



**COMMUNITY COUNCIL LIAISON SUB-COMMITTEE –
17TH JANUARY 2007**

**SUBJECT: CAERPHILLY BASIN STRATEGIC HIGHWAY NETWORK OBLIGATION
– ROAD IMPROVEMENTS.**

REPORT BY: DIRECTOR OF THE ENVIRONMENT

1. PURPOSE OF REPORT

- 1.1 To provide information to the Community and Town Councils forum in respect of Development Design Guide (DDG) 18 – the Caerphilly Basin Strategic Highway Network Obligation, often referred to as the planning gain 'rooftax'.

2. LINKS TO STRATEGY

- 2.1 The Development Design Guide (DDG) is part of a package of Supplementary Planning Guidance (SPG) which supports the County Borough's Unitary Development Plan.
- 2.2 The Local Transport Plan and the in progress development of the Regional Transport Plan (RTP) for south east Wales.

3. THE REPORT

- 3.1 The Caerphilly Basin Strategic Highway Network (planning) Obligation has been established to help facilitate and fund a coordinated set of highway improvements to manage and mitigate the effects of increased traffic generation.

- 3.2 The current DDG18 contains details of the improvement schemes and outline costs. The intention is that the list of improvement schemes will be subject to ongoing review in respect of their detail and cost estimates. Currently there are six scheme locations identified: -

Pwllpant Junction	various improvements to enhance junction capacity
St Cenydd Roundabout	junction reconstruction
Bedwas Bridge	two roundabouts plus second crossing
Taffwys Walk	install traffic signals
Northern By-Pass, Pwllpant	provision of crawler lane
Piccadilly Gyratory	capacity enhancement

- 3.3 The six projects are estimated to cost in the order of £8.5m. This cost estimate is only indicative given the limited level of design feasibility that has taken place.

- 3.4 The Caerphilly Basin DDG Highway Improvement project will be managed/directed, in terms of order of progression of the schemes, on the basis of the projected/anticipated funding plan arising from development site planning applications.

- 3.5 The programme is in the process of being developed. At this point in time it is likely that the Bedwas Bridge scheme will be the first scheme to be progressed although in design/contract preparation terms a number of schemes may be progressed concurrently.
- 3.6 It is intended to report to Cabinet and the Regeneration Scrutiny Committee in due course in respect of the developing detail of the programme, review and update of Appendix C of DDG18 and financial management of the programme, at which point such further details can be communicated to the Community Council Liaison Committee.

4. FINANCIAL IMPLICATIONS

- 4.1 The Caerphilly Basin Strategic Highway Improvement Project is to be funded wholly from planning gain receipts.
- 4.2 The Caerphilly capital highway improvement programme will be implemented in an integrated and complimentary manner with the Caerphilly Basin Strategic Highway Improvement Project.
- 4.3 It may be necessary, on occasion, for the Authority to temporarily fund feasibility/design works ahead of the planning gain receipt actually being received in order to ensure progress in a cost/time effective manner.

5. PERSONNEL IMPLICATIONS

- 5.1 There are no personnel implications.

6. CONSULTATIONS

- 6.1 This information report has been prepared for direct consideration by the Community Council Liaison Committee.

7. RECOMMENDATIONS

- 7.1 The report contains no recommendations. It is provided for information only

8. REASONS FOR THE RECOMMENDATIONS

- 8.1 The report is for information only.

9. STATUTORY POWER

- 9.1 Supplementary Planning Guidance is produced to give support to the Unitary Development Plan.

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Consultees: Community Council Liaison Committee

Background Papers:
None

Appendices:
None