STREET to CRESCENT ROAD
71	T	Turn right onto NANTGARW ROAD
72	T	Turn left onto PONTYGWINDY ROAD
73	T	Turn left onto MILL ROAD
74	T	Turn left onto TAFWYS WALK
75	T	Turn left onto NANTGARW ROAD
76	T	Turn left onto PONTYGWINDY ROAD
77	T	Continue - Grit PONTYGWINDY ROAD
78	T	Turn left onto RHOS STREET
79	T	Turn left onto WAUN FACH STREET
80	T	Turn left onto WAUN GANOL STREET
81	T	Continue - Grit WAUN GANOL STREET. End of salting
82	F	Turn right- Travel PONTYGWINDY ROAD. Grit
83	T	Turn left - Grit TON-Y-FELIN ROAD
84	T	Turn right - Grit CASTLE STREET LINK ROAD
85	T	Turn left - Grit CASTLE STREET
86	T	Turn left onto NORTH VIEW TERRACE
87	T	Continue - Grit BRYNAU ROAD
88	T	Turn left onto CASTLE PARK LINK ROAD
89	T	At roundabout take exit 3 back to CASTLE PARK. End of salting.
90	F	Turn right - Travel BRYNAU ROAD
91	F	Continue - Travel NORTH VIEW TERRACE.
92	F	Turn left - Travel MARKET STREET
93	F	Turn left - Travel VAN ROAD. Grit
94	T	Enter roundabout gritting take exit 1 to LANSBURY PARK DISTRIBUTOR ROAD
95	T	Continue - Grit LANSBURY PARK DISTRIBUTOR ROAD
96	T	Turn left onto PEN-Y-CAE
97	T	Continue - Grit PEN-Y-CAE
98	T	Turn left - Grit LANSBURY PARK DISTRIBUTOR ROAD
99	T	At roundabout take exit 1 to BEDWAS ROAD
100	T	Continue - Grit BEDWAS ROAD
101	T	Take 2nd left onto LANSBURY PARK
102	T	At junction near MAXTON COURT - Grit TRAFFIC ISLAND
103	T	Continue - Grit MAXTON COURT to HALDANE COURT
104	T	At junction near HALDANE COURT - Grit TRAFFIC ISLAND
105	T	Turn right onto LANSBURY PARK DISTRIBUTOR ROAD

106 T Turn right onto LANSBURY PARK
 107 T Continue - Grit WEDGEWOOD COURT to MAXTON COURT
 108 T Turn left onto BEDWAS RAOD
 109 T Bear left onto CASTLE STREET LINK ROAD
 110 T Turn right onto MARKET STREET
 111 T Turn right onto TON-Y-FELIN ROAD. End of salting
 112 F Continue - Travel TON-Y-FELIN ROAD
 113 F Continue - Travel BEDWAS ROAD
 114 F At roundabout take exit 4 to LANSBURY PARK DISTRIBUTOR ROAD
 115 F Continue - Travel LANSBURY PARK DISTRIBUTOR ROAD. Grit
 116 T Turn left - Grit RUDRY ROAD
 117 T Continue - Grit RUDRY ROAD to STARBUCK STREET
 118 T Continue - Grit STARBUCK STREET to MAENLLWYD
 119 T U-turn around the junction. End of salting.
 120 F Travel - to RUDRY PRIMARY SCHOOL. Grit
 121 T Turn right - Grit WATERLOO ROAD
 122 T Continue - Grit WATERLOO ROW. End of salting.
 123 F Turn left onto A468
 124 F Continue - travel A468. Grit
 125 T Enter roundabout gritting complete a circuit and take exit 4 to A468
 126 T At roundabout complete a circuit and take exit 2 to A468
 127 T At roundabout complete a circuit and take exit 4 to A469
 128 T At roundabout complete a circuit and take exit 2 to A469
 129 T At roundabout complete a circuit and take exit 2 to A469
 130 T At roundabout complete a circuit and take exit 2 to A469
 131 T At roundabout complete a circuit and take exit 1 to A472
 132 T At roundabout take exit 4 to A472
 133 T At roundabout take exit 3 to A469
 134 T At roundabout take exit 2 to A469
 135 T At roundabout take exit 1 to A469
 136 T At roundabout take exit 1 to TRE-HIR TIP
 137 T Continue - Grit TIP ACCESS ROAD. End of salting
 138 F U-turn - Travel to roundabout. Grit
 139 T Enter roundabout salting and take exit 1 to A469
 140 T At roundabout take exit 2 to A469
 141 T At roundabout take exit 1 to A468
 142 T At roundabout take exit 1 to A468
 143 T Turn left onto GREENWAY INDUSTRIAL ESTATE. End of salting.
 144 F Continue - Travel GREENWAY INDUSTRIAL ESTATE
 145 F Turn left into DEPOT

Pre-salting Route 8 (Bedwas)

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Appendix B.

Pre-salting Routes (above 300m) 10 & 11.

Route 10

1. Not Salting. Leave Penmaen Deopt and travel along the Oak Terrace by pass, the A4049 and the A469 to Pontlloftyn Police Station.
2. Start salting, turn left and proceed to the junction of Brynhyfryd. Turn right and proceed through Brynhyfryd to the junction with Hill Rd. Turn left and proceed up Hill Rd to the junction. At the junction turn left and proceed back down the hill to the junction with Brynhyfryd. Stop salting.
3. Not salting, proceed to the junction with the A469. Turn left and proceed to the junction of the B4257 and Moriah Street.
4. Start salting, turn right onto Moriah Street, and proceed to the junction of Hill Street. Turn right and proceed to the junction of Tan-Y-Bryn. Turn right and complete a loop through Tan-Y-Bryn and Garden City back onto Hill Street, and continue through to the county boundary by Rhymney Golf Course. Stop salting.
5. Not salting, turn the vehicle and proceed back to the junction of Hill Street and Moriah Street.
6. Start salting, proceed back along hill Street to its junction by Lady Tyler Terrace. Turn right and continue through High St and Upper High Street to the junction with Carno Street. Turn left onto Carno Street and proceed to "Skinners" roundabout. Stop salting.
7. Not salting, proceed back along Carno Street to its junction with Upper High St.
8. Start salting, turn left onto Upper High St and proceed to the junction with Merthyr Road. At the junction, turn right and proceed along Merthyr Rd to the county boundary at Princetown. Stop salting.
9. Not salting, turn the vehicle and proceed back along Merthyr Rd to its junction with Upper High Street.
10. Start salting, and proceed to the roundabout by Butetown. At the roundabout proceed south along the A469 to the junction with the old "Mid Glamorgan" yard at Pontlloftyn, making a complete circuit of all roundabouts on route. Stop salting.
11. Not salting, turn the vehicle and proceed back along the A469 to the roundabout by Butetown.
12. Start salting and proceed along the common road to the county boundary with Merthyr, completing a circuit of all roundabouts on route. Stop salting.
13. Not salting, turn the vehicle and proceed to the junction of the Common Rd and Trecatti Tip road.

14. Start salting, turn right and proceed past Trecatti Tip to the junction at Glenview Terrace, Pentwyn. At the junction, turn left and proceed through Fochriw to the junction with Hill Road Pontlottyn, completing a circuit of the Glan-Y-Nant estate on route. Stop salting.
15. Not salting, turn the vehicle and return to the junction with South Tunnel Road.
16. Start salting, turn right and proceed along South Tunnel Road to its junction by the "Tunnel Tavern" stop salting.
17. Not salting, turn left and proceed again to the junction at Glenview Terrace.
18. Start salting, and proceed through Glenview Terrace past Parc Cwm Darran to the junction of Hillside Terrace, Deri. Stop salting.
19. Not salting turn the vehicle and return to Glenview Terrace, Fochriw and the mountain road.
20. Start salting, turn left onto the mountain road and proceed south past Gelligaer Quarry and Heolddu School to the junction with Moorland Road. Turn right onto Moorland Road and continue through Western Drive to its junction with Oak Place. Stop salting.
21. Not salting return to Penmaen Depot.

Approximate Salting Distance: 28.15 Km (17.6 miles)
Approximate Distance Not Salted: 40.2 Km (25.1 miles)
Route Efficiency 41.2 %

Route 11.

1. Not salting, leave Penmaen Depot and travel to Glanshon Court, Panside.
2. Start salting, turn left onto the unnamed mountain road and proceed along this road to its junction with the A472 at Hafodyrynys. Stop salting.
3. Not salting, turn left and proceed down the hill to the traffic signals. Turn right at the signals then left onto the Kendon Hill. Proceed up the hill and through Trinant to the junction with Christchurch Road.
4. Start salting, turn left and proceed to the roundabout on Pen-Y-Fan Ind Est. At this roundabout, take the Manmoel turnoff and proceed through Manmoel Village to the bus depot. Stop salting.
5. Not salting, turn the vehicle and proceed back through the village, the roundabout on the ind est, the SEW Chartist Bridge the A4048 and Maes Manor Lane to the entrance to the Maes Manor.
6. Start salting, and proceed from this junction to the junction by Bedwellty Church. Turn right at this junction and proceed through to the mini roundabout at Markham. At this roundabout, turn left and left again, completing a circuit back to the "New Inn P.H." at Bedwellty. Stop salting.
7. Not salting, turn left and again proceed to the mini roundabout at Markham.
8. Start salting, proceed along the mountain road towards New Tredegar. At the junction with Jubilee Rd. New Tredegar, stop salting.
9. Not salting travel via Bedwellty Road and Bedlwyn Road, Philipstown to its junction with Dafalog Terrace.
10. Start salting, proceed through Bedlwyn Road to the start of Fothergills Road. Stop salting.
11. Not salting, proceed to the mini roundabout at Markham.
12. Start salting, proceed along Pantycefn Road to its junction with Heol Pen-Rhiwr-Eglwys. Stop salting.
13. Not salting, turn right and proceed along Heol Pen-Rhiwr-Eglwys to its junction by the "New Inn P.H." At this junction turn left and proceed to the junction with Maes Manor Lane.
14. Start salting at this junction and proceed along Heol Y Bedw-Hirion and Heol Y Cefn to the junction with Harrys Hill. Stop salting.
15. Not salting, return to Penmaen Depot.

Approximate Salting Distance: 19.45 Km (12.1 miles)
Approximate Distance Not Salted: 41.72 Km (26 miles)
Route Efficiency 31.8 %

Appendix C.

Strategic Salting Routes.

Route A. (PENMAEN)

- Leave Penmaen Depot along SEW to Pentwymawr roundabout and back to Penmaen Rbt then up to Chartist Bridge looping all SEW roundabouts.
- Up to Hollybush boundary. Return to Chartist Bridge (not salting)
- Cross Chartist Bridge up to Penyfan Industrial Estate and across to traffic lights (top Kendon Hill)
- Turn down through Oakdale to Woodfieldside Rbt. Loop Rbt and back to traffic lights (top Kendon Hill) (Not Salting)
- Down Kendon Hill and up Hafodyrynys Hill to Boundary. Turn around and return (Not Salting)
- At lights turn left and Follow A467 down Risca bypass (loop Rbts) past boundary turn at Morrisons Rbt and back up Bypass still salting
- At Fullmoon Rbt head up through Wattsville and continue to Wyllie Rbt A472
- Follow A472 Bypass to Newbridge Rbt looping all Rbts. At Newbridge Rbt turn and head back to Wyllie Rbt along A472 Bypass.
- Continue up to Crown Rbt. Through Maesycymmer to Ty Penallta and Tredomen Offices.
- Come out of offices and then follow A472 to Nelson (Loop Rbts) and on to boundary (towards A470). Turn back to Nelson (Not Salting).
- Salt through Nelson and on through Gelligaer B4254 to Pengam lights.
- Straight through lights across Valley and onto A4049, Turn right and down to council offices Hawtin Park. Back to A4049 and continue to Crown roundabout.
- Head for Brynmeadows Rbt and then down hill to Wyllie Rbt on A472.
- At Wyllie Rbt turn left past Switchgear, then up past Tredegar Arms and Blackwood Civic Centre.
- From Civic Centre head up to Blackwood Bus Station and then to Cefn Fforest Fire Station.

ROUTE FINISHED. Travel back to Depot not salting.

Route B. (PENMAEN)

- Leave Penmaen depot up to Libanus lights.
- Turn left head for Crown Rbt and then Bryn Meadows Rbt.
- Head to Dance Centre Rbt (Not Salting)
- Dance Centre Rbt start salting and head towards Tir y Birth on A469
- Clear Rd into Tir y Birth Depot then continue to Gilfach on A469
- Go into Bargoed Fire Station, Bus Station and Social Services offices then through High Street onto New Bargoed Bypass.
- Run along whole of bypass loop Rbts only salt in One Direction, finish at Bargoed Railway Station.
- Head up through Deri, through Fochriw to Pontlloftyn.
- From Pontlloftyn head south then across top road Brithdir and back towards Bargoed Ambulance Station.
- Cross to Aberbargoed side and then head north A4049 through New Tredegar to Pontlloftyn.
- Keep on A4049 / A469 to Heads of the Valleys Road loop Rbts and come back down through Rhymney High Street.
- Turn across into Abertysswg do not salt on return.
- Salt down to Pontlloftyn Viaduct. Stop salting
- Travel down to lights in Aberbargoed, start salting through Aberbargoed to Capels Garage. Stop salting.

ROUTE FINISHED. Travel back to Depot not salting.

Route C. (BEDWAS)

- Leave Bedwas Depot onto A468 through Bedwas, Machen and to County Boundary.
- Turn around and return to Peters Pies only salt where road is separated by island or is four lane.
- Salt from Peters Pies up to Caerphilly Town via Bedwas Road.
- Loop town centre and include Bus Depot then head up Caerphilly Mtn to Burger van.
- Turn left over to Travellers Rest. Turn around and return to Burger van.
- Continue straight past Burger van to Penrhos Rbt.
- At Penrhos Rbt turn to Trecenydd Rbt
- Turn up to Sengenydd. Salt right up to bus turning area by Saw Mills. Stop salting and return to Trecenydd Rbt.
- Turn Left to Cedar Tree Rbt and then up Llanbradach Bypass, Loop Rbts and Ysbyty Ystrad Fawr
- Turn into Duffryn Industrial Estate and Duffryn House Offices.
- Continue to Dance Centre Rbt.
- Come back down bypass to Cedar Tree Rbt. Stop salting.

ROUTE FINISHED. Travel back to Depot.

Appendix D.

Footbridge Locations.

Footbridge Locations

Area 1

- A4049, Tirphil Square.
- A4049, White Rose Primary School, New Tredegar.
- Over railway, Brithdir to White Rose Primary School, New Tredegar.
- Over river, Pontlottyn to Rhymney Comprehensive School.

Area 4

- A467, Old Swan Inn, Abercarn.
- A467, High Meadow, Abercarn. (2 number)
- A467, Panside, Newbridge.
- Calzaghe Footbridge, Newbridge.

Area 5

- A468, Trecenydd, Caerphilly.

Area 7

- A468, Court Road, Energlyn.
- Groeswen Road, Hendredenny.

Appendix E.

Contact Details.

Highway Operations Group. Key Contact Details

NAME	DESIGNATION	TELEPHONE	MOBILE	HOME
Graham Parry	Highway Operations Group Manager	01495 235748		
Gareth Richards	Maintenance Team Manager	01495 235723	07901 712353	01443 832454
Chris Adams	Construction Team Manager	01495 235740	07901 712354	
Steve Hodges	Network Management Team Manager	01495 235738	07768 288362	029 20883247
Michelle Johnson	Senior Engineer	01495 235797	07770 508098	
Tom Llewelyn	Senior Engineer	01495 235785	07768 507944	
Joe Williams	Senior Engineer	01495 235788	07901712360	07545 123972
Dean Clarke	Senior Assistant Engineer	01495 235746	07768 701099	01443 836032
Gavin Barry	Senior Assistant Engineer	01495 235718	07766 418867	01685 842553
Mike Snell	Senior Assistant Engineer	01495 235746	07770 508097	029 20254606
Andrew Gould	Assistant Engineer	01495 255746	07766 406412	01443 833896
Craig Fletcher	Assistant Engineer	01495 235716	07717 871515	
Ian Shephard	Assistant Engineer	01495 235703	07919 415399	01443 440235
Max Nebe	Inspector	01495 235757	07768 701092	
Sue Morgan	Inspector	01495 235757	07786 730947	
Darren Jones	Inspector	01495 235757	07768701094	07967 441416
Nicola Tiley	Inspector	01495 235757	07768 701093	01495 200272
Paul Roberts	Inspector	01495 235757	07770 508099	
David Haines	Inspector	01495 235757	07768 701098	01495 226813
Darren Bilton	Inspector	01495 235757	07901 713357	07854 621061
Chris Williams	Technician	01495 235737		
Gethin Jones	Technician	01495 235794	07768 507948	
Jeff Witts	Supervisor	01495 235704	07901 712356	01495 228963
Nathan Jones	Supervisor	01495 235705	07768 701096	01443 833293
Penmaen Depot		01495 235724	Fax	01495 235751
Bedwas Depot		02920 852331	Fax	01222 880860
Winter Emergency Officer		24 hour line		Rota held by T-Y-B control room.
Out of Hours	Tir-Y-Berth control room	01443 875500		

Other Service Contacts.

- COUNTY POLICE HEADQUARTERS

Gwent (Cwmbran) 01633 838111
South Wales (Bridgend) 01656 655555

GWENT POLICE -Main Police Stations

Blackwood 01495 223673
Caerphilly 02920 852999
Cwmbran 01633 838999
Pontypool 01495 764711
Risca 01633 612391
Tredegar 01495 723161

- SOUTH WALES FIRE SERVICE

HQ 01443 232000

- SOUTH AND EAST WALES AMBULANCE TRUST.

Divisional Headquarters 01495 765401 (Office Hours)
Mamhilad Park Estate 01495 769834 (Control Centre)

- MID GLAMORGAN AMBULANCE NHS TRUST.

All enquiries through Control Room Tel: 01443 205331

All ambulance station locations listed in appendix J

- EMERGENCY PLANNING

Caerphilly County Borough Council.
Sheryl Andrews- Emergency Planning Manager 01443 864425
Ian John Martin – Emergency Planning Officer 01443 864222
Stuart Lee Morgan – Emergency Planning Officer 01443 864427

NEIGHBOURING AUTHORITIES

- BLAENAU GWENT COUNTY BOROUGH COUNCIL

Office Hours			
Name	Designation	Telephone	Fax
A Reed	Acting Highway & Transport Manager	01495 355612	01495 312357
Neil Hughes	(access to salt supplies)	01495 355629	07971 893377
Outside Office Hours			
Emergency Service		01495 311556	

- CARDIFF COUNTY AND CITY COUNCIL

Office Hours Name	Designation	Telephone	Fax
L Norvill	Engineer	029 20785200	029 20785218

- NEWPORT COUNTY BOROUGH COUNCIL

Office Hours Name	Designation	Telephone	Fax
F. Powell	Assistant Engineer	01633 232656	01633 233296
R. Lloyd	Asst.Maint Manager	01633 232694	" "
Out of Hours		01633 253447	(ex-directory)

- TORFAEN COUNTY BOROUGH COUNCIL

Office Hours Name	Designation	Telephone	Fax
Andrew Pritchard	Structures and Network Officer	01495 766747	01495 766709
Outside Office Hours Duty Officer	(All Emergencies)	01495 762200	

- MERTHYR TYDFIL COUNTY BOROUGH COUNCIL

Office Hours Name	Designation	Telephone	Fax
J Morgan	Network Group Man.	01685 724931	01443 693872
M Williams	Team Leader	01685 724932	01685 693872
M. Thomas	Head of Env. Services	01685 725345	
Lifeline		01685 725336	01685 387740
Outside Office Hours -Duty Officer		07800 708591	

- RHONDDA CYNON TAFF COUNTY BOROUGH COUNCIL

Name	Designation	Telephone	Fax
Dan Bond	Sen. Eng. Roads.	01443 494793	01443 494705
Howard Thomas	H/w Infrastructure & Asset Manger	01443 494801	01443 494705
Out of Hours-Duty Officer		0831 141900	

- TRUNK ROAD AGENCIES

Neath Port Talbot (South Wales Trunk Road Agency)

Name	Designation	Telephone	Fax
Rodry Paul	Network Resilience Engineer	01792 325927	01792 325905
Out of Hours-Duty Officer		02920 629421	

- MONMOUTH COUNTY BOROUGH COUNCIL.

Name	Designation	Telephone	Fax
Glyn Edmunds	Highway & Waste Operations Manager	01600 712354	01600 712293
Outside Office Hours Emergency Service		01633 873274	

EXAMPLE

Appendix F.

Social Service Locations.

SOCIAL SERVICES	
OFFICES	
Avenue House	2 King Edward Avenue, Caerphilly, CF1 1PC
Bargoed	43 William St, Gilfach, Bargoed, CF81 8ND
Brodawel House (adj. HFE)	Court Road, Energlyn, Caerphilly, CF83 2QW
Caerphilly, Cwm Ifor	Caledfryn Way, Penyrheol, Caerphilly, CF83 2XZ
Caerphilly, Mill Road Office	Mill Road, Caerphilly, CF83 3SD
Caerphilly	6 Piccadilly Square, Caerphilly, CF83 1PB
Caerphilly SS Facilities	De Clare House, Pontygwindy Ind. Est. Caerphilly, CF83 2WB
Cameron House	Ystrad Mynach, Hengoed, CF83 1HG
Pontllanfraith, Lansing Linde SS Offices	Newbridge Road, Ind. Est. Pontllanfraith, NP12 2XF
Rhymney, Ramsden Street SS Office	Ramsden Street, Rhymney, NP2 5NS
Risca, Brooklands Bungalow	Brooklands Road, Risca, NP1 6BU
Ty Mynyddislwyn Office	16 Ty Mynyddislwyn, Pontllanfraith, NP12 2JE
RESIDENTIAL ACCOMMODATION	
Beatrice Webb HFE, Blackwood	Bloomfield Road, Blackwood, NP2 1QB
Brodawel HFE, Caerphilly	Court Road, Energlyn, Caerphilly, CF83 2QW
Castle View HFE, Caerphilly	Claude Road, Caerphilly, CF83 1UZ
Hengoed Group Home	14 Graig Road, Hengoed, CF82 7SJ
Heol Aneurin Community Home for children	22 - 24 Heol Aneurin, Caerphilly, CF83 2PB
Min-y-Mynydd HFE, Rhymney	Eglwys Fan, Hill Street, Rhymney, NP22 5JJ
Montclair Avenue Residential Home	65 - 67 Montclair Avenue, Blackwood, NP2 1EF
Ty Clyd HFE, Bargoed	Heol Fargoed, Bargoed, CF81 8PP
Ty Clyd bungalow - CHAD	Heol Fargoed, Bargoed, CF81 8PP
Ty Iscoed HFE,	Woodland Drive, Newbridge, NP1 5FQ
Ty Gwilym Residential Home, Caerphilly	Court Road, Energlyn, Caerphilly, CF83 2LU
DAY/FAMILY CENTRES	
Brondeg Day Centre, Blackwood	Bloomfield Road, Blackwood, NP12 1QB
Brooklands Risca Adult Day Centre, Risca	Brooklands Road, Risca, NP1 6BU
Brooklands Risca Family Centre	Brooklands Road, Risca, NP1 6BU
Cwm Ifor Family Centre / Variety Club	Caled Fryn Way, Penyrheol, Caerphilly, CF83 2BW
Caerphilly Day Centre for older people	Station Terrace, Caerphilly, CF83 1HD

Caerphilly Independant Living	22 The Crescent, Trecenydd, Caerphilly
Caerphilly Retirement Project	St Johns Ambulance Hall, Bryncenydd, Caerphilly
Fochriw Family Centre (inside Comm Centre)	Pontlottyn Road, Rhymney, CF81 9LS
Hafod Deg Day Centre, Rhymney	High Street, Rhymney, NP2 5LP
Markham Resource Unit	Pantycefn Road, Markham, NP2 0RX
Oakdale Resource Unit / Family Centre	57 Central Avenue, Oakdale, NP2 0DX
Oaklands Day Centre, Rhymney	Oaklands Terrace, Rhymney, NP2 SEP
Pentrebane Drop-in Centre	18 Pentrebane Street, Caerphilly, CF83 1FR
Springfield Adult Day Centre,	Glanynant, Pengam, NP12 2XG
Ystrad Mynach Day Care Centre	Caerphilly Road, Ystrad Mynach, CF82 7EP

EXAMPLE

Appendix G

Major / Minor Shopping Areas.

<u>Major Shopping Centres</u>	<u>No. of Staff Req</u>	<u>Minor Shopping Centres</u>	<u>No. of Staff Req</u>
Bargoed	8	Aberbargoed	2
Bedwas	8	Abercarn	2
Blackwood	8	Abertridwr	2
Caerphilly	8	Cefn Fforest	2
Nelson	4	Cross Keys	2
Newbridge	8	Crumlin	2
Rhymney	4	Cwmfelinfach	2
Risca	8	Deri	2
Ystrad Mynach	8	Fleur-De-Lys	2
	<u>64</u>	Fochriw	2
		Gelligaer	2
		Glan-y-nant	2
		Graig-Y-Rhacca	2
		Lansbury Park	2
		Llanbradach	2
		Maesycwmmmer	2
		Markham	2
		New Tredegar	2
		Oakdale	2
		Pantside	2
		Penllwyn	2
		Penpedairheol	2
		Pentwynmawr	2
		Pontlloctyn	2
		Senghenydd	2
		Trethomas	2
		Trinant	2
		Ty-Sign	2
			<u>56</u>

Appendix H

School Locations

Area	SCHOOLS
4	Abercarn Primary - Chapel of Ease, Abercarn, NP11 5LH
1	Abertysswg Primary - Walter Street, Abertysswg, NP22 5AQ
7	Bedwas High School - Newport Road, Bedwas, CF83 8BJ
7	Bedwas Infants - St Mary's Street, Bedwas, CF83 8EE
7	Bedwas Junior - Church Street, Bedwas, CF83 8EB
2	Blackwood Comprehensive - Ty Isha Terrace, Blackwood, NP12 1ER
2	Blackwood Primary - Apollo Way, Blackwood, NP12 1WA
2	Bryn Primary - Forest Hill, The Bryn, Pontllanfraith, NP12 2PL
1	Bryn Awel Primary - Eglwys Fan, Rhymney, NP22 5JJ
2	Cefn Fforest Primary - Cefn Fforest Avenue, Cefn Fforest, NP12 3JX
3	Coed Y Brain Primary - School Street, Llanbradach, CF83 3LD
4	Crumlin High Level Primary - Commercial Road, Crumlin, NP11 4PX
3	Cwm Glas Infants - Pant Glas, Llanbradach, CF83 3PD
5	Cwm Ifor Primary - Heol Aneurin, Penyrheol, Caerphilly, CF83 2PG
7	Cwmaber Infants - Bryngelli Terrace, Abertirdwr, CF83 4FF
7	Cwmaber Junior - Brynhafod Road, Abertridwr, CF83 4BH
4	Cwmcarn High School - Chapel Farm, Cwmcarn, NP11 7NG
4	Cwmcarn Primary - Newport Road, Cwmcarn, NP11 7LZ
6	Cwmfelinfach Primary - King Street, Cwmfelinfach, NP11 7HL
5	Cwrt Rawlin Primary - Cae Meillion, Caerphilly, CF83 1SN
1	Deri Primary - Glynmarch Street, Deri, CF81 9HZ
3	Derwendeg Primary - Hengoed Road, Cefn Hengoed, CF82 7HP
2	Fleur-de-Lys Primary - School Street, Fleur-de-Lys, NP12 3UX
1	Fochriw Primary - Pontlottyn Road, Fochriw, CF81 9LL
3	Gilfach Fargoed Primary - Vere Street, Gilfach, Bargoed, CF81 8LB
3	Glyngaer Primary - Oxford Street, Glyngaer, Gelligaer, CF82 8FF
5	Graig y Rhacca Primary and Nursery Community School - Machen, CF83 8WW
3	Greenhill Primary - Penywrlod, Gelligaer, CF82 8EU
5	Hendre Infants - St Cenydd Road, Trecenydd, Caerphilly, CF83 2RP
5	Hendre Junior - St Cenydd Road, Trecenydd, Caerphilly, CF83 2RP
5	Hendredenny Park Primary, White Cross Lane, Hendredenny, Caerphilly, CF83 2RL
3	Hengoed Primary - Chapel Terrace, Hengoed, CF82 7JU
3	Heolddu Comprehensive - Mountain Road, Bargoed, CF81 8XL
3	Lewis Girls Comprehensive - Oakfield Street, Ystrad Mynach, CF82 7WW
3	Lewis School Pengam - Gilfach, Bargoed, CF81 8LJ

2	Libanus Primary - Libanus Road, Blackwood, NP12 1EH
7	Llancaeacch Junior - Commercial Street, Nelson, CF46 6NF
7	Llanfabon Infants - Bryncelyn Avenue, Nelson, CF46 6HL
5	Machen Primary - Commercial Road, Machen, CF83 8NA
6	Maesycwmmmer Primary - Tabor Road, Maesycwmmmer, CF82 7PU
2	Markham Primary - Pantycefn Road, Markham, NP12 0QD
7	Nant y Parc Primary - Universal Site, Senghenydd, CF83 4GL
4	Newbridge Comprehensive - Bridge Street, Newbridge, NP11 5FE
4	Oakdale Comprehensive - Penmaen Road, Blackwood, NP12 0DT
4	Pantside Primary - Old Pant Road, Newbridge, NP11 5DE
2	Park Primary - Park Crecsent, Bargoed, CF81 8PN
2	Pengam Primary - Commercial Street, Pengam, NP12 3ST
2	Penllwyn Primary - Fleur De Lys Avenue, Pontllanfraith, NP12 2NT
4	Pentwynmawr Primary - Tonypistill Road, Newbridge, NP11 4HJ
1	Phillipstown Primary - Cefn Rhychdir Road, Phillipstown, NP24 6XE
5	Plasyfelin Primary - Lewis Drive, Churchill Park, Caerphilly, CF83 3FT
2	Pontllanfraith Comprehensive - Coed Cae Du Road, Pontllanfraith, NP12 2DA
4	Pontllanfraith Primary - Penmaen Road, Pontllanfraith, NP12 2DN
1	Pontlottyn Primary - Fochriw Road, Pontlottyn, CF81 9RG
5	Rhydri Primary - Rudry, Caerphilly, CF83 3DF
1	Rhymmey Comprehensive - Mill Field, Abertyswg, NP22 5XF
6	Risca Comprehensive - Pontymason Lane, Rogerstone, NP11 6YY
6	Risca Primary - Danygraig Road, Risca, NP11 6DB
5	St Cenydd Comprehensive - St Cenydd Road, Trecenydd, Caerphilly, CF83 2RP
3	St Gwladys Bargoed School - Church Place, Bargoed, CF81 8RN
5	St Helens Catholic Primary - Lansbury Park, Caerphilly, CF83 1QH
5	St James' Primary School - Lansbury Park, Caerphilly, CF83 1QH
5	St Martins Comprehensive - Hillside, Caerphilly, CF83 1UW
3	Tir-Y-Berth Primary - New Road, Tir-Y-Berth, Hengoed, CF82 8AU
4	Trinant Primary - Conway Road, Pentwyn, Crumlin, NP1 4JN
3	Trinity Fields Special School - Caerphilly Road, Ystrad Mynach, CF82 7DT
5	The Twyn School - East View, Caerphilly, CF83 1UT
6	Ty Isaf Infants - Mill Street, Risca, NP11 6EF
6	Ty Sign Primary - Elm Drive, Risca, NP11 6HJ
4	Tynewydd Primary - Greenfields, Newbridge, NP11 4QZ
7	Tyn-Y-Wern Primary - Heol yr Ysgol, Trethomas, CF83 3BR
1	Upper Rhymney Primary - Oakland Terrace, Rhymney, NP22 5EP
6	Waunfawr Primary - Waunfawr Road, Cross Keys, NP11 7PG
1	White Rose Primary - School Street, Elliotstown, NP24 6DW

6	Ynysddu Primary - High Street, Ynysddu, NP11 7HL
1	Ysgol Bro Sannan - Ty Fry Road, Aberbargoed, CF81 9FN
2	Ysgol Gyfun Cwm Rhymni - Fleur De Lys, Blackwood, NP12 3JQ
3	Ysgol Gymraeg Bro Allta - Central Street, Ystrad Mynach, CF82 7XQ
4	Ysgol Gymraeg Cwm Derwen - Beech Grove, Oakdale, NP12 0JL
2	Ysgol Gymraeg Gilfach Fargoed - Commercial Street, Gilfach, Bargoed, CF81 8JG
4	Ysgol Gymraeg Trelyn - Commercial Street, Pengam, NP12 3ST
5	Ysgol Gynradd Gymraeg Caerffili - Parcfelin Street, Caerphilly, CF83 3AH
4	Ysgol Gymraeg Cwm Gwyddon - Gwyddon Road, Abercarn, NP11 6GX
7	Ysgol Ifor Bach - Upper Brynhyfryd Terrace, Senghenydd, CF83 4GL
5	Ysgol Gynradd Gymraeg Y Castell - Crescent Road, Caerphilly, CF83 1WH
1	Ysgol y Lawnt - Surgery Hill, Station Road, Rhymney, NP22 5LS
3	Ystrad Mynach Primary - Lewis Street, Ystrad Mynach, CF82 7AQ
4	Rhiw-Syr-Dafydd Primary - Maes y Garn Road, Oakdale, NP12 0NA
3	Ysgol Penalltau – Cwm Calon Road, Hengoed, CF82 7QX
3	The Learning Centre – Hanbury Street, Glan y Nant, NP12 3XP

Appendix I

Weather Forecast (example)

24 Hour Domain Forecast for Capita Gwent Consultancy

Valid from noon on Tuesday 23 Feb 2012 to noon on Wednesday 24 Feb 2012

Minimum Temperature and Hazard Summary										
Domain	Readiness Colour	Min RST	Time Below Zero	Min Air	Ice	Hoar Frost	Snow	Fog	Strong Wind	Rain
Monmouthshire under 300m	AMBER	PS01	N/A	PS02	N/L	N/H	Y/L	N/L	Y/L	N/L
Monmouthshire over 300m	RED	PS00	N/A	MS02	N/L	N/H	Y/H	N/L	Y/L	N/L
Caerphilly, Torfaen, Blaenau Gwent under 300m	AMBER	PS01	N/A	PS02	N/L	N/H	Y/L	N/L	Y/L	Y/L
Caerphilly, Torfaen, Blaenau Gwent over 300m	RED	MS01	1200-1500	MS02	Y/L	N/H	Y/H	N/L	Y/L	Y/L

Details	
Wind (mph)	E 10-15 gusting up to 25, becoming E 5 by midnight.
Ice / Hoar Frost	Some ice likely in Caerphilly, Torfaen and Blaenau Gwent this afternoon as some roads may still be below freezing, but road surface temperatures are slowly rising. No frost expected.
Snow	Snow 1200-2000, with temporary accumulations of 1-3 cm at low levels, and as much as 10-15 cm above 300 m.

24 Hour Weather Summary	
Monmouthshire	Rain and sleet will turn to snow this afternoon. This will last until mid-evening when it will tend to turn back to rain before fading over the coming hours. It will never completely dry up over night, staying cloudy and damp, and continuing so into Wednesday morning.
Caerphilly, Torfaen, Blaenau Gwent	As Monmouthshire

OpenRoad Forecaster: Dan Grey, Tel: 01392 XXXXXX
 Transmitted by the Met Office on 23 February 2012 at 12:00 UTC

Appendix J.

Fleet Details.

Front Line vehicles.

ROUTE	VEHICLE	REG. NO.	FLEET NO.	DEPOT	CAPACITY
1	Mercedes	CN63BYG	9234	PENMAEN	6 m ³
2	Mercedes	CN12CWR	9231	PENMAEN	6 m ³
3	Mercedes	CN61BPK	9228	PENMAEN	6 m ³
4	Mercedes	CN12CWP	9230	PENMAEN	6 m ³
5	Mercedes	CN60AMK	9224	PENMAEN	6 m ³
6	Mercedes	CN61BPO	9229	PENMAEN	6 m ³
7	Mercedes	CN12CWT	9232	BEDWAS	6 m ³
8	Mercedes	CE63KZY	9233	BEDWAS	6 m ³

Reserve / Backup Vehicles.

ROUTE	VEHICLE	REG. NO.	FLEET NO.	DEPOT	CAPACITY
N/A	Mercedes	CN08BOU	9220	PENMAEN	6 m ³
N/A	Mercedes	CN08BOJ	9221	PENMAEN	6 m ³
N/A	Mercedes	CN60AMU	9226	PENMAEN	6 m ³
N/A	Mercedes	CN60AMO	9225	PENMAEN	6 m ³
N/A	Mercedes	CN61BPF	9227	BEDWAS	6 m ³

Additional Vehicles.

ROUTE	VEHICLE	REG. NO.	FLEET NO.	DEPOT	CAPACITY
N/A	DAF	TBA	N/A	BEDWAS	1.5 m ³
N/A	DAF	TBA	N/A	BEDWAS	1.5 m ³
N/A	DAF	TBA	N/A	PENMAEN	1.5 m ³
N/A	DAF	TBA	N/A	PENMAEN	1.5 m ³
N/A	DAF	TBA	N/A	PENMAEN	1.5 m ³
N/A	DAF	TBA	N/A	PENMAEN	1.5 m ³
N/A	LAND ROVER	WU53WZL	N/A	PENMAEN	N/A
N/A	TOYOTA	FG61SBO	N/A	PENMAEN	N/A
N/A	TOYOTA	FG61SBU	N/A	PENMAEN	N/A
N/A	TOYOTA	FG61SBV	N/A	BEDWAS	N/A

Appendix K.

Document Distribution List.

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Director of Engineering, Blaenau Gwent, County Borough Council	1CD
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Chief Engineer, City and County of Cardiff.	1CD
Chief Constable, Gwent Police	1CD
Chief Fire Officer	1CD
Chief Ambulance Officer	1CD
Meteorological Contractor	1CD
National Farmers Union	1CD
Farmers Union of Wales	1CD
Aber Valley Community Council	1CD
Argoed Community Council	1CD
Bargoed Community Council	1CD
Bedwas, Trethomas & Machen Community Council	1CD
Blackwood Community Council	1CD
Caerphilly Community Council	1CD
Darran Valley Community Council	1CD
Gelligaer Community Council	1CD
Llanbradach Community Council	1CD

Maesycwmmmer Community Council	1CD
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Rhymney Community Council	1CD
Rudry Community Council	1CD
Van Community Council	1CD
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Councillor E. Aldworth, Vice Chair Regeneration & Environment Scrutiny Committee	1CD
Councillor T. Williams, Cabinet Member Highways, Transportation & Engineering	1CD
Councillor K James, Cabinet Member Regeneration, Planning & Sustainable Development	1CD
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Appendix M.

Fire / Ambulance Station Locations.

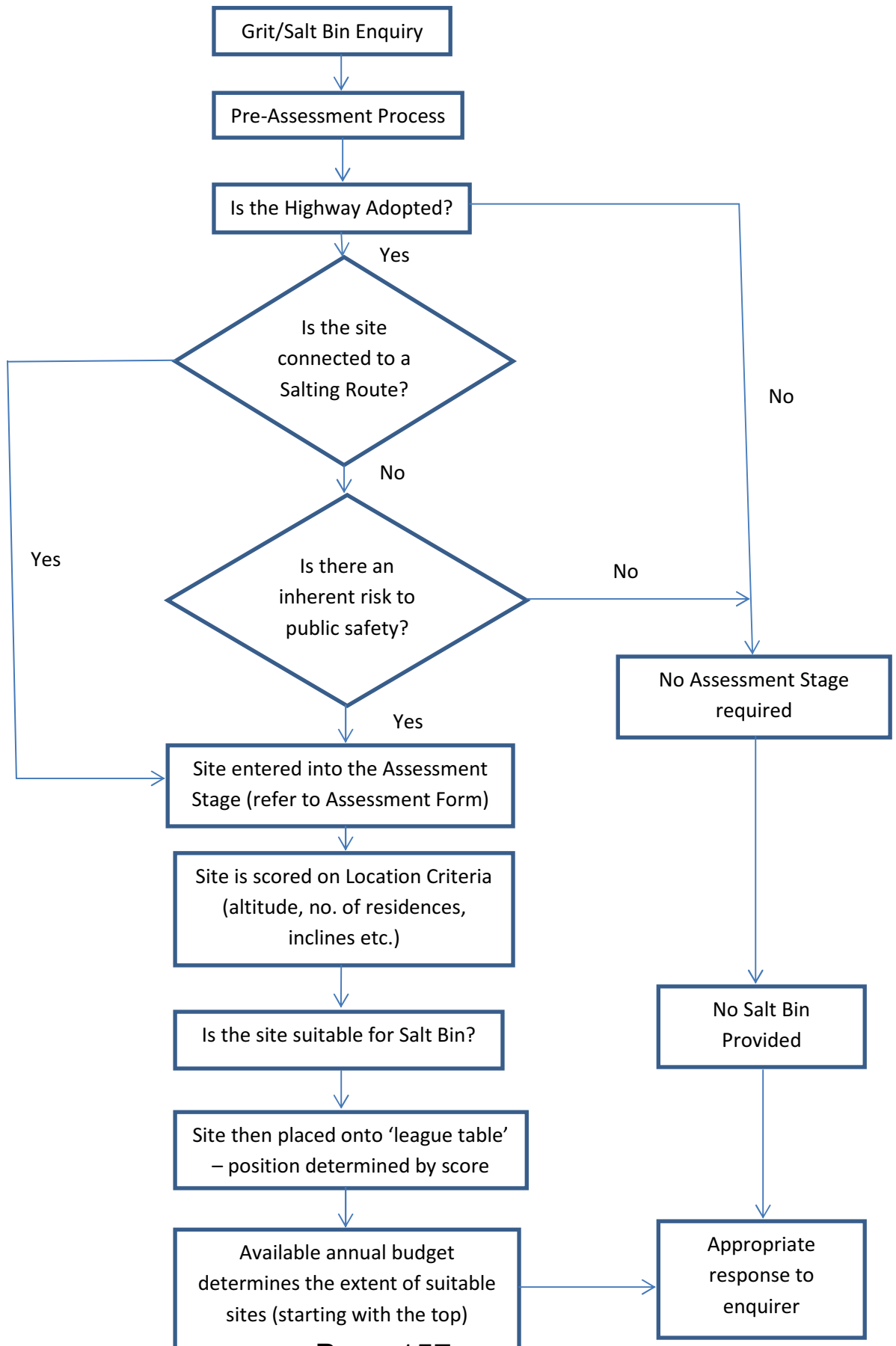
□ Fire Stations

Rhymney	Havard's Row, Rhymney, NP22 5PA
Caerphilly	Waunfach Street, Caerphilly, CF83 3HL
Abercarn	Unit 16 Darren Drive, Prince of Wales Industrial Estate, Abercarn
Risca	New Park Road, Risca, NP11 7AE
Aberbargoed	Angel Way, Aberbargoed. CF81 9FX

□ Ambulance Locations.

Bargoed	Bedwellty Road, Aberbargoed, CF81 9AW
Nelson	Bryncelyn, Nelson, CF46 6HR
Caerphilly	Waunfach Street, Caerphilly, CF83 3HL
Blackwood	Lon Pennant, Cwmgelli, Blackwood, NP12 1YR

Assessment of Grit / Salt Bin Requests



Grit/Salt Bin Assessment Form

Location Details			
Proposed Placement Details			
Is location connecting onto an existing Salting Route?	Yes	No	Details
Is there a risk to Public Safety?	Yes	No	Details
Assessment Criteria (use this if Yes to connecting onto a Salting Route or Risk to Public Safety)			
Criteria	Score/Points	Details	
Altitude			
Number of Residences affected (a point per residence if maximum score)			
Highway Gradient (a point per degree if maximum score)			
Specific circumstances for this location (nearby school/ doctor's surgery, residential care home, dialysis patients etc.)			
TOTAL			

Assessment Officer:.....

Date:.....

Criteria Explanations overleaf

Form Explanations

Risk to Public Safety – inherent risks at this location such as high trafficked roads/ footpaths, presence of vulnerable adults/ children, exposed to the elements, predominantly in the shade (especially in the mornings) etc.

The scoring is as follows for each criteria:

Altitude

400 – 350m – score 7

350 – 300m – score 6

300 – 250m – score 5

250 – 200m – score 4

200 – 150m – score 3

150 – 100m – score 2

100 – 50m – score 1

50m – 0m – score zero

Number of properties affected

- 5 point for a single property,
- 10 points for a street
- 15 points for an estate.

Gradient of slope

- points for a flat road,
- 5 points for a slight gradient - up to 10% (1 in 10)
- 10 points for medium gradient - up to 25% (1 in 4)
- 15 for a steep gradient - over 25% (1 in 4+)

Specific Circumstances

0 – 10 - These are judged on a case by case basis, e.g. locations in shade, junctions, school crossings; as well as the siting of schools, hospitals, residential homes etc.

Weighting

Each score is taken as set out, any weighting has already been considered in the existing figure range.

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