



## **ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – 11TH FEBRUARY 2020**

**SUBJECT:** LOCAL TRANSPORT PLAN AND METRO DELIVERY UPDATE

**REPORT BY:** INTERIM CORPORATE DIRECTOR – COMMUNITIES

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### **1. PURPOSE OF REPORT**

- 1.1 To update Members on the Council's progress with pursuing its Metro plus priorities.

### **2. SUMMARY**

- 2.1 The Council's adopted South East Wales Valleys Local Transport Plans (LTP) sets out the transport priorities for the county borough. These not only support the Council's policies in the Local Development Plan but contribute towards the delivery of the South Wales Metro and wider Cardiff Capital Region aspirations to address the current environmental, social and economic challenges in the region.
- 2.2 This report provides an update on delivery of the Council's LTP with a focus on the South Wales Metro. Good progress has been made but significant additional resources and commitment are required if the Council's outstanding priorities and aspirations are to be realised.

### **3. RECOMMENDATIONS**

- 3.1 Members are asked to note the contents of this report and provide their comments.

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

- 4.1 To apprise Members of the progress being made in realising the Council's transport aspirations for the county borough and the delivery of the South Wales Metro.

### **5. THE REPORT**

#### **5.1 Background**

- 5.1.1 The Capital Region is committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens, and where sustainable travel is the option of choice. To achieve this, the Capital Region requires policies and measures to address the current environmental, social and economic challenges. In particular, an estimated 24% increase in Cardiff's population by 2040 will result in a 32% net increase in traffic levels and a 20% increase in the number of residents

commuting to work. This can be contrasted with the disparities in income, health and economic activity that exist in the northern parts of the Capital Region.

- 5.1.2 Tens of thousands of journeys start and finish in the Capital Region every day, presenting a huge and diverse challenge to meet the many competing transport demands. Although central Cardiff presents the single most concentrated location for these journeys, it is recognised that a large number of movements also take place across the Capital Region, and for a wide range of purposes.
- 5.1.3 In 2015 the Council adopted the South East Wales Valleys Local Transport Plans (LTP) jointly developed for Blaenau Gwent, Caerphilly, Merthyr Tydfil, Rhondda Cynon Taf and Torfaen county borough councils. This recognises the diverse economic and social geography, and overlapping labour and housing markets that exist. This, together with the other LTPs across the region, needs a collaborative approach for the future development of the Capital Region's transport needs to help deliver enhanced mobility for both residents and visitors and greater accessibility to jobs and services, thereby unlocking the potential for sustainable economic growth.
- 5.1.4 Across the Capital Region, efficient and effective transport networks are critical to the success of achieving the Welsh Government's Programme for Government Priority Areas such as targeted investment, supporting economic growth, reducing economic inactivity, tackling poverty and encouraging safer, healthier and sustainable travel. This can be done by:
  - Providing new transport capacity to cope with future demand.
  - Improving accessibility and connectivity, and reducing journey times between key settlements within South East Wales.
  - Improving access to a wider range of job opportunities by increasing the coverage of public transport, particularly for cross-valley journeys.
  - Expanding the effective labour market catchment for businesses, enabling local companies to recruit from a wider skills base.
  - Supporting the growth of business clusters in the larger urban centres (for example, around the designated Enterprise Zones), helping to stimulate competition and innovation.
  - Ensuring that additional travel demand does not impose costs on businesses through increased congestion and crowding.
  - Enhancing facilities that support our key airport, ports and freight terminals.
- 5.1.5 Realising the Welsh Government's (WG) South Wales Metro vision for the Capital Region for a multimodal rapid transit network integrating all transport modes, offering the passenger a single ticket 'turn up and go' experience, is vital to delivering these transport objectives.
- 5.1.6 All local authorities in the Capital region are committed to the delivery of this vision and will fully support and engage with WG and the Cardiff Capital Region Board in this enterprise. The vision for the SE Wales Valleys LTP provides a focus for the five local authorities:

*A modern, accessible, integrated and sustainable transport system for the SE Wales Valleys and beyond which increases opportunity, promotes prosperity for all and protects the environment; where walking, cycling, public transport and sustainable freight provide real travel alternatives.*

## **5.2 Metro Plus Progress**

- 5.2.1 The South Wales Metro is an integrated public transport network that will make it easier for people to travel across the Cardiff Capital Region, transforming rail and bus services as well as cycling and walking. An investment of £734m from the Cardiff Capital Region City Deal will fund the proposed Metro network for South East Wales to upgrade the railway lines to Aberdare, Coryton, Merthyr Tydfil, Rhymney and Treherbert. These lines are also known as

the Core Valleys Lines (CVL) which is an important part of the South Wales Metro being delivered through Transport for Wales (TfW). The CVL improvements will deliver high quality new rolling stock that will be electrified, have additional capacity and operate with faster journey times with 4 trains per hour to the heads of the valleys. This development is now more important in light of Cardiff City Council potentially introducing a congestion charge in the city.

5.2.2 Since the commencement of the new rail franchise, TfW has been progressing the design and delivery of this committed investment. As part of that some of their key achievements have been:

- Provision of ticket machines at all South Wales Metro stations.
- Doubling the amount of free data customers get on board trains from 25mb to 50mb. Meaning customers travelling on trains are able to stay connected at faster speeds for longer.
- Refurbishment of Cardiff Central station with brand new ticket gates. With customer numbers expected to rise from the current 13 million per year to 34 million by 2043, TfW is committed to making navigation of the station as easy as possible.
- Transforming the Sunday railway timetables across Wales with a 40% increase in services across the network in December 2019, a significant step toward the creation of a truly 7-day railway. An additional 186 Sunday services have been introduced that will provide an economic boost throughout the country, providing essential links between cities, towns and villages.
- Removal of Pacer trains, originally planned for December 2019, is now planned for 2020. Passenger feedback has highlighted the need to improve capacity and resilience in the fleet as a key priority, TfW plan to deliver this by keeping Pacer trains for a short period during 2020.
- Introduction of pay-as-you-go for users of smartcards by April 2020.

5.2.3 In addition the Cardiff Capital Region Transport Authority has secured a £30m jointly funded (with WG) investment package for Metro plus schemes that are being progressed from 2019/20. The key project for the authority within this programme is the Caerphilly Interchange. The initial feasibility study for this project has been completed as part of the development of a Placemaking Plan for Caerphilly town. The final draft of this plan has been presented to key stakeholders and was positively received. A wider public consultation will be undertaken in early 2020.

5.2.4 The Council's short term transport priorities (as set out in the adopted LTP, Local Development Plan and regeneration strategies) are set out in Appendix 1. This also provides an update on the progress that has been made to date where possible. Some of the key achievements delivered since the LTP was adopted are:

- Bus corridor enhancements for the Caerphilly Basin have been completed and are progressing well for the Mid Valleys, improving accessibility and public transport information for passengers.
- The Active Travel link improvements Ystrad Mynach to Nelson (INMC17) were completed during 2019/20
- Active Travel schemes for Fleur-de-Lis (INMC47) and Ystrad Mynach (INMC19 Phase 1) will be delivered by April 2020 to encourage more sustainable travel choices.
- The highway improvement scheme for the A468/A469 Pwllypant roundabout was successfully delivered in December 2018. This has achieved a significant positive impact on reducing congestion and improving the efficiency of this part of the strategic highway network, not only for general road users but also substantially improving the reliability of local bus services.

5.2.5 Delivery of the remaining schemes in the LTP will require substantial resources (not least financial) for their progression and completion to realise the outcomes and benefits for the county borough. Reliance on external WG/developer funding alone creates a significant

restraint on delivery. If the Council's ambitious programme is required to be implemented in the shorter term, significant additional financial resources will be required to be committed.

- 5.2.6 The Council has recently resolved to commence a full revision of the adopted Local Development Plan. As part of this process there will be an opportunity to review the Council's transport ambitions and priorities and level of commitment to realise them. This work will also feed in to the review of the LTP that is required by May 2022.
- 5.2.7 WG and TfW are key partners in realising these priorities and a dialogue is being maintained with TfW officials to discuss the ongoing CVL committed investment and the Council's Metro plus priorities and aspirations.

### 5.3 Conclusion

- 5.3.1 Given the limited resources available, firm progress is being made on realising the Council's Metro plus priorities and aspirations towards delivering a modern, accessible, integrated and sustainable transport system for the south east Wales Valleys.

## 6. ASSUMPTIONS

- 6.1 No assumptions have been made in the preparation of this report.

## 7. LINKS TO RELEVANT COUNCIL POLICIES

- 7.1 The following Council policies are relevant to the decision being requested.

### 7.2 Corporate Plan 2018-2023

- 7.2.1 The LTP directly contributes towards the following Corporate Well-being Objective:

Objective 4 - Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment

Also the Infrastructure Division Objectives to:

- Encourage with others, the provision and use of public transport to help protect the environment and to enhance opportunities for work and leisure.
- Work towards a safer environment through positive measures to reduce road accidents and particularly by protecting and providing for vulnerable road users.

## 8. WELL-BEING OF FUTURE GENERATIONS

- 8.1 This service contributes to the following Well-being Goals:-

- A prosperous and a more resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A globally responsible Wales, because;
  - It will provide increased access to employment opportunities within a low carbon environment.
  - The Metro programme will have a low carbon, fast and efficient transport system that increases accessibility and connectivity at a local and regional level, linking people to employment opportunities and realised benefits of the City Deal

- maximises our contribution to a Globally Responsible Wales.
- Everyone can get around and access employment or other services and facilities, which will all contribute significantly to increasing prosperity through economic growth. The Welsh Government in their 'Prosperity for All' national strategy identifies travel and access as an important way to enable the connection between jobs and people. The Welsh Government is seeking to increase the number of shorter, more local trips, that are undertaken by walking and cycling (including the use of mobility scooters), termed active travel. Active travel trips will include journeys to school, to work, to the shops or to local services such health or leisure centres. Increasing active travel will have the important additional benefits of promoting healthier lifestyles and reducing the negative impacts of traffic upon our neighbourhoods and communities.
- 8.2 This proposal contributes to the Well-being Goals as set out in Links to Strategy above. It is consistent with the five ways of working as defined within the sustainable development principle in the Act in that:
- Long term planning, resourcing, operation and management of solutions in this specialised area allows for more effective and sustainable solutions and outcomes.
  - Engagement with key stakeholder, organisations and communities will not only address our existing problems but help to foresee other challenges and prevent future problems contributing to the well-being of its communities.
  - It forms part of an overall strategy for the integration of local and regional transport systems where sustainable public transport, contributing to a low carbon future, is the option of choice.
  - Collaboration and involvement with other organisations, local authorities and public consultation enables delivery of a more effective and efficient integrated transport solution.
- 9. EQUALITIES IMPLICATIONS**
- 9.1 An EIA screening has been completed in accordance with the Council's Strategic Equality Plan and supplementary guidance. No potential for unlawful discrimination and/or low level or minor negative impact has been identified therefore a full EIA has not been carried out.
- 9.2 Equalities groups were consulted as part of developing the Adopted Local Transport Plan. Delivery of these schemes positively contributes to supporting economic growth, reducing economic inactivity, tackling poverty, encouraging safer, healthier and sustainable travel by providing accessible and fit for purpose means of travel that also helps to reduce social isolation.
- 10. FINANCIAL IMPLICATIONS**
- 10.1 There are no quantifiable financial implications arising from this report.
- 11. PERSONNEL IMPLICATIONS**
- 11.1 There are no personnel implications arising from the report.
- 12. CONSULTATIONS**
- 12.1 All responses from consultations have been incorporated in the report.

## **13. STATUTORY POWER**

13.1 The following enabling statutory powers apply to the LTP:

- Transport Act 2000
- Transport (Wales) Act 2006

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Consultees: Cllr. D.T. Davies – Chair of Environment & Sustainability Scrutiny Committee  
Cllr. A. Hussey - Vice Chair of Environment & Sustainability Scrutiny Committee  
Cllr S. Morgan, Deputy Leader and Cabinet Member for Regeneration, Transportation & Sustainability  
Cllr E. Stenner, Cabinet Member for Finance, Performance & Planning  
Christina Harrhy, Interim Chief Executive  
Mark S Williams – Interim Corporate Director of Communities  
Rhian Kyte – Head of Regeneration and Planning  
Robert Tranter – Head of Legal Services and Monitoring Officer  
Stephen Harris – Interim Head of Business Improvement Services & Acting S.151 Officer  
Marcus Lloyd – Head of Infrastructure  
Lynne Donovan – Head of People Services  
Mike Eedy – Finance Manager  
Shaun Watkins – Principal Personnel Officer  
Anwen Cullinane – Senior Policy Officer – Equalities and Welsh Language  
Kathryn Peters - Corporate Policy Manager

Background Papers:

None

Appendices:

Appendix 1 – Summary of LTP and Metro Plus priorities

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### Bus Schemes

Scheme name	Policy background	Stage of development/ Constraints to delivery (other than funding)	Next steps	Scheme cost	Potential funding sources
Bus stop enhancements – Caerphilly Basin area	LTP short term programme (priority 6)	COMPLETED	N/A	£1.1m	LTF
Bus stop enhancements – Mid Valley area	LTP short term programme (priority 7)	£220k LTF funding approved for 2019/20 Works being delivered.	Bid to be submitted in Feb 2020 for further LTF funding for works to be progressed/completed in 2020/21.	£900k est.	LTF
Bus priority corridor improvements – Cwmbran to Blackwood to Ystrad Mynach to Pontypridd	LTP short term programme (priority 23). <b>CCBC Metro+ priority</b>	Scheme not yet developed – constraints not yet identified.	Scheme to be prioritised regionally with other bus priority corridors through discussions with TfW.	£1m-£5m	LTF, TfW
Bus priority corridor improvements – Abertillery to Blackwood to Newport	LTP short term programme (priority 5)	Scheme at an early stage of development – constraints not yet identified. Congestion areas outside the county borough will need to be addressed initially i.e. in Newport.	Scheme to be prioritised regionally with other bus priority corridors through discussions with TfW.	£1m-£5m	LTF, TfW
Bus priority corridor improvements – Blackwood to Caerphilly to Cardiff	LTP short term programme (priority 18)	Scheme at an early stage of development – constraints not yet identified. Congestion areas outside the county borough will need to be addressed initially i.e. in Cardiff.	Scheme to be prioritised regionally with other bus priority corridors through discussions with TfW.	£1m-£5m	LTF, TfW

## Rail, P&R and interchange schemes

Scheme name	Policy background	Stage of development/ Constraints to delivery (other than funding)	Next steps	Scheme cost	Potential funding sources
Caerphilly interchange	<b>CCBC Metro+ priority</b>	Concept/ pre-feasibility completed as part of the Caerphilly town Placemaking Plan.	Undertake stakeholder and public engagement. Bid to be submitted for in Feb 2020 for further Metro/LTF funding for works to be progressed in 2020/21.	>£5m	CCBC, CCRCD, LTF, VTF
Ystrad Mynach P&R	LTP short term programme (priority 2). <b>CCBC Metro+ priority</b>	Preliminary design completed. Planning approval and detailed design to be progressed. Delivery dependent on TfW. £170k CCBC funding secured.	WG & TfW support to be secured to progress the detailed design.	£1m-£5m	LTF, TfW
Llanbradach new station and P&R	LTP medium and longer term aspirations. <b>CCBC Metro+ priority</b>	£370k CCBC and £40k CCRTA funding secured. Ground investigation completed as part of the feasibility design.	WG & TfW support to be secured to progress the feasibility design.	>£5m	LTF, TfW
Rhymney P&R	Linked to CCBC Regeneration Strategy	Concept developed.	Further discussions to be held with TfW about potential options.	£1m-£5m	LTF, TfW
Hengoed P&R	Ystrad Mynach Masterplan. <b>CCBC Metro+ priority</b>	Proposal in Ystrad Mynach Masterplan.	Funding required to progress a feasibility study.	£1m-£5m	LTF, TfW

## Strategic Active Travel schemes

Scheme name	Scheme priority (identified by mode)	Stage of development/ Constraints to delivery (other than funding)	Next steps	Scheme cost	Potential funding sources
INMC72 – New route from NCN route 4 (ccbc15c) to Caerphilly rail/ bus station and town centre including links to Lansbury Park and Mornington Meadows	Strategic Active Travel priority 1	£25k LTF funding secured in 2019/20 to progress design.	Submit a further LTF funding bid in Feb 2020 for 2020/21 to progress delivery.	£500k - £1m	LTF, Active Travel, Developer funding
INMC 17 – Upgrade an existing footway on the A472 to provide a continuous footway linking from Nelson to Ystrad Mynach rail station	Strategic Active Travel priority 1	Completed	N/A	£390k	LTF, Active Travel
INMC19 – New link from Pengam to Ystrad Mynach town centre	Strategic Active Travel joint priority 2	Funding secured in 2018/19 for scheme design. Funding secured in 2019/20 to progress phase 1 delivery.	Bid to be submitted for AT funding in Feb 2020 for construction of phase 2 in 2020/21.	£500k- £1m	LTF, Active Travel
INMC24 – Improvements to an existing and new link from Penpedairheol and Cefn Hengoed to NCN Route 47 via Cwm Calon	Strategic Active Travel joint priority 2	Funding secured in 2018/19 and 2019/20 for scheme design. Design ongoing. Land issues near to resolution.	Complete land issues. Bid to be submitted for AT funding in Feb 2020 for construction in 2020/21.	£100k- £500k	LTF, Active Travel
INMC61 – Connects existing Active Travel Routes (ccbc13 and ccbc12) via DDA compliant bridge in the vicinity of Trecenydd Roundabout/ St. Cenydd Community School in Caerphilly	Strategic Active Travel priority 3	Feasibility work previously undertaken as part of the St. Cenydd Safe Routes in Communities scheme.	Funding required to progress.	£1m- £5m	LTF, Active Travel
INMC63 – New link connecting the Caerphilly Basin area to employment in RCT/ Cardiff via the Taff Trail (alongside the A468/A469 from Trecenydd to Penrhos roundabouts)	Strategic Active Travel joint priority 4	Funding secured in 2019/20 for scheme design. Design ongoing.	Submit an AT funding bid in Feb 2020 to progress design and delivery in 2020/21.	£100k- £500k	LTF, Active Travel
INMC75 – Improves the crossing facility connecting Lansbury Park to NCN route 4 (ccbc15c)	Strategic Active Travel joint priority 4	£25k LTF funding secured in 2019/20 to progress design.	Submit an AT funding bid in Feb 2020 to progress design and delivery in 2020/21.	<£100k	CCBC

<b>Scheme name</b>	<b>Scheme priority (identified by mode)</b>	<b>Stage of development/ Constraints to delivery (other than funding)</b>	<b>Next steps</b>	<b>Scheme cost</b>	<b>Potential funding sources</b>
INMC 101 – Improves an existing footpath from Caerphilly station/town centre to Caerphilly Business Park and will connect to INMC72	Strategic Active Travel joint priority 4	£25k LTF funding secured in 2019/20 to progress design.	Submit an AT funding bid in Feb 2020 to progress design and delivery in 2020/21.	<£100k	Metro, LTF, Active Travel
INMC21 – Upgrades an existing path linking a residential area to Ystrad Mynach Station, Ysbyty Ystrad Fawr, and leisure facilities	Strategic Active Travel priority 5	Funding secured in 2019/20 to progress scheme design.	Submit an AT funding bid in Feb 2020 to progress design and delivery in 2020/21.	£100k-£500k	Metro, LTF, Active Travel
INMC22 – Upgrades an existing footpath to shared use and links Coleg y Cymoedd to Ystrad Mynach Station	Strategic Active Travel priority 6	Funding secured in 2019/20 to progress scheme design.	Submit an AT funding bid in Feb 2020 to progress design and delivery in 2020/21.	£100k-£500k	Metro, LTF, Active Travel
INMC88 – Llanbradach Village link and connects to INMC25 and INMC87	Strategic Active Travel priority 7	No progress to date.	Submit an AT funding bid in Feb 2020 to progress design and delivery in 2020/21.	£100k-£500k	LTF, Active Travel

### Local Active Travel schemes

<b>Scheme name</b>	<b>Scheme priority (identified by mode)</b>	<b>Stage of development/ Constraints to delivery (other than funding)</b>	<b>Next steps</b>	<b>Scheme cost</b>	<b>Potential funding sources</b>
INMC62 – New link connecting existing Active Travel Routes (ccbc13 and ccbc12) providing improved access to St. Cenydd Community School for the Energlyn/ Penyrheol community	Local Active Travel priority 1	No progress to date.	Bid to be submitted for AT funding in Feb 2020 to progress design in 2020/21.	£100k-£500k	LTF, Active Travel

INMC53 – Improves an existing Active Travel on-road route from Wattsville to Crosskeys (ccbc10b)	Local Active Travel joint priority 2	No progress to date.	Bid to be submitted for AT funding in Feb 2020 to progress design in 2020/21.	£100k-£500k	LTF, Active Travel
INMC68 – New walking link in Caerphilly from Pwllypant roundabout to Crossways roundabout alongside the A468	Local Active Travel joint priority 2	Funding secured in 2019/20 for scheme design. Scheme development ongoing.	Bid to be submitted for AT funding in Feb 2020 to progress design (and possibly construction) in 2020/21.	£100k-£500k	LTF, Active Travel
INMC47 – New crossing facility to improve access to Ysgol Gyfun Cwm Rhymni for the Fleur-de-Lis community	Local Active Travel joint priority 3	Funding secured in 2019/20 for scheme delivery.	N/A	£100k-£500k	LTF, Active Travel
INMC48 – Improved link from Fairview, Pengam to primary schools and will connect to INMC19	Local Active Travel joint priority 3	No progress to date.	Funding required to progress.	£100k-£500k	LTF, Active Travel
INMC1 – New link from Ty-Coch, Rhymney to existing route (ccbc1a) and the Heads of the Valleys Industrial Estate	Local Active Travel joint priority 4	No progress to date.	Funding required to progress.	<£100k	LTF, Active Travel
INMC89 – Provides a 20mph zone surrounding Maesycwmmer Primary School (Safe Routes in Communities scheme)	Local Active Travel joint priority 4	Design complete.	Unsuccessful Safe Routes in Communities funding bids in 2018/19 & 2019/20. A further bid for funding in 2020/21 will be submitted in Feb 2020.	£100k-£500k	Safe Routes in Communities
INMC44 – New link from existing Active Travel Route (ccbc4b) to Glan-y-Nant, Pengam and will need to consider enhance pedestrian crossing facilities at the Glan-y-Nant signalised junction.	Local Active Travel joint priority 5	No progress to date.	Funding required to progress.	£100k-£500k	LTF, Active Travel
INMC73 – Completes a link to housing estate/ commercial area in Caerphilly and will connect to INMC63 and cross boundary to the Taff Trail	Local Active Travel joint priority 5	Funding secured in 2019/20 to progress scheme design.	Bid to be submitted for AT funding in Feb 2020 to progress design in 2020/21.	£100k-£500k	LTF, Active Travel

INMC46 – Improved link from Britannia to Cefn Fforest Primary School	Local Active Travel priority 6	No progress to date.	Funding required to progress.	£100k-£500k	LTF, Active Travel
INMC20 – New route linking to NCN47 and Tredomen Business Park via the B4245	Local Active Travel priority 7	No progress to date.	Funding required to progress.	£100k-£500k	LTF, Active Travel
INMC91 – Ysgol Bro Sannon, Aberbargoed – scope of scheme to be developed (Safe Routes in Communities scheme)	Local Active Travel priority 8	No progress to date.	Funding required to progress.	£100k-£500k	Safe Routes in Communities

### Highway schemes

Scheme name	Scheme priority (identified by mode)	Policy background	Stage of development/ Constraints to delivery (other than funding)	Next steps	Scheme cost	Potential funding sources
Highway and Bus Corridor Improvement – A468/A469 Pwllypant Roundabout	Highways priority 1	LTP short term programme (priority 1)	Completed.	N/A	£5.5m	Developer funding, LTNF
Highway improvement – A468 Bedwas Bridge roundabout improvement	Highways priority 2	LTP short term programme (priority 15)	Feasibility undertaken.	Unsuccessful LTNF bids in 2018/19 & 2019/20. A further bid for funding in 2020/21 will be submitted in Feb 2020.	>£5m	CCBC, CCRCR, LTNF, LTF
Highway improvement – Piccadilly	Highways priority 3	LTP short term programme (priority 16)	Pre-feasibility undertaken.	Funding required to progress.	<£500k	CCBC

Gyratory, Caerphilly town centre						
Highway improvement – A467 Newbridge to Crosskeys	Highways priority 4	LTP short term programme (priority 17)	Data collection undertaken.	Funding required to progress.	£1m - £5m	CCBC
Highway improvement – A472 Ystrad Mynach to Nelson	Highways priority 5	LTP medium and longer term aspirations	Scheme not defined. Some improvements have been delivered by the Ty Ddu development.	Funding required to progress. Undertake a review of the corridor in light of the Ty Ddu development improvements and Active Travel INM proposals.	£1m - £5m	CCBC
Highway improvement – Signalised junction on B2454 Pengam Road	Highways priority undetermined	LTP medium and longer term aspirations	No progress.	Funding required to progress.	£100k - £500k	CCBC