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Am bob ymholiad ynglŷn â'r agenda hwn cysylltwch â Helen Morgan
(Rhif Ffôn: 01443 864267 Ebost: morgah@caerphilly.gov.uk)

Dyddiad: Dydd Mercher, 12 Gorffennaf 2017

Annwyl Syr/Fadam,

Bydd cyfarfod **Is-bwyllgor Cyswilt â'r Cyngorau Cymunedol** yn cael ei gynnal yn ar **Dydd Mercher, 19eg Gorffennaf, 2017** am **7.00 pm** i ystyried materion a gynhwysir yn yr agenda canlynol.

Bydd cyngyfarfod yn cael ei gynnal am 6.30pm i bob **Aelod Bwrdeistref Sirol** yn yr **Ystafell Ebwy** a holl **Aelodau Cyngorau Cymunedol** yn **Siambwr y Cyngor**.

Atgoffir yr aelodau os oes ganddynt unrhyw faterion penodol y maent yn dymuno eu codi yn y cyfarfod, dylent roi gwybod i'r Clerc cyn y dyddiad hwnnw, i sicrhau bod ymateb ar gael

Yr eiddoch yn gywir,

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

Chris Burns
PRIF WEITHREDWR DROS DRO

A G E N D A

Tudalennau

- 1 I benodi Cadeirydd ac Is-gadeirydd am y flwyddyn nesaf.
- 2 I dderbyn ymddiheuriadau am absenoldeb
- 3 Datganiadau o Ddiddordeb.

A greener place Man gwyrddach

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



Atgoffi'r Cynghorwyr a Swyddogion o'u cyfrifoldeb personol i ddatgan unrhyw fuddiannau personol a/neu niweidiol mewn perthynas ag unrhyw eitem o fusnes ar yr agenda hwn yn unol â Deddf Llywodraeth Leol 2000, Cyfansoddiad y Cyngor a'r Cod Ymddygiad ar gyfer Cynghorwyr a Swyddogion.

- 4 I gymeradwyo a llofnodi'r cofnodion canlynol:-
Is-Bwyllgor Cyswllt Cyngor Cymunedol a gynhaliwyd ar 15fed Mawrth 2017.
- 5 Materion yn Codi.

I drafod y materion canlynol a godwyd gan y Pwyllgor Cyswllt Cyngor Tref a Chymuned: -

- 6 Ardoll Seilwaith Cymunedol - Lisa James (Uwch Gynllunydd, Cymunedau) i fynychu.
- 7 Cynllun Gwella Priffyrdd Cylchfan Pwll-y-pant A468 / A469 - Clive Campbell (Rheolwr Peirianeg Trafnidiaeth) i fynychu.
- 8 Anghenion Addysgol Arbennig.
- 9 Bil Iechyd y Cyhoedd (Cymru).
- 10 Ymgynghoriad ar Geisiadau Cynllunio.

7 - 20

Cylchrediad:

Cynghorwyr A. Angel, C. Andrews, A. Farina-Childs, A. Gair, A.G. Higgs, L. Jeremiah, Ms P. Leonard, Mrs T. Parry, J. Pritchard, J. Ridgewell, Mrs M.E. Sargent, J. Taylor, C. Thomas, A. Whitcombe, R. Whiting a B. Zaplatynski

Aelod Cabinet: C.J. Cuss (Cabinet Member for Social Care and Wellbeing)

Cynghorydd Cymunedol/Cynghorwyr Tref

T. Richards (Aber Valley Community Council), G. Lewis (Argoed Community Council), H. Llewellyn (Bargoed Town Council), Mrs J. Winslade (Bedwas, Trethomas and Machen Community Council), D. Davies (Blackwood Town Council), Mrs J. Hibbert (Caerphilly Town Council), P. Roberts (Darran Valley Town Council), T. Hall (Draethen, Waterloo and Rudry Community Council), J. A. Pritchard (Gelligaer Community Council), S. Taviner (Llanbradach and Pwllpant Community Council), Ms J. Rao (Maesycwmmwr Community Council), Mrs G. Davies (Nelson Community Council), D. Woodman (New Tredegar Community Council), B. Allen (Penyrheol, Trecenydd and Energlyn Community Council), D.T. Williams (Rhymney Community Council), J. Blackburn (Risca East Community Council), B. Hancock (Risca Town Council) a J. Leek (Van Community Council)

Clerc i holl Gyngorau Cymunedol/Tref a Swyddogion Priodol



COMMUNITY COUNCIL LIAISON SUB-COMMITTEE

MINUTES OF THE MEETING HELD AT COUNCIL OFFICES, PENALLTA HOUSE, YSTRAD MYNACH ON WEDNESDAY 15TH MARCH 2017 AT 7.00PM

PRESENT:

Councillor A. Lewis - Vice Chair

Councillors C.J. Cuss, H. Davies and Mrs L. Phipps

Community/Town Council Representatives

Aber Valley	- M. Stretch
Argoed	-
Bargoed	- H. Llewellyn
Bedwas, Trethomas and Machen	-
Blackwood	- J. Criddle
Caerphilly	-
Darran Valley	-
Draethen, Waterloo and Rudry	-
Gelligaer	-
Llanbradach	- Mrs. A. Reed
Maesycwmmmer	-
Nelson	- Mrs. G. Davies, Mr. T. White (Clerk)
New Tredegar	-
Penyrheol, Trecenydd and Energlyn	-
Rhymney	-
Risca East	-
Risca Town	- B. Hancock, Mr B. Campbell (Clerk)
Van	- Mr. J. Dilworth (Clerk)

Together with

H.C. Morgan (Senior Committee Services Officer), P. O'Neill (Senior Youth Service Manager)

1. APOLOGIES

Apologies for absence were received from Councillors L. Gardiner, N. George, G. Hughes, Mrs J.A. Pritchard and J.E. Roberts, Community Councillors Ms J. Rao, Mrs J. Winslade, D. Woodman, B. Allen and Mrs E. Macey and Mrs. S. Hughes, Mr. G. James, Mrs. L. Tams, Mrs. J. Dalton, Mr. J. Hold, Mr. K. Williams, Mr. G. Williams, Mrs F. Lewis, Ms. C. Mortimer, Mr. W.M. Thompson, Mrs. G. Thomas, Mrs. H. Treherne (Clerks of Aber Valley, Argoed and Risca East, Bargoed, Bedwas, Trethomas and Machen Blackwood, Caerphilly, Darran Valley and Rhymney, Draethen, Waterloo and Rudry, Gelligaer, Llanbradach, Maesycwmmmer and Penyrheol, Trecenydd and Energlyn Community/Town Council respectively).

2. MINUTES - 27TH JULY 2016

The minutes of the meeting held on 27th July 2016 (a copy had been sent to each member) were received and noted. There were no matters arising

3. CAERPHILLY YOUTH SERVICE

With the aid of a slide presentation, Mr. Paul O'Neill (Senior Youth Service Manager) gave an overview of the Caerphilly Youth Service and, in setting out the key principles which underpins youth work, provided details of its nature, purposes and delivery.

He advised that the service is based primarily on a voluntary relationship between young people and youth workers. The Youth Service is a universal entitlement, open to all young people within the specified age range 11-25, with a Families First Service for children under 10. The delivery of youth services provides a mechanism for engaging with and listening to young people and it respects their views and opinions and takes account of their requirements when providing information, assessing needs and developing relationships and trust. Whilst it is delivered by two distinct sectors, statutory and voluntary, the sectors work together in partnership to achieve the best possible outcomes for young people.

Youth work provides informal and structured educational opportunities and access to relevant advice, information, support and guidance to encourage participants to develop knowledge and skills. It is centre based, street based and undertakes outreach and mobile work. It aims to promote and actively encourage opportunities for all young people, support them through significant changes in their lives and assist them to understand their responsibilities.

It was explained that Youth Work is not about 'just doing activities' but building relationships with young people to determine what they require. It is not intended to 'get kids off the streets' but sends Youth Workers to where they choose to congregate in order to engage and facilitate discussion.

Mr O'Neill advised that Youth Work is an education profession that complements the work of others and has been a registered profession by statute since 1944. He outlined the qualifications (degree level) and safeguarding training required by the Youth Workers in order to assist in their role and referred to the wide range of skills they possess.

The Service also provides a valuable role in assisting with youth work training for a wide range of organisations throughout the county borough, and also provides support and advice for the setting up of voluntary provision. It also works in partnership with other agencies and would wish to extend this to community/town councils going forward. Mr O'Neill requested that those who required further information or perhaps a presentation to respective meetings to contact him in order that the necessary arrangements can be made.

Mr O'Neill advised that Youth work is provided through both the voluntary and local authority sectors and through a variety of youth work settings and methods. CCBC Youth Service is made up of:-

The Youth and Junior Forums - engagement with young people by use of Youth Work methodology, principally that of participation. This enables young people, via informal and non formal activities, to become politically and socially influential and to gain attainment.

The Hub (Communities First) Team - aims to develop positive relationships between young people, communities and services by supporting young people to become more actively involved in the community. It provides a front-line delivery youth engagement and outreach project in Communities First areas of the Caerphilly County Borough by a team of qualified and skilled youth workers. The team are allocated to work in specific areas and work directly with young people.

With regards to this area of activity, it was noted that the Cabinet Secretary had announced that Communities First will be phased out between 31st March 2017 and 1st April 2018 and that funding will continue at 70% of 2016/17 levels until 31st March 2018. The consequences of this decision are currently being considered although it is accepted that there will be changes required going forward.

The Basement Information Service - an information drop-in centre providing all young people aged between 11 and 25 years, Caerphilly Youth Service and partner agencies with access to information, support and advocacy - open drop-in sessions or by self-referral/agency referral.

Family Engagement Project, incorporating Young Mums - Innovate and Innovate 2 Young Mums - providing support and information for young mums under the age of 19, particularly in relation to matters involving health and relationships. Another primary function is to offer in partnership, access to attainment and other qualifications. It offers advice on issues such as continuing education, childcare, housing and benefits.

Innovate - the Youth Service via its Innovate project works with young people who are not in Education Employment and Training (NEET). The focus is to support young people and identify training, employment or further educational options, as well as to be the main provider of education in many cases.

Youth Centre and Clubs - there are a number of traditional youth clubs and centres which offer support and guidance. In that it is not possible to provide this activity in all areas, the service continues to seek ways to deliver youth work throughout the borough. It was accepted that key to this is the flexibility of the service to engage with the community through street based, outreach and mobile work, within financial resources. Mr O'Neill referred to the recent dispersal order in Newbridge and to the flexibility of the youth service to play a part in such instances with more outreach working.

During the course of the ensuing debate, and in noting that certain services are available only from September until end of May, Community Councillor Hancock referred to difficulties experienced in Risca whereby an attempt had been made to develop a summer project (last summer youth workers had volunteered their time). An enquiry with the Gwent Police and Crime Commissioner had found that finance may be available from the Partnership Fund (grant scheme funded by the proceeds of crime awarded to the police and from the sale of unclaimed found property) but it was found that the Youth Service would not be able to facilitate the scheme. Mr O'Neill explained that the opening of youth clubs is based on 30 weeks of the year from September until the end of May and budget and staff availability (there is guidance on the minimum number of youth workers) must be taken into consideration when determining whether an extended service can be provided. There are other schemes available throughout the year.

He advised that whereas some voluntary organisations can apply for Partnership Funding, statutory organisations are not able to do so. Officers will continue to build relationships with the voluntary groups to assist them with the process in order to seek to extend the provision.

A query was also raised by Community Councillor Mrs G. Davies in relation to Nelson and as to whether there is an opportunity to provide a youth service. She explained that the community had tried to recruit volunteers to run a service but had not been successful. Mr

O'Neill advised that there are no plans for any new areas and that no plan has been made for Nelson. However, each area does have an opportunity to access the service through a number of sources and outreach services are provided where suitable facilities are available.

Reference was made by Community Councillor J. Criddle of the loss in Pontllanfraith of both the youth club (which was burnt down) and Cyber café (which was not DDA compliant and as there was no finance available to make the necessary alterations had to be closed). It was explained that there were no plans to re-establish the provision in that area and noted that those youths have the opportunity to access Blackwood Youth Club and the Basement and evidence has shown that they are prepared to do so.

Following from this, information was requested as to how the service is signposted. Mr O'Neill referred to the establishment of a Marketing Group to enhance that which is currently provided and to target awareness of the local provision (social media, face book, cyber virtual youth work, schools) and to the protocols and practices in place to develop this further. It is a service for young people that aims to provide for their information needs and support them or point them in the direction of other projects that might be better able to help them. Literal signing has also been introduced (starting in Risca) and will be rolled out and signage created for display in educational premises. There has been some outreach work and suitable temporary facilities have been sought for this purpose

A query was raised in relation to the informal education working with NEETS and whether it is used to catch up on basic literacy and numeracy. Mr O'Neill advised that whilst this is a part of the service, it is also an opportunity to develop relationships and introduce a wide range of experiences with appropriate educational, personal, social and formal learning needs for their own personal development.

Mr John Dilworth referred to experiences on Lansbury Park where it seems that the youth prefer to congregate on the streets. Mr O'Neill advised that the youth club was closed temporarily due to an incident a month or so ago and is due to reopen. The Hub Communities First Team is extremely active on the estate in their outreach capacity.

Members thanked Mr O'Neill for the informative presentation and for responding to queries raised during the course of the debate.

In response Mr O'Neill reiterated his commitment to work with voluntary organisations and community/town councils and advised that if anyone wished further information or for him to make a presentation to their respective meetings, they should contact him to make the necessary arrangements

ANY OTHER BUSINESS

4. Mill Street Car Park, Risca

It was agreed that the query in relation to Mill Street car park would be investigated and the Member advised accordingly.

5. Civil Parking Enforcement

It was confirmed that Gwent Police has initiated a discussion with the Gwent local authorities that is ongoing. The implications for taking on civil parking enforcement is being considered by the authorities and it is likely to take around 6 months to complete these investigations. There is no further information at this stage and the implications will be considered when the investigations have been completed.

6. Public Health (Wales) Bill

In noting that the Bill is still progressing through Welsh Government, reference was made to a requirement within the Bill 'that all local authorities have a public toilet strategy' and a query was raised as to whether there is one in place. It was indicated that it may be the case that such would be developed once the Bill has been passed but that enquires would be made.

It was also queried as to whether the scheme whereby finance was allocated to premises that were willing to allow the public to use their facilities is still in being and if not, how the sum has been used.

Enquires would be made and Clerks advised accordingly.

7. Representatives on Committees/Forum

In noting that the next meeting is not scheduled until July and there may be some Members who are not standing or are not re-elected, it was agreed that if those who are current representatives are re-elected they will continue to sit on what they have been appointed to.

The meeting closed at 8pm

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CABINET – 7TH JUNE 2017

SUBJECT: A468/A469 PWLLYPANT ROUNDABOUT HIGHWAY IMPROVEMENT SCHEME

REPORT BY: HEAD OF ENGINEERING SERVICES

1. PURPOSE OF REPORT

- 1.1 To seek Cabinet approval to utilise funding for and progress the construction of the A468/A469 Pwllypant roundabout highway improvement scheme.

2. SUMMARY

- 2.1 The A468/A469 Caerphilly Northern Bypass is the main artery linking Caerphilly and settlements in the north of the borough to the trunk road network (A470, M4) and Cardiff. It is already heavily overloaded at peak periods and all junctions are at, or in excess of, capacity at peak times. The Pwllypant roundabout is the busiest node on this section of the strategic highway network and in the whole of the county borough.
- 2.2 The proposed Pwllypant roundabout highway improvement will increase capacity on the roundabout such that it will not be overcapacity at the completion and will perform satisfactorily taking in to account known proposed developments (identified through the LDP review process) up to 2031. It would also improve journey time reliability for bus services and encourage public transport use and reduce traffic travelling through Caerphilly town thereby improving air quality.
- 2.3 The scheme will be funded from developer contributions (S106) and Welsh Government grant funding. It is intended that construction will commence in September/October 2017 and take about twelve months to complete.

3. LINKS TO STRATEGY

- 3.1 The proposed scheme contributes to the following Well-being Goals within the Well-being of Future Generations Act (Wales) 2015:
- A prosperous Wales,
 - A healthier Wales,
 - A more equal Wales,
 - A Wales of cohesive communities, and
 - A globally responsible Wales.
- 3.2 To work towards the Council's corporate objective of improving peoples' living environment through targeted actions, regulation, information and advice.

- 3.3 Engineering Services Division Objective: To provide safe and efficient transport and land drainage infrastructure through quality services delivered by means of cost effective management, maintenance and improvement of the networks.
- 3.4 Engineering Services Division Objective: To work towards a safer environment through positive measures to reduce road accidents and particularly by protecting and providing for vulnerable road users.

4. THE REPORT

Background to the scheme

- 4.1 The adopted LDP (2010) that covers the period up to 2021 identifies a number of sites with potential for development for housing. A traffic analysis was undertaken to identify the highway improvements necessary to mitigate against the traffic generation from these proposed sites. This resulted in the Caerphilly Basin highway obligation Supplementary Planning Guidance (SPG) for the following improvements in and around Caerphilly town:
- A468/A469 Pwllpant Roundabout - Network efficiency junction improvement
 - A468/A469 Trecenydd Roundabout - Network efficiency junction improvement
 - Tafwys Walk - Junction Improvement
 - Piccadilly - Gyratory Improvements
 - A468 Bedwas Bridge Roundabout - Network efficiency junction improvement
 - A468 Pwllpant to Bedwas Bridge - Network efficiency improvements
 - The A468/A469 Trecenydd roundabout improvement was delivered in 2012/13 and is the only improvement delivered so far.

The Pwllpant Highway Improvement Scheme

- 4.2 The A468/A469 Caerphilly Northern Bypass is the main artery linking Caerphilly and settlements in the north of the borough to the trunk road network (A470, M4) and Cardiff. It is the point where the A468 from the east, A469 from the north and A468/A469 from the south merge and is the busiest junction in the county borough. The junction lies on the strategic highway network within Caerphilly County Borough and the roundabout handles significant volumes of traffic throughout the day, approximately 37,000 AADT flow (Annual Average Daily Traffic), and is important for commuter traffic to Cardiff and connectivity to the trunk road network (A470/M4). It has been identified in the Council's adopted LDP and LTP and is the highest priority highway scheme yet to be delivered.
- 4.3 The A468/A469 Caerphilly Northern Bypass is already heavily overloaded at peak periods and all junctions are at, or in excess of, capacity at peak times. The current design of the roundabout inhibits the efficient functioning of this key junction. The roundabout is not of a standard to adequately cope with the current level of traffic using the strategic route. It has significant negative impacts on the village of Llanbradach.
- 4.4 This results in problems of congestion and extensive queuing during peak periods, and limits the efficiency of the strategic highway network. For example during the morning peak, traffic queues are experienced on the Lower Rhymney Relief Road, as a result of congestion at Pwllpant Roundabout affecting southbound traffic travelling towards Cardiff. During peak periods queuing traffic stretches back to previous junctions on the network, e.g. Coed-y-Brain and Wingfield roundabouts (the latter is a distance of approximately 2km), this then has knock-on impacts to the functioning of these junctions.
- 4.5 Extensive queuing on all approaches to the roundabout during peak periods leads to unreliable journey times for all road users, including commuters, freight/ industrial traffic and public transport. Congestion at the roundabout impacts on accessibility and transport links between the trunk road network (A470/M4), key settlements and employment areas in Cardiff and Caerphilly and settlements to the north i.e. in the Heads of the Valleys area, which negatively impacts on measures to encourage economic development and regeneration.

- 4.6 Problems of congestion and queuing traffic at the junction results in through traffic diverting through Caerphilly town centre, which contributes to the existing air quality problems (there is a designated Air Quality Management Area (AQMA) within Caerphilly town centre), reduces the attractiveness of the town centre for pedestrians and cyclists and has impacts on journey time reliability of town centre bus services. The level of through traffic diverting through the town centre has a negative impact on measures to encourage active and sustainable travel in and to Caerphilly town centre.

Funding

- 4.7 It was the intention that all improvements, including Pwllypant Roundabout, would be wholly funded from S106 developer contributions under the SPG, from housing development within the Caerphilly Basin area. However, the introduction of the community infrastructure levy (CIL) in 2014 meant the SPG came to an end and insufficient funds were amassed to fully fund the Pwllypant scheme.
- 4.8 The current estimated funding required to deliver the scheme is £5.305m (based on the expired preferred bidder's construction tender cost of £3.48m). The current total of Caerphilly Basin S106 funds available is £3.593m, leaving a shortfall of £1.712m to find. Approximately £420k of WG funding (under Metro Phase 1) has been utilised to complete the design works and develop the scheme to the current position.
- 4.9 A bid for Welsh Government (WG) Local Transport Funding (LTF) in 2017/18 was submitted for the maximum £1.5m available and has been successful. The net projected shortfall of £212k can be met from uncommitted WG funding from the Ysbyty Ystrad Fawr (YYF) highway improvement scheme (current balance £700k after adjusting for other commitments against this funding). WG approval has been granted to proceed on this basis.

The funding profile for the project is detailed in the table below:

	Year 1 2017/2018 (£,000)	Year 2 2018/2019 (£,000)	Year 3+ 2019+ (£,000)	Total (£,000)
Design & accommodation works	55	30	-	85
Construction	1525	2985	-	4510
Project Management	20	20	35	75
Monitoring & evaluation	-	20	30	50
Post construction (e.g. part 1 claims)	-	185	400	585
Totals	1600	3240	465	5305

Risk

- 4.10 Officers have undertaken a risk identification exercise as part of the scheme development and a risk register has been produced as a result. Currently, £400k of risk has been allocated for unforeseen risks over the life time of the scheme. The majority of this risk is likely to arise during the construction period. This sum is incorporated within the table above.
- 4.11 Officers have identified areas where the scope of the works could be reduced or value engineered, to a value in excess of £100k, without affecting the overall aims and benefits of the scheme. These will be discussed with the contractor prior to awarding a contract.

- 4.12 The costs associated with post construction elements of the scheme such as part 1 claims have been estimated based on the results of a noise survey and subsequent noise model. It is not possible to fully define these costs at the present time, but it is considered that realistic costs have been allocated based on historic scheme cost outturns.
- 4.13 There is a risk that the costs could increase from the retendering exercise, especially in light of the recent UK government budget announcements and the fact that fuel prices are beginning to rise again.

Key Features

- 4.14 Please see attached plan of proposed scheme layout in Appendix 1.
- 4.15 The scheme incorporates the following features:
- Signalisation of the roundabout (i.e. full time traffic lights as a result of the introduction of a controlled pedestrian crossing facility on the arm to/from Trecenydd roundabout).
 - Incorporation of a pedestrian crossing facility on the East Bound lane of the A468/A469 within the traffic control signalisation (formalising the existing uncontrolled crossing). For this reason the whole of the traffic signal system for the roundabout will need to operate continuously.
 - New footway linking the existing pedestrian over bridge on the A468/A469 to the footway on Pontygwindy Road.
 - A469 from Llanbradach – additional filter lane and extension to existing filter lanes.
 - East Bound lane of A468/A469 dualled approach to roundabout and dualled exit from roundabout.
 - Pontygwindy Road - additional filter lane and extension in length to existing filters.
 - A468 Bedwas Arm - dualled approach and exit to roundabout.

Benefits of the Scheme

- 4.16 The existing roundabout is currently overcapacity at peak periods and the proposed improvements will increase capacity on the roundabout such that it will not be overcapacity at the completion and will perform satisfactorily taking in to account known proposed developments (identified through the LDP review process) up to 2031.
- 4.17 The scheme as detailed in the preceding key features section will improve the capacity of the junction and improve traffic flow along this strategic route, which will improve efficiency, making better use of the existing highway network and future proof the junction.
- 4.18 There are 18 bus movements each hour on a weekday and the current traffic levels in the morning and afternoon peak impact significantly on the ability to maintain reliable bus services, particularly as some of the services are on key strategic routes (for example service 26 between Blackwood and Cardiff and service 50 between Bargoed and Newport). The proposed scheme would improve journey time reliability for bus services and encourage public transport use, accessibility to town centre facilities and social inclusion.
- 4.19 Greater control of the junction will better manage traffic demand and improve safety.
- 4.20 The scheme will lead to a reduction of traffic travelling through Caerphilly town centre resulting in improved accessibility and attractiveness of the town centre and environmental improvements and relief in terms of air quality, pedestrians and cyclists.

Programme

- 4.21 In order to meet the WG requirement to spend the £1.5m LTF funding by April 2018, the works need to commence in September/October 2017. In order to meet this timescale, procurement for the construction contract needs to be progressed ASAP alongside advance preparatory and environmental works (i.e. slow worm maintenance works, a bat survey, and

orders for diversion of statutory undertakers' equipment). The scheme has a planned duration of 52 weeks.

- 4.22 In order to meet the required timeframes to achieve the LTF funding spend by March 2018 a decision on the content and recommendations within the report is required by Cabinet. As confirmation of the LTF funding has only recently been received from WG this report has not previously been included on the forward work programme. However, any delay to the procurement process would mean that this funding would not be fully utilised. Unspent sums would be lost leaving a shortfall and jeopardising delivery of the scheme. The WG LTF funding is £1.5m and notification of award of this funding was only received on 22 March 2017.

Wider Highway Network Considerations

- 4.23 Officers have been liaising with neighbouring local authorities and WG about proposed highway works in the area and what mitigation is possible to minimise the impact on road users as significant disruption is anticipated.
- 4.24 WG proposals for highway improvements to J28 of the M4 and improvements to the A467 Bassaleg Roundabout have recently begun. Officers will continue to liaise with neighbouring local authorities and WG to review ongoing and planned works and minimise any possible disruption.

Communication

- 4.25 To date CCBC has given three formal briefings to Councillors within the Caerphilly Basin area (Cllr T Williams, who at the time was Cabinet Member for Highways, Transportation & Engineering, attended all three briefings) to enable them to comment on the proposed scheme layout and to agree Public Information day proposals. Not all councillors attended these meetings. In addition to this, Councillors within the Caerphilly Basin area have received a number of email updates regarding feasibility works, Public Information Day feedback etc. Local Community Councils, Fire, Police and NHS ambulance representatives have also been sent the scheme proposal drawings.
- 4.26 Since the recent local government elections, briefings with the new Councillors and Cabinet Member have since taken place.
- 4.27 A briefing has been given to the Caerphilly Town Centre Management Group to highlight details of the proposed scheme to Caerphilly Town Centre businesses.
- 4.28 Three Public Information Days were held in January and February 2015 in Caerphilly Library, Pwllypant community centre and Penyrheol community centre to enable residents and local businesses to view and comment on the scheme proposals. These were advertised widely including letter drops to residents within the vicinity. Plans were also left in Llanbradach community and Trecenydd community centres.
- 4.29 Articles drawing awareness to the scheme proposals have been included in several editions of Newslite, local newspapers and Social Media. There is a dedicated link to Pwllypant roundabout improvement on CCBC's website. This will be maintained and updated throughout the construction works.
- 4.30 Formal feedback regarding the proposed scheme layouts was received via a snap survey that was published on CCBC's website during February 2015. Responses from visitors who attended the three Public Information Days and left completed feedback forms were also input into the online survey. In total 60 responses to the survey were received of which 85% were supportive of the scheme, not all people responding to the survey left formal responses. A summary of the feedback from the snap survey is contained in Appendix 2.

Following formal briefings to Councillors within the Caerphilly Basin area, a controlled pedestrian crossing was added to the A468/9 arm. Caerphilly Basin Councillors have been supportive of the scheme proposals to date.

Feedback from the Caerphilly Town Centre Management Group was limited but concerns were raised regarding disruption to businesses within the Town during the construction works.

Only Gwent Police from the emergency services have provided formal feedback. They are supportive of the scheme.

- 4.31 The appointed Contractor will be required to develop and implement a communication strategy/plan (this was previously part of the quality submission for the tender), to proactively engage with the local community and keep them and road users informed of progress and developments. This will require close liaison with Officers and the Council's Communications team.

Access and Traffic Management issues

- 4.32 It is intended to hold an ECE (Early Contractor engagement) briefing with prospective contractor organisations to highlight the need to minimise disruption to motorists, residents and businesses in the area and to stress the need for suitable traffic management proposals.
- 4.33 Increasingly, to avoid the long queues on the A469, motorists are diverting off the A469 at the Wingfield roundabout and travelling through Llanbradach and re-joining the A469 at the Coed y Brain Roundabout. CCBC's traffic management section have met with Llanbradach Councillors and have already implemented additional waiting restrictions at certain key points within the village as a measure to try to prevent congestion forming within Llanbradach.
- 4.34 It is recognised that queues during the construction works will temporarily increase which may encourage motorists to continue to divert through Llanbradach. As a result CCBC's traffic management section is currently trialling additional traffic calming measures within the village of Llanbradach and on the approach to the Coed-y-Brain roundabout.
- 4.35 To ensure the safety of motorists and workers during construction road closures may be required on Pontygwindy Road and Heol Pwllypant for a period of up to 6 weeks. When the final surfacing is laid, staggered road closures may be required on all roads approaching and exiting from the roundabout. The specific road closure requirements will depend on the construction methods proposed by the contractor awarded the works and will be subject to agreement from CCBC's traffic management section.
- 4.36 Officers have sought approval from WG to utilise matrix signs on the A470 to inform motorists of delays due to construction works at Pwllypant Roundabout. In addition to this, as part of the communication plan and temporary traffic management measures, signs at strategic points throughout CCBC will be placed where motorists can then choose to alter their journey route and advising of other works where possible.

5. WELL-BEING OF FUTURE GENERATIONS

- 5.1 This report contributes to the Well-being Goals as set out in Links to Strategy above. It is consistent with the five ways of working as defined within the sustainable development principle in the Act in that all strategic highway improvements are contained in the LDP and LTP.
- 5.2 The LDP places great emphasis on sustainable development and seeks to protect the environment for both the current and future needs of the population, ensuring that there is a viable future for the county borough's towns and villages. As part of the LDP process the Council engages with residents, service users, stakeholders and partners. The LDP is subject to independent Strategic Environment Assessment and Sustainability Appraisal which balance economic, social and environmental issues.

6. EQUALITIES IMPLICATIONS

- 6.1 There are no equalities implications to this report that have not been considered or would adversely affect any individual or group who fall under one of the protected characteristics or wider issues as shown in the Council's Strategic Equality Plan.

7. FINANCIAL IMPLICATIONS

- 7.1 The scheme is estimated to cost £5.305m to deliver (this includes a risk allowance of £400k). S106 funding of £3.593m and LTF funding of £1.5m will be used to deliver the scheme with any shortfall in funding being met by virement from the YYF funds. The LTF award sanctions the use of WG YYF funding to the delivery of the A468/A469 Pwllypant highway improvement scheme.
- 7.2 It should be noted that the S106 agreements contain clauses which require the contributions to be repaid to the developer a set time after the S106 is signed if the schemes listed in the Caerphilly Basin highway obligation SPG are not progressed. Trigger repayments amounting to £38k for some of the S106 agreements occur in 2017, £39k in 2018 and significant repayments of £757k occur in 2019. The proposed funding profile detailed within this report mitigates these trigger payments.
- 7.3 The works will be procured in accordance with the Council's Standing Orders and in consultation with Procurement services to ensure best value is achieved.

8. PERSONNEL IMPLICATIONS

- 8.1 There are no personnel implications.

9. CONSULTATIONS

- 9.1 All responses from consultations have been incorporated into this report and ongoing communication and consultation will continue throughout the project.

10. RECOMMENDATIONS

- 10.1 Cabinet approves delivery of the Pwllypant roundabout highway improvement scheme as a priority highway scheme.
- 10.2 Cabinet supports the use of the £1.5m LTF funding in 2017/18 and approves the preparatory and environmental works necessary and the construction procurement tendering exercise to commence in summer 2017.
- 10.3 Cabinet approves the virement of up to £700k from the YYF funds to the Pwllypant roundabout scheme as necessary balance funding to deliver the scheme.

11. REASONS FOR THE RECOMMENDATIONS

- 11.1 To meet the Council's planning and transport objectives under the LDP and ensure this section of the strategic highway network has sufficient capacity to meet future needs.

12. STATUTORY POWER

- .1 Highways Act 1980.

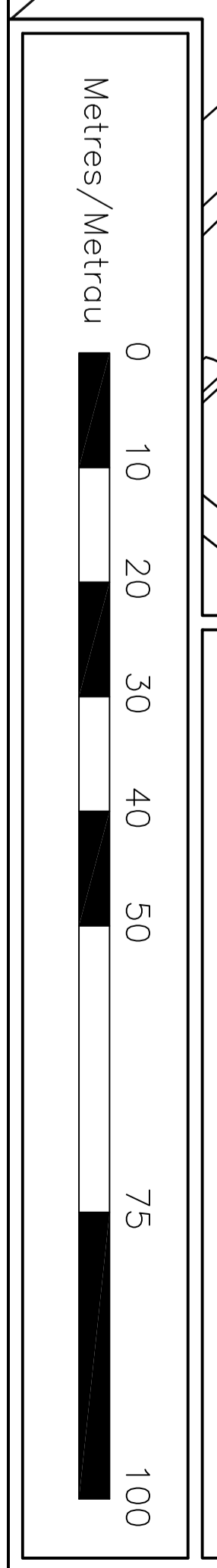
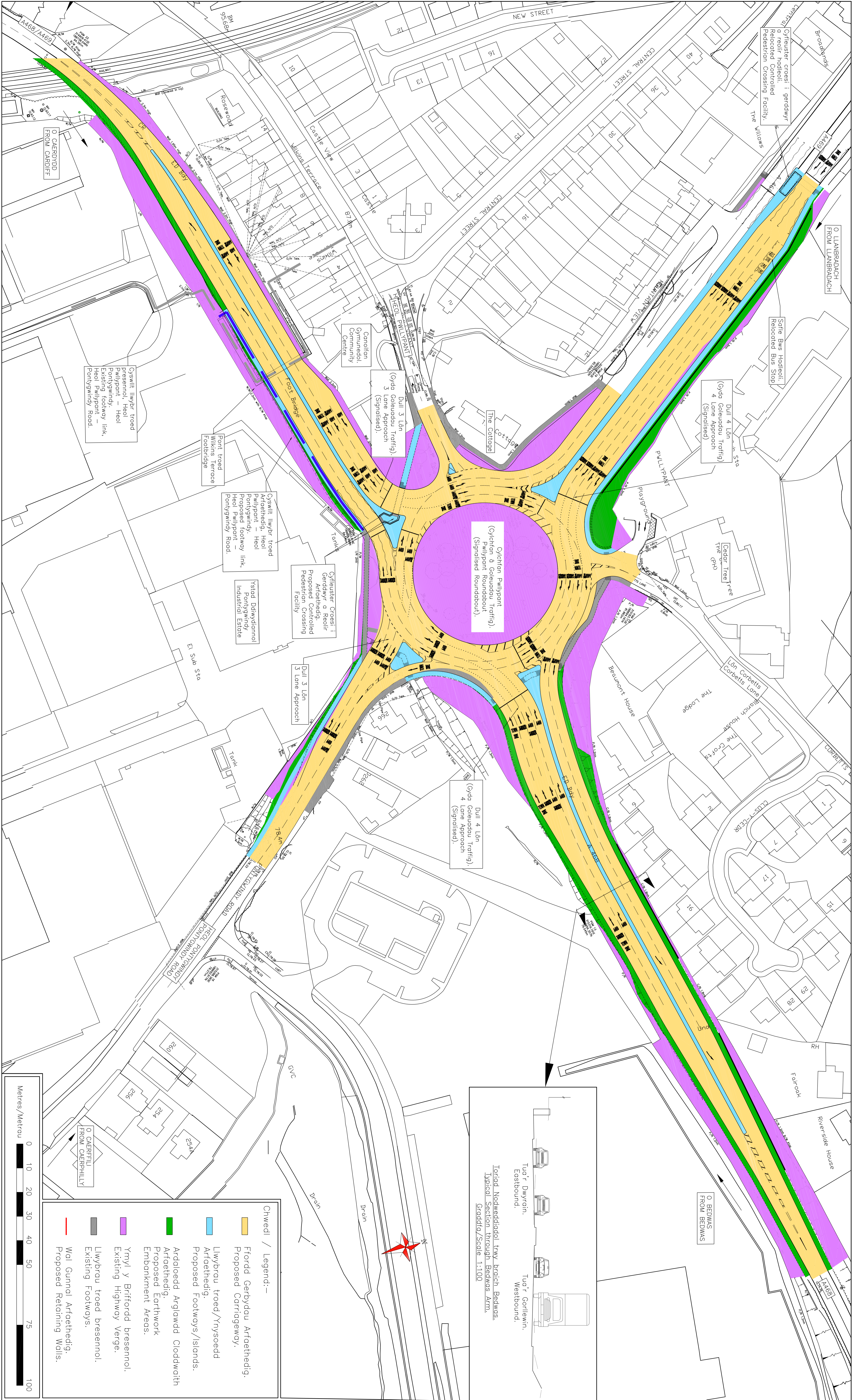
Author: Clive Campbell, Transportation Engineering Manager campc@caerphilly.gov.uk
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Consultees: Christina Harray – Corporate Director of Communities
Nicole Scammell, Acting Director of Corporate Services & S151
Gail Williams, Interim Head of Legal Services & Monitoring Officer
Marcus Lloyd – Interim Head of Engineering Services
Stephen Harris – Interim Head of Corporate Finance
Kevin Kinsey – Acting Engineering Projects Group Manager
Kate Dowdall – Senior Engineer
Gemma Thomas – Principal Engineer (Transport Strategy & Road Safety)
Trish Reardon – HR Manager
Anwen Rees – Senior Policy Officer (Equalities and Welsh Language)

Appendices:

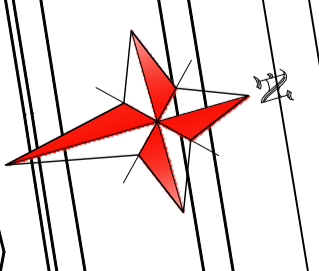
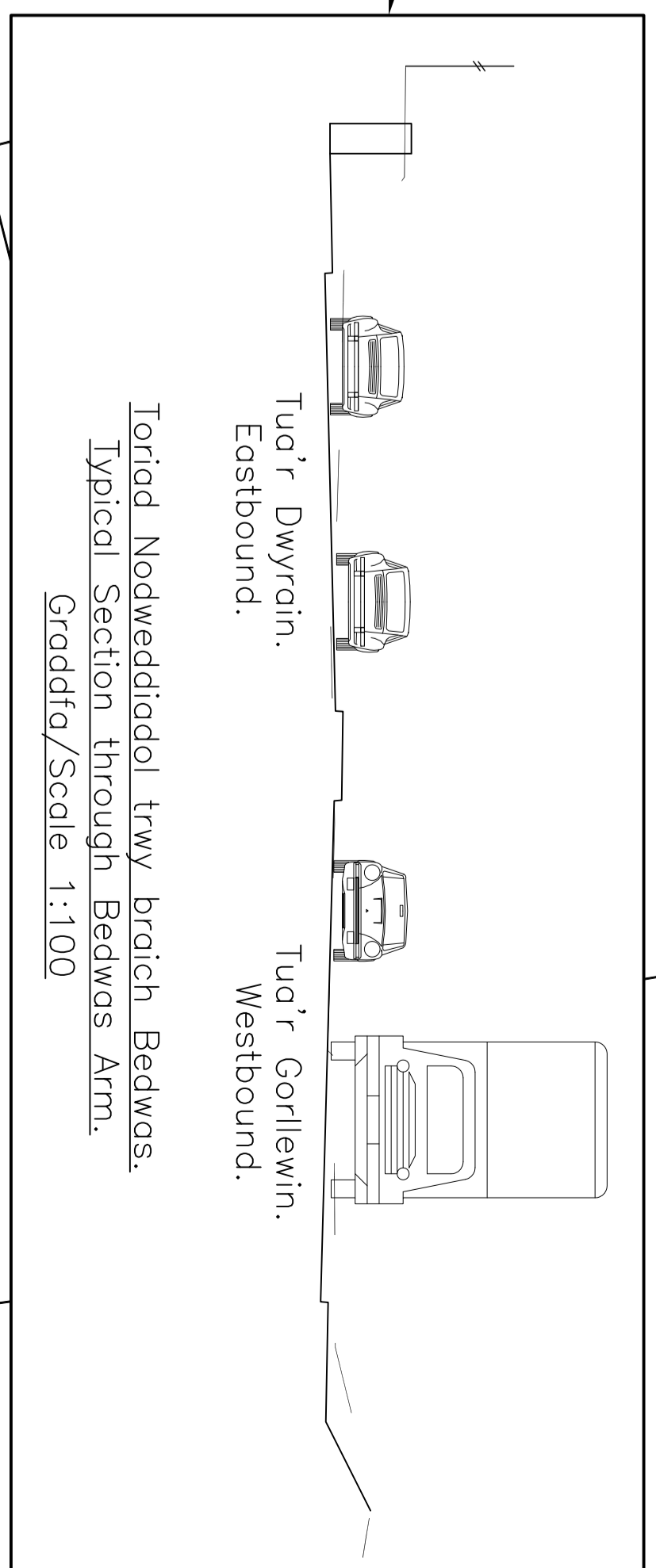
Appendix 1 - Proposed scheme layout
Appendix 2 – Snap Survey Feedback

Background papers: None



Chwedi / Legend:-

	Ffordd Gerbydu Arfoethedig. Proposed Carriageway.
	Lwybrau troed/Ynysoedd Arfoethedig. Proposed Footways/Islands.
	Arfoethed Arglwydd Cloddwrth Arfoethedig. Proposed Earthwork Embankment Areas.
	Ymyl y Bifordd bresennol. Existing Highway Verge.
	Lwybrau troed bresennol. Existing Footways.
	Wâl Gunnol Arfoethedig. Proposed Retaining Walls.



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This report was generated on 09/03/15, giving the results for 60 respondents. A filter of 'All Respondents' has been applied to the data.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

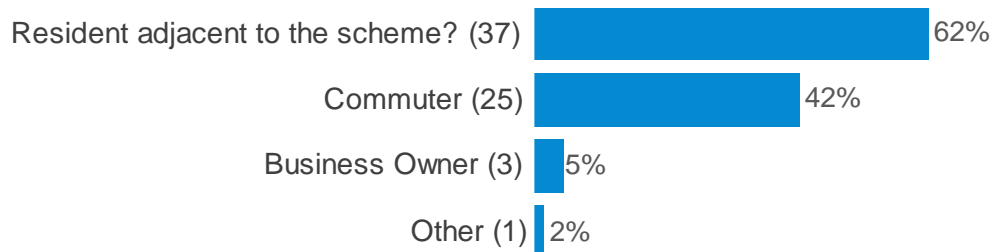
Do you support the scheme?



Do you want the controlled pedestrian crossing? (Even with the adverse effect on queuing on Pontygwindy Road)



Are you a;



If other, please specify

If other, please specify

I live in Heol Barri and use the roundabout several times a day

I live in Llanbradach and sometimes walk into town and you take your life in your hands here

Resident of Llanbradach

I live on Corbetts Lane

How often do you travel through the scheme?



Do you have any comments on the proposals?

Do you have any comments on the proposals?

About time something was done, thank you.

I don't feel that there is any major problem with the current road system

It's important that the proposals go ahead to alleviate traffic congestion on the bypass. However, the Council needs to secure funding to dual Caerphilly bypass from the pwill-y-pant roundabout to Nantgarw, which should have been completed years ago.

Waste of money, more lanes needed on A469 trencenydd to pwill-y-pant, would alleviate all issues, another shocking traffic proposal by caerphilly council, idiotic idea, again!!!!!!

I think traffic signals are a must.

This will cause more problems and prolong commuters travel rather than shorten it, poor decisions making

Make it safer for bicycles to use and crossing the roads by foot with a bike would be a great help. As a driver also can the traffic lights be part time so that the junction can be used as a roundabout later or earlier without stopping.

When carrying out the work please consider the effect it will have on the commuter on this already extremely busy roundabout, for some of us this is the only route we can take and there is no alternative way to go, i use this route 6 times a day

Badly needed improvements

Traffic signage should indicate local traffic only through Penyrheol & Energlyn whilst works are underway.

No.

Don't want any more noise at rear of my property, request for soundproof fence, would prefer to keep original road layout with the introduction of traffic lights.

This needs to happen

This will help ease the nightmare commute.

No

I consider there will be need for some restraining measure (low wall/crash barriers) at the rear of my property as the only other restraint would be my flimsy wooden fence.

Well done

Not happy with 'part time' lights - they are not safe!

Move pavement at Llanbradach Roundabout and extent to the brow of the hill approx 30 metres further

The crossing is a good idea, however if it affects the flow of traffic then it defeats the idea of the improvements.

No, other than improvements should be taken to the next roundabout footpath going to Llanbradach should be looked at.

Do you have any comments on the proposals?

Do you have any comments on the proposals?

Should improve traffic flow and improve pedestrian safety.

The pedestrian crossing is essential. Expecting mothers without transport to cross via the bridge to get to Asda, whilst pushing prams is not acceptable, particularly in winter.

Would be ideal if additional lighting was provided in Wilkins Terrace to make using the footbridge safer.

Disability access to Pontygwindy Road.

Pedestrian lights desperately needed for safety.

Concerns about the traffic on Heol Pwll-y-Pant during improvements on roundabout (rat run) children playing concerns even when improvement not started.

Heol Pwll-y-Pant is used as a rat run, from Bowls thro Y Cilgant, please close Y Cilgant. Suggest flyover from Nelson direction to Nantgarw? Emergency vehicles from YYF Hospital to Caerphilly dual carraigeway can be blocked from hospital to roundabout.

Will help exiting Pwll-y-Pant!

Good to see lights and allowing flow of traffic.

Long over due!! As a runner great to see I could possibly cross the road safely without going through the Trading Estate.

A very good idea should have been done years ago.

Good plans, very well explained.

Please complete as soon as possible.

Like the redirection of footbridge walkway avoiding industrial area. Ensure Pwllypant end is lit better as well.

Needs more thought.

Prefer retaining footbridge and creating a footpath as suggested by your department.

As a resident of Llanbradach I have serious concerns about the knock-on effect that these works will have on the village, as traffic will inevitably increase as people try to avoid queues on the A469

If part time - what times? Problem being if 1 yr construction huge impact on traffic via Penyrheol/Caledfryn, high impact on traffic from Senghenydd/Abertridwr/Hendredenny, already a nightmare. More consultation needed with residents of these areas.

Would strongly support retaining footbridge with a footpath as outlined on your drawing.

Concerns about increased use of Heol Pwllypant during works and longterm. No consideration for this exist in scheme traffic 'calming' measures currently in place 'stop' rather than 'calm' traffic, traffic on road while works carried out not considered.

If traffic lights part time, what times? As working on bypass Heol Aneurin Penyrheol is used for Senghenydd, Abertridwr and Llanbradach, you can't cross road or get out of side roads. Put notice in Caerphilly Observer as it comes out fortnightly.

Concerns regarding delays during construction works. Request for yellow hatched box junction on exit from Pontygwindy Ind' Est. onto Pontygwindy Road . Request for 10 days notice to businesses if road needs to be closed to be written into contract.

Please don't allow this to happens, this will cause chaos for commuters and I question the survey of pedestrian use numbers as it does seem accurate!!!

Access to the roundabout from Corbetts Lane needs to be easier than currently - no signals would make this even harder (particularly turning right). If signals are installed, they need to allow easy exit from the lane.

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