

**MERTHYR TYDFIL COUNTY BOROUGH COUNCIL**  
**INFRASTRUCTURE REPORT – FEBRUARY 2013**

**MISS J. JONES**  
**HEAD OF TOWN PLANNING**  
**MERTHYR TYDFIL CBC**  
**UNIT 5**  
**PENTREBACH**  
**MERTHYR TYDFIL**  
**CF48 4TQ**

## CONTENTS

|         |   |
|---------|---|
| Page 2  | <b>1. Introduction</b>  |
| Page 4  | <b>2. What Infrastructure is required?</b>                        |
| Page 9  | <b>3. How much will the proposed infrastructure cost?</b>         |
| Page 10 | <b>4. Consideration for Infrastructure list</b>                   |
| Page 11 | <b>5. Next Steps</b>  |
| Page 12 | <b>Appendix 1 – Anticipated Infrastructure Schedule upto 2021</b> |

## **1 Introduction**

- 1.1 The Community Infrastructure Levy Regulations came into force in England and Wales on 6th April 2010. Local Authorities have until 6th April 2014 to decide if they wish to implement CIL or continue to operate a reduced planning obligations process.
- 1.2 The Community Infrastructure Levy (CIL) process enables the Council to collect a financial contribution for the provision of infrastructure necessary for the delivery of the proposals in the local development plan (LDP), from all new development in Merthyr Tydfil County Borough (excluding the area of the County Borough that lies within Brecon Beacons National Park). CIL can only be charged where authorities can demonstrate that development will remain economically viable and there is a deficit in the funding of infrastructure.
- 1.3 The purpose of this document is to consolidate and update the existing infrastructure planning evidence base in order to support the Council's emerging Community Infrastructure Levy Charging Schedule.

### **What is infrastructure?**

- 1.4 The starting point for preparing a CIL Charging Schedule is for Local Authorities to demonstrate that there is a funding gap in the provision of infrastructure required to support new development. The Planning Act (2008) provides a wide definition of the type of infrastructure that can be funded by CIL. The definition indicates that infrastructure can include roads and other transport facilities; flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities and open spaces. It is for the Council as the charging authority to define what 'Infrastructure' is within the local context.
- 1.5 Affordable housing is not included in this definition, and recent statements from national government indicate that including affordable housing will not be included in the foreseeable future.
- 1.6 Appendices 4 and 5 of the LDP indicate the infrastructure requirements anticipated as part of the various housing and employment sites allocated in the Plan. Other infrastructure projects are specifically referenced by individual LDP policies such as Health and Life-long Learning Facilities. In addition to the infrastructure identified in the LDP, new infrastructure projects have also come forward. Appendix 1 of this document brings together all infrastructure proposals in the County Borough.

## **Evidence Base**

- 1.7 Infrastructure planning is not a requirement of the CIL process; however it will help the Council in terms of setting an appropriate CIL charge and is considered good practice. The evidence base developed as part of LDP formulation can be used to support the development of a CIL, and is used as the basis for this report.
- 1.8 This report will provide information in regards of:
- Infrastructure Needs
  - Infrastructure Costs (where costs are unknown indicative costs will be used based on comparable projects, professional advice and realistic assumptions)
  - Funding sources (where known)
  - Who will deliver the infrastructure projects
  - The anticipated timescale for delivery.

## 2 What infrastructure is required?

### PHYSICAL INFRASTRUCTURE

#### Transport

- 2.1 The LDP recognises that appropriate transport infrastructure is essential in successfully realising its strategy. As part of formulating the brownfield strategy of the LDP, all proposed land use allocations were assessed in order to gauge their impact on the existing transport network. As a result of this, the level of work required in relation to transport infrastructure was identified at both a strategic and site by site level.
- 2.2 One of the main advantages of an LDP strategy consisting of predominantly brownfield allocations, within or adjacent to existing urban areas, is that the level of transport works required in order to enable the development of sites is of a relatively small scale.
- 2.3 Transport proposals are included in Appendix 1, along with an indication how each scheme is intended to be funded and delivered over then plan period.

#### Core Highway Improvements

- 2.4 3 road improvement schemes are specifically identified by Policy AS10 of the LDP, however there are other schemes, not mentioned by a particular policy that will be required in order to bring allocations forward and help fulfil the LDP Strategy
- 2.5 There have been new schemes proposed since adoption of the LDP such as a new gyratory system in Merthyr Tydfil Town Centre, and schemes such as this, amongst others, have also been included in the Anticipated Infrastructure Schedule in Appendix 1.

#### Public Transport Improvements

- 2.6 improvements to the public transport network are crucial in the successful realisation of the LDP strategy, given the emphasis on growth of existing settlements.
- 2.7 Improvements to increase the rail capacity by creating a passing loop between Merthyr Vale and Quakers Yard have been completed and further improvements to existing station along the rail line are proposed. As part of wider works being looked into by Welsh Government and SEWTA, there is also

potential for the Taff Bargoed line to be reopened for passengers as part of a Valleys Metro scheme.

- 2.8 Proposals for the redevelopment of Merthyr Tydfil Central Bus Station are also included within Appendix 1, along with the redevelopment of Castle Car Park into a multi storey car park.

#### Footpaths/Cycleways

- 2.9 The LDP safeguards land for the improvement/enhancement of the various cycle paths across the County Borough. Works have already been completed on some sections of the Trevithick and Heads of the Valley cycle track in the form of new bridges over sections of busy road.
- 2.10 Various schemes to improve pedestrian links are proposed across the County Borough. Appendix 1 includes proposals such as improvements to the A470 underpass at Cyfarthfa Retail Park and other improvements to footpaths (albeit some are categorised under Green Infrastructure).

#### **Waste**

- 2.11 The Council is responsible for the disposal of municipal waste in the County Borough, with residual household waste transported to Trecatti Landfill site at Dowlais which has capacity until at least 2021. There are currently two Civic Amenity sites in the County Borough at Dowlais and Aberfan that act as household waste recycling centres. A site has been identified in Treharris that could replace the Aberfan site and serve the Southern half of the County Borough.
- 2.12 There are no food/garden waste facilities in the County Borough at present and the Council currently has agreements in place with other Local Authorities to deal with this type of waste.

#### **Utilities**

- 2.13 There are no specific drainage, water resource, gas or electricity infrastructure projects listed in Appendix 1 as it is felt that all such works required to enable LDP allocations to come forward are of a relatively small scale, and can be dealt with on a site by site basis.
- 2.14 Whilst preparing the LDP and allocating land for development, this was identified as a significant positive factor by the utility providers, with the vast

majority of allocations lying within existing urban areas, situated close to existing infrastructure.

### **Other Physical Infrastructure Projects**

- 2.15 There are other physical infrastructure projects that do not fall within the categories above, including significant works to Cyfarthfa Park and Castle and redevelopment of the former Castle Cinema site in the Town Centre.

## **SOCIAL INFRASTRUCTURE**

### **Education**

- 2.16 Education is provided within the County Borough by a network of primary and secondary schools, plus Merthyr Tydfil College. From September 2013, a new college for 16-18 year olds will open adjacent to the existing college building, with this facility replacing the existing college and the sixth forms of the secondary schools within the County Borough.
- 2.17 Primary education provision within the County Borough is currently undergoing a process of rationalisation, with new facilities being delivered through the 21<sup>st</sup> Century Schools programme. The majority of Primary schools have surplus space at present, and where appropriate, some schools are being closed and merged with existing schools, or in some cases, new facilities are being built.
- 2.18 Despite this situation, there are still cases where new development will result in the need for extra space to be created at certain schools. Faith led education at primary level is in particular demand at present and there are a few primary schools that are at, or very near capacity, with residential development proposed in their respective catchment area as part of the LDP.

### **Health**

- 2.19 Healthcare in the County Borough is provided by Cwm Taf Local Health Board. The Health Board is responsible for providing a network of health facilities across the County Borough to meet the requirements of residents, and the LDP has allocated land for new facilities.
- 2.20 Significant development has already taken place with the construction of a new Primary Health Care facility in Treharris, and the recent completion of Keir Hardie Health Park on Upper Georgetown Plateau.

- 2.21 The Health Board is also in the process of rationalising its own resources, with St Tydfils Hospital, the Hollies Health Centre and the Seymour Berry Centre recently closing. However, there is still a possibility that new facilities will be built, such as new GP surgeries across the County Borough, depending on factors such as need/population change.

### **Emergency Services**

- 2.22 There are no land use allocations for any new Police, Fire Service or Ambulance facilities within the County Borough during the LDP period; however a new custody suite has been granted consent at Rhydycar Plateau, which will result in the closure of the current Merthyr Tydfil Police Station, enabling that site to come forward for redevelopment.

### **GREEN INFRASTRUCTURE**

- 2.23 Green Infrastructure is the term used to describe the networks of accessible green spaces and semi natural habitats located within and connecting settlements throughout the County Borough.
- 2.24 In urban areas, green infrastructure and open space assets can include public parks; woodland; formal leisure facilities such as playgrounds and playing fields; informal open space, civic spaces and allotments. Features such as the Cyfarthfa Leat and Tramway (which is currently undergoing restoration works) can also be classed as green infrastructure, and provide clear links between open spaces in urban areas (in this case Cyfarthfa Park) and habitats in the countryside (Taf Fechan SSSI). Outside urban areas green infrastructure can consist of spaces such as woodlands, river corridors and grasslands. Foot paths and cycleways can also be regarded as green infrastructure, but for the purpose of this report they are classified as physical infrastructure.
- 2.25 As part of preparing the LDP, the Council carried out an Open Space Assessment that considered the adequacy of existing playground/playing field provision and highlighted where there were shortfalls in provision. This work enabled the Town Planning Department to determine on which housing allocations to seek a commuted sum for leisure provision, and on which sites to seek on site provision.
- 2.26 In addition to the new facilities created from new housing development, there is an existing network of play grounds that will have their life spans decreased



if there is an increase in usage from new residential development in their locality. The Council's Parks Department has formulated an action plan to deal with this issue, although funding for this programme of works is yet to be obtained.

- 2.27 These smaller scale spaces compliment some larger green spaces in the County Borough such as Cyfarthfa Park and Parc Taf Bargoed. Significant improvement works are programmed in both of these parks, with the LDP safeguarding land for these works under Policy AS15, which indentifies both parks as key contributors to the Valleys Regional Park.

### **3 How much will the proposed infrastructure cost?**

- 3.1 Appendix 1 of this document provides details of each element of new infrastructure proposed in the LDP. Detailed costs for each of the schemes have been included where they are known. In some instances however, the exact costs will not be known until such time as site specific proposals are developed.
- 3.2 The cost of providing the infrastructure identified in the LDP is approximately £208m. It should be noted that the costs identified in Appendix 1 are estimated and likely to vary significantly over the life of the LDP.
- 3.3 Appendix 1 identifies a requirement for the delivery of £208.42m of infrastructure over the plan period, Of which the Council anticipates that funding for the delivery of £106.425m of infrastructure may be secured from established funding programmes. The remaining £101.995m is currently unfunded. It should be noted that with the availability of public funding, the funding gap will change over time. The Council will therefore keep the funding gap under review.
- 3.4 Funding for the infrastructure projects identified in the LDP can be obtained from a wide range of sources. These include funding from the public and private sectors and charitable organisations. Public sector bodies include the Welsh Government, Welsh European Funding Office, Local Health Board, Welsh Water / Dwr Cymru, South East Wales Transport Alliance and Merthyr Tydfil County Borough Council. Charitable organisations include groups such as Sustrans. Private sector includes investment from house builders, land owners, retailers, commercial developers and investment companies.

#### **4 Consideration for Infrastructure List**

- 4.1 The table in Appendix 1 is not a prioritised list of infrastructure delivery and it does not identify infrastructure which will necessarily be funded solely by CIL. Its purpose is to identify those elements of infrastructure contained in the LDP (and other plans, programs etc that propose infrastructure) which are not currently funded and thereby demonstrating that a funding gap exists.
- 4.2 In order to provide clarity on which types of infrastructure will be funded via a particular mechanism, the Council intends to draft a list of proposed infrastructure that will be funded by CIL, which will be published on the Council's website. It is likely that this list will be published alongside the Draft Charging Schedule during summer 2013.
- 4.3 There will continue to be a legitimate role for development specific planning obligations to operate alongside the CIL. Planning obligations will continue to be used to address site-specific impact mitigation requirements to enable planning permission to be granted. By contrast, CIL funds are ideally suited for use to address the cumulative impact of development across an area on strategic infrastructure.
- 4.4 It is critical to the successful implementation of the CIL that there is clarity and transparency, and that there is no danger that a developer could be charged twice for the same item of infrastructure through planning obligations and CIL.

## **5 Next Steps**

- 5.1 The previous sections of this report have looked at the scale and type of infrastructure that will be required to support development during the remainder of the Local Development Plan period (up to 2021). Consideration has also been given to the likely funding streams that will assist in providing this infrastructure (for more detail, see Appendix 1.)
- 5.2 Pending approval from Full Council in February 2013, the Preliminary Draft Charging Schedule and associated documents will be placed on public consultation for a period of 6 weeks. By the time that a Draft Charging Schedule is produced, the CIL Steering Group will have also made recommendations to Council as to what infrastructure should be funded through CIL receipts.
- 5.3 The CIL Steering Group consists of the Portfolio Member for Town Planning and Heads of Service/Senior Officers from across the Council; it will be the responsibility of the Group to consider the infrastructure projects contained in this report and contribute to the recommendations that are made to Full Council.
- 5.4 The Steering Group has no formal decision making powers and it will be for the Council to decide what level a CIL charge will be set at, and what infrastructure projects will be funded out of any receipts raised.

Appendix 1 – Anticipated Infrastructure Schedule up to 2021

| Policy Ref | Location                        | Type of Infrastructure | Project   | Anticipated delivery | Estimated Cost | Funding Source/s     | Delivered by  | Funding Gap |
|------------|---------------------------------|------------------------|---|----------------------|----------------|----------------------|---|-------------|
| T1         | Project Riverside, Merthyr Vale | PHYSICAL               | New road infrastructure and associated flood mitigation measures to facilitate mixed use development. | 2012-2016            | £10,400,000    | Planning Obligations | MTCBC with development partner                                  | £10,400,000 |
| T2         | Pentwyn Road, Quakers Yard      | PHYSICAL               | Upgrade of existing single track road   | 2017-2021            | £200,000       | Planning Obligations | MTCBC with support from development opportunities               | £200,000    |
| T3         | A472, Quakers Yard              | PHYSICAL               | Upgrade existing A472 between Quakers Yard and Nelson   | 2017-2021            | £1,400,000     | Planning Obligations | MTCBC with support from development opportunities               | £1,400,000  |
| -          | A4060 Ffos y Fran               | PHYSICAL               | Redesign roundabout to incorporate access to employment allocation (E5)                               | 2017-2021            | £800,000       | Planning Obligations | MTCBC with support from development opportunities               | £800,000    |
| AS11       | Ffos-y-Fran site                | PHYSICAL               | Infrastructure and site remediation, geothermal energy  | 2017-2025            | unknown        | MTCBC, WG,           | MTCBC   | unknown     |
|            | Treharris                       | PHYSICAL               | Treharris library improvements  | 2012-2016            | unknown        | MTCBC, Cymmal        | MTCBC   | unknown     |
| AS11       | Pentrebach Train Station        | PHYSICAL               | Station Facility and Environment Improvements (inc. Park and Ride)                                    | 2017-2021            | £750,000 est   | MTCBC, SEWTA         | Network Rail, MTCBC with support from development opportunities | £750,000    |
| AS11       | Troedyrhiw Train Station        | PHYSICAL               | Station Facility and Environment Improvements   | 2017-2021            | £150,000 est   | MTCBC, SEWTA         | Network Rail  | £150,000    |

| Policy Ref | Location                                       | Type of Infrastructure | Project  | Anticipated delivery | Estimated Cost | Funding Source/s      | Delivered by | Funding Gap |
|------------|--|------------------------|--|----------------------|----------------|-----------------------|--------------|-------------|
| AS11       | Quakers Yard Train Station                     | PHYSICAL               | Station Facility and Environment Improvements  | 2017-2021            | £150,000 est   | MTCBC, SEWTA          | Network Rail | £150,000    |
| AS11       | Merthyr Tydfil Train Station                   | PHYSICAL               | Station Facility and Environment Improvements  | 2012-2016            | £725,000       | MTCBC, HOV, TMF, ERDF | MTCBC/Capita | £0          |
| -          | Town Centre Approaches                         | PHYSICAL               | Environmental improvements to key routes into Town Centre  | 2012-2016            | £500,000       | MTCBC, HOV, TMF, ERDF | MTCBC/Capita | £0          |
| -          | Avenue de Clichy, Town Centre                  | PHYSICAL               | Creation of gyratory road system and new road bridge<br>Redevelopment of Castle Square site  | 2012-2016            | £10,000,000    | MTCBC, HOV, TMF, ERDF | MTCBC/Capita | £250,000    |
| AS19       | Merthyr Tydfil Town Centre                     | PHYSICAL               | Development of MT Town Centre into an enterprise hub with improved broadband, transport links (link to bus station development) and development of quality office space in vacant town centre buildings – linked to training and business enterprise opportunities, linked to City Region approach and SEWDEP Task & Finish groups | 2012-2021            | £10,000,000    | MTCBC, WG, TMF, ERDF  | MTCBC        | £10,000,000 |
| -          | Former Castle Cinema Site                      | PHYSICAL               | Redevelopment of Castle Square site  | 2012-2016            | £3,500,000     | MTCBC                 | MTCBC/Capita | £2,500,000  |
| -          | Cyfarthfa Castle Refurbishment and Enhancement | PHYSICAL               | Refurbishment of listed castle and surroundings  | 2012-2016            | £22,000,000    | MTCBC, HLF, HoV, CADW | MTCBC        | £22,000,000 |

| Policy Ref | Location   | Type of Infrastructure | Project   | Anticipated delivery | Estimated Cost | Funding Source/s                          | Delivered by                   | Funding Gap |
|------------|--|------------------------|---|----------------------|----------------|---|--------------------------------|-------------|
| -          | Cyfarthfa Furnaces Refurbishment and Enhancement | PHYSICAL               | Refurbishment of Scheduled Ancient Monument and surrounding area                | 2017-2021            | £5,000,000 est | MTCBC, HLF, HoV, CADW                     | MTCBC                          | £5,000,000  |
| AS4        | Pont-Y-Cafnau Bridge                             | PHYSICAL               | Pont y Cafnau bridge and links to Furnaces site                                 | 2017-2021            | £250,000       | MTCBC, CADW, HLF, HOV                     | MTCBC                          | £250,000    |
| AS20       | Central Bus Station, Merthyr Tydfil              | PHYSICAL               | Redevelopment existing bus station with associated new retail floorspace        | 2012-2016            | £5,000,000     | SEWTA, MTCBC, planning obligations, ERDF, | MTCBC with development partner | £5,000,000  |
| -          | Castle Car Park                                  | PHYSICAL               | Multi Storey Car Park   | 2012-2016            | £2,000,000     | MTCBC, HOV, TMF, ERDF                     | MTCBC/ Capita                  | £0          |
| LL1        | Merthyr Tydfil College                           | SOCIAL                 | Construction of new college building and demolition of existing building        | 2012-2016            | £33,000,000    | WG, WEFO, HEFCW, MTCBC, Uni Glam          | MTCBC/ Uni of Glamorgan        | £0          |
| CH1        | Upper Georgetown Plateau                         | SOCIAL                 | Construction of Keir Hardie Health Park   | 2012-2016            | £35,000,000    | Welsh Government                          | Cwm Taf Health Board           | £0          |
| -          | Troedyrhiw/ Aberfan                              | SOCIAL                 | New GP surgery  | 2017-2021            | Unknown        | Welsh Government                          | Cwm Taf Health Board           | unknown     |
| -          | Old Town Hall, Merthyr Tydfil                    | SOCIAL                 | Redevelopment of the building into Arts Centre and associated facilities        | 2012-2016            | £8,000,000     | MTCBC, MTHA, HofV, ERDF, TMF, HLF         | MTHA, MTCBC                    | £0          |
| AS8        | Treharris  | PHYSICAL               | New civic amenity site  | 2017-2021            | £750,000 est   | MTCBC                                     | MTCBC                          | £750,000    |
| AS11       | Treharris  | PHYSICAL               | Valley's Metro: Treharris Loop, reinstatement of line, new station at Treharris | 2017-2021            | £50,000,000    | WG, DfT, SEWTA, ERDF                      | Network Rail                   | £50,000,000 |

| Policy Ref    | Location                   | Type of Infrastructure | Project  | Anticipated delivery | Estimated Cost | Funding Source/s  | Delivered by       | Funding Gap |
|---------------|----------------------------|------------------------|--|----------------------|----------------|---|--------------------|-------------|
| AS11          | Bedlinog                   | PHYSICAL               | Valley's Metro: Bedlinog Line – passenger service, new station at Bedlinog, Station in Trelewis  | 2017-2021            | Unknown        | WG, DfT, SEWTA, ERDF  | Network Rail       | Unknown     |
| AS11/<br>AS14 | Bedlinog                   | PHYSICAL               | Valley's Metro: Ffos Fran Extension  | 2017-2021            | Unknown        | WG, DfT, SEWTA, ERDF,   | Network Rail       | Unknown     |
| AS15          | Bedlinog/Treharris         | GREEN                  | Parc Taf Bargoed & Taff Bargoed Valley Bargoed Taf River Silt & reed bed improvement & alleviation scheme  | 2012-2021            | £250,000       | EAW,CCW,M TCBC,ERDF, WG, Coal Board   | MTCBC              | £250,000    |
| AS15          | Bedlinog/Treharris         | GREEN                  | Parc Taf Bargoed facilities and access improvements – inc development of cafe facility at the pavilion, development of circular route, installation of floodlights, access improvements from northern entrance, new facilities for football club, environmental and habitat improvements, Micro Hydro scheme | 2012-2016            | £750,000       | MTCBC, ERDF, Voluntary sector sources, WG, private sector, Micro Hydro scheme | MTCBC and partners | £750,000    |
| AS4           | Cyfarthfa Leat and Tramway | GREEN                  | Restoration and enhancement of Leat and Tramway  | 2012-2016            | £1,620,000     | MTCBC, HoV, VRP, CADW   | MTCBC/ Capita      | £0          |
| AS4           | Cyfarthfa Leat and Tramway | GREEN                  | Phase 2 continued restoration of Leat  | 2012-2016            | £200,000       | MTCBC, HoV, VRP, CADW   | MTCBC              | £200,000    |



| Policy Ref | Location                                | Type of Infrastructure | Project  | Anticipated delivery | Estimated Cost | Funding Source/s               | Delivered by                                      | Funding Gap |
|------------|---|------------------------|--|----------------------|----------------|--------------------------------|---|-------------|
| AS17       | Goitre Lane, Gurnos                     | GREEN                  | New playground as part of housing allocation                 | 2017-2021            | £40,000        | Planning Obligations           | MTCBC with development partner                    | £40,000     |
| AS17       | r/o Haydn Terrace, Penydarren           | GREEN                  | New playground as part of housing allocation                 | 2017-2021            | £40,000        | Planning Obligations           | MTCBC with support from development opportunities | £40,000     |
| AS17       | Adj Bradley Gardens, Penyard            | GREEN                  | New playground as part of housing allocation                 | 2017-2021            | £40,000        | Planning Obligations           | MTCBC with support from development opportunities | £40,000     |
| AS17       | Twynrodyn                               | GREEN                  | New playground as part of housing allocation                 | 2012-2016            | £40,000        | Planning Obligations           | MTCBC with support from development opportunities | £40,000     |
| AS17       | Former Mardy Hospital                   | GREEN                  | New/replacement playground as part of housing allocation     | 2012-2016            | £55,000        | Planning Obligations           | MTCBC with support from development opportunities | £55,000     |
| AS17       | Gethin Tip, Abercanaid                  | GREEN                  | New playgrounds as part of housing allocation                | 2017-2021            | £80,000        | Planning Obligations           | MTCBC with support from development opportunities | £80,000     |
| -          | Various locations across County Borough | GREEN                  | Refurbishment/enhancement of existing network of playgrounds | 2012-2021            | £2,500,000     | Planning Obligations/<br>MTCBC | MTCBC with support from development opportunities | £2,500,000  |
| -          | Road Bridge, Abercanaid                 | PHYSICAL               | Refurbishment and enhancement of road bridge into Abercanaid | 2017-2021            | £400,000       | MTCBC/<br>Planning Obligations | MTCBC/<br>Capita                                  | £400,000    |

| Policy Ref | Location  | Type of Infrastructure | Project  | Anticipated delivery | Estimated Cost | Funding Source/s                         | Delivered by     | Funding Gap |
|------------|---|------------------------|--|----------------------|----------------|--|------------------|-------------|
| -          | Mill Road, Quakers Yard                             | PHYSICAL               | Upgrade highway between Trelewis and Quakers Yard                | 2017-2021            | £350,000       | MTCBC/<br>Planning<br>Obligations        | MTCBC/<br>Capita | £350,000    |
| -          | Winchfawr Road, Heolgerrig                          | PHYSICAL               | Highway upgrade  | 2017-2021            | £300,000       | MTCBC/<br>Planning<br>Obligations        | MTCBC/<br>Capita | £300,000    |
| -          | Aberdare Road, Heolgerrig                           | PHYSICAL               | Enhanced pedestrian footpath linking Town Centre and Retail Park | 2017-2021            | £80,000        | MTCBC/<br>Planning<br>Obligations        | MTCBC/<br>Capita | £80,000     |
| -          | A470 underpass                                      | PHYSICAL               | Improvements to underpass or replacement with a bridge           | 2017-2021            | £900,000       | MTCBC/WG/<br>ERDF/planning obligation    | MTCBC            | £900,000    |
| -          | St Marys, St Iltyds, St Aloysius RC Primary schools | SOCIAL                 | Expand Primary Faith Education provision                         | 2017-2021            | £1,200,000 est | MTCBC/<br>Planning<br>Obligations        | MTCBC            | £1,200,000  |
| -          | Various locations across County Borough             | SOCIAL                 | Expand Primary Education provision                               | 2012-2021            | Unknown        | MTCBC/<br>Planning<br>Obligations/<br>WG | MTCBC            | unknown     |
| -          | Various Cycleways across County Borough             | PHYSICAL               | Enhance cycle network links                                      | 2017-2021            | Unknown        | MTCBC,<br>SEWTA,<br>SUSTRANS,<br>ERDF    | MTCBC,<br>CAPITA | unknown     |

|  |                     |
|--|---------------------|
| <b>Total cost of outstanding infrastructure (est.)</b> | <b>£208,420,000</b> |
| <b>Potential Funding Gap</b>                           | <b>£101,995,000</b> |

