



REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – FOR INFORMATION

SUBJECT: APPORTIONMENT OF HIGHWAY MAINTENANCE BUDGET 2018/2019

REPORT BY: INTERIM CORPORATE DIRECTOR - COMMUNITIES

1. PURPOSE OF REPORT

- 1.1 To provide members with details of the proposed apportionment of the highway maintenance budget for 2018/2019 and for Members to consider if the proposed allocations promote value for money and maximum impact.

2. SUMMARY

- 2.1 The 2018/2019 Highway Revenue Maintenance budget is detailed in Appendix 1. The report provides information to members on how the £7,532,365 has been allocated. The Revenue budget includes Revenue Contributions to Capital Outlay (RCCO) for carriageway and footway resurfacing schemes of £163k and £234k respectively.
- 2.2 The street lighting budget allocation (included in the above) is £1,732,980, which is inclusive of £1,252,500 energy costs. Early Indications from energy companies were that there would be a minimal energy price increase for 2018/19 amounting to approximately 1% or £15,000. However on 18th May we received confirmation that the increase would in fact be 13.4% (£168,000). A report on potential options to mitigate any future energy cost increases and carbon reduction savings was presented to the Regeneration and Environment Scrutiny Committee on 15th May 2018 but at that time the energy cost increase had not been received.
- 2.3 The 2018/2019 capital budget allocation in relation to highway operations is detailed in Appendix 2; the budget remains unchanged and includes £750,000 and £150,000, directly related to highway resurfacing and footways respectively. Locations of the specific schemes, where appropriate, are provided in Appendices 3, 4 and 6 attached to this report.
- 2.4 The ongoing strategy is to maximise the impact of our existing funding, based on priorities, innovation and standards, whilst ensuring the safety of highway users. MTFP savings of £458,000 in 2018/2019 will present challenges for officers when considering future priorities and innovative approaches to these issues.
- 2.5 The highway asset is the authority's largest asset valued at almost £2 billion. In order to try and maintain the highway to an acceptable standard, that does not compromise user safety, alternate strategies (such as preventative maintenance techniques) are being more widely utilised. The future funding challenges as a result of the MTFP may result in a reduction of service or the standard of service currently offered. As such it is imperative that a prioritised risk based approach to highway maintenance continues.
- 2.6 Overall, for a reactive wide ranging front line service delivery area, the performance of Highway Operations 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. LINKS TO STRATEGY

- 3.1 This report links directly to the Well-being Goals within the Well-being of Future Generations Act (Wales) 2015:
- A prosperous Wales
 - A resilient Wales
 - A healthier Wales
 - A more equal Wales
 - A Wales of cohesive communities, and
 - A globally responsible Wales
- 3.2 The highway budget apportionment will contribute to the authority's Well Being Objective 4: Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment.
- 3.3 The innovative proposals contained within the report contribute to the authority's previous Well Being Objective: Carbon Management: Reduce our Carbon Footprint.
- 3.4 There are further links to the Engineering Objectives:
- 3.4.1 To provide safe and efficient transport and land drainage infrastructure through quality service delivered by means of cost effective management, maintenance and improvement of the networks.
- 3.4.2 To develop engineering solutions and methods which have regard to the value of the natural and built environment and to the principle of sustainable development.

4. THE REPORT

- 4.1 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.
- 4.2 Identified below is the Welsh authorities' highways performance data for 2016-17, (latest available national data comparison). APSE (Association for Public Service Excellence) publish the data annually.

APSE Performance Indicator	CCBC result	Councils above	Councils below	CCBC Placement
Principal Road Condition below standard (Middle Quartile) (Highest percentage is worst case)	4.3%	5	5	6/11
Non-principal Road Condition below standard (Middle Quartile) (Highest percentage is worst case)	8.7%	4	4	5/9
Percentage of maintenance expenditure – Planned (Lower Quartile) (Lowest percentage is worst case)	56.62%	6	0	7/7
Percentage of maintenance expenditure – Reactive (Lower Quartile) (Highest percentage is worst case)	31.20%	5	0	6/6
Percentage of maintenance expenditure – Routine (Middle Quartile) (highest percentage is worst figure)	12.18%	3	3	4/7
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)	-4.88%	4	6	5/11

Key:

Principal Roads – Class A or above

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

- 4.3 The Council meeting of 28th March 2018 considered and approved the Council budget for 2018/2019 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.
- 4.4 The highway asset is currently valued at over £2 Billion. Using simple comparatives it is evident that a maintenance budget of £6,279k (excluding energy costs of £1,252k) will only allow assets to be renewed every 300 years, well beyond the assets lifespan. It is therefore essential that a strategy is developed to try and preserve the life of the Authority's existing assets.
- 4.5 In addition to the highway revenue budget in Appendix 1 there is also a capital budget detailed in appendix 2. The capital budget includes £750,000 to undertake carriageway resurfacing works. Welsh Government recently awarded Caerphilly an additional £1.476k Roads Refurbishment Grant to assist with Carriageway maintenance which take the annual spend to £3.24M for 2018/19.
- 4.6 Due to the rising demands on the existing drainage infrastructure, the capital allocation for land drainage has been maintained at £125k. This will assist with flood prevention schemes and any urgent works required for 2018-19.
- 4.7 The approach taken has to ensure that any work is selected on a prioritised risk basis. In order to assist this process the authority endorsed the Highway Asset Management Plan (HAMP) at the Cabinet meeting on 16/11/2016 following Scrutiny review on 1/11/16. 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.
- 4.8 In addition to the revenue safety barrier budget the vehicle restraint systems (safety barriers) capital contribution has remained at £150k. 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).
- 4.9 Due to the decreasing budgets, aging infrastructure, increasing demands, expansion of the network, additional legislation and compliance etc. it is essential that highway maintenance is undertaken in the most cost effective manner. In order to achieve this, alternate preservation techniques, such as CAUTS (cold applied ultra-thin surfacing), micro asphaltting and slurry sealing will be increasingly required into 2018/2019 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.
- 4.10 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 Appendices 3 & 4 respectively.

- 4.11 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 2018/19 there is a downturn to a 65:35 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. 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 with MTFP savings and rising reactive repair costs. 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 be carefully considered to maximise value for money.
- 4.12 In line with the FRMP (Flood Risk Management Plan), the initial identification ranking of vulnerable locations has been completed. This 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 5. This is subject to change dependent on emerging priorities identified during the year.
- 4.13 The footway resurfacing programme has been maintained at previous levels, which will assist in completing works in the pedestrian areas with highest usage and risk. This has been scheduled in the footway scheme programme for 2018/2019 included in Appendix 6. Although this will help maintain works to reduce the high 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 £3.2M 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"> • Cracked flags/blocks showing some signs of movements; • Missing joint filler; • Minor fretting, fattening up, scaling or minor cracking of bituminous footways; • Moderate local settlement/subsidence or trips between 10-13mm*
4	Major Deterioration (Structurally Impaired)	The footway has major deterioration such as; <ul style="list-style-type: none"> • Cracked and depressed or missing flags/blocks; • Flags/blocks with exaggerated movements; • Major cracking, fretting or scaling; • Trip hazards exceeding 13mm* • Poor shape, severe local settlement/subsidence creating a difference in level greater than 30mm*

* 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.

- 4.14 Following the implementation of efficiency measures and MTFP savings the Street lighting budget was previously reduced by £350k in 2016/17. The energy component of this being £190k with a reduction in maintenance budget of £160k. Further investment initiatives to reduce street lighting energy levels are being reviewed. These are currently being progressed with consideration of funding options via loans, capital investment, etc. Any energy saving scheme implemented in the immediate future will see long term cost avoidance and lasting savings to the energy bill. A Street Lighting Strategy report was presented to the Regeneration and Scrutiny Committee on 15th May 2018 and will be considered by Cabinet on 11-7-18. The proposed street lighting maintenance budget is included in the apportionment in Appendix 1.

- 4.15 The maintenance programme for highway structures has been derived from a risk prioritisation process for bridges, culverts, retaining walls, landslips and erosion. The proposed list of works for 2018/2019 is included in Appendix 7. 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. The budget has had MTFP savings applied to it for 2018/19.
- 4.16 The budget line for Tips Maintenance shows an unaltered capital investment of £250k 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 our tips.
- 4.17 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 in such severe events, Welsh Government and corporate funding maybe available or have to be considered.
- 4.18 An exercise is currently being undertaken to consider further efficiencies to service provision, with possible investment being made in the most up to date plant and resources to undertake these vital works. Pothole patcher trials have continued and the purchase of a “Jet Patcher” is now proceeding following the successful award of the Fleet Service Provider contract. This innovative machinery will allow potholes in the more rural locations to be repaired at a much reduced cost to the present methods.
- 4.19 Innovative plant and equipment work alongside other initiatives being considered at a regional level and may change the shape of Highway Operations delivery in the future. These include reprioritisation of assets such as drainage, changing intervention criteria for road defects such as potholes, new surfacing treatments and materials, restructuring of the organisation for future requirements and opportunities. As with further street lighting energy savings, these initiatives will be put forward, in due course, for member consideration.
- 4.20 A budget of £35k has been allocated to Traffic Management in 2018/2019. Appendix 8 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. It should be noted that priority during 2018/19 will be to ensure that Civil Parking Enforcement (CPE) is taken forward and implemented.
- 4.21 Included in Appendix 9 is a plan detailing the highway inspector area boundaries for Members’ information. Appendix 10 details the frequency of inspections carried out based upon the highway hierarchy.
- 4.22 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 Operations Group.

5. WELL-BEING OF FUTURE GENERATIONS

- 5.1 This report contributes to the Well-being Goals as set out in Links to Strategy above (3.6). It is consistent with three of the five ways of working as defined within the sustainable development principle in the Act in that it supports:

- Long term resourcing and asset management solutions of this specialised service provision allows for more effective and predictable resource/ financial commitments going forward.
- This routine maintenance of the Highway assets is a central part of the CCBC prevention strategy, so reducing the need for larger scale repair operations (with the associated safety risks) required for poorly maintained/ inspected assets.
- This all forms part of an overall strategy integrating local roads to regional transport systems on which public transport, private users, cyclists and walking networks can operate.

6. EQUALITIES IMPLICATIONS

- 6.1 This report is for information purposes only, so the Council's full Equalities Impact Assessment process does not need to be applied. The planned investments will however benefit many different groups in the community.
- 6.2 Any equalities related issues (such as around disability access) identified as part of any design concerns may also impact on the maintenance programme proposals.

7. FINANCIAL IMPLICATIONS

- 7.1 Financial implications are detailed within the report.
- 7.2 The Highway Maintenance elements of the infrastructure Division budgets in the last five years are as follows:

	Revenue	Capital
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
2014-15	£8,590,203	£425,000

- 7.3 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 £1million in the past 5 years.

8. PERSONNEL IMPLICATIONS

- 8.1 None.

9. CONSULTATIONS

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

10. RECOMMENDATIONS

- 10.1 The 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.

11. REASONS FOR THE RECOMMENDATIONS

- 11.1 To ensure the Highway Operations budget expenditure for 2018-19 is utilised effectively and provides value for money.

12. STATUTORY POWER

- 12.1 Highway Act 1980.

Author: Chris Adams, Acting Highway Operations Group Manager
Consultees: Councillor Sean Morgan, Deputy Leader and Cabinet Member for Economy, Infrastructure, Sustainability and Wellbeing and Future Generations Champion
Councillor D T Davies, Chair Regeneration and Environment Scrutiny Committee
Councillor C Forehead, Vice Chair Regeneration and Environment Scrutiny Committee
Christina Harrhy, Interim Chief Executive
David Street, Corporate Director – Social Services
Mark S Williams, Interim Corporate Director - Communities
Stephen Harris – Interim Head of Corporate Finance and S151 Officer
Marcus Lloyd, Head of Infrastructure
Mike Eedy, Finance Manager
Anwen Cullinane, Senior Policy Officer (Equalities & Welsh Language)
Shaun Watkins, Principal Personnel Officer
Clive Campbell, Transportation Engineering Manager
Kevin Kinsey, Acting Engineering Projects Group Manager

Appendices:

- Appendix 1 Highway Maintenance Budget Apportionment 2018/19
Appendix 2 Capital Budgets for 2018/19
Appendix 3 Surface Dressing/Thin Surfacing Schemes 2018/19
Appendix 4 Carriageway Resurfacing Schemes 2018/19
Appendix 5 Land Drainage Priorities and Highway Drainage Priorities 2018/19
Appendix 6 Footway Schemes 2018/19 and Footway Resurfacing Priority Sites 2018/19
Appendix 7 Structures Priorities 2018/19
Appendix 8 Traffic Management Priorities 2018/19
Appendix 9 Highway Inspectors Areas
Appendix 10 Highway Safety Inspection Criteria

APPENDIX 1

Highways Maintenance Budget Apportionment 2018-19

Ops Budget

Structural Maintenance		
Reactive Safety/Emergency Maintenance		
3300 L651	Safety Defect - C/Way & F/Way Repairs (28 days)	936,000
3300 L652	Emergency Maint. Out of Hours Call Outs	224,000
3300 L655	Emergency Safety Defect C/Way 2/24hr response	155,500
3300 L656	Emergency Safety Defect F/Way 2/24hr response	41,500
	Sub-total S1	1,357,000
Planned Carriageways, Footway and Cycleway Maintenance		
Carriageways		
3300 L663	Carriageway Resurfacing (RCCO)	163,400
3300 L699	Carriageway Surface Dressing	860,060
	Sub-total S2	1,023,460
Footways		
3300 L664	Footway Reconstruction	234,000
3300 L690	Footway Slurry Sealing	216,440
	Sub-total S3	450,440
Cycleways		
3300 L698	Cycleways	4,100
	Sub-total S4	4,100
Safety Barriers and Fencing		
3300 L659	Structural Maint. - Safety Barriers	115,460
3300 L650	Structural Maint. - Fencing/Railings	12,503
	Sub-total S5	127,963
Planned Programme Drainage Systems		
3313 L657	Highway Drainage - CCTV Systems	4,600
3314 L657	Highway Drainage - Replace Gullies/Pipework	111,000
3307 L658	Land Drainage - CCTV Surveys	5,000
3308 L658	Land Drainage - Severe Weather Culverts Inspections/Emergencies	196,000
3309 L658	Land Drainage - Provision of Grids/Fencing/Access	4,800
3316 L658	Land Drainage - Repairing/replacing culvert lengths	113,109
3317 L658	Land Drainage - Pumping Stations/Telemetry	5,000
	Sub-total S6	439,509
Gullies, Pipework and Manholes		
3310 L680	Cyclic Maint. - Scheduled Gully Cleansing	261,000
3310 L694	Cyclic Maintenance – main line de-silting	9,700
3315 Q251	Cyclic Maintenance – Gully Waste Charges	63,000
	Sub-total S7	333,700
	Structural Total (Sub S1 to S7)	3,736,172
Aids to Movement (Safety Maintenance)		
3305 L675	Safety Maintenance - Traffic Sign Maintenance/Cleaning	4,600
3305 L676	Safety Maintenance - Road markings & Studs	20,920
3305 L677	Safety Maintenance - Street nameplates	4,600
3300 L695	Special Maintenance - Roundabouts	4,600
3320 L696	Dropped kerbs – Improved Walking Environment	9,700
	Aids to Movement Total	44,420
Severe Weather		
Winter Maintenance		
3380 L658	Winter Maintenance - Severe Weather Culverts	30,000
3380 L690	Winter Maintenance - Gully Cleansing	151,000
3380 L901	Winter Maintenance - Salting	116,400
3380 L902	Winter Maintenance - Snow Clearance	43,400
3380 L903	Winter Maintenance - Salt Bins (new &refills)	45,000
3380 L904	Winter Maintenance - Salt Purchase	207,600
3380 L905	Winter Maintenance - Weather Stations/Forecasts	20,000
3380 L907	Winter Maintenance - Salt Barn Inspections/Repairs	0
3880 N001	Winter Maintenance - Vehicle RCCO	200,000
3380 N214	Winter Maintenance - Vehicle/Standby Costs	304,763
	Severe Weather Total	1,118,163
Street Lighting		
3370 L951	Routine Maintenance	276,080
3370 L952	Non Routine Maintenance	204,400
3370 L952	Electrical Testing	0
3370 L952	Structural Testing	0
3370 L952	WPD Related Works	0
3370 Q251	Festive Lighting	0
3370 L952	Innovative Technology (CMS, Dimming, LED)	0
	Sub-total L1	480,480
3370 L954	Energy	1,252,500
	Sub-total L2	1,252,500
	Street Lighting Total (Sub L1 to L2)	1,732,980
HOG General		
3320 L690	Land Reclamation Maintenance	62,420
3321 Q251	Risca Canal	102,100
	Sub-total H1	164,520
3300 L429	Road Closures for Special Events	100
3300 L507	Grounds Maintenance (Trees)	30,000
3300 L661	Cattle Grids	5,000
3320 L691	Maintenance Management Systems	5,000
3320 L692	Design Costs - Revenue Schemes	100
3559 Q251	Veicular Crossings	51,000
3320 L695	Easements etc	0
3319 L975	Community Response Team (Community Assets funded if approved)	100,000
3880 Q252	Road Condition Surveys/Lab Surveys/Abnormal Loads	18,483
	Sub-total H2	209,683
	HOG General Total (Sub H1 to H2)	374,203
Other Budgets		
3300 L669	Structures Assessments - External/Railtrack	0
3300 L670	Structures General Maintenance	221,540
3300 L671	Structures Retaining Walls	69,460
3300 L672	Structures Emergencies	28,600
3300 L679	Structures Embankment Repairs/Stabilisation	74,208
3300 L907	Consultancy SLA	96,799
	Structures Sub Total	490,607
3323 L429	Traffic Mangement	35,820
	Other General Budgets Total	526,427
	Grand Total	7,532,365

CAPITAL BUDGETS FOR 2018/19

Scheme/Programme	2018-19 (£)
Major Highway Reconstruction	750,000
Footway Reconstruction	150,000
Vehicle Restraint Systems	150,000
Street Lighting	50,000
Corporate Maintenance: Tips/ Spoils	250,000
Bridge Strengthening	447,000
Land Drainage – Corporate	125,000
Land Drainage - Non Corporate	125,000
Retaining Walls & Infrastructure	317,000
Risca Canal	212,000
TOTAL	2,576,000

Surface Dressing / Thin Surfacing Schemes 2018-2019

Area 1

1. A469 Pontlottyn Link Road/Rhymney Common Road (Roundabouts), Llechryd (R) (GF)
2. A469 Pontlottyn Link Road, Rhymney (Roundabout) (R) (GF)
3. A469 Pleasant View To High Street, Tirphil (R)
4. A4049 High Street/The Square/James Street, Tirphil (R)
5. Harcourt Place East UL, Rhymney (R)
6. Salisbury Terrace West UL, Brithdir (R) (GF)
7. Maerdy View, Rhymney (M) (GF)
8. Plantation Terrace, Rhymney (M) (GF)
9. Bailey Street West UL, Deri (M)
10. High Street East UL/Victoria Road, Rhymney (M) (GF)

Area 2

1. Libanus Road, Blackwood (Traffic Signals) (R)
2. William Street, Hollybush (R)
3. Blackwood Bus Station Access, Blackwood (R) (GF) Cwm-Corrwg Lane, Argoed (R) (GF)
4. High Street/Cliff Road, Blackwood (R) (GF)
5. Pen-Deri Farm Lane, Argoed (R) (GF)
6. Heol Tynewydd/Maesruddud Lane, Argoed (R) (GF) Colliers Lane, Argoed (M)
7. Caldicot Close, Cefn Fforest (M)
8. Highfield Road, Pontllanfraith (M)
9. Rhys Road, Blackwood (M)
10. Pen-Y-Mead, Penllwyn, Pontllanfraith (M) (GF)
11. C241 Sunnyview, Argoed (M)
12. Llanerch Lane, Manmoel (M) (GF)

Area 3

1. Hill Street, Bargoed (R)
2. High Street, Pengam (M)
3. Park View, Bargoed (M) (GF)
4. Francis Street, Fleur-De-Lis (M)
5. Brynavon Terrace, Hengoed (M) (GF)
6. Gellideg Heights, Maesycwmmmer (M)
7. Oak Place, Bargoed (M) (GF)
8. Cross Street, Gilfach (M) (GF)
9. Mountain Road, Bargoed (M) (GF)
10. Warne Street/New Road To Warne Street, Fleur-De-Lis (M) (GF)
11. Eastview Terrace West UL, Bargoed (M)
12. Ruth Street West UL, Bargoed (M)
13. Alfred Street South UL, Gilfach (M)
14. Pengam Street East UL/Cardiff Road West UL, Glan-Y-Nant (M) (GF)
15. Brynmynach Avenue West UL, Tredomen (M) (GF)
16. Pengam Road, Ystrad Mynach (M) (GF)
17. Cardiff Road, Bargoed (Oneway) (GF)

Area 4

1. A467 Nortel To Abercarn, Abercarn/Cwmcarn (Junctions With PoW Industrial Estate) (R)
2. Park Hill, Newbridge (R)
3. C680 Cross Oak Cottages, Oakdale (R)
4. Rhyswg Road, Abercarn (R)
5. A4048 Springfield Roundabout To Pentwynmawr Roundabout, Pontllanfraith (R) (GF)
6. Bridge Street, Abercarn (R) (GF)
7. Aberconway Place, Oakdale (M) (GF)
8. Pentref-Y-Groes Farm Lane East, Croespenmaen (M)
9. Homeleigh, Newbridge (M)
10. Pendinas Avenue, Croespenmaen (M)
11. Ashfield Road, Newbridge (M) (GF)
12. Gwyddon Road, Abercarn (M) (GF)
13. Brett Road, Llanfach (M)
14. Gladstone Road, Crumlin (M)
15. West View Crescent East UL/Ashville UL (23-49), Oakdale (M) (GF)
16. Cwmsalsie Crescent/Mill Bridge Road, Springfield/Gelligroes (M) (GF)
17. Crown Street, Crumlin (Reopening of Carpark Entrance) (GF)

Area 5

1. B4623 Mountain Road, Caerphilly (R) (GF)
2. B4623 Pontygwindy Road, Caerphilly (R) (GF)
3. B4600 Nantgarw Road / Lon-Y-Llyn, Caerphilly (R)
4. Addison Way, Graig-Y-Rhacca (R)
5. B4623 Castle Street/Market Street, Caerphilly (R) (GF)
6. B4623 Castle Street To Bedwas Road, Caerphilly (R) (GF)
7. Pantglas Industrial Estate, Bedwas (M) (GF)
8. C605 Watford Road, Watford (M)
9. Llanfabon Drive, Trethomas (M)
10. Standard Street, Trethomas (M)
11. Ashgrove, Trethomas (M) (GF)
12. North View Terrace, Caerphilly (M) (GF)
13. Ael-Y-Bryn, Trethomas (M) (GF)
14. A468 Newport Road, Machen (M) (GF)

Area 6

1. Ynysddu Primary School Access, Ynysddu (R)
2. Wood Street, Cwmcarn (R)
3. Siloam Hill / Alma Street, Machen (R)
4. Nine Mile Point Industrial Estate, Cwmfelinfach (R)
5. B4591 Mill Street Roundabout, Risca (R) (GF)
6. A467 Full Moon Roundabout To Nortel Roundabout, Crosskeys (R) (GF)
7. B4591 High Street/Crosskeys Link Road/ Risca Road/C347 Gladstone Street, Crosskeys (R) (GF)
8. Manor Road, Pontymister, Risca (M)
9. Glannant Street to Islwyn Street/Islwyn Street to Melin Street, Cwmfelinfach (M) (GF)
10. Cromwell Road Bungalows UL, Crosskeys (M)
11. School Lane/Pond Row, Cwmcarn (M)
12. White Hart Cottages, Machen (M) (GF)

Area 7

1. Chester Court, Hendredenny (M)
2. Ty Nant, Penyrheol (M)
3. Heol Las, Energlyn (2 Sections) (M)
4. Third Avenue, Trecenydd (M)
5. Station Road, Llanbradach (M)
6. Ilan Road North UL, Abertridwr (M) (GF)
7. Greenacre Drive/Tydfil Road, Bedwas (M) (GF)
8. Bowls Lane, Penyrheol (M) (GF)
9. Caerphilly Street / Commercial Street West UL, Senghenydd (M) (GF)
10. Upper Francis Street South UL, Abertridwr (M) (GF)

KEY:

R	Resurfacing
M	Micro Asphalt (Finamac/Surphalt)
UL	Utility Lane
GF	Grant Funded Schemes

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

Carriageway Resurfacing Schemes 2018-2019

Area 1

1. Station Terrace/Brynglas, Brithdir
2. Glan-Y-Nant, Rhymney
3. Middle Row, Bute Town
4. Rhodfa Ganol, Fochriw
5. Aelybryn Street, Fochriw
6. Long Row/Scholl Street To Long Row, Elliot's Town
7. Ruperra Street, New Tredegar
8. Brynteg Terrace, Fochriw
9. Oxford Street/Commercial Street, Gelligaer
10. Alexandra Road/Brynteg Terrace, Elliot's Town
11. Carno Street (Service Road), Rhymney
12. C620 Elliot Street/Queens Road/Upper Road, Elliot's Town)
13. A4048 Pontlloctyn Link Road, Rhymney

Area 2

1. New School Road, Aberbargoed The Spinney, Pontllanfraith
2. High Street, Blackwood
3. Albany Road/Attlee Road, Blackwood
4. A4049 Pengam Road, Aberbargoed/Britannia
5. A4049 Pengam Road, Pengam
6. A4048 Blackwood To Argoed
7. A4049 New Road/The Bryn, Gelli-Haf/Pontllanfraith

Area 3

1. Beech Drive, Hengoed
2. Hillside Park/St Ann Street West UL, Gilfach/Bargoed
3. Cheriton Avenue, Cefn Hengoed
4. Edward Street, Pengam
5. B4252 Commercial Street, Pengam
6. B4254 Church Road/The Square, Gelligaer/Penpedairheol
7. C650 Tabor Road/Park Road, Maesycwmmmer

Area 4

1. Ty Llwyd, Newbridge
2. C680 Park View Bungalows, Oakdale
3. Rhiw Level Road, Treowen
4. St Davids Lane, Woodfieldside

Area 5

No Surface dressing schemes identified

Area 6

1. Exchange Road/Grove Road West UL, Risca
2. Tredegar Street, Crosskeys
3. Raglan Street/Crescent Road, Risca
4. Chapel Farm Terrace Access Road, Cwmcarn
5. Holly Road, Ty Sign
6. Commercial Road, Cwmfelinfach
7. B4591 Newport Road, Cwmcarn
8. B4591 Newport Road/Ynysddu To Gelligroes, Gelligroes/Ynysddu

Area 7

1. Tridwr Road / Ilan Road, Abertridwr
2. Dunraven Court, Hendredenny
3. Heol Graig Wen, Penyrheol
4. Newport Road, Bedwas
5. C607 High Street, Nelson
6. Graig-Yr-Hufen Road, Senghenydd
7. Mountain Road, Bedwas
8. C650 Pandy Road, Bedwas
9. A472 Caerphilly Road, Nelson/Tredomen
10. Dynevor Terrace, Nelson
11. A472 Mafon Road/Pontypridd Road, Nelson
12. Llanfabon Road/Cilfynydd Road To Pant-Du Road, Nelson
13. B4263 Energlyn Terrace/Brynhyfryd, Energlyn
14. B4263 Graig-Y-Fedw/Abertridwr Road, Abertridwr/Penyrheol

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

Land Drainage Priorities 2018/19

Area 1

- 1.1. Farm Road, Pontlottyn [Installation of drainage]
- 1.2. Rhymney Common Road [ditch clearance]
- 1.3. Jenkins Row, Deri [install land drain]

- S1.1. Chesty Dai's culvert, Phillipstown [cleansing works]
- S1.2. Sycamore Cottage, Abertwyssyg
- S1.3. Long Culvert, Abertridwr
- S1.4. Capital Valley, Rhymney

Area 2

- 2.1. A472 Pentwynmawr to Gelligroes [cleanse cut off drainage onto bypass]
- 2.2. Pengam Road, Britannia [install new headwall]
- 2.3. Nae Caeach, Pontllanfraith [install gully]
- 2.4. Libanus Road light culvert [SWC access]

- S2.1. A4048 Argoed to Markham culvert [partial collapse]

Area 3

- 3.1. Penpedairheol Reservoir [works on bank erosion, upstream channel and track]
- 3.2. Fair View north UL, Pengam [repair work to headwall]
- 3.3. Pengam Road, Britannia [installation of new headwall]
- 3.4. Berllanlwyd Street (SWC ref 5.18) [barrier/safety work]
- 3.5. Church St, Bargoed [install land drain]
- 3.6. Nant Twyn Harris, Ystrad Mynach [investigation – PAR/design]
- 3.7. Wingfield lights, Llanbradach [flooding at junction]

- S3.1. Commercial Street, Ystrad Mynach [remedial work - gabion]
- S3.2. Hillside Park, Bargoed [works to void]
- S3.3. Homeleigh, Newbridge
- S3.4. O/S Pier Head Commercial Street, Ystrad Mynach

Area 4

- 4.1. Maes-yr-Haf Lane, Newbridge [investigation and works to capture flow]
- 4.2. Pennar Crossing [extend existing channel and drainage]
- 4.3. Pontbren Road, Hafodyrynys [repairs to gabion basket wing wall]
- 4.4. Herbert Street, Hafodyrynys [cleanse outlet of drainage system]

- S4.1. Penmaen Industrial Estate, Pontllanfraith [river bank erosion]
- S4.2. A472 Dragons Teeth culvert, Springfield [cleansing works]
- S4.3. Meadow Road, Springfield

Area 5

- 5.1. Cefn Carnau Lane, Caerphilly [re-establish drainage assets]
- 5.2. Branch Cottages, Rudry [installation of new gully to increase capacity]
- 5.3. Rhydri Primary School to Maenllwyd [install dished channel]
- 5.4. Maes-y-Drudwen, Caerphilly [extend land drain adjacent to footpath]
- 5.5. Travellers Rest, Thornhill [design of new culvert inlet]

- S5.1. Morgan Street, Caerphilly [erosion works]

Area 6

- 6.1. Heolddu Road, nr Bryn Meadows [replace culvert length under highway]

- 6.2. A467 Tesco to Full Moon Roundabout [clean land drains and repair headwall]
- 6.3. Mill Bridge Road, Gelligroes [upgrade pipe across road]
- 6.4. Pontgam Lane, Ynysddu [design]
- 6.5. B4251 Gelligroes – jct of main road and Halfway PH [PAR]
- 6.6. Commercial Street, Pontymister [PAR]
- 6.7. St Mary Street, Pontymister [PAR]

- S6.1. Corus/Tata, Wattsville [design]
- S6.2. Forest Drive, Cwmcarn

Area 7

- 7.1. Abertridwr Long culvert [inlet works/debris removal]
- 7.2. Station Terrace west UL, Senghenydd [cleanse culvert screens]
- 7.3. Pandy Lane, Maesycwmmer [upgrade culvert under highway]

- S7.1. A472 distributor road – Ystrad Mynach to Nelson [design – flood alleviation]

*** 'S#' denotes works in co-ordination with the Structures department**

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

Highway Drainage Priorities – 2018/19

Area 1

1. Bryn Carno, Rhymney [new gully installation]
2. Rhymney Ind Est [installation on 2 no gullies]

Area 2

1. A4048 Hollybush [install new crossing and associated ACO channels]
2. Clos Coed Bach, Blackwood [ACO channel installation]
3. Bedwellty Road, Cefn Fforest [install kerbing and gully]

Area 3

1. Bedlwyn St, Ystrad Mynach [gully repair]
2. Coundley Close, Fleur-de-lis [ACO channel installation]
3. Gwerthonor Rd, Gilfach [ponding o/s property]

Area 4

1. Trinant – Kendon Hill, nr Llanarch Farm ent [install BN kerns]
2. Laburnum Tce, Abercarn [drainage scheme]
3. Willow Court, Pantside [footway gully and soakaway]

Area 5

1. Alexander Ct, Lansbury Park [repair highway sewer]
2. Church St, Bedwas [raise kerbs]
3. Nantgarw Rd, Caerphilly [new gully installation]

Area 6

1. Cwmlasie Lane, Gelligroes [repair gully]
2. Post Office, Machen [additional gully]
3. Glanhowy Rd, Wyllie [additional gully]

Area 7

1. Mountain Road, Abertridwr to Groeswen [investigation of water on highway]
2. School Close, Nelson [Install ACO channels]
3. Thomas St, Abertridwr [install gully and soakaway]

Footway Schemes 2018-2019**Area 1**

1. Plantation Terrace, Rhymney
2. Sunny Hill, Rhymney
3. Pen-Y-Dre, Rhymney
4. Glan-Yr-Afon, Rhymney
5. Mountbatten, Rhymney

Area 2

1. Markham Terrace, Markham
2. Garfield Street, Blackwood
3. William Street, Aberbargoed
4. Orchard Lane, Britannia
5. Harlech Close, Grove Park
6. Newport Road, Pontllanfraith

Area 3

1. Garreg-Wen, Penpedairheol
2. Gelli-Ron, Penpedairheol
3. Gwent Court, Fleur De Lys
4. Maes-Y-Coed, Tredomen
5. Hengoed Road, Hengoed
6. Swn-Y-Nanat, Penpedairheol
7. Llancayo Street, Bargoed
8. Gwaun-Fro To Rhos-Y-Bettws, Penpedairheol

Area 4

1. Hafodyrynys Road, From Houses Up To Junction With Swyfyrd Road
2. Llwyn On Lane, Oakdale
3. Oakdale Terrace, Penmaen
4. High Street, Pentwynmawr
5. Park Road, Newbridge
6. Lon Maes Yr Haf/Pandy Road, Croespenmaen

Area 5

1. Western Industrial Est, Caerphilly
2. Charles Street, Caerphilly
3. Heol Cae Bach, Caerphilly
4. Nantgarw Road, Caerphilly
5. East View, Caerphilly
6. Southern Street, Caerphilly

Area 6

1. South Blackvein Ind Est, Crosskeys
2. Waunfawr Road, Crosskeys
3. Bridge Street, Risca
4. Exchange Road, Risca
5. Tredegar Terrace, Risca
6. Mountside, Ty-Sign
7. Waunfawr Park Road, Entrance To College To Blackvein Road, Crosskeys

Area 7

1. Rectory Road, Bedwas
2. Tawelfan, Nelson
3. Wingfield Crescent, Llanbradach
4. Cae Bryn, Abertridwr
5. Heol Barri, Energlyn
6. Bryncelyn, Nelson

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

Footway Resurfacing Priority Sites 2018-2019

Area 1

1. Birch Grove, Tirphil
2. Ruperra Street, New Tredegar
3. Wellington Way, Rhymney
4. School Street, Brithdir
5. Picton Street, Pontlottyn
6. Aneurin Bevan Avenue, Gelligaer
7. Long Row, Elliotstown

Area 2

1. Lewis Street, Blackwood
2. Waunllwyn Crescent, Blackwood
3. Abernant Road, Markham
4. Heol Trelyn, Penllwyn
5. Lower James Street/Upper James Street, Argoed
6. Springfield Terrace, Hollybush
7. Marshfield Court, Pontllanfraith
8. Pinewood Court, Penllwyn

Area 3

1. Commercial Street, Ystrad Mynach
2. Gelliargwellt Road, Penybryn
3. Greenfield Street, Bargoed
4. Llancayo Street, Bargoed
5. Francis Street, Fleur-De-Lis

Area 4

1. Llanarth Road, Springfield
2. Ivy Bush Cottages, Oakdale
3. Pennar Street, Newbridge
4. Commercial Road, Crumlin
5. Newport Road, Cwmcarn

Area 5

1. Lansbury Park Distributor Road, Lansbury Park
2. Southern Street, Caerphilly
3. Nantgarw Road, Caerphilly
4. Cae'r Fferm, Caerphilly
5. Lon-Y-Tresglen, Caerphilly
6. Western Industrial Est, Caerphilly
7. Mountain Road, Caerphilly

Area 6

1. Sycamore Crescent Club Access, Tysign
2. Llyswen, Machen
3. Cwm Fedw, Machen
4. Tir Y Cwm Road, Risca
5. Stanley Street, Cwmfelinfach
6. Twyn Gwyn Road Cwmfelinfach
7. Cotswold Way, Ty-Sign

Area 7

1. Woodland Terrace, Abertridwr

APPENDIX 6

2. Church Street, Bedwas
3. Bryncelyn, Nelson
4. Heol Y Gogledd, Penyrheol
5. Commercial Street, Senghenydd - Garage
6. Coed-Y-Brain Road, Llanbradach
7. Ty-Isaf, Penyrheol
8. Lon-Y-Celyn, Nelson

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

Structures Priorities 2018/19

Area 1

Rhymney Riverbridge
Pontlottyn Riverbridge
Station Riverbridge, Brithdir
Bailey Street Retaining Wall, Deri
Llancayo Retaining Wall
Bedwellty Road Retaining Wall
Tirphil Footbridge Surfacing
New Road Deri Remedials
Heol Evan Wynne, Pontlottyn
Fochriw Bridge

Area 2

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

Area 3

Bedwlwyn Road (Lower) Footbridge
Bedwlwyn Road (Upper) Footbridge
Glan-y-Nant Overbridge
Pen Rhiw Felin Riverbridge
Coed y Brain Riverbridge
Rowan Tree PH Ret Wall
Penallta Road Railway Bridge

Area 4

Pantside Footbridge
Swan Inn Footbridge
Chapel of Ease Footbridge
Newbridge Viaduct
Retaining Wall at Pen Rhiw
Brunant Cottages Retaining Wall, Aberbeeg
Gelligroes Viaduct
Kendon Road Landslip
A467 Newbridge Rockface Netting
Brynglas Bungalow R/w

Area 5

Lansbury Park Underbridge
Goodrich Avenue Footbridge
Caerphilly Station Footbridge
Mill Road Footbridge
Nant Gwaun y Bara Riverbridge
Gwern y Domen Overbridge

R/Wall Chatham Machen
Draethen Riverbridge

Area 6

Ynysddu Riverbridge
Newtown Riverbridge
Wylie Footbridge
Dan-y-Graig Road Underbridge
Pontywaun Footbridge
Wyllie South Overbridge
Wyllie North Footbridge
Hillside Retaining Wall, Risca
Rock Overhang, Machen
Pandy Park River Walls & Bank Armouring

Area 7

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

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

Traffic Management Priorities 2018/19

WARD	LOCATION AND REQUEST	
Newbridge	Amend Speed Limit extents	Celynen Roundabout
St James	Draethen Village	Move 30mph speed limit
St James	Parking Review	Brynau Road, Bedwas Road, Van Road, Lansbury Park - POW
St James	St James Primary School	20mph speed limit zone
St Martins	Wernddu Lane	Make permanent existing experimental POD
St Martins	Parking Review	Bronrhiw Fach, Wernddu Lane, - POW, Ludlow Street- limited waiting, Cardiff Road – police parking bay
Morgan Jones	Parking Review	Bedwas Road, Parc Pontypandy, Waunfach Street, - POW
Various	Disabled Persons Parking Places	
<p>KEY: POW Prohibition of Waiting / Double Yellow Lines POD Prohibition of Driving</p> <p>All schemes are subject to consultation and availability of funding</p>		

Scheme Related

WARD	LOCATION AND REQUEST	
Bargoed	Cardiff Road	Make permanent current experimental one-way
Llanbradach	Pwllpant Roundabout	Highway improvement scheme
Various	Speed Limit Review	Develop prioritised implementation programme
<p>KEY: POW Prohibition of Waiting / Double Yellow Lines POD Prohibition of Driving</p> <p>All schemes are subject to consultation and availability of funding</p>		

New Works

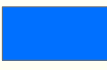
WARD	LOCATION AND REQUEST	
Darran Valley	Fochriw Common	Animal / livestock signage
St Cattwg	B4254 Cascade to Gelligaer	School warning signs and slow markings
St James	Rudry Primary School	Parking Bays
St Martins	Cwrt Rawlin Primary School	School warning signs
St Martins	Van Road	School warning signs
St Martins	Lon-y-Llyn / Beech Tree View junction	Yellow Box marking
Ystrad Mynach	Penallta Road	Slow/Araf markings at cycle warning signs
Ynysddu	Full Moon Roundabout	Nine Mile Point Ind Est direction signs


New 2018/19


WARD	LOCATION AND REQUEST	
Blackwood	Ty Isha Terrace	Reverse one-way
Crumlin	Hillside	7.5 tonne weight restriction
Pengam	Warne Street / Francis Street	One-way traffic
<p>KEY: POW Prohibition of Waiting / Double Yellow Lines POD Prohibition of Driving</p> <p>All schemes are subject to consultation and availability of funding</p>		


APPENDIX 9


Inspectors Areas

 Darren Jones (DJONES12)
07768 701092


 Susan Morgan
07786 730947

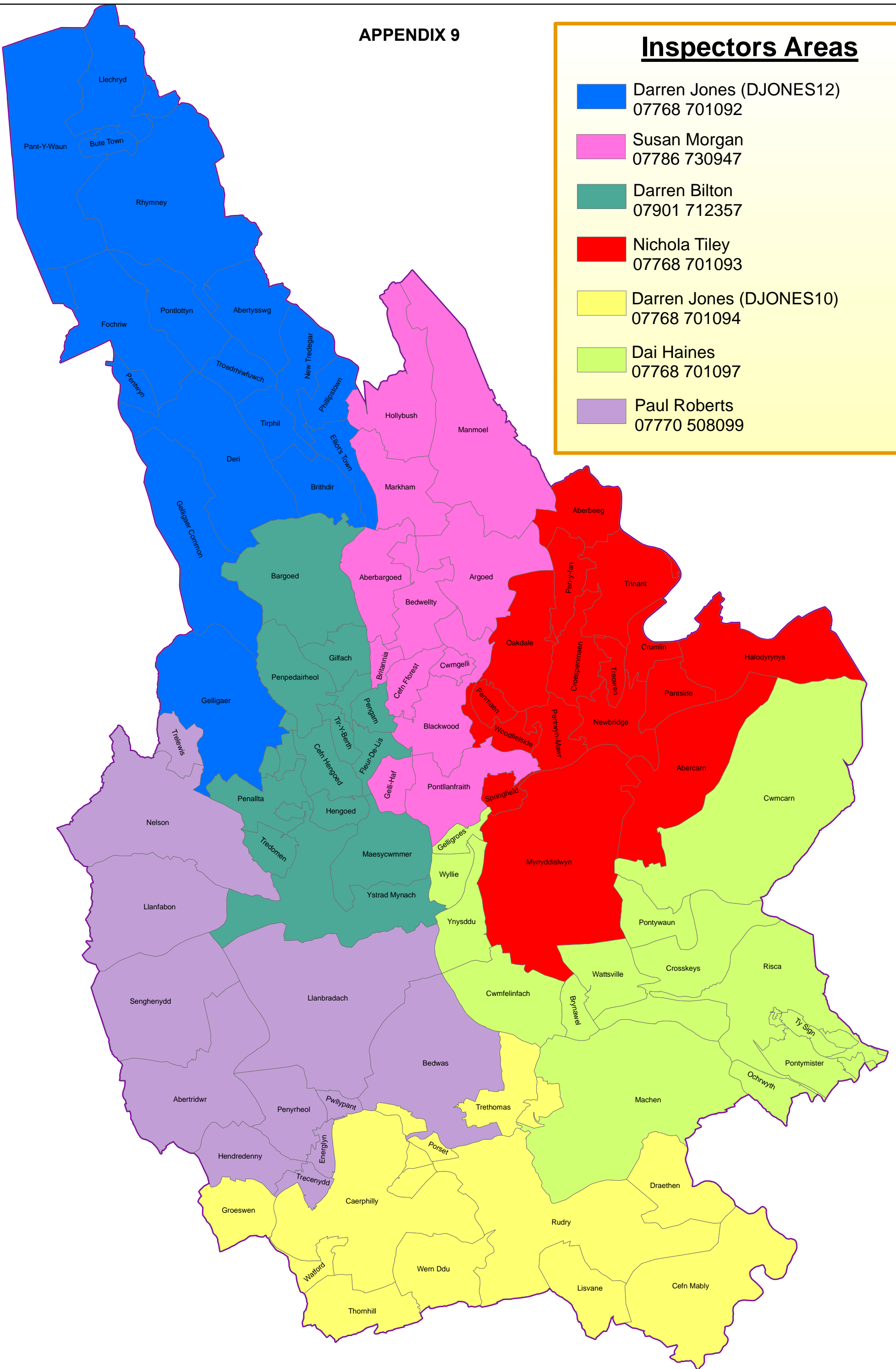
 Darren Bilton
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Highway Safety Inspection Criteria

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