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Gareth Owens LL.B Barrister/Bargyfreithiwr
Chief Officer (Governance)
Prif Swyddog (Llywodraethu)

To: Cllr Aaron Shotton (Leader)

Councillors: Bernie Attridge, Chris Bithell, Helen Brown, Derek Butler, Christine Jones, Kevin Jones and Billy Mullin

CS/NG

14 January 2015

Nicola Gittins 01352 702345
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Dear Sir / Madam

A meeting of the **CABINET** will be held in the **CLWYD COMMITTEE ROOM, COUNTY HALL, MOLD CH7 6NA** on **TUESDAY, 20TH JANUARY, 2015** at **9.30 AM** to consider the following items.

Yours faithfully

Democracy & Governance Manager

A G E N D A

1 **APOLOGIES**

2 **DECLARATIONS OF INTEREST**

3 **MINUTES** (Pages 1 - 12)

To confirm as a correct record the minutes of the last meeting.

TO CONSIDER THE FOLLOWING REPORTS

STRATEGIC REPORTS

4 **2015/16 COUNCIL FUND BUDGET SETTING PROCESS UPDATE** (Verbal Report)

To receive a presentation from the Chief Executive and the Leader of the Council and Cabinet Member for Finance

5 **SCHOOL MODERNISATION STRATEGY** (Pages 13 - 40)

Report of Chief Officer (Education and Youth) - Cabinet Member for Education

6 **COMMUNITY ASSET TRANSFER** (Pages 41 - 64)

Report of Chief Officer (Organisational Change), Chief Officer (Organisational Change.) - Deputy Leader of the Council and Cabinet Member for Environment

7 **INTERMEDIATE CARE FUND (ICF)** (Pages 65 - 76)

Report of Chief Officer (Social Services) - Cabinet Member for Social Services

8 **FLINTSHIRE COAST PARK PROPOSALS** (Pages 77 - 100)

Report of Chief Officer (Planning and Environment) - Deputy Leader of the Council and Cabinet Member for Environment

9 **TRANSPORT PRIORITIES AND THE REGIONAL TRANSPORT PLAN** (Pages 101 - 196)

Report of Chief Officer (Streetscene and Transportation) - Deputy Leader of the Council and Cabinet Member for Environment

OPERATIONAL REPORTS

10 **REVENUE BUDGET MONITORING 2014/15 (MONTH 7)** (Pages 197 - 226)

Report of Corporate Finance Manager - Leader of the Council and Cabinet Member for Finance

11 **COUNCIL TAX REDUCTION SCHEME** (Pages 227 - 232)

Report of Chief Officer (Community and Enterprise) - Cabinet Member for Corporate Management

12 **TREASURY MANAGEMENT MID-YEAR REPORT 2014/15** (Pages 233 - 248)

Report of Corporate Finance Manager - Leader of the Council and Cabinet Member for Finance

13 **ENERGY SWITCHING SCHEME** (Pages 249 - 258)

Report of Chief Officer (Planning and Environment) - Cabinet Member for Waste Strategy, Public Protection and Leisure

14 **CHILDREN'S SERVICES FORUM** (Pages 259 - 262)

Report of Chief Officer (Education and Youth) - Cabinet Member for Education

15 **EXERCISE OF DELEGATED POWERS** (Pages 263 - 266)

Report of the Chief Executive enclosed.

FORWARD WORK PROGRAMME - COUNTY COUNCIL, CABINET, AUDIT AND OVERVIEW & SCRUTINY - FOR INFORMATION

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CABINET
16 DECEMBER 2014

Minutes of the meeting of the Cabinet of Flintshire County Council held at County Hall, Mold on Tuesday, 16 December 2014

PRESENT: Councillor Aaron Shotton (Chair)
Councillors: Bernie Attridge, Chris Bithell, Helen Brown, Derek Butler, Christine Jones and Kevin Jones

APOLOGY:
Councillor: Billy Mullin

IN ATTENDANCE:
Chief Executive, Chief Officer (Community and Enterprise), Chief Officer (Governance), Chief Officer (People and Resources), Chief Officer (Organisational Change), Chief Officer (Organisational Change), Chief Officer (Planning and Environment), Chief Officer (Social Services), Corporate Finance Manager and Team Manager – Committee Services

ALSO PRESENT:
Councillor Dave Mackie

86. DECLARATIONS OF INTEREST

None were received.

87. MINUTES

The minutes of the meeting held on 18 November 2014 had been circulated with the agenda.

RESOLVED:

That the minutes be approved as a correct record.

88. DRAFT COUNCIL FUND REVENUE BUDGET 2015/16

The Chief Executive delivered a presentation on the draft 2015/16 Council Fund Revenue Budget which covered the following areas:

- National Overview
- Local Overview
- The Budget 'gap' explained
- Our Budget Strategy
- The Building Blocks
- Big Budget Conversation
- Make-up of the Council Budget
- Breakdown of Current Budget
- Tough Choices

- Moving to a Final Budget
- What Happens Next

He explained that following the announcement of the Final Settlement on 10 December there had been a nominal change from the Draft Settlement with the outcome being as expected. There had been a National discussion over the consequentials of the Chancellor's recent budget statement however he advised that the Council's budget should be based on the Final Settlement.

The Corporate Finance Manager detailed the draft revenue budget proposals for the Council Fund for 2015/16 for approval as the basis for formal consultation with the Overview and Scrutiny Committees, and for public information and consultation where specified. The report highlighted the level of budget deficit 'gap' which remained, over and above the sum of the proposals and provided details of the ongoing work to offer further proposals.

The Chief Officer (People and Resources) highlighted the table in paragraph 4.02 of the report which provided details of the remaining budget gap on the recurring base budget of £1.760m. Ongoing work on options to close the working gap which remained included further workforce efficiency options, other corporate financing options and further options in cost reduction in services. Further details and assumptions made were highlighted in paragraphs 4.03 – 4.17 of the report.

The Corporate Finance Manager provided details on the 'Big Budget Conversation' which had taken place earlier in the year as a way of raising awareness of the budget situation and the significant financial challenges facing the Council and to gauge the level of public acceptance of some of the difficult decisions ahead. A summary report on the outcome of the first stage of the Big Budget Conversation was attached as Appendix A to the report.

The specific grants figure of £35,141m was provisional, with Welsh Government (WG) yet to advise of the 2015/16 level for a number of grants.

A critical element of the Medium Term Financial Plan (MTFP) was inevitably the forecasting of future year settlements from WG. However, the Provisional Local Government Settlement received in October 2014 provided no indication of funding for future years which highlighted the difficulties of local financial planning in such an uncertain environment. Based on that, the annual reductions in resources needed to be assumed for the foreseeable future. To address the financial challenges work was already underway through Portfolio Business Plans on sustainable savings options in each portfolio budget up to 2017/18.

The Leader and Cabinet Member for Finance said that in order to meet the objectives of the Cabinet, services would be defended wherever possible. This was in addition to the meeting the Improvement Objectives outlined in the Council's Improvement Plan. He stressed the importance of all political groups working together during this time of austerity and welcomed notions from the forthcoming Overview and Scrutiny Committee budget meetings that could assist in protecting services. He added that a strong as case as possible should be made for receiving

consequential funding, with the emphasis being on the preventative services provided by the authority for the health and wellbeing of local residents.

The Deputy Leader and Cabinet Member for Environment said Flintshire had not adopted a 'slash and burn' approach and closed care homes and libraries as had other local authorities. He encouraged Cabinet Members to lobby Ministers, AM's and MP's for them to listen to the plight of local authorities and he thanked Cabinet Members and officers for their work on this.

Cabinet Members concurred with the views of the Leader and Deputy Leader.

RESOLVED:

That the initial budget proposals and ongoing work to close the budget gap be endorsed, and that the proposals be referred to Overview and Scrutiny Committees for consideration.

89. COUNCIL FUND CAPITAL PROGRAMME 2015/16 AND INDICATIVE FUNDING TO 2018/19

The Chief Officer (Organisational Change) introduced the report which set out initial proposals for the Council Fund Capital Programme for 2015/16, with indicative funding estimates for future years.

The Housing Revenue Account (HRA) capital programme proposals would be considered in January 2015.

Flintshire County Council had experienced significant pressure on its capital programme in recent years and with likely having to make revenue efficiencies of circa £50m over the next three years, the pressure on capital resources would come at the same time as revenue pressures and would continue until at least the end of the decade. This resulted in the Council's revenue and capital service delivery and financial planning being fully integrated more important than ever.

In addition to the work and position as detailed in the report, the Council was developing its Capital Strategy which would be significantly influenced by its Asset Management Plans.

On allocation of available funding, the total amount available to fund the core capital programme in 2015/16 was £6.872m. A review of the core schemes had been carried out and recommended allocations for 2015/16 were summarised in the report with full details being provided in Appendix 1. The allocations total was £6.535m.

The capital programme proposals as detailed in the report would be considered at Corporate Resources Overview and Scrutiny Committee on 30 January 2015 to which all Members of the Council would be invited.

RESOLVED:

(a) That the report be noted; and

(b) That the allocation of funding to the core capital programme in 2015/16, as shown in Appendix 1 be approved, noting the indicative funding available for future years, subject to input by Overview and Scrutiny.

90. QUARTER 2 IMPROVEMENT PLAN MONITORING REPORT

The Chief Executive introduced the Quarter 2 Improvement Plan monitoring reports for the period July to September 2014. The report highlighted the following:

- The levels of progress and confidence in the achievement of high level activities which sought to deliver the impacts of the Improvement Plan
- The performance against improvement plan measures and the predicted level of performance for year end; and
- The current (net) risk levels and targeted risk levels for the risks identified in the Improvement Plan and the arrangements to control them.

RESOLVED:

(a) That the action taken to manage delivery of the Improvement Priority impacts be noted; and

(b) That the following be noted:
- The levels of progress and confidence in the achievement of key activities which seek to deliver the impacts of the Improvement Plan;
- The performance against improvement plan measures and the predicted level of performance for year end; and
- The current (net) risk levels and targeted risk levels for the risks identified in the Improvement Plan and the arrangements to control them.

91. STRATEGIC PARTNERSHIP PERFORMANCE MID YEAR REVIEW

The Chief Executive provided details of the status of each of the strategic partnerships, and highlighted the mid-year assessments for the progress of the Local Service Board Priorities.

The work of the Local Service Board was supported by key related strategic partnerships and the table in the report outlined those partnerships and the changes that had occurred in the last 12 months.

In addition to being reported to Cabinet, the mid year reports had also been submitted to the Community and Profile and Partnerships Overview and Scrutiny Committee in December 2014 and to the Local Service Board meeting in November 2014.

RESOLVED:

That the progress made in the mid year reports be noted and the commitments for the current year be endorsed.

92. ANNUAL PERFORMANCE REPORT 2013-14 AUDIT – CERTIFICATE OF COMPLIANCE

The Chief Executive advised Members of the positive Certificate of Compliance from the Auditor General for Wales in respect of the audit of the 2013-14 Annual Performance Report.

The certificate stated the Auditor General's opinion on whether the Council had discharged its statutory duties in respect of its duty to publish an assessment of performance. The conclusion of the audit was:

> "As a result of my audit, I believe that the Council has discharged its duties under section 15(2), (3), (8) and (9) of the Measure and has acted in accordance with Welsh Government guidance sufficiently to discharge its duties".

The Auditor General had made no new statutory recommendations or proposals for improvement. The certificate was also received by Corporate Resources Overview and Scrutiny Committee and the Audit Committee in December 2014.

RESOLVED:

That the positive Certificate of Compliance from the Auditor General for Wales in respect of the audit of the 2013-14 Annual Performance Report.

93. 2014/15 MID YEAR CHIEF OFFICER REPORTS

The Chief Executive introduced the 2014/15 mid year Chief Officer performance reports for the period April to September 2014 which covered the following areas:

- Areas of positive performance
- Areas of concern
- The progress updates for the Council Improvement Priorities that were not set as an in-year priority
- Progress updates for key projects and collaborative areas of work
- The risks highlighted (including operational, project and collaborative risks)
- The assessment of any regulatory reports; and
- Performance against National Strategic Indicators (NSIs) and Public Accountability Measures (PAMs)

Such reports would be presented twice a year with a focus on performance exceptions, both good and poor. This would ensure that the 'business as usual' was still being monitored and reported against.

Overview and Scrutiny Committees would receive the reports relevant to their areas of work as part of their forward work programme alongside the appropriate Improvement Plan monitoring reports.

RESOLVED:

(a) That the mid year Chief Officer performance reports be received; and

(b) That the following be noted:
- Areas of positive performance
- Areas of concern
- The progress updates for the Council Improvement Priorities that are not set as an in-year priority
- Progress updates for key projects and collaborative areas of work
- The risks highlighted (including operational, project and collaborative risks);
- The assessment of any regulatory reports; and
- Performance against the NSIs and PAMs

82. CAPITAL PROGRAMME 2014/15 (MONTH 6)

The Corporate Finance Manager provided Members with the Month 6 (end of September) capital programme information for 2014/15 which detailed the cumulative information relating to each programme area as shown in Appendix A to the report.

Revised rollover sums of £5.830m were agreed in year as part of the quarterly reports to Cabinet and of £1.904m as part of the outturn report to Cabinet on 15 July 2014, giving a total rollover amount of £7.734m.

Changes during the period, details of which were provided in the report, had resulted in a net increase in the programme total of £1.017m (Council Fund £1.017m, Housing Revenue Account (HRA) £0.000m).

Actual expenditure at the end of September (Month 6) across the whole of the programme was £16.214m. The breakdown of expenditure was detailed in the report which showed that 36.39% of the budget had been spent across the programme (Council Fund 34.95% and HRA 40.03%).

The Early Identified Rollover of £1.373m had been identified which reflected reviewed spending plans across all programme areas. Those committed amounts had been identified as now required to meet the cost of programme works in 2015/16.

RESOLVED:

(a) That the report be noted and approved; and

(b) That the rollover adjustments outlined in paragraph 3.05.2 be approved.

83. REVENUE BUDGET MONITORING 2014/15 (MONTH 6)

The Corporate Finance Manager provided Members with the latest revenue budget monitoring information for 2014/15 for the Council Fund and the Housing Revenue Account (HRA) based on actual income and expenditure as at Month 6 and projected forward to year-end based on the most up to date information available.

The projected year-end position, as estimated at Month 6 was:

Council Fund

- Net in year non pay expenditure forecast to be £0.881m lower than budget. This did not include any potential effect of variances on pay
- Projected contingency reserve balance at 31 March 2015 of £3.822m

Housing Revenue Account

- Net in year expenditure forecast to be £0.027m less than budget
- Projected closing balance as at 31 March 2015 of £1.193m

The report provided details on corporate and functional efficiencies, workforce efficiencies, inflation and monitoring budget assumptions and risks.

On unearmarked reserved and the current projected outturn at Month 6, the projected balance on the contingency reserve at 31 March 2015 was £3.822m, full details of which were contained in Appendix 4 to the report.

The position at Month 6 on the HRA was an overall projected underspend of £0.027m and a projected closing balance at Month 6 of £1.193m, which at 3.97% of total expenditure satisfied the prudent approach of ensuring a minimum level of 3%.

RESOLVED:

(a) That the overall report be noted;

(b) That the projected Council Fund contingency sum as at 31 March 2015 be noted; and

(c) That the projected level of balances on the Housing Revenue Account be noted.

84. SINGLE POINT OF ACCESS (SPOA)

The Cabinet Member for Social Services provided an update in relation to the Regional Single Point of Access (SPoA) Programme and the local developments to date in Flintshire.

The SPoA aimed to create an integrated and streamlined access route to community health and social care services for all individuals over 18 years of age. It

also provided professionals with a way of sharing information and providing better co-ordinated health and social care services. The goal was to have one SPoA per county, with all six operational by March 2016.

RESOLVED:

That the local development and implementation of the Single Point of Access which is aligned to the Regional vision be supported.

85. DEPRIVATION OF LIBERTY SAFEGUARDS IMPLICATIONS FOR FLINTSHIRE COUNTY COUNCIL

The Cabinet Member for Social Services provided an update on the Supreme Court ruling made in March 2014 that changed the way Deprivations of Liberty were assessed.

Also provided were details of the impact on services, actions taken to date and the financial implications for social services and legal services.

Flintshire County Council faced the task of assessing and authorising up to 300 Deprivation of Liberty Safeguards (DoLS) authorisations and considering applications to the Court of Protection for up to 670 service users in the community.

Significant efforts had been made to make the best use of existing resources however the service had not been able to keep pace with demand and the use of existing staff had resulted in a detrimental and unsustainable adverse effect on existing workloads and waiting lists.

Welsh Government (WG) had allocated one off funding of £5k to train DoLS assessors.

RESOLVED:

(a) That the following resource be approved as a minimum to deal with the first year's work to manage this unexpected and unfunded significant new responsibility:

- 3 Social Workers with approved mental health qualifications or substantial knowledge and experience of mental health / mental capacity and safeguarding legislation
- 1 Solicitor
- Section 12 Doctor costs
- Court of Protection costs

Total cost: £290k

(b) That the following be identified as an ongoing resource requirement for future years whilst the judgement remains in force:

- 2 Social Workers
- 0.5 Solicitor
- Section 12 Doctor costs
- Court of Protection costs

Total cost: £216k

(c) That the increased workload for Social and Legal Services in arranging and authorising significant numbers of legal deprivations of liberty be recognised; and

(d) That it be acknowledged that, as for every authority, there has inevitably been a short term "waiting list" for DoLS referrals and associated work until resources can be found to meet new demand.

86. REVISED BLUE BADGE AND ENFORCEMENT OF THE SCHEME

The Deputy Leader and Cabinet Member for Environment advised Members of the new working arrangements for issuing Blue Badges and sought agreement for the enforcement of the scheme within Flintshire through the Civil Parking Enforcement Officers.

A toolkit had been issued by Welsh Government (WG) to help local authorities manage the application and verification process to achieve a consistent approach across Wales.

Civil Parking Enforcement across Flintshire had seen a significant improvement in reducing illegal parking with the introduction highlighting the lack of enforcement around the use of blue badges by Civil Parking Enforcement Officers. Officers regularly witnessed the miss-use of badges and were keen to include enforcement of blue badges alongside civil parking enforcement.

For the Blue Badge process, there were two sets of criteria that were applied:

- Automatic qualification – the applicant required no further assessment and qualified automatically generally owing to the level of disability benefits they were in receipt of from the Department of Works and Pensions. In these cases the process was straight forward and a blue bade was issued upon receipt of the qualifying evidence. A copy of the criteria for automatic qualification was attached as Appendix A to the report
- Assessment – an application was submitted and measured against the recently issued WG Toolkit. There was no longer a need for the Council to contact GP's for supporting medical evidence. It was recognised that the applicant's GP was not best placed to supply objective evidence due to their role as an advocate on behalf of their patient and there was also a cost of between £20 and £30 charged by the GP for this service. The customer was now able to use evidence that they would already have in support of their application, for example prescriptions for medication relating to their illness, Occupational Therapist Assessments etc.

WG did not allow local authorities to charge for issuing Blue Badges however there was a provision to charge a fee of up to £10 for a replacement where badges had been lost, stolen or damaged.

RESOLVED:

(a) That the content of the report and the new arrangements for assessing / issuing Blue Badges be noted;

(b) That the introduction of a fee of £10 for issuing replacement badges be approved; and

(c) That the enforcement of Blue Badge parking within the remit of the Civil Parking Enforcement service be fully adopted.

87. WORKFORCE INFORMATION QUARTER 1 AND 2 2014/15

The Chief Officer (People and Resources) provided an update for the first and second quarters for 2014/15 which provided details of the following:

- Headcount and Full Time Equivalent
- Organisational Age Profile
- Employee Turnover and Stability (including redundancies and early retirement)
- Attendance (including 100% attendance)
- Performance Appraisals and Development
- Resource Management (including recruitment and agency workers)
- Equality and Diversity

The format of the report and the accompanying workforce information had been redeveloped to focus on the organisational performance and trends, with the information being presented in a dashboard format. The dashboards were designed to be a visual presentation of data, showing the current status and historical trends of the Council's performance against key performance indicators.

The dashboards created were an interim measure before the implementation of new Business Intelligence software. The software would further enhance the visualisation of data and also provide an opportunity to use interactive dashboards which would enable Members to focus on more detailed information.

RESOLVED:

That the Workforce Information Report for quarters 1 and 2 be noted.

88. EXERCISE OF DELEGATED POWERS

An information report on the actions taken under delegated powers was submitted. The actions were as set out below:-

Organisational Change

- Essential Building Work to Roof and Areas of Brickwork at Clwyd Theatr Cymru
  The Theatr has a number of immediate issues of repair and maintenance which needed to be addressed as a matter of urgency on the basis of Health

and Safety or from a business continuity perspective. They were the replacement of the existing roof and areas of brickwork with failed cavity trays

- Leisure Services Tariff 2015
  The average price increase for 2015 across all Leisure Services activities was 3.5%. The new charges would be subject to a mid year review. Spa charges were not included as they were revised in line with industry norms.

RESOLVED:

That the actions taken under delegated powers be noted.

89. MEMBERS OF THE PRESS AND PUBLIC IN ATTENDANCE

There were two members of the press in attendance.

(The meeting commenced at 9.30am and ended at 11.10am)

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Chairman

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FLINTSHIRE COUNTY COUNCIL

REPORT TO: **CABINET**

DATE: **TUESDAY 20TH JANUARY 2015**

REPORT BY: **CHIEF OFFICER (EDUCATION AND YOUTH)**

SUBJECT: **SCHOOL MODERNISATION STRATEGY**

1.00 PURPOSE OF REPORT

1.01 To consider and approve the updated 'Strategy for the Modernisation of Flintshire Schools'.

2.00 BACKGROUND

2.01 The refreshed 'Strategy for the Modernisation of Flintshire Schools' updates the original School Modernisation Strategy document of 4th January 2010 to reflect progress with the 21st Century Schools programme and local system developments.

2.02 Since the original Strategy was introduced, Flintshire County Council has undertaken the following school organisation projects to increase efficiency and effectiveness within the school system:

- new primary school in Connahs Quay (Caer Nant) – September 2012 - £7.5M;
- closure of Ysgol Rhes y Cae school - September 2013;
- closure of the Croft nursery and transfer of provision to the neighbouring Queensferry and St. Ethelwolds primary schools – July 2014;
- amalgamations to promote educational continuity, reducing the number of schools and governing bodies from 14 separate infant and junior schools to 7 primary schools;
- new Welsh medium outreach provision in Shotton - September 2014; and
- construction of new Shotton Primary School (Ty Ffynnon) September 2014 - £6.5m.

2.03 Work also progresses well on the 21st Century schools Band A projects at Holywell and Connahs Quay. The John Summers project is subject to current pause and review.

3.00 CONSIDERATIONS

3.01 It is a core responsibility of Local Authorities with education responsibilities to manage the supply of school places. Whilst the level of surplus places in Flintshire is similar to the Welsh Average, it is significantly higher than WAO advice and the Welsh Government target, which are both 10%. This means that resources that could be focused on teaching and learning are instead used to pay for the upkeep of buildings, leadership and administrative costs that are inefficient. Key drivers for school modernisation and reorganisation include the need to address:

- educational improvement;
- resilient school leadership;
- securing suitable learning and working environments;
- addressing unfilled places; and
- addressing diminishing revenue resources.

3.02 Flintshire County Council will continue to develop its strategies to ensure that we are providing school places that are fit for purpose in the 21st century. The Council continues to work in partnership with the Welsh Government to maximise the investment opportunities that are available to local communities.

3.03 There are serious shortcomings in the current suitability of a number of buildings, including pressing health and safety issues that question the long term viability of some of our existing school buildings. The current backlog of repairs and maintenance remains high at £25.6m. School organisational change remains the key tool available to Councils to address such deficits.

3.04 The percentage of surplus places in Flintshire schools continues to remain above the Welsh Government target of 10%. Since funding for schools is largely driven by pupil numbers, surplus capacity means a disproportionate amount of funding is spent on infrastructure (such as buildings) and the "fixed costs" of running a school (such as leadership and administration). This funding could be better used to ensure that pupil teacher ratios are minimised to make a direct difference to learners. As public service funding reduces over forthcoming years the case for reprioritisation and change becomes even more compelling.

3.05 We review and modernise the way education is delivered through a rolling programme of area reviews. We review schools on an area by area basis, to make sure that when we make changes to school organisation, we take into account any potential impact on other

schools nearby.

3.06 When we carry out an area review, we always consult with children, young people, parents and carers connected with schools in that area. This is so that they can have their say and be involved in decisions made about our local schools.

3.07 The outcomes of an area review can include merging of existing schools through a combination of school federations, merging on one preferred site or the building of new area schools and the closure of schools that are no longer fit for purpose. Achieving this can require substantial capital investment, in conjunction with the Welsh Government, to improve school infrastructure, to ensure that school buildings are suitable and provide an effective legacy for future generations.

4.00 RECOMMENDATIONS

4.01 That Cabinet consider and approve the updated School Modernisation Strategy.

5.00 FINANCIAL IMPLICATIONS

5.01 The Welsh Government have indicated that £500million is available for the roll out of Band B of the 21st Century Schools programme from 2019, following completion of the national initial phase of the programme. It is expected that WG will provide further information in the next few months on planning for Band B.

5.02 However, it should be noted that WG funding criteria for 21st Century schools will only potentially be available for modernisation projects and that refurbishment or maintenance projects are not eligible for grant via this programme.

6.00 ANTI POVERTY IMPACT

6.01 The establishing of new learning environments, particularly in Communities First areas, can have a positive effect on the outcomes for children and young people in those areas. It is recognised that improved learning environments have a positive effect on community expectations, opportunities and outcomes for learners.

7.00 ENVIRONMENTAL IMPACT

7.01 New Schools are designed to meet with the requirements of the Building Research Establishment Environmental Assessment Method (BREEAM), which ensures the highest standards in terms of environmental impact, and the incorporation of the latest technologies in the efficient use of energy, which will reduce future revenue costs

for the schools.

7.02 A positive impact would occur in the Authority's Carbon Reduction Commitment (CRC) from new and refurbished sustainable schools.

8.00 EQUALITIES IMPACT

8.01 There are no equalities implications from this report.

9.00 PERSONNEL IMPLICATIONS

9.01 Reorganisations of schools impacts in various ways on the personnel employed. Whenever there is an impact on the workforce of school modernisation proposals, Flintshire County Council policies related to personnel matters together with the National Teachers Pay and Conditions documents and adhered to in order to minimise any negative effect. No change takes place without workforce consultation and engagement.

10.00 CONSULTATION REQUIRED

10.01 Individual local area reviews are individually commissioned by the Council's Cabinet. Their format meets the requirements of national statutory guidance underpinning school organisational change processes. Local area reviews involve consultation and engagement with children and young people, staff, governors and wider community.

11.00 CONSULTATION UNDERTAKEN

11.01 Consultation and engagement on the refreshed strategy has been undertaken with:

- Primary & Secondary Head teachers Federations
- Diocesan Directors; and
- Neighbouring Authorities.

12.00 APPENDICES

Appendix A – ADEW POSP – Benchmarking data 2014
Appendix B – Strategy for School Modernisation

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985 BACKGROUND DOCUMENTS

Contact Officer: Damian Hughes
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Appendix A

ADEW - Planning of School Places (POSP)
National Benchmarking Data 2014

Flintshire

	Primary	Secondary	Total
Total number of schools	68	12	80
Total capacity of schools	14126	11750	25,876
Total number on roll	11977	9787	21,764
Surplus capacity	2,182	2,113	4,295
Percentage of total capacity which is unfilled	15.4	18.0	16.6
Number of schools with significant surplus	19	5	24
Percentage of schools which have significant surplus	27.9	41.7	30.0
Number of oversubscribed schools	4	3	7
Number of overfilled places	33	150	183
Percentage of total capacity which is overfilled	0.2	1.28	0.7
Net unfilled places	2149	1963	4,112
Net unfilled as percentage of total capacity	15.2	16.7	15.9
Number of small schools	18	6	24
Number of small schools with significant surplus capacity	8	5	13
Percentage of small schools with significant surplus capacity	44.4	83.3	54.2
Number of small schools oversubscribed	2	1	3

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School Modernisation- Update to Strategy 2014

Introduction

Flintshire County Council has a responsibility to review and modernise all school provision, to make sure that we are providing the best possible opportunities for learners, so that they can achieve their full potential.

The Council needs to ensure there are a sufficient number of school places, of the right type, in the right locations. This is not straightforward in that there are a large number of surplus school places in some areas of the County, whilst other areas don't have enough places to meet the local demand. In other areas, school populations are sustained by children and young people from outside the local area through parental preference. The need to maintain a large number of ageing school buildings and the supporting infrastructure is unsustainable. Therefore, we need to review our school provision to:

- ensure our education provision is both high quality and sustainable;
- improve the quality of school buildings and facilities; and
- provide the right number of school places, of the right type, in the right locations.

The task involves:

- forecasting pupil numbers;
- managing the supply of school places;
- managing demand through admissions and appeals procedures;
- ensuring that a framework is in place to secure improvement through school organisational change;
- being prepared to take difficult decisions; and
- monitoring and evaluating the impact of decisions.

We review and modernise the way education is delivered through a rolling programme of area reviews. We review schools on an area by area basis, to make sure that when we make changes to school organisation, we take into account any potential impact on other schools nearby.

When we carry out an area review, we always consult with children, young people, parents and carers connected with schools in that area. This is so that they can have their say and be involved in decisions made about our local schools.

DRAFT

The outcomes of an area review can include merging of existing schools through a combination of school federations, merging on one preferred site or the building of new area schools and the closure of schools that are no longer fit for purpose. Achieving this can require substantial capital investment, in conjunction with the Welsh Government, to improve our school infrastructure and ensure that school buildings are suitable and provide an effective legacy for future generations.

Section 1: Change and Modernisation

Overall, the outcomes being achieved by Flintshire learners compare well to other Authorities in Wales and continue to improve. There have also been some impressive examples of modernising education in Flintshire in recent years, which have proven to deliver improved opportunities and outcomes for learners. Examples include:

- all through primary provision across Flintshire (including nursery class provision); and
- new primary schools in Connah's Quay and Shotton;
- new primary and secondary specialist schools in Flint.

There are further exciting major capital investments in children and young people's education planned for implementation by 2016.

However, there is also a pressing case for renewing the programme of School Modernisation. Key issues for the Council include:

- continuing to raise educational standards;
- creating the conditions for school leaders to succeed;
- ensuring that school buildings are attractive learning and working environments;
- reducing the number of surplus places and the inequity of variation in cost per pupil; and
- providing resilience against falling revenue funding.

Key Drivers for Schools Modernisation

- **Educational improvement**
- **Resilient School Leadership**
- **Suitable Buildings**
- **Unfilled places**
- **Diminishing Resources**

Educational Improvement

Our aim is that children and young people in Flintshire will develop essential life skills, a strong desire for lifelong learning and be very well prepared for the world of work. All children and young people will be supported to progress through the different stages of their education. Every child and young person will be entitled to a learning programme that will be personalised to make the most of his or her abilities. Children and young people will learn in an exciting and innovative range of styles and settings. These will include vocational, enterprise, voluntary, spiritual, cultural and sporting learning experiences. School organisation will provide opportunities for Welsh and English medium provision, and also faith provision.

Flintshire County Council is committed to continuing to raise standards, with key tasks including securing:

- high expectations and a clear focus on improving teaching, learning and attainment in all school communities;
- all resources available to schools being focused on improving outcomes for children and young people in a context of annual budget pressures;
- a consistent approach to the collection, analysis and use of assessment information, including tracking systems, to target support and interventions; and
- continued commitment to the development of school staff.

Resilient Leadership

Successful schools have strong leadership at all levels. The challenges associated with leading and managing a school have increased substantially during recent years and the expectations are continuing to increase. The leadership expectations on headteachers in ensuring teaching and learning is of the highest quality, evaluating and raising standards, developing robust self-evaluation procedures and ensuring the continuous professional development of staff, are substantial. At the same time, the number of applicants for headship posts is declining, particularly in our smallest schools.

Schools should be structured so that they are large enough for schools to have a headteacher without substantial regular teaching commitments. This would give the headteacher the necessary time to undertake the key leadership role within the school or federation. Schools also need to be sufficiently resilient in size to ensure suitable leadership development opportunities in individual schools to enable effective succession planning.

Suitable Buildings

Estyn (the education inspectorate in Wales) note that “improvements in the quality of buildings have a very beneficial effect on the quality of teaching and morale of staff which has a positive effect on pupil performance.”

The challenge for the Council is to provide the right number of places in the right locations. In responding to this challenge, the Council needs to make the best educational provision for its area, taking into account current provision, community issues, demographic factors, the conditions of schools buildings, surplus places and the quality of the teaching and learning environment.

When reviewing school buildings and premises, the Council will take into account statutory requirements and relevant building bulletin guidance. When reorganisation is linked to capital investment through Welsh Government’s (WG) 21 Century Schools programme, relevant WG criteria will be applied.

The Council is committed to ensuring that school buildings will meet 21st century expectations, are fit for purpose and are a community resource.

There are serious shortcomings in the current suitability of a number of buildings, including pressing health and safety issues that question the long term viability of some of our existing schools.

The current backlog of repairs and maintenance remains high at £25.6m. School organisational change remains the key tool available to Councils to address such deficits.

Our modernisation programme needs to deliver high quality environments that inspire users to learn. In new school buildings and refurbishments we will endeavour to deliver:

- buildings and grounds that are welcoming to both the school and the community whilst providing adequate security;
- internal learning spaces (classrooms and other areas) that are well proportioned, fit for purpose and meet the needs of the curriculum;
- flexible design to allow for short-term changes of layout and use, and for long-term expansion or contraction;
- good environmental conditions throughout, including optimum levels of natural light and ventilation for different activities;
- well-designed external spaces offering a variety of different settings for leisure, learning and sport;
- a sustainable approach to design, construction and environmental servicing;

- good use of the site, balancing the needs of pedestrians, cyclists and vehicles and facilitating community access to facilities; and

- Maximising the use of new technologies to support effective learning and efficient administration and management.

National Asset Management Guidance

The Welsh Government set a target that all public bodies in Wales should have Asset Management Plans (AMPs) in place. The aim was to achieve better value for money from capital assets. Local authorities in Wales hold four main types of assets valued at over £8.8 billion (2001 estimates) namely:

- land and buildings, of which schools form a high percentage of the portfolio;
- administrative offices and vehicle depots;
- non-operational property, i.e. surplus property awaiting sale, assets under construction, commercial and industrial property; and
- infrastructure assets, principally roads.

Considerable investment is needed to maintain these assets and a significant (and growing) maintenance backlog has been identified. Asset Management guidance from CLAW (Consortium of Local Authorities in Wales) makes the following Statements: **"**At best operational property can facilitate effective service delivery. At worst it can consume staff and financial resources and actively hinder service delivery. The main practical ways in which the operational estate can adversely affect service delivery are as follows**:**

a) Operating from too many buildings

b) Under-spending on planned maintenance

c) Operating from inefficient property

d) Under-investment in appropriate buildings/facilities

The review process should therefore identify:

a) Surplus property

b) Maintenance backlog and level of severity

c) Suitability and variation in blueprint requirements from actual need

d) Investment requirements/available capital receipts."

<u>Flintshire Schools - Asset Management Statistics</u>

School's condition is graded using the following national asset management guidance criteria:-

Grade A - Good. Performing as intended and operating efficiently

Grade B - Satisfactory. Performing as intended but exhibiting minor deterioration

Grade C - Poor. Exhibiting major defects and/ or not operating as intended

Grade D - Bad. Life expired and/or serious risk of imminent failure.

Flintshire Schools - Condition Category (Sept 2014)

Category	Percentage %
A	28
B	60
C	9
D	3

A school's suitability is graded using the following national asset management guidance criteria:

A Good. Facilities suitable for teaching, learning and well-being in schools.
B Satisfactory. Performing as intended but does not support the Curriculum in some areas.
C Poor. Teaching methods inhibited/adverse impact on school organisation.
D Bad. Buildings seriously inhibit the staff's ability to deliver the curriculum

Flintshire Schools - Suitability Category (Sept 2014)

Category	Percentage %
A	36
B	49
C	11
D	4

Unfilled Places in Schools

Estyn carried out research on how surplus places affect the resources available for expenditure on improving outcomes for pupils; their report was published in May 2012. Estyn reported that the removal of surplus places in some schools may cost far more than the revenue savings achieved by their removal. In other cases, they found that removal of a 'surplus' school generated far more savings than the removal

of the surplus places within it. Estyn noted that school closures and amalgamations secured the largest savings for re–investment to raise standards but noted that such schemes often need financial investment and political commitment. Estyn also emphasised that it was important for local authorities to use data effectively so as to maximise efficient deployment of their assets.

The review into the costs of administering education in Wales recommended that Local Authorities should aim to retain no more than 10% surplus places overall and the Welsh Government accepted this recommendation. However, to date no local authority has achieved and sustained this recommended level of surplus places across primary and secondary schools.

This led to the Welsh Minister for Education and Skills, in Autumn 2012, writing to all Local Authorities asking them to provide him with a strategy to reduce unfilled places to 15% by January 2015. In January 2013, there were some 4,000 surplus places in Flintshire schools (15.4 per cent of the total) distributed across primary and secondary schools.

Using Welsh Audit Office (WAO) Criteria our schools are categorised as follows:-

A – less than 10% unfilled places or 3% over capacity
B – 10-25% unfilled places or 5 -10% over capacity
C – more than 10% over capacity
D – more than 25% unfilled places or
D – small schools with fewer than 90 places and more than 25% and 30 surplus places

Flintshire Schools - Unfilled Places Category - (Sept 2014)

Category	Percentage %
A	36
B	37
C	3
D	24

Diminishing Resources

The percentage of surplus places in Flintshire schools continues to remain above the Welsh Government target of 10%.

Since funding for schools is largely driven by pupil numbers, surplus capacity means a disproportionate amount of funding is spent on infrastructure (such as buildings) and the “fixed costs” of running a school (such as leadership and administration).

This funding could be better used to ensure that pupil teacher ratios are minimised to make a direct difference to learners. As public service funding reduces over forthcoming years the case for reprioritisation and change becomes even more compelling.

Section 2: School Organisational Models and Policies

One model of schools across the County would not be appropriate due to varying population density, patterns of parental preference and transport implications. Primary provision needs to be relatively close to family homes, whilst greater size and scale is needed to deliver the funding to support the breadth of curriculum young people need in secondary schools.

All Flintshire schools are part of cross-phase clusters involving at least one secondary school and partner primary schools. The cluster schools work together to secure high quality and consistent learning opportunities across all schools within the area. They share expertise in school leadership, inclusion, teaching and learning, including supporting Professional Learning Communities. They share resources, training and business support services. Whether primary and secondary provision is located on a single site or in a range of locations schools are committed to effective learning opportunities and pathways for all in their local area.

Flintshire schools should be developing operating models in line with the Hill review and the national model for school Improvement. National strategy envisages clusters increasingly working in arrangements similar to formal federal school arrangements with individual school governing bodies agreeing to establish a joint committee with agreed delegated powers and options for a limited pooled budget. Schools working in this way are increasingly aligned on governance, management, leadership development, curriculum delivery, staffing and inclusion issues.

Federation

The federation of schools is a legal process which enables schools to work together through a formal structured process by sharing a governing body that will make decisions in the best interest of all the schools, staff and pupils in that federation.

The term federation is often used to describe many forms of collaboration between schools. The Statutory process of federation is often referred to as “hard federation.” An informal, non-statutory arrangement between schools is often called “soft federation” or collaboration, where schools have made a commitment to work together through some form of joint governance.

The Welsh Government have brought in new regulations around federation of maintained schools in Wales. The Federation of Maintained Schools (Wales) Regulations 2014 which came into force on 22 May 2014 gives effect to Council’s powers to federate schools. (School governors already have powers to federate by

choice under provisions introduced in 2010). These powers have now been consolidated into the 2014 Regulations:

http://wales.gov.uk/docs/dcells/publications/140522-guidance-on-federation-of-schools-en.pdf

In the context of Schools modernisation, the Council has not progressed federal arrangements in schools, as under the old regulations the Local Authority did not have the powers to do so.

Advantages of Federal Arrangements

Educational Standards

A survey undertaken by Ofsted (Office for Standards in Education, Children's Services and Skills) in September 2011 on the impact of federated schools in England found improvements were evident in the three key areas of teaching and learning, behaviour and pupil achievement

A copy of the report can be accessed at:
http://www.ofsted.gov.uk/resources/leadership-of-more-one-school

Three main reasons were given for federating. Some schools had been approached by a Council to help a struggling school; others were small schools in danger of closure or unable to recruit high quality staff; and others were seeking to strengthen the overall education of pupils in their communities.

Federations set up to improve the capacity of small schools were successful in broadening and enriching the curriculum and care, guidance and support for pupils. These also resulted in better achievement for groups of pupils such as the vulnerable and those with special educational needs and/or disabilities.

In good federations, leaders made the most of increased resources and opportunities for professional development and used these to achieve their priorities. Crucially, training and development were carefully tailored to meet the needs of the school.

Sharing these strengths, through a federation, can bring benefits to learners across a number of schools. A school's strengths can come in many forms, including leadership, staff, resources, expertise and facilities. By working together, through federation and other partnership arrangements, schools can:

- raise their standards, for example, by shared training and working practices, encouraging their staff to support each other and developing integrated curriculum and pastoral policies;
- offer pupils a wider range of opportunities, for example, by holding joint activities or sharing facilities or teachers that might be difficult to sustain individually;
- develop a range of extended services and activities for pupils and the wider community;

- improve their leadership and management, for example, through shared headship; and
- maximise the sharing of resources, taking advantage of economies of scale.

Recruitment

The National Association of Head teachers (NAHT) Annual Report 2011 stated that some 36% of primary, 19% of secondary and 39% of special school head teacher posts were reported unfilled after an advertisement this year, Last year the percentages were 34% of primary, 19% of secondary and 43% of special schools. This suggests that all sectors are still experiencing considerable difficulty in filling their posts, and secondary more than most.

As in recent years, a significant proportion of head teacher vacancies are the result of a retirement (65% of primary, 61% of secondary and 82% of secondary school vacancies). More head teachers are still retiring before the age of 60.

Small schools are another group who appear to face above average challenges when seeking a new head teacher.

Federal arrangements may assist in areas where Head teacher appointments are difficult or challenging.

Disadvantages of Federal Arrangements

Federal arrangements in schools often fail to meet a number of the key drivers of school modernisation. Key issues include:

- **Suitable Buildings** – The 21st Century programme funding arrangements from WG rely on rationalisation of school estate to generate revenue saving to enable access prudential borrowing. Additionally in some cases sale of surplus estate, will also generate capital receipts both are used to find the Local Authority's 50% contribution to the programme. Federal arrangements will not rationalise the estate, therefore the revenue saving will be either nil or limited to small potential savings in the school allocations and only if formula allocations and/ or structures can be changed.

- **Unfilled Places** - As Federal arrangements do not rationalise school estate, reducing unfilled places is limited to mothballing areas of schools, this may or may not be achievable in individual schools for operational, practicable or building related reasons

- **Diminishing Resources** – Federal arrangements do not support large revenue savings, instead small potential savings in the school allocations could potentially be achievable through the formula allocations if staffing structures were changed. The building related costs would remain as they are currently.

Modernisation Models

Modernisation of schools may involve:

- continuing existing schools;
- merging of existing schools through a combination of school federations or merging onto one preferred site, or multiple sites;
- developing new area schools;
- co-locating primary and secondary schools on the same campus as the first stage in the move to 3-16/18 area provision;
- developing all through schools; and
- closure of schools that are no longer fit for purpose or needed as part of the network of provision.

Primary Provision

The 2010 school organisation policy in Flintshire would trigger a review of individual schools:

- where they have 25% or more surplus places; or
- if the school entered special measures.

Whilst the Council would still commission a review of local provision where there were quality concerns as a school entered special measures or where there are more than 25% surplus places, the situation in terms of other school organisation criteria has changed since 2010.

The drivers for change identified in the introduction are real. The level of resources available to support small or undersubscribed schools is diminishing rapidly. There is a need to ensure that all schools and school sites are able to provide children with the widest possible opportunities.

The Welsh Government has recently defined a small school as being one with 91 pupils or fewer. Estyn has identified the educational challenges faced by small schools or sites (Estyn – Small Primary Schools in Wales, 2003) as:

- teaching mixed age classes containing more than 2 or 3 age groups;
- the restricted size of peer groups and sufficiency of challenge;
- limited opportunities for social interaction;
- difficulties with recruitment and retention of staff;
- excessive burdens on staff; and

- increased expertise required to support pupils with special educational needs.

More positively, schools across Flintshire and across Wales are working more collaboratively in school to school collaborative arrangements. Locally, Flintshire County Council considers that resilient primary school reorganisation is that which can directly address the challenges faced in school organisation.

Resilient and sustainable primary school organisation would enable:

- a headteacher with a minimum 40% time commitment to leadership and management. This commitment will increase in relation to the size of the school. All schools need sufficient leadership capacity and there are inefficiencies from using headteachers as highly paid classroom teachers;
- increased benefit to pupils from peer interaction;
- increased social opportunities for pupils through the pursuit of a wider range of activities; enhancing children's ability to forge relationships and celebrate diversity;
- a maximum class size of 30 in Foundation Phase;
- reduced mixed Key Stage classes;
- increased options for class organisation within schools;
- staff expertise as teachers are allowed to lead a single subject across the school, thereby gaining more focus on and depth in the delivery of a subject;
- increased opportunities for professional development among staff, providing opportunity to develop strengths and expertise in wider areas, including numerous non-core subjects.
- improved recruitment and retention of staff;
- opportunity for excellent learning and working facilities;
- a range of community focused services;
- better learning and working environments and no mobile classrooms;
- economies of scale for full time administrative and business support services; and
- fair and sufficient funding per pupil to enable pupils to reach their full potential, while making the best use of resources.

Future primary school provision will endeavour to follow one of the County Council's recommended models described below. The models are:

a) 1 form entry or more – primary school providing a minimum of 210 full-time places or more (approximately 30 pupils per year group) and with no more than 25% surplus places. Other models of at least one form of entry, for example, 1.5, 2, 2.5 or 3 forms of entry are also efficient and effective.

b) Schools with less than 1 form of entry, but with more than 0.5 forms of entry providing at least 105 full-time places (approximately 15 pupils per year group) where needed, may be considered for the formation of a federated school or an area school. Area schools would be formed in accordance with the Council's preferred operating model at (a) above.

Where the school is incapable of sustaining sufficient pupil numbers or an area review determines that a school is to be closed, statutory proposals need to be published in order to close any primary school, including those within a federation. Statutory notices would not be required when closing a specific site within a primary school.

Secondary Provision

The Council wants all mainstream secondary provision to provide the best possible learning environments for children and young people, whilst providing the widest possible range of curriculum opportunities. The 2010 policy established the principle that there should be a review of provision:

- where there are more than 25% surplus places or less than four forms of entry (600 pupils) at 11-16 and less than 120 students at post 16;
- the Council would still commission a review of local provision where there were quality concerns if, for example, a school entered special measures.

It also remains the case that it is not feasible for a school of less than around four forms of entry to sustain sufficient curriculum breadth and quality to meet learners' entitlements. Nor is it feasible for a secondary school with fewer than around 600 pupils to sustain the facilities described in the Welsh Government's vision for 21st Century Schools.

The Council therefore accepts that the minimum size for any new secondary school will be a four form entry school providing 600 11-16 places. This is unchanged from the policy set out in 2010.

Funding for provision of post-16 education is provided through Welsh Government grant, which is diminishing each year creating significant increasing pressure on small sixth forms. Small sixth forms can lead to limited student interaction which diminishes the effectiveness of learning (Transforming Education & Training in Wales, Welsh Assembly Government, 2008).

In order to safeguard the right of learners to access a broad and high quality range of learning opportunities (and in line with the Welsh Government's 'Transformation Policy') the Council will review post 16 provision in any secondary school where the number of pupils within the 6th form falls below 150 for three years in succession. Any review will consider whether the school should become an 11-16 or 3-16 (where the site allows) school.

The Council has already published plans to create a new Sixth Form Centre in North Flintshire in partnership with Coleg Cambria and local schools. This policy is consistent with this development and other local developments.

Trigger Points

As stated previously in the document, the key drivers for change contained within this strategy which trigger review are as follows:-

- **Educational improvement**
- **Resilient School Leadership**
- **Suitable Buildings**
- **Unfilled places**
- **Diminishing Resources**

It is prudent to further identify the characteristics of any change in school circumstance that would 'trigger' an immediate review of a school's position, regardless of its allotted place in the Implementation Plan.

The 'trigger' points are identified within the key drivers as:

Educational Improvement

- Where school standards fall below expected levels and there is significant concern raised by GwE or the Local Authority.
- Where a school enters a formal category of concern within the Estyn Inspection cycle

Resilient School Leadership

- Where there is significant concern raised by GwE or the Local Authority.
- Where there are Headteacher recruitment issues.

Suitable Buildings

- Where there is a significant Health and Safety concern.
- Where the building is categorised as category D in condition and/or suitability as recorded on the Council's asset management system.

- Where a school has multiple sites and or multiple mobile classrooms

Unfilled places

- Where school unfilled places rise significantly [fail LA and WG drivers]
- Where a school has not reached 25% unfilled places but unfilled places have exceeded 10% for three successive years.

Diminishing Resources

- Where the local school doesn't serve the local population.

Section 3: Underpinning Policies

Admissions

Flintshire County Council's Admissions Policy enables parents, carers and students to express their preference for admission to a school of their choice. If places are available admission can be secured. If there are more applications than places at an individual school prioritisation criteria are applied, with scope for an independent appeal if the decision is not accepted by a family. Admission arrangements for schools are either the responsibility of the County Council (Community and Voluntary Controlled Schools) or the Governing Body (Foundation and Voluntary Aided Schools).

http://www.flintshire.gov.uk/en/PDFFiles/Lifelong-Learning/Schools/School-Admissions/Guide-to-Education-Services-2015.pdf

Transport

Flintshire County Council's Transport Policy offers free transport in accordance with statutory provision to pupils who live over two miles (primary) or 3 miles (secondary) from their nearest appropriate school, and to pupils who cannot walk to school because of special educational or medical needs, a disability or where the route is considered to be "hazardous". Free transport is also currently provided under current policy to the nearest Welsh medium school, for post 16 learners to specific sites only, to denominational schools where admission to the school is on denominational grounds and subject to providing evidence of adherence to the faith of the school and to learners whose parents receive Income Support or Working Tax Credit and reside more than 2.5 miles from their nearest appropriate school.

http://www.flintshire.gov.uk/en/PDFFiles/Lifelong-Learning/Schools/School-Transport/Transport-Eligibility-Criteria-.pdf

Maintaining and Sustaining the Welsh Language

Flintshire County Council's Welsh Education Strategic Plan 2014-2017 states that Flintshire County Council will:-

- endeavour to **increase** the number of fluent Welsh speakers within its boundaries, with the aim of creating an increasingly bilingual county and country; and

- support, expand and promote Welsh-medium education within the whole community, increasing the number and percentage of pupils receiving Welsh-medium education in compliance with the Welsh Government's Welsh-Medium Education Strategy of developing learners who are fully bilingual (i.e. fluent in both English and Welsh).

http://www.flintshire.gov.uk/en/Resident/Schools/Welsh-in-Education-Strategic-Plan-2014-2017.aspx

Inclusion & Additional Learning Needs (ALN)

Flintshire County Council's Inclusion Strategy recognises that all schools are likely to have some children on roll who have Additional Learning Needs (ALN). Every school or area review therefore has an implication for ALN provision, whether in terms of access to the curriculum or physical access to school premises.

School modernisation provides the opportunity to consider the most effective ways of ensuring that appropriate ALN support is provided for pupils. This may be in mainstream schools, in specialist resource bases attached to mainstream schools, or where appropriate, in Flintshire's recently modernised special schools. The modernisation of Flintshire's special schools, in itself, provides opportunities for new ways of configuring outreach provision to sustain young people in local educational provision.

Individual school and local area reviews should consider strategies to deliver:

- appropriate provision and smooth transitions for children with ALN;

- appropriate access for people with disabilities and also to enable inclusion of children with ALN;

- improving attendance and behaviour, together with reducing bullying; and

- delivering improved achievement for those who are at risk or vulnerable to exclusion.

  http://www.flintshire.gov.uk/en/PDFFiles/Lifelong-Learning/Schools/Children--Young-People-with-ALN/Policy-Framework-for-Children--Young-People-with-Additional-Learning-Needs-(SEN)-April-2007.pdf

Voluntary Aided Schools

Voluntary Aided schools are maintained jointly by the County Council and either the Church in Wales or the Roman Catholic Church. These school buildings belong to the Diocese and we are therefore unable to instigate structural change to these

buildings. Aided schools also have access to separate capital funding streams directly through the Welsh Government. Flintshire County Council will continue to work in partnership with the Diocesan Authorities to ensure that Aided schools are appropriately located and fit for purpose.

ICT in Schools

Flintshire County Council will encourage schools to continue to transform learning and teaching, by ensuring that:

- we embrace the way technology is evolving and recognise how children and young people use technology;
- we ensure that teachers and learners have safe, reliable and seamless access to ICT in the classroom, promoting inclusion;
- all teaching and learning spaces (where practicable) are digitally enabled;
- all schools should have regular and reliable broadband connectivity of an appropriate bandwidth, which is regularly monitored and reviewed in light of emerging uses;
- we have efficient administrative and information management systems which support teaching and learning; and
- learners should have access to learning inside and out of school supporting collaboration with one another, their teachers and the broader learning community.

Community Schools

Schools are often the centre of a community but are sometimes under used in the evenings, on weekends and in the holidays. Flintshire County Council encourages schools to play an important and pivotal role in the community. Schools not only provide education for learners and create a community spirit amongst parents and carers, but they also have the opportunity and often the facilities to reach out to the whole community. In practice this means not only using schools for after school clubs for children and young people, but also as a possible base for additional services such as childcare, early years education, health, social services, libraries and community/ family education activities.

Work undertaken by the WLGA showed that a key factor in a successful school is a close relationship with the wider community. Involvement with the community improves the achievement and motivation of a school and benefits the pupils in that school.

Welsh Government 21st Century Schools Capital Investment Programme

Flintshire's approach to school modernisation can only be delivered by working in partnership with communities and the Welsh Government to secure investment in change. School modernisation options will drive an investment strategy that will address the needs of the schools.

The 21st Century schools Programme was introduced to replace the annual School Building Improvement Grant (SBIG) programme. Previously, Councils received an annual SBIG allocation to improve school stock. However, the amount of funding available limited strategic thinking and restricted them to smaller projects. The Welsh Government's 21st Century School Building Programme supports strategic planning by local authorities in order to provide new or improved school buildings, while reducing surplus places.

This is evident in Flintshire Band A, with a £64m school investment programme planned between 2014 and 2017.

The Welsh Government has indicated that they intend to roll out Band B of the programme from 2019. It is expected that WG will provide further information in the next twelve months on securing the next phase of the investment.

Flintshire County Council will develop its strategies to ensure that we are maximising the potential investment opportunities that may be available via Welsh Government funding.

Welsh Government funding criteria for 21st Century schools will only potentially fund modernisation projects; refurbishment or maintenance projects are not eligible for grant via this programme.

Section 4: Process

The Council consults with parents, school governors and staff and other relevant stakeholders prior to making proposals for any school modernisation change.

The consultation process will involve the completion and presentation of impact assessments around; community, transport, buildings, equalities and language and will of course involve the financial appraisal. During those meetings with Key stakeholders, they will be asked to express their views.

The responses from each formal consultation process will be presented to the County Council's Cabinet, along with the impact assessment, options appraisal and officer recommendations. Cabinet will then decide on how to progress and implement for an area/individual school.

Operationally, the implementation of the programme will be overseen by the Education Modernisation Board and will be managed in accordance with Flintshire's Project Management Framework (aligned with Prince2). Consequently project work will be structurally and technically consistent but tailored depending on the level of review.

Statutory proposals for changes to school provision will only be started following Cabinet agreement.

The new School Standards and Organisation (Wales) Act 2013 makes Local Authorities responsible (rather than the Welsh Ministers prior to October 2013) for the determination of most statutory school organisation proposals that receive objections. Such provisions apply to any proposals published on or after 1st October 2013 that consider the establishment, discontinuance or otherwise significantly alter schools.

The Council does this in line with the Welsh Government's statutory School Organisation Code

:http://wales.gov.uk/docs/dcells/publications/130719-school-organisation-codes-en.pdf

In making a decision the Council's Cabinet will consider the following principles and desired outcomes:

- ensuring high quality learning pathways for all our learners from 3 to 19;
- ensuring that the impact of any transition point is minimised;
- giving all learners the opportunity to attend their nearest appropriate school where they can access the full range of facilities;
- ensuring all children have access to facilities that allow the delivery of a full range of educational opportunities, including high quality teaching and learning environments, play areas, staff areas, security and ICT facilities;
- reducing the number of unfilled places in schools in accord with Welsh Government guidelines, with no more than 10% unfilled across the network of schools;
- supporting the development of leadership capacity across schools in order to have a self-improving and sustainable schools system where there is a shared commitment to excellence;
- removing the need for mixed key stage classes and reducing the number of classes with more than two age groups;
- co-locating (where practicable) primary and secondary school provision, with community learning, culture and leisure facilities on the same campus; and
- securing value for money and effective use of resources.

Governance arrangements

Structural change often involves a legal change to governing body arrangements with temporary governing bodies needing to be set up and constituted. These would run alongside the existing governing bodies. Officers from the Authority will assist governing bodies in this process.

Support for teaching and support staff

As part of the programme the HR team will be able to advise and support headteachers and school staff in relation to workforce issues arising from the implementation arrangements agreed by the Council.

Section 5: Implementation

A separate implementation plan will be produced giving outline dates and areas to review.

In terms of framing timelines the anticipated sequential timelines typically are as follows:

- Area review - 6 months
- Cabinet approvals
- Statutory proposals - 9-12 months (If considered by the Council)
- Cabinet approvals
- Construction Work (if applicable)

Times will vary from school to school and area to area dependent on the complexity and circumstance. The minimum time to implement re-organisation would be 9-12 months with other areas taking between 12-18 months to implementation (not inclusive of construction periods where applicable

The Council's programme will be designed to link and to complement the 21st Century funding programme streams and bands, in order to maximise investment potential.

Given the above process, this will inevitably lead to the Council consulting in areas before it is able to secure funding via the Welsh Government through its programme. Funding is only fully secured at Full Business case (FBC) stage.

Financing the Programme

The speed of implementation of any School Modernisation Programme is subject to the availability of resources. While it may be a clear aim to implement the programme, it may not be possible to do this in the planned timescale if funding is unavailable.

It is important to note that new schools will not be possible in all areas. For those areas which are not included in the 21st Century Schools Programme a pragmatic, more creative approach needs to be taken to address uneconomic use of school accommodation. This can be achieved in a number of ways including:

- at minimal cost i.e. designation of one school as an area school and closure of schools in surrounding area *(children from closing schools move to a school which is fit for purpose and has unfilled places)*
- being wholly self-financed by the Local Authority
- obtaining 21st Century Schools Programme capital funding and providing the 50% match funding

Renewed cluster School Modernisation Options are being developed in order to identify revenue savings through the School Funding Formula alongside the Investment Strategy which will deliver organisational change.

Each individual school proposal and area review will need a full financial appraisal identifying revenue savings, cost pressures and any programme of capital investment.

Methods of funding the Authority's allocation

(Subject to appropriate approvals)

- Enhanced capital allocations
- Generation of capital receipts (asset disposal)
- Development of self-funding or part funding opportunities (through prudential borrowing).

There is no immediate expectation that any significant additional funding source will be available, but opportunities to identify and secure such funding will be actively sought in line with asset management and rationalisation strategies.

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FLINTSHIRE COUNTY COUNCIL

REPORT TO: **CABINET**

DATE: **20TH JANUARY 2015**

REPORT BY: **CHIEF OFFICER, ORGANISATIONAL CHANGE (IRB)**
CHIEF OFFICER, ORGANISATIONAL CHANGE (NC)

SUBJECT: **COMMUNITY ASSET TRANSFER**

1.00 PURPOSE OF REPORT

1.01 To provide an update to Members on the development and implementation of the Councils approach to Community Asset Transfer (CAT).

2.00 BACKGROUND

2.01 The Council re-launched it approach to the delivery of CATs in November 2014. Public assets owned by Flintshire County Council are one of its major strengths. However, the Council must balance the requirement to dispose of surplus or underutilised assets to provide funding for its' capital programme with the need to regenerate local communities and encourage social enterprise through the alternative use of its buildings and land assets.

2.02 Community ownership can play a part in enhancing the local environment and providing opportunities for all sectors of the community. The Council has land and buildings that are used for a variety of community and public purposes. Benefits can include:

- Buildings used more frequently and effectively
- Extra funding opportunities
- Local decision making

Community Asset Transfers can also help to promote public value through:

- Community empowerment
- Encouraging a sustainable voluntary and community sector
- Encouraging social enterprise
- Delivery of corporate priorities
- Value for money

2.03 Assets that are considered suitable for transfers include playing fields, play areas, community centres, youth centres, allotments, sports

grounds, pavilions, and libraries

2.04 In re-launching its CAT strategy the Council has sought to simply its approach and methodology into three basic stages:-

- Stage 1 – Expression of Interest: This can be made by an individual or community group.

- Stage 2 – Business Model Application: This can only be made by a community group and is the formal application stage of this process.

- Stage 3 – Completion and Transfer of Asset: The final stage in the process which will be between the Council and an appropriate organisation.

A copy of the guidance notes are included at appendix 1 for information.

3.00 CONSIDERATIONS

3.01 In supporting the delivery of this activity Flintshire has engaged Flintshire Local Voluntary Council (FLVC) to support and lead aspects of this process. They are providing a package of flexible, tailored support delivered by FLVC staff with experience of:

- Community Development
- Third Sector Funding & Finance
- Governance
- Administration
- Charity Management

3.02 Specifically FLVCs role comprises:-

The Administrative processes for FLVC to log, assess, signpost and report on CAT enquiries

- A team of FLVC staff to provide bespoke support to community groups in the development of potential Community Asset Transfers
- A programme of surgery/workshop-type events tailored to the needs of interested parties (at least one event per month)
- Participation and support for a multi-disciplinary Panel to filter Expressions of Interest (EOI's) and assess business plans for due diligence by FCC.
- Bespoke training and support for those groups/organisations who's EOIs have sufficient merit to progress towards a detailed business plan submission.
- Partnerships with existing and potential partner organisations within the sector to provide direct and in-kind support to

empower the transferee.

- Monitoring of Expressions of Interest and support for a smooth and efficient transfer process.
- Liaison with FCC to identify potential assets, issues and beneficiary groups.

3.03 In terms of the interest expressed to date a total of twenty proposals for over 40 assets have already been agreed to proceed to the next stage (stage 2), following the first deadline for expressions of interest. The next stage is to produce a business case and is expected to take around six months.

In addition a total of 47 informal enquiries have also been received, relating to 195 assets which cover 21 Town and Community Council areas. Expressions of interest have currently been received from Town and Community Councils, community organisations and individuals.

3.04 The stage 2 decision will be a formal decision that commits the Council to an Asset Transfer subject to completion of legal agreements. Therefore the decision making at this stage needs to be formal and in line with Council policy. It is proposed that the initial mechanism is a recommendation panel with one representative member from the Council and FLVC, supported by Council Officers. Recommendations from the panel will then be brought back for formal ratification by the Council and authority given at this stage to enter into legal agreements. It is proposed that the Portfolio holder for Environment, should be the Council representative on this panel. The panel will meet every three months.

4.00 RECOMMENDATIONS

4.01 That Members :-

- Support the appointment of the Portfolio holder for Environment to sit on the panel which will make recommendations in relation to all stage two business models.

5.00 FINANCIAL IMPLICATIONS

5.01 As advised the Council are supporting FLVC financially in this process, this support equating to £25,000 per year for the next two years with FLVC providing in kind matched support in the sum of £10k per year for the next two years.

6.00 ANTI POVERTY IMPACT

6.01 The development of CATs will have a positive impact on the local community through the increased provision and awareness of CATs and the services which can be delivered from them.

7.00 ENVIRONMENTAL IMPACT

7.01 None as a direct result of this report.

8.00 EQUALITIES IMPACT

8.01 Positive in that it will enable groups to be supported by and through their local communities.

9.00 PERSONNEL IMPLICATIONS

9.01 None as a direct result of this report.

10.00 CONSULTATION REQUIRED

10.01 Town and Community Councils.

10.02 County Forum.

10.03 Corporate Resources Overview and Scrutiny (CROSC).

11.00 CONSULTATION UNDERTAKEN

11.01 Town and Community Councils at awareness raising events.

11.02 County forum on the September 2014 and October 2014.

11.03 CROSC through mid-year reports.

11.04 Stakeholder workshop with FLVC in October 2014.

12.00 APPENDICES

12.01 Appendix 1 – CAT Guidance.

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985 BACKGROUND DOCUMENTS

Not applicable

Contact Officers: Ian Bancroft
01352 704180
Ian.Bancroft@ Flintshire.co.uk

Neal Cockerton
01352 703169
Neal.Cockerton@Flintshire.gov.uk

FLINTSHIRE COUNTY COUNCIL

COMMUNITY ASSET TRANSFER GUIDANCE NOTES

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1. PURPOSE OF GUIDE

This guide is for individuals or groups who want to lease buildings or land from the County Council for community benefit. This is known as Community Asset Transfer (CAT) and is defined more fully as follows:

"the leasehold transfer of a Flintshire County Council asset to an organisation with a social purpose and who plan to use the asset for the benefit to the local community".

The guide explains the Councils policy on Community Asset Transfer, how interested individuals or groups can apply, how applications will be processed and how support can be accessed.

Much of this guide is intended to encourage communities to come forward with ideas and then develop these ideas into more detailed plans. Please note the first stage in this process is a very simple expression of interest. This is intended to encourage anyone with a good idea to come forward. Based on this expression of interest, support and information will be provided to help develop this idea. Without your ideas it is impossible for organisations who may be in a position to offer support packages and provide the relevant information that may assist the further growth and development of your idea.

The County Council recognises that in transferring the ownership or stewardship of an asset to local communities they can play a valuable role in supporting and sustaining those communities in Flintshire. The Council has buildings and land that are used for a variety of community and public purposes. Through the transfer of assets to community management, Flintshire County Council aims to:

a) Increase the range and number of publicly owned assets managed by the community, providing an increasing asset base for local communities to shape services and which meet their needs, and;

b) Generate new sources of income to sustain local community services and maintain local assets.

The Council is committed to working with community groups and local people to ensure that asset transfer to the local communities of Flintshire is successful and sustainable in the long-term.

Further details are available from Flintshire Local Voluntary Council (FLVC). You can contact FLVC by telephone on 01352 744000 or by email at info@flvc.org.uk.

The information is also available on the Council's website at:-
http://www.flintshire.gov.uk/en/Resident/Community-Asset-Transfer-(CAT)/Community-Asset-Transfer-(CAT).aspx

2. KEY STAGES OF COMMUNITY ASSET TRANSFER (CAT) PROCESS

There are three key stages to Community Asset Transfer:

Stage 1 – Expression of Interest: This can be made by an individual or community group.

Stage 2 – Business Model Application: This can only be made by a community group and is the formal application stage of this process.

Stage 3 – Completion and Transfer of Asset: The final stage in the process which will be between the Council and an appropriate organisation.

Stage 1 – Expression of Interest
A list of all assets that can be considered in line with the Councils Community Asset Transfer policy has been provided to the Clerks of all Town and Community Councils.

Alternatively, interested parties may wish to contact Sian Speed on 01352 704511 or by email at sian.speed@flintshire.gov.uk

Expressions of Interest will be invited from 3rd November 2014.

If you are an individual or group with an idea on how an asset on this list could be used, the first stage is to complete an Expression of Interest Form. This form is included at Appendix 1.

The Expression of Interest Form has been developed to help gain an understanding of ideas from within local communities on how our assets could be used by those communities and how their use will benefit the wider community. This may include ideas on different approaches to how the assets are used to those currently in place.

Expressions of Interest must be made by submitting an Expression of Interest form (Appendix 1 of this guide) to FLVC. The Expressions of Interest form is also available to download from the Council's website or available by email from FLVC (contact info@flvc.org.uk including the reference CAT EOI in your email subject).

Applications will be acknowledged in writing and all expressions of interest will be published on the Councils website to ensure that this is an open and transparent process.

Expressions of Interest Forms will be reviewed by a CAT Panel once a month. This Panel will include representation from Flintshire County Council and Flintshire Local Voluntary Council.

The Forms will be reviewed with consideration for how the following has been demonstrated:

- Potential Community Benefit;
- Capacity relating to sustainability of the project, i.e.,
    - How will the project be funded initially and over future years?
    - How to you propose to pay the outgoings / management costs of the property / asset?

- Do you propose to use the asset in a different way to how it is currently being used?
- Engagement with the local community, i.e., who have you spoken to about your idea? for example, local councillor; other community groups, current users of the asset, etc.

Where appropriate, organisations or individuals will then be invited to progress to stage two.

Stage 2 – Business Modelling

At Stage 2, the Council will ask you for all the information that they will need to make a decision on whether an asset can be transferred. It should be noted that the range of information required will vary depending on the circumstances of the transfer.

Flintshire County Council is committed to the successful transfer of assets to community based groups but does recognise that running a building can be an onerous commitment. It is anticipated that local groups may be deterred from engaging in Community Asset Transfer due to being apprehensive as to the possible risks, financial and otherwise. To assist the Council will endeavour to share any information it holds regarding the assets condition and operating costs.

Applicants will be asked to provide a business model and supporting documents. This will include:

- Evidence of a proven local need for the asset;
- Details of planned outcomes and benefits anticipated as a result of the asset transfer;
- A plan for how much space is required and its potential usage;
- 5-year plans for revenue and capital funding, plus cost projections for managing and operating the asset;
- Any financial resources that the asset transfer will release or attract;
- Financial sustainability and forward planning;
- How the CAT applicant will invest in and maintain the property asset, including a specific plan for meeting Health and Safety and energy efficiency responsibilities;
- Evidence of a community governance / management structure with the capability to sustain the property asset;
- Evidence of a track record for delivering services and / or managing property.

Business Models will be evaluated by the Full CAT Panel every three months. Once organisations have passed through the Expression of Interest stage more details will be provided about the requirements of the business model and how this will be evaluated.

Stage 3 – Completion and Transfer of Asset

On receipt of delegated approval, the Council's legal adviser will be instructed to prepare the transfer documentation as set out at appendix 4, subject to any specific terms as may be agreed.

Any agreement, if it is considered appropriate, will include a provision for the return of the land or building should a venture be unsuccessful and cease. In accepting a return,

however, the Council will not normally assume any responsibilities or liabilities of the community based group including financial commitments and responsibility for any repair previously identified in the schedule of condition which will be attached to the lease agreement at the commencement of the lease.

3. FLINTSHIRE COUNTY COUNCIL COMMUNITY ASSET TRANSFER (CAT) - POLICY OVERVIEW

Flintshire County Council's (FCC) Community Asset Transfer (CAT) policy was approved in September 2012.

Under the Local Government Act 1972 General Disposal Consent, Local Authorities have discretion to dispose of surplus property at less than best consideration subject to Member approval (provided that the difference between the prices is less than £2million). This allows for the consideration of bids from Community and Voluntary Groups for FCC owned property.

The public assets owned by Flintshire County Council are one of its major strengths. However, the council must balance the requirement to dispose of surplus or under utilised assets to provide funding for its' capital programme with the need to regenerate local communities and encourage social enterprise through the alternative use of its buildings and land assets.

Asset categories that are appropriate for Community Asset Transfer include:

- Community centres
- Youth centres
- Children's play areas
- Visitors / tourist attractions
- Public toilets
- Street lighting
- Former civic buildings
- Former schools

Flintshire County Council recognises however that community ownership can play a part in enhancing the local environment and providing opportunities for all sectors of the community. The Council has land and buildings that are used for a variety of community and public purposes. **Benefits** can include:

- Buildings used more frequently and effectively
- Extra funding opportunities
- Local decision making

Community Asset Transfers can also help to **promote public value** through:

- Community empowerment
- Encouraging a sustainable voluntary and community sector
- Encouraging social enterprise
- Delivery of corporate priorities
- Value for money

More detail about how the Council will complete the transfer of an asset is provided in the proposed Heads of Terms document at the back of this guide. This information will be discussed with applicants at stages 2 and 3 of the process.

Final business models are welcomed from community, voluntary and social sector based groups which meet the following minimum **criteria**:

- Are community led with strong links to the local community with members able to influence its operation and decision making;
- Are a voluntary community or social sector organisation;
- Are properly constituted, e.g., a registered charity;
- Have a constitution which allows the ownership/management of buildings and / or the provision of services;
- Able to demonstrate good governance;
- Has sufficient skills and experience to manage a property and deliver services in line with the authority's core purpose and corporate outcomes;
- Are able to demonstrate a policy of diversity - the proposed use will ensure extensive reach into the community and be inclusive;
- Be able to show a commitment to community benefit in line with the authority's core principles;
- Are able to show an evidenced need and demand for the activities being proposed within the local community;
- Are looking to maximise opportunities to ensure sustainability, e.g., through income generation, social enterprise, etc;
- Are able to demonstrate management experience and show how the premises will be managed on a day-to-day basis;
- Have a clear business model for managing the asset.

4. BEFORE YOU START

Stage 1: Expressions of Interest – Ideas
All you need at the first stage is a good idea that has the potential to be turned into a business model. Both the Council and FLVC will be happy to talk to you about your initial ideas at this stage.

Stage 2: Business Model
When you have a good idea with potential you will need to consider some of the practicalities listed below to turn this into a business model. FLVC will provide support and signpost you to other support agencies at this stage.

It is important that you have a **Plan** outlining your aims and objectives, and demonstrating that your organisation is prepared to take on the responsibilities of leasing the property. A plan should include:

- Members and list of activities;
- How the asset will be operated and for what purpose;
- Who will be responsible for managing the service;
- Who will be responsible for maintenance and upkeep of the building or land;
- Latest account details;
- Financial information indicating expenditure and future income projections;

Financial Issues - Your Business Plan should include a financial plan, outlining the funding for your organisation and how you will fund the premises. In addition to costs such as rent, managing a building will also incur a number of other costs including:

- **Rates**
- **Utilities** - electricity, telephone bills, water, and so on.
- **Insurance -** This will be applicable whether you intend to buy or rent the building and you will need to check whether this is to be your sole responsibility, or for the landlord to arrange. You will also need to obtain your own public liability insurance.
- **Repairs and Maintenance -** potentially both major and minor. This will be applicable whether you intend to rent or lease a building
- **Staff -** e.g. cleaning and care taking
- **Security**
- **Administration**
- **Potential alterations**
- **Income**

Further financial considerations include sustainability and forward planning, i.e., whether you have the funding to enable you to sustain the project and building in the future. For example, if you are relying on a source of funding that comes to an end in the next six months, what are your plans / provision for securing funding after this period.

You may also need to consider start-up costs for taking up the management of the building including any necessary repairs or alterations.

Management Structure - Leasing buildings or land is a major commitment for your organisation, which involves considerable responsibilities and should not be underestimated.

One key consideration will be whether occupying a building will enhance your ability to achieve the aims and objectives of your group / organisation or in reality mean that you have less time to focus on your core activities.

You need to ensure that you have a clear management structure and have thought out how the building will be managed on a day to day basis, in addition to how the building will be financed, usage, and so on. This will include key questions such as:

- Do you have a clear constitution and established Management Committee / Board / Team?
- Have you got a clear process for making decisions in relation to the building e.g., deciding on repairs / maintenance works?
- Have you considered whether you have enough members to be able to manage the building effectively, e.g., who will be responsible for room bookings, site problems, compliance with legal issues such as Health and Safety, and so on?
- Have you considered who will be responsible for caretaking, and cleaning responsibilities?
- Who will take responsibility for managing payments for utilities bills, rates, and so on?

Costs - Before you apply with your business model it is important to consider whether you are able to meet some of the costs that may be associated with the transfer. It is difficult to specify what these may be as each transfer will be negotiated on an individual basis, however it may include:

- Feasibility study fees
- Architects fees
- Legal fees
- Consultancy fees
- Planning fees

5. FREQUENTLY ASKED QUESTIONS

What is a Community Asset Transfer?
A Community Asset Transfer is the leasehold transfer of a Flintshire County Council asset to an organisation with a social purpose and plans to use the asset for the benefit of the local community.

It is the transfer of the management and ownership of public assets (buildings or land) through the granting of a lease to a community based organisation who in return commit to providing community benefits via its use.

What is an asset?
For the purpose of Community Asset Transfer (CAT) an asset is a building or other property or a piece of land owned by Flintshire Council Council (FCC). Your local Town and Community Council have been advised on assets within your area which FCC are inviting Expression of Interests.

How do I register my interest / make an application?
Complete the Expression of Interest form within this pack and return it to FLVC. A copy can be found at Appendix 2.

What information do I need to provide for in an Expression of Interest:
At this stage all that is required are the initial details regarding your idea for the use of the building.

What happens after I have submitted an Expression of Interest:
Your proposal will be recorded, assessed by FLVC and then reported to the CAT Panel (EOI) for approval to progress to Stage 2, the business modelling stage. The Panel will also assess the subsequent support to be made available for the business modelling stage.

What happens if after the CAT Panel (EOI) have met?
You will be contacted shortly after the CAT Panel have met with the outcome. If the Panel consider that your idea is of interest you will be offered the support of FLVC to prepare your business model.

What information will be required for a Business Model?
Your Plan should include a financial plan, outlining the funding for your organisation and how you will cover the costs of managing and maintaining the premises. FLVC will be able to advise you further on this.

Is there any other information needed to have at the Business Model stage?
You will need to show that you or your organisation is in a position to take a lease and that there are good management practices in place. Plans for fund-raising and community involvement should be included.

How much will the Council charge to transfer the asset to our organisation / group?
Leases granted as a CAT will generally be at a low or peppercorn rental to reflect the commitment of the organisation/group to the continued use of the asset for community benefit.

How long will a lease be for?
A lease for a CAT will generally be 27 years.

What responsibilities will the organisation/group have for the asset?
The organisation/group will take full responsibility for all the out-goings of the asset transferred, for example rates and utility costs as well as maintenance, repair, statutory testing and insurance.

Will the Council undertake a condition survey on an asset for a transfer?
The Council will share the most recent information it may have regarding the condition of the building. It may however be recommended that interested parties appoint their own qualified surveyor to undertake this piece of work.

How much does it cost to run a building?
Buildings are generally expensive to run and future expenditure must be carefully planned in order for a CAT to be successful and viable in the long term.

FCC will at Business Model stage where possible provide details on historic running costs and the condition of any buildings involved. However, an organisation/group should consider taking their own advice in terms of financial planning and building surveys.

If things do not go to plan can my organisation/group return the asset to Flintshire County Council?
FCC will endeavour to support all groups prior to a CAT to ensure that a transfer will only take place when there is good prospect of it being successful.

The lease granted will include a break clause which will enable the organisation/group to hand back the lease at a future date if the project is in difficulty. However, the organisation / group will be responsible for all outgoings and repairs, etc, to the date the lease is taken back.

How long will this process take?
Each expression of interest in respect of a CAT will be considered individually and timescales will be dependent to some extent on the resources and support available to the organisation / group.

It is intended that Stage 1, Expressions of Interest will be considered on a monthly basis and Stage 2, Business Model details will be considered quarterly.

6. CONTACT DETAILS

Organisation	Description	Contact Details
Flintshire Local Voluntary Council	Support for voluntary and community groups in Flintshire. First point of contact for Expressions of Interest and support regarding funding, governance and volunteering.	info@flvc.org.uk 01352 744000
Flintshire County Council	The provider of details about the assets and the organisation with whom legal contacts and transfers will be made in the first instance.	sian.speed@flintshire.gov.uk 01352 704511
Wales Co-operative Centre	Free help and business advice to social enterprises and co-operatives in Wales.	http://www.walescooperative.org/business-support-wales 0300 111 5050
Social Firms Wales	National Support Agency for Social Firm Development. It works alongside Social Firms UK. It is committed to the creation of employment opportunities for disadvantaged people through the development and support of Social Firms in Wales.	07899 890490 members@socialfirmswales.co.uk
Charities Evaluation Service/PQASSO	Support for organisations to measure the results of their work and use evidence to learn and improve performance .PQASSO is the leading quality standard developed for the third sector, by the sector.	020 7713 5722
Community Matters	Information, advice and support for **community** and voluntary groups throughout the UK.	0845 847 4253

APPENDIX 1

COMMUNITY ASSET TRANSFER - EXPRESSION OF INTEREST FORM

Council Ref:	Date Received:
	Date Acknowledged:
Outcome of Review:	Date Decision Communicated:

Asset/Property/Land:
(Name / description of asset this Expression of Interest relates to)

Your name or the name of the organisation/group *that you are authorised to represent) or individual. In order for us to talk to you about your ideas please advise how you may be contacted during normal office hours (i.e. 9am to 5pm Monday to Friday)

Contact Details:
Name:
Position Held:
Contact Address:
Email:
Telephone:

If you are representing an organisation please advise of the type of organisation and the date established.

For example, a public limited company; a registered charity; a company limited by guarantee; other.

Briefly describe your idea.

Please include the reasons why you require the property / asset / land, its intended use and how this purpose and use will benefit the wider community.

What is your idea and the potential community benefit? Do you propose to use the asset in a different way to how it is currently being used?

How might the project be funded initially and over future years? How do you propose to pay the outgoings / management costs of the property / asset / land?

Who have you spoken to about your idea? e.g., local councillor; other community groups, etc.

I / we confirm that all the information and statements contained within this expression of interest are true and accurate. I understand that the Council may ask for additional information at any stage of the application process and that you may check this with other sources.

Signed Date

Name Position

Data Protection Statement

Any information you provide on the form will be held by Flintshire County Council in accordance with the Data Protection Act 1998

APPENDIX 2

CHECKLIST OF TASKS TO CONSIDER IN DEVELOPING A BUSINESS MODEL

1. Does your committee/board/management team understand the terms of the group's occupation of the building? For example: lease, licence, and so on.

2. Are they aware of any obligations they might have for the building? For example:
   - Cleaning
   - Insurance
   - Security provision
   - Repairs/maintenance
   - Decoration
   - Waste disposal

3. Have any planning permissions and buildings regulations relating to the premises been checked?

4. Is a change of planning use needed?

5. Are the premises adequately insured? (Buildings, contents, public liability)

6. Are there any restrictions contained in the lease or other deeds on what can be done in or to the building? (For example, prohibitions on sub-letting / sharing, making alterations, storing certain substances, consuming alcohol, playing games or music, holding lotteries, admitting animals, serving hot food). If so, can you negotiate better terms?

7. Are the security and alarm systems adequate?

8. Does the asset need a fire certificate? If so, when does it have to be renewed?

9. Has the group obtained any business rates relief it is entitled to from Rates Department?

10. Have all necessary licences been obtained from the Council's Licensing Department?
    - public entertainment (also covers theatre, film and video productions)
    - alcohol / music, singing and dancing
    - gaming / lottery

11. Has a risk assessment for health and safety been carried out?

12. Have disability access issues been addressed? Are any grants available for alterations?

APPENDIX 3

GLOSSARY

Term	Explanation
Assets	Land or building.
Asset transfer	Procedures used to transfer the ownership of assets to a community based organisation.
Business Model	A business model summaries the activities, systems, skills and resources needed to achieve your short, medium and long term aims essentially, it explains in detail what your organisation will do to turn its vision into reality.
Capacity Building	Activities that strengthen the skills, abilities and confidence of people and community groups to take effective action and leading roles in the development of their communities.
Constitution	Regulations that govern the conduct of an organisation.
Feasible	Refers to whether a project can be developed to meet the objectives of the project given its context and the resources available.
Governance	Refers to who makes decisions in an organisation (partly defined by the way an organisation is set up legally and what it has been set up to achieve) and how they make them (who is included in decision making and who gets to know about what decisions have been made).
Lease	A lease is a legal contract between you (the leaseholder), and the council (the landlord). It sets out the rules that you and the landlord must keep to.
Leasehold	If you have a leasehold asset, you own it for a fixed period of time. You'll have a legal agreement with the Council called a 'lease'. This will tell you how many years you can 'enjoy' the asset. When the lease comes to an end, ownership of the asset returns to the Council.
Public liability	Insurance taken out by organisations to protect them against claims from the public for compensation after an accident, for instance, or anything else where the organisation may be held responsible. If the public have access to these organisations, then the organisation must have this insurance.

APPENDIX 4

PROPOSED DRAFT HEADS OF TERMS - COMMUNITY ASSET TRANSFER

These Heads of Terms are not intended to create any legally binding obligations and are subject to the approval of Flintshire County Council.

This document is confidential to the intended parties and their professional advisers.

Any subsequent documentation is subject to the approval of the legal advisers for Flintshire County Council.

Parties: Lessor:
Flintshire County Council
Lessee:

Proposal: The granting of a lease on the basis of a Community Asset Transfer.

Property: All land and premises shown edged red on the attached plan.

Term: 27 year leasehold interest

Rent: Peppercorn/£1 pa exclusive of all other

Repairs: The Lessee will be responsible for all repairs, maintenance, Health and Safety and other improvement works for the term of the lease.

Break Clause: The lease to include a break clause in favour of the Lessee to be operable at 5 yearly intervals throughout the lease.

Use: The Lessee is to use the premises for the community use only.

Insurance: The Lessee will be responsible for the insurance of the premises, including all contents.

Public Liability Insurance: The Lessee will have public liability cover to £5m.

Named representatives: The Lessee is to confirm five named individuals to be jointly and severally liable on the lease.

Costs: Each side to bear their own costs with regard to the transaction.

Other Terms: The lease is to be completed within 1 year of the date of the agreement of the Heads of Terms.

Landlords Solicitors: Chief Officer (Governance), County Hall, Raikes Lane, Mold, CH7 6NA DX No: 7085590 –MOLD 4

Conditions: Subject to contract and Executive Approval and does not purport to constitute a contract.

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FLINTSHIRE COUNTY COUNCIL

REPORT TO: **CABINET**

DATE: **TUESDAY, 20 JANUARY 2015**

REPORT BY: **CHIEF OFFICER (SOCIAL SERVICES)**

SUBJECT: **INTERMEDIATE CARE FUND (ICF)**

1.00 PURPOSE OF REPORT

1.01 Members will be aware that Welsh Government developed a one year 'Intermediate Care Fund' (ICF) to encourage integrated working between local authorities, (including Housing and Social Care), Health and other partners.

1.02 This report provides Cabinet with an overview of the projects delivered by the Intermediate Care Fund and the opportunity to scrutinise the outcomes that have been delivered.

2.00 BACKGROUND

2.01 What is Intermediate Care?

"Intermediate care services are provided to patients – generally older – to help them avoid going into hospital unnecessarily, to help them be as independent as possible after discharge from hospital and to prevent them having to move into residential or nursing homes until they really need to. These services are generally time-limited, until the person has regained independence or medical stability, and are provided in people's own homes, in community hospitals or sometimes within local nursing homes" Kings Fund, 2013.

2.02 The Intermediate Care Fund

The ICF Fund was set up by Welsh Government to support older people, particularly the frail elderly, to maintain their independence and remain in their own home. Funding was allocated on a regional footprint with £1,926m allocated to Flintshire. This consists of £642k capital and £1,284m revenue funding.

Welsh Government were clear that the Fund could not be used to substitute existing funding streams and must be used to support new, or additional, provision of services and ways of working. The ICF was designed to be one year funding (2014/2015) and Welsh Government have confirmed that the Fund will cease on 31st March 2015.

2.03 Managing the Fund

The ICF was allocated on a regional footprint with Flintshire leading the management of the Fund on behalf of North Wales.

Each authority within the region developed their own bid for funding and the individual bids were pulled together to form a coherent regional bid. Flintshire's bid was developed with contributions from Social Services, Housing, BCUHB & Third Sector organisations.

The bid for Flintshire was based upon three key themes with a consistent focus on enhancing services for people with dementia:

Theme 1: Improving preventative care & avoiding unnecessary hospital admission and delayed discharge

Theme 2: Promoting and maximising independent living opportunities

Theme 3: Supporting recovery and recuperation by increasing the provision of reablement services

3.00 CONSIDERATIONS

3.01 The ICF has enabled the following projects to be delivered in Flintshire:

Provision of step up/step down beds in residential care homes	Funding has been used to purchase beds within 3 Care Homes in Flintshire (LLys Gwenffrwd, Marleyfield and Croes Atti) for people who are ready to come out of hospital but need some more support in the community before they can go home. Funding is also used to purchase additional beds across the County if there is a need. The project has facilitated timely hospital discharge and supported people to develop their independence in a safe environment with a view to enabling them to return to live in their own home.
Purchase of a dementia assessment bed	A bed is available at an EMI Residential Care Home where people with dementia can have their needs assessed over a period of time, enabling a fuller understanding of the person and their needs. This approach provides an effective alternative to people being assessed on a hospital ward when they can be confused and distressed.
Increasing staff resource	The Fund has enabled additional staffing across Health and social care to support intermediate care. There has been an increased in Occupational Therapy provision in Wrexham Maelor Hospital to support timely hospital discharge with plans to fund an additional 0.5 of post in Glan Clwyd over the winter months. Additional Social Worker and Occupational Therapy provision in the Reablement team and additional Nurse capacity into the

	Crisis Intervention Team. This additional capacity has helped ensure people are supported to live independently and to provide intensive in reach support to people in Step Up/Down provision to help them return to the community.
Extending Specialist Dementia Care in the Community	A range of initiatives have been funded including plans to roll out the “Living Well” service model. This service provides an outcome focussed approach to supporting people with dementia living to in their own homes. Work has been undertaken to promote the development of dementia friendly communities and, working with NEWCIS, to deliver dementia awareness to carers – including e-learning opportunities.
End of Life Care	BCUHB Macmillan End of Life Care Facilitation team are piloting the “Six Steps to Success Programme for Palliative Care" in Nursing Homes. The aim is to ensure people have improved end of life care with choice and control over their end of life care plans whilst increasing staff confidence and understanding of end of life care. The pilot also aims to reduce inappropriate hospital admissions and delayed transfers of care for those who are at end stage palliative care. A number of Residential Homes have also indicated that they would like to introduce this programme.
Equipment, aids and adaptations	A range of projects to extend the availability of assistive technology, aids and adaptations to people living at home to maintain their independence and wellbeing. Also included are additional adjustable beds, available to loan through the Red Cross.
Enhanced Pharmacy Support within the community	Funding has been used for a Pharmacist and Pharmacy Technician to provide more direct support to Residential Care Homes and to GP’s for example to make targeted visits to people in their own home to review medication use.
Falls Prevention	Two staff members from the Therapies Team in BCUHB have been funded to conduct in depth assessments with older people identified as being at risk of falls to find ways that their risk can be reduced.
Dementia Community Support Service – Alzheimer’s Society	The Alzheimer’s Society has been funded to provide one to one personalised support for people living with dementia in their own homes. The focus of the work is to enable people with dementia to continue with personal hobbies and interests, try new experiences and continue with daily living and other activities that are important to them. The support is time limited and focuses on supporting people to access activities themselves.
Intermediate Care Support Service – British Red Cross	British Red Cross has been funded to provide a rapid response, low level support service through volunteers to people who are in receipt or leaving other Intermediate Care Services. For up to three hours a week, for up to 6 weeks, low level practical and emotional support is provided to help individuals feel confident and independent at home.

Healthy Homes for Discharge Project – Flintshire Care & Repair	Flintshire Care & Repair have been funded to work with individuals to address concerns that could be preventing a safe discharge from hospital. Team members carry out a full assessment of the person and their property and then make the appropriate links to a wide range of services and organisations that can provide any assistance that is needed.
Hoarding Tendencies Support Project – Flintshire Care & Repair	Flintshire Care and Repair will use specially trained staff to assist individuals with hoarding tendencies to provide practical help and support in order to address any immediate issues preventing an individual from returning home safely after a hospital stay and to address the causes and consequences of their hoarding behaviour to prevent further ill health, reduction in independence. There has been a high demand for this services and additional ICF money has been reallocated to help meet demand.
Neurotherapy Centre	To provide additional Counselling, Occupational Therapy and fatigue management support for older people with a neurological condition and their Carers, many of whom will be spouses of a similar age, in order to promote wellbeing, increase independence and reduce the need to access statutory services.
Support at Night	Working to transform the way we support some of our service users at night through improved technologies and having staff available to offer support to a cluster of people living in the community. The service will be trialled in the new year and evaluated.
Conversion of a property for short term intermediate care accommodation	A property is being converted to provide accommodation for an individual to live on a short term basis whilst they regain their independence. The property will be equipped with telecare equipment and where appropriate a package of health and/or social care will be provided to meet their needs to facilitate their return home.
Development of Extra Care	A significant element of the capital element of the ICF (£550k) is being used to support the development of additional Extra Care Facilities. Capital funding has provided leverage for investment in the development two additional Extra Care provisions. Plans are underway to develop Extra Care at Flint and Holywell.

3.02 **Achievements to date**

3.03 During the first 6 months of the project (April – September 2014)

- 25 people were supported through ICF step down beds for a total of 396 nights. The average length of stay was 16 nights for each patient.

The following case study provides a real life example of how the ICF step up/step down beds have made a real difference to the lives of vulnerable older people:

Case Study

Mr G is 90 and lives alone in a flat on the eleventh floor of a large building. Mr G was admitted to hospital in February 2014 for neurology investigations, following a period of ill health, confusion and poor mobility.

In May 2014, Mr G was able to be discharged to an ICF step down bed. Mr G was concerned about returning home, stating he did not feel safe and expressed a desire to enter 24 hour care, which was supported by his family.

The Intermediate Care and Reablement teams engaged with Mr G and his family, carrying out multi-disciplinary assessments, including a Carers Assessment. Working with Mr G and his family, a range of personal outcomes were identified and a program of interventions put in place. Through this fully supported process, Mr G was able to regain his confidence and some independent skills resulting in his decision to return home.

Mr G returned home after a period of 12 days in the step down bed and a week after doing so said "he was happy he had returned home".

His return home was facilitated by the implementation of a Reablement package providing ongoing support, including Telecare equipment and equipment to aid his mobility, three home care calls a day from care services and family support at lunch time.

The Intermediate Care intervention enabled Mr G to be discharged from hospital to a safe environment for assessment, and prevented an unsafe discharge home/or admission to a care home. Through the collaborative efforts of Health, Flintshire Council, Mr G's carers and third sector involvement, Mr G was able to return home with support to live independently.

3.04 Further case studies are included in Appendix 1 of this report. Other achievements during the first 6 months of the ICF include:

- 18 people supported through the Care and Repair 'Healthy Homes for Discharge Project' which works with vulnerable older people in hospital to help ensure they return to secure, safe and warm homes.

- 8 people with dementia supported by the Alzheimer's Society, to access and engage in activities that interest them. The people supported, and their carters, have reported:

    - Reduced social isolation
    - Increased motivation and now engaging in daily tasks
    - Carer feeling more relaxed
    - Person with dementia reporting feeling happier

- 12 people referred to the Care and Repair Hoarding Tendencies Project

which supports vulnerable people who hoard and are at risk of falling in their home. 5 of the people referred were in hospital at the time of referral.

The ICF will be evaluated in Spring 2015 both at a regional and local level.

3.05 Challenges

There have been some challenges with the programme particularly relating to the one year, short term nature of developing additional/new services which involve a range of organisations. The most significant challenge has been recruiting staff as there can be long lead in times and, at times, specific skills have been needed. One particular example was a project which looked to bring additional CPN capacity to Flintshire. The capacity was intended to provide particular out of hours support for Care Homes to minimise hospital admission and enable support/treatment in the Care Home setting. Unfortunately BCUHB were unable to attract appropriate staff and the project did not proceed. Arrangements are in place for agreeing processes and priorities for any slippage in the Fund.

3.06 Governance arrangements

The regional ICF allocation has been overseen by North Wales Integrated Services Programme Board. The Board has representation from all 6 local authorities, Health and Housing with arrangements to co-op independent and 3rd sectors where appropriate. The Board forms part of the governance arrangements that feed into the North Wales Regional Leadership Board. The Board is chaired by Flintshire's Chief Officer, Social Services. This forms part of reciprocal arrangements across North Wales for leading on regional initiatives.

The Board has received regular reports on progress and outcomes delivered. Welsh Government have attend the meetings on two occasions and at their visit in December described North Wales' approach to managing the ICF as being an 'exemplar'.

3.07 Exit Strategies

Welsh Government have confirmed that the ICF fund will cease on the 31st March 2015. We have been advised that there is a degree of flexibility in funding projects until the end of April to ensure that projects are appropriately closed and to finalise support for people who have already started a short term service.

As a region we are working to identify critical ICF projects where it is considered that the end of the project will have a significant adverse impact on the delivery of effective intermediate care. In Flintshire the critical projects have been identified as:

- Step up/Step down provision and the associated investment in in-reach support staff to enable people to return back to the community
- The falls prevention project
- The palliative support project and associated nursing support
- A regional project for minor adaptation and equipment

We have communicated these priorities to BCUHB so there is an opportunity for dialogue aligned to the development of their 3 year plan. In addition we will continue to explore any potential funding opportunities from the Welsh Government.

4.00 RECOMMENDATIONS

4.01 Cabinet are asked to note the report including the progress made with the effective use of the Intermediate Care Fund.

4.02 Given the importance and early success of the priority services which have been recognised by BCUHB, other partners and Flintshire County Council, the case should be made to Welsh Government for continuing financial support when new funding possibilities arise.

5.00 FINANCIAL IMPLICATIONS

5.01 The end of the Fund will mean that successful projects will no longer have funding streams. Work is taking place to look at how critical projects could be supported (see 3.07 above).

6.00 ANTI POVERTY IMPACT

6.01 None.

7.00 ENVIRONMENTAL IMPACT

7.01 None.

8.00 EQUALITIES IMPACT

8.01 The end of projects will have an adverse impact for older people. However, this is a one year Fund.

9.00 PERSONNEL IMPLICATIONS

9.01 None.

10.00 CONSULTATION REQUIRED

10.01 None.

11.00 CONSULTATION UNDERTAKEN

11.01 None.

12.00 APPENDICES

12.01 Appendix 1 – Case Studies

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985
BACKGROUND DOCUMENTS

Contact Officer: Craig Macleod
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Appendix 1 Case Studies

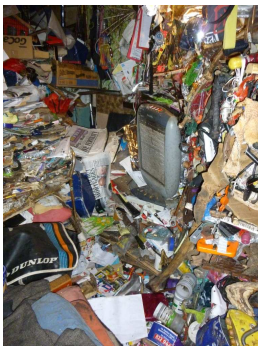
Case study 1:

A Hoarding tendencies case study
A 71 year old gentleman who lives alone was in Deeside Hospital unable to be discharged due to his home circumstances as he was unable to move around the property with a Zimmer frame or on sticks due to clutter.

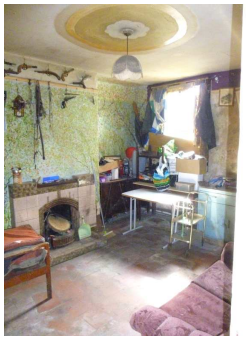
The client was offered temporary accommodation with Local Authority which he declined and chose temporary residential care option fully self funded. A quote was obtained to de-clutter the property and a contract was drawn up with the client and family member for the works to be completed. The property was cleared enough for a technical survey of the property.

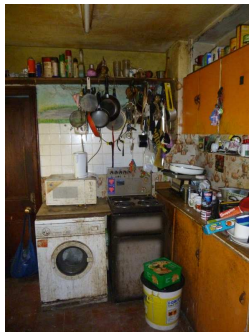
Some more clearing is required in the property for any works to be started. A survey of defects and deficiencies has been conducted and discussed with the client. He is now considering his options of re-housing or renovation of his home. We are supporting him to find the best choice for his health and circumstances, looking at the private rented and council sector.

The client has received 10 casework visits, 2 Technical Officer visits, and contractor visits. He has stated that without the support of the Hoarding Caseworker he would not have achieved the clearance or essential housing maintenance to ensure the property was warm, safe and secure. He is now feeling more confident and wants to engage into society.



Before and After





Case Study 2

A life changing experience:

After her husband died Mrs B moved from her family home to a high rise 12th floor council flat. Her health and mobility deteriorated leaving her feeling isolated with a fear of lifts and she became disorientated looking out of the window. Mrs B often called the care link service to be reassured someone was there.

Mrs B had had a number of hospital admissions, most recently after falling and lying on the floor for 3 days having forgotten how to use her care link. On this occasion she was adamant she was not returning to her flat and had decided to fund a placement in a residential care home.

It was arranged that Mrs B have a period of time in an intermediate care step up / step down bed placement which would enable her long term care needs to be assessed. During the first few days of the placement Mrs B and her family announced they had secured a private residential care home placement and they made it clear she would not return to her high rise flat.

The occupational therapist carried out assessments and interventions that determined Mrs B had Reablement potential. Together with holistic assessment and case management by the social worker, this brought about number of concerns including

- Mrs B did not meet the criteria for residential care, meaning an inappropriate Care Home placement with a potential loss of independence.
- Mrs B savings would only fund the private residential placement for 18 months to 2 years before the funding threshold was triggered.
- Mrs B had given in notice on her flat.

Mrs B received a period of Reablement with daily occupational support. A Financial Assessment took place and Extra Care housing schemes were discussed, viewed and applications made. Within 4 weeks of admission into the intermediate care placement Mrs B successfully moved into a housing support scheme, offering a spacious open space living area and a daily warden service. She continued to receive occupational therapy for a week after her move and was then discharged from the intermediate care service having settled into her new tenancy.

Mrs B maintained her independence with improved well-being and social interaction in a more appropriate living environment. She was also able to retain her financial independence as her savings were not unnecessarily depleted. Mrs B and her family said they would never have known such an option existed.

Case Study 3

Alzheimer's Society Case Study

Mrs X does not receive any services so mainly spends time with her husband or her sister. Following the assessment Mrs X had said that she would like to go along to the gardening group at P&A in Mold. When I picked her up for the first session she said that she felt quite anxious and worried about going to the group. I sat and talked to her about the group and what we would be doing there and reassured her I would be with her throughout the session. Once there Mrs X was very sociable and joined in with the group. On the way back home she said that she really enjoyed the session and liked to meet new people.

On our second session at the gardening group Mrs X seemed much more settled and relaxed. She was quite chatty with other members of the group and me. When we got back home Mrs X was giggling and telling her husband how much she enjoyed going to the group. Her husband commented on how she had returned to the house in a much happier mood.

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FLINTSHIRE COUNTY COUNCIL

REPORT TO: **CABINET**

DATE: **TUESDAY, 20 JANUARY 2015**

REPORT BY: **CHIEF OFFICER (PLANNING AND ENVIRONMENT)**

SUBJECT: **FLINTSHIRE COAST PARK PROPOSALS**

1.00 PURPOSE OF REPORT

1.01 To present to Members for endorsement, a prospectus for a Flintshire Coast Park. It details the strategic direction of recreation and access along the Dee Estuary following completion on the Wales Coast Path.

2.00 BACKGROUND

2.01 Following the Wales Coast Path project 2007-13, much support and interest has been stimulated around access to the Flintshire Coast. This has led to a number of local initiatives and groups wanting to further develop areas and asking for support from the Authority and potential grant funders. It was clear that Flintshire needed a framework strategy to link such developments and provide a holistic reference for external funding bids.

3.00 CONSIDERATIONS

3.01 The prospectus sets the vision, that by 2034 the Flintshire Coast Park will have a reputation for:

- Its high quality and accessible environment
- Vibrant and sustainable fishing operation
- Thriving tourism and recreation provision
- Flourishing wildlife
- Celebrated cultural heritage

It sets the priorities to:

- Enhancing tourist, recreational and cultural activity
- Improving gateways
- Increasing footfall
- Stimulating interest
- Revitalising docks

With a commitment to high quality design, partnership working and social inclusion.

The prospectus features 6 hubs whereby people can access and

enjoy the coast. The Wales Coast Path and cycle path provide a common thread between hubs, providing walkers and visitors with a flavour of the Flintshire coast. The distinctive character of each hub will give a rich and memorable experience but will be set in a common theme of branding to give continuity along the county's coast.

4.00 RECOMMENDATIONS

4.01 Members endorse the concept of the Flintshire Coast Park and recommend that the Council seeks to take forward potential key projects within the area to support its priorities and objectives.

5.00 FINANCIAL IMPLICATIONS

5.01 None identified. The prospectus will enable appropriate applications for external grant aid to be brought forward.

6.00 ANTI POVERTY IMPACT

6.01 Not applicable.

7.00 ENVIRONMENTAL IMPACT

7.01 The vision will enable positive environmental benefits through managed access to the Dee Estuary and coast.

8.00 EQUALITIES IMPACT

8.01 Not applicable.

9.00 PERSONNEL IMPLICATIONS

9.01 Projects within the Flintshire Coast Park can primarily be taken forward with existing resources within the Planning and Environment portfolio.

10.00 CONSULTATION REQUIRED

10.01 Further engagement work will be required as projects are promoted within communities.

11.00 CONSULTATION UNDERTAKEN

11.01 Stakeholders have been engaged through the production of this prospectus and Planning Strategy Group has endorsed the proposal.

12.00 APPENDICES

12.01 Flintshire Coast Park Prospectus

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985
BACKGROUND DOCUMENTS

Contact Officer: Tom Woodall
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FLINTSHIRE COAST PARK

DRAFT

CONTEXT MAP

N
Point of Ayr
Talacre
Gronant
Ffynnongroyw
Mostyn
Glan-y-don
Greenfield
A548
Afon Dyfrdwy/
River Dee
WIRRAL
Neston
A540
FLINTSHIRE
A55
Holywell
Bagillt
Caerwys
Y Fflint/
Flint
A548
A55
A541
Halkyn
Connah's Quay
Key
Existing Railway
Main Road Network
Urban Areas
Kilometres
0 1 2 4
Liverpool
MANCHESTER
Southport
Stockport
Chester
Stoke-on-Trent

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3 ‘Now is a time to be part of it’

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6 Six Hubs

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10 Hub 3 Flint Waterfront

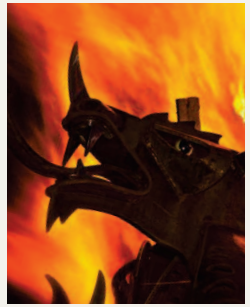
12 Hub 4 Bagillt Inlet and Bettisfield Hill

14 Hub 5 Greenfield Dock & Greenfield Valley

15 Hub 6 Talacre

16 Wales Coast Path

17 Be Part Of It



WELCOME TO THE FLINTSHIRE COAST

The Flintshire coast is Wales' most north-easterly stretch of coast and it fronts one of the UK's most important estuaries for wildlife. The coastline is very diverse with a major economic centre at Deeside, the historic settlement of Flint and the dunes at Talacre. The coast is close to the population centres of north-east Wales and north-west of England and transport connections are good. Flintshire's coast has huge potential for tourism, recreation and wildlife appreciation.

Flintshire's Coast stretches for 25 miles from Connah's Quay to Gronant and links the Wales Coast Path with the north-west of England. Over half of Flintshire's population live within 2 miles of the coast. The coast is also a key location for investment with plans for over 2000 new homes and 200 hectares of land for business and industry. A high quality and accessible coast will accelerate investment and regeneration.

Significant work has already been done on the coast but access to the shore remains constrained and poorly presented in places. This is undermining the county's potential to develop the coast for recreation, tourism and appreciation of the unique wildlife and cultural heritage.

Flintshire County Council, supported by a strong public/private partnership, has produced this prospectus as an expression of our aspirations for the coast. It identifies key hubs where we are seeking investment. It is an invitation to join us at the start of this exciting period for the Flintshire Coast Park and for you to contribute your ideas and resources.

There are many challenges ahead but we take heart from what has already been achieved by community landowners and partners working together. Other waterfront parks in the UK have shown that a sustained programme of environmental enhancements brings economic benefit such as the Durham Heritage Coast and the Mersey Waterfront Regional Park.

Signed

Councillor ***Chair***

‘NOW IS A TIME TO BE PART OF IT’

Our vision is for an accessible coast park which celebrates the natural environment and heritage of the Welsh coast. Our vision can be achieved through sustained investment and by working with key partners including community, businesses and public bodies who share the vision for the Coast Park.

By 2034 the Flintshire coast park will have a reputation for:

- Its high quality and accessible environment
- Vibrant and sustainable fishing operations
- Thriving tourism and recreation opportunities at the Northern Gateway, Connah’s Quay, Flint, Bagillt, Greenfield and Talacre
- Flourishing wildlife enjoyed by locals and visitors
- Celebrating its heritage
- Linking communities

Our priorities are:

- Enhancing our tourist, recreational and cultural activity
- Improving gateways to the coast at Connah’s Quay, Flint, Bagillt, Greenfield and Talacre
- Increasing useage by pedestrians, cyclists and horseriders along the Wales Coast Path.
- Stimulating interest in the coast’s natural history and maritime culture.

Our priorities continued:

- Revitalising ports and harbours to increase interaction between the land and water
- Ensure effective marketing and branding

We are also committed to:

- High quality and consistency of design;
- Safeguarding internationally important wildlife resources;
- Celebrating and interpreting the rich maritime heritage.
- Working in partnership with major employers, landowners and education-providers;
- Stimulating enterprises and community activity reliant on a coastal location;
- Providing socially-inclusive facilities which encourage healthy lifestyles.

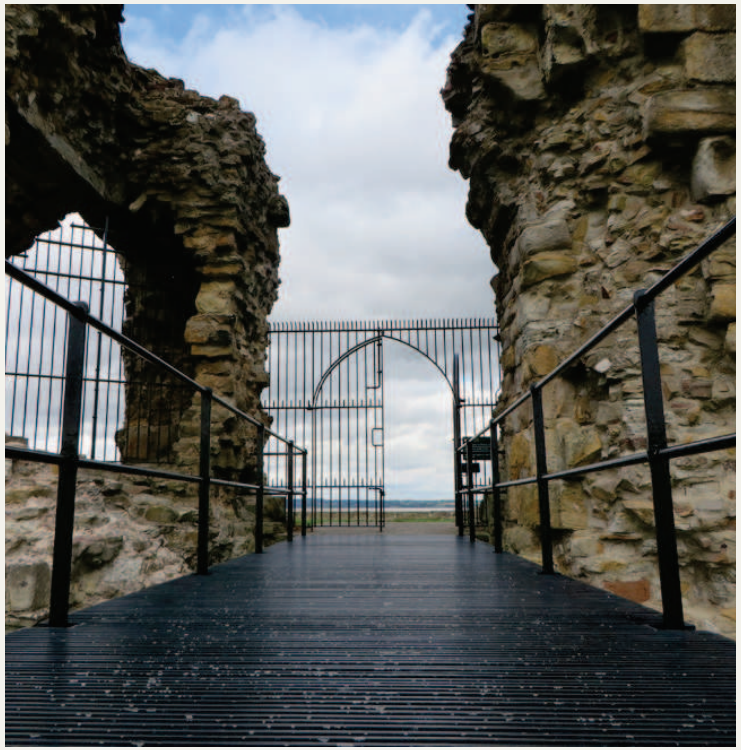
HISTORY

The rich, sheltered waters of the Dee Estuary would have attracted fisherman thousands of years ago but the first true industry was probably the Romans smelting lead ore at Oakenholt in around 40AD[1] .

The 13th century was a period of unrest between the Welsh and the English. Ewloe Castle was built in 1257 by the Welsh Prince Llewelyn ap Gruffydd in defiance of the English monarchy but in 1277 Edward I began his invasion of Wales and ordered Flint Castle and the town of Flint to be built.

Industry really started to develop in the late 17th century when coal replaced charcoal for smelting lead. Lead was brought down from Halkyn Mountain but ore could also easily be brought into Flintshire too. The estuary became a busy shipping route, exporting coal, lead, copper and other goods but silting up was a problem and in 1737 the New Cut was dug to improve access to Chester and the first lighthouse was built at Talacre in 1777. Connah's Quay grew after this both as a port and a centre for ship building including the famous Kathleen and May, built in 1900 by Ferguson and Baird. The coast has a number of cultural associations including William Turner's visit to the area and his paintings of Flint Castle and the Dee Estuary in 1838. Greenfield Dock brought pilgrims to St Winefride's Well but also served the industry in Greenfield Valley. By the start of the 20th century, the nearby Flint Port was handling lead, coal and chemicals but gradually the old, heavy industry disappeared. Castle Works in Flint shut down in 1977 and the last colliery at Point of Ayr closed in 1996.

Flintshire County Council have started to address some of the negative perceptions of the coast and many of the industrial sites near Flint and Bagillt have now been decommissioned and decontaminated and the land handed back for nature, recreation and agriculture. The tidal range in the Estuary is dynamic and the variety of views across the Estuary to the Wirral and Liverpool Bay are breathtaking. The estuary is internationally important for bird life, with over 130,000 waders and wildfowl spending winter there.



[1]Text on page 4 reproduced from Discover Flintshire's Coast, Flintshire Countryside Service

A CHANGING COAST – WHAT'S BEEN ACHIEVED…

Flintshire County Council and partners have been very active in recent years making the coast more attractive for recreation, tourism and wildlife.

There are some very impressive statistics:

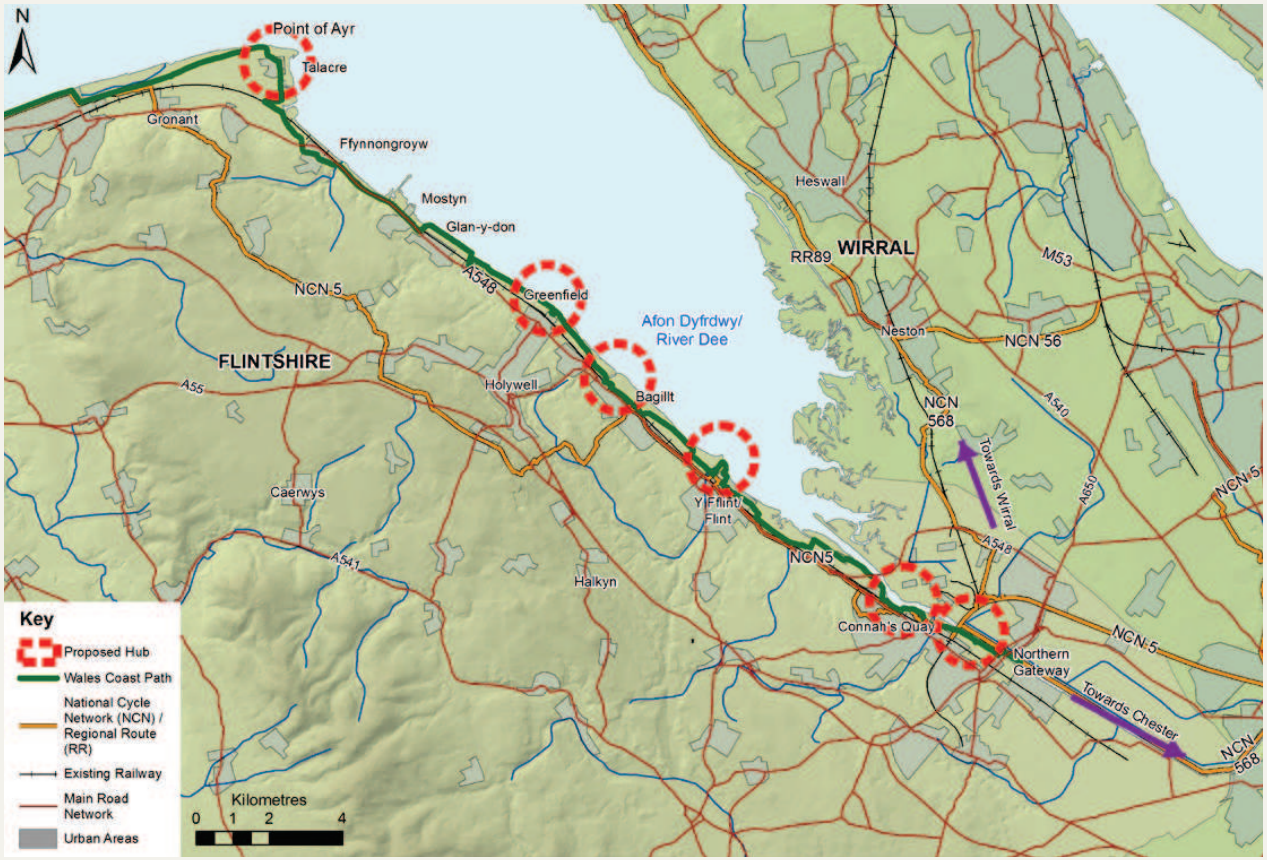
- Over 2000 volunteer days spent annually cleaning up the coast.
- Over 25 miles of footpath network improved, connected & signposted to deliver the Wales Coast Path.
- £ 1.3m funding secured to improve the coastal strip since 2007.
- Successful partnerships with over 20 businesses and 30 community groups involved in projects along the estuary.
- Successful programme of 20 annual events.
- Bike route linking the Deeside Industrial Park to Neston.

SIX HUBS

6 key hubs offer particular opportunity to promote heritage, recreation, tourism, wildlife and enterprise.

These include:

- Northern Gateway
- Connah's Quay Dock
- Flint Waterfront
- Bagillt Inlet & Bettisfield Hill
- Greenfield Dock & Greenfield Valley
- Talacre



HUB 1: NORTHERN GATEWAY WATERFRONT

The 165 hectare Northern Gateway site sits in a highly strategic location on the banks of the River Dee and near to the border with England. Construction on site is shortly to commence and when fully realised Northern Gateway is likely to deliver up to 5000 jobs, up to 1000 homes and extensive green infrastructure. There are significant opportunities to modify the Dee waterfront for better links to Northern Gateway and to provide a high quality environment for business, living, recreation, sustainable transport, tourism and wildlife. A new foot/cycle bridge link from Northern Gateway to Deeside Leisure Centre and Queensferry is an aspiration which will improve access to job opportunities in Northern Gateway especially for those without a car.

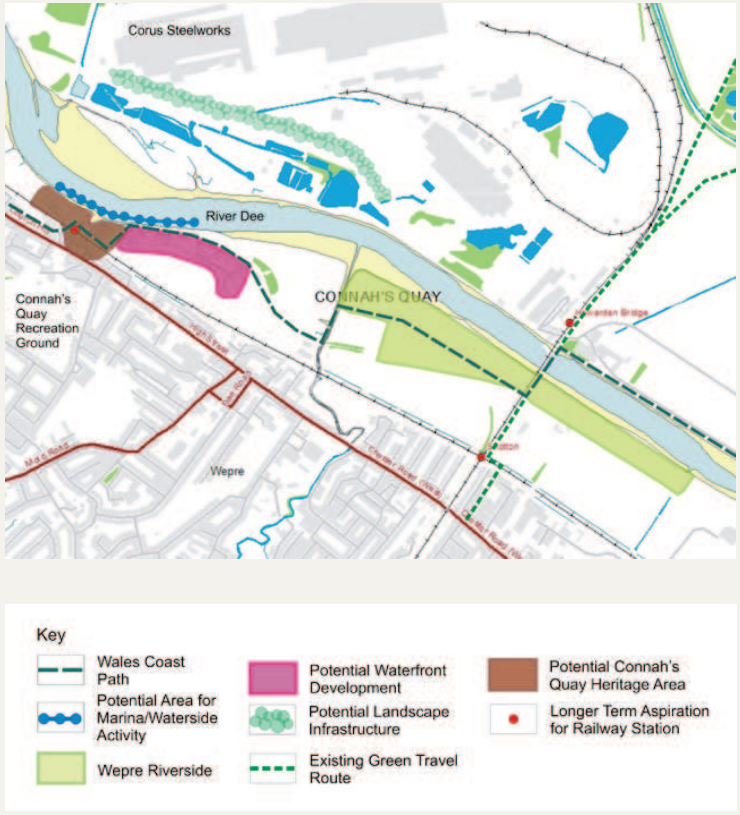
HUB 2: CONNAH'S QUAY DOCK

Dock Road serves Connah's Quay historic harbour and shipbuilding area. From the waterfront on Dock Road there are some excellent views downstream towards the cable-stayed Flintshire Bridge and upstream towards Northern Gateway. However there are also some detractors including the fragmented appearance of light industry, the steel works and a number of overhead power lines.

There are a number of opportunities in the area, including those promoted by the Quay Waterman's Association who have prepared a business plan to regenerate Connah's Quay dock. Their vision includes creating a heritage centre for community use and marine and sea cadet training; establishing a floating pontoon for boat trips to Chester and the north Wales coast and larger vessel maintenance.

When the River Dee was diverted into its present channelized course in 1737, the River Dee Company (1741 -1902) engineered extensive land reclamation at the head of the river. In 1896 the former marshland became home to Shotton Steelworks with Connah's Quay providing access to the river and a means of transporting goods by boat. Today the steelworks are owned by Tata Steel Ltd and manufacture cladding systems and niche engineering products.

The physical detractors in the area can be addressed by a gradual improvement of the building form along Dock Road and changing of uses to be more focussed on maritime based businesses, together with cultural, heritage, leisure and recreation facilities. There are also opportunities for significant landscape screening of the steel works on the north banks of the Dee which would greatly improve views and perceptions of the area.



Left: Existing view of Connah's Quay Dock.

Below: Proposed heritage centre and enhancements to dock.

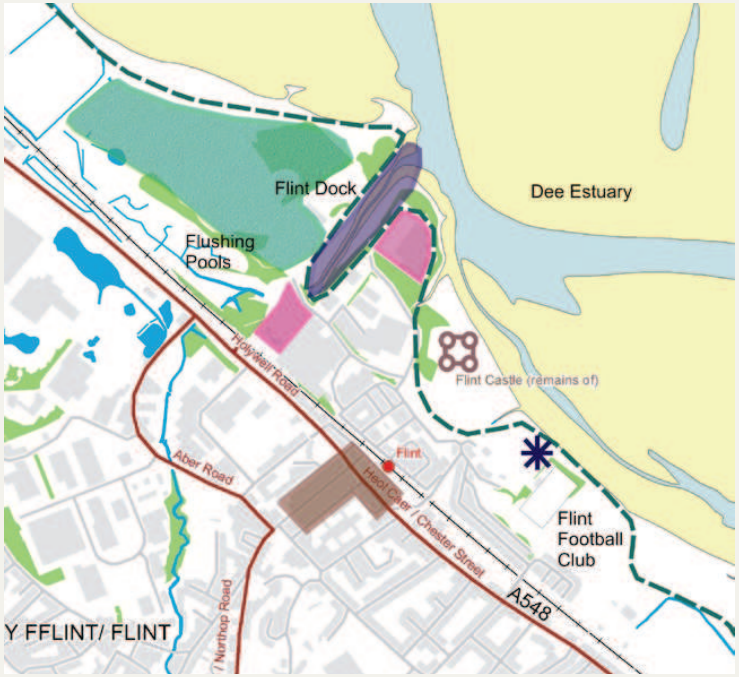
HUB 3: FLINT WATERFRONT

Flintshire County Council has recently prepared a Strategy and Masterplan for Flint 2021 that envisages the town as a local destination capitalising on its assets especially its history as a 'bastide' fortified market town and its waterfront. Key to the Masterplan is to reconnect the town to the castle and waterfront and to embed Flint within the sub regional tourism network.

The castle is a tremendous asset to the town and the setting provided by the Dee Estuary is breathtaking, however for the visitor there is currently limited interpretation of the castle and the land uses adjacent do not contribute to its setting. Flint Town Football Club is seeking to address this by devising the plan for a visitor/interpretation centre near the castle. The facility could be shared with the Football Club and could provide important interpretation facilities about the Coast Park.

An important asset for the town is Flint Dock and in the early 20th Century it was a busy port handling coal, lead and chemicals. Near the Dock are some flushing pools that fill at high tide and were used historically to flush out silt in the dock. The Friends of Flint Dock are looking to restore the gate to the flushing pools to reinstate the cleaning out process.

The headland site located between the Castle and the Dock was previously occupied by a processing plant but now lies vacant. The existing vegetation to the edges of the Dock provides a high quality setting and framed view across the estuary to the Wirral. Although allocated for employment, an ambitious proposal could be to transform the area to offer more attractions for visitors and local people. This could include facilities related to the Castle, a gallery to celebrate William Turner's work, café and restaurant facilities and marine related accommodation for the Dock. A complementary proposal could see the reinstatement of the Flint Dock as a working port bringing a sense of interest, energy and vitality and boat access during low tide.

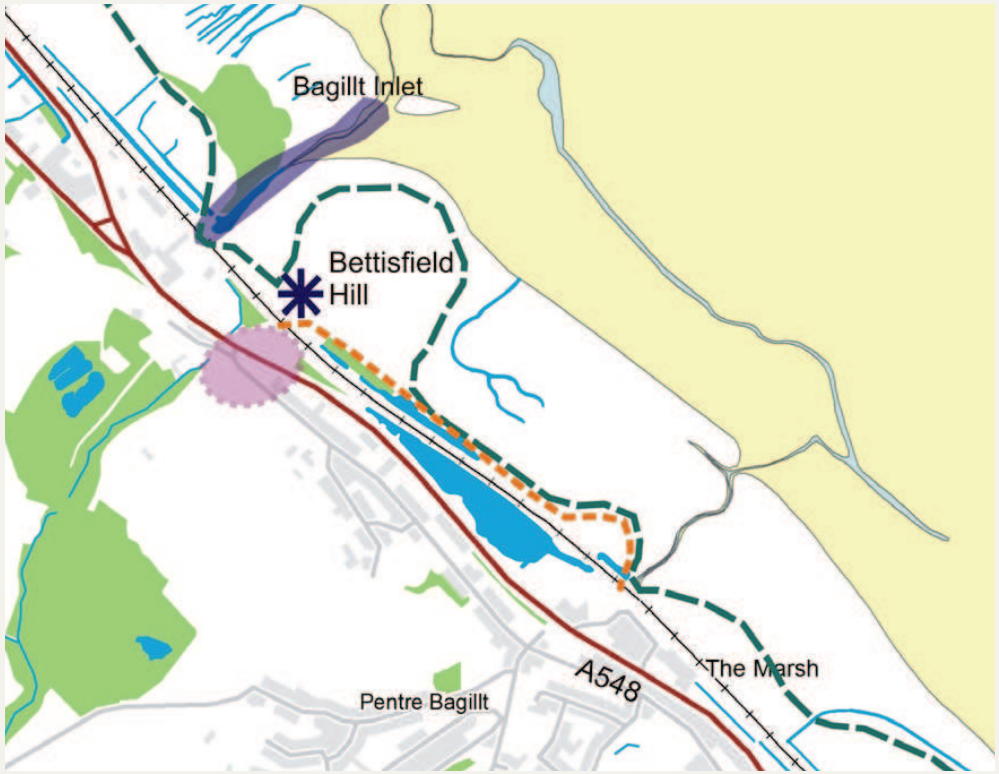


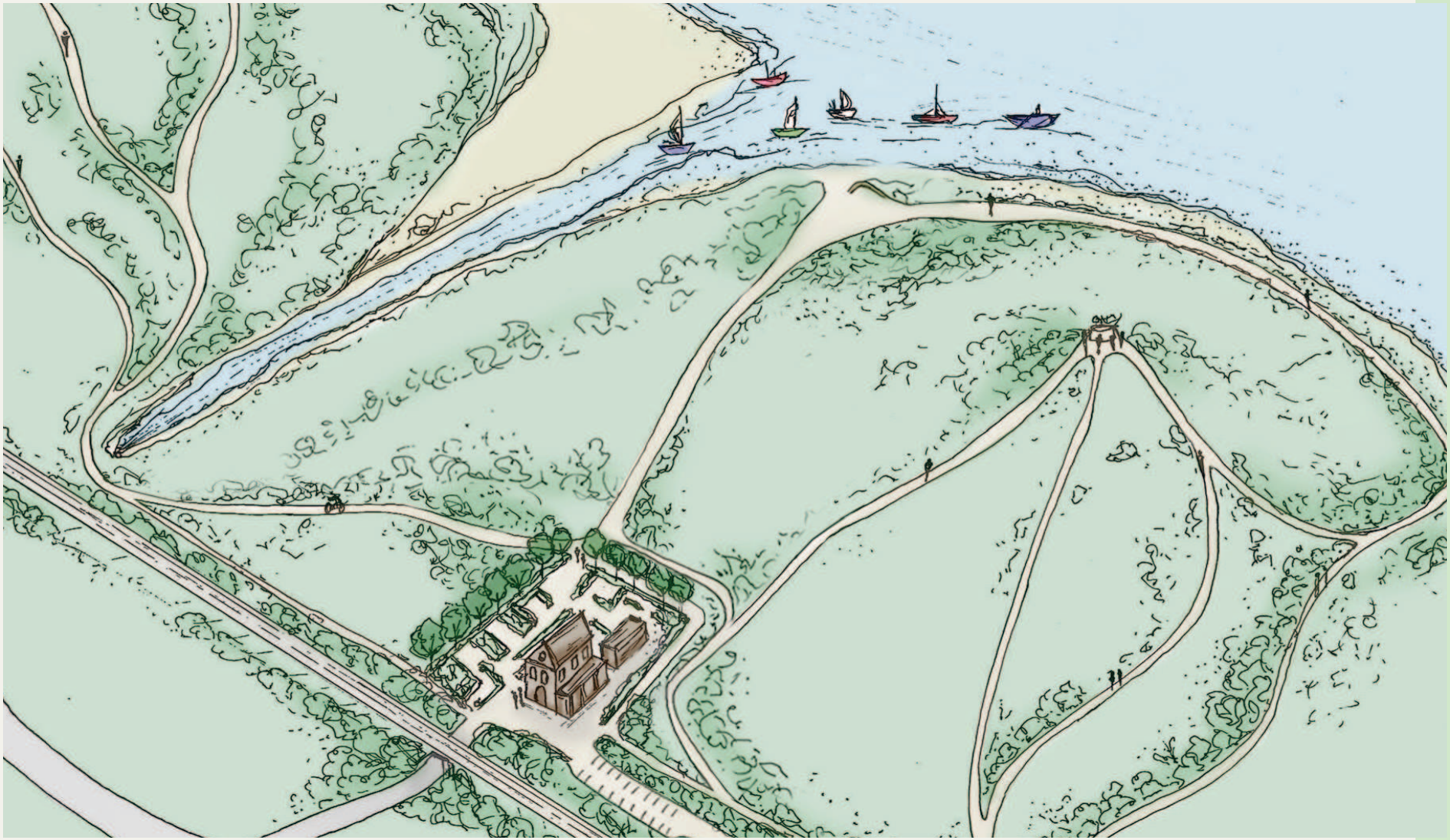
GRUPO DE PERCUSSÃO

HUB 4: BAGILLT INLET & BETTISFIELD HILL

The Bagillt Community in partnership with Flintshire County Council, have prepared proposals for the Bagillt Inlet and immediate areas, including the former Bettisfield Colliery. The Inlet, now filled with silt, was previously kept clear by the flushing effect of the 10 mile long Milwr Tunnel, that used to drain the Holywell district and 60 miles of passages from Loggerheads under Halkyn to Bagillt.

The proposal envisages the reinstatement of the inlet for improved access to fishing boats and the conversion of the old colliery winding house into a heritage centre and café. There are also opportunities to enhance Bettisfield Hill, a high point along this section of the coast with commanding views of the estuary and a focal point provided by the dragon torch. The proposal would also require access improvements from the coast road (A548) The Wales Coast Path follows a circuit around the hill.





Above: Aerial perspective of the old colliery winding house converted into heritage centre and café, with Bagillt Inlet and Bettisfield Hill also in view.

HUB 5: GREENFIELD DOCK & GREENFIELD VALLEY

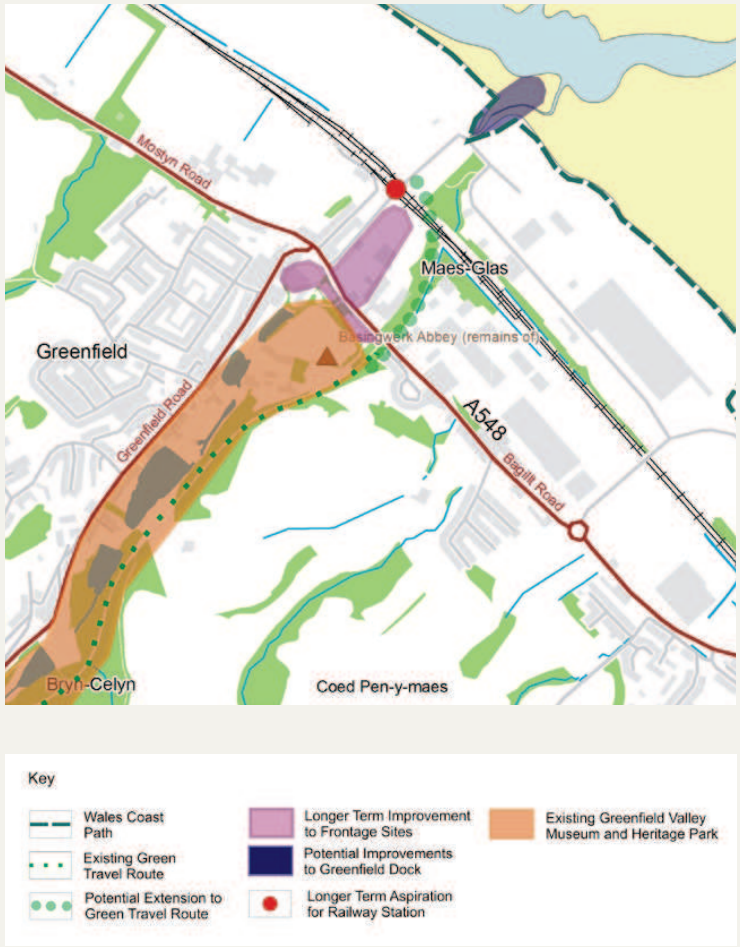
Like many of Flintshire's ports and harbours, Greenfield has a very rich history. During the 18th Century it traded extensively with Liverpool and by the 19th Century ferries brought pilgrims to nearby Holywell. The Dock is now the centre for significant fishing and shell-fishing activity and funding is being sought to improve the slipway for fishing, cockling and leisure activities and the refurbishment of the former security gatehouse into a café.

Currently all the produce from the sea is exported to South Wales for processing but there are aspirations to provide processing facilities on site. Any proposed facilities, could in the longer term, incorporate a local fish market and restaurant creating a focal point for the area.

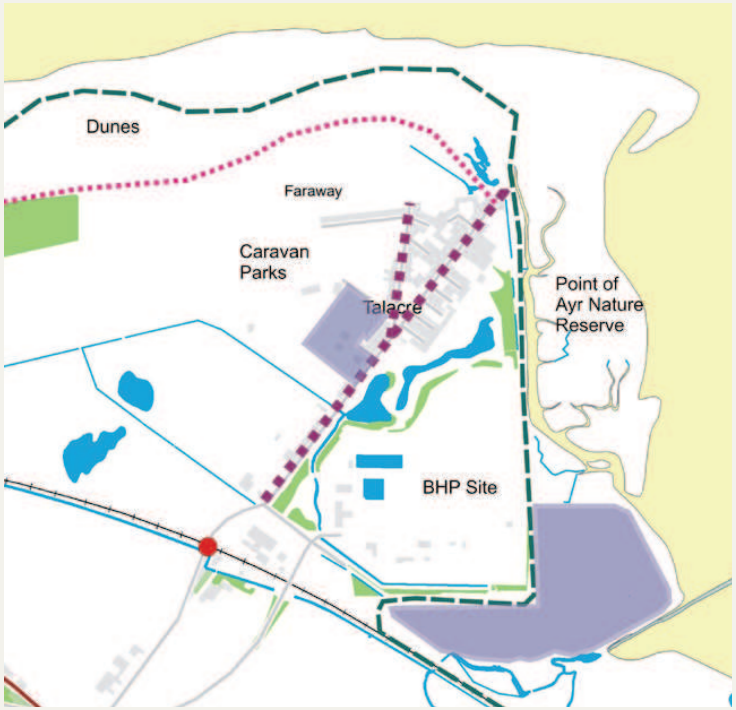
A longer term aspiration could be to create a floating harbour/dock so that the water level remains constant and is not affected by the state of the tide of the River Dee. A floating harbour would enable a more functional facility and provide a more attractive and appealing environment.

Just across the A548 coast road are significant attractions in the Greenfield Valley including Basingwerk Abbey, Greenfield Valley Museum and Heritage Park and heritage attractions at Holywell. These sites are currently connected by an attractive woodland off-road route for pedestrians and cyclists and the same route could be extended over the existing viaduct across the coast road to link with the Dock, and the Wales Coast Path.

The presentation of Greenfield Dock and Greenfield Valley on the coast road is currently quite poor and there is opportunity to consider more sympathetic uses on the sites fronting Bagillt Road and Dock Road in the longer term to draw more visitors to both attractions.



HUB 6:
TALACRE



A masterplan for Talacre and Gronant was completed in 2010 describing the locality as the 'green jewel' of the North Wales Coast. 80% of the annual spend on tourism in Flintshire is spent in Talacre and Gronant. The study highlighted improvements for visitors to better harness economic benefits.

The masterplan recommends a number of improvements including transport, accessibility, parking and public spaces to better accommodate the influx of visitors during key periods of the year. It also recommends improving the quality of visitor services in the area, including the provision of interpretation.

There are three priorities for action going forward:

- Landscape – *develop local tourism industry in ways which do not detract from the special and protected landscapes*
- Visitor experience – *develop the experience and promotion of outdoor adventure, heritage and culture.*
- Accommodation, customer service and public spaces – *investment in these areas to underpin positive visitor perception and contribute to lasting memories and repeat visits*

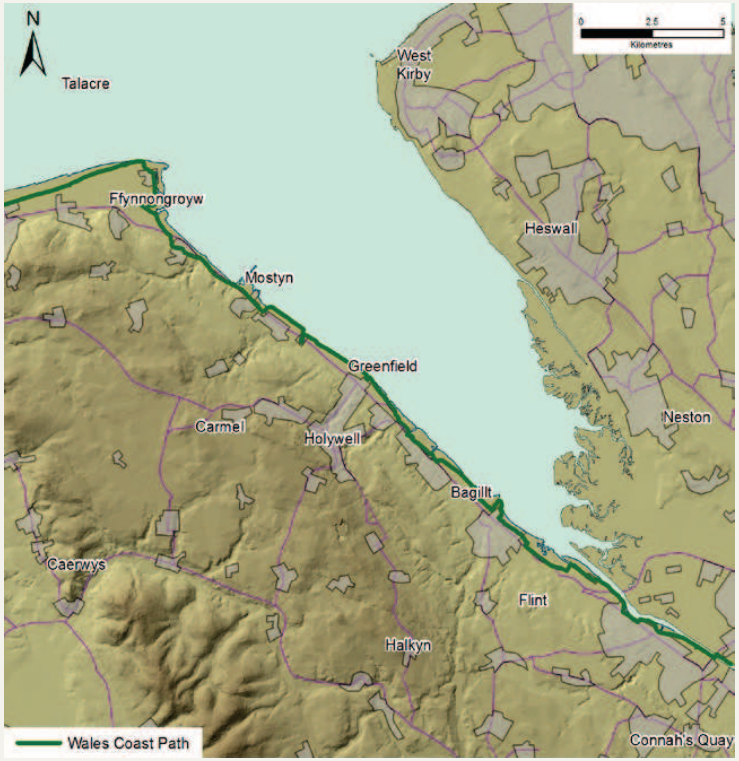
Talacre is already a very successful hub and the challenge will be to draw Talacre's visitors along the coast to other potential visitor hubs at Greenfield, Flint and Connah's Quay.

WALES COAST PATH

The Wales Coast Path opened in May 2012, and offers an 870 mile walking route around Wales from Chepstow, in the south, to Queensferry, in the north. Wales is the first country in the world to provide a dedicated footpath along its entire coastline and a panel of experts from the travel guide Lonely Planet rated the coast of Wales first in its Best in Travel: top 10 regions for 2012. This accolade should not be underestimated as coastal Wales was selected alongside other world regions such as Northern Kenya, the eastern Maritime Provinces of Canada and Queenstown and Southern Lakes in New Zealand.

The Coast Path provides the common thread between the 6 hubs, providing walkers, and visitors, with a flavour of the Flintshire Coast. The distinctive character of each hub will give users a rich and memorable experience of this part of coastal Wales.

There is an aspiration that the Coast Path in Flintshire should be accessible for all users, including disabled people, cyclists and horseriders. The development of a path for all will depend on the ability to work successfully with landowners and local communities



BE A PART OF IT

We hope that this prospectus has given you a sense of what the Flintshire Coast Park can achieve. The aims of the prospectus are underpinned by the detailed proposals presented in the Flintshire Coastal Park Green Infrastructure Action Plan and the Lower River Dee Green Infrastructure Action Plan. Flintshire County Council will support the Coast Park in all the ways it can; for example by devoting staff time to managing the coastal public spaces, using its land and funds (where these are available) by co-ordinating community activities and making bids to funders for Park projects. The Council will also use its planning and regeneration functions to assist landowners to deliver projects that enhance the coastal environment.

But the Council cannot achieve any of the Park's objectives on its own. We need others:

- Communities, Volunteers and Trusts to devise and implement local projects, such as the Connah's Quay Dock regeneration;
- Landowners and major employers (both public and private) to make their land, funds and staff resources available, so that the Coast Park can enhance the quality of place for business growth;
- Sponsors and funders for capital-intensive projects

For more information, follow the progress of the Flintshire Coast Park, via the Council's website

http://www.flintshire.gov.uk/en/LeisureAndTourism/Home.aspx

Prepared by TEP on behalf of
Flintshire County Council.

TEP

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CYNGOR
Sir y Fflint
Flintshire
COUNTY COUNCIL

DRAFT

FLINTSHIRE COUNTY COUNCIL

REPORT TO: **CABINET**

DATE: **TUESDAY, 20 JANUARY 2015**

REPORT BY: **CHIEF OFFICER (STREETSCENE AND TRANSPORTATION)**

SUBJECT: **TRANSPORT PRIORITIES AND THE REGIONAL TRANSPORT PLAN**

1.00 PURPOSE OF REPORT

1.01 To provide Cabinet with an update on the progress made to refresh the Regional Transport Plan (RTP) and seek a recommendation for the document to be approved by the Taith Board

1.02 To inform Cabinet of the local transport priorities within the RTP

2.00 BACKGROUND

2.01 Under the Transport Act 2000 each Local Transport Authority must develop and implement a policy for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to/from and within their area. To comply with this requirement, the North Wales Local Authorities had previously prepared a Joint Regional Transport Plan (RTP) which was prepared and overseen by the Taith Board.

2.02 Taith ceased its operations on June 30th 2014 however the Taith Board remains as a fully constituted joint committee of the Local Authorities with delegated responsibility for transport matters. The partnering authorities agreed that the Taith Joint Committee should continue to meet as a Board until at least December 2014, when a Ministerial Task Force is due to report on the future of transport delivery for the region.

2.03 The Taith Board continues to monitor four key activity areas on behalf of the partnering authorities in respect of regional co-ordination of transport services:

- Close down of the 2013-2014 Taith Programme (FCC Lead - now complete)
- Public and Community Transport (FCC Lead)
- Developing a RTP (Gwynedd Lead)
- The transforming Transport Project (Anglesey Lead)

2.04 In respect of RTP work, Gwynedd Council appointed Hyder

Consultancy (UK) to assist in carrying out the necessary assessments and producing the revised document in what is a very short timetable set by the WG. The completed RTP is be submitted to WG as a Draft document on 31st January 2015 and will cover a programme period from 2015 - 2020, with a further framework for improvement schemes up until 2030.

2.05 In line with WG Guidelines, the plan must demonstrate how transport will deliver the Programme for Government, with a focus on maximising the benefits from WG investment. The guidelines state that "Integration between National, Regional and Local priorities is required in order to secure an efficient and effective transport system for Wales. Providing this integrated approach has proved difficult given that WG's National Transport Plan is still not out to consultation.

2.06 Once approved, the LTP is a statutory document that will sit alongside the Local Development Plan and other strategic development policies and plans for each of the Local Authorities.

2.07 The document has been subjected to a period of consultation between 24th November 2014 and 5th January 2015 which included a stake-holders workshop which was held on the 15th December in Mold Town Hall at which the Councils own priorities were highlighted and open to challenge. All Council members, Town and Community Councils and key local businesses were invited to attend the event.

2.08 The finished document has been amended to take account where possible of the comments received during the consultation period.

Objectives of the RTP

2.09 WG Guidance states that their focus should be on targeting investment in transport that will:

- Support economic growth and safeguard jobs across Wales, but with a particular focus on the City Regions, Enterprise Zones and Local Growth Zones
- Reduce economic inactivity by delivering safe and affordable access to employment sites across Wales
- Maximise the contribution that effective and affordable transport services can make to tackling poverty and target investment to support improvements in accessibility for the most disadvantaged communities
- Encourage safer, healthier and sustainable travel.

2.10 The LTP responds to these objectives by the development of clear outcomes (i.e. what we want to achieve) and each higher level intervention is then stated in terms of how it links to Welsh Government objectives

Outcomes of the RTP

2.11 The draft outcomes were discussed and refined through a series of meetings with Local Authority Officers and in a Stakeholder Workshop. They form a summary of what we want to achieve over the next five years (and up to 2030) and this allowed each Council to develop the interventions and schemes to deliver these outcomes. The outcomes will also form a means of developing monitoring and evaluation indicators for the interventions.

The outcomes are as follows:

1. **Connections to Key Destinations and Markets:** Support for Economic Growth through an improvement in the efficiency, reliability, resilience, and connectivity of movement, including freight, within and between North Wales and other regions and countries (with a particular focus on accessibility to the Enterprise Zones and an improvement in the vitality and viability of towns and other key centres)

2. **Access to Employment:** Providing inclusive and affordable access to employment and training (with a focus on the most deprived communities)

3. **Access to Services:** Promotion of social inclusion and well-being through inclusive and affordable access to education, health services and other key services and facilities (with a focus on the most deprived communities)

4. **Increasing Levels of Walking and Cycling**: for both necessary travel and recreation, by residents and visitors

5. **Improved Safety and Security:** of both actual and perceived safety of travel by all modes

6. **Benefits and Minimised Impacts on the Environment**: the potential for transport improvements to positively affect the local and global natural and built environment will have been maximised and negative impacts minimised, including adaptation to the effects of climate change.

3.00 CONSIDERATIONS

3.01 Following the stakeholders workshop the vision for Transport in North Wales was agreed as follows:

The North Wales Local Authorities aim to remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable,

affordable and effective transport networks.

3.02 Each authority has been asked to put forward schemes that would achieve the outcomes within their own County for inclusion in the refreshed RTP. The schemes should be restricted to local priorities with the national and trunk road improvements being included in the National Transport Plan.

3.03 In order that the schemes could be developed the key local routes (Non Trunk Road) were identified. The were as follows:

- Mold - Wrexham (A541)
- Mold - Buckley - Dobshill (A541 - A549)
- Mold - Denbigh (A541)
- Mold - Northop - Flint (B5119)
- Queensferry (Deeside Corridor) - Flint - Greenfield - Mostyn - Talacre (A548)
- Broughton - Saltney - Chester (A5104)
- Sandycroft - Broughton (B5129)
- Sealand Road (A548)
- Mold - Padeswood - Penymynydd (A5118)
- Broughton - Penymynydd - Penyffordd - Hope - Corwen (A550 / A5104)

3.04 By critically assessing each of the routes, key improvements were identified which formed part of the submission.

3.05 In addition it was concluded that some Countywide transport priorities which are not route specific, should be included. These include

- Improving access to and the resilience of diversion routes surrounding the Trunk Rd network.
- Improving Active travel infrastructure
- Developing Community Transport infrastructure
- Improving transport links to Schools (including Active travel links)

3.06 A full copy of the RTP is shown in **Appendix 1**

3.07 A full list of Flintshire County Councils own Transport Priorities is shown on **Appendix 2**

3.08 A full list of all of the comments received during the consultation period is included in **Appendix 3.** Where possible, the comments will be taken into account and the local priorities will be modified accordingly. A response will be provided to the individuals or groups making the comment where this is not possible

3.09 The finalised RTP will be presented to the Taith Board for approval before submission to Welsh Government at the end of January 2015

4.00 RECOMMENDATIONS

4.01 That Cabinet note the progress made to refresh the Regional Transport Plan (RTP) and recommend approval of the document to the Taith Board

4.02 That Cabinet approve the local transport priorities within the RTP and note the comments received during the consultation period

5.00 FINANCIAL IMPLICATIONS

5.01 The document and priorities will form the basis for future bids to WG for transport funding for the life span of the document

6.00 ANTI POVERTY IMPACT

6.01 Full implementation of the plan will reduce poverty by achieving the following

- Reduce economic inactivity by delivering safe and affordable access to employment sites across Wales

- Maximise the contribution that effective and affordable transport services can make to tackling poverty and target investment to support improvements in accessibility for the most disadvantaged communities

7.00 ENVIRONMENTAL IMPACT

7.01 Full implementation of the plan will protect the Environment by achieving the following outcome

- The potential for transport improvements to positively affect the local and global natural and built environment will have been maximised and negative impacts minimised, including adaptation to the effects of climate change.

8.00 EQUALITIES IMPACT

8.01 An equalities impact assessment will be required for each individual scheme once funding has been secured

9.00 PERSONNEL IMPLICATIONS

9.01 None.

10.00 CONSULTATION REQUIRED

10.01 Stakeholders and open meeting to be held Dec 2014

11.00 CONSULTATION UNDERTAKEN

11.01 With Cabinet Member.

11.02 Regional stakeholders meeting has been held

11.03 Local open stakeholders meeting held in Mold during December 2014

12.00 APPENDICES

12.01 Appendix 1 – The draft RTP
Appendix 2 - FCC Local Priorities
Appendix 3 – Comments following consultation period
Appendix 4 – Comments following consultation period

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985 BACKGROUND DOCUMENTS

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North Wales Joint Local Transport Plan

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North Wales Joint Local Transport Plan

DRAFT

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Report No	001-UA007309-UE31R-03
Date	5th November 2014

This report has been prepared for Gwynedd County Council in accordance with the terms and conditions of appointment for the North Wales Joint LTP in September 2014. Hyder Consulting (UK) Limited (2212959) cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

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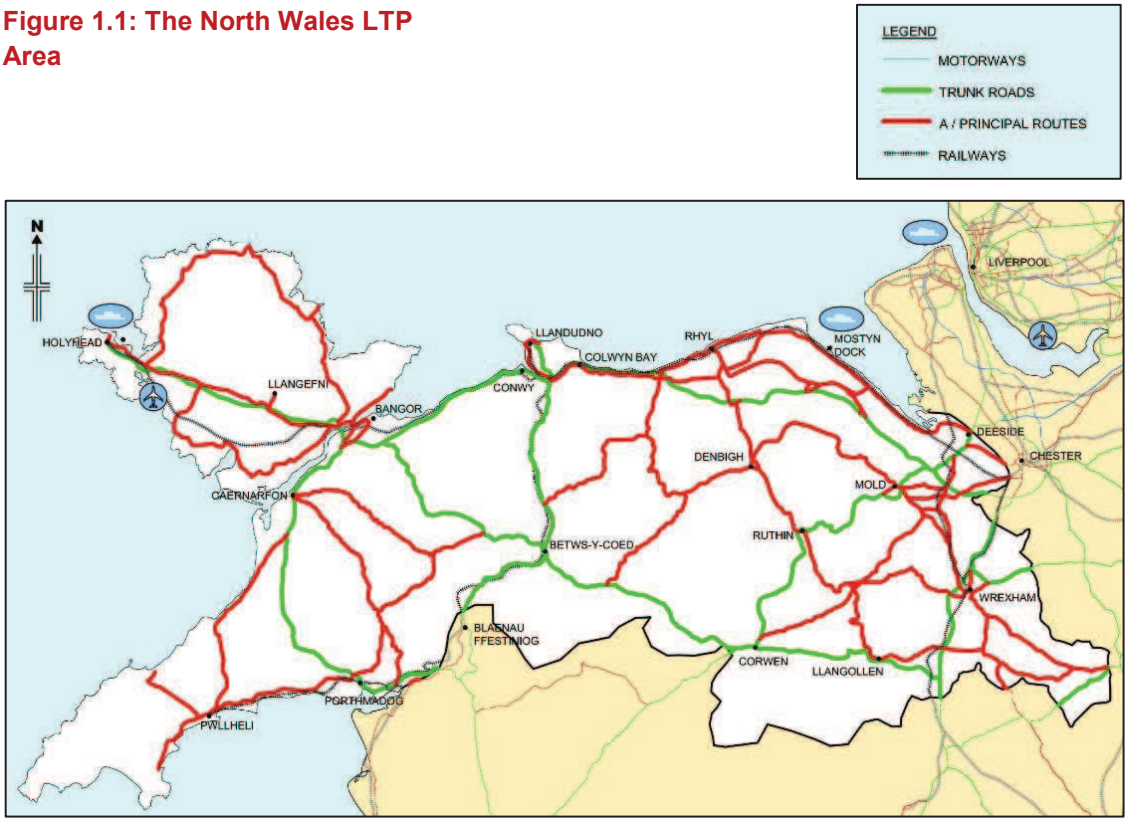
1 Introduction

1.1 Plan Coverage and Period

1.1.1 The North Wales Local Transport Plan

The Local Transport Plan (LTP) has been jointly produced by the six North Wales Local Authorities of Conwy County Borough Council, Denbighshire County Council, Flintshire County Council, Gwynedd Council, Isle of Anglesey County Council and Wrexham County Borough Council. The plan covers only the northern parts of Gwynedd with Meirionnydd being included in the LTP for Mid Wales. Part of the Snowdonia National Park is within the North Wales area and the National Park Authority has also been involved in the development of the plan. Figure 1.1 shows the area covered by the plan including strategic transport connections.

Figure 1.1: The North Wales LTP Area



1.1.2 Context

North Wales is a diverse region – physically, economically and in terms of demographics. There are large contrasts with the urban areas of the northern coast, Deeside and Wrexham to the deeply rural and more sparsely populated areas such as the Dee Valley, Snowdonia, the Llyn Peninsula and Anglesey. The total population of the North Wales LTP area in 2011 was 654,631[1]. The largest urban areas are Wrexham and Deeside/ Buckley in the east with populations of more than 60,000 and the north Wales coastal towns of Rhyl/ Prestatyn, Colwyn Bay, Kinmel Bay/ Abergele and Llandudno, with a combined population of nearly 115,000. The

[1] 2011 Census

towns in the Flint area have a population of more than 26,000 and the City of Bangor of nearly 18,000. In total 54.4% of residents are estimated to live in communities of more than 5,000 people – meaning that a large proportion (45.6%) live in small towns and rural communities across the region. Most of the major towns in the study area have experienced some level of increase in population between 2001 and 2011; however the rural hinterland areas have seen both increases and decreases in population[2].

Areas of North Wales suffer from multiple deprivation as defined by the Welsh Index of Multiple Deprivation) 13% of the population lives in areas designated as Communities First areas, and there are Communities First areas in each of the six authorities and a concentration in the more urban areas.

The A483/A55 corridor is of key importance to the region as a catalyst for wider economic growth. The economy of the region is diverse with key sectors being manufacturing, energy and tourism as well as public sector jobs. There are two designated Enterprise Zones – Anglesey, which aims to complement the Energy Island Programme and bring high skilled jobs to the area from major energy investments and Deeside which has ambitions to be recognised as a centre for advanced manufacturing and technology excellence on a world scale. Deeside covers more than 2,000 hectares and is strategically located for markets in the North West of England and the Midlands. The Snowdonia Enterprise Zone is intrinsically linked to North Wales (although it is within the Mid Wales LTP area) and connections between the three zones are crucial for the region's economy. Figure 1.2 shows the broad location of the Enterprise Zones.

Figure 1.2: The Triangle of Enterprise Zones of Anglesey, Deeside and Snowdonia

Source: http://business.wales.gov.uk/enterprisezones/zones

Whilst North Wales is a large and diverse region it is not self-contained. North Wales is a strategic gateway to Ireland through the Port of Holyhead. The Port of Mostyn also provides for freight linkages being close to the strategic road and rail network of North East Wales/ North West England. The A55 and the mainline railway from Chester to Holyhead are both designated as European Transport Priority Networks. The A483 is a strategic link connecting south into Powys and north east into Cheshire. There are strong movements of people both ways across the border with Cheshire, Merseyside and Shropshire, with high levels of commuting as well as travel for a wide range of needs including services and healthcare and access to Liverpool and Manchester airports. South into Mid Wales the key links in addition to the A483 are the A494,

[2] North West and Mid Wales Integrated Transport Report, 2014, Aecom

A470 and A487. The A5 crosses the whole of North Wales in a west to east route from Anglesey to Bangor, Corwen and Llangollen.

The urban parts of the region are served by rail, with the northern communities served by the North Wales Coast Line from Crewe to Holyhead and the lines from Shrewsbury to Shotton and Chester via Wrexham connecting Wrexham and Deeside to Shropshire and Cheshire and south to Cardiff. In the rural areas, the rail services comprise the Conwy Valley Line running from Llandudno to Blaenau Ffestiniog and the Cambrian Coast Line connecting Pwllheli southwards along the Gwynedd coast to Machynlleth in Powys.

1.1.3 Requirement for the LTP

The Transport Act 2000 introduced a statutory requirement for local transport authorities to produce a Local Transport Plan (LTP) every five years and to keep it under review. This was amended by the Transport (Wales) Act 2006 to enable Regional Transport Plans. Welsh Statutory Instrument 2014 No. 2178 includes a modification of the obligation to produce local transport plans under section 108 of the 2000 Act so that a local transport authority may:

a prepare a local transport plan in respect of part only of its area;

b jointly with one or more local transport authorities, prepare a local transport plan in respect of an area comprising all or any part or parts of their collective area.

1.1.4 Local Transport Plan Guidance

Guidance on the preparation of Local Transport Plans 2015 was issued by Welsh Government in May 2014. The guidance on LTPs sets out the approach the Welsh Government expects local transport authorities to adopt in complying with their duty and the process to be followed to obtain approval from the Welsh Ministers for LTPs.

The guidance highlights that “the requirement to produce a local transport plan is not new and local authorities will have significant material to draw on in preparing their LTP”. As such the North Wales LTP draws on the Taith Regional Transport Plan and recent work as part of the North East Wales Integrated Task Force, North Wales Ministerial Task Force and the Economic Ambition Board, for example, together with the Local Development Plans and policy and evidence being prepared in advance of a Regional Development Plan.

The Local Transport Plan is to identify issues and opportunities for all aspects of transport but interventions and schemes should be limited to those that are within a local transport authority’s remit and should not include for example schemes relating to the rail or trunk road network. These aspects will be contained in the National Transport Plan (NTP) due to be published for consultation late in 2014. The LTP will serve as a complementary document to the NTP and the North Wales Local Authorities look forward to working with the Welsh Government to address the issues and opportunities of transport in North Wales.

1.1.5 Preparation of the LTP

The North Wales Local Authorities resolved to prepare a Joint Local Transport Plan for their area and the plan preparation has been overseen by the Taith Board. Taith was the Regional Transport Consortia for North Wales. Whilst Taith are no longer the body responsible for receiving and managing regional transport funding from Welsh Government, Taith remain as a fully constituted joint committee of the Local Authorities with responsibility for transport.

1.1.6 Period of the Plan

The LTP will be submitted to Welsh Government on 31st January 2015 with a view to it covering a detailed programme from 2015-2020 and a framework for schemes until 2030. The LTP is a statutory document that will sit alongside the Local Development Plans and other policies and plans of each of the Local Authorities, once adopted.

1.2 Status and Structure of the LTP

This document has been prepared by Hyder Consulting (UK) Ltd on behalf of the North Wales Local Authorities (led by Gwynedd Council). It is a draft document for comment and approval by the Local Authorities prior to issue as a Draft for Consultation.

The document structure is in line with that set out in the Welsh Government guidance, and has the following sections:

- **Section Two**: provides a review of the policies and priorities established for the region;
- **Section Three**: sets out the vision for the LTP;
- **Section Four**: sets out the issues and opportunities for transport in North Wales;
- **Section Five**: establishes the outcomes sought and the higher level interventions and schemes to achieve the outcomes;
- **Section Six**: provides the five year programme of schemes for 2015-2020 to deliver each higher level intervention;
- **Section Seven**: discusses medium and longer term interventions;
- **Section Eight**: considers the statutory checks that have been undertaken as part of the preparation of the plan;
- **Section Nine**: identifies the process of consultation undertaken to develop the LTP; and
- **Section Ten**: sets out the framework for monitoring and evaluation.

2 Review of Policies and Regional Priorities

2.1 Introduction

This section provides an overview of the linkage between the plan and Welsh Government Priorities, followed by a review of the Regional Transport Plan and other recent key documents for North Wales which set out policies and priorities, and an overview of other policies and plans.

2.2 Links to Welsh Government Priorities

The LTP is required to demonstrate how transport will deliver the Programme for Government outcomes with a focus on maximising the benefits from future transport investment in Wales.

The Welsh Government produced the Programme for Government document in 2011, providing the priorities and programme for the term of the Assembly. Whilst there are 12 priority areas, those of crucial relevance to the North Wales Joint LTP are:

- **Growth and sustainable jobs** – the aim is "to strengthen the conditions that will enable business to create jobs and sustainable economic growth";
- **Tackling poverty** – the aim is "reducing poverty, especially persistent poverty amongst some of our poorest people and communities, and reducing the likelihood that people will become poor;" and
- **Rural communities** - to "ensure that rural communities remain vibrant and able to offer people an excellent quality of life with access to high quality employment, affordable housing and public services and sustained by reliable and effective infrastructure in terms of broadband, public transport and utilities."

The relationship of transport to the Programme for Government Priority Areas is shown in Figure 2.1, from the LTP guidance. This demonstrates the importance of access, affordable, sustainable and integrated transport to all aspects of Welsh Government priorities.

The LTP outcomes sought, interventions and schemes set out in this document seek to remove barriers to economic growth by improving connections to employment and strategic links to national and international markets, providing affordable and accessible transport to jobs and services with a focus on the most deprived communities and seeking to address the issues faced in rural communities with improvements to the County road network and walking and cycling connections, together with infrastructure to support public and community transport.

The LTP sits within the Transport Planning Framework as illustrated in Figure 2.2.

Figure 2.1: Transport Links to Programme for Government Priority Area[3]

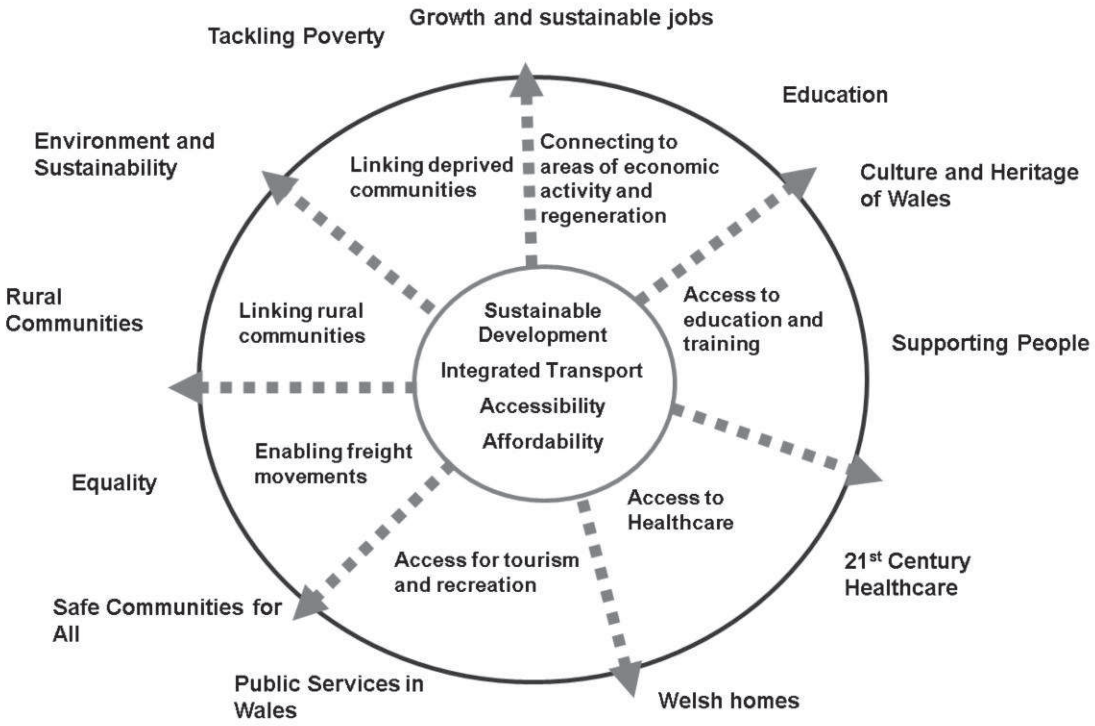
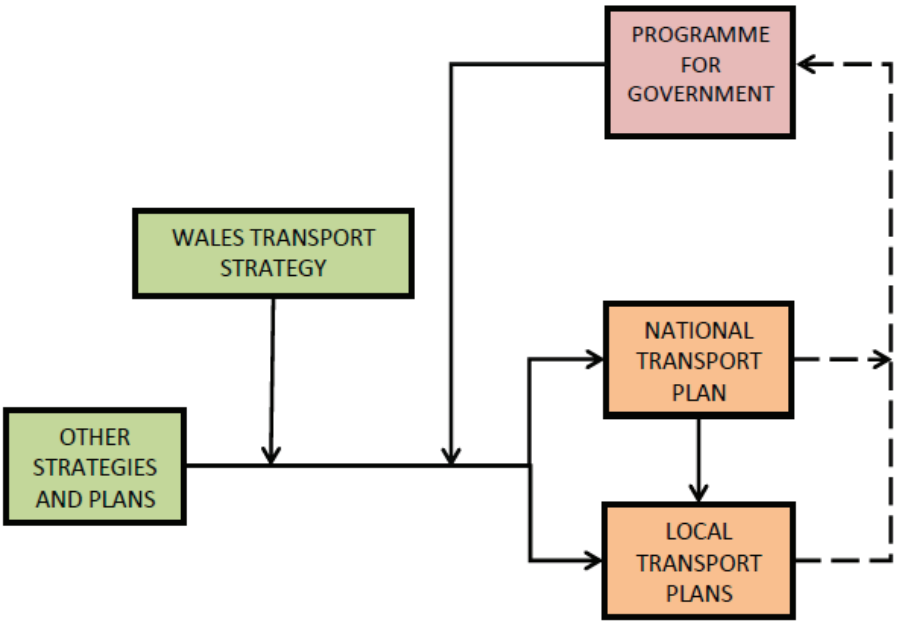


Figure 2.2: Transport Planning Framework



[3] Welsh Government, *Guidance to Local Transport Authorities – Local Transport Plan 2015*, May 2014

The Guidance states that the Welsh Government believe that their focus should be on targeting investment in transport that will:

- Support economic growth and safeguard jobs across Wales, but with a particular focus on the City Regions, Enterprise Zones and Local Growth Zones;
- Reduce economic inactivity by delivering safe and affordable access to employment sites across Wales;
- Maximise the contribution that effective and affordable transport services can make to tackling poverty and target investment to support improvements in accessibility for the most disadvantaged communities; and
- Encourage safer, healthier and sustainable travel.

The LTP responds to these priorities in the development of the outcomes (what we want to achieve), higher level interventions and schemes.

Whilst the LTP reflects the priorities of Welsh Government and seeks to support the forthcoming investment programmes, it must be highlighted that this draft LTP has been prepared in advance of the draft National Transport Plan being available to the North Wales Local Authorities.

2.3 Review of the Regional Transport Plan and Studies

2.3.1 Introduction

The key policy documents informing the preparation of the Joint LTP for North Wales give the context at the regional level as well as provide evidence of issues and opportunities:

- The Regional Transport Plan, 2009;
- North Wales Local Authorities, Economic Ambition: A Strategy for Change, 2012;
- North East Wales Integrated Transport Task Force, Technical Report, June 2013;
- North Wales Ministerial Task Force, ongoing work;
- Economic Growth and Social Benefit Potential from Modernisation of Rail Services in North Wales, September 2014.

The Regional Transport Plan and the other documents have been reviewed to determine the pertinence of the RTP to the current policy agenda.

2.3.2 Regional Transport Plan

The adopted RTP for the North Wales region was produced by Taith in 2009. The plan sets out in detail the issues facing the region at the time the plan was produced. These problems and opportunities are summarised in Table 2.1.

Table 2.1: Summary of Issues and Opportunities for the North Wales Regional Transport Plan

Problems

- ◊ Sustainability of connections between key settlements
- ◊ Climate Change and greenhouse gas emissions
- ◊ Increased flood risk due to Climate Change - fragile road and rail transport links on North Wales Coast
- ◊ Rural areas deprived of good access due to outdated infrastructure
- ◊ Deprived urban areas such as the northern coastal corridor and areas of Flintshire and around Wrexham
- ◊ Reduced economic activity in rural areas
- ◊ Congestion caused by commuting to work and car journeys to school
- ◊ Insufficient integrated ticketing on Public Transport
- ◊ Low levels of walking and cycling
- ◊ Lack of footways on roads between key settlements
- ◊ On the trunk road network there are issues with East - West and North - South connectivity which also impact on local road networks.

Opportunities

The Taith area has many opportunities to help to solve the problems outlined above:

- ◊ Collaborative working across boundaries provides an ideal opportunity to develop a holistic approach to the transport needs of this diverse region.
- ◊ Improvement of transport is being linked to the Strategic Regeneration Areas which have been set up in different parts of the region.
- ◊ Improving connectivity within the region can help links between businesses and suppliers and improve journey times to work.
- ◊ An efficient modern transport system can contribute towards creating better jobs and skills by increasing access to jobs and education.
- ◊ Effective travel planning promoted through the RTP can help to reduce emissions as well as cut congestion.
- ◊ Sustainable travel town projects can help to reduce emissions and assist towards a low carbon agenda.
- ◊ Better travel information and fulfilment of the Smarter Choices agenda.

The Taith vision for transport in North Wales is:

"Taith will deliver safe, sustainable and efficient transport networks to support the economic and social activities of North Wales' diverse communities and businesses having regard to its strategic European role."

Following on from this, the objectives to deliver the vision were developed based on identified problems and opportunities:

1 Optimise accessibility to employment, education, health and services for all the diverse communities of North Wales

2 Improve the quality and provision of passenger transport throughout North Wales and to and from the Region

3 Facilitate the efficient movement of freight supporting the Region's industry and commerce and its International Gateway functions

4 Provide, promote and improve sustainable forms of transport and infrastructure to minimise the negative impacts of transport on the local and global environment

5 Improve safety of all forms of transport

6 Enhance the efficiency and use of the transport network

7 Upgrade and maintain the transport infrastructure, providing new where necessary

The regional priorities for the implementation of the vision and objectives are set out as being:

1 **Efficiently meeting North Wales' diverse transport needs** - Providing a transport network for North Wales that recognises the geographic and social diversity of the Region, making best use of the available resources to give efficient movement of both people and freight.

2 **Passenger transport profile and performance** - Raising the profile and performance of public transport services in North Wales within an integrated system including trains, high quality fast interurban bus and coach services, improved local bus networks and an appropriate mix of services involving smaller vehicles for rural areas.

3 **Reducing congestion and journey times** - Resolving congestion and highway access issues.

4 **Supporting development** - Supporting the development of towns and other key centres to increase their economic viability and to promote sustainable development and environmental improvement.

5 **Safe, efficient, sustainable transport networks** - Maintaining safe, efficient, more sustainable transport networks.

6 **Improving rail services for North Wales** - Seeking improvements to all North Wales rail passenger services and facilities.

7 **Environmentally-friendly and efficient freight movement** - Implementing road, rail and terminal improvements in conjunction with national and regional agencies and companies.

8 **Smart traffic planning and management** - Establishing an integrated North Wales traffic monitoring, information and control network and seeking to promote more sustainable travel behaviour through travel planning and better education in efficient travel choices and driving techniques.

9 **Sustainable transport** - Increasing current levels of cycling and walking by residents and visitors.

2.3.3 Economic Ambition: A Strategy for Change, 2012

The Economic Ambition Board was formed by the six North Wales Local Authorities in 2012 in order to give specific attention to regional economic issues and to identify collaboration and sharing resources opportunities. A strategy has been produced to set out a regional vision and strategy for the economy.

The vision for the economic ambition is *"a confident and outward looking region with a diverse and high value economy providing a range of quality employment opportunities for its people."*

At the 'heart' of the vision is *"the desire to improve the* ***productivity, competitiveness and growth*** *of the North Wales economy. Achieving sustainable economic growth will require a range of approaches and interventions by local authorities and other organisations. These will address the on-going challenge of productivity, youth unemployment and the fragile nature of the more remote parts of the region where growth has been especially weak."*

The strategic issues and action programme is set out in the document. The LTP will support the strategy through infrastructural improvements to encourage business growth and expansion, and helping to upgrade the skills base, reduce inactivity and tackle youth unemployment by improving transport networks giving access to employment.

2.3.4 North East Wales Integrated Transport Task Force, Technical Report, June 2013

The Minister for Economy, Science and Transport commissioned a Task Force to drive forward the development of an integrated transport system in North East Wales, building upon the multi-modal opportunities highlighted as part of the North East Wales Area Based Transport Study (NEWABTS) published in November 2012.

The overarching objective of the Task Force was *"to further develop the transport system in North East Wales so that it:*

- *Develops and underpins jobs and growth in the economy;*
- *Promotes social inclusion, equality and a reduction of poverty; and*
- *Protects the environment."*

"Our vision is to create an integrated transport network that links people sustainably to jobs/higher value employment, services and education… We aim to provide viable alternatives to car based access improving the prospects for growth and benefiting the people of North East Wales to the wider area, including North West Wales and the areas of North West England that it relates to."

The North East Wales sub region is recognised as a strategically important area for advanced manufacturing (30% of manufacturing output of Wales) and it is projected that at Deeside alone 7,000 new jobs will be created over the next 20 years. One of the key challenges for the NEWITT is therefore to maximise access to key strategic employment sites for employees and also to help facilitate the efficient movement of goods and freight to/from these locations. As a result of the study, the Task Force made a number of recommendations to the Minister for Economy, Science and Transport. These were:

1. The public transport services and infrastructure should provide high quality access to employment sites across the study area and beyond.

2. The Regional Bus Networks Strategy will consider how accessibility between disadvantaged communities and employment can be improved.
3. The rail modernisation business case should consider how frequencies of service and journey times within North Wales and to/from key destinations in the North West can be improved. We would encourage the provision of new stations and additional services that specifically serve major employment areas and help to tackle poverty.
4. A network of integrated transport hubs that provide connectivity between transport modes should be developed. As an element of this, we consider that Park and Share/Ride sites can provide a strategic contribution to the regional network.
5. Access from rural areas to/from key services and employment by all transport modes should be improved. The concept of integrated rural hubs aligned with a reconfigured bus service network should be developed.
6. Consideration should be given to the development of better integrated cross-border delivery mechanisms.
7. Enhance and develop multi-modal, multi-operator ticketing schemes supporting seamless journeys, including cross-border trips. Solution should recognise trend for more flexible ways of working.
8. Delivery of an enhanced commuter and recreational active mode network.
9. Undertake travel planning and travel marketing activities with employees and the business community to increase awareness of and access to sustainable travel opportunities and reducing the need to travel.
10. Address key traffic 'pinch points' to improve resilience, accessibility and journey times for people and movement of goods.

2.3.5 North Wales Ministerial Task Force

Following on from the North East Wales Integrated Transport Task Force report, a Task Force was established in November 2013 to advise the Minister for Economy and Transport on transport issues[4]. The group is made up of representatives of the North Wales local authorities, enterprise zones and the private sector. A key area for the Task Force is to advise on rail modernisation and how North Wales can benefit and to develop the business case for modernisation of the network.

The work of the Task Force has a focus on strategic transport projects, some of which are within the remit of the Local Authorities and others will be part of the National Transport Plan.

The Task Force has identified key strategic high level transport interventions for action now or for inclusion in the next National Transport Plan as follows:

[4] http://wales.gov.uk/newsroom/transport/2013/8145604/?lang=en

North Wales Ministerial Task Force Strategic High Level Transport Interventions

- Transport network resilience improvements – improvements to the rail and road networks to increase resilience, particularly to the A55 corridor
- Capacity enhancements / pinch point improvements on the strategic highway network, in particular on the A55, A494, A483 and A487
- Rail modernisation including new stations and faster and more frequent rail services to key destinations
- Direct rail links from North Wales to Liverpool and to Manchester and Liverpool airports
- Improved links to and between Enterprise Zones, ports and other key employment sites, including those in rural areas
- Strategic integrated transport measures to improve access to employment and other services by non-car modes, including regional and cross border bus routes, rail station multi modal hubs, active travel routes and car share sites
- Facilitating the provision of rail freight facilities subject to a viable business case

In June 2014 priority projects for transport were identified by the Task Force and these were the subject of an evaluation process to determine priority. This was based on the five criteria of:

- Benefit to the economy and jobs in north Wales
- Pinch points - congestion reduction
- Environmental impact
- Deliverability
- Value for money

Following the evaluation, the prioritised list of schemes forms the basis of a submission to the Minister as the strategic priorities for transport in North Wales. These schemes reflect the interventions above, including improvements to rail services, schemes for the A55 including the 3rd Menai Crossing, improvements to the A483, schemes to provide improved access to Holyhead Port and the Anglesey Enterprise Zone, resilience improvements and improvements to bus services and bus corridors. The list of schemes in priority order is included as Appendix A.

The recommendations from the Task Force have helped to inform the development of the LTP. It is the aim of the LTP that the schemes complement the strategic interventions and schemes put forward by the Task Force.

2.3.6 Economic Growth and Social Benefit Potential from Modernisation of Rail Services in North Wales, September 2014

A report has been produced by Greengauge 21 on behalf of Denbighshire County Council with the Economic Activity Board, Mersey Dee Alliance and Merseytravel to examine the wider economic and social benefits of options for electrification of the North Wales Coast Line. Three scenarios are examined and the cost-benefit ratios calculated taking into account conventional transport benefits and wider social and economic benefits. The scenarios tested are shown in Table 2.2.

The overarching finding of the report is that there is firm evidence of significant economic benefits that would result from the electrification of rail services to North Wales and additional connectivity and frequency improvements on the rail network.

The North Wales Local Authorities will be working with Welsh Government to seek electrification of the line to bring about these significant benefits, as a strategic priority for North Wales.

Table 2.2: Scenarios for Rail Electrification

Scenario	Routes electrified
1 Holyhead Electrification	Runcorn/Warrington/Crewe – Holyhead
2 Chester limit to electrification	Runcorn/Warrington/Crewe – Chester
3 Wider electrification and service development	As Scenario 1 plus Chester – Wrexham – Shrewsbury – Birmingham/Cardiff

2.4 Review of Policies and Other Plans

2.4.1 Introduction

A comprehensive review of national and local policies and plans has been undertaken and these are listed in Appendix B. The key documents which will impact on the preparation of the LTP are summarised in this section, under the headings of Welsh Government transport documents, other Welsh Government policies and plans, UK Government policies and local authority Local Development Plans and Single Integrated Plans.

2.4.2 Welsh Government Transport Policies and Plans

One Wales: Connecting the Nation - The Wales Transport Strategy, which was published in 2008, sets out how the Welsh Government aims to deliver its transport duty. Its goal is *'to promote sustainable transport networks that safeguard the environment while strengthening our country's economic and social life'*. The Welsh Government's five strategic priorities are:

- Reducing greenhouse gas emissions and other environmental impacts;
- Integrating local transport;
- Improving access between key settlements and sites;
- Enhancing international connectivity; and
- Increasing safety and security.

The strategy is underpinned by three sustainable transport themes, through which transport policy and a number of desired long-term outcomes are considered (shown in Table 2.3). The long term outcomes have been used in the consideration of appropriate outcomes for the North Wales LTP.

Table 2.3: Wales Transport Strategy: Long Term Outcomes

Social	Economic	Environmental
Improve access to healthcare	Improve connectivity within Wales	Increase the use of more sustainable materials in our

	and internationally	country's transport assets and infrastructure
Improve access to education, training and lifelong learning	Improve the efficient, reliable and sustainable movement of people	Reduce the impact of transport on greenhouse gas emissions
Improve access to shopping and leisure facilities	Improve the efficient, reliable and sustainable movement of freight	Adapt to the impacts of climate change
Encourage healthy lifestyles	Improve sustainable access to key visitor attractions	Reduce the contribution of transport to air pollution and other harmful emissions
Improve the actual and perceived safety of travel		Improve the positive impact of transport on the local environment
Improve access to employment opportunities		Improve the effect of transport on our heritage
		Improve the impact of transport on biodiversity

The Wales National Transport Plan, 2010 set out interventions to strengthen the development of a sustainable transport system and that contribute to the Welsh Government's long-term aim for a decarbonised transport system in Wales. The National Transport Plan was published in March 2010, while the prioritised National Transport Plan was published in 2011 setting out the Welsh Government's commitments to 2015 and beyond. A 'refresh' of the National Transport Plan is currently underway and is expected to be published as a draft late in 2014.

The Welsh Government's prioritised commitments relevant to the North Wales region are included within Table 2.4. The Task Force list of schemes put forward for the region to the Minister incorporates those commitments that are not yet delivered, as included in Appendix A.

Table 2.4: Prioritised Commitments in North Wales

Prioritised National Transport Plan
To be taken forward 2012-2015
Make available £5m over 3 years to maximise our investment in Sustainable Travel Centres (NTP reference 1).
Continue pilot traffic officer service on A55 and M4 (NTP reference 45).
Y Gerallt Gymro Holyhead to Cardiff fast train service, and programme of continued improvements (NTP reference 56).
Continue work on the detailed design to redouble the section of railway between Saltney and Wrexham (NTP reference 57).
Start to appoint advisors and design and build engagement for A487 from Caernarfon to Bontnewydd (NTP reference 69).
Working with stakeholders, review the options to increase the capacity of the A55 across the Menai, including capacity for walkers and cyclists (NTP reference 93).
Appoint designers to develop options for the A55 at junctions 15 and 16 (NTP reference 94), construction would begin after 2014.
Review the study on the transport issues in Wrexham (NTP reference 95)
Beyond 2015

Prioritised National Transport Plan
A470 Pentrefelin to Bodnant West Lodge (NTP reference 63).
A470 Plas Maenan and Bodhyfryd (NTP reference 67).

The Welsh Government **Interim Evaluation Report on National and Regional Transport Plan** (May 2014)[5] presents a mid-term evaluation of the implementation of the National Transport Plan and Regional Transport Plans for 2010 – 2015. The report highlights a number of successful transport improvements across North Wales, including the A541/A483 Junction Improvement, Wrexham, the Llanfairpwll Park and Ride / Park and Share, Bangor Railway Station and the Deeside Enterprise Zone Active Travel Routes Scheme.

The **Report of the Bus Policy Advisory Group, June 2014** is from the group which comprises representatives from the Welsh Government, local authorities, bus industry and user groups. The report sets out recommendations to Welsh Government, with the key proposals being:

- **Stability** should be ensured by funding and governance arrangements having a life of at least three years.
- **A consistent, pan-Wales approach** to policy, standards and cross-boundary and cross-operator issues should be established.
- **Network partnerships should be established,** comprising local authorities, bus operators, bus users and key trip generators (e.g. retailers, health care providers) to review and develop services (within competition rules). They should be based on transport corridors and be focused on practical action to improve services, including infrastructure, marketing and network improvements.
- **Kick-start funding** should be available to provide short-term support for the pilot phases of new commercial services, new fares initiatives and other innovations. Bus operators should be able to access business development support for other commercial investments.
- **Investment in infrastructure** and road improvements should take full account of the importance of reliability of bus services.
- **A Fair Fares** initiative should develop an **All Wales ticket** and other fare-related projects.
- An **information task group** should be established to implement practical ways of improving information provision, including use of digital technology.
- A **Welsh Bus Standard** be established, building on that developed in south east Wales. Operators should be incentivised and rewarded for compliance with the standard through grant payments. Those that do not reach a minimum should not receive public funding.
- **Co-ordination** of health and education-related transport with commercial and subsidised services should be encouraged, including two pilot projects to identify good practice.
- A working group should further develop a **youth concessionary fares policy**, including a review of the barriers faced by young people and assessing existing youth concessionary schemes.
- An **orange-wallet** type scheme and a Welsh module for the **Driver Certificate of Competence** should be introduced to improve services for disabled people.

[5] http://wales.gov.uk/docs/det/report/140709-interim-report-transport-plans-en.pdf

The **Wales Freight Task and Finish Group** was convened following the Minister for Economy, Science and Transport's statement on freight in July 2013. The Group reported in March 2014. The Group's remit was to advise the Minister on key freight issues from the perspective of the Minister's economic development priorities. The report generates 24 recommendations, including the following, which are applicable to the development of the LTP, recommending that the Welsh Government:

- delivers as quickly as possible all the commitments it has made to improving and enhancing the A55 expressway in North Wales.
- delivers as quickly as possible the commitments it has made to improving the A494/A483 in North East Wales.
- liaises further with Holyhead Port on the need to improve the 'import road' from the A55 expressway for freight traffic, taking into account potential flows in the future, and considers reviewing the business case for improving the road as a result.
- liaises with the Freight Transport Association and the Road Haulage Association in order to review the evidence on the need for more designated truck stops and that, depending on the outcome, considers the need for any intervention.
- explores further the role of public grant in supporting modal shifts from road to rail in Wales and the environmental and social benefits for Wales specifically.
- supports a re-introduction of Load on - Load off (Lo-Lo) container freight via Holyhead Port if opportunities were to arise in the future and they were in line with the Welsh Government's priorities for economic growth and jobs.

The **Road Safety Framework for Wales (2013)** sets out the Welsh Government's approach to road safety until 2020 and the commitment to improving road safety and reducing the number of people killed and seriously injured on Welsh roads. The Welsh Government's vision is for *"A continued reduction in the number of people killed and seriously injured on Welsh roads, with the ultimate aspiration of no fatalities."*

The targets, compared to the average figures for Wales between 2004-08, are:

- A 40% reduction in the total number of people killed and seriously injured on Welsh roads by 2020, meaning 562 fewer killed and seriously injured casualties;
- A 25% reduction in the number of motorcyclists killed and seriously injured on Welsh roads by 2020, meaning 64 fewer motorcyclist killed and seriously injured casualties; and
- A 40% reduction in the number of young people (aged 16-24) killed and seriously injured on Welsh roads by 2020, meaning 139 fewer young people killed and seriously injured casualties.

High risk and vulnerable groups are specifically identified within the strategy and the strategy states that targeted road safety interventions should be delivered to reduce the number of collisions they are involved with.

The Welsh Government published in 2008 its **Action Plan for Walking and Cycling for Wales**. The aim of the action plan is to *'encourage more people to walk and cycle more safely and more often'*. The action plan brought together all the key initiatives which the Welsh Government and its key partners are undertaking or planning in support of walking and cycling in Wales.

The core objectives of the action plan are to:

- Improve the health and well-being of the population through increased physical activity;
- Improve the local environment for walkers and cyclists;

- Encourage sustainable travel as a practical step in combating climate change;
- Increase levels of walking and cycling through promotion of facilities; and
- Ensure that walking and cycling are prioritised in cross-cutting policies, guidance and funding.

The action plan is underpinned by four themes to support the delivery of these objectives, of which the following are particularly relevant to the LTP:

- **Changing Behaviour** – Walking and cycling to make an increasing contribution towards climate change targets and raising levels of physical activity;
- **Sustainable Travel encouraged via better Walking and Cycling Infrastructure** – To create safe, attractive and convenient infrastructure for pedestrian and cycle travel;
- **Policy Objectives** – Ensure that walking and cycling are included in cross-cutting policies, guidance and funding; and
- **Evaluation** – To enable the Welsh Government and delivery partners to track progress in delivering the actions of this Plan and intended outcomes.

The Welsh Government's **Creating an Active Wales (2011)** strategy aims to improve health through activity and the vision is for *"an active, healthy and inclusive Wales, where sport, physical activity and active recreation provide a common platform for participation, fun and achievement, which binds communities and the nation and where the outstanding environment of Wales is used sustainably to enhance confidence in ourselves."*

The **Active Travel (Wales) Act 2013** specifically makes provision for:

- Approved maps of existing active travel routes and related facilities;
- Approved integrated network maps of the new and improved active travel routes and related facilities needed to create an integrated network of active travel routes and related facilities;
- Requiring local authorities to have regard to integrated network maps in preparing transport policies and to make continuous improvement in the range and quality of active travel routes and related facilities; and
- Requiring the Welsh Ministers and local authorities, in constructing and improving highways, to have regard to the desirability of enhancing the provision made for walking and cycling.

The Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013 was published in May 2014. In developing the required maps, the LTP will, amongst other plans, help to *"provide some of the context and supporting information for the development of the maps. The maps can also be used in turn to develop these areas of policy as improved active travel infrastructure may help to contribute to the outcomes sought. Under section 6 of the Act local authorities will need to have regard to the integrated maps in developing their transport policies and delivery plans..."* The Welsh Government "Guidance to Local Transport Authorities – Local Transport Plan 2015" states that these maps will be available for consideration from 2017.

2.4.3 Other Key Welsh Government Documents

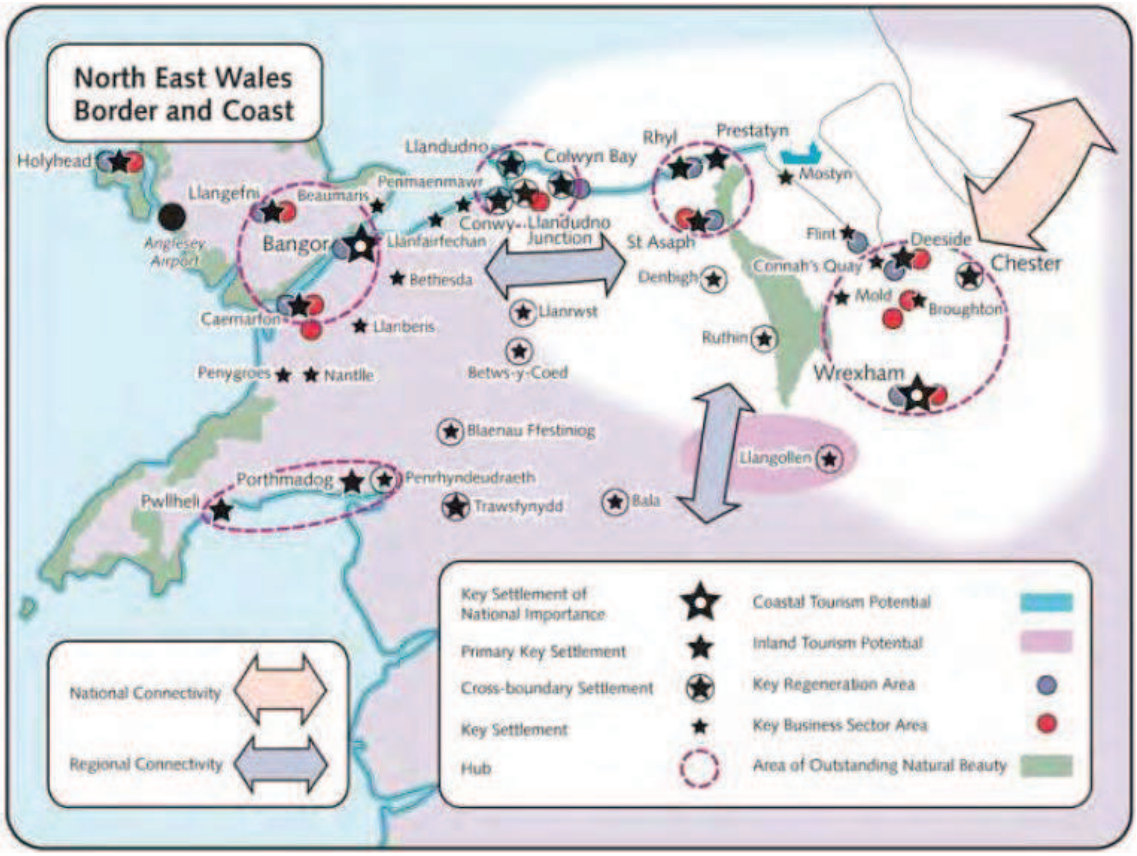
The wider context for planning for the economy, communities and the environment is set out in a range of documents.

The Wales Spatial Plan (WSP) was produced in 2008 as the Welsh Government's (WG) high level spatial framework for Wales. The WSP goes beyond traditional land use planning and sets

out a strategic approach to guide future development and broad investment priorities. The WSP set a vision for how each part of Wales should develop economically, socially and environmentally over the next 20 years. Spatial plan areas are included to represent regional perspectives in Wales including North East Wales, North West Wales and Central Wales and this provides a useful economic and spatial context for the region.

The North East Wales area (excluding Conwy) is characterised by a semi-urban clustering of settlements, from Chester in the East to Deeside in the West to Wrexham in the South, along key transport routes including the A55, A483, A548 and the A494. Collectively this cross border area has great economic value to both England and Wales.

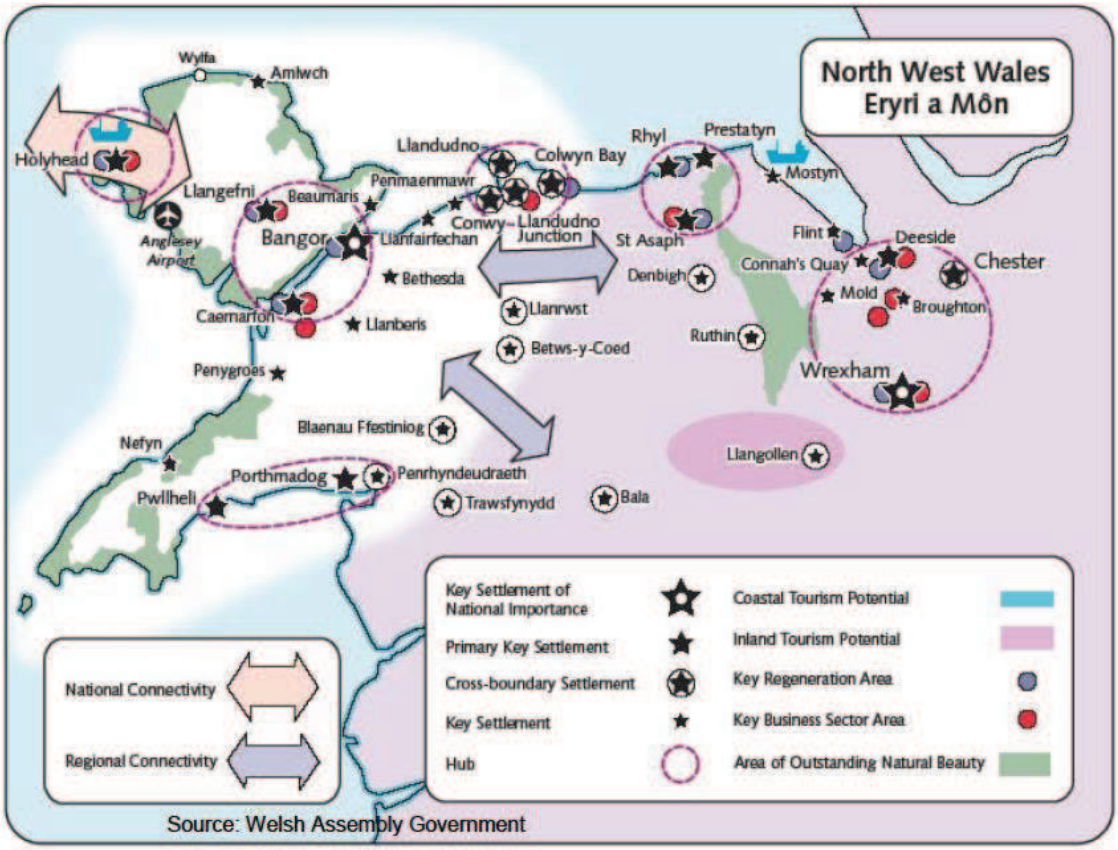
Figure 2.3: WSP Sub Region North East Wales



Source: Welsh Government Wales Spatial Plan 2008

The North East Wales spatial plan area indicates the presence of three strategic hubs. The largest of the three hubs is at Wrexham and Deeside which is part of an identified cross border sub region with Chester, Wirral and Ellesmere Port called the West Cheshire / North East Wales (WCNEW) sub-region. Outside of the identified hubs the WSP identifies key settlements which have local importance in serving outlying rural communities such as the market towns of Ruthin and Denbigh.

Figure 2.4: WSP Sub Region - North West Wales



The North West Wales area is distinctly rural having a very low population density with few large settlements. The majority of the population is centred around the A55 / North Wales Coast Line which provide strategically important access to, from and through the sub region. The City of Bangor is considered to be a Key Settlement of National Importance. There are four strategic hubs, one of which (Llandudno) straddles North West and North East Wales spatial areas. On the A55 further to the West are the hubs at Bangor / Llangefni and Holyhead. The Pwllheli / Porthmadog coastal hub reflects the importance of this area for supporting isolated rural communities and as a strategic tourism gateway to the Llyn Peninsular AONB; the Snowdonia National Park and to Cardigan Bay.

The WSP also recognises the links to Ireland and to the sub regional spatial areas of North East Wales and Central Wales. The importance of the links to Ireland are highlighted by the Freight Strategy which states that of the 63 million road freight movements each year 2 million of these take place through Holyhead. These freight movements represent a movement of goods between Ireland and Europe and in this manner the port of Holyhead and the E22 (A55/NWCR) are considered to be strategically important to facilitating trade between mainland Europe and isolated and peripheral underdeveloped areas of the European Union (i.e. Ireland and Wales). Holyhead is also the third largest ferry passenger port in the UK serviced most notably by Stena Line.

The Central Wales WSP spatial plan area also covers some of the area of the Mid Wales Joint LTP. Two core settlement clusters in the North Wales LTP Area are identified – the Snowdonia National Park and the Denbigh/Llangollen cluster. These two clusters are generally characterised by small isolated rural settlements and identifiable market towns which provide facilities and local employment opportunities for wider isolated rural communities.

Planning Policy Wales (Edition 7, July 2014) with respect to transport, aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by: *"encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel. This will be achieved through integration."* A transport hierarchy in relation to new development is also supported to promote accessible development and by sustainable means.

The Climate Change Strategy for Wales and Adaptation Delivery Plan (2010) sets out where the Welsh Government will act to reduce the greenhouse gas emissions that Wales produces and to prepare for the impacts of climate change and is a key principle of Welsh Government policy.

The Welsh Government's key target is to cut greenhouse gas emissions by 3% per year from 2011 in areas of devolved competence (which includes transport). More specifically the current and future actions will focus on reducing transport emissions to between 5.21 and 5.78 $MtCO_{2e}$ by 2020 against a baseline of 7.14 $MtCO_{2e}$.

The Adaptation Delivery Plan includes a number of 'actions' for implementing the strategy. Action 10 is "*Support consideration of climate change impacts in sustainable infrastructure development and regeneration."* Within this, *"all regeneration, infrastructure and property development sponsored by the Welsh Assembly Government incorporates climate change adaptation as part of its approach to sustainable development."* Action 15 is *"Review the resilience of the transport infrastructure to the effects of climate change and develop a programme to address risks."* Two of the expected outcomes are *"greater understanding of the vulnerability of Wales's road network to the impacts of climate change"* and *"climate change adaptation strategy for transport – a vision of how our transport networks need to change in order to adapt to the consequences of climate change."*

The Wales Infrastructure Investment Plan (2012) is the Welsh Government's plan for growth and jobs to ensure that its future capital investment is used to deliver the maximum benefits to Wales. The Welsh Government's high level investment priorities are stated as:

- Improving transport links, particularly East-West transport links in both North and South Wales;
- Improving telecommunications networks and assuring all parts of Wales have access to adequate broadband facilities for their economic needs; and
- Supporting the development of the energy industry in Wales.

In relation to transport investment, the aim is to ensure that the existing road network is well maintained and operates more efficiently by:

- Prioritising investments which contribute to economic growth – addressing urban congestion and improving access to key areas, and by improving the capacity and reliability of key east-west routes; and
- Being more agile in its approach to developing solutions to underlying problems.

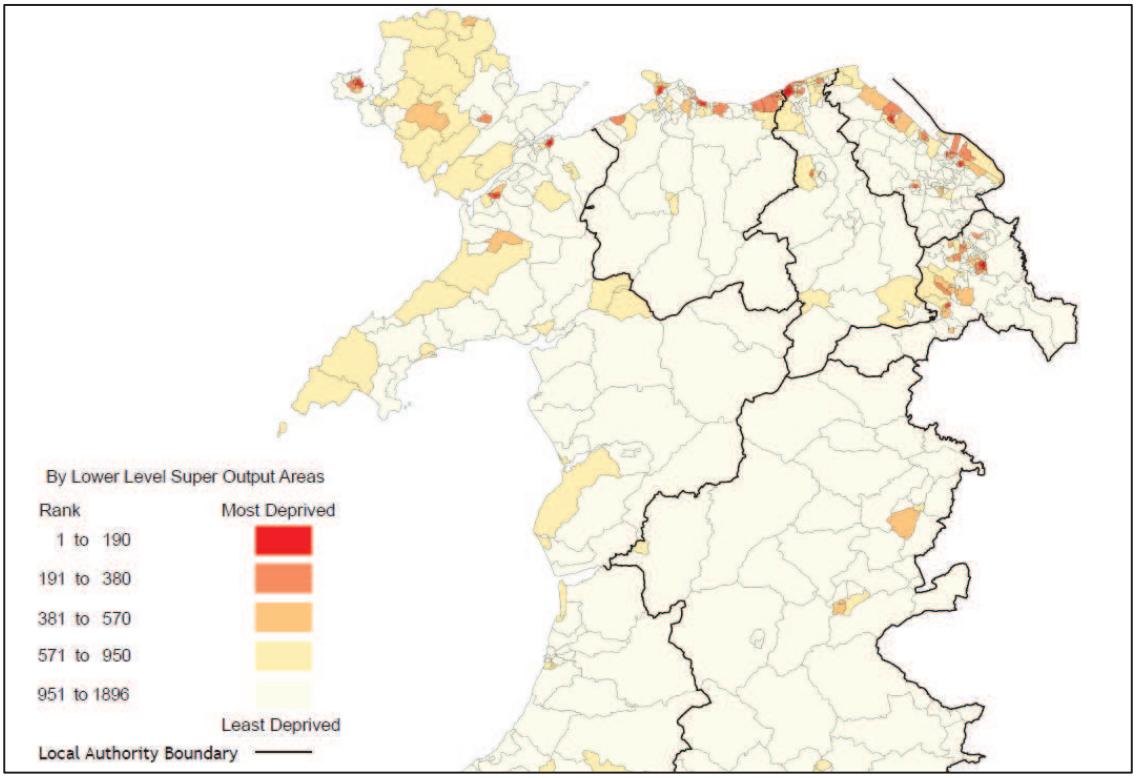
The Welsh Government published its **Vibrant and Viable Places – New Regeneration Framework** in 2013. The Welsh Government's vision is that everyone in Wales *"should live in well-connected vibrant, viable and sustainable communities with a strong local economy and good quality of life."* The framework seeks to get the best out of Welsh Government investment in terms of mainstream funding such as health and education.

National outcomes have been aligned with the Communities First programme and Welsh Government's Programme for Government objectives and include: "well-connected communities

supported by transport and broadband connections" and "a sustainable and high quality local environment". The key priorities for regeneration investment include town centres, coastal communities and Communities First clusters.

Figure 2.5 shows the spatial context of the Welsh Index of Multiple Deprivation for North Wales. It can be seen that each local authority has some of the most deprived wards in Wales, designated as Communities First clusters, and that there is a concentration along the North Wales coast.

Figure 2.5: Overall Index of Multiple Deprivation in North Wales 2011



Source: https://statswales.wales.gov.uk/Catalogue/Community-Safety-and-Social-Inclusion/Welsh-Index-of-Multiple-Deprivation/WIMD-2011/All-Wales-Maps

The Strategy for Older People in Wales 2013-2023 was first launched by Welsh Government 2003 to address the issues and aspirations of people aged 50 and over living in Wales. This strategy aims to improve quality of life for older people in ways that go beyond the traditional health and social care agenda. The key outcomes sought of relevance to the LTP are:

- **Social participation** – Older people enjoy a better quality of life, have active social lives (if desired), and loneliness and unwanted social isolation is minimised;
- **Learning and activities** – Older people have opportunities to be engaged in lifelong learning and other appropriate social activities; and
- **Living in the community** – Older people are able to participate and contribute in their communities and access services and amenities; and
- **Transport** – Older people can access affordable and appropriate transport which assists them to play a full part in family, social and community life.

The Welsh Government published the **Rural Health Plan – Improving Integrated Service Delivery across Wales** in 2009. The aim of the plan is *"to focus on the health of people living in rural communities – their well-being, their healthcare and health and social care needs to enable them to live happy and fulfilled lives as independently as possible".*

Rural health cannot be considered in isolation from social, economic, transport, housing and social care matters, reinforcing the need for rural proofing and integrated planning and service delivery. The crucial issues identified within this work revolve around access, integration and community cohesion and engagement, which are not exclusive to rurality, but are deeply affected by the prevailing conditions in rural life.

The key themes of the plan include:

- More creative and flexible solutions will be necessary to ensure that the needs of those people living in rural areas are met in the most appropriate way; and
- Transport plays an essential part in rural health. It is important that plans for rural health services are shared at the earliest opportunity with the Consortium so that transport issues can be identified and resolved at the earliest opportunity.

The purpose of the Welsh Government's **Wales Coastal Tourism Strategy (2008)** is to identify a clear way forward for the development of coastal tourism, which realises and builds on the economic potential of the coastline of Wales whilst respecting its environmental quality and recognising the importance of achieving community benefits.

One of the 'key challenges' identified in the strategy is 'access'. The strategy describes that while the private car is likely to remain the main mode of travel for staying and day visits, the challenge is to develop innovative forms of public transport, to move people around local 'hot spots', and to make it easier for visitors to walk and cycle around destinations.

2.4.4 UK Government Policy Documents

The **National Policy Statement for Ports** was published by the Department for Transport in January 2012. The statement provides planning policy for nationally significant infrastructure projects relating to new port development. The NPS covers new port development in both England and Wales but states that *"in considering any applications relating to Wales, the decision-maker should additionally take account of the Welsh Government's policies and plans in these areas"*. The NPS will need to be considered with regard to any development at the North Wales ports of Holyhead and Mostyn. However, these ports are not specifically referenced in the document.

The overarching **National Policy Statement for Energy (EN-1)** is part of a suite of NPSs issued by the Secretary of State for Energy and Climate Change, setting out the Government's policy for the delivery of major energy infrastructure. Within the North Wales context, the EN-6 which is the statement on nuclear power generation (Part 4) lists "potentially suitable sites for the deployment of new nuclear power stations in England and Wales before the end of 2025." This list includes Wylfa, which is on Anglesey.

The NPS outlines 'generic impacts' that are anticipated as a result of nationally significant energy infrastructure. In relation to 'traffic and transport', *"the transport of materials, goods and personnel to and from a development during all project phases can have a variety of impacts on the surrounding transport infrastructure and potentially on connecting transport networks, for example through increased congestion…disturbance caused by traffic and abnormal loads generated during the construction phase will depend on the scale and type of the proposal."*

2.4.5 North Wales Local Authorities – Local Development Plans

At the local level policies relating to access and transport are set out in the land use planning policy documents. The seven planning authorities within the Joint LTP area are in varying

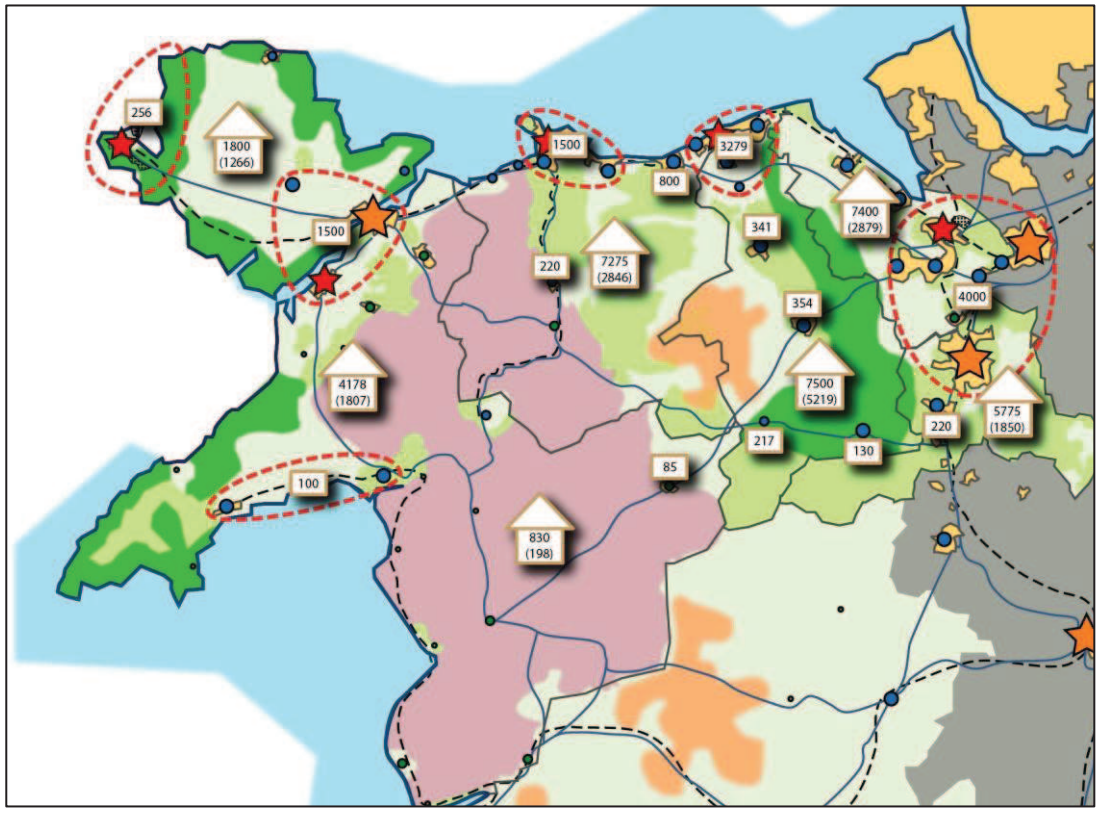
stages of development of their plans. In some cases, the current development plan for the area is the Unitary Development Plan (UDP), until the LDP is adopted:

- **Anglesey and Gwynedd Local Planning Authority Area** – Draft Joint Local Development Plan – Preferred Strategy, June 2013 (indicative adoption date April 2016);
- **Conwy County Borough Council –** Adopted Local Development Plan, adopted 24th October 2013;
- **Denbighshire County Council** – Adopted Local Development Plan, adopted 4th June 2013;
- **Flintshire County Council** – Unitary Development Plan 2000-2015, Adopted 28th September 2011, and the LDP is anticipated to be adopted in February 2018; and
- **Wrexham County Borough Council** – Unitary Development Plan 2006-2011, Adopted 14th February 2005, the LDP (2013 to 2028) is expected to be adopted by December 2016; and
- **Snowdonia National Park Authority**, Eryri Local Development Plan 2007-2022, adopted 13th July 2011.

When considering the UDPs and LDPs for the local areas, consideration of their overall land use strategies will be important, to establish where development will be targeted over the LTP period. The table in Appendix C summarises the spatial strategies for the seven authorities.

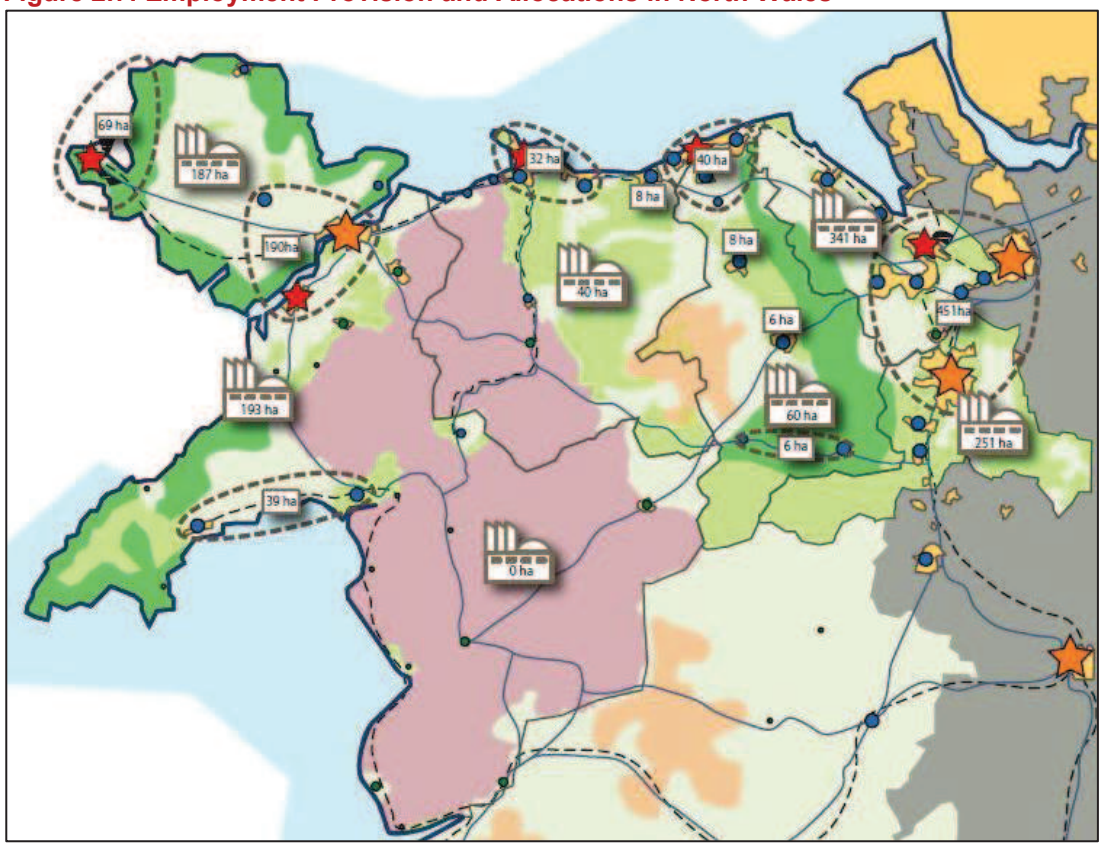
The seven planning authorities of North Wales through the North Wales Planning Officer Group (NWPOG) have begun to prepare policy and evidence in advance of the development of a Regional Development Plan. The development strategies of each UDP/ LDP have been summarised as part of this emerging document by Denbighshire County Council into a plan for housing allocations (Figure 2.6) and employment allocations (Figure 2.7).

Figure 2.6: Housing Provision and Allocations in North Wales



Source: Denbighshire County Council 2014 in 'The Spatial Planning Context for North Wales', DRAFT August 2014

Figure 2.7: Employment Provision and Allocations in North Wales



2.4.6 Local Authority Single Integrated Plans

The Local Government Act 2000 gave local authorities in England and Wales a new duty to promote the economic, environmental and social well-being of their communities. The preparation of a long term plan known as a Community Strategy was a requirement of the Act. Welsh Government guidance in regards to integrated partnerships and planning, has led to the merging of the former statutory plans into Single Integrated Plans.

The community strategies/ Single Integrated Plans have been produced in close partnership with a range of organisations from across the public, community, voluntary and private sectors. Each document follows a similar format, defining a number of key themes and actions, in order to deliver the vision of the strategy. The strategies/ plans have been reviewed and are summarised in Appendix D.

2.4.7 Conclusion on the RTP Review

The review of the Regional Transport Plan together with the policies, priorities and plans context, including most notably the work of the North Wales Ministerial Task Force, has led to the conclusion that many of the issues and opportunities and likely interventions set out in the RTP remain relevant but there is an increasing policy emphasis on the need to address issues related to economic growth, promotion of social inclusion and the reduction of poverty. The Joint LTP will therefore need to provide a strengthened approach to these areas.

3 LTP Vision

The Taith RTP sets out a vision for transport in North Wales. This was discussed in the stakeholder workshop to establish its continued relevance for the Local Transport Plan 2015. As a result minor word changes were suggested to better reflect the issues and opportunities and the Transport Planning Framework on-going policy and plans context for transport in North Wales. These are incorporated into the Vision for Transport in North Wales.

Vision for Transport in North Wales

The North Wales Local Authorities aim to remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks.

This is a vision, and therefore by its nature is aspirational and sets out what the North Wales local authorities are seeking to achieve. The degree to which it can become reality will depend on the level of investment available in transport from all sources in the coming years. Working closely together as the North Wales authorities alongside Welsh Government, with local authorities and Government across the border, other transport stakeholders, developers and businesses, provides the best circumstances in which to achieve this vision.

4 Issues and Opportunities

4.1 Overview

The policies and plans documents and the various studies undertaken provide evidence of the issues and opportunities of transport in North Wales and this section draws directly from key documents including the RTP, the policy and evidence for the emerging Regional Development Plan, the technical work for the North Wales Ministerial Task Force, and Statistics for Wales. The primary documents which provide evidence of issues and opportunities comprise:

- Regional Transport Plan, Taith, 2009;
- North West and Mid Wales Integrated Transport Network Technical Report (Aecom), April 2014;
- Mid and North Wales 2011 Journey to Work Analysis (Aecom), September 2014;
- Statistics for Wales, Monitoring the Regional Transport Plans, Baseline Report, 2011, March 2012; and
- The Spatial Planning Context for North Wales', Draft August 2014, Denbighshire County Council.

The North Wales Ministerial Task Force has examined the issues for transport in North Wales and from a long list of 29 issues five key issues have been identified:

Key Transport Issues for North Wales

- The ability of the strategic trunk road and rail corridors to provide the necessary good connectivity, for people and freight, within North Wales, to the ports and to the rest of the UK to support the economy and jobs, including tourism;
- The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather;
- The need for good access to and between the three Enterprise Zones in North Wales;
- The lack of viable and affordable alternatives to the car to access key employment sites and other services; and
- The need for good road links to / from the trunk road network into the rural areas to help retain the viability of local businesses and support the Welsh language and culture.

The common issues and opportunities provided in the Welsh Government guidance for LTPs has been reviewed and added to from the North Wales specific evidence and issues identified already in the various documents as well as considered in the light of the key issues established by the North Wales Ministerial Task Force. A list of issues and opportunities was then presented to the stakeholder workshop as the basis for discussion leading to confirmation and clarification.

A summary of the issues and opportunities for transport in North Wales is presented in Table 4.1. This brings together the five key issues for North Wales as headings, underneath of which are the Welsh Government common issues and opportunities and other issues identified by stakeholders in the LTP development. The reference number of the Welsh Government issues is given in brackets (e.g. WG 1). The key sources of evidence for the issues are then set out. The issues are linked to the outcomes - what we want to achieve - in Table 5.2.

Addressing the issues and making the most of the opportunities will require a joint approach of the North Wales Local Authorities with Welsh Government, as well as transport and other

stakeholders. Moreover the issues need to be addressed holistically within each local authority alongside planning, economic development and the provision of education and community services. There is also a strong relationship to other Welsh Government policies and programmes such as for healthcare.

In addition to the five key issues set out by the Task Force and detailed in Table 4.1, a cross cutting issue is the lack of availability and sustainability of funding for transport in North Wales. Reductions in both capital and revenue support for transport are threatening the status quo and inhibit the ability of the local authorities to address the issues. Moreover, the lack of longer term commitment from funding partners has an impact on the sustainability of transport services.

Table 4.1: Summary of Issues and Opportunities

Issue/Opportunity	Evidence
The ability of the strategic trunk road and rail corridors to provide the necessary good connectivity, for people and freight, within north Wales, to the ports and to the rest of the UK to support the economy and jobs, including tourism	
▪ Access to rail stations by car, public transport, walking or cycling can be poor ▪ Increased congestion on strategic road network, increased journey times and reduced journey time reliability for the movement of people and goods (WG 12) ▪ Provision for freight vehicles inadequate on a number of key strategic highway corridors (WG 13) ▪ There is the opportunity to build upon national and international transport links through the development of growth corridors ▪ Impact on transport from Nationally Significant Infrastructure Projects and other major projects	▪ Regional Transport Plan ▪ Spatial Planning Context for North Wales ▪ North West and Mid Wales Integrated Transport Network Technical Report ▪ North Wales Ministerial Task Force papers ▪ Stakeholder Workshop
The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather	
▪ Increased risks to the resilience of the network through impacts of climate change, including flood risk and risk from high winds ▪ Opportunities to focus on behavioural change in order to reduce carbon emissions	▪ North West and Mid Wales Integrated Transport Network Technical Report ▪ Regional Transport Plan ▪ Stakeholder Workshop
The need for good access to and between the three Enterprise Zones in north Wales	
▪ Increased congestion on strategic road network, increased journey times and reduced journey time reliability for the movement of people and goods (WG 12) ▪ There is an increased need to travel and for longer distances to access job opportunities (WG 11) ▪ Existing and planned out of centre employment sites may be poorly served by public transport (WG 1) ▪ People without access to a car may be excluded from	▪ Regional Transport Plan ▪ Mid and North Wales 2011 Journey to Work Analysis ▪ Spatial Planning Context for North Wales ▪ North West and Mid Wales Integrated Transport Network Technical Report

Issue/Opportunity	Evidence
accessing some job and leisure opportunities (WG 4) ▪ Bus access to existing and emerging employment sites requires interchange and multiple operator trips making journeys more complex and less attractive (WG 3) ▪ A high proportion of commuter trips are less than 5km and could potentially be undertaken by active travel modes (WG 8) ▪ There are opportunities to increase mode share by public transport and active travel (WG 10)	▪ North Wales Ministerial Task Force papers ▪ Stakeholder Workshop
The lack of viable and affordable alternatives to the car to access key employment sites and other services	
▪ Existing and planned out of centre employment sites may be poorly served by public transport (WG 1) ▪ People without access to a car may be excluded from accessing some job and leisure opportunities (WG 4) ▪ There is a lack of evening and weekend bus provision, which leads to difficulties in accessing employment opportunities and reliance on private car (WG 2) ▪ Lack of available affordable transport for some communities. Need to tackle the problems many people encounter in accessing work, education and healthcare (WG 7) ▪ The opportunity to improve social inclusion through Communities First projects ▪ Lack of accessible public transport and taxis can lead to increased social isolation in some communities ▪ There is the opportunity to build upon the success of community transport/ demand responsible transport programmes ▪ A high proportion of commuter trips are less than 5km and could potentially be undertaken by active travel modes (WG 8) ▪ There are opportunities to increase mode share by public transport and active travel (WG 10) ▪ Bus access to existing and emerging employment sites requires interchange and multiple operator trips making journeys more complex and less attractive (WG 3) ▪ Lack of accessible and seamless ticketing hinders encouragement of modal shift and limits travel horizons, particularly for more deprived communities (WG 14)	▪ Regional Transport Plan ▪ North West and Mid Wales Integrated Transport Network Technical Report ▪ Taith Bus Network Strategy ▪ Stakeholder Workshop
The need for good road links to / from the trunk road network into the rural areas to help retain the viability of local businesses and support the Welsh language and culture	
▪ There is a lack of public transport for rural communities compared to the more urban areas ▪ Dispersed settlement patterns have implications for	▪ Regional Transport Plan ▪ Statistics for Wales, Monitoring the Regional

Issue/Opportunity	Evidence
accessibility and access to key services, consequently there is a greater dependence on the private car (WG 5) ▪ Changes in locations of key services such as health are likely to increase car travel and may isolate some communities (WG 6) ▪ Declining/ ageing population can result in withdrawal of local services, reducing access to key services resulting in social exclusion (WG 9) ▪ Poor public transport accessibility to visitor attractions and tourist areas ▪ Poor condition of highways can have an impact on safety ▪ There is an opportunity to continue to improve the road safety record	Transport Plans, Baseline Report ▪ North West and Mid Wales Integrated Transport Network Technical Report ▪ Stakeholder Workshop

5 Outcomes and Higher Level Interventions

5.1 Outcomes

A review of the Wales Transport Strategy Objectives, the Welsh Government targets for investment and the Regional Transport Plan priorities, together with the review of issues and opportunities led to the drafting of outcomes for the Local Transport Plan. The draft outcomes were then discussed and refined through a series of meetings with Local Authority Officers and in a Stakeholder Workshop.

The outcomes form a summary of what we want to achieve over the next five years and to 2030, from which to develop the interventions and schemes to deliver the outcomes. They also form a means of developing monitoring and evaluation indicators for interventions.

The outcomes are not set out in priority order in this draft document but the authorities are seeking views of stakeholders as to what we most want to achieve in North Wales to enable the final LTP to place outcomes in a priority order.

Figure 5.1: Local Transport Plan Outcomes

1. **Connections to Key Destinations and Markets:** Support for Economic Growth through an improvement in the efficiency, reliability, resilience, and connectivity of movement, including freight, within and between North Wales and other regions and countries (with a particular focus on accessibility to the Enterprise Zones and an improvement in the vitality and viability of towns and other key centres);

2. **Access to Employment:** Providing inclusive and affordable access to employment and training (with a focus on the most deprived communities);

3. **Access to Services:** Promotion of social inclusion and well-being through inclusive and affordable access to education, health services and other key services and facilities (with a focus on the most deprived communities);

4. **Increasing Levels of Walking and Cycling**: for both necessary travel and recreation, by residents and visitors;

5. **Improved Safety and Security:** of both actual and perceived safety of travel by all modes

6. **Benefits and Minimised Impacts on the Environment**: the potential for transport improvements to positively affect the local and global natural and built environment will have been maximised and negative impacts minimised, including adaptation to the effects of climate change.

5.2 Higher Level Interventions

A set of higher level interventions have been developed which together aim to deliver the vision and outcomes sought for the LTP and thus address the issues and maximise opportunities. Strategic Interventions have already been put forward by the Local Authorities as part of the work for the North Wales Ministerial Task Force and these interventions have been used as the basis for the higher level interventions in the Local Transport Plan.

The interventions are for the short, medium and longer term to achieve the vision, with the timescale within the period to 2030 dependent on levels of funding available and aspects of deliverability such as the relationship to developments coming forward within the period.

The interventions are those that are within the remit of the Local Authorities. The interventions intend to complement and support those within the Welsh Government's National Transport Plan (whilst being put forward prior to the draft NTP being available).

The Higher Level Interventions are listed below but not in a priority order. It is not considered appropriate to prioritise interventions as they are intended to be responses to prioritised outcomes. In summary the higher level interventions are shown in Table 5.1.

Table 5.1: Higher Level Interventions

LTP Higher Level Intervention	Description
A. Transport network resilience improvements	Improvements to key county corridors to remove/ improve resilience problems
B. Capacity and safety enhancements/ pinch-point improvements	Including schemes to increase network capacity or remove pinch points/ constraints on the county network and/ or address particular road safety issues
C. Integration with strategic public transport services	Schemes to improve access to rail stations including road access and bus services and interchange facilities, support for park and ride, walking and cycling routes and facilities
D. Improved links to Employment	Schemes to provide improved access to EZ's, ports, employment sites and town centres. May include car share sites, bus services, active travel measures as well as road improvements.
E. Access to services	Range of integrated transport measures to improve access to education, health, community, shopping and other services by public transport, walking and cycling as well as community transport, taxi, car share sites
F. Encouraging sustainable travel	Infrastructure improvements and promotional initiatives to increase levels of walking and cycling both for travel and for leisure as well as public transport. May include road and rail bridges/ crossings, cycle routes, footway/ footpath provision, safe routes to school, travel planning as well as road safety measures to assist vulnerable users

Table 5.2 provides details of the relationship of the higher level interventions to the issues, opportunities and outcomes, and sets out the schemes forming part of each intervention.

The schemes have been collated into the intervention packages. Some of the schemes would deliver a number of interventions but have been placed into the most appropriate package based on the emphasis of the scheme.

Table 5.2: Higher Level Interventions and Schemes to address Issues and Opportunities and achieve Outcomes

What is the Issue or Opportunity?	How do we intend to address this? (LTP Higher Level Intervention)	What do we want to achieve? (Outcomes)						Action Required (Schemes)
		1	2	3	4	5	6	
▪ Increased risks to the resilience of the network through impacts of climate change, including flood risk and risk from high winds	**Transport network resilience improvements**							▪ A494/A55 local highway network to address resilience issues on trunk road ▪ Improved connections to A55 in Flintshire ▪ A499 Penrhos Road flood alleviation improvements ▪ Bridge strengthening at Gwynedd pinch points
▪ Increased congestion on strategic road network, increased journey times and reduced journey time reliability for the movement of people and goods (WG 12) ▪ Provision for freight vehicles inadequate on a number of key strategic highway corridors (WG 13) ▪ There is the opportunity to build upon national and international transport links through the development of growth corridors ▪ Impact on transport from Nationally Significant Infrastructure Projects and other major projects ▪ Poor condition of highways can have an impact on safety ▪ There is an opportunity to continue to improve the road safety record	**Capacity and safety enhancements/ pinch-point improvements**							▪ A5025 Pentraeth Automotive junction ▪ Cemmaes to B5111 improvements ▪ Abergele town centre ▪ Llandudno town centre ▪ School 20 mph zones ▪ Tollbar roundabout, Penrhyn Bay ▪ Collision cluster sites in Conwy ▪ Street lighting renewal in Conwy ▪ Belgrano to A55 link road ▪ Pedestrian safety, Rhyl ▪ Mold to Flint and the A548 improvements ▪ Wrexham to A55 and trunk road network improvements ▪ A487 (T) Allt Goch link to A499 ▪ A499 Four Crosses bypass ▪ B4366 Pengelli to Bethel Road improvements ▪ Wrexham strategic transport improvements ▪ Wrexham road safety improvements
▪ Access to rail stations by car, public transport, walking or cycling can be poor ▪ People without access to a car may be excluded from accessing some job and leisure opportunities (WG 4) ▪ There is an increased need to travel and for longer distances to access job opportunities (WG 11)	**Integration with strategic public transport services**							▪ Anglesey public transport infrastructure improvements ▪ Holyhead A55 new port access road ▪ Bus priority enhancement, Kinmel Bay ▪ Coach parking and drop off enhancement, Conwy town ▪ Colwyn Bay Station integrated transport interchange ▪ Abergele Park and Ride ▪ Llandudno Junction Station integrated transport interchange ▪ A525 accessibility improvements ▪ Connections to Wrexham to Liverpool and borderlands rail line
▪ Increased congestion on strategic road network, increased journey times and reduced journey time reliability for the movement of people and goods (WG 12) ▪ There is an increased need to travel and for longer distances to access job	**Improved links to Employment**							▪ Gaerwen Link Road ▪ A5025 Valley to Amlwch ▪ A55 Transport hub/ park and ride for Wylfa

What is the Issue or Opportunity?	How do we intend to address this? (LTP Higher Level Intervention)	What do we want to achieve? (Outcomes)						Action Required (Schemes)
		1	2	3	4	5	6	
opportunities (WG 11) ▪ Existing and planned out of centre employment sites may be poorly served by public transport (WG 1) ▪ People without access to a car may be excluded from accessing some job and leisure opportunities (WG 4) ▪ Bus access to existing and emerging employment sites requires interchange and multiple operator trips making journeys more complex and less attractive (WG 3) ▪ A high proportion of commuter trips are less than 5km and could potentially be undertaken by active travel modes (WG 8) ▪ There are opportunities to increase mode share by public transport and active travel (WG 10) ▪ Poor public transport accessibility to visitor attractions and tourist areas								▪ Llangefni Link Road ▪ Bus priority enhancement, Penrhynside ▪ Abergele SE Link Road ▪ Rhyl town centre accessibility improvements ▪ Active travel route – Kinmel Bay to Tir Llwyd Industrial Estate ▪ Coastal Denbighshire access to employment ▪ Broughton shopping centre access improvement ▪ B5129 Sandycroft to Chester and Broughton via Airbus cycleway ▪ Local strategic links to Deeside Industrial Park/ EZ ▪ A499 Criccieth to Porthmadog Road Improvements ▪ A497 Nefyn to Pwllheli Road Improvements ▪ Transport network improvements to Wrexham town centre and employment sites
▪ People without access to a car may be excluded from accessing some job and leisure opportunities (WG 4) ▪ Lack of available affordable transport for some communities. Need to tackle the problems many people encounter in accessing work, education and healthcare (WG 7) ▪ The opportunity to improve social inclusion through Communities First projects ▪ Lack of accessible public transport and taxis can lead to increased social isolation in some communities ▪ There is the opportunity to build upon the success of community transport/ demand responsible transport programmes ▪ There are opportunities to increase mode share by public transport and active travel (WG 10) ▪ Lack of accessible and seamless ticketing hinders encouragement of modal shift and limits travel horizons, particularly for more deprived communities (WG 14) ▪ There is a lack of public transport for rural communities compared to the more urban areas ▪ Dispersed settlement patterns have implications for accessibility and access to key services, consequently there is a greater dependence on the private car (WG 5) ▪ Changes in locations of key services such as health are likely to increase car travel and may isolate some communities (WG 6) ▪ Declining/ ageing population can result in withdrawal of local services, reducing access to key services resulting in social exclusion (WG 9)	**Access to services**							▪ Various safer routes to schools and communities projects ▪ Active travel route – Glan Conwy to RSPB ▪ Active travel route – Conwy Valley ▪ Active travel route – Llandudno Junction town centre to brickworks site link ▪ A499 to Nefyn Link (B4417) ▪ A4086 Cibyn to Pontrug Road Improvements ▪ Improved transport accessibility in Wrexham
▪ Opportunities to focus on behavioural change in order to reduce carbon emissions ▪ A high proportion of commuter trips are less than 5km and could potentially be	**Encouraging sustainable travel**							▪ Anglesey Active Travel (Wales) Act work ▪ Anglesey cycling strategy

What is the Issue or Opportunity?	How do we intend to address this? (LTP Higher Level Intervention)	What do we want to achieve? (Outcomes)						Action Required (Schemes)
		1	2	3	4	5	6	
undertaken by active travel modes (WG 8) ▪ There are opportunities to increase mode share by public transport and active travel (WG 10) ▪ People without access to a car may be excluded from accessing some job and leisure opportunities (WG 4) ▪ Lack of available affordable transport for some communities. Need to tackle the problems many people encounter in accessing work, education and healthcare (WG 7)								▪ A5 Corridor cycle route ▪ A5025/ B5420 Four Crosses Roundabout improvement ▪ Gaerwen – Amlwch Line Corridor ▪ Active travel route – Kinmel Bay/ Towyn/ Pensarn/ Abergele Area ▪ Active travel route – Old Colwyn to Rhos NCR 5 improvements ▪ Gors Road Towyn active travel and capacity improvements ▪ A547 Rhuddlan Road active travel and safety improvements ▪ Vale of Clwyd Sustainable Transport Package ▪ Cheshire Border via Kelsterton College, Flint and Denbighshire Border walking and cycling facility ▪ Mold to Broughton via Buckley cycleway improvements ▪ Caernarfon to Lon Ogwen multi user path ▪ A4244 Brynrefail to Groeslon Ty Mawr multi user path ▪ Wrexham Active Travel proposals

6 Plan Period 2015-2020

6.1 Five Year Capital Programme

The previous sections have set out the outcomes sought together with the higher level interventions and schemes to achieve the outcomes and address the issues and opportunities.

In this section the schemes to deliver the interventions over the plan period of 2015 to 2020 are set out, comprising the five year programme for the LTP. Some of the schemes will require development funding support within the five year programme in order that they can be implemented in the medium and longer term.

The schemes have been submitted by each of the local authorities. The schemes are for transport projects within the remit of the local authorities but are intended to complement Welsh Government priorities for the trunk roads and modernisation of the rail network as well as cross border schemes in England as appropriate.

The programme of schemes for 2015-2020 for each higher level intervention is included in Tables 6.1 to 6.6. It should be noted that the scheme costs are not included in the programme due to the varying levels of information available at present.

6.2 Revenue Programme

The five year programme is for capital investment in line with the guidance for LTPs. Unless there is complementary revenue investment, however, the ability of the Plan to achieve the outcomes sought will be significantly constrained.

North Wales is facing an on-going reduction in the availability of revenue support for bus and other transport services, yet the need for affordable and accessible bus and community transport services has never been greater with people needing to travel longer distances to work and the need for affordable transport to assist people living in the most deprived communities to gain access to employment, an ageing population and the concentration of healthcare and other services into larger facilities and centres. The Local Authorities are tasked with prioritising support for bus services through the bus strategies and bus policies and related issues such as concessionary fare support are anticipated to form part of the National Transport Plan.

Revenue support will also be required for road safety training and promotional initiatives, cycle training and behavioural change measures such as travel plan co-ordination. In addition, many of the capital projects have on-going revenue implications for maintenance and programme management.

The North Wales Local Authorities intend to prepare a separate five year programme for revenue in accordance with the same framework of the LTP outcomes and interventions. This will complement the capital programme set out in this section and be prepared once the NTP is available to guide on the approach to a number of revenue issues.

6.3 Scheme Prioritisation

The guidance from Welsh Government asks that schemes are prioritised. This will be provided in the Final LTP and will be undertaken for the schemes of each local authority within each

intervention. Moreover, there are some schemes which are of regional importance and these will be identified and prioritised jointly by the North Wales Local Authorities.

This document is the Draft for Consultation and the views of respondents are sought on the priorities to be afforded to schemes to assist the local authorities in identifying priorities.

Table 6.1: Higher Level Intervention 1 – Transport Network Resilience Improvements

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
A494/A55 route into Wales	Flintshire	Develop local Highway Network to accommodate any lack of capacity and resilience issues on the Trunk Road network. Scheme would reduce impact on current local Network to alleviate congestion on Deeside corridor, remediation schemes to reduce environment impact on adjoining communities and schemes to risk / reduce impact to the local network from critical failure of the nationally strategic routes into Wales		Regional		WG - LTF
Improve transport connectivity to the A55 Trunk Road Highway Network	Flintshire	Reducing impact on current Strategic Network & providing connecting Communities with Essential Services. Provide Park & Share Facilities and links to Public transport Develop Community Transport Links and infrastructure needed to support hub facilities		Regional		WG - LTF
A499 Penrhos Road Flood Alleviation Improvements	Gwynedd	Improvements to the A499 between Pwllheli and Llanbedrog to alleviate traffic congestion during flooding events where the road section is regularly closed off to traffic resulting in a 10 mile de-tour Options have been explored as part of the 2012 Pwllheli Flood Alleviation study which include increasing the road level.		Local		WG -LTF
Bridge Strengthening (Pinch Points)	Gwynedd	The proposed scheme is to re-deck, refurbish or strengthen the bridges that have substandard load capacity and are subject to monitoring regimes in order to minimise disruption to the local communities. This will be implemented at 14 sites in a phased programme according to priority.		Local		WG - LTF, County Council, Heritage funds

Table 6.2: Higher Level Intervention 2 – Capacity and Safety Enhancements/ Pinch-point Improvements

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
A5025 Pentraeth Automotive Junction	Anglesey	A scheme to improve safety and capacity at a junction on the A5025 County road.		Local		WG - LTF
Improvements to link from Cemaes to B5111	Anglesey	Improvements to Class 3 road between Cemaes (Llanfechell/Rhosgoch) to B5111 Llanerch y Medd to Rhosybol Road		Local		WG - LTF
Capacity Enhancement - Abergele Town Centre.	Conwy	A traffic improvement scheme in Abergele town centre to reduce congestion. This will involve exploring a range of options to improve capacity and/or reduce demand for travel through the town centre.		Local		WG - LTF, developer
Capacity Enhancement - Llandudno Town Centre	Conwy	A package of traffic improvements in Llandudno town centre to improve safety, improve car parking and reduce congestion. This will involve exploring a range of options to improve capacity and/or reduce demand for travel through the town centre as traffic patterns change due to development.		Local		Developer
Safety Enhancement - School 20 mph zones	Conwy	Provision of 20mph zones outside various schools. Reducing the speed limit outside some schools will improve safety and encourage walking and cycling		Local		WG - LTF
Safety Enhancement - Toll Bar Roundabout, Penrhyn Bay	Conwy	Provision of a full kerbed roundabout junction to improve the prominence of the junction on all approaches due to the introduction of a raised central island in order to reduce vehicle speeds on the approach and through the junction.		Local		WG - LTF
Safety Enhancement – Collision Cluster Sites	Conwy	The proposed scheme involves an annual analysis of collision data to identify cluster sites and develop individual schemes to reduce the number of accidents at these sites and overall within		Local		WG - LTF

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
		the county.				
Safety Enhancement – Street Lighting Renewal	Conwy	The renewal of street lighting columns across the county, making them suitable to be fitted with new low energy LED lanterns.		Local		Local Authority Borrowing
Capacity Enhancement - Belgrano to A55 link road	Conwy	The scheme provides a link from the Rhuddlan Road roundabout (A55 J24) to the A548 (between Pensarn and Belgrano). The scheme also provides a link which would be available if the area is subject to flooding thus providing resilience. It also improves links to the Abergele Station Park and Ride scheme.		Local		To be determined
Pedestrian Safety Improvements, Rhyl	Denbighshire	Schemes for Grange Road and Marsh Road to address PIA road traffic collision issues, some of which involved pedestrians.		Local		WG - LTF
Mold to Flint and the A548	Flintshire	Junction and cycle route improvement works		Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
Wrexham to A55 & Trunk Rd Network	Flintshire	Safety Improvement works at the Junction of A550 with B5373 Hope.		Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
A487(T) Allt Goch link to A499	Gwynedd	Upgrade of the existing Class III road which forms a link between the A499 and the A487(T) near Penygroes. The scheme would consist of road widening and re-alignment with major junction improvement on the A499. The route is currently used as a rat run to avoid a 6 mile de-tour.		Local		WG -LTF

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
A499 Four Crosses Bypass	Gwynedd	New road by pass for the Village of Y Ffor on the A499 between Caernarfon and Pwllheli.		Local		WG -LTF
B4366 Pengelli to Bethel Road Improvements	Gwynedd	Road widening scheme, between Caernarfon and Tyddyn Hen roundabout. The scheme would provide improvement to a short section of the B4366 in line with the design standards of the remaining road section. Could include multi user path provision as part of the scheme		Local		WG -LTF
Strategic Transport Improvements	Wrexham	Develop and implement measures to provide added benefit to national investment in the rail and trunk road network through enhanced connectivity and integration with Wrexham's local transport network.		Regional		developer, WG - LTF
Road Safety	Wrexham	The Council aim's to improve the safety of the transport network through the development and implementation of targeted initiatives aimed at reducing the number of people killed or seriously injured on Wrexham's roads.		Local		WG -LTF

Table 6.3: Higher Level Intervention 3 – Integration with Strategic Public Transport Services

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Public Transport Infrastructure Improvements	Anglesey	This scheme is a continuation of the programme to upgrade every bus stop in the County. Improvements will range from the provision of shelters, easy-access boarding kerbs, and accessible access paths to bus stops.		Local		WG - LTF, EZ, Town/ Community Councils
Holyhead A55 New Port Access Link	Anglesey	The project aims to provide a new access link on the A55 to significantly increase the efficiency of access to and egress from the port and provide better links between the port and town. The Holyhead Port New Access Link (HPNAL) is an extension to the A55. Holyhead port is the busiest passenger ferry port on the west side of Britain, and is increasingly a significant route for road freight movements. It is a major local employer, and the extensive harbour is a significant economic asset for the town and wider region. Increasing the efficiency of the port and the A55 represents a significant opportunity to enhance both business and tourism investment into the area, with positive consequences for local employment.		National		WG - LTF, EZ, Port Authority, ERDF, Network Rail
Abergele Park and Ride (Abergele Station)	Conwy	Provision of a park and ride facility at Abergele rail station with good connections to the A55 to encourage transfer from road to rail for longer distance work trips, such as to Wylfa nuclear new build		Regional		WG - LTF, developer
Bus Priority Enhancement - Kinmel Bay	Conwy	This scheme looks to introduce two bus lanes in Kinmel Bay in both directions leading up to the main traffic lights in the centre. Kinmel Bay suffers from significant traffic congestion in particular during the peak summer season and this scheme allows buses priority access.		Local		WG - LTF
Coach parking and drop off Enhancement	Conwy	To develop a fit for purpose coach setting down point to accommodate both UK and continental vehicles allowing for any		Local		WG - LTF, ERDF

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
– Conwy Town.		proposed increase in operating limit, linking into a local short stay coach park to allow for safe drop off of passengers and egress and return of coaches.				
Integrated Transport Interchange - Colwyn Bay Station	Conwy	Proposed improvements to provide an overall more accessible station with better passenger facilities, including improved car parking and improved cyclist provision.		Local		Network Rail NSIP, WG - LTF, ERDF, community funds
Integrated Transport Interchange - Llandudno Junction Station	Conwy	Proposed improvements to provide an overall more accessible station with better passenger facilities, including improved car parking, cyclist provision and extended footbridge from station to create a new link to employment and leisure sites to the south of the station.		Local		Network Rail NSIP, WG - LTF, ERDF
A525 Accessibility Improvements	Denbighshire	Building upon the A525 Rhyl to Denbigh Route Management Strategy (RMS) there is the potential for further improvements along this transport corridor including capacity enhancements, a new bus terminus in Denbigh, options for a St Asaph relief road and tourist signing.		Local		WG - LTF
Wrexham to Liverpool & borderlands rail line	Flintshire	Providing Improvements to all interconnecting sustainable modes of transport for the Wrexham, Bidston to Liverpool /Borderlands Line		Regional		WG - LTF

Table 6.4: Higher Level Intervention 4 – Improved links to Employment

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Gaerwen Link Road	Anglesey	New link road to give improved access to the Gaerwen Enterprise Zone site from the A55 and reducing the amount of traffic on residential streets in Gaerwen. Allows for the expansion of Gaerwen Industrial Estate and improved highway network within the area to accommodate the resulting increase in traffic.		Local		Developer, WG - EZ
A5025 Valley to Amlwch	Anglesey	Work to improve the A5025 for all vehicles including active travel in preparation for the construction of Wylfa Newydd		Local		Developer
A55 Transport Hub/Park & Ride for Wylfa	Anglesey	Work to manage traffic on the network during construction of Wylfa Newydd		Local		Developer
Llangefni Link Road	Anglesey	A new link road to provide improved access to the Enterprise Zone sites and supporting the growth and expansion of the Coleg Menai (Grŵp Llandrillo Menai) campus. Additionally, the scheme would also improve links with the A55 dual carriageway and overcome traffic constraints in the wider area of Llangefni.		Local		WG - LTF, EZ
Active Travel Route - Kinmel Bay to Tir Llwyd Industrial Estate	Conwy	Provision of Active Travel Route extending the existing walking and cycling provision on St Asaph Avenue, Kinmel Bay (which starts at the A548 and ends at Cader Avenue) to Tir Llwyd Industrial Estate and linking to other walking and cycling provision up to the roundabout with the A547 and beyond. The improvement is likely to include the widening of the existing footway(s) along St Asaph Avenue to provide additional capacity as a shared use cycling and walking route.		Local		WG - LTF, Developer
Bus Priority Enhancement -	Conwy	This scheme will look at introducing new bus stops and a small bus priority measure on Penrhyn Hill which will improve service		Local		WG - LTF

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Penrhynside		accessibility and reliability to a strategic route which runs between Llandudno and Rhyl every 10 minutes.				
Abergele SE Link Road	Conwy	Construction of a link road from the Rhuddlan Road roundabout (A55 J24) to St George Road. This will provide access to land allocated for employment and housing purposes in the Local Development Plan (LDP) as well as direct links to the Trunk road junction.		Local		Developer, RDP
Rhyl Town Centre Accessibility Improvements	Denbighshire	Improve traffic management within Rhyl Town Centre with the purpose of improving the flow of traffic through the town centre, including the ease with which traffic navigates to parking spaces and other destinations such as tourist attractions. It will also include improved bus transport links to the Royal Alexandra Hospital on East Parade which is due to be redeveloped.		Local		WG - LTF, ERDF
Coastal Denbighshire Access to Employment (including Bodelwyddan KSS)	Denbighshire	Improve access to employment in North Denbighshire and adjacent areas of Conwy, including links between deprived areas such as West Rhyl and employment areas such as St Asaph Business Park, Tir Llwyd Industrial Estate in Kimmel Bay and the proposed Key Strategic Site in Bodelwyddan		Regional		WG - LTF, ERDF, Developer, County Council
Broughton shopping centre access improvement	Flintshire	Improvements to the existing interchange and walking and cycling linkages giving enhanced access to employment.		Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
B5129 Sandycroft to Chester & Broughton via Airbus	Flintshire	Extension of existing cycleway linking Sandycroft to Airbus – further linking to Saltney Ferry, Broughton and Chester.		Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Local strategic links to DIP/EZ	Flintshire	Improved flow and capacity at Queensferry roundabout to reduce impact on current Strategic Network and improvement to existing cycling and walking network.		Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
A499 Criccieth to Porthmadog Road Improvements	Gwynedd	Road improvement scheme on the A497 between Criccieth and Porthmadog. The aim of the scheme is to follow on from 2006 improvement scheme of the A497 between Pwllheli and Criccieth and provide a safer and efficient route, connecting the Llyn Peninsular with the Trunk road network.		Local		WG -LTF
A497 Nefyn to Pwllheli Road Improvements	Gwynedd	Major Road improvement to the A497 between the towns of Nefyn and Pwllheli on the Llyn peninsular. The scheme will consist of road re-alignments, junction improvements and widening of some sections.		Local		WG -LTF
Transport Network Improvements	Wrexham	Target improvements to the provision, capacity, resilience and reliability of the transport network to maximise its contribution to supporting economic growth and development of Wrexham Town Centre, local centres, employment and residential opportunities and tourism in Wrexham.		Local		developer, WG - LTF

Table 6.5: Higher Level Intervention 5 – Access to Services

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Safer Routes schemes	Anglesey	Schemes for safer routes in communities including Amlwch, Gaerwen, Talwrn, and Llanbedrgoch		Local		WG - Safe Routes in Communities
Safer Routes to School - Llandudno	Conwy	Provision of cycleway/footway link on Maesdu Road, Llandudno to facilitate safe, sustainable travel to four schools. By providing this improved infrastructure the proposed scheme will encourage walking and cycling		Local		WG - Safe Routes in Communities
Safer Routes to School Schemes < £50k.	Conwy	Various schemes costing up to £50k to support safer routes to seven schools across the County Borough.		Local		WG - Safe Routes in Communities
Active Travel Routes - Conwy Valley	Conwy	Provision of Active Travel Routes linking the Conwy Valley settlements of Llanrwst and Betws-y-Coed with the coastal cycle path NCR5 and with other villages within the Conwy Valley.		Local		WG - LTF, ERDF
Active Travel Route - Glan Conwy to RSPB	Conwy	Provision of a 1.5km off-road active travel route from residential village of Glan Conwy to schools, shops, businesses, employment sites and public transport hubs in Llandudno Junction.		Local		WG - Active Travel/ LTF
Active Travel Route - Llandudno Junction Town Centre to Brickworks Site Link	Conwy	The creation of a safe pedestrian and cycling route (to Safe Routes in Communities standard) through Queens Road, across the railway line to the proposed new development on the Brickworks Site.		Local		Developer
Safer Routes to School - Pencoed Road, Llandulas Cycleway/Footway Link	Conwy	Provision of new footway link on Pencoed Road, Llandulas to facilitate safe, sustainable travel to Ysgol Llandulas		Local		WG - Active Travel/ LTF

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Safer Routes to School - Ysgol Deganwy Pelican Crossing and Build outs.	Conwy	Provision of Pelican crossing and build outs to facilitate safe and sustainable travel to Ysgol Deganwy, Deganwy.		Local		WG - Active Travel/ LTF
Safe Routes in the Community - Denbigh and surrounding areas	Denbighshire	A package of measures to improve walking and cycling routes for school pupils in Denbigh and some of the surrounding villages. All of the scheme elements will be focussed upon four schools.		Local		WG - Safe Routes in Communities
East Rhyl - Safe Routes in the Community	Denbighshire	A package of measures to improve walking and cycling routes for school pupils in East Rhyl. The project comprises new footway at "The Dingle", Active Travel Route alongside "The Rhyl Cut" watercourse and Active Travel Route on Heol y Llys Rhyl.		Local		WG - Safe Routes in Communities/ Active Travel
Flintshire Schools	Flintshire	Improving Routes to and from Schools, supporting casualty reduction of high risk / vulnerable groups whilst changing Pupils behaviour / attitude to Active Travel. Route improvements may range from footway / cycleway provision, Transport links, crossing facilities, engagement with Schools and key stakeholders.		Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
A499 to Nefyn Link (B4417)	Gwynedd	Road improvements to the B4417 between the town of Nefyn and the A499 at Llanaelhaearn. Scheme to include road widening and realignment which would provide better links for Nefyn and also the community of Llithfaen to the A499.		Local		WG -LTF
A4086 Cibyn to Pontrug Road Improvements	Gwynedd	Improvements to the A4086 between Llanrug and Caernarfon. The scheme would comprise of road widening, alignment and junction improvement. This would provide improved connectivity to the proposed Caernarfon by-pass scheme for the outlying		Local		WG -LTF

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
		villages.				
Improved Passenger Transport Accessibility	Wrexham	Promote and provide equality of opportunity through the availability and affordability of transport access from rural and disadvantaged communities in Wrexham to key services, employment, education and training opportunities.		Local		developer, WG - LTF

Table 6.6: Higher Level Intervention 6 – Encouraging Sustainable Travel

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Active Travel (Wales) Act 2013	Anglesey	Work to conform to the Active Travel (Wales) Act 2013 including mapping of existing routes, improvements to routes and promotion of routes.		Local		WG - Active Travel/ LTF
Improvements to deliver the cycling strategy	Anglesey	Deliver of the Anglesey Cycling Strategy, including several schemes to improve cycling provision and take up on the island. The scheme looks to construct additional off-highway cycle paths, expanding the current facilities to form the network of routes set out in the Council's Cycling Strategy produced and adopted by the Council in November 2013.		Local		WG - Active Travel/ LTF
A5 Corridor Cycle Route	Anglesey	Provision of a route along the A5 corridor between Holyhead and Menai Bridge. The route is proposed as a way of linking communities across the island in a way that does not happen with national cycle routes 5 and 8 as they use minor roads that don't always go through the larger communities.		Local		WG - LTF, ERDF, Developer
A5025/B5420 Four Crosses Roundabout	Anglesey	A scheme to improve provision for active travel at a roundabout that links to national cycle routes, will improve capacity, entry width lanes, public transport use.		Local		WG - LTF
Gaerwen - Amlwch Line Corridor	Anglesey	Protect the Gaerwen-Amlwch alignment as a transport corridor Gaerwen-Llangefni scheme currently with WG and Network Rail.		Local		WG - LTF, ERDF
Active Travel Routes - Kinmel Bay/Towyn/Pensarn/Abergele Area	Conwy	Provision of smaller Active Travel Route links (particularly cycling links) in the towns of Kinmel Bay, Towyn, Pensarn and Abergele along the North Wales coast to develop a joined up network with the coastal cycle path NCR5 and other proposed Active Travel Routes heading inland to Abergele.		Local		WG - LTF, Developer

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Active Travel Route – Old Colwyn to Rhos NCR 5 Improvements	Conwy	This scheme will improve a 4km section of National Cycle Route 5 along the Bay of Colwyn from Old Colwyn to Rhos-on-Sea as part of the Colwyn Bay Waterfront Project, a major coastal defence and regeneration scheme.		Local		Waterfront Project area budgets, WG - LTF
Active Travel Route and Capacity Enhancement – Gors Road, Towyn	Conwy	Provision of Active Travel Route and capacity enhancement along Gors Road, Towyn (1.5 miles) linking the A548 and the A547, linking to other walking and cycling provision along the A547 and beyond, complementing other active travel routes being promoted by Denbighshire County Council.		Local		WG - LTF, Developer
Active Travel Route and Safety Enhancement – A547 Rhuddlan Road	Conwy	Provision of Active Travel Route and safety enhancement along the A547 Rhuddlan Road (3.5 miles) linking to other walking and cycling provision towards Towyn and Kinmel Bay and complementing other active travel routes being promoted by Denbighshire County Council.		Local		WG - LTF, Developer
Vale of Clwyd Sustainable Transport Package	Denbighshire	Provide a continuous active travel route between Ruthin and St Asaph, thereby providing a continuous route from Ruthin to Rhyl where it will connect to the existing coastal route, (National Cycle Network Route 5) and a continuous active travel route of 19 miles from Rhyl to Ruthin. Strengthening of existing bus services along the Vale including connections to employment and residential centres.		Local		WG - LTF
Cheshire Border via Kelsterton College, Flint and the Denbighshire Border	Flintshire	Walking and Cycle facility - Providing essential links to facilities of Education and sites of employment and encourages safer healthier and active travel		Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
Mold to Broughton via	Flintshire	Proposed cycleway improvements between Mold and Broughton		Local		WG - LTF, Safer Routes in

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Buckley		via Buckley. Improving traffic flow and safety at junctions.				Communities, Active Travel, RDP
Caernarfon to Lon Ogwen Multi User Path	Gwynedd	Multi User Path alongside the B4366 and A4244 between Caernarfon and the Lon Ogwen Cycle route at Felin Hen The path would be constructed within the existing highway boundary with short sections requiring land where existing road widths are not sufficient. The scheme could be incorporated into the B4366 road widening scheme at Pengelli		Local		WG -LTF, Active Travel
A4244 Brynrefail to Groeslon Ty Mawr Multi User Path	Gwynedd	Construction of a multi user path from Lon Las Peris Brynrefail to Lon Las Ogwen at Felin hen which would run alongside the A4244 within the highway boundary. The scheme would tie in to the Caernarfon to Lon Ogwen link, joining at Groeslon Ty Mawr.		Local		WG -LTF, Active Travel
Active Travel	Wrexham	Encourage safer, healthier and sustainable travel through the development, provision and promotion of Active Travel routes connecting local communities to key destinations sites across Wrexham.		Local		developer, WG - LTF/ Active Travel

7 Medium and Longer Term Aspirations

7.1 Introduction

The higher level interventions have been developed to be appropriate for not just the next five year period of 2015 to 2020 but also meet medium and longer term aspirations. As such there will be a continuation of schemes within each higher level intervention.

Over the medium and longer term however, it is envisaged that the emphasis of the programme will be increasingly on schemes which deliver the housing and employment sites of the LDPs, and larger energy and infrastructure projects, working in conjunction with developers. This will ensure that good connectivity is achieved by all modes for the future.

Over the medium and longer term the local authorities will also want to work closely with Welsh Government to bring forward the improvements to the strategic connection issues – the A55/ A483, Menai crossings, and the modernisation of the North Wales Coast Line for example – some of which will be implemented beyond 2020 given their scale and level of investment. LTP schemes over this period would be brought forward as appropriate to complement these strategic solutions.

7.2 Programmes 2020-2030

It is anticipated that the programme for 2020 to 2030 will comprise those schemes in the 2015 to 2020 programme that cannot be delivered for reasons of funding availability together with schemes coming forward in response to the National Transport Plan schemes of Welsh Government, as well as Network Rail and the Highways Agency and local authorities in England.

8 Statutory Checks

8.1 Introduction

The need for statutory checks has been fully reviewed and the statutory checks being undertaken are discussed below.

8.2 Strategic Environmental Assessment (SEA)

A full Strategic Environmental Assessment (SEA) is being undertaken of the draft LTP. The scoping document has been provided to the statutory consultees for a five week period prior to drafting the Environment Report. The SEA assesses the impact of the five year programme versus no programme of interventions and schemes.

8.3 Habitats Regulation Assessment (HRA)

An HRA screening exercise is being undertaken to determine if the North Wales Joint Local Transport Plan (either in isolation and/or in combination with other plans or projects) would generate adverse effects upon the integrity of European sites, in terms of its conservation objectives and qualifying interests.

8.4 Equality Impact Assessment (EQIA)

An Equality Impact Assessment has been carried out to help to inform the development of the LTP. The EQIA provides an overview of equalities issues for consideration as part of the ongoing process.

8.5 Other Assessments

The need for a Health Impact Assessment has been considered. The SEA however includes health as a topic and it was therefore not deemed necessary to undertake a full HIA for the LTP.

Other areas include impact on the Welsh Language and the Welsh Government has made a commitment to consider the 'Rights of the Child' (although this does not apply to Local Authorities). The impact of the LTP on children and the Welsh language are considered in the Equality Impact Assessment.

A statement on Rural Proofing will be included in the Final LTP.

9 Consultation

9.1 Introduction

This section sets out the consultation that has been undertaken in the formulation of the Joint LTP Draft for Consultation. A full period of consultation is being undertaken from November 24th 2014 to January 5th 2015 to receive feedback from the public and stakeholders. These comments will lead to amendments as appropriate to enable the final document to be prepared and submitted to Welsh Government by 31st January 2015.

9.2 Local Authorities

A number of meetings have been held with local authority officers to inform and develop the Draft Joint LTP for Consultation. These comprise:

- Strategic Directors Group, 12th September 2014;
- Officers Workshop, 29th September 2014;
- Individual discussions with each authority, September and October 2014;
- Strategic Directors Group 31st October 2014;
- Taith Board 14th November 2014.

9.3 Stakeholders Workshop

A workshop took place on the 13th October 2014 with invited stakeholders from across the area. The presentation made at the workshop is included as Appendix E. The workshop helped to confirm the vision, issues, outcomes and interventions.

10 Monitoring and Evaluation

10.1 Monitoring and Evaluation Plan

This section of the LTP sets out a monitoring and evaluation framework in line with the Welsh Government's LTP guidance. It is proposed that the process will be used to measure and evaluate the effectiveness of each intervention in meeting the desired outcomes of the LTP.

Each intervention/ scheme will require a Monitoring and Evaluation Plan. This will be proportionate to the scale of the scheme and appropriate to the type of scheme. Before each intervention is started, the plan will be drawn up which sets out:

- The need for the scheme;
- Scheme context including collection of current data and on-going changes;
- Detailed project description;
- Scheme specific objectives for the intervention that can be measured;
- How the scheme will help achieve LTP outcomes;
- Required inputs and anticipated outputs;
- Anticipated scheme impacts.

The plan will need to set out what evidence will be used to demonstrate effectiveness of achieving objectives and outcomes in the evaluation report and what baseline evidence requirements there are before the scheme is implemented.

A timetable for the Plan will be provided.

10.2 Evidence

There are general sources of data, as highlighted in the guidance which can be used to support the monitoring and evaluation, such as:

- Automatic and manual traffic counts by local authorities and by the DfT for WG;
- Bus and rail patronage data from operators;
- Highway journey time data from Trafficmaster (Welsh Government);
- Accident data from Welsh Government;
- General transport statistics from Welsh Government.

There will also be bespoke evidence collected on an individual project basis that may include:

- Before and after local traffic counts;
- Queue length and junction capacity analysis;
- Pedestrian and cycle counters and manual counts;
- Bus occupancy counts;
- Public transport user surveys;
- Parking occupancy surveys;
- School pupil/ staff, employer, household or visitor travel surveys.

10.3 Evaluation Report

Following the implementation of the scheme, the impacts will be evaluated at an agreed point. This might for example be one year following the opening of a new cycle route, to ascertain usage across all seasons and to ensure that the evaluation is undertaken once potential users are fully aware of it.

The evaluation report should include the headings as set out in the plan, but include an overview of the lessons learnt from the project delivery.

All monitoring and evaluation will be the responsibility of the Local Authority leading the scheme.

It is envisaged that a short annual progress report will be prepared by each local authority on their schemes in the LTP, drawing on the findings of each scheme evaluation report.

Appendix A

North Wales Ministerial Task Force – Prioritised Transport Schemes

Appendix B

List of Reviewed Policies and Plans Documents

Appendix C

Summary of UDP/ LDP Spatial Strategies

Appendix D

Summary of Single Integrated Plan Visions and Themes

Appendix E

Stakeholder Workshop Presentation

FCC North Wales Transport Plan – Identified Strategic Routes & Transport Improvements

Scheme Ref. No.	Strategic Route/challenge	Scheme Description	Identified Local Pinch Points	Delivery of WG Vision / Required Outcomes
1	Develop local Highway Network to accommodate any lack of capacity and resilience issues on the current Trunk Road network. A494/A55 route into Wales.	Alleviate congestion on Deeside corridor Remediation schemes to reduce environment impact on adjoining communities Schemes to risk / reduce impact to the local network from critical failure of the nationally strategic routes into Wales	Individual improvements to be identified	- Supports economic growth (Enterprise Zones and Local Growth Zones) - Safeguards employment - Delivers safe and affordable access to employment sites & disadvantaged communities - Encourages safer, healthier and sustainable travel
2	Cheshire Border via Kelsterton College, Flint and the Denbighshire Border	Complete Dee Coastal Path and links into DIP/EZ cycle network Coastal Path Links into the Rural cycleway Network Improving traffic flow and safety	Various schemes along route Substandard Junctions resulting in a history of accidents	- Encourages safer, healthier and Active travel - Promotes Social equality through amenable access to educational facilities - Supports economic growth (Enterprise Zones and Local Growth Zones)
3	Local strategic links to DIP/EZ	Capacity improvements at Queensferry Roundabout Improve Active Travel Network	Upgrade and remodelling of substandard roundabout facility Improved cycle arrangements Improvements for pedestrian safety	- Supports economic growth (Enterprise Zones and Local Growth Zones) - Encourages safer, healthier and sustainable travel - Encourages cycling and walking for both travel journeys and recreation by residents and visitors. (Promotion of Active Travel) - Maximises benefits to the

				Local Environment - A change in public perception will provide increased confidence and usage.
4	B5129 Sandycroft to Chester & Broughton via Airbus	Extension of existing cycleway linking Sandycroft to Airbus – further linking to Saltney ferry, Broughton & Chester	No Cycle provision / absence of link between existing cycle facilities.	- Supports economic growth (Enterprise Zones and Local Growth Zones) - Safeguards employment - Promotes Social equality through affordable access to employment - Aids connectivity of movement via an efficient, reliable, resilient strategy serving Enterprise Zones - Encourages cycling and walking for both travel journeys and recreation by residents and visitors. (Promotion of Active Travel) - Encourages safer, healthier and sustainable travel - Maximises benefits to the Local Environment
5	Broughton shopping centre access improvement	Interchange improvement works.	Provision of improved links to Broughton Retail Park	- Improve the connectivity, viability and vitality, reinstating historic nature of the Village and surrounding environment. - Maximised benefits to the Local Environment resulting from a decline in vehicle numbers, - reduction in congestion & assisting free flow movement of traffic. - Supports economic growth and aids connectivity of movement via an efficient, reliable, resilient strategy serving Enterprise Zones - Safeguards employment

				- Encourages safer, healthier and sustainable travel - Promotes Social equality through efficiency, availability and reliability of public and community transport.
6	Mold to Broughton via Buckley	Improved Cycle Links Improving traffic flow and safety	Currently no existing Cycle link Substandard Junctions resulting in a history of accidents	- Encourages cycling and walking for both travel journeys and recreation by residents and visitors. (Promotion of Active Travel) - Encourages safer, healthier and sustainable travel - Maximises benefits to the Local Environment - A change in public perception will provide increased confidence and usage. - Improved safety of all modes of travel will be achieved. - A change in public perception will provide increased confidence and usage.
7	Mold to Flint and the A548	Improving traffic flow and safety Cycle Route improvement Works	Heavily congested arterial route in to Mold hindered by Substandard Junction at Rose Cottage. Absence of cycle link at Interchange. Substandard height of existing Bridge Parapets. Currently no Footway / Cycle facility linking A5119 to Northop College	- Improved safety of all modes of travel will be achieved. - Aids connectivity of movement via an efficient, reliable, resilient strategy serving Enterprise Zones - Safeguards employment - Supports economic growth and aids connectivity of movement via an efficient, reliable, resilient strategy serving Enterprise Zones

				- Promotes Social equality through affordable access to employment - Encourages cycling for both travel journeys and recreation by residents and visitors. (Promotion of Active Travel) - Encourages safer, healthier and sustainable travel - Maximises benefits to the Local Environment - A change in public perception will provide increased confidence and usage.
8	Improve transport connectivity to the A55 Trunk Road Highway Network.	Construct Park & Share Facility and Public Transport Hubs serving communities along the A55 Develop Community Transport links and infrastructure needed to support hub facilities	Heavy congestion on strategic routes resulting in from inadequate parking facilities available to share transport provision Absence of Sustainable Transport Facilities serving the A55. There is currently no provision linking Surrounding communities to nearby essential services via this strategic route. Footway / Cycleway Links to Hubs	- Encourages safer, healthier and sustainable travel - Maximises benefits to the Local Environment - Promotes Social equality through amenable access to educational facilities - Encourages cycling for both travel journeys and recreation by residents and visitors. (Promotion of Active Travel) - Encourages safer, healthier and sustainable travel - Aids connectivity of movement via an efficient, reliable, resilient transport strategy improving the vitality and viability of towns - A change in public perception will provide increased confidence and usage. -

9	Wrexham to A55 & Trunk Rd Network	Improving traffic flow and safety	Substandard Junction resulting in a history of accidents	- Improved safety of all modes of travel will be achieved. - A change in public perception will provide increased confidence and usage.
10	Wrexham to Liverpool & borderlands rail line	Providing Improvements to Interconnecting Sustainable Modes of Transport.		
11	Flintshire Schools	Provision of safer routes to and from all Schools supporting casualty reduction for high risk / vulnerable groups.	Improving the Active and sustainable travel provision for pupils & the wider community on established routes to Schools	- Safer routes to School and within the community will encourage local residential growth through investment in the area. This in turn, will encourage / develop economic growth through supporting enterprise. - Greatly improve the accessibility of Sustainable transport methods whilst also promoting Active Travel providing both health and financial benefits. - The link between active travel and route capacity is integral, thus facilitating the timely delivery of Transport services whilst also promoting alternative methods of transport as a viable option. - Improved routes greatly improve the safety of high risk / vulnerable users whilst also changing Pupils attitude & behaviour to both Sustainable and Active Travel. - Such a change in

				behaviour offers significant health benefits not only to the young but also benefiting the wider community. - Promotion of alternative methods of transport will assist the free flow movement of traffic thus providing benefits to the environment. A change in behaviour to key influential groups will also assist with the wider issue of climate change both at a local and national level. - A reduction / prevention of collisions will also greatly improve confidence in the local environment. - Children within disadvantaged communities are up to 40% more likely to be involved in road traffic collisions.
12	All Flintshire transport network	Public Transport Infrastructure Improvements	Developing the infrastructure and improving connectivity and access to provide an improved public transport system	- Promotion of alternative methods of transport will assist the free flow movement of traffic thus providing benefits to the environment. A change in behaviour to key influential groups will also assist with the wider issue of climate change both at a local and national level. - Greatly improve the accessibility of Sustainable transport methods whilst also promoting Active Travel providing both health and financial benefits.
13	All Flintshire Highway Network	Highway improvements and Casualty Reduction Schemes	Provision of highway safety improvements following investigation of cluster sites	- A reduction / prevention of collisions will also greatly improve confidence in the local environment. - - Improved safety of all

				modes of travel will be achieved. - A change in public perception will provide increased confidence and usage.
14	All settlements within Flintshire	Supporting introduction of the Active Travel (Wales) Act 2013 by improved infrastructure	Provide new and improved routes and facilities identified on the integrated route maps.	- A change in public perception will provide increased confidence and usage. - Greatly improve the accessibility of Sustainable transport methods whilst also promoting Active Travel providing both health and financial benefits.
15	Rural Flintshire	Supporting and Developing the Rural Transport Infrastructure	Provide new and improved infrastructure to support rural transport initiatives	- Greatly improve the accessibility of Sustainable transport methods whilst also promoting Active Travel providing both health and financial benefits. - A change in public perception will provide increased confidence and usage. - Promotion of alternative methods of transport will assist the free flow movement of traffic thus providing benefits to the environment. A change in behaviour to key influential groups will also assist with the wider issue of climate change both at a local and national level.

North Wales LTP – Summary of Actions from Consultation Responses

Respondent Reference	Respondent	Suggested Action	Comment from FCC	Action from FCC
Feedback				
1.	Malcolm Hughes. 26 Albert Drive, Conwy, LL31 9SP.	Conwy to consider	N/A	N/A
2.	Transport Manager, Betsi Cadwaladr University Health Board, Finance Dept, Ysbyty Gwynedd, Bangor, LL57 2PW.	All LAs to note response, with particular reference to Denbighshire and Wrexham	Flintshire will address access to Health Care Services, in future Transport Studies.	N/A
3.	Sam Luhde- Thompson. Ty Llarwydden, Nantglyn, Denbighshire, LL16 5RH.		N/A	N/A
4.	Adam Graham	Denbighshire to consider	N/A	N/A
5.	John Mather. 11 Bro Madog, Colwyn Bay, LL29 8RU.	Identifies need for greater focus on active travel. Action for Hyder to add consistent regional project across all LAs for Active Travel	N/A	N/A
6.	RSPB Unit 14, Llys Castan, Ffordd y Parc, Parc Menai, Bangor, Gwynedd, LL57 4FH	Gwynedd to note and consider issues raised	N/A	N/A
7.	Councillor for Capel Curig Community Council, Gwynedd. (Personal response and not on behalf of the Community Council)	Gwynedd to note priorities	N/A	N/A
8.	Alan Crawshaw. Graianfryn, Deinolen, Caernarfon, LL55 3NH.	Gwynedd to consider priorities listed. All LAs to consider if wording of projects needs updating to incorporate active travel	FCC will be reviewing the wording of each of its schemes to include where appropriate reference to Active	Revise scheme wording to include Active Travel where appropriate for the Final LTP.

Respondent Reference	Respondent	Suggested Action	Comment from FCC	Action from FCC
		elements in all schemes North Wales Task Force and WG may wish to note comments on Britannia Bridge and the Bus Policy Advisory Group	Travel.	
9.	Mark A Jones. 4 Belgrave Road, Wrexham, LL13 7ES. (Member of the CTC)	Wrexham to note priorities for Active Travel	Comments noted.	N/A
10.	Glyn Arthur. Penisarwaun.	Gwynedd to consider cycling comments related to particular road improvement schemes	N/A	N/A
11.	Ramblers Association Member of the Local Access Forum	Suggested that the vision is updated to read "to promote economic growth, prosperity and well-being by delivering safe, sustainable, affordable, environmentally friendly and effective transport networks". LAs to consider jointly if vision should be updated and note related comments from NRW.	Any revision to the vision should be considered by Hyder in terms of National Transport Objectives then agreed by the Taith Board. The suggestion to improve the crossing at A55 and access at Coleg Cambria will be considered as part of the Mold to Flint Cycleway Improvements which is a scheme listed under Higher Level Intervention 2. The development of the Greenway along the old railway line between Mold and Denbigh is not a priority for Flintshire at present.	N/A

Respondent Reference	Respondent	Suggested Action	Comment from FCC	Action from FCC
12.	No Name	No action on issues related to bus services. Conwy to consider priorities for active travel in the Conwy Valley.	N/A	N/A
13.	Maes Teg, Trefriw, Conwy, LL2M 0JH.	Conwy to note priorities for access to services.	N/A	N/A
14.	22 Maes-yr-Afon, LL15 INR	Denbighshire to note priorities for walking and cycling	N/A	N/A
15.	Lowri Evans. 86 Bro Der, Rhuthon, LL15 1XY	Denbighshire to note priorities with respect to projects	N/A	N/A
16.	Iwan ap Trefor. Traffic Engineer, Gwynedd Council.	Gwynedd officer comments	N/A	N/A
17.	Sustrans/ CTC (note not the formal response)	Flintshire to note comments and priorities	Q1. Large parts of Deeside are within the designated Active Travel settlements. Links from the Deeside area to Burton Marsh will be assessed in the Active Travel work. Q2. – Hyder to consider Q3. Improved cycling and walking links between these areas are included in the Flintshire Schemes included in Higher Level Intervention 4 & 6. Q4. Hyder to consider. The reference to "Capacity and safety	N/A

Respondent Reference	Respondent	Suggested Action	Comment from FCC	Action from FCC
			enhancements/pinch point improvements" is to the Higher Level Intervention 2. Hyder need to respond on behalf of all LA's. Q6. Flintshire has 20mph advisory signs at all schools in the County. Also, 20mph restrictions are considered as part of all scheme designs.	
18.	Wylfa House, Wylfa Hill, Myndd Isa, CH7 6TG.	Flintshire to note comments and priorities	There are 3 schemes prioritised under higher Level Intervention 4 – Improved Links to Employment, also the Mold to Broughton scheme in Higher Level Intervention No6. all improving walking and cycling between these destinations.	N/A
19.	No name	Flintshire to note comments and priorities	Improving cycling at roundabouts is considered in scheme design where roundabouts exist. Flintshire does have a scheme priority to improve the cycling route between Mold and Flint and as such providing an improved safe walking and cycling	N/A

Respondent Reference	Respondent	Suggested Action	Comment from FCC	Action from FCC
			link from Raikes Lane into Mold town will be part of the scheme consideration.	
20.	Andrew Bailey	Wrexham to note comments and priorities	N/A	N/A
21.	Graham Harper. Field View, Flint Road, Northop, Flintshire, CH7 6BR. Member of Sustrans and an active supporter of maintaining existing cycleways.	Flintshire to note comments and priorities	Noted	N/A
22.	Campaign for the protection of Rural Wales (Clwyd Branch) Branch Secretary. 7 St. Michael's Drive, Caerwys, Mold, Flintshire, CH7 5BS.	No action – but addition of comments on funding constraints as discussed with WG would reflect issues raised.	N/A	N/A
23.	Neville Howell. 16 Carlines Avenue, Ewloe, Flintshire, CH5 3RD	No action – but there does seem to be some confusion in this response and others that the summary document was an LTP for Flintshire, rather than the relevant parts of the NW LTP. Neville is confused.	I am assuming that Mr Howell is referring to the Flintshire Schemes included in the Higher Level Interventions which was extracted from the Draft Joint LTP. Agree that confusion has arisen in this respect.	N/A
24.	O Ddrws I Ddrws, Drws Agored, Stryd y Plas, Nefyn, Pwllheli, Gwynedd, LL53 6HP	Raises the issue of the need for CT to be funded and included in the plan. Action suggested of a regional CT capital project. Agree	N/A	N/A

Respondent Reference	Respondent	Suggested Action	Comment from FCC	Action from FCC
		Gwynedd to note specific comments on projects.		
25.	John Harold. Director, Cymdeithas Eryri, Caban, Brynrefail, Caernarfon, LL55 3NR	Gwynedd and Conwy to consider issues raised in Snowdonia. Response highlights need for emphasis on integrated transport solutions in priorities.	N/A	N/A
26.	Kate Potter. Caerafallon, Pentir, Bangor, Gwynedd, LL57 4YA	Gwynedd to note priorities on public transport and active travel and comments on projects	N/A	N/A
27.	Mark Rosenthal. Seren Y Môr, Warren Road, Rhosneigr, Anglesey, LL64 5QT	Anglesey to note priorities for outcomes and projects	N/A	N/A
28.	P.G.Davies. 2 Mold Road, Ewloe Green Deeside, CH5 3GU	Flintshire to note comments on projects	Comments Noted. FCC will be formulating a response to the consultation on the National Transport Plan to include issues on the A494.	N/A
29.	Sian Summer-Rees. Director for Wales, Community Transport Association, Forge fach, Hebron Way, Clydach, Swansea, Sa6 5EJ.	Hyder to include a regional project for community transport. Hyder to consider suggested wording changes/ emphasis in the issues section	N/A	N/A
30.	Michael Whitaker. 13 Min Awel, Flint, CH6 5TG.	Flintshire to note priorities noted	Noted	N/A

Respondent Reference	Respondent	Suggested Action	Comment from FCC	Action from FCC
31.	H Taylor. 122 Chester Road, Wrexham, LL11 2SN. (Member of the Wrexham Business Group)	Hyder to emphasis importance of cross border connections to Merseyside etc in the introduction and the plan section.	N/A	N/A
Written Responses				
1	Graham Hargreaves. Clogwyn Melyn, Penygroes, Gwynedd.	Gwynedd to note	N/A	N/A
2	Cllr Hilary McGuill. Gwynedd County Council	Gwynedd to note	N/A	N/A
3	Richard Keatinge. CTC Cymru	Hyder to add regional Active Travel projects to ensure consistent approach. All LAs to note comments regarding Active Travel (which cannot be addressed in LTP at this stage) As in action for feedback form response 8 above, all LAs to consider if wording of projects needs updating to incorporate active travel elements in all schemes. May be a need for a response to CTC Cymru to be sent setting out the position on the LTP?	Noted Noted Wording of schemes will be revised to take account of this for the full LTP.	Revise scheme wording.
4	Councillors of Conwy Town Council (comments)	Conwy to consider comments	N/A	N/A

Respondent Reference	Respondent	Suggested Action	Comment from FCC	Action from FCC
5	Ryland Jones. Sustrans Cymru	Each LA to consider the project priorities of Sustrans and the scheme comments and suggestions. Noted – Flintshire will do this in Active Travel Settlements Hyder to add phasing of projects to the programme with more clarity on what can be delivered in the next five years.	These comments will be considered as part of revising the wording for the Flintshire schemes	Consider Active Travel in the schemes and make any necessary changes to wording.
6	Gwyn Edwards. Wrexham Business Professionals.	Issues raised are rail related and should be noted by the North Wales Ministerial Task Force	N/A	N/A
7	Robin C Smith. Welsh Representative, RFG (Rail Freight Group).	The Taith Rail Freight Study 2011 is referred to but Hyder has not been aware of this. It is assumed that relevant projects within it have been considered by the Task Force? Hyder to review Table 4.1 and amend wording to reflect wider connectivity issues if appropriate. Hyder to consider adding text to intro/ issues on role of freight for retailing and other services. With reference to point 10, all LAs could consider if there is a need for any complementary rail freight projects, and in particular locations for siting freight terminals - NTP	This is an issue for the National Transport Plan to address.	
8	Mold Town Partnership	Flintshire to consider the issues and priorities raised.	Please see attachment with responses..	N/A

Respondent Reference	Respondent	Suggested Action	Comment from FCC	Action from FCC
		Bullet points Hyder to add a regional project on casualty reduction measures. Hyder to add text to the introduction on linkages to Merseyside and Manchester. Hyder to add the summary plans from the consultation to the LTP document. More detail on delivery and funding to be provided in the plan period section by Hyder.		
9	Alun Pugh	Gwynedd to consider the issues raised and some points are pertinent to the Task Force regarding rail electrification.	N/A	N/A
10	John Mather. Hon Secretary ICE Wales Cymru. North Wales Branch	No actions required.	N/A	N/A
11	Victor Turner. Traffic and Network Manager	Internal Conwy comments – Hyder will make amendments as suggested.	N/A	N/A
12	Rob Dix. Business and Enterprise Section Head, Conwy Council.	Internal Conwy comments – Hyder will make amendments as suggested.	N/A	N/A
13	Joint Planning Policy Unit Anglesey & Gwynedd, Bangor City Council Offices, Bangor, Gwynedd, LL57 IDT.	LAs to consider if wording of vision needs to also incorporate references to improvements to existing infrastructure. Hyder to consider wording of issues related to existing infrastructure, resilience and	Hyder to consider rewording vision to be agreed by Taith Board.	N/A

Respondent Reference	Respondent	Suggested Action	Comment from FCC	Action from FCC
		Enterprise Zones. Anglesey and Gwynedd to consider implications of comments and priorities for putting priorities on outcomes, interventions and projects.		
14	Councillor Liam Robinson Chair, Merseyside Travel	LAs to note supportive comments and Hyder to add text to general section of programme on cross border working	N/A	N/A
15	Jamie Matthews Cheshire West and Chester Council's Response	Taith could update CW and C Council on how transport is being taken forward in North Wales. Flintshire and Wrexham to note comments on cross border working and schemes. North Wales Task Force to note comments on rail projects.	Hyder to note para 3 comments regarding lack of cross border consultation oin the development of the Draft LTP in its early stages. Flintshire agrees to the comments regarding continuation and strengthening of cross border partnership working for transport and infrastructure schemes.	N/A
16	Andrew and Catherine Southall	Anglesey to note comments. These comments are sensitive to an individual landowner and Hyder suggest we don't publish these in a consultation report.	N/A	N/A
17	Angharad Wyn Crump Natural Resources Wales	Hyder to update references to the NTP LAs to consider policies for electric charging points – this is an issue for LDPs to consider as part of developments Concern expressed that the vision does not identify that the	Policies for electric charging points noted but not a priority for LTP Schemes. The wording of the	

Respondent Reference	Respondent	Suggested Action	Comment from FCC	Action from FCC
		delivery of safe, sustainable, and affordable transport networks needs to take place while ensuring the protection and enhancement of the wider environment. LAs to consider if the wording should incorporate wording such as “deliver a transport system that makes an active contribution to the management of carbon and the quality of the environment”. Hyder to respond specifically to comments on the SEA and HRA.	vision needs to be considered by hyder and Gwynedd as Lead Authority and agreed by the Taith Board.	
18	Michael Whitaker	Hyder to re-emphasise the remit of the LTP and the relationship to the Draft NTP programme in the programme section Flintshire to consider if there needs to be a project reference to the possible trunking of the A548 to Mostyn Docks Suggested there is a need to identify how the plan will be delivered from April 2015. LAs to consider and Hyder to add text. LAs to consider if there is a need for regional bridge strengthening and 20 mph zones projects. Hyder to address specific/ detailed comments as relevant.	Consideration of trunking the A548 to Mostyn docks is part of the A548 scheme priority listed in Higher Level Intervention no.2 Bridge strengthening is considered in Flintshire’s Hamp. Flintshire has 20mph advisory signs at all schools in the County. Also, 20mph restrictions are considered as part of all scheme designs.	

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A494 issues
Response: Comments taken into account in FCC's response to National Transport Plan.

Raikes Lane and Northop Interchange
Response: Relates to improvements for Mold to Flint Cycleway, already a scheme in LTP. Scheme wording will be refined

Link from Mold to Deeside Industrial Estate and Deeside
Response: The Active Travel work will look at links in designated settlements, both Mold and Deeside are designated settlements. Not a priority in current schemes for LTP.

Improved cycle route from Mold to Wrexham linking Pontblyddyn, Caergwrle to Gwersyllt.
Response: Not considered feasible at present. The Active Travel work will look at links in designated settlements. Not a priority in current schemes for LTP.

Mold to Llong B5444 should be considered to encourage walking.
Response: This route will be considered in the in the proposal to improve cycling between Mold to Broughton via Buckley.(Higher Level Intervention 6) The Greenway Study will also be incorporated into this proposal

A541 at the Hollybush at Cefn-y-Bedd to the Wrexham border poses a risk; a "pinch-point"
Response: Not a priority for LTP

Improve walking cycling to Leeswood.
Response: This is an Active Travel Route settlement area, will be looked at under Active Travel in the future. Not a priority for LTP

Mold to Gwernaffield Pavement improvements
Response: This is already in the minor improvement schemes will be looked at in future Active Travel Work.

Crossfield Footpath from Bryn-y-Baal in into Mold.
Response: PROW to consider

Include the former Greenway as a scheme priority
Response: That section of the Greenway between Saltney and Mold will be looked at in proposals to improve cycling links between Mold to Broughton to Chester, already a scheme priority in LTP.
That section between Mold to Denbigh is not a priority for LTP at present.

Provision of cycle route to Penyffordd/Buckley Station to access Borderlands Line

Response: Can look at providing Links to Buckley Station in Active Travel Work.

Investigate Dobshill to Broughton as Cycle Route
Response: This route will be considered in the in the proposal to improve cycling between Mold to Broughton via Buckley.(Higher Level Intervention 6) The Greenway Study will also be incorporated into this proposal

Review Cittaslow cycling proposals
Response: Not a priority for LTP. Proposals can be looked at in Active Travel work.

Make Mold a cycling hub to all communities, services and facilities
Response: There are already proposals for cycling links from Mold to other communities in the Scheme priorities. Infrastructure works within Mold Town centre can be considered under future regeneration town centre projects.

Provide more details on the Mold to Broughton proposed cycle route.
Response: Yes this will be done for Full Plan

Utilise A5118 Mold to Penymynydd wide grass verges for walking cycling improvements
Response: This route will be considered in the in the proposal to improve cycling between Mold to Broughton via Buckley.(Higher Level Intervention 6) The Greenway Study will also be incorporated into this proposal

Synchronisation of timetables between bus and train in Cheshire, Wirral and Merseyside and neighbouring counties of North Wales
Response: Between FCC and Cheshire West and Chester bus services are commercial and timetables are decided by the bus operators. Comments will be passed to these bus operators.

Improved traffic lights at Airbus main entrance on the A5104 to include Broughton Hall Road.
Response: This issue will be looked at in the proposal for improvements from Mold to Broughton (Higher Level Intervention 6).

Provide car parking in Tyddyn Street, Mold for school run and access to bus station.
Response: Tesco provide parking for school run. There is also adequate parking in Love Lane which is under utilised. Car Parking Strategies are being developed for all main car parks in Flintshire.

Active Travel (Wales) Act 2013
Whilst the Active Travel act is focused on access to employment and services, tourism and leisure are a growing economy nationally and locally and linking the Mold locality to existing tourist routes for cyclists and walkers should be included.
Response: Active Travel Policy Document concluded, cannot change focus. Maybe under a review by WG in the future.

No mention of the important links from Flintshire to Merseyside and Manchester.
Response: Gwynedd/Hyder to address in Policy Document and an issue for NTP.

Contradiction between the prioritised problems of Table 2.1. and the prioritised list of interventions in 2.3.5.
Response: Policy wording query to be addressed by Hyder.

Encouraging Sustainable Travel, long distance national UK and international cyclepaths already exist and it is surely worth adding links to these from throughout North Wales. NCR 8 (Lon Las Cymru) links Holyhead to Cardiff and also thence from Holyhead or Wrexham to EuroVelo 2 (Capitals Route) the European Moscow to Galway route. This could be a way of encouraging cyclist tourists into Flintshire and North Wales from around Europe.
Response: Not a consideration for LTP. The NTP should look at this.

Absence of Location Plans for any of the FLTP Schemes and a lack of detail as is present in other North Wales County plans.
Response: Will be addressed in Full LTP

Inadequate parking facilities at Flint train station discourages rail transport for travelling further afield from Flint, Chester, Wrexham and Penyffordd or Buckley.
Response: Will be addressed in Car Parking Strategy for Flint

Good road links required to achieve joined up network between all modes of transport. Very little detail of how any of this will be achieved or even approached or progressed in Flintshire.

Response: The schemes listed under each intervention will address connectivity issues.

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FLINTSHIRE COUNTY COUNCIL

REPORT TO: **CABINET**

DATE: **TUESDAY, 20 JANUARY 2015**

REPORT BY: **CORPORATE FINANCE MANAGER**

SUBJECT: **REVENUE BUDGET MONITORING 2014/15 (MONTH 7)**

1.00 PURPOSE OF REPORT

1.01 To provide Members with the latest revenue budget monitoring information for 2014/15 for the Council Fund and Housing Revenue Account based on actual income and expenditure as at month 7 and projected forward to year-end based on the most up to date information available.

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1.02

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2.00 EXECUTIVE SUMMARY

2.01 The projected year end position, as estimated at Month 7 is as follows:

Council Fund

- Net in year expenditure forecast to be £0.821m lower than budget. This now includes variances on pay.
- Projected contingency reserve balance at 31 March 2015 of £3.762m

Housing Revenue Account (HRA)

- Net in year expenditure forecast to be £0.083m less than budget.
- Projected closing balance as at 31 March 2015 of £1.249m

3.00 COUNCIL FUND LATEST FORECAST

3.01 The table below shows the projected position by portfolio which reflects the Council's new Operating Model which came into effect on 1 June 2014.

3.02 As previously reported, following the implementation of the Single Status agreement in June 2014, extensive work has been undertaken to rebase all workforce budgets to reflect the actual new costs arising from the new pay and grading structure. This work is now substantially complete and revised workforce budgets have now been allocated to portfolio areas to meet the costs of their workforce establishment (base pay, allowances and vacancies). The outcome of this work is now reflected in the figures below, though there are some outstanding queries which may result in minor adjustments in future periods.

3.03 The table below shows projected in year expenditure to be £0.821m less than budget.

TOTAL EXPENDITURE AND INCOME	Original Budget	Revised Budget	Projected Outturn	In-Year Over/ (Under) spend	
				Month 6	Month 7
	£m	£m	£m	£m	£m
Social Services	59.889	59.008	59.098	0.445	0.090
Community & Enterprise	14.368	13.264	12.743	(0.482)	(0.521)
Streetscene & Transportation	28.381	29.566	29.877	0.309	0.311
Planning & Environment	6.394	5.346	5.225	(0.100)	(0.121)
Education & Youth	97.167	96.219	96.174	(0.087)	(0.045)
People & Resources	5.395	4.835	4.873	0.038	0.038
Governance	8.821	8.503	8.800	0.261	0.297
Organisational Change	9.738	9.844	9.920	0.076	0.076
Chief Executive	2.160	3.314	3.236	0.013	(0.078)
Central & Corporate Finance	22.863	25.277	24.409	(1.354)	(0.868)
Total	**255.176**	**255.176**	**254.355**	**(0.881)**	**(0.821)**

3.04 The reasons for all movements from Month 6 are summarised in appendix 1 with the projected variances occurring for the year to date summarised within appendix 2.

3.05 **Significant Budget Movement Between month 6 to month 7**

The rebasing of workforce budgets as detailed in 3.02 has resulted in the changes to portfolio budgets from month 6. There are still some outstanding queries to

resolve which may require subsequent adjustments to portfolio budgets.

3.06 **Programme of Efficiencies**

Corporate and Functional Efficiencies

3.07 The 2014/15 budget contains £8.8m of specific efficiencies comprising Corporate Value for Money (VFM) on Procurement and Back to Basics of £1.3m and specific Functional VFM efficiencies of £7.5m.

3.08 The table below summarises the latest position for the achievement of these specific efficiency programmes and now reflects a projected under achievement of the VFM efficiency relating to the Review of Administrative Support which was previously reported as unlikely to be achieved (see also 3.10 – 3.15).

3.09 The analysis shows that it is currently projected that £7.597m (86%) will be achieved resulting in a net underachievement of £1.243m. Details for the current year efficiencies currently projected to not be achieved in full are shown in appendix 3.

Status of Efficiency	Value of Budgeted Efficiency £m	Value of Projected Efficiency £m	(Under) Over Achievement £m
Already Achieved	1.643	1.643	0.000
Expected to be Achieved in Full	5.099	5.099	0.000
Achievable in Part	1.048	0.855	(0.193)
Not Achievable	1.050	0.000	(1.050)
Total	8.840	7.597	(1.243)

Workforce Efficiencies

3.10 The 2014/15 budget also contains £3.1m of Workforce Efficiencies. Previously it has been reported that there was an amount of £1.7m still to be achieved and an assessment of the second phase of the voluntary redundancy programme was being undertaken, in conjunction with an organisational review of vacancies, in order to ascertain a clear position to the end of the financial year. Paragraphs 3.11 – 3.15 advise of the latest position following this work in relation to all workforce efficiencies (including Administration Review). The month 6 monitoring report advised of an amount still to find of £1.1m in relation to the Administration Review giving an overall figure of £2.8m for both areas.

3.11 The second Voluntary Redundancy Scheme closed on 31st October 2014 and an assessment of successful applications has now been undertaken. This has resulted in an additional contribution of £0.240m of efficiencies to the overall target.

3.12 The organisational review of vacancies that has been undertaken has identified £0.937m of one off savings in 2014/15 which will also contribute to the in year

target.

3.14 The budget for 2015/16 included a one off sum of £4.8m to fund exit costs associated with the above efficiencies of which £2m has been incurred to date. An assessment of the successful VR applicants and an estimate of potential exit costs from Business Plans across the organisation has identified that an additional £1.8m is likely to be incurred by the end of this financial year. This will leave projected balance of £1m. The overall projected position for 2014/15 is summarised below:

3.15

2014/15 Position	**£m**
Workforce Efficiencies outstanding at M6	2.800
Less estimated in year effect of VR2	(0.240)
Less in year Vacancy Savings	(0.937)
Estimated Unachieved in 2014/15	**1.623**
Less Estimated Investment cost balance	(1.002)
Potential Impact on Outturn	**0.621**

The above position is now reflected within the outturn position for Month 7 within central and corporate. Any further Voluntary Redundancies or vacancies that impact on the current financial year will be reflected in future monitoring reports.

4.00 INFLATION

4.01 Included within the 2014/15 budget are provisions for pay (£1.316m), targeted price inflation (£0.590m), non-standard inflation (£0.670m) and income (£0.151m).

4.02 The amounts for non-standard inflation (NSI) (Fuel, Energy and Food) are held centrally and allocated out to portfolio areas only where a funding need is evidenced. All allocations of NSI have now been made to departments where there has been an evidenced need and this has resulted in an underspend of £0.054m on the amount required for fuel, and an underspend of £0.015m on the amount required for food.

5.00 MONITORING BUDGET ASSUMPTIONS AND RISKS

5.01 **Emerging Risks**

- Design Fee Income – Risk due to the potential loss of income included within the Design Consultancy business plan income projections.

5.02 **Existing risks**

- Out of County Placements – due to volatility and unpredictable nature of service costs.

- Deprivation of Liberty Assessments (DoLs) – potential risk due to additional responsibilities of Local Authorities.

- Professional Support (Leaving Care) – due to demand led nature of the service and ongoing impact of the Southwark case.

- Former Euticals Site – risk relates to the cost of full decommissioning, decontamination and clearance of the former chemical site in Sandycroft.

- Single Persons Discount (SPD) Review – relates to a review which will take place during October, it has been predicted the number of SPD claims will be reduced.

- Schools ICT Infrastructure – due to potential change to delivery of ICT in schools.

- Winter Maintenance – due to potential for adverse weather conditions.

- Council Tax – relates to the volatility of the Council Tax Reduction Scheme and collection rates.

5.03 **Changes to previously reported risks**

- Single Status –Workforce budgets have been rebased however due to the complexity and scale of this there are still some budgets requiring further adjustments.

- Workforce Efficiencies – Work has been undertaken to assess the non achievement of the efficiencies included for Corporate Administration and other Workforce.

6.00 UNEARMARKED RESERVES

6.01 The 2013/14 final outturn reported to Cabinet on 15 July 2014 showed unearmarked reserves at 31 March 2014 (above the base level of £5.834m) of £5.328m.

6.02 This position reflected a contribution of £0.745m made from reserves as part of an accounting adjustment for termination benefits arising from the workforce efficiencies for the Senior Management Phase 1 programme. As budget provision was made within the 2014/15 budget for this, this has now been transferred back into reserves in the current financial year.

6.03 Section 6.05 of the 2014/15 budget report outlined the investment strategy required to fund one off costs and transitional funding for efficiencies that could not be found in full in 2014/15. This identified a potential £3.7m available to fund these from the contingency reserve as well as utilising the Single Status/Equal Pay Reserve.

6.04 Currently it is estimated that £2.5m will be required from the Contingency Reserve to fund the one off costs in 2014/15.

6.05 The Month 2 Monitoring report to Cabinet on 15th July also advised members of an allocation of £0.696 from the contingency reserve to fund investment costs approved under delegated powers.

6.06 Taking into account all of the above and the current projected outturn at month 7, the projected balance on the contingency reserve at 31 March 2015 is £3.762m. This is summarised in Appendix 4.

7.00 HOUSING REVENUE ACCOUNT

7.01 On 18th February 2014 the Council approved a Housing Revenue Account (HRA) budget for 2014/15 of £29.886m. The budget provided for a closing balance of £0.956m, which at 3.2% of total expenditure satisfies the prudent approach of ensuring a minimum level of 3%.

7.02 The 2013/14 final outturn reported to Cabinet on 15th July 2014 showed a closing balance at the end of 2013/14 of £1.662m.

7.03 The position at Month 7 is reporting an overall projected underspend of £0.083m and a projected closing balance at month 7 of £1.249m, which at 4.15% of total expenditure satisfies the prudent approach of ensuring a minimum level of 3%.

7.04 Appendix 5 details the reasons for significant variances.

8.00 RECOMENDATIONS

8.01 Members are recommended to :-

a) Note the overall report.
b) Note the projected Council Fund contingency sum as at 31st March 2015 (paragraph 6.06)

Note the projected final level of balances on the Housing Revenue Account (paragraph 7.03)

9.00 FINANCIAL IMPLICATIONS

9.01 The financial implications are set out in Sections 3.00 – 7.00 of the report.

10.00 ANTI POVERTY IMPACT

10.01 The financial implications are set out in Sections 3.00 – 7.00 of the report.

11.00 ENVIRONMENTAL IMPACT

11.01 None

12.00 EQUALITIES IMPACT

12.01 None

13.00 PERSONNEL IMPLICATIONS

13.01 None

14.00 CONSULTATION REQUIRED

14.01 None

15.00 CONSULTATION UNDERTAKEN

15.01 None

16.00 APPENDICES

16.01 Council Fund – Movement in Variances from Month 4 – Appendix 1
Council Fund – Budget variances – Appendix 2
Council Fund – Efficiencies not fully achieved – Appendix 3
Council Fund – Movements on unearmarked reserves – Appendix 4
Housing Revenue Account Variances – Appendix 5

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985 BACKGROUND DOCUMENTS

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COUNCIL FUND - REVENUE BUDGET 2014/15
FLINTSHIRE COUNTY COUNCIL

Budget Monitoring (Month 7)
Summary of Movement from Month 6

	£m	£m
Month 6		
Portfolios	0.473	
Central and Corporate Finance	(1.354)	
Variance as per Cabinet Report		**(0.881)**
Month 7		
Portfolios	0.047	
Central and Corporate Finance	(0.868)	
Variance as per Directorate Returns		**(0.821)**
Change Requiring Explanation		**0.060**

Social Services

Services For Adults		
• Localities (Localities teams) - Free Nursing income down (£0.016m). Property Income increased (-£0.013m). Purchased residential nursing care costs down (-£0.029m) plus net impact of movements in other minor variances of -£0.019m.	(0.045)	
• Disability Services (Resources & Regulated Services) - (£0.099m) reduction in commitments following critical review of expenditure. Plus net impact of movements in other minor variances of -(£0.045m).	(0.144)	
• Disability Services (Forensic Budget) (£0.188m) is due to two service users ceasing to be charged to this service. plus net impact of movements in other minor variances of -£0.012m.	(0.200)	
• Other minor changes of less than £0.025m for Services for Adults	(0.029)	
Subtotal: Services For Adults		**(0.418)**
Development & Resources		
• Public information and planning - workforce costs (+0.027m).	0.027	
• Vacancy savings	(0.292)	
• Other minor changes of less than £0.025m	0.025	
Subtotal: Development & Resources		**(0.240)**
Services For Children		
• Prevention & Support - Overspend is due to increase in Southwark judgement related costs.	0.062	
• Professional Support - Overspend due to higher costs in Children and Young Adolescent Support Team (CYAST). Direct payments also causing overspend. Ofset by underspend on certain budgets following a review of commitments.	0.067	
• Out of County placements - Projected overspend based on current 2014/15 packages and clients, for which there is an adverse impact of £0.180m due to new clients, offset by reduced placement costs for existing clients of -£0.055m.	0.125	
• Other minor changes of less than £0.025m	0.049	
Subtotal: Services For Children		**0.303**
Total: Social Services		**(0.355)**

Community & Enterprise

Customer & Housing Services		
• Reduced pressure on Support Services recharge due to budget realignment	(0.004)	
• Other minor changes of less than £0.025m	0.016	
Subtotal: Customer & Housing Services		**0.012**
Supporting Services		
• Other minor changes of less than £0.025m	0.004	
Subtotal: Supporting Services		**0.004**
Regeneration		
• Other minor changes of less than £0.025m	0.002	
Subtotal: Regeneration		**0.002**
Revenues & Benefits		
• Underspend on Council Tax Reduction Scheme (CTRS)	(0.028)	
• Other minor changes of less than £0.025m	(0.033)	
Subtotal: Revenues & Benefits		**(0.061)**
Customer Services		
• Other minor changes of less than £0.025m	0.004	
Subtotal: Customer Services		**0.004**
Total: Community & Enterprise		**(0.039)**

Streetscene & Transportation Portfolio

Streetscene		
• Other minor changes of less than £0.025m	(0.008)	
Subtotal: Streetscene		**(0.008)**
Highways Strategy & Traffic Services		
• Other minor changes of less than £0.025m	0.005	
Subtotal: Highways Strategy & Traffic Services		**0.005**
School Transport		
• Other minor changes of less than £0.025m	0.005	
Subtotal: School Transport		**0.005**
Total: Streetscene & Transportation		**0.002**

Planning & Environment Portfolio

Planning		
• Other minor changes of less than £0.025m	0.008	
Subtotal: Planning		**0.008**
Public Protection		
• Other minor changes of less than £0.025m	0.017	
Subtotal: Public Protection		**0.017**
Highways/Energy		
• Other minor changes of less than £0.025m	0.002	
Subtotal: Energy Services and Highways/Public Rights of Way		**0.002**
Management & Performance		
• Vacancy Budget from Single Status	(0.048)	
Subtotal: Management & Performance		**(0.048)**
Total: Planning & Environment		**(0.021)**

Education & Youth

Inclusion Services		
• Minor variances	(0.010)	
• Out of County - 3 new placements	0.040	
Subtotal: Inclusion Services		**0.030**
Access (School Planning & Provision)		
• School Planning - minor variances	0.011	
• School Provision - minor variances	0.003	
Subtotal: Access (School Planning & Provision)		**0.014**
21st Century Schools		
• Minor variances	(0.001)	
Subtotal: 21st Century Schools		**(0.001)**
Youth Services (minor variances of less than £0.025m)		
• Minor variances	(0.003)	
Subtotal: Youth Services		**(0.003)**
Commissioning & Performance		
• Minor variances	0.006	
Subtotal: Commissioning & Performance		**0.006**
School Management & Information		
• Other minor changes of less than £0.025m	(0.004)	
Subtotal: School Management & Information		**(0.004)**
Total: Education & Youth		**0.042**

Governance

Minor variances of less than £0.025m		
• Legal Services	0.020	
• Democratic Services	0.016	
• Procurement	0.001	
• Information Communication Technology	(0.017)	
• Records Management	0.016	
Subtotal: Minor variances of less than £0.025m		**0.036**
Total: Governance		**0.036**

Chief Executive

• Workforce pay variances (£0.084m). The balance (£0.007m) is due to minor variances.	(0.091)	
Total: Chief Executive		**(0.091)**

Central & Corporate Finance

• Central Loans and Investment Account	(0.157)	
• Reduction in Pension Fund Contributions - Impact of Workforce Reduction	0.102	
• Review of the need of Non Standard Inflation allocations	(0.070)	
• Cost control exercise adjustment	0.033	
• Movement on workforce effeciencies less investment costs (Net)	0.621	
• Additional Non Domestic Rate Revaluations - windfall income	(0.036)	
• Other minor variances	(0.007)	
Total: Central & Corporate Finance		**0.486**
Total Changes		**0.060**

MONTH 7 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
Social Services						
Social Services for Adults - Locality Teams (Localities)	14.187	14.515	0.328	0.373	There is a major demand influenced pressure of £0.897m on the Domiciliary Care service within Localities teams. Key demand led influences include clients returning to the service following successful past reablement, the changing democratic profile, increased complexity of need and increasing numbers of people with dementia. The significant projected overspend is being offset by a projected under spend of £0.537m on residential care, which includes a £0.328m increase in the level of property related income offset, plus further increases in income above budget including free nursing. An underspend of £0.032m is due to minor variances.	Keep under review.
Resources & Regulated Services (Intake & Reablement)	5.693	5.772	0.079	0.051	Further work ongoing on single status pay budgets, indications that there may be some additonal budget in Zero hours budgets within Residential Care and the relief pool. Current budget to be reviewed.	Keep under review.
Transition and Disability Services (Disability Services)	0.456	0.547	0.091	0.068	The projected overspend is mainly due to the unbudgeted cost of the support arrangements provided by Penderels in respect of direct payments. This accounts for £0.065m of the total projected overspend of £0.091m.	Keep under review.
Resources & Regulated Services (Disability Services)	16.042	15.853	(0.189)	(0.045)	LD Supported Living - Independent Sector under spend of £0.118m due to reduction in commitments following critical review of expenditure to date. In-house increases in expenditure across houses account +£0.126m. Day Opportunities - +£0.065m overspend taking account of agency costs and minor variances of £0.026m. Day Services - projected overspend of +£0.081m inclusive of additional agency costs and minor variances of +£0.025m. PSI Residential -£0.269m projected underspend based on current residential care package costs. This is offset by PSI - Domiciliary & DP +£0.153m projected overspend. Increased CHC income results in -£0.224m and other minor variances total a net -£0.003m.	Keep under review.

MONTH 7 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
Forensic Budget (Disability Services)	0.507	0.356	(0.151)	0.049	Reflects current care packages for 2014/15.	Keep under review.
Forensic Budget (Mental Health & Substance Misuse Service)	0.314	0.179	(0.135)	(0.144)	Reflects current care packages for 2014/15.	Keep under review - potential volatility due to changes in client numbers and demands at short notice from prison or courts.
Other Services for Adults variances (aggregate)	7.961	7.863	(0.098)	(0.009)	Various minor variances.	Continue to review but not expected to be recurrent.
Business Services - Income	(1.573)	(1.808)	(0.235)	(0.239)	Impact of an increase by Welsh Government in the level of the maximum charge cap from £50 per week to £55 per week.	Continue to monitor and review.
Good Health	0.852	0.796	(0.056)	(0.069)	Under spend influenced by Increased commitment for CHC Income (54k).	Continue to monitor and review.
Vacancy Control	0.292	0.000	(0.292)	0.000	Staffing budget savings allocated to portfolio following post Single Status budget realignment.	Keep under review.
Other Development & Resources variances (aggregate)	1.634	1.708	0.074	0.039	Various minor variances.	Continue to review but not expected to be recurrent.
Family Placement (Children's Services)	2.227	2.500	0.273	0.260	The overspend is mainly (£0.260m) as a result of an increase in the number of foster care placements within the service. Part of this is also due to the increasing number of court orders for Residence and Special Guardianship orders (£0.017m) which invariably attract an ongoing allowance for the carers. Various other minor variances amount to a net -£0.004m.	A review of the Family Placement Team has been undertaken the outcome of which is being considered and will inform future planning and possible efficiencies.

MONTH 7 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
Professional Support (Children's Services)	5.164	5.328	0.164	0.097	This projected overspend is due mainly to increased direct payments of £0.138m for Children's Integrated Disability Services (CIDS) These pressures are offset by a saving against general contingencies. Various other minor variances amount to a net £0.026m.	Keep under review.
Out of County placements - (Children's Services)	3.428	3.584	0.156	0.031	£0.156m overspend based on increased number of complex 2014/15 care packages.	Keep under review.
Prevention & Support (Children's Services)	0.102	0.160	0.058	(0.004)	Overspend £0.058m increase due to Southwark judgement related costs.	Keep under review.
Other Services for Children variances (aggregate)	1.722	1.745	0.023	(0.013)	Various minor variances.	Continue to review but not expected to be recurrent.
Total Social Services	**59.008**	**59.098**	**0.090**	**0.445**		

MONTH 7 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
Community & Enterprise						
Customer & Housing Services	0.975	0.871	(0.104)	(0.116)	An overspend (£0.023m) is projected to occur due to a lower level of support recharge to the Council Fund from the HRA. Estimated underspend (£0.126m) on Homeless Accommodation including a reevaluation of B&B accommodation projections and Homeless Prevention Fund income. (£0.001m) underspend due to other minor variances.	Continue to monitor and review.
Supporting People	0.426	0.464	0.038	0.034	Projected overspend (£0.018m) against mileage costs. Projected overspend (£0.015m) on the Maintenance Contract due to insufficient budget to meet renewed contract. (£0.005m) overspend due to other minor variances.	Continue to monitor and review.
Regeneration	0.264	0.298	0.034	0.032	Pressure (£0.048m) projected in respect of Agency costs. (£0.014m) underspend due to other minor variances.	Continue to monitor and review.
Revenues & Benefits	10.948	10.440	(0.508)	(0.447)	Underspend due to an anticipated surplus on the Council Tax Collection Fund (£0.257m). Projected underspend (£0.238m) on the budgeted provision for the Council Tax Reduction Scheme based on current position. The underspend on this area is volatile and can be subject to change later in the year. (£0.013m) efficiency due to minor variances.	Continue to monitor and review. Request to carry forward £0.058m in respect of Single Fraud Investigation Service (SFIS) Project claw back in 15/16 (relating to 14/15).
Customer Services	0.651	0.670	0.019	0.015	£0.017m pressure due to reduced Welsh Translation recharge income. Pressures due to other minor variances (£0.002m).	Continue to monitor and review.
Total Community & Enterprise	**13.264**	**12.743**	**(0.521)**	**(0.482)**		

MONTH 7 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
Streetscene & Transportation						
Waste Disposal & Waste Collection	7.310	7.508	0.198	0.195	Additional costs of overtime and use of Agency personnel due to high number of vacancies to maintain the necessary service provision £0.150m.Loss of Trade Waste Income from Housing of £0.025m due to them renewing with a private contractor. Increased cost of Food Waste disposal of £0.021m due to the cost per tonne increasing. £0.002m overspend due to other minor variances.	Monitor Agency levels and staff vacancies in order to maintain optimum levels for continued service provision.
Business & Strategy	1.911	1.945	0.034	0.030	Knight Owl Security cost of Alarm / Security Provision at Alltami Depot.	Continue to review.
Fleet Operations & Logistics	4.240	4.272	0.032	0.039	Estimated shortfall in achieving fleet efficiencies of £0.030m from slightly delayed implementation of hire model proposals. £0.021m due to the cost per tonne increasing. £0.002m overspend due to other	Continue to review but not expected to be recurrent.
Transportation	1.371	1.325	(0.046)	(0.046)	Bus Subsidy payments to Bus Operators. Expenditure commitment reduced based on decreasing contract levels.	Monitor levels of subsidy payments.
Streetworks	0.014	0.046	0.032	0.037	Lower than anticpated levels of income for Fixed Penalty notices (based on improving standards of repair by utility companies) & road	Continue to review but not expected to be recurrent.
Aggregate of other Variances	14.720	14.781	0.061	0.054	Minor Variances.	Continue to review but not expected to be recurrent.
Total Streetscene & Transportation	**29.566**	**29.877**	**0.311**	**0.309**		

MONTH 7 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
Planning & Environment						
Planning	1.424	1.357	(0.067)	(0.075)	Continued higher levels of Planning Fee income than expected i.e. Solar Farm Planning Application.	Planning Fee Income levels will be closely monitored.
Public Protection	2.454	2.436	(0.018)	(0.035)	Minor Variances.	Continue to maintain commitment challenge across the service.
Management Support & Performance	0.529	0.475	(0.054)	(0.006)	Vacancy Budget allocated following Single Status implementation.	Continue to review but not expected to be recurrent.
Energy Services (including closed Landfill Sites and Electricity Generation)	0.060	0.068	0.008	0.012	At Period 7 further commitment challenge has been successful in reducing Repairs & Maintenance and Equipment Rental costs.	Monitor Income Generation Levels for Gas Engines.
Public Rights of Way	0.378	0.389	0.011	0.002	At Period 7 amended outturn for Sub Contractor works has resulted in slight increase.	Continue to review but not expected to be recurrent.
Aggregate of other Variances	0.228	0.227	(0.001)	0.002	Minor Variance.	Continue to review but not expected to be recurrent.
Greenfield Valley & Heritage Park	0.273	0.273	0.000	0.000	No Variance.	
Total Planning & Environment	**5.346**	**5.225**	**(0.121)**	**(0.100)**		

MONTH 7 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
Education & Youth						
Primary & Early Years Education	43.816	43.816	0.000	0.000	No Variance.	
Secondary, 14 -19 & Continuing Education	36.739	36.749	0.010	0.010	Minor Variance.	Continue to review.
Inclusion Services	13.024	13.015	(0.009)	(0.039)	Relates to a projected saving on Out of County Placements. This is a volatile budget and one additional placement can make a significant change to projections. 3 extra placements during September have reduced this underspend. 2 new Out of County placemnets in October have adversely affected this budget.	Education placements may change throughout the year. Detailed monitoring will continue.
Access (School Planning & Provision)	0.701	0.699	(0.002)	(0.016)	Minor Variance.	Continue to review.
21st Century Schools	0.132	0.132	0.000	0.001	Minor Variance.	Continue to review.
Youth Services	1.253	1.236	(0.017)	(0.014)	Minor variances.	Continue to review.
Commissioning & Performance	0.369	0.344	(0.025)	(0.031)	Minor Variance.	Continue to review.
School Management & Information	0.180	0.178	(0.002)	0.002	Minor Variance.	Continue to review.
North East Wales School Library Service	0.005	0.005	0.000	0.000	No Variance.	
Total Education & Youth	**96.219**	**96.174**	**(0.045)**	**(0.087)**		

MONTH 7 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
People & Resources						
HR&OD	2.421	2.463	0.042	0.042	Minor Variances.	Continue to review.
Corporate Finance	2.414	2.410	(0.004)	(0.004)	Minor Variances.	Continue to review.
Total People & Resources	**4.835**	**4.873**	**0.038**	**0.038**		
Governance						
Legal Services	1.098	1.270	0.172	0.152	£0.131m pressure due to Litigation around local land charges. Overspend due to other minor variances (£0.021m). Agency costs (£0.020m).	Continue to review.
Democratic Services	1.937	1.928	(0.009)	(0.025)	Minor Variances.	Continue to review.
Internal Audit	0.437	0.435	(0.002)	(0.002)	Minor Variances.	Continue to review.
Procurement	0.192	0.253	0.061	0.060	Overspend on Packaged Software due to increased demand on the service (£0.060m).	Continue to review.
Support Services	0.719	0.744	0.025	0.025	Minor Variances.	Continue to review.
Records Management	0.167	0.188	0.021	0.005	Minor Variances.	Continue to review.
ICT	3.953	3.982	0.029	0.046	Overspend due to Oracle Licence Management review (£0.040m). Underspend due to other minor variances (£0.011m).	Continue to review.
Total Governance	**8.503**	**8.800**	**0.297**	**0.261**		

MONTH 7 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
Organisational Change						
Public Libraries & Arts, Culture & Events	3.205	3.195	(0.010)	(0.010)	Minor Variance.	Continue to review.
Museums Service	0.062	0.061	(0.001)	(0.001)	Minor Variance.	Continue to review.
County Archives	0.237	0.237	0.000	0.000	No Variance.	
Leisure Services	3.067	3.104	0.037	0.037	The projected outturn for Leisure Services an overspend of £0.037m although the team is exploring every option to absorb this pressure. £0.023m relates to pressure caused by the delay between Single Status implementation and the implementation of the Leisure Services review. The planned efficiency was unachievable for one month between 1st June and 7th July. One twelfth of the £0.270m efficiency is therefore currently estimated as a budget pressure because the planned deleted positions remained in the structure until July. £0.011m relates to pay protection for two members of the team who have successfully been redeployed within the service as part of the review therefore avoiding exit costs. The remaining £0.003m relates to minor variances.	Leisure Tariffs are being reviewed and any changes will be introduced on the 1st January. This will contribute towards the pressure adjacent. All other areas of expenditure are also being reviewed.
Community Assets	0.059	0.056	(0.003)	(0.003)	Minor Variance.	Continue to review.
Agricultural Estates	(1.010)	(1.006)	0.004	0.004	Minor Variance.	Continue to review.
Property Holdings	2.837	2.855	0.018	0.018	Minor Variance.	Continue to review.
Industrial Units	(0.403)	(0.399)	0.004	0.004	Minor Variance.	Continue to review.
Facilities Services	1.790	1.817	0.027	0.027	Minor Variance.	Continue to review.
Total Organisational Change	**9.844**	**9.920**	**0.076**	**0.076**		
Chief Executives						
Chief Executives	3.314	3.236	(0.078)	0.013	Underspend (£0.064m) on Chief Officer pay budget due to part year vacancy. (£0.014m) underspend due to minor variances.	Continue to review.
Total Chief Executives	**3.314**	**3.236**	**(0.078)**	**0.013**		

MONTH 7 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
Central & Corporate Finance						
Central & Corporate Finance	25.277	24.409	(0.868)	(1.354)	Central Loans and investment £0.457m projected year end underspend, however this can be affected by many factors such as uncertanties regarding HRA subsidy reform, accounting practice regarding interest apportionment, impact of future investment programme and the level of future reserves and borrowing requirements. MRP accounting policy has been reviewed in accordance with CIPFA guidance. MRP on assets funded by Prudential Borrowing is spread over the life of the asset and begins the year after the assets become operational. MRP on 21st century Strike deductions (£0.160m) is one off income. Corporate Windfall Income (£0.270m), this is in relation to additional Non Domestic Rate revaluations, which are one off. (£0.200m) within the budget for Pension Fund Contribution, requires further realignment to pay. Non-Standard Inflation (£0.069m) reflects the balance remaining after allocation to portfolios. A one off rebate of (£0.072m) has been received in relation to historical audit fees. An underspend of £0.661m reflects the one off, in-year savings found through the cost control exercise within Portfolios. (£0.002m) due to minor variances. Workforce efficiences achieved now reflect an underacheivement of £0.523m in 14/15 together with an underachievment of £1.1m for the review of Administrative roles though future efficiences are anticipated to be achieved through additional Voluntary Redundancy applications and further workforce review. The under acheivement of workforce efficiencies is offset by an anticipated balance on Investment costs of £1m. One off / time limited, unbudgeted costs of £0.400m in relation to former Euticals Ltd - Sandycroft site.	Keep under Review Budget realignment, as part of Single Status exercise. Work is now in progress to run a further phase of the Voluntary Redundancy Programme. On-going monthly monitoring.
Total Central & Corporate Finance	**25.277**	**24.409**	**(0.868)**	**(1.354)**		
TOTAL	**255.176**	**254.355**	**(0.821)**	**(0.881)**		

EFFICIENCY NOT ACHIEVABLE			
Portfolio	Efficiency Description	Efficiency not achieved (£m)	Reason for efficiency not being achieved
Streetscene & Transportation	Streetscene - North Wales Trunk Road Association Financial benefit from involvement with the NE Wales Trunk Road Hub.	0.050	Ministerial announcement re: the future of the Trunk Road Management arrangements has stalled the project.
Central & Corporate Finance	Review of all Admin roles / processes as a result of improved technology.	1.000	Efficiency unlikely to be achieved in 2014/15. Currently under review to assess what level can be achieved in 2015/16.
Total		**1.050**	

EFFICIENCY ACHIEVABLE IN PART			
Portfolio	Efficiency Description	Efficiency not achieved (£m)	Reason for efficiency not being achieved
Social Services	LD - Enhanced Community Residential Services - Rightsizing 4 supported living houses.	0.023	ECRS Reviews being reviewed as part of the Rightsizing.
Streetscene & Transportation	Streetscene - Fleet Balance of efficiencies from Fleet review (2014-15)	0.030	A report on the implementation of Phase 1 and 2 of the Fleet Review was presented to Cabinet in September, together with the proposed mechanism for delivery of Phase 3 from 2015/16.
Streetscene & Transportation	Streetscene & Transportation - Highways Related Services - the ongoing diagnostic of the two service areas will make recommendations on synergies.	0.140	Savings subject to completion of the Service Review by 1 January 2015.
Total		**0.193**	

APPENDIX 4

Movements on Council Fund Unearmarked Reserves

	£m	£m
Total Reserves as at 1 April 2014	11.161	
Less - Base Level (inclusive of reduction of £0.065m agreed as part of the 2014/15 budget)	(5.769)	
Total Reserves above base level		**5.392**
Less – estimate required from the amount approved as part of Investment strategy as per budget 2014/15 report		(2.500)
Add – Contribution from investment costs for termination benefits accounted for in 2013/14		0.745
Less - Amount approved under delegated powers reported in July 2014 monitoring report		(0.696)
Amount available for delegation to Cabinet		**2.941**
Add projected non pay underspend as at Month 7		0.821
Total projected Contingency Reserve as at 31st March 2015		**3.762**

HRA Major Variance Report - Period 7

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Variance	Action Required
Rents	(27.713)	(27.757)	(0.044)	0.111	Garage income is lower than anticipated due to high void garage rates (£0.015m). Other efficiencies identified including void properties (£0.059m).	Continue to monitor and review.
General Income	(0.734)	(0.650)	0.084	0.084	Garden Service has been reviewed and contract amended to take in to account issues experienced by tenants, therefore resulting in a reduced income of £0.096m. Other minor efficiencies (£0.012m).	Continue to monitor and review.
Landlord Services	0.830	0.914	0.084	0.084	Garden service costs are expected to rise by £0.055m due to the service review. Repairs & Maintenance costs on general HRA buildings/lifts etc forecast at last years outturn being £0.038m more than budget. Other minor variances of £0.009m.	Continue to monitor and review.
Vacancy Savings	0.249	0.000	(0.249)	(0.249)	Vacancy savings due to posts not yet being filled. Once posts are recruited to this budget will be used to fund the post for the remainder of the year.	Continue to monitor and review.
Other variances (aggregate)	27.865	27.907	0.042	(0.057)	Other minor variances.	Continue to monitor and review.
Total :	**0.497**	**0.414**	**(0.083)**	**(0.027)**		

FLINTSHIRE COUNTY COUNCIL

REPORT TO: **CABINET**

DATE: **TUESDAY, 20 JANUARY 2015**

REPORT BY: **CHIEF OFFICER (COMMUNITY AND ENTERPRISE)**

SUBJECT: **COUNCIL TAX REDUCTION SCHEME**

1.00 PURPOSE OF REPORT

1.01 The report explains the requirement to adopt the Council Tax Reduction Scheme for 2015/2016 by 31st January 2015 and seeks approval for this.

2.00 BACKGROUND

2.01 The current Council Tax Reduction Scheme was adopted by Flintshire County Council on 21st January 2014. The scheme regulations include a requirement for them to be adopted each year.

2.02 The Council Tax Reduction Scheme in Wales is set by Regulations made under Schedule 1B of the Local Government Finance Act 1992 (as inserted by the Local Government Finance Act 2012).

2.03 The following draft regulations (Statutory Instruments) were laid before the National Assembly for Wales and will be debated on 20th January 2015 and, subject to approval, will come into force on 21st January 2015.

- The Council Tax Reduction Scheme (Prescribed Requirements and Default Scheme) (Wales) (Amendment) Regulations 2015

2.04 These Regulations prescribe the main features of the Scheme to be adopted by all Councils in Wales.

2.05 The Regulations for 2015/16 ensure that qualifying taxpayers may continue to receive a reduction up to 100% of their Council Tax bill (depending on the level of their income).

2.06 The Statutory Instrument uprates certain figures used to calculate an applicant's entitlement to a reduction under the Council Tax Reduction Scheme. They also make amendments relating to eligibility for a Council Tax reduction and makes consequential amendments as a result of wider changes to welfare benefits.

2.07 This statutory instrument amends the 2013 Regulations to uprate certain figures used within those Regulations to calculate entitlement to a reduction, and subsequently the amount of a reduction. The uprated figures relate to:

- Non-dependant deductions (adjustments made to the maximum amount of reduction a person can receive to take account of adults living in the dwelling who are not dependants of the applicant);
- The applicable amount (the amount against which an applicant's income is compared to determine the amount of reduction they are entitled to); and
- The disregard that applies when calculating a person's income.

2.08 These uprated figures have been calculated with assistance from the Department of Work and Pensions following the Chancellor's Autumn Statement and the uprating of interrelated social security benefits such as Savings Credit. The uprating increases the various figures used to calculate an applicant's entitlement to a reduction, and the amount of the reduction, in line with increased living costs and earnings.

2.09 Whilst the scale of the impact is dependent on an applicant's particular circumstances, almost all applicants will be worse off in 2015-16 if the uprating amendments are not made.

2.10 In addition to the uprating, this statutory instrument amends the 2013 Regulations to:

- Remove the requirement for Council's to publish a draft scheme and consult interested persons where a Council revises a scheme in consequence of amendments made to the prescribed requirements in the Regulations. This removes an administrative burden from Council's as it means they are no longer required to consult on legislative changes made to their schemes as a result of changes made to the Regulations over which they have no control.

- Incorporate the introduction of shared parental leave and statutory shared parental pay, into the rules for calculating entitlement to a reduction. This replaces additional paternity leave and additional statutory paternity pay for babies due or adopted on or after 5 April 2015.

- Provide that being entitled to an income-based Jobseeker's Allowance ("JSA") will no longer grant access to a Council Tax Reduction for jobseeker's who are nationals of the European

Economic Area ("EEA"). The 2013 Regulations are amended so that only EEA nationals who are receiving JSA because they have a right to reside other than as a jobseeker or as a family member of a jobseeker will continue to be eligible. The amendment will not apply to a person who is entitled to housing benefit and income-based jobseeker's allowance on 31st March 2014 until that person ceases to be entitled to jobseeker's allowance or makes a new claim for a Council Tax Reduction, whichever is earlier. EEA nationals who are self-employed, are workers or who are unemployed but retain their worker status have the same rights to a Council Tax Reduction as a UK national and their situation remains unchanged. This amendment reflects similar changes made to Housing Benefit from 1 April 2014. Council Tax Reduction Schemes and Housing Benefit are administered together by Local Authorities and most applicants for a Council Tax Reduction are also in receipt of Housing Benefit. The amendment therefore aligns the treatment of applicants for Council Tax Reductions and Housing Benefit.

- Make minor consequential amendments in relation to definitions around Employment and Support Allowance and references to Universal Credit. Income related Employment and Support Allowance no longer consists of separate contributory and income related allowances, but only of a contributory allowance known as the „employment and support allowance". Amendments are also made to insert references to Universal Credit into the 2013 Regulations where there are already references to other income-related benefits.

2.11 Within the Regulations, there is limited discretion given to the Council to apply additional elements that are more generous than the national scheme.

These are:

a) The ability to increase the standard extended payment period of 4 weeks given to people after they return to work, when they have been in receipt of a relevant qualifying benefit for at least 26 weeks

b) Discretion to disregard part or the whole amount of War Disablement pensions and War Widows Pensions when calculating income

c) The ability to backdate the application of Council Tax Reduction awards for working age customers more than the standard period of 3 months prior to the claim.

The Prescribed Regulations require the Council to adopt the Council

2.12 Tax Reduction Scheme by 31st January 2015, regardless of whether it applies any of the discretionary elements. If the Council fails to make or adopt a scheme, then a default scheme will apply under the provisions of the Default Scheme Regulations. The Council can only apply a discretion if it makes its own scheme under the Prescribed Requirements Regulations.

3.00 CONSIDERATIONS

3.01 The Council's recommended approach to the available discretions is to continue to apply them as below

3.02 1. Not to increase the "extended payment period" to more than four weeks when an applicant starts work. This rule currently acts as a good incentive measure under CTRS and it makes sense to maintain it in line with the Housing Benefits (HB) Extended Payment rules, which are also set at four weeks. The projected cost of this measure for 2014/2015 is £20,098 and the approximate cost of this measure for 2015/2016 will be £20,700

2. To continue to disregard all War Disablement and War Widows Pensions as income. The projected cost of this measure for 2014/2015 is £42,870 and the approximate cost of this measure 2015/2016 will be £44,156
Continuation of this discretion would follow a long precedent and maintain the link with the Authority's treatment of this income for HB purposes.

3. To maintain the standard three month backdating provisions for working age customers when a good reason for failing to claim earlier is shown. This reflects the current position with regard to CTRS and HB The projected cost of this measure for 2014/2015 is £62,502 and the approximate cost of this 2015/2016 will be £64,377

3.03 It should be noted that there are no additional monies available from Welsh Government to fund the discretionary elements.

3.04 The Council continues to have the powers to support hardship on an individual basis or in respect of a defined group. Such arrangements cannot, however, form part of the Council Tax Reduction Scheme itself.

4.00 RECOMMENDATIONS

4.01 To note the laying of The Council Tax Reduction Scheme (Prescribed Requirements and Default Scheme) (Wales) (Amendment) Regulations 2015

4.02 To adopt the Scheme as set out above in 3.02 and agree the recommendations to maintain the current discretionary elements.

5.00 FINANCIAL IMPLICATIONS

5.01 The cost of Council Tax Reduction needs to be managed within the Council's budget. The amount of Grant received from Welsh Government is limited to £9.958m for 2015/16 and this is provided on a fixed rather than a demand led basis.

5.02 The funding arrangements for 2015/16 include funding of up to 100% of the estimated cost of the scheme based on the 2012/13 cost of Council Tax Benefit and therefore the funding does not include the subsequent increases in Council Tax producing an immediate additional shortfall including precepts, with the Council having a responsibility to meet the this shortfall in order to maintain the scheme at 100% reduction (where applicable).

5.03 In addition to Flintshire's contribution to maintaining the scheme at 100%, the Council must also meet the cost in any growth in caseload.

5.04 The total projected costs of the Scheme will be finalised, and budgeted for, once the Council Tax increase for 2015/2016 has been agreed.

6.00 ANTI POVERTY IMPACT

6.01 The major reform of the welfare benefits system began to impact residents from April 2014.

6.02 The Welfare Reform Programme recognised the need for proactive work and support to try to mitigate, as much as possible, the effects of the changes on vulnerable residents in Flintshire and continues to successfully deliver on this basis.

6.03 Residents may not only be affected by the changes to Council Tax Support but may also be affected by other changes to other welfare benefits which are happening at the same time.

7.00 ENVIRONMENTAL IMPACT

7.01 None specifically associated with the content of this report.

8.00 EQUALITIES IMPACT

8.01 The Scheme proposed for 2015/2016 does not contain any changes from the scheme which is currently in operation.

8.02 On this basis, following a rigorous and detailed Equalities Impact Assessment being conducted on the introduction of the Scheme in

2013, there is no requirement to conduct a further assessment.

9.00 PERSONNEL IMPLICATIONS

9.01 None specifically associated with the content of this report.

10.00 CONSULTATION REQUIRED

10.01 Consultation has been undertaken for the previous 2 years which has confirmed the discretionary elements of the scheme. These regulations provide for the removal of the requirement to consult if the Council is not varying the discretionary elements it has previously consulted on and adopted.

11.00 CONSULTATION UNDERTAKEN

11.01 This report is to be considered by CROSC on 15th January 2015.

12.00 APPENDICES

12.01 None

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985 BACKGROUND DOCUMENTS

Schedule 1B of the Local Government Finance Act 1992 (as inserted by the Local Government Finance Act 2012)

The Council Tax Reduction Scheme (Prescribed Requirements and Default Scheme) (Wales) (Amendment) Regulations 2015

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FLINTSHIRE COUNTY COUNCIL

REPORT TO: **CABINET**

DATE: **TUESDAY, 20 JANUARY 2015**

REPORT BY: **CORPORATE FINANCE MANAGER**

SUBJECT: **TREASURY MANAGEMENT MID-YEAR REPORT 2014/15**

1.00 PURPOSE OF REPORT

1.01 To present to Members the draft Treasury Management Mid Year Report for 2014/15 for recommendation to Council.

2.00 BACKGROUND

2.01 The Council has nominated the Audit Committee to be responsible for ensuring effective scrutiny of Treasury Management Strategy and Policies. The Audit Committee has previously agreed to include Treasury Management (TM) as a standing item on each quarterly agenda to receive an update.

2.02 On 1st March 2013, the Council approved the Treasury Management Policy Statement 2013-2016 and Treasury Management Practices 2013-2016, following the recommendation of the Cabinet and consideration by the Audit Committee.

2.03 On 18th February 2014 the Council approved the Treasury Management Strategy 2014/15, following the recommendation of the Cabinet and consideration by the Audit Committee.

3.00 CONSIDERATIONS

Treasury Management Mid Year Report 2014/15

3.01 The draft Treasury Management Mid Year Report for 2014/15 is attached as Appendix 1 for review.

3.02 Treasury Management updates have been provided to the Audit Committee at each quarterly meeting so far during 2014/15 and the Audit Committee also received this Mid Year update on 10th December 2014.

3.03 The Audit Committee resolved as follows:-

- (a) that the report be noted
- (b) the Treasury Management Mid Year Report 2014/15 be

presented to Cabinet on 20th January 2015.

3.04 In summary, the key points of the Mid Year Report are:

- Performance during the period marginally exceeded the expectations of the TM Strategy 2014/15.
- The UK economy saw stronger economic growth during the first half of the year with falling unemployment but this is against a backdrop of historically low interest rates, low inflation and depressed wages. A number of global factors exist which have the potential to impact on the continued recovery as outlined in the economic update in section 3 of the report.
- No new borrowing has been undertaken so far during 2014/15, therefore total long term borrowing stands at £172.1m with associated interest costs of £3.553m paid during the 6 month period at an average interest rate of 5.42% as expected.
- Preparations are being made for the abolition of the Housing Revenue Account Subsidy (HRAS) system in Wales and the introduction of 'Self Financing' for the Housing Revenue Account, which will have an impact on the Council's level of debt. Section 4 of the report provides further information.
- Investments in general were made with UK banks and building societies up to periods of 12 months. When appropriate, suitable longer term investments will be made. The average rate of return was 0.54% generating investment income of £0.170m which is £46k more than that budgeted.
- AAA rated Money Market Funds continue to be utilised. As at 30th September 2014, £20.3m was invested across 4 separate funds.
- The treasury function operated within the limits detailed in the Treasury Management Strategy 2014/15.

4.00 RECOMMENDATIONS

4.01 That the Cabinet approves and recommends to the Council the Treasury Management Mid Year Report 2014/15.

5.00 FINANCIAL IMPLICATIONS

5.01 As set out in the report.

6.00 ANTI POVERTY IMPACT

6.01 None directly as a result of this report.

7.00 ENVIRONMENTAL IMPACT

7.01 None directly as a result of this report.

8.00 EQUALITIES IMPACT

8.01 None directly as a result of this report.

9.00 PERSONNEL IMPLICATIONS

9.01 None directly as a result of this report.

10.00 CONSULTATION REQUIRED

10.01 Arlingclose Ltd

11.00 CONSULTATION UNDERTAKEN

11.01 Arlingclose Ltd

12.00 APPENDICES

12.01 Draft Treasury Management Mid Year Report 2014/15

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985 BACKGROUND DOCUMENTS

None.

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FLINTSHIRE COUNTY COUNCIL

TREASURY MANAGEMENT

MID YEAR REPORT 2014/15

1.00 PURPOSE OF REPORT

1.01 To provide members with a mid-year update on matters relating to the Council's Treasury Management function.

2.00 BACKGROUND

2.01 Treasury management comprises the management of the Council's cash flows, its banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks.

2.02 The Council's primary objectives for the investment of its surplus funds are to protect the principal sums invested from loss, and to ensure adequate liquidity so that funds are available for expenditure when needed. The generation of investment income to support the provision of local authority services is an important, but secondary, objective.

2.03 The Council's policy is to appoint external consultants to provide advice on its treasury management function. The current external adviser is Arlingclose Ltd.

2.04 The Council has adopted the 2011 edition of the CIPFA Treasury Management in the Public Services: Code of Practice, which requires the Council to approve a treasury management strategy before the start of each financial year, a mid-year report, and an annual report after the end of each financial year.

2.05 In addition, the Welsh Government (WG) Guidance on Local Government Investments recommends that local authorities amend their investment strategies in light of changing internal or external circumstances.

2.06 This report fulfils the Council's legal obligation under the Local Government Act 2003 to have regard to both the CIPFA Code and the WG Guidance.

2.07 The Council approved the 2014/15 Treasury Management Strategy at its meeting on 18th February 2014.

3.00 ECONOMIC & INTEREST RATE REVIEW APRIL – SEPTEMBER 2014.

Provided by Arlingclose Ltd the Council's Treasury Management advisors.

Growth and Inflation:

The recent strong performance of the UK economy continued with output growing at 0.8% in Q1 2014 and at 0.9% in Q2. The services sector once again grew strongly. On the back of strong consumption growth, business investment appeared to be recovering quickly, albeit from a low base. The annual CPI

inflation rate fell to 1.5% year-on-year in August.

Revisions to the GDP methodology, now compliant with the European System of Accounting 2010, mean that growth is now estimated to be 2.7% above its pre-recession peak in Q1 2008 rather than just 0.2% higher, the general theme being that the recession was not as deep and the recovery was earlier than initially estimated. In anticipation of these revisions, the MPC has forecast growth at 3.4% in 2014.

Unemployment:
The labour market continued to improve, with strong employment gains and the headline unemployment rate falling to 6.2%. However, earnings growth remained very weak, rising just 0.6% for the three months May-July 2014 when compared to the same period a year earlier. The growth in employment was masked by a large number of zero-hour contracts and involuntary part-time working.

UK Monetary Policy:
The MPC made no change to the Bank Rate of 0.5% and maintained asset purchases at £375bn. However, there was a marked shift in tone from the Bank of England's Governor and other MPC members. In his Mansion House speech in June Governor Mark Carney warned that interest rates might rise sooner than financial markets were expecting. Following some mixed messages from Governor Carney later in the summer, the minutes of the August and September MPC meetings revealed a split vote with regards to the Bank Rate. Ian McCafferty and Martin Weale voted to increase Bank Rate by 0.25%, arguing economic circumstances were sufficient to justify an immediate rise. The MPC emphasised that when Bank Rate did begin to rise, it was expected to do so only gradually and would likely remain below average historical levels for some time to come.

In the Bank of England's August Inflation Report the Bank forecast growth to be around 3½% in 2014, easing back thereafter to around its pre-crisis historical average rate. Inflation was forecast to remain at, or slightly below, 2% before reaching the target at the end of the 2-year forecast period.

The Bank's Financial Policy Committee also announced a range of measures to cool the UK's housing market to avert the potential of spiralling house prices derailing a sustainable economic recovery. Key recommendations included lenders stress-testing mortgage applicants can cope with a 3% rise in interest rates; putting a 15% cap on the number of mortgages at more than 4.5 times the borrower's income; and a separate Treasury pledge banning anyone applying for a loan through the Help to Buy scheme borrowing more than 4.5 times their income. The Prudential Regulation Authority also announced that it intends to consult on capital requirements for mortgages.

The result of the Scottish referendum in the end was close, but not as close as many believed it might be. However, the political upheaval set in motion (the Prime Minister's linking of a more devolved Scotland to giving greater powers to English MPs over English-only legislation, the prospect of Scotland's potential freedom to raise taxes not being replicated elsewhere in the UK) is arguably likely to be just as problematic in the run-up to and beyond next year's general election.

Global:
Eurozone inflation continued to fall towards zero. HICP inflation (Harmonised Index of Consumer Prices – an indicator of inflation and price stability for the European Central Bank) registered just 0.3% in September, and there was mounting evidence that the already feeble recovery was losing pace. The unemployment rate remained stubbornly high at 11.5%. The European Central Bank lowered its official benchmark interest rate from 0.15% to 0.05%. The rate it pays on commercial bank balances held with it was also cut further into negative territory from -0.1% to -0.2% and the Marginal Lending Facility rate cut further to 0.3%. The ECB also announced a programme of acquiring Asset Backed Securities (ABS) from banks in an effort to encourage lending which was viewed as being one step away from full blown Quantitative Easing (QE) adopted by the US, UK and Japanese central banks. The minutes of the Bank of England's MPC meeting in September noted that "*weakness in the euro area had been the most significant development during the month"* and that, if it led once again to uncertainty about the sustainability of euro-area public and external debt, it could damage confidence and disrupt financial markets

There was no change from the US Federal Reserve as the central bank kept policy on its current track with a reduction in asset purchases by $10 billion per month. Asset purchases are expected to end by October 2014, expectations therefore turned towards the timing of rate increases. The US economy rebounded strongly in Q2 with annualised growth of 4.6%.

Market reaction:
Gilt yields have continued to decline and hit a financial year low at the end of August, before ticking upwards in the run up to the Scottish referendum. What has driven yields lower is a combination of factors but the primary drivers have been the escalation of geo-political risk within the Middle East and Ukraine alongside the slide towards deflation within the Eurozone (EZ).

Outlook:
The stronger economic growth seen in the UK over the past six months is likely to use up spare capacity more quickly than previously assumed. Arlingclose has brought forward the timing for the first rise in Bank Rate to Q3 2015.

In addition to two MPC members having voted for a rate rise in August and September, the rhetoric from Committee members has in general become more

hawkish. However, the lack of inflationary pressure is expected to allow policymakers to hold off monetary tightening for longer than the market currently expects. The near-term risk is that the Bank Rate could rise sooner than anticipated.

The focus is now on the rate of increase and the medium-term peak and, in this respect; expectations are that rates will rise slowly and to a lower level than in the past.

The table below details the latest forecast for the Bank of England base rate as provided by our advisors Arlingclose:

	Dec 14	Mar 15	Jun 15	Sep 15	Dec 15	Mar 16	Jun 16	Sep 16	Dec 16	Mar 17	Jun 17
Interest Rate	0.50%	0.50%	0.50%	0.75%	0.75%	1.00%	1.00%	1.25%	1.25%	1.75%	1.75%

4.00 BORROWING REQUIREMENTS AND DEBT MANAGEMENT

4.01 PWLB (Public Works Loans Board) Certainty Rate Update.

The Authority qualifies for borrowing at the 'Certainty Rate' (0.2% below the PWLB standard rate) for a 12 month period from 1st November 2013. In August the Authority submitted its application to WG along with the 2014-15 Capital Estimates Return to access this reduced rate for a further 12 months from 1st November 2014.

4.02 Borrowing Activity to 30th September 2014.

The total long term borrowing outstanding, brought forward into 2014/15 totalled £172.1 million. Loans with the Public Works Loans Board are in the form of fixed rate (£143.1m) and variable rate (£10m). The remaining £18.95m is variable in the form of Lobo's (Lender's Option, Borrower's Option). The Council's average borrowing rate is currently 5.42%.

	Balance 01/04/2014 £m	Debt Maturing £m	New Debt £m	Balance 30/09/2014 £m
Capital Financing Requirement	**184.6**			**184.6**
Long Term Borrowing	172.1	0.00	0.00	172.1
TOTAL BORROWING	**172.1**	**0.00**	**0.00**	**172.1**
Other Long Term Liabilities *	7.6	0.00	0.00	7.6
TOTAL EXTERNAL DEBT	**179.7**	**0.00**	**0.00**	**179.7**
Increase/ (Decrease) in Borrowing £m				**0.0**

** relates to finance leases in respect of Deeside Leisure Centre (£5.0m) and Jade Jones Pavilion (£2.6m)*

4.03 The Capital Financing Requirement (CFR) measures the Authority's underlying need to borrow for a capital purpose. The calculation of the CFR is taken from the amounts held in the Balance Sheet relating to capital expenditure and financing.

4.04 No new long term borrowing has been undertaken so far during 2014/15.

Affordability (interest costs charged on new loans) and the "cost of carry" (costs associated with new loans) remain important influences on the Council's borrowing strategy alongside the consideration that, for any borrowing undertaken ahead of need, the proceeds would have to be invested in the money markets at rates of interest significantly lower than the cost of borrowing.

4.05 Loans at Variable Rates

The extent of variable rate borrowing the Council can potentially undertake is influenced by the level of Reserves and Balances. The interest rate on the Council's £10m variable rate loans averaged 0.567%.

The Council has determined that exposure to variable rates is warranted. It also assists with the affordability and budgetary perspective in the short-to-medium term. Any upward movement in interest rates and interest paid on variable rate debt would be offset by a corresponding increase in interest earned on the Council's variable rate investments. The interest rate risk associated with the Council's strategic exposure of £10m is regularly reviewed with our treasury advisor against clear reference points, this being a narrowing in the gap between short and longer term interest rates by 0.5%. If appropriate, the exposure to variable interest rates will be reduced by switching into fixed rate loans.

4.06 Internal Borrowing

Given the significant cuts to local government funding putting pressure on Council finances, the strategy will be to minimise debt interest payments without compromising the longer-term stability of the portfolio.

The differential between the cost of new longer-term debt and the return generated on the Council's temporary investment returns was significant at around 3.4%.

The use of internal resources in lieu of borrowing has therefore continued to be the most cost effective means of funding capital expenditure, with £4.9m utilised for this purpose. This has lowered overall treasury risk by reducing both external debt and temporary investments.

The Council acknowledges that this position is not sustainable over the medium

term and borrowing options and the timing of such borrowing continue to be assessed, with current expectations that the Council will need to borrow for capital purposes from 2015/16 onwards.

4.07 Lender's Option Borrower's Option Loans (LOBOs)

The Authority holds £18.95m of LOBO (Lender's Option Borrower's Option) loans where the lender has the option to propose an increase in the interest rate at set dates, following which the Authority has the option to either accept the new rate or to repay the loan at no additional cost. The option to change the terms on £18.95m of the Council's LOBOs was not exercised by the lender. The Authority acknowledges there is an element of refinancing risk even though in the current interest rate environment lenders are unlikely to exercise their options.

4.08 Debt Rescheduling

The premium charge for early repayment of PWLB debt remained relatively expensive for the loans in the Authority's portfolio and therefore unattractive for debt rescheduling activity. No rescheduling activity was undertaken as a consequence.

The Corporate Finance Manager, in conjunction with the Council's treasury advisors will continue to review any potential opportunities for restructuring the Council's debt in order to take advantage of potential savings as interest rates change and to enhance the balance of the long term portfolio (amend the maturity profile and/or the balance of volatility).

4.09 Welsh Housing Revenue Account (HRA) Subsidy Reform

The Housing (Wales) Act 2014 became law in Wales on 17th September 2014 and provides for the abolition of the Housing Revenue Account Subsidy (HRAS) system in Wales and the introduction of 'Self Financing' for the Housing Revenue Account. This is a negative subsidy system which requires stock owning authorities to make annual payments of rental income to Welsh Government and then onto the UK Treasury; Flintshire's payment is circa £6m per annum.

The Authority will be required to buy itself out of the current arrangement by making a 'settlement payment' to the Welsh Government; Flintshire's payment is estimated to be in the region of £80m, which will need to be borrowed from the PWLB. In return the Authority will be able to keep all future rental revenues generated from the housing stock. The Authority anticipates that the HRA will benefit from approximately £1m additional revenue budget each year (when interest on and repayment of the additional borrowing is taken into consideration). This will provide additional resource for investment in tenants' homes and will support achievement of the Welsh Housing Quality Standard (WHQS).

Self Financing will introduce a borrowing cap that will be set by Welsh Government for how much the Authority can borrow for the HRA in the future. The borrowing thresholds set will allow a council house building programme to commence in the future.

The exact timescales are being confirmed; though it is expected that exit from the HRAS will take place on 31st March 2015 with actual payments being transacted on 2nd April 2015. The settlement payment will not be determined by the Welsh Government until 31st March 2015.

5.00 INTERIM INVESTMENT AND PERFORMANCE REPORT

5.01 The Welsh Government's Investment Guidance gives priority to security and liquidity and the Authority's aim is to achieve a yield commensurate with these principles.

5.02 The maximum investments the Authority had on deposit at any one time totalled £83.3m. The average investment balance for the period was £71.1m and the average rate of return was 0.54%, generating investment income of £170k. The investment income received for the reporting period exceeded the budgeted figure of £124k by £46k.

5.03 Investments have been made with UK banks and building societies up to periods of 12 months, as well as utilising investment opportunities afforded by money market funds, instant access accounts, Debt Management Office and other Local Authorities.

5.04 The average debt balance held was £172.1m and the average rate paid was 5.42%, generating interest payable of £3.553m in line with budget forecasts.

	Investments		Borrowing	
	Interest received £'000	Interest rate %	Interest paid £'000	Interest rate %
Actual	170	0.54	3,553	5.42
Budget	124	0.50	3,556	5.42
Difference	+46	-	-3	-

5.05 *Credit Risk (security)*

Counterparty credit quality was assessed and monitored with reference to credit ratings; credit default swaps; GDP of the country in which the institution operates; the country's net debt as a percentage of GDP; any potential support mechanisms and share price. The minimum counterparty credit rating outlined in the 2014/15 Treasury Management Strategy was A-/A3/A- across rating agencies

Fitch, S&P and Moody's.

Counterparty Update (provided by Arlingclose Ltd)

The European Parliament approved the EU Bank Recovery and Resolution Directive (BRRD) on April 15, 2014. Taking the view that potential extraordinary government support available to banks' senior unsecured bondholders will likely diminish within its two-year rating horizon for investment-grade entities, in April Standard & Poor's revised the Outlook of Barclays, Deutsche Bank, Credit Suisse and ING Bank from Stable to Negative (note, this is not the same as a rating review negative).

In May, Moody's also changed the outlook from stable to negative for 82 European banks and from positive to stable for two European banks. The institutions affected on the Authority's lending list are Nationwide Building Society, Pohjola Bank, Svenska Handelsbanken, Landesbank Hessen-Thuringen, Bank Nederlandse Gemeenten and Nordea Bank.

In August Moody's changed its outlook for the UK banking system from stable to negative, citing the reduction of government support for systemic banks as the reason. Although the agency believes that the stand-alone financial strength of UK institutions is improving they believed that this is more than offset by the potential bail-in risk now faced by investors. Similarly, in August S&P revised the outlooks for major Canadian banks to negative following the government's announcement of a potential bail-in policy framework.

There was strong likelihood that the UK, alongside Germany and Austria, would accelerate the adoption of the BRRD and that the implementation of bail-in resolutions would be fast-tracked in these countries to 1st January 2015, a full year ahead of other EU nations.

Banks in the UK and EU face banks face stress tests this autumn, which may result in some institutions having to additionally bolster their capital buffers. The extent to which this might be required and the form they will have to take casts uncertainty over capital requirements in the system.

5.06 *Liquidity*

In keeping with the WAG's Government's Guidance on Investments, the Council maintained a sufficient level of liquidity through the use of Money Market Funds and call accounts.

5.07 *Yield*

The Council sought to optimise returns commensurate with its objectives of

security and liquidity. The Council's investment yield is outlined in 5.02.

7.00 COMPLIANCE

7.01 The Council can confirm that it has complied with its Prudential Indicators for the period April to September 2014. These were approved on 18th February 2014 as part of the Council's 2014/15 Treasury Management Strategy.

7.02 In compliance with the requirements of the CIPFA Code of Practice this report provides members with a summary report of the treasury management activity during the period April – September 2014. None of the Prudential Indicators have been breached and a prudent approach has been taking in relation to investment activity with priority being given to security and liquidity over yield.

8.00 OTHER ITEMS

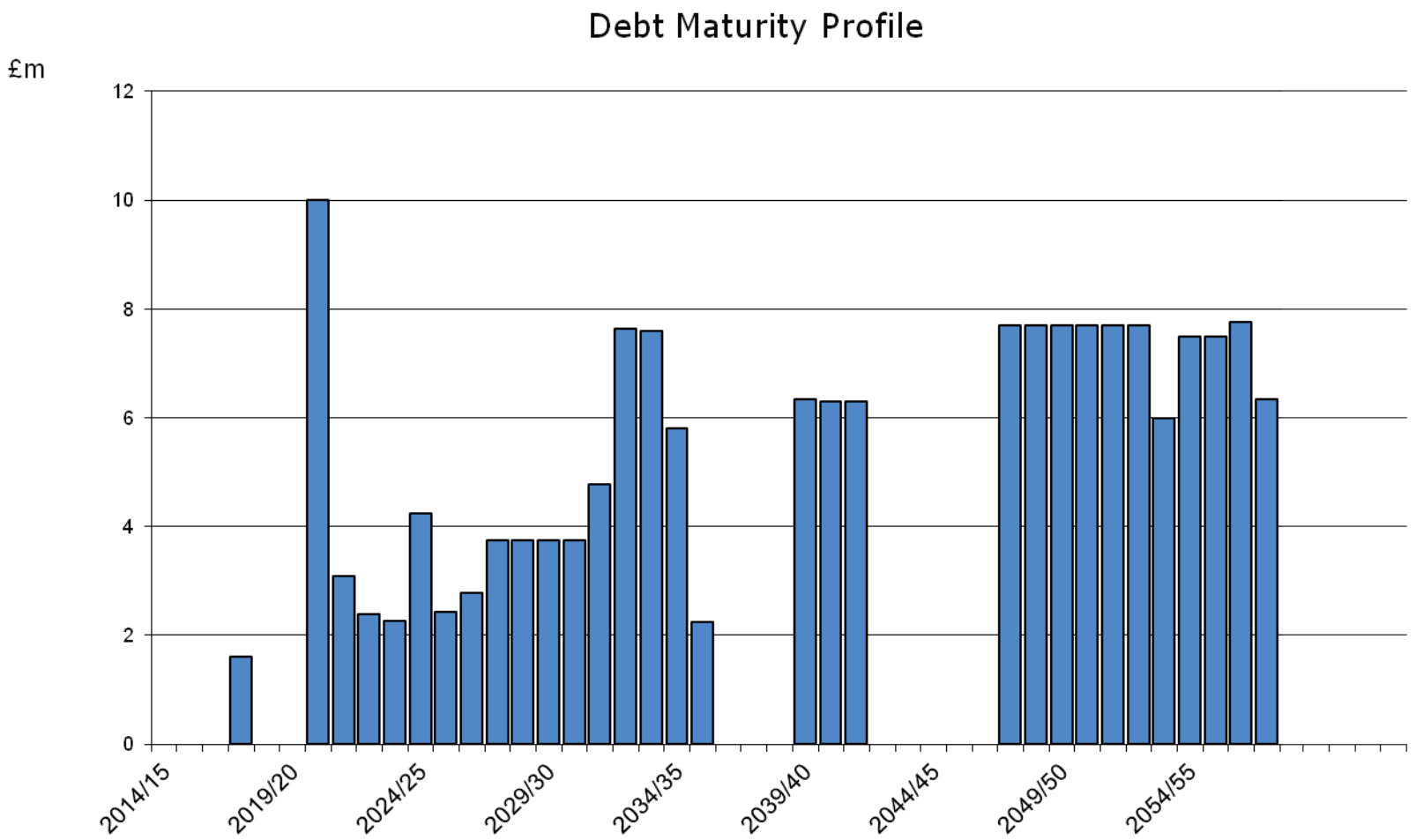
8.01 Other treasury management related activity that took place during April – September 2014 includes:

- The Corporate Finance Manager received a monthly update on treasury activities.
- The Treasury Management Annual Report 2013/14 was reported to Audit Committee in July. Cabinet and Council reviewed and approved the report in September.
- Quarterly Treasury Management updates were reported to the Audit Committee.
- The Council continues to be an active member of the CIPFA Treasury Management Forum and the TM Network Advisory Group.

9.00 CONCLUSION

9.01 In compliance with the requirements of the CIPFA Code of Practice this report provides members with a summary report of the treasury management activity during the first half of 2014/15.

9.02 As indicated in this report none of the Prudential Indicators have been breached and a prudent approach has been taken in relation to investment activity with priority being given to security and liquidity over yield.


Debt Maturity Profile
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2054/55

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FLINTSHIRE COUNTY COUNCIL

REPORT TO: **CABINET**

DATE: **TUESDAY, 20 JANUARY 2015**

REPORT BY: **CHIEF OFFICER (PLANNING AND ENVIRONMENT)**

SUBJECT: **ENERGY SWITCHING SCHEME**

1.00 PURPOSE OF REPORT

Following earlier requests to advise Informal Cabinet and Environment Overview and Scrutiny on opportunities relating to energy switching and energy advice, this report contains updated information for Cabinet on the resulting Welsh Government's sponsored collective switching scheme called Cyd Cymru and recommends nominating someone to sign the related charter to support the scheme in Flintshire.

2.00 BACKGROUND

2.01 In March 2013 the Director of Environment brought a report on Energy Switching schemes to the Environment Overview and Scrutiny Committee. Further updated reports were submitted in September 2013 and July 2014.

2.02 Following funding by the Department for Energy and Climate Change of several fuel switching projects in England, the Welsh Government agreed to fund Cardiff City and Vale of Glamorgan Councils to develop a Welsh Fuel Switching scheme which became known as Cyd Cymru.

2.03 Cyd Cymru has now concluded two fuel switches and the processes and procedures appear to have worked well, and without incident.

2.04 The recommendation to sign up to the scheme was supported by Environment Scrutiny in July.

2.05 The current scheme is currently open for registrations and will close on 1st March 2015. Those who have registered will then have until 16th March to confirm whether or not they want to switch.

3.00 CONSIDERATIONS

3.01 The first Cyd Cymru switches were held in January and March 2014

- Over 6,800 people registered interest in the scheme
- Over 1,500 switching to a new tariff deal

- £185 average saving per household
- Over £284,000 total energy bill savings for Wales
- £19,000 community fund generated for Wales

3.02 Residents on prepayment meters can participate in the switch. Tariffs are offered based on what the resident enters as their preferred billing method.

3.03 Flintshire County Council can support the scheme in our area by signing up to the Cyd Cymru Charter entitling us to "partner status". This will enable Cyd Cymru promotional material to be printed, utilising Flintshire's logo, and engagement packs containing all necessary information can then be produced.

3.04 As the Cyd Cymru scheme would be badged as a Council supported initiative, this will give Flintshire residents confidence in the scheme and should improve numbers registering, and ultimately switching supplier.

3.05 The engagement packs will be made available to all Councillors, front line staff and community groups upon request.

3.06 Although worthwhile savings are available through switching suppliers, it is important not to lose sight of the importance of energy efficiency measures and actions. These are the only long term way to ensure a prolonged reduction of energy costs, and therefore a reduction in the incidence of Fuel Poverty.

3.07 The Council will need to continue its work in partnership with other Local Authorities, Registered Social Landlords and other organisations to identify and tackle the causes of fuel poverty in Wales.

4.00 RECOMMENDATIONS

4.01 That Members support this initiative and nominate a suitable person to sign the charter and provide a statement of support

4.02 That Members utilise the engagement packs (when available) to promote the Cyd Cymru fuel switching scheme, and promote energy efficiency when doing so.

5.00 FINANCIAL IMPLICATIONS

5.01 Due to the existing structure and administration of Cyd Cymru, (having been set up and run by Cardiff and Vale of Glamorgan) there are no unknown costs or financial implications of additional staff resources etc. The only cost being the printing of promotional materials which can be covered from within existing budgets.

6.00 ANTI POVERTY IMPACT

6.01 Beneficial to those who switch, and further enhanced when linked to advice on energy efficiency and support with energy conservation measures.

7.00 ENVIRONMENTAL IMPACT

7.01 Neutral in isolation, or beneficial when linked with advice on energy efficiency and support with energy conservation measures. Although households who have been under heating their homes previously are expected to be warmer, there is still anticipated to be overall reduction in domestic emissions levels which mitigates the impacts of Climate Change.

8.00 EQUALITIES IMPACT

8.01 An aim of this scheme should be to reduce inequality specifically relating to access and fuel poverty due to rural location and tenure.

9.00 PERSONNEL IMPLICATIONS

9.01 There may be a small increase in the numbers of telephone enquiries about the scheme, but is not anticipated to be significant or cause resource implications.

10.00 CONSULTATION REQUIRED

10.1 None in respect of the Cyd Cymru scheme.

11.00 CONSULTATION UNDERTAKEN

11.01 Discussions , meetings and seminars with Eco centre Wales, North Wales Energy Advice Centre, WLGA, South Lakeland District Council Cheshire East Council, Birmingham and Solihull Together, Moneysupermarket.com, National Energy Action, Consumer focus, and other North Wales Local Authorities and registered Social landlords have all fed into this and previous reports on the same topic.

12.00 APPENDICES

12.01 Appendix 1 – Charter – A Collective Energy Switching Scheme for Wales

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Background Documents: As referred to in the report.

Contact Officer: Will Pierce
Planning and Environment.
Telephone : 01352 703137, Will.pierce@flintshire.gov.uk

Cyd Cymru / Wales Together

Charter

A Collective Energy switching Scheme for Wales

Cyd Cymru Charter

The purpose of the Charter is to set out the simple steps required for making Cyd Cymru a successful collaboration across Wales and how your organisation can get involved in the scheme. Cyd Cymru is a collective energy switching scheme being jointly led by Cardiff and the Vale of Glamorgan councils. Collective energy switching allows participants to come together to receive a better deal on their energy bills. By switching energy together, participants of previous collective switching schemes have saved between £60 and £250 per household per year.

Cyd Cymru offers all the people of Wales the opportunity to get involved. By signing this Charter you will be given every support to promote collective energy switching in your area, in return for a few basic pledges.

By signing this charter you pledge to:

- Promote collective energy switching through Cyd Cymru in your area a
- Take action to help alleviate fuel poverty which currently affects 30% of Welsh households. Traditionally low income households do not regularly switch energy supplier and this is a perfect opportunity to help fuel poor households struggling with high energy bills
- Help households to improve their energy use and increase their knowledge of how to save energy in the home
- Promote the scheme via local press and media, partner networks and engagement events to local residents to encourage registration.
- Share your local marketing plans (or list of any planned activity) with the Cyd Cymru Project team
- Share the proceeds of the Community Fund allocated to your local authority area with a locally agreed charity
- Provide a quote in support of the scheme along with your logo

In return - what support will you get after joining Cyd Cymru?

We will provide your organisation with

- Material and support to promote the scheme (listed below)
- Access to a community fund

You	Us	Together
Your organisation agrees to promote Cyd Cymru in your area and share with us some basic details about what you intend to do…	We will provide your organisation with material and support to promote the scheme. You will also have access to the community fund	By working together we can assist more people to get involved, secure a potentially better deal on their bills and generate an even bigger community fund

Who can get involved with Cyd Cymru?

Participating organisations such as Local Authorities, Housing Associations and local customer support groups can all support the promotion of Cyd Cymru. Participating organisations will be expected to ensure that the project is promoted successfully to local residents. In particular, we would expect to see the effective use of local press and media, partner networks and engagement events to encourage registration. Each participating organisation will be expected to share a local marketing plan (or list of planned activity) that will be shared with the Cyd Cymru Project team, simply for visibility and to manage demand for registration.

Take a look at what's happening with our existing partners visit the live website; **www.cydcymru-energy.com**

How can my organisation join Cyd Cymru?

Your organisation can get involved now and participate in the current auction. All you will need to do to join Cyd Cymru as a partner is to:

- Confirm that you want to take part
- Provide us with your organisation's logo and a quote to endorse the scheme from a representative of your organisation
- Provide us with your local marketing plan or a brief summary of how you intend to promote the scheme in your area

Send these to us via email at cydcymru_collective_energy@cardiff.gov.uk

What support will we get after joining Cyd Cymru?

We will provide all Cyd Cymru partners with access to designs and materials to help promote the scheme. The following designs are available online to download:

- English language leaflet
- Welsh language leaflet
- A3 poster
- English language pull-up banner
- Welsh language pull-up banner
- Animated email signature banner
- Press Releases

These can be tailored to suit your local need, including adding your own logo, although we ask that you retain the Cyd Cymru brand and core messages. Once you join Cyd Cymru a link will be emailed to you that allows you to access these resources. The designs are supplied as high resolution PDFs which can be imported into design programs, including Illustrator, In Design and Quark that will allow you insert your logo and have commercially printed.

The registration tool for Cyd Cymru is publically available. Each participating organisation will be featured on the website to demonstrate their endorsement of the scheme.

We can't do it alone. We need your support. We need partner organisations to help us raise awareness and promote the scheme to make collective energy switching an opportunity for everyone.

Key Dates

The Registration period for the first Switch runs from:
21st October 2013 - 12th January 2014
The period for accepting the offer ("Switching") will be open from
13th January – 24th January

It is anticipated that the registration period for the Second Switch runs from:
27th January 2014 – 2nd March 2014
…and the period for accepting the offer ("Switching") will be open from
3rd March to 14th March

We, ……NAME OF ORGANISATION……, agree to be part of the Cyd Cymru collective switching scheme.

As supporters of Cyd Cymru we are part of an energy collective which offers participants the opportunity to receive a better deal on their energy bill.

The more people that register, the better the deal is likely to be. We therefore commit to promoting Cyd Cymru in our area, making use of our marketing channels and partnership networks as resources allow.

For every person who switches energy suppliers through Cyd Cymru a commission will be paid by the energy supplier to a Community Fund. We agree that this fund will be shared with each local authority on a pro rata basis and given to a charity agreed by partners in that local authority area.

Signed: ……ORGANISATION REPRESENTATIVE…….

Your Logo	

Working together for cheaper energy, more sustainable futures and to tackle fuel poverty.

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FLINTSHIRE COUNTY COUNCIL

REPORT TO: **CABINET**

DATE: **TUESDAY, 20 JANUARY 2015**

REPORT BY: **CHIEF OFFICER (EDUCATION AND YOUTH)**

SUBJECT: **CHILDREN'S SERVICES FORUM**

1.00 PURPOSE OF REPORT

1.01 To seek approval to amend the membership of the Children's Services Forum.

2.00 BACKGROUND

2.01 The Children's Services Forum comprises of the Cabinet Members for Education, Social Services, Housing and Corporate Management, one Member from each political group and other persons as determined by the Cabinet at its meetings of the 1 August 2006 and 13 December 2011.

2.02 The terms of reference for the Children's Services Forum are as follows:

- Ensuring that the Chief Executive and Cabinet Members are involved in setting priorities and strategic direction for vulnerable children, specifically children on the Child Protection Register and children looked after;
- Ensuring that the Chief Executive and Cabinet Members are well informed about the progress and well-being of vulnerable children for whom the Authority holds significant responsibility; and
- Overseeing the Authority's development of a robust approach to corporate parenting.

3.00 CONSIDERATIONS

3.01 The membership of the Forum has been extended to include a secondary school headteacher and has benefitted from the knowledge, experience and input from this representative. It is the view of the forum that extending the membership to include headteacher representation from the primary sector would further inform the Forum, and afford direct links to the primary sector.

3.02 The addition of a representative from an independent professional

advocacy service has also been considered by the Forum and it has been agreed that the extension of the membership to include this would positively support the Forum in its remit.

3.03 Both of the representatives would have full voting rights and would be formally co-opted by the Children's Services Forum. Terms of office will be 4 years with reps being able to serve for an unlimited number of terms of office (subject to reselection).

4.00 RECOMMENDATIONS

4.01 Cabinet considers the report and authorises the change to the membership of the Children's Services Forum to include a Primary Headteacher representative and an independent advocate.

5.00 FINANCIAL IMPLICATIONS

5.01 None as a result of this report.

6.00 ANTI POVERTY IMPACT

6.01 None as a result of this report.

7.00 ENVIRONMENTAL IMPACT

7.01 None as a result of this report.

8.00 EQUALITIES IMPACT

8.01 Representation from both the primary and secondary sectors along with an independent advocate will ensure matters will be considered from a range of perspectives.

9.00 PERSONNEL IMPLICATIONS

.01 None as a result of this report.

10.00 CONSULTATION REQUIRED

10.01 None as a result of this report.

11.00 CONSULTATION UNDERTAKEN

11.01 None.

12.00 APPENDICES

12.01 None.

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985

BACKGROUND DOCUMENTS

Constitution – November 2014

Contact Officer: Jeanette Rock – Inclusion Service Manager
Telephone: 01352 7040
Email: jeanette.rock@flintshire.gov.uk

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FOR INFORMATION

FLINTSHIRE COUNTY COUNCIL

REPORT TO:	**CABINET**
DATE:	**TUESDAY, 20 JANUARY 2015**
REPORT BY:	**CHIEF EXECUTIVE**
SUBJECT:	**EXERCISE OF DELEGATED POWERS**

1.00 PURPOSE OF REPORT

1.01 To inform Members of action taken under delegated powers.

2.00 BACKGROUND

2.01 At the Executive Meeting held on 31st October, 2000 it was agreed that one of the standard agenda items at each Executive should be a report on the "Exercise of Delegated Powers".

3.00 RECOMMENDATION

3.01 Members note the details of actions taken under the "Exercise of Delegated Powers".

4.00 FINANCIAL IMPLICATIONS

4.01 As detailed in each report.

5.00 ANTI-POVERTY IMPACT

5.01 As detailed in each report.

6.00 ENVIRONMENTAL IMPACT

6.01 As detailed in each report.

7.00 EQUALITIES IMPACT

7.01 As detailed in each report.

8.00 PERSONNEL IMPLICATIONS

8.01 As detailed in each report

9.00 CONSULTATION REQUIRED

9.01 Not applicable

10.00 CONSULTATION UNDERTAKEN

10.01 Not applicable

11.00 APPENDICES

11.01 Summary of Decisions taken under Delegated Powers.

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Background documents: See individual report.
Contact Officer: Detailed on the individual reports.

APPENDIX 1

EXERCISE OF DELEGATED POWERS – DECISIONS TAKEN

Streetscene and Transportation

- **Brushwood Avenue, Flint – Traffic Calming**
  To advise Members of two unresolved objections following the advertisement of the proposal to replace the existing traffic calming on Brushwood Avenue with a new scheme, and to recommend that Members overrule the objections.

- **Bagillt High Street – Traffic Calming**
  To advise Members of two unresolved objections received following the advertisement of the proposal to introduce physical calming on Bagillt High Street, and to recommend that Members overrule the objection.

Copies of the Delegated Powers reports are on deposit in the Team Manager's Room, Committee Services

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FLINTSHIRE COUNTY COUNCIL FORWARD WORK PROGRAMME ITEMS
COUNCIL, CABINET, AUDIT AND OVERVIEW & SCRUTINY
JANUARY 2015 TO JUNE 2015

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) *(Cabinet only)*	PORTFOLIO *(Cabinet only)*
January					
Housing Overview & Scrutiny Committee	14 January 2015	Overview and Scrutiny	**Housing Mid Year Chief Officer Performance Reports** To enable Members to fulfil their scrutiny role in relation to performance monitoring		
Housing Overview & Scrutiny Committee	14 January 2015	Overview and Scrutiny	**Quarter 2 Improvement Plan Monitoring Reports (Housing)** To note and consider the 2014/15 Quarter 2 Improvement Plan Monitoring Reports for the period July to September 2014.		
Housing Overview & Scrutiny Committee	14 January 2015	Community and Enterprise	**Update on the implementation of SARTH** To update Members on the implementation of the regional housing register and allocations policy		

Agenda Annex

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) *(Cabinet only)*	PORTFOLIO *(Cabinet only)*
Housing Overview & Scrutiny Committee	14 January 2015	Community and Enterprise	**Anti-Social Behaviour Policy** To enable the Committee to consider the revised Anti-Social Behaviour Policy		
Housing Overview & Scrutiny Committee	14 January 2015	Overview and Scrutiny	**Housing Forward Work Programme** To consider the Forward Work Programme of the Housing Overview & Scrutiny Committee.		
Corporate Resources Overview & Scrutiny Committee	15 January 2015	People and Resources	**Budget Consultation Process** A verbal update will be provided		
Corporate Resources Overview & Scrutiny Committee	15 January 2015	People and Resources	**Revenue Budget Monitoring 2014/15 (Month 7)** To provide Members with the Revenue Budget Monitoring 2014/15 report as at month 7.		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) *(Cabinet only)*	PORTFOLIO *(Cabinet only)*
Corporate Resources Overview & Scrutiny Committee	15 January 2015	Community and Enterprise	**Council Tax Reduction Scheme** The report explains the requirement to adopt the Council Tax Reduction Scheme for 2015/2016 by 31st January 2015		
Corporate Resources Overview & Scrutiny Committee	15 January 2015	People and Resources	**People Strategy Workshop** Members to receive a verbal update following the People Strategy Workshop held on the 12th December 2014		
Corporate Resources Overview & Scrutiny Committee	15 January 2015	Overview and Scrutiny	**Report back from the Performance Task & Finish Group** To report back to the committee on the outcomes from the meeting of the Performance Task & Finish Group.		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) *(Cabinet only)*	PORTFOLIO *(Cabinet only)*
Corporate Resources Overview & Scrutiny Committee	15 January 2015	Overview and Scrutiny	**Corporate Resources Forward Work Programme** To consider the Forward Work Programme of the Corporate Resources Overview & Scrutiny Committee.		
Lifelong Learning Overview & Scrutiny Committee	15 January 2015	Organisational Change	**Public Library Standards** To consider the Council's performance against the Public Library Standards		
Lifelong Learning Overview & Scrutiny Committee	15 January 2015	Education and Youth	**Statement of Special Needs – Progress Report on Performance** To provide Members with a progress report on performance in relation to the statement of special needs		
Lifelong Learning Overview & Scrutiny Committee	15 January 2015	Education and Youth	**School Modernisation Strategy** To consider the School Modernisation Strategy		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) *(Cabinet only)*	PORTFOLIO *(Cabinet only)*
Lifelong Learning Overview & Scrutiny Committee	15 January 2015	Education and Youth	**Lifelong Learning Forward Work Programme** To consider the Forward Work Programme of the Lifelong Learning Overview & Scrutiny Committee.		
Cabinet	20 January 2015	Chief Executive's	**2015/16 Council Fund Budget Setting Process Update** To receive an update	Strategic	Leader of the Council and Cabinet Member for Finance
Cabinet	20 January 2015	People and Resources	**Revenue Budget Monitoring 2014/15 (Month 7)** To provide Members with the most up to date revenue budget monitoring information (Month 7) for the Council Fund and the Housing Revenue Account in 2014/15.	Operational	Leader of the Council and Cabinet Member for Finance
Cabinet	20 January 2015	Organisational Change	**Community Asset Transfer** To provide an update to Members on the development and implementation of the Councils approach to Community Asset Transfer (CAT).	Strategic	Deputy Leader of the Council and Cabinet Member for Environment

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Cabinet	20 January 2015	Community and Enterprise	**Council Tax Reduction Scheme** The report explains the requirement to adopt the Council Tax Reduction Scheme for 2015/2016 by 31st January 2015	Operational	Cabinet Member for Corporate Management
Cabinet	20 January 2015	People and Resources	**Treasury Management Mid-Year Report 2014/15** To present to Members the draft Treasury Management Mid-Year Report for 2014/15 for recommendation to Council.	Operational	Leader of the Council and Cabinet Member for Finance
Cabinet	20 January 2015	Social Services	**Intermediate Care Fund (ICF)** To up-date Cabinet on the progress made of the Intermediate Care Fund in Flintshire and in North Wales.	Strategic	Cabinet Member for Social Services
Cabinet	20 January 2015	Streetscene and Transportation	**TRANSPORT PRIORITIES AND THE REGIONAL TRANSPORT PLAN** To inform Cabinet on the progress made to update the Regional Transport Plan.	Strategic	Deputy Leader of the Council and Cabinet Member for Environment

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Cabinet	20 January 2015	Planning and Environment	**Flintshire Coast Park Proposals** To make Members aware of the production of the Coastal Park Prospectus	Strategic	Deputy Leader of the Council and Cabinet Member for Environment
Cabinet	20 January 2015	Planning and Environment	**ENERGY SWITCHING SCHEME** Following earlier requests to advise Informal Cabinet and Environment Overview and Scrutiny on opportunities relating to energy switching and energy advice, this report contains updated information for Cabinet on the resulting Welsh Government's sponsored collective switching scheme called Cyd Cymru and recommends nominating someone to sign the related charter to support the scheme in Flintshire.	Operational	Cabinet Member for Waste Strategy, Public Protection and Leisure

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Cabinet	20 January 2015	Education and Youth	**School Modernisation Strategy** To present to informal Cabinet the updated 'Strategy for the Modernisation of Flintshire Schools'.	Strategic	Cabinet Member for Education
Cabinet	20 January 2015	Education and Youth	**Children's Services Forum** To seek approval for the Forum to include a Primary Head Teacher representative and a representative from the commissioned independent professional advocacy service.	Operational	Cabinet Member for Education
Flintshire County Council	27 January 2015	People and Resources	**Council Fund Capital Programme 2015/16** To present the Annual Council Fund Capital Programme for 2015/16 and indicative funding levels to 2018/19.		
Flintshire County Council	27 January 2015	People and Resources	**Treasury Management Mid-Year Report 2014/15** To present to Council the Treasury Management Mid-Year Report for 2014/15 for approval.		

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Flintshire County Council	27 January 2015	Community and Enterprise	**Council Tax Reduction Scheme** The report explains the requirement to adopt the Council Tax Reduction Scheme for 2015/2016 by 31st January 2015.		
Audit Committee	28 January 2015	People and Resources	**Treasury Management Strategy 2015/16 and 2014/15 Update** To present the draft Treasury Management Strategy 2015/16 for review prior to the Committee recommending its approval to Cabinet. To provide Members with a quarterly update.		
Audit Committee	28 January 2015	Governance	**Anti-Fraud and Corruption Strategy and Fraud Response Plan** To present updated strategy and plan for approval by the committee.		

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Audit Committee	28 January 2015	Chief Executive's	**Action Tracking** To inform the committee of the actions resulting from points raised at previous Audit Committee meetings		
Audit Committee	28 January 2015	Governance	**External Regulators and Inspections Reports** To consider the annual report on reports issued by external regulators and inspectors		
Audit Committee	28 January 2015	Governance	**Banking Services Contract** To update Members on the contractual arrangements for the provision of Banking Services to the Council		

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Audit Committee	28 January 2015	Governance	**AUDIT OF FINANCIAL STATEMENT 2013/14 – ISSUES RAISED** To outline the Council's response to the Wales Audit Office (WAO) report 'Audit of Financial Statements 2013/14' and to present to Members an 'action plan' of how issues raised in the report will be addressed.		
Audit Committee	28 January 2015	Governance	**ANNUAL AUDIT LETTER** To report to the Committee the Annual Audit Letter from the Council's Appointed Auditor, Wales Audit Office (WAO).		
Audit Committee	28 January 2015	Chief Executive's	**Forward Work Programme** To consider the Forward Work Programme for the Audit Committee for the next year.		

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Social & Health Care Overview & Scrutiny Committee	29 January 2015	Social Services	**Partnership working – Localities/Mental Heath/CAMHS etc – ability to influence joint working** To update elected members on partnership working and locality development.		
Social & Health Care Overview & Scrutiny Committee	29 January 2015	Social Services	**Reablement/Independent living progress update** The purpose is to update elected members on the positive work undertaken by reablement/telecare and others in helping individuals maintain their independence.		
Social & Health Care Overview & Scrutiny Committee	29 January 2015	Social Services	**Social Services Intermediate Care Fund (ICF)** To up-date Members on the progress made of the Intermediate Care Fund in Flintshire and in North Wales.		

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Social & Health Care Overview & Scrutiny Committee	29 January 2015	Overview and Scrutiny	**Forward Work Programme (Social & Health Care)** To consider the Forward Work Programme of the Social & Health Care Overview & Scrutiny Committee		
February					
Joint Community Profile & Partnerships and Lifelong Learning Overview & Scrutiny Committee	2 February 2015	Overview and Scrutiny	**Coleg Cambria Presentation** Members of the Committee to receive a presentation from Coleg Cambria		
Joint Community Profile & Partnerships and Lifelong Learning Overview & Scrutiny Committee	2 February 2015	Education and Youth	**Post 16 Commissioning Strategy 2015/16** To receive an update on implementation of the Council's Post 16 Commissioning Strategy		

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Joint Community Profile & Partnerships and Lifelong Learning Overview & Scrutiny Committee	2 February 2015	Overview and Scrutiny	**Community Profile & Partnerships Forward Work Programme** To consider the Forward Work Programme of the Community Profile & Partnerships Overview & Scrutiny Committee.		
Environment Overview & Scrutiny Committee	11 February 2015	Community and Enterprise	**Flintshire Business Week** To provide Members with an update on the Flintshire Business Week 2014		
Environment Overview & Scrutiny Committee	11 February 2015	Streetscene and Transportation	**Street Furniture** To review the Street Furniture Policy		
Environment Overview & Scrutiny Committee	11 February 2015	Overview and Scrutiny	**Environment Forward Work Programme** To consider the Forward Work Programme of the Environment Overview & Scrutiny Committee.		

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Corporate Resources Overview & Scrutiny Committee	12 February 2015	People and Resources	**Revenue Budget Monitoring 2014/15 (Month 8)** To provide Members with the Revenue Budget Monitoring 2014/15 report as at month 8.		
Corporate Resources Overview & Scrutiny Committee	12 February 2015	Overview and Scrutiny	**Forward Work Programme (Corporate Resources)** To consider the Forward Work Programme of the Corporate Resources Overview & Scrutiny Committee.		
Cabinet	17 February 2015	Chief Executive's	**Community Chest Grant Administration** To provide an overview of the revised arrangements for the administration of the Community Chest Grant	Operational	
Cabinet	17 February 2015	People and Resources	**Treasury Management Strategy 2015/16** To present to Members the draft Treasury Management Strategy for 2015/16 for recommendation to Council.	Strategic	Leader of the Council and Cabinet Member for Finance

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Cabinet	17 February 2015	People and Resources	**Prudential Indicators 2014/15 to 2016/17** To present proposals for setting a range of Prudential Indicators in accordance with the Prudential Code for Capital Finance in Local Authorities (the Prudential Code).	Operational	Leader of the Council and Cabinet Member for Finance
Cabinet	17 February 2015	People and Resources	**Minimum Revenue Provision 2014/15** To present proposals for the setting of a prudent Minimum Revenue Provision (MRP) for the repayment of debt in 2014/15, as required under the Local Authorities (Capital Finance and Accounting)(Wales)(Amendment) Regulations 2008 ('the 2008 Regulations').	Operational	Leader of the Council and Cabinet Member for Finance

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Cabinet	17 February 2015	People and Resources	**Revenue Budget Monitoring 2014/15 (Month 8)** To provide Members with the most up to date revenue budget monitoring information (Month 8) for the Council Fund and the Housing Revenue Account in 2014/15.	Operational	Leader of the Council and Cabinet Member for Finance
Cabinet	17 February 2015	Community and Enterprise	**Council Tax and Business Rate Policies for 2015-16** Cabinet to approve various statutory policies for the administration of Council Tax and Business Rates for 2015-16.	Operational	Cabinet Member for Corporate Management

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Cabinet	17 February 2015	Overview and Scrutiny	**Changing Times: Helping Flintshire's Town Centres Adapt to a Changing World - Recommendations** To present to Cabinet the recommendations of the Environment Overview and Scrutiny Committee in relation to the Changing Times: Helping Flintshire's Town Centres adapt to a changing world workshop held on the 14th of July 2014.	Operational	
Flintshire County Council	17 February 2015	People and Resources	**Minimum Revenue Provision 2014** To present to Council the recommendations of the Cabinet in relation to the setting of a prudent Minimum Revenue Provision (MRP) for the repayment of debt.		
Flintshire County Council	17 February 2015	Community and Enterprise	**Council Tax Setting for 2015-16** To approve Council Tax levels for 2015-16		

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Flintshire County Council	17 February 2015	People and Resources	**Prudential Indicators 2014/15 to 2016/17** To present to Council the recommendations of the Cabinet in relation to the setting of a range of Prudential Indicators.		
Flintshire County Council	17 February 2015	People and Resources	**Pay Policy Statement** To seek approval on the Council's Pay Policy Statement		
Housing Overview & Scrutiny Committee	24 February 2015	Community and Enterprise	**Review of Strategic Housing Partnership** To review the Strategic Housing Partnership		
Housing Overview & Scrutiny Committee	24 February 2015	Community and Enterprise	**Work of RSL's operating in Flintshire** To enable the Committee to meet with representatives of Housing Associations operating in Flintshire.		

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Housing Overview & Scrutiny Committee	24 February 2015	Overview and Scrutiny	**Foward Work Programme (Housing)** To consider the Forward Work Programme of the Housing Overview & Scrutiny Committee.		
March					
Flintshire County Council	3 March 2015	People and Resources	**Treasury Management Strategy for 2015/16** To present to Council the recommendations of Cabinet in relation to the Treasury Management Strategy for 2015/16.		
Flintshire County Council	3 March 2015	Governance	**Annual Report of the Independent Remuneration Panel for Wales (IRPW)** To inform Members of the contents of the annual report issued by the IRPW concerning the payment of Members' allowances for the Council year 2015/16		

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Corporate Resources Overview & Scrutiny Committee	12 March 2015	People and Resources	**Revenue Budget Monitoring 2014/15 (Month 9)** To provide Members with the Revenue Budget Monitoring 2014/15 report as at month 9.		
Cabinet	17 March 2015	Chief Executive's	**Quarter 3 Improvement Plan Monitoring Report** Provide an update of progress against the Improvement Plan as at the end of quarter 1.	Strategic	Cabinet Member for Corporate Management
Cabinet	17 March 2015	People and Resources	**Revenue Budget Monitoring 2014/15 (Month 9)** To provide Members with the most up to date revenue budget monitoring information (Month 9) for the Council Fund and the Housing Revenue Account in 2014/15.	Operational	Leader of the Council and Cabinet Member for Finance
Cabinet	17 March 2015	People and Resources	**Capital Programme 2014/15 (Month 9)** To provide Members with the Month 9 (end of December) capital programme information for 2014/15.	Operational	Leader of the Council and Cabinet Member for Finance

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Cabinet	17 March 2015	Education and Youth	**School Admission Arrangements 2016/17** To advise members of the outcome of the statutory consultation exercise on the admission arrangements for September 2016 and to recommend approval	Operational	Cabinet Member for Education
Audit Committee	18 March 2015	People and Resources	**Treasury Management 2014/15 Update** To provide Members with a quarterly update on matters relating to the Council's 2014/15 Treasury Management Strategy up to the end of February 2015.		
Audit Committee	18 March 2015	Governance	**Wales Audit Office - Annual Financial Audit Outline 2014/15** To provide the Audit Committee with the Wales Audit Office - Annual Financial Audit outline for the audit of the Council's accounts for 2014/15 and those of the Clwyd Pension Fund.		

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Lifelong Learning Overview & Scrutiny Committee	26 March 2015	Education and Youth	**National Model for School Improvement** To consider the National Model for School Improvement		
April					
Housing Overview & Scrutiny Committee	24 April 2015	Community and Enterprise	**Update on Tenant Involvement** To consider tenants satisfaction results and the involvement of tenants in service improvements.		
Corporate Resources Overview & Scrutiny Committee	16 April 2015	People and Resources	**Revenue Budget Monitoring 2014/15 (Month 10)** To provide Members with the Revenue Budget Monitoring 2014/15 report as at month 10.		
Social & Health Care Overview & Scrutiny Committee	16 April 2015	Overview and Scrutiny	**Social & Health Q3 Performance Reporting** To enable members to fulfil their scrutiny role in relation to performance monitoring		

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Cabinet	21 April 2015	People and Resources	**Revenue Budget Monitoring 2014/15 (Month 10)** To provide Members with the most up to date revenue budget monitoring information (Month 10) for the Council Fund and the Housing Revenue Account in 2014/15.	Operational	Leader of the Council and Cabinet Member for Finance
Environment Overview & Scrutiny Committee	23 April 2015	Streetscene and Transportation	**Streetscene Next Steps** To review the Streetscene standards (including drain cleaning policy & weeding policy, cycle path maintenance, flytipping, recycling e.g. tetrapak, etc.)		
Environment Overview & Scrutiny Committee	23 April 2015	Streetscene and Transportation	**Review of Winter Maintenance** To undertake a 2 yearly review of the Winter Maintenance Policy		

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Environment Overview & Scrutiny Committee	23 April 2015	Streetscene and Transportation	**Highways Asset Management Planning (HAMP) and Local Subsidence Schemes** To review the HAMP document approved in 2012 and identify sites within the County experiencing subsidence issues.		
May					
Flintshire County Council	12 May 2015	Governance	**Schedule of Member Remuneration** The purpose of the report is to approve the Council's Schedule of Member Remuneration for 2015/16		

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Flintshire County Council	12 May 2015	Governance	**CONSTITUTIONAL MATTERS: COMMITTEES AND OUTSIDE BODIES** To deal with those matters which require decisions at the Annual Meeting of the County Council in accordance with Council Procedure Rule 1.1(vii)-(xiv). Those matters are set out in separate paragraphs.		
Corporate Resources Overview & Scrutiny Committee	14 May 2015	People and Resources	**Revenue Budget Monitoring 2014/15 (Month 11)** To provide Members with the Revenue Budget Monitoring 2014/15 report as at month 11.		
Cabinet	19 May 2015	People and Resources	**Revenue Budget Monitoring 2014/15 (Month 11)** To provide Members with the most up to date revenue budget monitoring information (Month 11) for the Council Fund and the Housing Revenue Account in 2014/15.	Operational	Leader of the Council and Cabinet Member for Finance

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Cabinet	19 May 2015	Streetscene and Transportation	**Vehicle Tracking Policy** To seek Cabinet approval of the Council's Vehicle Tracking Policy	Operational	Deputy Leader of the Council and Cabinet Member for Environment
June					
Corporate Resources Overview & Scrutiny Committee	11 June 2015	People and Resources	**Revenue Budget Monitoring 2014/15 (Month 12)** To provide Members with the Revenue Budget Monitoring 2014/15 report as at month 12.		
Cabinet	16 June 2015	Chief Executive's	**Year End Improvement Plan Monitoring Report (2014/15).** Provide an update of progress against the Improvement Plan as at the end of quarter 1.	Strategic	Cabinet Member for Corporate Management
Cabinet	16 June 2015	People and Resources	**Revenue Budget Monitoring 2014/15 (Month 12)** To provide Members with the most up to date revenue budget monitoring information (Month 12) for the Council Fund and the Housing Revenue Account in 2014/15.	Operational	Leader of the Council and Cabinet Member for Finance

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