

# Pecyn Dogfennau Cyhoeddus



Mae'r adroddiad canlynol yn Eitem Gwybodaeth ar gyfer y Pwyllgor Craffu yr Amgylchedd a Chynaliadwyedd.

## **1. Dosraniad Cyllideb Seilwaith Priffyrdd 2021/22 Adroddiad Gwybodaeth.**



## ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – FOR INFORMATION

**SUBJECT: HIGHWAY INFRASTRUCTURE BUDGET APPORTIONMENT 2021/22  
INFORMATION REPORT**

**REPORT BY: CORPORATE DIRECTOR (ECONOMY AND ENVIRONMENT)**

### 1. PURPOSE OF REPORT

- 1.1 To provide members with details of the proposed apportionment of the highway maintenance budget for 2021/2022.

### 2. SUMMARY

- 2.1 The 2021/22 Highway Revenue Maintenance budget is detailed in Appendix 1 and includes revenue budget of £7,385,038 and Capital budget of £2,532,000. The report provides information to members on how the £10,887,421 has been allocated. The Revenue budget includes Revenue Contributions to Capital Outlay (RCCO) for carriageway and footway resurfacing schemes of £110k and £95k respectively.
- 2.2 The street lighting budget allocation (included in the above) is £1,810,082, which is inclusive of £1,314,187 energy costs. Energy prices have continued to rise, with the increase confirmed for 2021/22 at 13.66% or an extra £185,000. Our LED and part night lighting programme has been completed, which aims to minimise the impact of these energy rises whilst significantly contributing to our carbon reduction targets.
- 2.3 The 2021/22 Capital budget allocation in relation to highway operations is detailed in Appendix 2; the budget remains largely unchanged and includes £739,000 and £148,000, directly related to highway resurfacing and footways respectively. Locations of the specific schemes, where appropriate, are provided in Appendix 3.
- 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. There are no MTFP savings applied to the 2021/22 budget due to a better than anticipated budget settlement from Welsh Government. There is also a Welsh Government Grant of £970,383 for carriageway resurfacing for 2021/22, which will assist in the overall maintenance and capital investment programme.
- 2.5 The highway asset is the authority's largest asset valued at over £2 billion. In an attempt to maintain the highway to an acceptable standard, that does not compromise user safety, alternate strategies (such as preventative maintenance techniques) are being widely utilised. The future funding challenges, as a result of any future MTFP's, may result in a reduction of service or the standard of service previously offered. As such it is imperative that a prioritised

risk-based approach to highway maintenance continues. A separate report on the condition of and funding of the Carriageways was presented to Scrutiny Committee on 14<sup>th</sup> March 2019.

- 2.6 Overall, for a reactive wide-ranging front-line service delivery area, the performance of Highway Maintenance is judged to be good, producing variable results in view of key objectives set out. Services are benchmarked against other authorities in Wales and reported annually.

### **3. RECOMMENDATIONS**

- 3.1 Members are asked to note the content of the report and the proposed interventions detailed in order to maximise service standards from the allocated budget.

### **4. REASONS FOR THE RECOMMENDATIONS**

- 4.1 To ensure the Highway Maintenance budget expenditure for 2021-22 is utilised effectively and provides value for money.

### **5. THE REPORT**

- 5.1 The main focus of this apportionment exercise is to maximise the impact of the existing funding based on Council and statutory priorities, innovation and standards, with the ultimate aim being to protect and maintain the authority's statutory responsibilities.
- 5.2 Identified below is the Authority's highways performance data for 2019-20, (latest available national data comparison). APSE, (Association for Public Service Excellence) publish the data annually. The standings have been produced using a family group system, comparing "like" authorities operating under similar circumstances to ensure a fair comparison. To improve on the current performance figures additional capital investment would be required and in this regard a separate report on the condition and funding of the Carriageway maintenance was presented to Scrutiny committee on 14th March 2019.

<b>APSE Performance Indicator</b>	<b>CCBC result</b>	<b>Councils above</b>	<b>Councils below</b>	<b>CCBC Placement</b>
PI02b - Principal A Road Condition below standard (Middle Quartile) (Highest percentage is worst case)	4.1%	8	0	9/9
PI02e - Non-principal B Road Condition below standard (Middle Quartile) (Highest percentage is worst case)	3.3%	6	2	7/9
PI16 - Percentage of maintenance expenditure – Planned (Lower Quartile) (Lowest percentage is worst case)	62.7%	6	3	7/10
PI17 - Percentage of maintenance expenditure – Reactive (Lower Quartile) (Highest percentage is worst case)	26.47%	8	3	9/12
PI52 - Percentage of maintenance expenditure – Routine (Middle Quartile) (highest percentage is worst figure)	10.83%	-	-	-
PI31a - Percentage change in number of non-repudiated third party claims in last 3 years compared to previous 3 year period (We already have good repudiation rate to start with, continuing downward trend is a positive output )	1.85%	6	3	7/10

**Key:**

**Principal Roads** – Class A or above

**Non-principal Roads** – B&C 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** – combination of programmed, ancillary maintenance functions, such as gully emptying, which are not structural and other non-urgent works that would not constitute planned maintenance

- 5.3 The Council meeting of 20th February 2021 considered and approved the Council budget for 2021/22 including Service revenue and capital budgets. This report now provides information on the detailed allocation of the Infrastructure Division revenue and capital budgets to the highway maintenance operations service area.
- 5.4 The highway asset is currently valued at over £2 Billion. Using simple comparatives, it is evident that a revenue maintenance budget of £6,070,851 (excluding energy costs of £1,314,187) will only allow assets to be renewed every 300 years, well beyond the asset lifespan. It is therefore essential that a strategy is developed to try and preserve the life of the Authority's existing assets. With this in mind, £75k will be allocated to asset management, which will ensure that Highway Services are delivered against the Councils key priorities, taking into consideration customer needs, asset condition and the best use of available resources. This work will continue to build on the condition of the County's highway network and the understanding of other key assets. The importance of asset management and its demonstration of continuous efficiency is likely to be linked to future funding streams that may be available from Welsh Government. Those Councils who can demonstrate value for money and efficient management with a demonstrable maintenance strategy for delivery of Highway maintenance are likely to be looked upon favourably.

- 5.5 In addition to the highway revenue budget in Appendix 1 there is also a capital budget detailed in Appendix 2. The capital budget includes £739,000 to undertake carriageway resurfacing works. Welsh Government awarded Caerphilly a Roads Refurbishment Grant totalling £970,383 in March 2021. This takes the annual budget to £1,709,383 for 2021/22. Due to the effects of the Pandemic, it was decided last year to concentrate on A & B Roads, along with rural roads with limited properties to ensure compliance with the Governments guidelines on social distancing for 2020/21. For 2021/22, the roads that were delayed due to the Pandemic will be prioritised, along with the completion of the major roundabouts.
- 5.6 Due to the rising demands on the existing drainage infrastructure, the capital allocation for land drainage has been maintained at £123k Corporate and £123k for non-corporate assets. This will assist with flood prevention schemes and any urgent works required for 2021/22. In line with the increased incidents of surface water flooding, it has been decided to increase the Highway Drainage budget from £110k to £123k and introduce a new budget header to enable cleansing of the Councils existing carriageway ditching. Separate Welsh Government grant funding for flood prevention schemes is also being pursued.
- 5.7 The approach taken to all maintenance has to ensure that any work is selected on a prioritised risk basis. In order to assist this process, the authority endorsed the Highway Asset Management Plan (HAMP) at the Cabinet meeting on 16/11/2016 following Scrutiny review on 01/11/16. The HAMP was developed in conjunction with CSS (County Surveyors Society) Wales, as an 'All Wales' project, to ensure there is a consistent national approach.
- 5.8 In addition to the revenue safety barrier budget the vehicle restraint systems (safety barriers) capital contribution has remained at £148k. This is for the repair/ removal of safety fencing. This is in recognition that these barriers are at or exceed their design life and a concerted effort is required to replace the safety fencing within the authority (approximately 66km with an estimated total replacement value of £7M).
- 5.9 Due to decreasing budgets over the last 10 year period, ageing 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 2021/22 and beyond. These techniques have become more advanced and innovative over recent years and are being widely adopted by authorities for a value for money approach to preserving the life of the highway network.
- 5.10 The revenue programme for surface dressing has been prioritised from specialist technical data surveys and visual inspection 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 Appendix 3.
- 5.11 The proposed apportionments are targeted to the most needed areas at this time. The ideal strategy is to attempt to re-profile the reactive spend into a more planned maintenance approach. For 2021/22 there is a downturn to a 55:45 split between planned and reactive maintenance compared to 70:30 in 2017/18. This negative trend will be difficult to rectify due to the MTFP savings applied previously. It is recognised that to deliver a 'steady state' highway asset management programme, a ratio of 80:20 would be the ideal split. In the current financial climate this is exceedingly difficult to achieve. It should be noted that given the current budgets the average renewal time for carriageways in the Borough is far beyond the expected life of the roads which will result in increased repair costs which will further deplete the planned maintenance budget and potentially result in an increase in claims. It is therefore fundamental that the budget apportionment is predicated on a risk based approach and is carefully considered to maximise value for money.
- 5.12 The FRMP (Flood Risk Management Plan) is continually reviewed and its risk rating updated.

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 4. This is subject to change dependent on emerging priorities identified during the year.

- 5.13 The footway resurfacing programme has been maintained at previous levels, which would normally assist in completing works in the pedestrian areas with highest usage and risk. However, due to the social distancing requirements and the fact that more people are currently working from home a decision has been taken to target footways in locations where there are limited properties but reasonable levels of footfall for 2021/22. This has been scheduled in the footway scheme programme for 2021/22 included in Appendix 5. Although this will help maintain works to reduce some of the higher risk areas, further investment is needed to begin to reduce the back-log, and prevent it increasing. It is estimated that the backlog stands at around £3M for Category 4 sites and £18M for Category 3 sites. Condition categories are defined as follows:

Category	Condition Level	Definition
3	Minor Deterioration (Functionally Impaired)	The footway has minor deterioration such as:- <ul style="list-style-type: none"> <li>• Cracked flags/blocks showing some signs of movements</li> <li>• Missing joint filler</li> <li>• Minor fretting, fatting up, scaling or minor cracking of bituminous footways</li> <li>• Moderate local settlement/subsidence or trips between 10-13mm*</li> </ul>
4	Major Deterioration (Structurally Impaired)	The footway has minor deterioration such as:- <ul style="list-style-type: none"> <li>• Cracked and depressed or missing flags/blocks</li> <li>• Flags/blocks with exaggerated movements</li> <li>• Major cracking, fretting or scaling</li> <li>• Trip hazards exceeding 13mm*</li> <li>• Poor shape, severe local settlement/subsidence creating a difference in level greater than 30mm*</li> </ul>

\* The dimensions within this table are given for guidance only.

It should be noted that the highest insurance liabilities are generally for personal injuries as a result of trips and falls on the footway network.

- 5.14 Investment initiatives to reduce street lighting energy usage have been completed via a Welsh Government, interest free funding option (SALIX). The energy savings being implemented in the last year will see long term carbon reductions and also cost avoidance savings as a result of rising energy bills. This interest free government funded loan payments will commence April 2021, with the last payment scheduled for April 2029. The Street Lighting Strategy report covering initiative work was presented to the Regeneration and Scrutiny Committee on 15<sup>th</sup> May 2018 and Cabinet on 11<sup>th</sup> July 2018.
- 5.15 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 2021/22 is included in Appendix 6. It should be noted that there may be 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 in its place.
- 5.16 The budget line for Tips Maintenance shows a capital investment of £246k which supports the revenue budget. This will fund a programme of works that will assist in resolving some long-term issues for this sector. Whilst the budget for this area is under pressure, the prioritised approach used, ensures a risk-based approach to the maintenance of the authority tips.

- 5.17 It is evident that there is a trend in more severe weather events. In recent years, flooding and snow have caused major problems both locally and nationally. These incidents are inherently difficult to predict. The drainage and winter maintenance budgets have been previously enhanced from within existing Highway revenue budgets and protected from significant cuts to provide a resilient service in these unpredictable areas, especially in the winter months. However, schemes to reduce flooding can be expensive and following storm Dennis, Welsh Government made some funding available for the emergency response to the storm. This in no way covers the cost to the authority for such events as there are thresholds applied before access to additional funding can be granted. A continuance to monitor the impacts of the severe weather is in place to allow the authority to apply for any further funding that may become available from Welsh Government.
- 5.18 The purchase of a “Jet Patcher” has proven to be successful in providing an efficient method of repairing potholes. This innovative machinery allows potholes in the more rural locations to be repaired at a much-reduced cost to traditional methods.
- 5.19 The Sustainable Approval Body (SAB) is now well established and is currently being reviewed as part of the restructuring of the organisation to meet the future requirements and opportunities ahead. Costs and income generation continue to be monitored as the legislation process has only been in place for just over 2 years, with a review currently being undertaken.
- 5.20 A budget of £32,378 has been allocated to Traffic Management in 2021/22. Appendix 7 identifies the programme for traffic regulation orders and minor works following consultation with Members. This covers a wide range of requests and proposals, which includes, parking provisions (i.e. prohibition of waiting/driving, off-street provision and allocation for disabled persons), speed limits, one-way traffic proposals and both road traffic signing and markings. 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.
- 5.21 Included in Appendix 8 is a plan detailing the highway inspector area boundaries for Members’ information. Appendix 9 details the frequency of inspections carried out based upon the highway hierarchy.
- 5.22 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 Maintenance Group.
- 5.23 **Conclusion**
- 5.23.1 Any future reductions to the Highway Maintenance revenue budget will continue to impact Network integrity and the asset as a whole. This is evidenced by the steady state figures, highlighting the negative trend and increased maintenance burden which was presented to Scrutiny on the 14<sup>th</sup> May 2019. The report outlines a balanced approach through effective financial and asset management to produce a realistic budget.

## **6. ASSUMPTIONS**

- 6.1 No assumptions have been made.

## **7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

- 7.1 This report is an **Information Only** item, so a completed IIA is not necessary at this stage

## 8. FINANCIAL IMPLICATIONS

- 8.1 Financial implications are detailed within the report.
- 8.2 The Highway Maintenance elements of the Infrastructure Division budgets in the last seven years are as follows:

	<b>Revenue</b>	<b>Capital</b>
2021-22	£7,385,038	£2,532,000
2020-21	£7,350,154	£2,540,000
2019- 20	£5,701,050	£2,254,000
2018-19	£7,532,365	£1,475,000
2017-18	£7,741,926	£1,475,000
2016-17	£7,630,536	£1,475,000
2015-16	£7,911,671	£1,267,000

- 8.3 In order to help achieve revenue budgets savings in support of the Councils medium term financial plan (MTFP) the Highway Maintenance revenue budget has reduced by over £1.26 million in the past 7 years plus a one/off temporary saving in 2019/20 of £1.65 million.

## 9. PERSONNEL IMPLICATIONS

- 9.1 None.

## 10. CONSULTATIONS

- 10.1 The comments of the consultees have been incorporated into the report.

## 11. STATUTORY POWER

- 11.1 Highways Act 1980
- 11.2 Flooding & Water Management Act 2010.
- 11.3 Well-being of Future Generations (Wales) Act 2015.

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Consultees: Councillor Sean Morgan, Deputy Leader and Cabinet Member for Economy, Enterprise and Infrastructure  
Councillor D T Davies, Chair Environment & Sustainability Scrutiny Committee  
Councillor A Hussey, Vice Chair Environment & Sustainability Scrutiny Committee  
Mark S Williams, Corporate Director – Economy and Environment  
Stephen Harris – Head of Corporate Finance and S151 Officer  
Rob Tranter – Head of Legal Services and Monitoring Officer.  
Marcus Lloyd, Head of Infrastructure  
Paul Adams, Senior Assistant Accountant  
Anwen Cullinane, Senior Policy Officer (Equalities, Welsh Language and Consultation)  
Shaun Watkins, HR Service Manager  
Clive Campbell, Transportation Engineering Manager



Background Papers:

Background papers are exempt.

Appendices:

- Appendix 1 Highway Maintenance Budget Apportionment 2021/22
- Appendix 2 Capital Budgets for 2021/22
- Appendix 3 Carriageway Resurfacing /Surface Dressing/Thin Surfacing Schemes 2021/22
- Appendix 4 Land Drainage Priorities and Highway Drainage Priorities 2021/22
- Appendix 5 Footway Schemes 2021/22 and Footway Resurfacing Priority Sites 2021/22
- Appendix 6 Structures Priorities 2021/22
- Appendix 7 Traffic Management Priorities 2021/22
- Appendix 8 Highway Inspectors Areas
- Appendix 9 Highway Safety Inspection Criteria

APPENDIX 1

<b>Highways Services Group Budget Estimates 2021-22</b>		
<b>Revenue</b>		<b>Est Budget</b>
<b>Structural Maintenance</b>		
<b>Reactive Safety/Emergency Maintenance</b>		
3300 L651	Safety Defect - C/Way & F/way Repairs (28 days)	969,489
3300 L652	Emergency Maintenance - Out of Hours Call Outs	222,960
3300 L655	Emergency Safety Defect - C/Way 2/24hr response	131,226
3300 L656	Emergency Safety Defect - F/Way 2/24hr response	32,883
	<b>Sub-total S1</b>	<b>1,356,558</b>
<b>Planned Carriageways, Footway and Cycleway Maintenance</b>		
<b>Carriageways</b>		
3300 L663	Carriageway Resurfacing (RCCO)	110,825
3300 L699	Carriageway Surface Dressing	774,690
	<b>Sub-total S2</b>	<b>885,515</b>
<b>Footways</b>		
3300 L664	Footway Reconstruction (RCCO)	95,501
3300 L690	Footway Slurry Sealing	210,356
	<b>Sub-total S3</b>	<b>305,857</b>
<b>Cycleway</b>		
3300 L698	Cycleways	4,303
	<b>Sub-total S4</b>	<b>4,303</b>
<b>Safety Barriers and Fencing</b>		
3300 L659	Structural Maintenance - Safety Barriers	88,682
3300 L650	Structural Maintenance - Fencing/Railings	12,296
	<b>Sub-total S5</b>	<b>100,978</b>
<b>Planned Programme Drainage Systems</b>		
3313 L657	Highway Drainage - CCTV Systems	4,303
3314 L657	Highway Drainage - Replace Gullies/Pipework	123,487
	Highway Drainage - Ditching	15,000
3307 L658	Land Drainage - CCTV Surveys	4,713
3308 L658	Land Drainage - Severe Weather Culverts Inspections/Emergenc	195,397
3309 L658	Land Drainage - Provision of Grids/Fencing/Access	5,020
3316 L658	Land Drainage - Repairing/replacing culvert lengths	113,529
3317 L658	Land Drainage - Pumping Stations/Telemetry	5,123
	<b>Sub-total S6</b>	<b>466,572</b>
<b>Gullies, Pipework and Manholes</b>		
3310 L680	Cyclic Maintenance. - Scheduled Gully Cleansing	278,307
3310 L694	Cyclic Maintenance – main line de-silting	0
3315 Q251	Cyclic Maintenance – Gully Waste Charges	66,089
	<b>Sub-total S7</b>	<b>344,396</b>
	<b>Structural Total (Sub S1 to S7)</b>	<b>3,464,179</b>
<b>Aids to Movement (Safety Maintenance)</b>		
3305 L675	Safety Maintenance - Traffic Sign Maintenance/Cleaning	4,201
3305 L676	Safety Maintenance - Road markings & Studs	21,005
3305 L677	Safety Maintenance - Street nameplates	4,201
3300 L695	Special Maintenance - Roundabouts	0
3320 L696	Dropped kerbs – Improved Walking Environment	7,890
	<b>Aids to Movement Total</b>	<b>37,297</b>

<b>Severe Weather</b>		
<b>Winter Maintenance</b>		
3380 L658	Winter Maintenance - Severe Weather Culverts	30,952
3380 L680	Winter Maintenance - Gully Cleansing	155,794
3380 L901	Winter Maintenance - Salting	122,113
3380 L902	Winter Maintenance - Snow Clearance	44,774
3380 L903	Winter Maintenance - Salt Bins (new &refills)	47,114
3380 L904	Winter Maintenance - Salt Purchase	217,800
3380 L905	Winter Maintenance - Weather Stations/Forecasts	20,976
3380 L907	Winter Maintenance - Salt Barn Inspections/Repairs	0
3880 N001	Winter Maintenance - Vehicle RCCO	209,844
3380 N214	Winter Maintenance - Vehicle/Standby Costs	315,267
	<b>Severe Weather Total</b>	<b>1,164,634</b>
<b>Street Lighting</b>		
3370 L951	Routine Maintenance	289,662
3370 L952	Non Routine Maintenance	205,233
	De-Fibrulator Installation	1,000
	<b>Sub-total L1</b>	<b>495,895</b>
3370 L954	Energy	1,314,187
	<b>Sub-total L2</b>	<b>1,314,187</b>
	<b>Street Lighting Total (Sub L1 to L2)</b>	<b>1,810,082</b>
<b>HOG General</b>		
3320 L690	Land Reclamation Maintenance	56,047
3321 Q251	Risca Canal	96,193
	<b>Sub-total H1</b>	<b>152,240</b>
3300 L429	Road Closures for Special Events	0
3300 L507	Grounds Maintenance (Trees)	25,000
3300 L661	Cattle Grids	10,068
3320 L691	Maintenance Management Systems	5,123
3320 L692	Design Costs - Revenue Schemes	0
3559 Q251	Vehicular Crossings	53,398
3320 L695	Easements etc	0
3319 L975	Community Response Team	0
3880 Q252	Road Condition Surveys/Lab Surveys/Abnormal Loads	18,437
	Asset Management	75,000
	<b>Sub-total H2</b>	<b>187,026</b>
	<b>HOG General Total (Sub H1 to H2)</b>	<b>339,266</b>
<b>Other Budgets</b>		
3300 L669	Structures Assessments - External/Railtrack	0
3300 L670	Structures General Maintenance	216,776
3300 L671	Structures Retaining Walls	67,625
3300 L672	Structures Emergencies	27,904
3300 L679	Structures Embankment Repairs/Stabilisation	68,479
3300 L907	Consultancy SLA	96,418
	<b>Structures Sub Total</b>	<b>477,202</b>
3323 L429	Traffic Management	92,378
		<b>92,378</b>
	<b>Other General Budgets Total</b>	<b>569,580</b>
	<b>Revenue Total</b>	<b>7,385,038</b>

**APPENDIX 2**

<b>Highways Services Group Budget Estimates 2021-22</b>		
<b>Capital</b>		
		<b>Est Budget</b>
<b>Structures</b>		
6102	Retaining Walls	314,000
6122	Bridges	441,000
	<b>Structures Total</b>	<b>755,000</b>
<b>Drainage</b>		
6147	Corporate Drainage	123,000
6149	Non Corporate Drainage	123,000
	<b>Drainage Total</b>	<b>246,000</b>
<b>Carriageways &amp; Footways</b>		
6121	Carriageway Resurfacing	739,000
6194	Footway Resurfacing	148,000
	<b>Carriageways &amp; Footways Total</b>	<b>887,000</b>
<b>Other Budgets</b>		
6150	Vehicle Restraint System	148,000
6153	Corporate Maintenance Tips, Mines & Spoils	246,000
6160	Risca Canal	200,000
6114	Street Lighting	50,000
	<b>Other Budgets Total</b>	<b>644,000</b>
	<b>Capital Total</b>	<b>2,532,000</b>
<b>Capital Grant Funding</b>		
		<b>Est Budget</b>
6195	Highways Improvement Grant 2021-22	970,383
	<b>Capital Grant Total</b>	<b>970,383</b>

### Appendix 3 Carriageway Resurfacing Sites 21-22

Area	Location - site address	Treatment Type
Strategic Route	A469 STATION ROAD, BARGOED	<b>FINAGRIP</b>
Strategic Route	A469 STATION ROAD, BARGOED - Junction and under viaduct	<b>Resurfacing</b>
Strategic Route	A469 STATION ROAD ROUNDABOUT, BARGOED	<b>Resurfacing</b>
Strategic Route	A472 HAFOD-YR-YNYS ROAD - FINAGRIP	<b>FINAGRIP</b>
Strategic Route	A472 HAFOD-YR-YNYS ROAD - ASPHALT	<b>Resurfacing</b>
Strategic Route	A467 RISCA BYPASS NB RISCA ROUNDABOUT TO FULL MOON ROUNDABOUT	<b>FINAGRIP</b>
Strategic Route	A467 RISCA BYPASS NB PATCHING	<b>Resurfacing</b>
Strategic Route	A467 RISCA BYPASS SB FULL MOON ROUNDABOUT TO RISCA ROUNDABOUT	<b>FINAGRIP</b>
Strategic Route	B4254 PENGAM ROAD, PENPEDAIRHEOL/GLAN-Y-NANT	<b>FINAGRIP</b>
Strategic Route	B4254 PENGAM ROAD, PENPEDAIRHEOL/GLAN-Y-NANT - ASPHALT	<b>Resurfacing</b>
Strategic Route	JULIANS CLOSE, GELLIGAER	<b>RESURFACING</b>
Strategic Route	A472 CAERPHILLY ROAD, NELSON / TREDOMEN	<b>FINAGRIP</b>
Strategic Route	A469 TRECENYDD ROUNDABOUT	<b>Resurfacing</b>
Strategic Route	A469 TWYN SHON IFAN ROUNDABOUT	<b>Resurfacing</b>
Strategic Route	A4049 PENGAM ROAD, PENGAM	<b>FINAGRIP</b>
Strategic Route	A469 WINGFIELD ROUNDABOUT	<b>resurfacing</b>
Strategic Route	A469 COED-Y-BRAIN Roundabout	<b>resurfacing</b>
Strategic Route	PENALLTA LINK ROAD - PENALLTA ROAD TO INDUSTRIAL ESTATE - RMS	<b>FINAGRIP</b>
Strategic Route	A469/A4049 BRITANNIA ROUNDABOUT ABERBARGOED	<b>resurfacing</b>
Strategic Route	WHITE STREET, CAERPHILLY - ASPHALT	<b>Resurfacing</b>

Strategic Route	A469 MORRISONS ROUNDABOUT, BARGOED	<b>Resurfacing</b>
Strategic Route	B4251 PARKWAY ROUNDABOUT, YARD COAL RISE, OAKDALE	<b>Resurfacing</b>
Strategic Route	B4511 MARKHAM MINI ROUNDABOUT	<b>Resurfacing</b>
Strategic Route	A469 LEWIS SCHOOL JUNCTION, GILFACH GOCH	<b>Resurfacing</b>
Strategic Route	CAERPHILLY RING ROAD	<b>FINAGRIP</b>
1	TY-COCH, RHYMNEY#1 FINAGRIP	<b>FINAGRIP</b>
1	TY-COCH, RHYMNEY#2 FINAMAC	<b>FINAMAC</b>
1	STATION STREET, PONTLOTTYN	<b>FINAMAC</b>
1	HILL RD TO FOCHRIV RD, PONTLOTTYN - steep section tarmac	<b>Resurfacing</b>
1	UNION STREET, PONTLOTTYN	<b>FINAGRIP</b>
1	GREENSWAY , ABERTYSSWG	<b>FINAGRIP</b>
1	GLYNSFI, NEW TREDEGAR (WHITE ROSE WAY)	<b>FINAGRIP</b>
1	GLYNSFI, NEW TREDEGAR Finamac handlay areas	<b>FINAMAC HANDLAY</b>
1	SCHOOL STREET NEAR SCHOOL, NEW TREDEGAR	<b>FINAGRIP</b>
1	BIRCHGROVE (TIRPHIL),NEW TREDEGAR	<b>FINAGRIP</b>
2	JAMES STREET, MARKHAM	<b>FINAGRIP</b>
2	CLIFF ROAD/ HALL ST ROUNDABOUT BLACKWOOD	<b>FINAMAC</b>
2	CARDIGAN WAY / RAGLAN CLOSE, BLACKWOOD	<b>FINAMAC</b>
2	TY ISHA TERRACE, BLACKWOOD. Entrance to school	<b>FINAMAC HANDLAY</b>
2	CEFN COED, BLACKWOOD	<b>FINAMAC</b>
2	CEFN FFOREST AVENUE, CEFN FOREST-FINAMAC	<b>FINAMAC</b>
2	THE CIRCLE (MANOR ROAD), PENLLWYN	<b>FINAMAC</b>
2	BRYNHYFRYD, PONTLLANFRAITH	<b>FINAMAC</b>
2	SIR IVORS ROAD WEST U/L, PONTLLANFRAITH	<b>Resurfacing</b>
2	BLACKWOOD ROAD / COMMERCIAL STREET ROUNDABOUT, PONTLLANFRAITH	<b>Resurfacing</b>
3	HEOL-TIR-Y-LLAN ABERBARGOED	<b>FINAGRIP</b>
3	THOMAS ST ABERBARGOED	<b>FINAMAC</b>
3	WILLIAM ST ABERBARGOED	<b>FINAGRIP</b>

3	PENHEOL-SHENKYN BEDWELLTY.	<b>FINAMAC</b>
3	HANBURY ROAD WEST U/L / CAPEL STREET SOUTH U/L, BARGOED	<b>Resurfacing</b>
3	WILLOW RISE PENPEDAIRHEOL - joints only	<b>FINAGRIP</b>
3	PENYBRYN WEST U/L PENYBRYN	<b>FINAMAC</b>
3	UPPER ROAD/CWMSYFIOG ROAD JUNC, ELLIOTSTOWN	<b>Resurfacing</b>
4	A472 HAFOD-YR-YNYS ROAD - FINAMAC	<b>finamac</b>
4	PARK HILL / DOCTORS HILL, NEWBRIDGE	<b>Resurfacing</b>
4	TY ISCOED LANE, NEWBRIDGE	<b>Resurfacing</b>
4	MEREDITH TERRACE, NEWBRIDGE	<b>FINAMAC</b>
4	VERNON PLACE, SIDE OF NISA SHOP, CROESPENMAEN	<b>FINAMAC</b>
4	BEECH GROVE FROM SIDE OF MEDICAL CENTRE TO JUNCTION WITH MARKHAM CRESENT, OAKDALE	<b>finamac</b>
4	LON MAES YR HAF LANE, CROESPENMAEN	<b>finamac</b>
4	LON MAES YR HAF LANE, CROESPENMAEN ASPHALT JUNCTIONS	<b>Resurfacing</b>
4	TONYPISTYLL ROAD, PENTWYNMAWR	<b>FINAGRIP</b>
4	PEN-Y-WAUN ROAD, TRINANT	<b>FINAMAC</b>
4	B4471/A472 JUNCTION-SOFRYDD	<b>Resurfacing</b>
5	LLWYD-Y-BERTH / MAES-Y-DRUDWEN, CAERPHILLY	<b>FINAGRIP</b>
5	RHOS STREET NORTH U/L, CAERPHILLY	<b>FINAMAC HANDLAY</b>
5	BEDWAS ROAD, CAERPHILLY	<b>FINAGRIP</b>
5	VAN ROAD ROUNDABOUT, CAERPHILLY	<b>Resurfacing</b>
5	RUDRY ROAD, RUDRY. Section between completed Finamac sections	<b>Resurfacing</b>
6	B4591 MEDART PLACE/CROMWELL ROAD/ST MARY STREET, CROSSKEYS/RISCA	<b>FINAGRIP</b>
6	B4591 ST MARY STREET, RISCA Garage and Daran Rd Junc	<b>Resurfacing</b>
6	COMMERCIAL LANE U/L, PONTYMISTER	<b>Resurfacing</b>
6	MANOR WAY, TYSIGN	<b>Resurfacing</b>

6	YSTRAD TERRACE, ABERCARN	<b>FINAMAC HANDLAY</b>
6	UPPER GWYDDON ROAD, ABERCARN	<b>Resurfacing</b>
6	MAPLE TERRACE, LABURNUM TERRACE, ABERCARN#2	<b>FINAMAC</b>
7	LLWYN-ON STREET, ENERGLYN	<b>FINAGRIP</b>
7	PLEASANT PLACE, PENYRHEOL	<b>FINAMAC</b>
7	BRYNGELLI TERRACE, ABERTRIDWR	<b>Resurfacing</b>
7	HEOL CWM IFOR, ENERGLYN #3 ASPHALT	<b>Resurfacing</b>
7	COURT ROAD , ENERGLYN	<b>FINAGRIP</b>
7	CROSS STREET/WILLIAM STREET/FARM CLOSE, ABERTRIDWR	<b>FINAMAC</b>
7	FRANCIS STREET, ABERTRIDWR	<b>FINAMAC</b>
8	BEATTY STREET, TIR-Y-BIRTH	<b>FINAGRIP</b>
8	HAFOD CLOSE AND A BIT OF IVOR STREET, FLEUR-DE-LYS	<b>FINAGRIP</b>
8	HEOLDDU ROAD FROM THE JUNCTION INTO WYLLIE TO HEOL-DDU FARM GELLIGROES, PONTLLANFRAITH	<b>FINAMAC</b>
8	HIGH STREET, PENGAM - RMS	<b>FINAGRIP</b>
8	HIGH STREET, PENGAM - TARMAC	<b>Resurfacing</b>
9	STATION ROAD, YSTRAD MYNACH	<b>FINAGRIP</b>
9	LEISURE CENTRE ENTRANCE FROM PENGAM ROAD TO LIDL ENTRANCE, YSTRAD MYNACH	<b>Resurfacing</b>
9	BEECH EMBANKMENT FROM BEDWLWYN ROAD TO THE WALK, YSTRAD MYNACH	<b>FINAGRIP</b>
9	CROSS STREET, BEDWAS	<b>FINAMAC</b>
9	CELTIC WAY, BEDWAS	<b>finamac</b>
9	OAKFIELD STREET, LLANBRADACH	<b>FINAGRIP</b>
9	PENALLTA LINK ROAD - PENALLTA ROAD TO INDUSTRIAL ESTATE -TARMAC (include the ind est junction)	<b>resurfacing</b>
9	ALDER AVENUE, DYFFRYN BUSINESS PARK 5306 4358	<b>FINAMAC</b>
9	COED Y BRAIN ROAD, LLANBRADACH	<b>FINAGRIP</b>



### Land Drainage Priorities 2021/22

#### Area 1

- 1.1. Birchgrove, New Tredegar – Business Justification Case
- 1.2. Powell Terrace, New Tredegar – Business Justification Case
- 1.3. Jubilee Road, New Tredegar – Business Justification Case
- 1.4. Top of Glyn View Terrace dropping down towards Tricati tip (Bogey Road) - 300mm channel required to convey water
- 1.5. Heol Cae Barrau, Watford, Caerphilly (Culvert) – Culvert clearance required following soil sampling test undertaken.

#### Area 2

- 2.1. R/o 21- 24 Bryn Road, Markham – Business Justification Case
- 2.2. Sir Ivors Road, Pontllanfraith - Business Justification Case
- 2.3. Commercial Street (Bridge Vets), Pontllanfraith –renew culvert crossing the road
- 2.4. Markham to Argoed, Markham - Defective culvert – design only
- 2.5. James Street and Abernant Crescent, Markham Carparks – Feasibility studies
- 2.6. A472, Celynfen to Pentwynmawr, Nailors Arms (land drainage scheme) – Installation of embankment channel required.

#### Area 3

- 3.1. Newyddwen, Aberbargoed - Investigate culvert and undertake Hydraulic study of culvert
- 3.2. Mill Road, Deri – Business Justification Case
- 3.3. Gwaun Fro, Penpedairheol – Business Justification Case
- 3.4. Lon Y Afon, Penpedairheol – Business Justification Case
- 3.5. Hillside Park, Bargoed – Culvert repairs
- 3.6. A4049 Aberbargoed to New Tredegar, Aberbargoed - Cleanse channel alongside c/w
- 3.7. Nant Twyn Harris, Ystrad Mynach Full Business Case
- 3.8. Penpedairheol Reservoir access track regulating works and Survey works of newly installed fence line.
- 3.9. Mill Road Deri culvert clearance works following storm Denis.
- 3.10. Puzzle house to Groesfaen, Bargoed – Channel and various culvert clearance work required

#### Area 4

- 4.1. Homeleigh (Phase 2), Newbridge - Small Scale Grant Bids
- 4.2. Pontbren, Hafodyrynys – Business Justification Case
- 4.3. Tir Philkins, Woodfieldside - Design and Construction of new access track and repairs to screen

#### Area 5

- 5.1. Van Road, Caerphilly – Business Justification Case
- 5.2. Gypsy Lane, Caerphilly - Erosion Works
- 5.3. Waterloo Road, Waterloo - Paint Factory - Capacity check of culvert crossing the highway
- 5.4. Morgan Street, Caerphilly - Erosion works with Structures
- 5.5. Maes-y-Drudwen footpath, Caerphilly - Extend existing land drain

**Area 6**

- 6.1 Lanover Street, Abercarn – Business Justification Case
- 6.2 Railway Terrace, Abercarn – Business Justification Case
- 6.3 Carlton Terrace, Crosskeys - Groundwater issue

**Area 7**

- 7.1. Llanfabon Road, Nelson – upgrade works to highway drainage system
- 7.2. A472, Nelson - Pipe exposed and steps needed to access intake structure at top embankment @ SWC5.03
- 7.3. Abertridwr Long culvert, SWC2.12, Abertridwr - Inlet works, fabricating new screen
- 7.4. Station Terrace West UL (upstream of SWC 2.16), Senghenydd - access to Parc Newydd Farm
- 7.5. Tredomen Park, Tredomen - Access required to reach outlet @ SWC3.14
- 7.6. Upper Brynhyfryd Terrace UL, Senghenydd, Caerphilly CF83 4GL – Further investigation works required following NCS works undertaken to alleviate carriageway flooding.

**Area 8**

- 8.1. Bont Close, Pengam - Investigate culvert and undertake Hydraulic study of culvert
- 8.2. Victoria Road, Fleur-de-lis - Feasibility Study
- 8.3. High Street, Fleur-de-lis – Feasibility Study
- 8.4. Pandy Lane, Maesycwmmmer - Access required to reach inlet.
- 8.5. Gelli-Haf Road, Pengam - Access required to inlet. New Grille required
- 8.6. Cwm-Yr-Allt Lane, Tir-y-berth - New trash screen @ SWC5.19
- 8.7. Woodside Walk, Wattsville - Works to manholes and outlet headwall, as per request of DCWW
- 8.8. Heolddu Road (near Bryn Meadows), Wyllie - Repairs to the damaged culvert outlet
- 8.9. Mynyddislwyn – Feasibility study

**Area 9**

- 9.1. New Cottages, Ystrad Mynach – Upgrade highway drainage
- 9.2. Edwards Street, Ystrad Mynach – Full Business Case
- 9.3. Central Street, Ystrad Mynach – Business Justification Case
- 9.4. Nant Cylla, R/O Commercial Street, Ystrad Mynach - Erosion Scheme
- 9.5. A467, Llanbradach (Cess Pit) - Pre-feasibility Study
- 9.6. Berllanlwyd Farm, Llanbradach - Replacement of section of stock proof fence. Refix anchor points to grid. Cleanse inlet catchpit.

## Highway Drainage Priorities – 2021/22

### Area 1

- 1.1. George Hill, Brithdir I & S water emanating up through road.
- 1.2. Powell's Terrace New Tredegar – Confined spaces entry required
- 1.3. Charles Street, Abertysswg - Investigate and carry out works to resolve water emanating through carriageway
- 1.4. Side of No1 Bryn Carno, Rhymney – Works required to divert water discharging onto highway to the nearest gully

### Area 2

- 2.1 1-5, Rhosnewyd Terrace - Land drain to highway gully
- 2.2 1-12, Penylan Terrace, Argoed - Drainage improvements to footway
- 2.3 Park Terrace, Woodfieldside - Water seeping through carriageway. Works partially completed
- 2.4 Llanerch Lane, Manmoel - Drainage works required to alleviate water pooling
- 2.5 Penylan Road, Argoed. – 20m of Aco channel required
- 2.6 6, Bedwellty Rd, Cefn Fforest – Installation of heavy duty Aco drains (PD100F drains) required & to connect to adjacent road gully
- 2.7 A4048 Newport Rd Hollybush to boundary with BGCBC – Highway drainage upgrade works
- 2.8 Rock Villas, Blackwood – Works required to alleviate ponding alongside kerblines

### Area 3

- 3.1 The Green, Pontllanfraith - Land drain required
- 3.2 Church Rd, Glan-Y-Nant - Gully repair

### Area 4

- 4.1 Outside Hafodyrynys Inn – Feasibility study

### Area 5

- 5.1 No.158 Bedwas Rd, Caerphilly - New gully installation required
- 5.2 No.79, Alexander Court - Main line repairs required
- 5.3 R/O 39, Maxton Court, Caerphilly - Install Aco drain
- 5.4 Crescent Road, Caerphilly – Installation of a gully to alleviate carriageway flooding
- 5.5 Ty Nant, Penyrheol Caerphilly (next to Penyrheol cemetery) - New gully installation and line to be jetted after gully has been replaced

### Area 6

No highway drainage works proposed within this location.

### Area 7

- 7.1 Ty-Du Road, Nelson - Drainage through field
- 7.2 No.117, Shingrig Rd, Nelson - Footway gully. With G Barry for removal of pedestrian crossing.
- 7.3 A472, Nelson - Highway Drainage upgrade works
- 7.4 O/S Panteg P.H. High Street, Abertridwr
- 7.5 Graig y Fedw, Abertridwr opposite No.63
- 7.6 Hazel Mead, Eglwysilan, Abertridwr – Additional kerbs require to alleviate flooding to property
- 7.7 B.T. Motors, Shingrig Road, Nelson – Works required to alleviate flooding to the back of the garage.
- 7.8 No.05 Maesycoed Terrace, Tredomen - Installation of land drain/channel and connect to nearby system

**Area 8**

- 8.1. Main Rd, Maesycwmmmer - Drainage improvements)/ upsize gully
- 8.2. No.7, Gellideg Street, Maesycwmmmer - Aco drains. Additional fluted channels fitted by H.I.
- 8.3. No.16, Warne Street, Pengam. Aco drains

**Area 9**

- 9.1 18, Milton Place, Graig-Y-Rhacca - Land drain
- 9.2 The Crescent, Machen - Drainage kerbs

*\* The list of priorities is dependent on Budget commitments, funding and realisation of Contract rates once tendered.*

*For information:- A business justification case, captures the reasoning for initiating a project or task to Welsh Government. Welsh Government uses this information to ascertain whether future funding from them is appropriate.*

**Footway Slurry Sealing Sites 2021-2022****Area 1**

Greensway, Abertysswg  
Hill Street, Pontlottyn

**Area 2**

Beaumaris Way, Cefn Fforest  
Cwrt Hendre, Fairview  
Coed Libanus, Blackwood  
Greenfield Terrace, Argoed

**Area 3**

Cylla Street, Penybryn  
Roman Ridge, Gelligaer  
Vicarage Close, Bargoed  
Sannan Street, Aberbargoed

**Area 4**

Canberra Close, Penmaen Estate, Oakdale  
Tynewydd Terrace, Newbridge (CLASH - WWU Works)  
Bryngwyn Road, Newbridge  
Brynhoward Terrace, Oakdale

**Area 5**

Lon-Yr-Odyn, Caerphilly  
Llys Nant Pandy, Caerphilly  
Heol-y-Felin, Caerphilly  
Heol-y-Parc, Caerphilly

**Area 6**

Hillside/Gelli Avenue, Risca  
Priory Street, Risca  
North Road, Pontywaun  
High Street, Crosskeys  
Sycamore Crescent, Ty Sign

**Area 7**

Tyn-Y-Coed, Tredomen  
Caerphilly Road, Abertridwr (Windsor Hotel to Bryngelli Terrace)  
Cefn llan, Abertridwr  
St Anne's Gardens, Abertridwr

**Area 8**

Hengoed Crescent, Cefn Hengoed  
Islwyn Street, Cwmfelinfach  
Llanarth Street, Wattsville  
Upland Road, Springfield

**Area 9**

The Willows, Bedwas  
Glyn Bedw, Llanbradach  
Station Road, Ystrad Mynach  
Redbrook Avenue, Trethomas

The list of priorities is dependent on Budget commitments and realisation of Contract rates once tendered.

**Footway Reconstruction Sites 2021-2022****Area 1**

Chapel Street, New Tredegar  
 Station Terrace, Brithdir  
 Barkley Street, Abertysswg  
 Eglwys Fan, Rhymney

**Area 2**

Greenfield Terrace, Argoed  
 Penywerlod Road to Abernant Road, Markham  
 Gelli Lane, Pontllanfraith  
 The Circle, Penllwyn  
 A4048 Newport Road, Markham

**Area 3**

Upper Church Street, Bargoed  
 Aneurin Bevan Avenue, Gelligaer  
 Cylla Street, Penybryn

**Area 4**

Waungoch Road, Oakdale  
 Homeleigh, Newbridge  
 Pentwyn Road, Trinant  
 Pant Farm Close, Panside  
 Lon Maes y Haf, Croespenmaen  
 Crumlin Road, Crumlin

**Area 5**

Clive Street, Caerphilly  
 Lon Y Fran, Caerphilly  
 Clos Gwastir, Caerphilly  
 St Christophers Drive, Caerphilly  
 Pontywindy Road, Caerphilly  
 Cole Court, Caerphilly  
 Salop Street, Caerphilly  
 Pen Y Groes, Penyrheol  
 B4600 Nantgarw Road, Caerphilly

**Area 6**

High Meadow, Abercarn  
 Fernlea, Ty Sign  
 Islwyn Street, Abercarn  
 Troed-y-Rhiw, Abercarn  
 Manor Way, Risca (Phase 1)  
 Manor Way, Risca (Phase 2)

**Area 7**

Hendredenny Drive - Golwg Y Coed to Clos Gwernydd  
 Ogmor Court, Hendredenny  
 Graigwen Crescent, Abertridwr  
 Heol Llyswen, Nelson  
 Lan-y-Parc, Nelson

**Area 8**

Oxwich Close, Cefn Hengoed  
 Kings Hill, Cefn Hengoed  
 Hanbury Street, Pengam  
 Warne Street, Fleur de lis  
 St Anns Gardens, Maescwmmer

**Area 9**

Pandy Road, Bedwas

Lisburn Road, Ystrad Mynach  
Redbrook Avenue, Trethomas

The list of priorities is dependent on Budget commitments and realisation of Contract rates once tendered.

**Structures Priorities 2021/22****All Areas**

- Bridge Maintenance 21/22
- Ret Wall Maintenance 21/22
- General Bridge Inspections (numerous)

**Area 1**

- Pen-y-Garreg Overbridge
- A469 Brithdir R/W repairs
- A469 Brithdir - support to carriageway
- Troedrhwiwfwch Land Slip / Borehole monitoring
- School Street Retaining wall
- Fochriw Riverbridge Parapet reinstatement
- Hill Street Culvert, Rhymney

**Area 2**

- Rear of Monteclaire Avenue, Blackwood
- Markham Culvert.
- Rock and Fountain Concrete Repairs.

**Area 3**

- Penallta Road Bridge
- Penallta Link Road Bridge Special Inspection
- Hillside Culvert
- Groesfaen Terrace, Deri
- Bargoed Park Training Walls
- Bargoed Viaduct Culvert downstream parapet reinstatement
- Bowen Industrial Estate Culvert

**Area 4**

- Penmaen Industrial Estate / maintenance works to previous river erosion works on behalf CCBC Parks
- A467 Newbridge By-Pass Culvert inlet.

**Area 5**

- Nant Gwaun y Bara Riverbridge Parapet Replacement
- Gwern y Domen Overbridge Parapet Replacement
- Crossborder bridges parapet reinstatement – Michaelstone-y-Fedw and Draethen Riverbridges

**Area 6**

- Pontywaun Footbridge
- Hillside Retaining Wall, Risca



- Waunfawr Park Footbridge
- Capital Steel Culvert / on behalf of CCBC Corporate Services
- Fullmoon Footbridge abutment repair
- Butchers Footbridge Replacement

**Area 7**

- Hendredenny Footbridge
- A469 Trecenydd R/A to Pwllpant R/A Footbridges Refurbishment – Court Road Footbridge
- Nant y Parc Primary School Culvert
- Heol Uchaf Retaining Wall, Nelson
- Rectory Road Retaining Wall
- Abertridwr Long Culvert
- Nant Tirmynydd –Culvert
- Gypsy Lane watercourse reinstatement.
- 4 Cross Street, Senghenydd – Repair block facing to highway retaining wall

**Area 8**

- Ynysddu Allotments / maintenance work to previous river erosion works on behalf CCBC Public Services
- Wyllie South Overbridge
- Meadow Road Phase 2/3
- Springfield culvert cleansing

**Area 9**

- Trehir Bayley Bridge
- Rhydygwern Footbridge
- Nant Cylla - Gabion baskets rear of Commercial St., Ystrad Mynach (design 21/22)
- Mill Race Footbridge
- Rock Overhang, Machen

The list of priorities is dependent on Budget commitments and realisation of Contract rates once tendered.

## Appendix 7 Traffic Management Priorities

### Traffic Regulation Orders

WARD	LOCATION AND REQUEST
St Martins	Goodrich Street Rear Lane, Caerphilly
Various	Disabled Persons Parking Places
Various	Countywide Parking Related TROs
Various	Residents Parking Scheme

### Scheme Related / Developer Funded 2020/21

Ward	Location
Blackwood	Lane between Coronation Road & Gordon Road
Blackwood	Libanus Primary School
Crumlin	Hillside
Nelson	Bwl Road
New Tredegar	Gwaelodybrithdir Cemetary
Risca West	Church Road
Risca West	Risca Primary School
St Martins	Twyn Primary School
Various	Pay and Display Car Parks
Various	Active Travel Schemes
Various	EV Charging Bays
Various	Speed Limit Review (Speed limit TROs)
Various	Pavement Parking
Various	Pay and Display Car Parks
Ystrad Mynach	Lewis Street / High Street

### Works

Ward	Location
Abercarn	Newport Road, Cwmcarn (side of Cwmcarn)
Abercarn	Celyn Road, Westend
Abercarn	Llanfach Village Hall
Aber Valley	High Street, Abertridwr
Argoed	Manmoel
Argoed	Penylan Road
Bargoed	Puzzle House junction
BTM	Ffwrwm Road, Machen
BTM	Addison Way, Graig yr Rhacca
Blackwood	Edgehill
Llanbradach	Coedybrain roundabout
Maesycwmmmer	Ysbyty Ystrad Fawr Signals
Maesycwmmmer	Victoria Road
Morgan Jones	Mini roundabout at Crossways
Nelson	Ashgrove Terrace

Nelson	Heol Fawr
New Tredegar	Colliers Row, Tirphil
Pengam	Plas Road, Fleur-de-lis
Pontllanfraith	Penllwyn Roundabout
St James	Rudry Road
St Martins	Bedwas Road / Morrisons, Caerphilly
Various	Various locations
Various	Various locations
Ystrad Mynach	A472 Royal Oak to A469
Ystrad Mynach	Penallta Road (near pet shop)

POD
DPPPs
Phase 2 - Various locations DYLS
Commence consultation for policy amendments

Requirement
One-way
Review experimental prohibition of driving
Left/right turn restrictions and physical measures
Review experimental one way traffic
Direction signs
Experimental one way traffic
Review experimental prohibition of driving / one way traffic
Review experimental prohibition of driving
New P&D Machines
TBC
Installation of various EV charging bays
Speed limit changes identified in review - A4048 Hollybush, A4049 New Tredegar, A469 Puzzle House, B4254 Gelligaer)
Various TRO amendments in relation to WG pavement parking
Tariff changes associated with new charging regime
Review experimental one way traffic

Works
Chevron road markings
Enhance school warning sign with yellow backing board
Give way lines at junction
Zebra crossing warning sign
No through road sign
Cattle crossing warning signs
Advance weight limit signs
Playground warning sign
Enhancements to signage
School warning signs
Use both lanes' sign
Yellow box marking
Pedestrians in road' warning sign
Roundabout warning sign
Mark out echelon parking bays

Junction warning sign - southbound approach to Mountain Way
No through road sign
Give way markings and warning signage
Additional chevron signs
Horse warning signs
Yellow box marking
Sat Nav signs
VAS units
Pedestrians Crossing warning sign
Additional one-way signing

## Appendix 7 Traffic Management Priorities

### Traffic Regulation Orders

WARD	LOCATION AND REQUEST	
St Martins	Goodrich Street Rear Lane, Caerphilly	POD
Various	Disabled Persons Parking Places	DPPPs
Various	Countywide Parking Related TROs	Phase 2 - Various locations DYs
Various	Residents Parking Scheme	Commence consultation for policy amendments

## Appendix 7 Traffic Management Priorities

### Scheme Related / Developer Funded 2020/21

Ward	Location	Requirement
Blackwood	Lane between Coronation Road & Gordon Road	One-way
Blackwood	Libanus Primary School	Review experimental prohibition of driving
Crumlin	Hillside	Left/right turn restrictions and physical measures
Nelson	Bwl Road	Review experimental one way traffic
New Tredegar	Gwaelodybrithdir Cemetary	Direction signs
Risca West	Church Road	Experimental one way traffic
Risca West	Risca Primary School	Review experimental prohibition of driving / one way traffic
St Martins	Twyn Primary School	Review experimental prohibition of driving
Various	Pay and Display Car Parks	New P&D Machines
Various	Active Travel Schemes	TBC
Various	EV Charging Bays	Installation of various EV charging bays
Various	Speed Limit Review (Speed limit TROs)	Speed limit changes identified in review - A4048 Hollybush, A4049 New Tredegar, A469 Puzzle House, B4254 Gelligaer)
Various	Pavement Parking	Various TRO amendments in relation to WG pavement parking
Various	Pay and Display Car Parks	Tariff changes associated with new charging regime
Ystrad Mynach	Lewis Street / High Street	Review experimental one way traffic

## Appendix 7 Traffic Management Priorities Works

Ward	Location	Works
Abercarn	Newport Road, Cwmcarn (side of Cwmcarn Hotel)	Chevron road markings
Abercarn	Celynfen Road, Westend	Enhance school warning sign with yellow backing board
Abercarn	Llanfach Village Hall	Give way lines at junction
Aber Valley	High Street, Abertridwr	Zebra crossing warning sign
Argoed	Manmoel	No through road sign
Argoed	Penylan Road	Cattle crossing warning signs
Bargoed	Puzzle House junction	Advance weight limit signs
BTM	Ffwrwm Road, Machen	Playground warning sign
BTM	Addison Way, Graig yr Rhacca	Enhancements to signage
Blackwood	Edgehill	School warning signs
Llanbradach	Coedybrain roundabout	Use both lanes' sign
Maescwmmmer	Ysbyty Ystrad Fawr Signals	Yellow box marking
Maescwmmmer	Victoria Road	Pedestrians in road' warning sign
Morgan Jones	Mini roundabout at Crossways	Roundabout warning sign
Nelson	Ashgrove Terrace	Mark out echelon parking bays
Nelson	Heol Fawr	Junction warning sign - southbound approach to Mountain Way

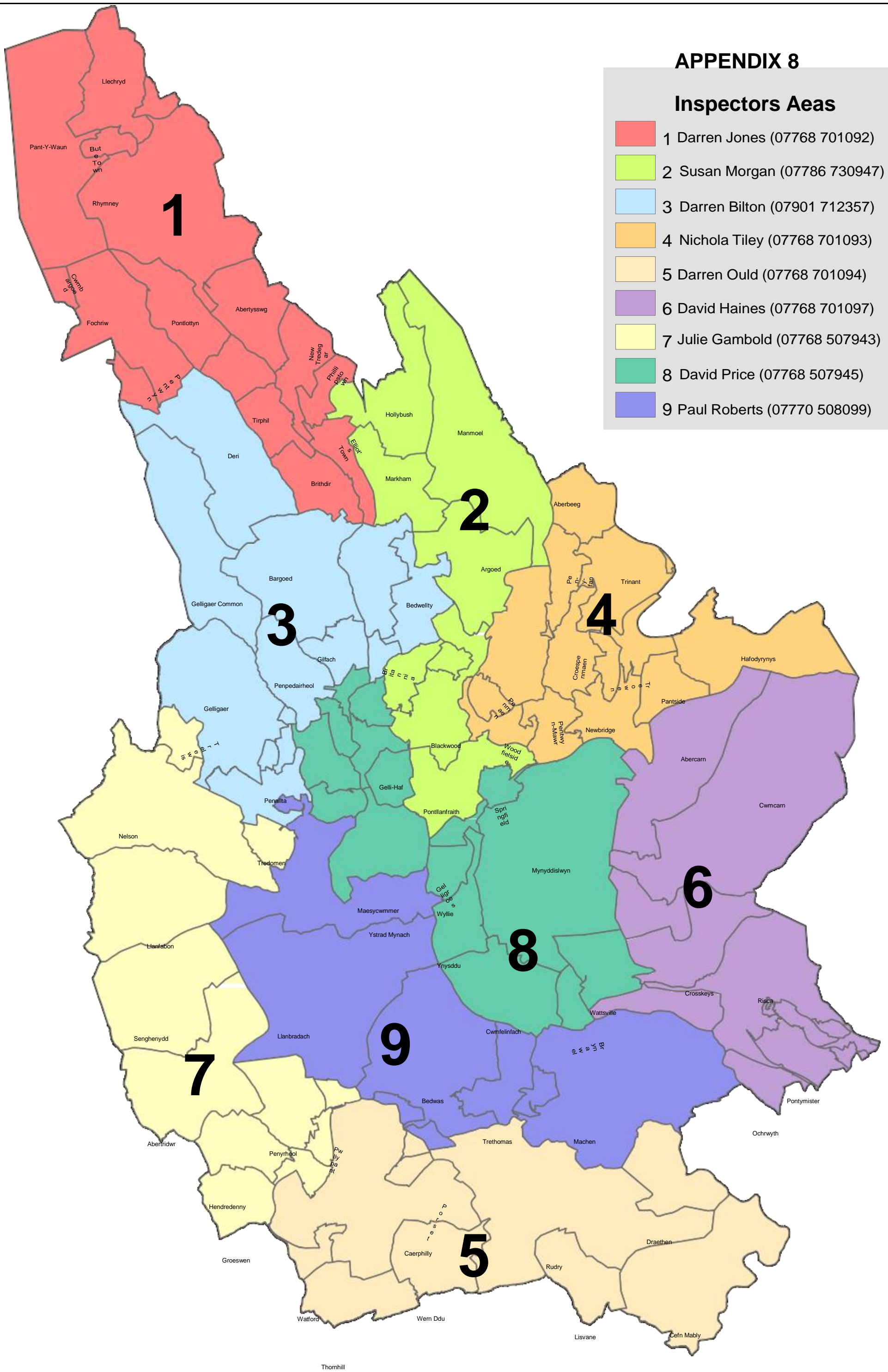


New Tredegar	Colliers Row, Tirphil	No through road sign
Pengam	Plas Road, Fleur-de-lis	Give way markings and warning signage
Pontllanfraith	Penllwyn Roundabout	Additional chevron signs
St James	Rudry Road	Horse warning signs
St Martins	Bedwas Road / Morrisons, Caerphilly	Yellow box marking
Various	Various locations	Sat Nav signs
Various	Various locations	VAS units
Ystrad Mynach	A472 Royal Oak to A469	Pedestrians Crossing warning sign
Ystrad Mynach	Penallta Road (near pet shop)	Additional one-way signing

# APPENDIX 8

## Inspectors Aears

- 1 Darren Jones (07768 701092)
- 2 Susan Morgan (07786 730947)
- 3 Darren Bilton (07901 712357)
- 4 Nichola Tiley (07768 701093)
- 5 Darren Ould (07768 701094)
- 6 David Haines (07768 701097)
- 7 Julie Gambold (07768 507943)
- 8 David Price (07768 507945)
- 9 Paul Roberts (07770 508099)



## Defect Intervention levels

**Safety Defect Rating System**

<b>CATEGORY</b>	<b>INSPECTION INTERVAL</b>	<b>DEFECTS - DEFINITION</b>
<b>CARRIAGEWAYS</b>	<b>(SAFETY)</b>	<b>TRIPPING HAZARDS</b>
2. Strategic Routes ('A' Roads) 3(a). Main Distributor ('B' Roads)	3 Months	40mm
3(b). Secondary Distributor 4(a). Link Roads 4(b). Local Access Roads/Rear Lanes	6 Months	50mm
<b>FOOTWAYS/CYCLEWAYS</b>		<b>TRIPPING HAZARDS (Inc. protrusions)</b>
1&1a. Prestige & Primary Walking Zones	1 Month	20mm
2. Secondary Walking Route	3 month	40mm
3. Link Footway and Cycleways remote from carriageway 4. Local Access Footway	6 Months	40mm
C. Cycle Trails	1 Year	40mm
<b>GENERAL – other 'emergency' safety defects (not exhaustive)</b>		
<ul style="list-style-type: none"> <li>• Missing covers – manholes, inspection chambers, gullies, stop taps etc.;</li> <li>• Lighting columns/illuminated signs – missing door/exposed electrical cables;</li> <li>• Unsafe roadwork's sites;</li> <li>• Recently damaged safety barrier systems;</li> <li>• Traffic Signals – complete failure;</li> <li>• Missing slabs/kerbs;</li> <li>• Obstructions including major c/way flooding</li> </ul>		