

# Public Document Pack

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



To: Cllr Aaron Shotton (Leader)

CS/NG

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

11 March 2015

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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, 17TH MARCH, 2015** at **9.30 AM** to consider the following items.

Yours faithfully

Democracy & Governance Manager

## **AGENDA**

1 **APOLOGIES**

2 **DECLARATIONS OF INTEREST**

3 **MINUTES** (Pages 5 - 16)

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

TO CONSIDER THE FOLLOWING REPORTS

**STRATEGIC REPORTS**

4 **WELSH GOVERNMENT CONSULTATION: REFORMING LOCAL GOVERNMENT: POWER TO LOCAL PEOPLE** (Pages 17 - 20)

Report of Chief Executive - Leader of the Council and Cabinet Member for Finance

5 **ANNUAL IMPROVEMENT REPORT AND THE CORPORATE ASSESSMENT REPORT OF THE AUDITOR GENERAL FOR WALES FOR FLINTSHIRE** (Pages 21 - 74)

Report of Chief Executive - Cabinet Member for Corporate Management

6 **QUARTER 3 IMPROVEMENT PLAN MONITORING REPORT.** (Pages 75 - 82)

Report of Chief Executive - Cabinet Member for Corporate Management

7 **MEDIUM TERM PLAN FOR LIBRARY AND CONNECTS SERVICES** (Pages 83 - 108)

Report of Chief Officer (Organisational Change.) - Cabinet Member for Education

8 **FLINTSHIRE'S STRATEGIC HOUSING AND REGENERATION PROGRAMME (SHARP) - UPDATE** (Pages 109 - 126)

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

9 **RENEWABLE ENERGY 10 YEAR ACTION PLAN** (Pages 127 - 140)

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

10 **FORMAL RESPONSE TO THE DRAFT NATIONAL TRANSPORT PLAN**  
(Pages 141 - 362)

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

**OPERATIONAL REPORTS**

11 **REVENUE BUDGET MONITORING 2014/15 (MONTH 9)** (Pages 363 - 394)

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

12 **CAPITAL PROGRAMME 2014/15 (MONTH 9)** (Pages 395 - 412)

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

13 **COMMUNITY CHEST GRANT FUNDING** (Pages 413 - 414)

Report of Chief Officer (Governance) - Cabinet Member for Corporate Management

14 **THE FUTURE OF THE RIGHT TO BUY AND RIGHT TO ACQUIRE** (Pages 415 - 442)

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

15 **HOUSING ACT 2014 (WALES) - HOMELESSNESS AND POWER TO DISREGARD THE TEST OF INTENTIONALITY** (Pages 443 - 450)

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

16 **ENFORCEMENT OF THE ENVIRONMENTAL POWERS UNDER THE ANTI-SOCIAL BEHAVIOURS, CRIME AND POLICING ACT 2014** (Pages 451 - 488)

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

17 **SCHOOL ADMISSION ARRANGEMENTS 2016/17** (Pages 489 - 502)

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

18 **WORKFORCE INFORMATION REPORTS QUARTER 3 2014/15** (Pages 503 - 524)

Report of Chief Officer (People and Resources) - Cabinet Member for Corporate Management

19 **EXERCISE OF DELEGATED POWERS** (Pages 525 - 528)

Report of the Chief Executive enclosed.

**FORWARD WORK PROGRAMME - COUNTY COUNCIL, CABINET, AUDIT AND OVERVIEW & SCRUTINY - FOR INFORMATION** (Pages 529 - 564)

## **CABINET** **17 FEBRUARY 2015**

Minutes of the meeting of the Cabinet of Flintshire County Council held at County Hall, Mold on Tuesday, 17 February 2015

### **PRESENT: Councillor Aaron Shotton (Chair)**

Councillors: Bernie Attridge, Chris Bithell, Derek Butler, Christine Jones and Kevin Jones

### **APOLOGIES:**

Councillors: Helen Brown and Billy Mullin

### **IN ATTENDANCE:**

Chief Executive, Chief Officer (Community and Enterprise), Chief Officer (Education and Youth), Chief Officer (Governance), Chief Officer (People and Resources), Chief Officer (Organisational Change), Chief Officer (Social Services), Corporate Finance Manager and Team Manager – Committee Services

### **ALSO PRESENT:**

Councillors: Dave Mackie and Hilary Isherwood

## **117. DECLARATIONS OF INTEREST**

Councillor Christine Jones declared a personal interest in agenda item number 8 – Queensferry Campus Project – Pause and Review.

## **118. MINUTES**

The minutes of the meeting held on 20 January 2015 had been circulated with the agenda.

### **RESOLVED:**

That the minutes be approved as a correct record.

## **119. COUNCIL FUND REVENUE BUDGET 2015/16**

The Leader and Cabinet Member for Finance thanked all Cabinet Members and senior officers for their work on the Council Fund Revenue Budget 2015/16 which was being considered at County Council later in the day.

He explained the total funding gap for 2015/16 was £18.265m which was a consequence of a number of impacts which were outlined in the report. At Cabinet in December 2014, corporate and service portfolio efficiencies totalling £12.640m were reported, with a budget gap of £3.625m remaining.

He highlighted the work undertaken to close the remaining gap since an update report was received at Cabinet in January 2015, and also the proposed

changes as a consequence of the challenges and suggestions made by the Overview and Scrutiny Committees during the budget consultation process.

The Chief Executive said the budget strategy for 2015/16 had been a major challenge for the organisation with diminishing options being available year on year to secure organisational efficiencies. The budget for 2015/16 relied on a combination of the continued implementation of the organisational change programme and the service-level efficiencies derived from the new Chief Officer portfolio service business plans. There was a sufficient level of confidence that the efficiency targets were achievable provided that the organisation improved its systems for programmes to co-ordinate, track and review the implementation of budget plans in each portfolio.

The Corporate Finance Manager explained that, following the update report to Cabinet in January, a further review of Non Standard Inflation (NSI), the Council Tax precepting level and drawing on reserves and balances had taken place to help achieve a balanced budget.

On NSI, there was market intelligence on fuel, energy and food prices, full details of which were in the report.

Following a review of Council Tax levels, it was proposed that the level for 2015/16 be increased by 3.75% which equated to £37.06 on the Band D rate.

The use of reserves and balances had previously been avoided to help balance the annual budget as, whilst it was lawful, it did pose risks. Reserves could only be used once with the annual efficiency to be funded by them recurring year on year. However, a modest use of reserves and balances could be used to close part of the remaining budget gap noting that the Council had only limited uncommitted reserves and balances with other demands upon them. Those demands included the ongoing need to meet the redundancy and other exit costs of employees leaving the organisation as part of the ongoing programme to reduce workforce numbers. Taking into account the adjustments proposed to NSI and Council Tax levels, there was still a remaining gap of £0.270m and it was proposed that it be met from transitional funding by way of the utilisation of reserves.

### **RESOLVED:**

That the following recommendations be made to Council on 17 February 2015 for approval:

1. That the 2015/16 Council Fund Revenue Budget Requirement to be set at £249.979m (which is £1.827m below its calculated Standard Spending Assessment (5.02 of the report)
2. That there be a 3.75% increase in Council Tax at Band D and an assumed 99% collection rate (5.02 of the report)
3. Inclusion of the Outcome Agreement Grant of £1.479m in the budget (5.03 of the report)
4. Acceptance of the levels of inflation assumed in the budget (5.04- 5.06 of the report)

5. Acceptance of the amounts for transfers in and out of the settlement (5.07 of the report)
6. Inclusion of £2.853m of recurring pressures in the budget (5.08 of the report)
7. Inclusion of £0.730m of one-off costs to be funded from Reserves (5.09 of the report)
8. Inclusion of efficiencies of £12.874m in the budget (5.10 of the report)
9. The use of reserves to fund transitional funding of £0.270m pending the identification of additional efficiencies (5.11 of the report)
10. The contingency reserve be maintained and its use considered in the context of the overall medium term financial plan for 2015/16 and future years (6.03 of the report)

## **120. COUNCIL FUND CAPITAL PROGRAMME 2015/16 AND INDICATIVE FUNDING TO 2018/19**

The Corporate Finance Manager outlined the proposals for the Council Fund Capital Programme for 2015/16, including indicative funding estimated for future years.

A meeting hosted by Corporate Resources Overview and Scrutiny Committee was held on 30 January 2015 to enable all Members to consider the 2015/16 capital programme. Members raised various comments and questions and a summary of them, including the responses, was appended to the report.

When approving the 2014/15 Capital Programme, Members endorsed a more prudent approach to setting the capital budget, particularly in relation to the recognition of capital receipts. This led to a reduced core programme in 2014/15 and that approach had been replicated again for 2015/16.

Details of how the capital programme was funded were provided in the report, showing that the total projected resources available to date in 2015/16 to fund the core capital programme were £6.868m. The total projected funding available, including the core programme, over the four year period 2015/16 to 2018/19 amounted to £82.719m.

The Leader and Cabinet Member for Finance welcomed that the shortfall of £1.578m for approved schemes from 2014/15 had been eradicated and particularly welcomed the grant funding for 21<sup>st</sup> Century Schools which saw an exciting new school development at Holywell and the Post 16 Hub at Connah's Quay in the near future.

### **RESOLVED:**

That Cabinet recommend the following to Council on 17 February 2015 for approval:

1. Approval of the allocation of funding to the core capital programme in 2015/16, as shown in Appendix 1 (and note the indicative funding available for future years)

## **121. HOUSING REVENUE ACCOUNT 2015/16 AND CAPITAL PROGRAMME 2015/16**

The Leader and Cabinet Member for Finance welcomed the report which provided details on supporting the achievement of Welsh Housing Quality Standard (WHQS) by 2020 and commencing on a council house building programme of approximately 200 homes over five years in early 2016.

The Chief Officer (Community and Enterprise) provided background details on the draft Housing Revenue Account (HRA) Budget for 2015/16 and the HRA Business Plan developed for the introduction of self-financing in April 2015.

The UK Government and the Welsh Government (WG) had reached an agreement to change the financing arrangements for council housing in Wales from April 2015. A new rent policy had also been introduced which Flintshire was required to implement from April 2015, full details of which were provided in the report.

On the introduction of self financing, the annual subsidy payment of £73m from the eleven stock owning councils across Wales, c£6m from Flintshire, to WG and on to the UK Treasury would cease. The new arrangement would see the annual subsidy payment replaced by a one off payment of c£920m, with the eleven councils being required to take out loans from the Public Works Loan Board (PWLB) which equated to £40m per annum in interest charges. In addition to this, a total borrowing cap of £1.85b had been set for all eleven councils which included the borrowing need to meet the settlement figure, existing HRA borrowing, planned borrowing to meet WHQS and a small amount to start a new build programme.

The Council had an aspiration to build council housing to meet unmet need for social housing and self financing provided an opportunity for that in the coming years.

Details of Flintshire's borrowing requirements and/or limits for borrowing were detailed in the report, with the initial borrowing of c£92m to achieve settlement resulting in a basket of loans of varying lengths.

Councils were required to implement the new WG rent policy from April 2015. Target rent bands were set for each landlord based on a consistent set of principles and a common methodology across Wales for both local authorities and housing associations. Landlord rents would be based on locality, size, quality and type of dwelling. Rents would be higher for houses and bungalows compared to flats and maisonettes and the framework would be fixed until 2018/19. There was flexibility for each landlord to set the rent band at target, 5% below or 5% above.

Where a landlords weekly rent was lower than the rent band, rents were set at the September CPI figures plus 1.5% plus up to £2 per week, to work towards rent convergence. Where rents were above target, which applied to approximately 1000 Flintshire homes, then the rent increase would be inflation (1.2%) plus 1.5% up to minus £2 until the weekly rent fell within the target rent band. The Business Plan appended to the report described the average rent currently payable and the target rent for each property type. Some tenancies could take up to seven years to achieve the target rent.



The Deputy Leader and Cabinet Member for Environment thanked the Chief Officer for the report and expressed his delight that the authority had not taken the route of stock transfer. By retaining the housing stock, and the new council houses which were to be built, jobs would be brought to the county which was welcomed.

The Cabinet Member for Waste Strategy, Public Protection and Leisure concurred with the views of the Deputy Leader, particularly on the building of council houses in the near future as the Council had previously sold many of their council houses under the right to buy scheme.

**RESOLVED:**

That Cabinet recommend the following to Council on 17 February for approval:

1. The proposed HRA budget for 2015/16 as set out in the Business Plan at Appendix A, with the 30 year financial assumptions in Appendix B and service efficiency and investment proposals in Appendix C
2. The level of rents for 2015/16 as set out in the Business Plan with target rents applied for new tenancies and the introduction of service charges for new tenancies
3. The proposed HRA Capital Programme for 2015/16 as set out in Appendix D

**122. TREASURY MANAGEMENT STRATEGY 2015/16**

The Corporate Finance Manager presented the draft Treasury Management Strategy for 2015/16 for recommendation to Council.

Changes made since the 2014/15 Strategy were detailed in the report along with supporting rationale for those changes.

**RESOLVED:**

That the Treasury Management Strategy 2015/16 be recommended to Council on 17 February 2015 for approval.

**123. QUEENSFERRY CAMPUS PROJECT – PAUSE AND REVIEW**

The Cabinet Member for Education provided details on the results of the pause and review for the Queensferry Campus project and the proposed next steps.

The pause and review was held due to concern around resilience of the critical data required to support submission of the capital business case to Welsh Government (WG) for funding through the 21<sup>st</sup> Century Schools programme. The business case had to meet a number of tests if it was to proceed and the latest data brought into question the viability of the project.

Admissions to John Summers High Schools fell to 50 in 2014 with larger year groups leaving the school with compounding budgeting issues. Through the 2015 admissions process the school had 73 first choice preferences against a prediction of the governors of an intake of 94 pupils.

The basis for the original case for capital investment was that by 2019 there would be three forms of entry and, with the proposed Northern Gateway development, this would increase the school population to an eventual four form entry school of approximately 600 places.

A series of meetings had been held between officers and the governors of Queensferry Primary School and John Summers High School, with a representative group of governors testing the resilience of data and to establish whether other information was available that may support a capital business case submission. The group provided their own projections which were based largely on an assumption that the school would attract 80% of all pupils from their nearest primary schools. Figures provided by the group varied significantly from the Council's, with details of both figures provided in the report.

There was no evidence to support the case of the group that 80% transfer rates were achievable given historical data. If the housing development sites within the Northern Gateway were to be developed to the maximum capacity of 1325 homes, and applying the housing yield formula, the total yield of secondary school age child numbers eligible for admission to John Summers would be 231. If it was assumed that the full cohort of children were to be admitted to the school, the school population would still only be approximately 536 pupils.

The Chief Officer (Education and Youth) added that the group requested that a capital business case be submitted to WG for them to make a decision, rather than the Council. However, Members were advised that it would not be justifiable for the County Council to submit a capital case based on inaccurate or less than resilient information in the knowledge that it would fail to meet the 21<sup>st</sup> Century Schools Programme criteria.

The current and projected pupil numbers meant that it was imperative to review, as a matter of urgency, the secondary provision at John Summers High School. The Governing Body has also expressed the view that they wished to avoid prolonged periods of uncertainty for both the school and the community and the local authority wanted to continue to work with the Governing Body and wider community to meet that aim. Appendix 2 to the report set out a model timeline for the development and consideration of options and proposals which would take between six and 12 months. Implementation of any proposal would be phased over the following years in order to safeguard curriculum continuity for examination year groups.

The Leader and Cabinet Member for Finance said it was disappointing that the data did not support a business case for the Queensferry Campus project, which also was reliant on a number of assumptions such as parental preference. It was important that the authority was honest on whether it felt a business case could be successful which, based on the information contained in the report, it would not. The funding would remain in place and, following the decision today, other options for the county could be explored.

The Chief Executive explained that it was the desire of the authority to have a business case approved for the new Queensferry Campus but unfortunately the data did not support that. It was now important to look at other options for the school and its pupils without delay.

**RESOLVED:**

That on the basis that the data analysis does not support the continuation through to a Full Business Case for capital funding, Cabinet agreed:

- (a) To not proceed with the Full Business Case; and
- (b) To open a period of formal consultation with key stakeholders for the area on how best to secure resilient sustainable high quality education in the area for a future report to Cabinet

NB – Councillor Christine Jones left the room during discussion of the item.

**124. MIMIMUM REVENUE PROVISION 2015/16 POLICY**

The Corporate Finance Manager introduced the proposals for the setting of a prudent Minimum Revenue Provision (MRP) for the repayment of debt in 2015/16, as required under the Local Authorities (Capital Finance and Accounting) (Wales) (Amendment) Regulations 2008 ('the 2008 Regulations').

The Regulations required the authority to each year make an amount of MRP which it considered to be 'prudent'. The Welsh Government (WG) guidance provided for a number of options for making 'prudent provision', conditions for using the options and practical consideration, full details of which were in the report.

Also, from 1 April 2015 the calculation of the Housing Revenue Account (HRA) MRP would be similar to the Council Fund, with modifications as detailed in the report.

**RESOLVED:**

That the following be recommended to Council on 17 February 2015 for approval:

1. Option 1 (Regulatory Method) be used for the calculation of the MRP in 2015/16 for all capital expenditure funded from supported borrowing; this represents a continuation of the approved and adopted policy for 2014/15
2. Option 3 (Asset Life Method) be used for the calculation of the MRP in 2015/16 for all capital expenditure funded from unsupported (prudential) borrowing; this represents a continuation of the approved and adopted policy for 2014/15.

That the following be recommended to Council on 17 February 2015 for approval for the HRA:

1. Option 2 (Capital Financing Requirement Method) be used for the calculation of the HRA's MRP in 2015/16 for all HRA capital expenditure funded by debt. This represents a continuation of how the calculation has been carried out in 2014/15, all though the governing regulations have changed for 2015/16

## **125. REVENUE BUDGET MONITORING 2014/15 (MONTH 8)**

The Corporate Finance Manager provided 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 8 and projected forward to year-end based on the most up to date information available.

The projected year-end position, as estimated at Month 8 was:

### Council Fund

- Net in year expenditure forecast to be £1.014m lower than budget.
- Projected contingency reserve balance at 31 March 2015 of £3.955m

### Housing Revenue Account

- Net in year expenditure forecast to be £0.324m less than budget
- Projected closing balance as at 31 March 2015 of £1.490m

The table in the report showed the projected position by portfolio which reflected the Council's new Operating Model, and showed a projected in year expenditure to be £1.014m less than budget.

The report provided details on corporate and functional efficiencies, workforce efficiencies, inflation, monitoring budget assumptions and risks and changes to previously reported risks which were now closed.

On unearmarked reserves and the current projected outturn at Month 8, the projected balance on the contingency reserve at 31 March 2015 was £3.955m, full details of which were contained in Appendix 4 to the report.

The position at Month 8 on the Housing Revenue Account (HRA) was an overall projected underspend of £0.324m and a projected closing balance at Month 8 of £1.490m, which at 4.96% of total expenditure satisfied the prudent approach of ensuring a minimum level of 3%. Appendix 5 to the report provided details of the reasons for significant variances.

The Cabinet Member for Waste Strategy, Public Protection and Leisure asked for an update on the former Euticals Site which was identified as an existing risk in the report. The Chief Executive explained that an update had also been provided at a recent Corporate Resources Overview and Scrutiny Committee. A meeting was due to be held during the next few weeks with Welsh Government (WG) to discuss an exit strategy for decommissioning of the site which would have a considerable cost. The authority would request that WG share the total cost incurred to date and to also share the cost of the final decommissioning of the site. He added that this

was a unique situation that had not previously occurred in the UK. This was due to the site being abandoned following the company going into liquidation.

**RESOLVED:**

- (a) That the report be noted; and
- (b) That the projected Council Fund contingency sum as at 31 March 2015 be noted (note the projected final level of balances on the Housing Revenue Account).

**126. COUNCIL TAX AND BUSINESS RATE POLICIES FOR 2015/16**

The Chief Officer (Community and Enterprise) introduced the report which sought approval of various policies for the administration of Council Tax and Business Rates for the financial year 2015-16, which did not propose any changes to the current policies.

**RESOLVED:**

That continuation of the current Council Tax and Business Rate Policies for 2015-16 be approved as follows:

1. Not to award Council Tax discounts on any prescribed class and that this applies to the whole of the county area
2. For the Chief Officer (Community and Enterprise) and Cabinet Member for Corporate Management to consider section 13a discretionary discounts through the use of delegated powers
3. Discretionary rate relief as set out in 5.01 of the report
4. For the Chief Officer (Community and Enterprise) and Cabinet Member for Corporate Management to consider any applications for Business Rate discretionary discounts not within the scope of the existing policy as set out in 5.01 of the report through the use of delegated powers
5. Not to award discretionary 'top up' discounts to small business

**127. PRUDENTIAL INDICATORS 2015/16 AND 2017/18 AND REVISION OF THE 2014/15 PRUDENTIAL INDICATORS**

The Corporate Finance Manager presented proposals for setting a range of prudential indicators in accordance with the Prudential Code for Capital Finance in Local Authorities (the Prudential Code) for recommending to Council for approval on 17 February 2015.

**RESOLVED:**

That the following be recommended to Council on 17 February 2015 for approval:

1. The Prudential Indicators for 2015/16 – 2017/18 and revised Indicators for 2014/15 as detailed in Section 3 of the report

2. Delegated authority for the Corporate Finance Manager to effect movements between the separately agreed limits within the authorised limit for external debt and the operational boundary for external debt – sections 3.06.5 and 3.06.6 of the report

## **128. GREENFIELD VALLEY HERITAGE LOTTERY PROJECT**

The Deputy Leader and Cabinet Member for Environment introduced the report on the Greenfield Valley Uncovered Project for the approval of a Round 2 application to the Heritage Lottery Fund (HLF) and if successful, to enter into a funding agreement with the HLF.

The aims of the project were identified, including the estimated economic impact of visitors to Greenfield Valley Heritage Park and Museum and the value to the local economy which could rise to over £625,000 per year if the benefits were realised.

A Round 2 HLF was ready for submission which sought £940,050 in funding. This was a joint project between Flintshire County Council (FCC) and the Greenfield Valley Trust and as such, both partners must agree to comply with the HLF's Terms of Grant.

The Cabinet Member for Education supported the recommendations citing the Greenfield Valley Heritage Park as a ideal local facility and tourist attraction, unique in what it could offer.

Full details of the project costs and funding breakdown were contained in the report.

### **RESOLVED:**

- (a) That the submission of a Round 2 application to the HLF for £940,050 in funding be approved; and
- (b) That if successful, Cabinet approve a funding agreement with the HLF.

## **129. CHANGING TIMES: HELPING FLINTSHIRE'S TOWN CENTRES ADAPT TO A CHANGING WORLD - RECOMMENDATIONS**

The Leader and Cabinet Member for Finance welcomed the Chair of Environment Overview and Scrutiny Committee, Councillor Hilary Isherwood, to the meeting and invited her to present the report.

Councillor Isherwood thanked Cabinet for the opportunity to present the report which represented the culmination of work by the Committee, the Cabinet Member for Economic Development and officers.

A workshop was held with over 45 stakeholder representatives which resulted in discussion groups considering their top five priorities for revitalising the town centres. The recommendations for consideration were that, as a Council, we should:

- Review town centre partnerships to ensure continued effectiveness and build upon the inter-disciplinary internal team approaches already used in major regeneration programmes;
- Review and improve communication channels with town centre stakeholders and the wider regeneration sector;
- Use the opportunity offered by the development of the Local Development Plan to create a flexible planning framework to support the changing roles of the town centres;
- Maximise the use of external funding in supporting town centre regeneration; and
- Review and improve the marketing of Flintshire and of the town centres.

The Leader and Cabinet Member for Finance thanked Councillor Isherwood and said this was a good example of a consultation event.

The Cabinet Member for Economic Development said the workshop was valuable as were the discussions at Environment Overview and Scrutiny Committee. He supported the recommendations but added that they had to be taken in context of what could be achieved in the current financial climate. He then provided examples of where town centre improvements had been undertaken.

The Leader and Cabinet Member for Finance said work was underway on town centres and the Cabinet would continue to show aspiration and support for that.

**RESOLVED:**

That the recommendations detailed above be accepted.

**130. EXERCISE OF DELEGATED POWERS**

There were none to report.

**131. 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 11.00am)

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**Chairman**

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## FLINTSHIRE COUNTY COUNCIL

**REPORT TO:** **CABINET**

**DATE:** **17 MARCH 2015**

**REPORT BY:** **CHIEF EXECUTIVE**

**SUBJECT:** **WELSH GOVERNMENT WHITE PAPER:  
DEVOLUTION, DEMOCRACY AND DELIVERY –  
REFORMING LOCAL GOVERNMENT: POWER TO  
THE PEOPLE**

### **1.00 PURPOSE OF REPORT**

1.01 To invite a Cabinet response to the Welsh Government White Paper to inform a debate at full Council on 14 April 2015.

### **2.00 BACKGROUND**

2.01 In July 2014 the Welsh Government (WG) published a trio of policy papers on the future of governance and the public services in Wales under the banner of Devolution, Democracy and Delivery.

2.02 The main policy paper was a white paper entitled *Reforming Local Government*. This set out the options for an intended reorganisation of local government.

2.03 The White Paper led to an invitation to councils to propose voluntary mergers for consideration by WG. Following submissions by three couplets of councils WG aborted the voluntary merger programme and instead issued a Ministerial statement committing to the publication of a proposed structure for local government in June 2015. The proposed structure and proposed smaller number of larger councils for the future is colloquially known as 'the map' for local government.

2.04 In January WG published a further white paper *Devolution, Democracy and Delivery – Reforming Local Government: Power to the People*. Whilst avoiding presenting a proposed 'map' for local government the White Paper does address some fundamental issues such as democracy and governance, powers, finance and the role and value of Town and Community Councils as the lowest tier of government. The closing date for responses to the White Paper is 28 April. The White Paper can be accessed on the consultations paper on the WG website

<http://gov.wales/docs/dsjlg/consultation/150203-power-to-local-people-summaryv2-en.pdf>

### **3.00 CONSIDERATIONS**

3.01 Cabinet is invited to make an outline response to lead and inform the debate at full Council on 14 April. As an initial commentary on the White Paper:-

- The White Paper does not present a full and compelling vision for the future role and value of local government and local governance similarly to the previous white paper. The principles of localism and subsidiarity should be built on. The power of general competence is an example of a positive proposal on which to construct a longer-term and viable role for local government. The roles of local government in debated functions such as joint working between primary/community health and social care, economic development and business support, and local tax collection, need to be set out with confidence and purpose
- The fundamental questions which follow the above point and require some answers for a fully informed debate on a local government reorganisation remain to be (1) what will be the benefits of a reorganisation (2) how will the transition costs of a reorganisation be funded (3) what are the aspirations for localism and thereby the future roles, functional basis and freedoms to operate for local government and (4) how will local government be funded sustainably, and to what level, in the longer-term as a basis for planning?
- The proposals for assuring good governance and improved performance management and accountability are not new. The White Paper proposes a combined set of current models such as self-assessments and peer reviews, all of which have proven track record where done well. These sorts of arrangements could be made, in return for less external regulation and government performance controls and 'strings', could be introduced voluntarily and do not require legislation
- The White Paper 'opens the door' for a fuller review of the future financing model for local government but provides no answers. The call of the Welsh Local Government Association (WLGA) for a flexible and sustainable funding model, with councils properly funded to perform their roles in a changing society, is supported. The recently published report of the comparable English Commission can be used as a platform. Councils should have more freedoms and flexibilities including greater income generation powers, less reliance on Revenue Support Grant, retention of National Non Domestic Rates, and a reduction in specific grant funding. A national review of the role and purpose of local government cannot be divorced from a review of how it

is to be funded

- The White Paper is limited on its assessment of and proposals for wider public service reform and is too concentrated on local government, similarly to the previous White Paper. A total picture of planned public services reform is needed for full and informed debate
- The contested proposals of the paper for electoral reform have been met with some hostility across local government. Flintshire may well share these views. However, the Council is guided to concentrate on the bullet point above to advise WG on the role and value of local government. If local government succeeds in making a persuasive case for its preservation and growth then it is more likely to be able to advocate retention of electoral arrangements and local democratic control
- The approach Flintshire is taking to encourage Town and Community Councils to develop their functions, take on assets, act as the central point of community activity, and 'cluster' together to share resources and procure services, will help demonstrate the worth and value of the community level of local government. We should be demonstrating worth and value in addition to defending the principle of localism and community level representation

#### **4.00 RECOMMENDATIONS**

- 4.01 Cabinet is recommended to provide an outline response to Council on 14 April 2015, based on the points made in 3.01 of the above, for debate. Council will then pass a resolution on the formal consultation response to be made to Welsh Government.

#### **5.00 FINANCIAL IMPLICATIONS**

- 5.01 None directly.

#### **6.00 ANTI POVERTY IMPACT**

- 6.01 None directly.

#### **7.00 ENVIRONMENTAL IMPACT**

- 7.01 None directly.

#### **8.00 EQUALITIES IMPACT**

- 8.01 None directly.

**9.00 PERSONNEL IMPLICATIONS**

9.01 None directly.

**10.00 CONSULTATION REQUIRED**

10.01 None directly.

**11.00 CONSULTATION UNDERTAKEN**

11.01 The Council Leader, Cabinet members, Chief Officers and senior managers have been consulted informally in the preparation of this report.

**12.00 APPENDICES**

None.

**LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985  
BACKGROUND DOCUMENTS**

None other than the White Paper of Welsh Government.

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## FLINTSHIRE COUNTY COUNCIL

**REPORT TO:** **CABINET**

**DATE:** **17 MARCH 2015**

**REPORT BY:** **CHIEF EXECUTIVE**

**SUBJECT:** **ANNUAL IMPROVEMENT REPORT AND THE CORPORATE ASSESSMENT REPORT OF THE AUDITOR GENERAL FOR WALES FOR FLINTSHIRE**

### **1.00 PURPOSE OF REPORT**

- 1.01 To present the Annual Improvement Report of the Auditor General which for 2015 incorporates the first Corporate Assessment and to agree the executive response of the Cabinet and senior officers.

### **2.00 BACKGROUND**

- 2.01 The Auditor General under the Local Government (Wales) Measure 2009 (Measure) undertakes publishes an annual improvement report for all Welsh Councils, fire and rescue services and national parks.
- 2.02 This is the fifth such Annual Improvement Report for Flintshire. It includes the Appointed Auditor's Annual Audit Letter as previously reported to Audit Committee in December 2014.
- 2.03 In 2013/14 the Wales Audit Office (WAO) began a new four year cycle of Corporate Assessments of improvement authorities in Wales. An in-depth Corporate Assessment reports on the Council's track record of performance and outcomes as well as the key arrangements necessary to underpin improvements in services and functions. Flintshire's first Corporate Assessment was conducted in late 2014 and the report on its outcomes is included in the Annual Improvement Report.

### **3.00 CONSIDERATIONS**

- 3.01 The Annual Improvement Report is publicised by the Wales Audit Office (WAO) on behalf of the Auditor General for Wales. It brings together, with the input of other inspectorates such as Estyn and the Care and Social Services Inspectorate for Wales (CSSIW), a summary of the regulatory work of the past year. This year the outcomes of the Corporate Assessment are included in the Annual Improvement Report.

- 3.02 The full report is attached as Appendix 1.
- 3.03 The cyclical Corporate Assessments apply to all local authorities (and other bodies identified in the Measure) on a four yearly cycle. The first phase of assessments were conducted last year; Conwy CBC was the first Council in North Wales to undertake the assessment.
- 3.04 This second phase of assessments includes the following authorities:
- Flintshire County Council;
  - Isle of Anglesey Council;
  - Merthyr Tydfil County Borough Council;
  - Monmouthshire County Council;
  - Neath Port Talbot County Borough Council;
  - City and County of Swansea.
- 3.05 The content and format of the Corporate Assessment followed a familiar pattern of inspections/audits from WAO:
- Desktop analysis
  - Fieldwork (including interviews of key Members and officers)
  - 'Outline Conclusions' (draft findings) meeting
  - Receipt of draft report for comment
  - Receipt of final report prior to publication
- 3.06 The first week of fieldwork was undertaken between 15<sup>th</sup> and 19<sup>th</sup> September; with certain follow-up later in September/October. Draft feedback was provided to officers and the Council leadership in November and a draft report received before Christmas. Discussions have been ongoing with WAO throughout the process to ensure that as much value can be gained by both organisations from the Assessment.
- 3.07 The content of the Corporate Assessment is based on:-
- Information governance
  - Governance accountability
  - Asset management
  - Performance management
  - Risk management
  - Vision and strategic direction
  - Collaboration and partnerships
  - Improvement planning
  - Efficiency
  - Procurement
  - Public performance reporting
  - HR
  - Performance and outcomes

3.08 The report builds on the work of the past work of the Wales Audit Office and other regulatory bodies.

3.09 Overall the Auditor General has concluded that:

*“The Council’s track record suggests that it is likely to respond positively to the internal and external challenges it faces and make arrangements to secure continuous improvement for 2015-16.”*

The judgement reflects the conclusions of the corporate assessment, that:

*“The Council has made significant progress in a number of difficult areas during the last year; although it needs to strengthen aspects of its arrangements, the Council is reasonably well placed to continue to deliver its priorities in the face of further financial challenges”*

*“Despite some strengths and areas of progress, aspects of the Council’s arrangements are not fully supporting decision-making and the delivery of the Council’s agreed priorities”*

*“The Council has taken significant strides forward in its use of resources and now needs to co-ordinate the elements more systematically in the face of future financial challenges”*

*“The Council made good progress against the improvement priorities we looked at but its performance against the national indicators declined slightly.”*

3.10 The Auditor General has not made any statutory recommendations with which the Council must comply. Instead seven advisory proposals for improvement have been made. These are set out below:

**P1** The Council should develop and implement a consistent approach to business planning that promotes the ownership by staff of key objectives and targets.

**P2** The Council should improve the quality of its reports to committees and Cabinet to ensure that:

- where necessary, reports enable councillors to refer easily to relevant policies and previous decisions and discussions;
- key messages and recommendations are clear and succinct; and
- reports to scrutiny committees include recommendations or options that committees might endorse.

**P3** The Council should ensure that, in implementing its revised strategies for People, ICT and Asset Management:

- their financial implications feed into the medium-term financial plan; and

- the links between the strategies are fully considered so that specialist staff are available when required.

**P4** Group Leaders should strongly encourage members to take advantage of the Member Development Scheme.

**P5** The Council should take the opportunity of its review of scrutiny structures to ensure that Overview and Scrutiny Committees can add real value to Council decision-making by aligning agendas more explicitly to Council priorities and risks.

**P6** The Council should:

- adopt a consistent approach to managing risk, ensuring that all staff involved use a similar approach to record impact, likelihood and mitigating actions; and
- apply this approach to its future savings plans.

**P7** The Council should ensure a consistent approach to workforce planning and use the results to inform future reductions in staff.

- 3.11 The Council, as is practice, makes a formal public response to any findings within the report. The Council's response to the Annual Improvement Report (AIR) is included at Appendix 2.

#### **4.00 RECOMMENDATIONS**

- 4.01 To accept the Annual Improvement Plan and adopt the response attached for consultation with the Audit Committee and the Corporate Resources Overview and Scrutiny Committee.

#### **5.00 FINANCIAL IMPLICATIONS**

- 5.01 This report refers to the financial resourcing and planning arrangements of the Council.

#### **6.00 ANTI POVERTY IMPACT**

- 6.01 This report comments upon how the Council has supported people impacted upon by Welfare Reform.

#### **7.00 ENVIRONMENTAL IMPACT**

- 7.01 There are no specific references to the environment within this report.

#### **8.00 EQUALITIES IMPACT**

- 8.01 This report comments upon how the Council has supported people impacted upon by Welfare Reform.



**9.00 PERSONNEL IMPLICATIONS**

9.01 The People Strategy and workforce planning and arrangements are referred to in the report.

**10.00 CONSULTATION REQUIRED**

10.01 This report will be considered by Corporate Resources Overview and Scrutiny Committee and the Audit Committee.

**11.00 CONSULTATION UNDERTAKEN**

11.01 Senior officers have had input into this report. The Annual Audit Letter was presented to the council's Audit Committee in December 2014.

**12.00 APPENDICES**

12.01 Appendix 1: WAO Annual Improvement Report incorporating the Corporate Assessment Report 2014.  
Appendix 2: WAO Annual Improvement Report - Executive response

**LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985  
BACKGROUND DOCUMENTS**

None

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WALES AUDIT OFFICE  
SWYDDFA ARCHWILIO CYMRU

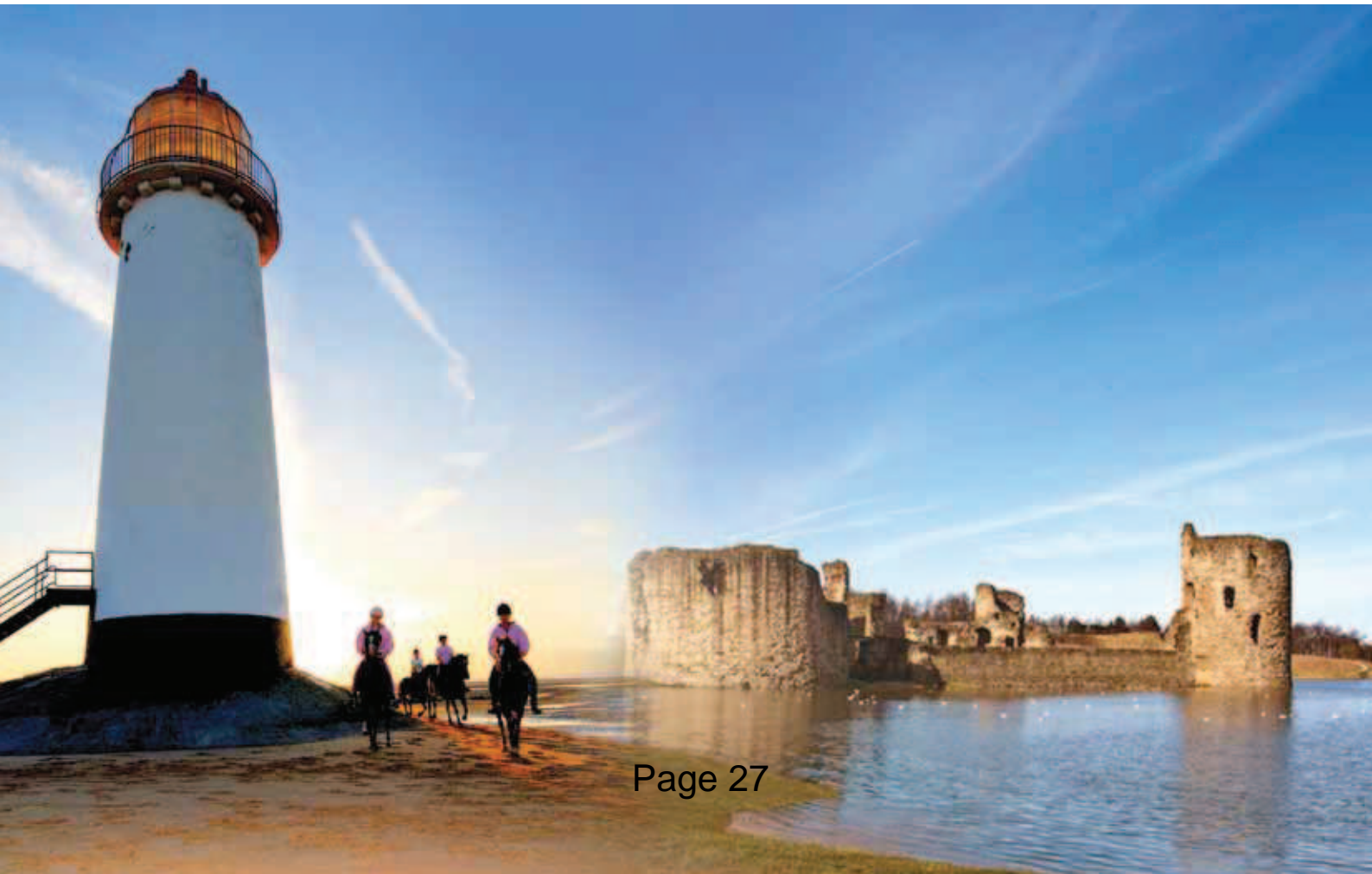
# Annual Improvement Report

Incorporating the Corporate Assessment Report 2014

## Flintshire County Council

Issued: March 2015

Document reference: 138A2015



This Annual Improvement Report incorporating the Corporate Assessment has been prepared on behalf of the Auditor General for Wales by Huw Lloyd Jones, Paul Goodlad, Melanie Watson, Andy Bruce, Gwilym Bury, John Roberts, Avril Watkins, Debra Allen and Emma Roberts under the direction of Jane Holownia.

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The Auditor General is independent of government, and is appointed by Her Majesty the Queen. The Auditor General undertakes his work using staff and other resources provided by the Wales Audit Office Board, which is a statutory board established for that purpose and to monitor and advise the Auditor General. The Wales Audit Office is held to account by the National Assembly.

The Auditor General audits local government bodies in Wales, including unitary authorities, police, probation, fire and rescue authorities, national parks and community councils. He also conducts local government value for money studies and assesses compliance with the requirements of the Local Government (Wales) Measure 2009.

Beyond local government, the Auditor General is the external auditor of the Welsh Government and its sponsored and related public bodies, the Assembly Commission and National Health Service bodies in Wales.

The Auditor General and staff of the Wales Audit Office aim to provide public-focused and proportionate reporting on the stewardship of public resources and in the process provide insight and promote improvement.

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# Summary report

- 1 Each year, the Auditor General must report on how well Welsh councils, fire and rescue authorities, and national parks are planning for improvement in delivering their services. This report sets out the findings of the work undertaken on behalf of the Auditor General by the staff of the Wales Audit Office in Flintshire County Council (the Council) and also draws on the work of the relevant Welsh inspectorates. The report summarises the assessments undertaken since the Auditor General published his last annual improvement report in June 2014 and includes the findings of the Auditor General's Corporate Assessment, undertaken in September 2014. Taking all these findings into account, the report records the Auditor General's conclusion on whether he believes that the Council will make arrangements to secure continuous improvement for 2015-16.
- 2 This conclusion should not be seen as a definitive statement of organisational health or as a prediction of future success. Rather, it should be viewed as providing an opinion on the extent to which the arrangements currently in place are reasonably sound insofar as can be ascertained from the work carried out.
- 3 We want to find out if this report gives you the information you need and whether it is easy to understand. You can let us know your views by e-mailing us at [info@wao.gov.uk](mailto:info@wao.gov.uk) or writing to us at 24 Cathedral Road, Cardiff, CF11 9LJ.
- 4 The Auditor General has concluded that **the Council's track record suggests that it is likely to respond positively to the internal and significant external challenges it faces and make arrangements to secure continuous improvement for 2015-16**. This judgement reflects the conclusions of his corporate assessment, that **the Council has made significant progress in a number of difficult areas during the last year; although it needs to strengthen aspects of its arrangements, the Council is reasonably well placed to continue to deliver its priorities in the face of further financial challenges**.
- 5 The audit team found that, **despite some strengths and areas of progress, aspects of the Council's arrangements are not fully supporting decision-making and the delivery of the Council's agreed priorities**. We reached this conclusion because:
  - a the Council has established a wide-ranging set of clearly-stated priorities that have a broad base of support within the Council and among partners;
  - b the Council's corporate planning and reporting of performance have improved year-on-year but plans at service level are of inconsistent quality; and
  - c sound governance structures are mostly in place but some aspects are not working as effectively as they might.

- 6 We also found that **the Council has taken significant strides forward in its use of resources and now needs to co-ordinate the elements more systematically in the face of future financial challenges.** We found that:
- a improvements in financial planning have the potential to support the Council in maintaining its recent track record of financial savings in the face of increasing austerity, but difficult decisions lie ahead;
  - b the successful completion of the Council's Single Status agreement and Equal Pay Review has been highly demanding and other Human Resources priorities have therefore made slower progress than intended;
  - c the Council has a clear vision for its land and buildings, but the links between asset management and the planning of revenue expenditure are not explicit enough; and
  - d despite delivering significant improvements in a number of areas, the ICT function has struggled to prioritise its work in the face of increasing demand.
- 7 Finally, we found that, during 2013-14, **the Council made good progress against the improvement priorities we looked at but its performance against the national indicators declined slightly.**
- 8 We concluded that:
- a Flintshire schools continue to provide good value for money and the Council is seeking further efficiency within the education system;
  - b there has been good progress in adult social services but the performance of children's services has been less consistent in the face of increasing demand;
  - c overall performance against the national indicators declined slightly, but with some strong performance across several service areas;
  - d the Council is making good progress in implementing initiatives to help mitigate the impact of cuts to welfare benefits and to reduce fuel poverty;
  - e the Council's performance in preventing homelessness has improved but there has been little progress in the length of time people spend in temporary accommodation; and
  - f the Council continues to make progress in improving the Welsh language capability of its staff but it recognises that progress is not consistent across the whole Council.

## Recommendations and proposals for improvement

- 9 Given the wide range of services provided and the challenges facing the Council, it would be unusual if we did not find things that can be improved. The Auditor General is able to:
  - a make proposals for improvement – if proposals are made to the Council, we would expect it to do something about them and we will follow up what happens;
  - b make formal recommendations for improvement – if a formal recommendation is made the Council must prepare a response to that recommendation within 30 working days;
  - c conduct a special inspection and publish a report and make recommendations; and
  - d recommend to Ministers of the Welsh Government that they intervene in some way.
- 10 We have made no statutory recommendations during previous work this year and we make none in this report. The following proposals for improvement stem from our corporate assessment work in September 2014.



## Proposals for Improvement

- P1** The Council should develop and implement a consistent approach to business planning that promotes the ownership by staff of key objectives and targets.
- P2** The Council should improve the quality of its reports to committees and Cabinet to ensure that:
- where necessary, reports enable councillors to refer easily to relevant policies and previous decisions and discussions;
  - key messages and recommendations are clear and succinct; and
  - reports to scrutiny committees include recommendations or options that committees might endorse.
- P3** The Council should ensure that, in implementing its revised strategies for People, ICT and Asset Management:
- their financial implications feed into the medium-term financial plan; and
  - the links between the strategies are fully considered so that specialist staff are available when required.
- P4** Group Leaders should strongly encourage members to take advantage of the Member Development Scheme.
- P5** The Council should take the opportunity of its review of scrutiny structures to ensure that Overview and Scrutiny Committees can add real value to Council decision-making by aligning agendas more explicitly to Council priorities and risks.
- P6** The Council should:
- adopt a consistent approach to managing risk, ensuring that all staff involved use a similar approach to record impact, likelihood and mitigating actions; and
  - apply this approach to its future savings plans.
- P7** The Council should ensure a consistent approach to workforce planning and use the results to inform future reductions in staff.

## Introduction

- 11 Under the Local Government (Wales) Measure 2009 (the Measure), the Auditor General must report each year on how well Welsh councils, fire and rescue authorities, and national parks are planning for improvement in delivering their services. **Appendix 1** provides more information about the Auditor General's powers and duties under the Measure.
- 12 In 2013-14, staff of the Wales Audit Office began a four-year cycle of Corporate Assessments of improvement authorities in Wales. This means that, in addition to an annual programme of improvement studies and audits of councils' approaches to improvement planning and reporting, each Council will receive an in-depth Corporate Assessment once during a four-year period. In the intervening years, we will keep track of developments and focus further assessment work on a number of key themes, developed in discussion with each Council.
- 13 We undertook our Corporate Assessment fieldwork in Flintshire County Council (the Council) during September 2014. This annual improvement report includes the Corporate Assessment report and also summarises the regulatory reports issued to the Council since the last annual improvement report was published in June 2014. Whilst the Corporate Assessment does not aim to provide a comprehensive analysis of the performance of all of the Council's services, it reports on the Council's track record of performance and outcomes as well as the key arrangements that are necessary to underpin improvements in services and functions.
- 14 This work has been undertaken by staff of the Wales Audit Office on behalf of the Auditor General. With help from Welsh inspectorates, Estyn (for education), the Care and Social Services Inspectorate for Wales (CSSIW), and the Welsh Language Commissioner, we have brought together a picture of what the Council is trying to achieve, how it is going about it, and the progress it has made since the Auditor General published his last annual improvement report. Finally, taking all this into account, the report records the Auditor General's conclusion on whether the Council is likely to make arrangements to secure continuous improvement for 2015-16.
- 15 This conclusion should not be seen as a definitive statement of organisational health or as a prediction of future success. Rather, it should be viewed as providing an opinion on the extent to which the arrangements currently in place are reasonably sound insofar as can be ascertained from the work carried out.
- 16 Our fieldwork for the Corporate Assessment focused on the extent to which arrangements are contributing to delivering improved service performance and outcomes for citizens. The corporate assessment sought to answer the following question:  
**'Is the Council capable of delivering its priorities and improved outcomes for citizens?'**

- 17 The Corporate Assessment covers the following:
- a **Performance and outcomes:**  
'Is the Council making progress on achieving its planned improvements in performance and outcomes?'
  - b **Vision and strategic direction:**  
'Does the Council's vision and strategic direction support improvement?'
  - c **Governance and accountability:**  
'Do the Council's governance and accountability arrangements support robust and effective decision-making?'
  - d **Use of resources:**  
'Is the Council managing its resources effectively to deliver its planned improvements in performance and outcomes?'
  - e **Collaboration and partnerships:**  
'Are the Council's collaboration and partnership arrangements working effectively to deliver improved performance and outcomes?'
  - f **Managing improvement:**  
'Is the Council effectively managing its improvement programme?'
- 18 The conclusions in this report are based on the work carried out and, unless stated otherwise, reflect the situation at the point in time they were concluded. However, changes in the Council's operating model – its management structure and the way in which senior managers work together – form an important context to this report.
- 19 In February 2014, the Council consulted on a significant re-shaping of its senior staffing structure with the aims of:
- a maximising the financial efficiency of the organisation and prioritising its resources; and
  - b modernising the organisation to be lean, productive, efficient, resilient and high performing.
- 20 The proposals were agreed in March 2014 and the process of recruiting a new Chief Officer Team began in May. At the time of our Corporate Assessment fieldwork in September, the final appointment to the team had just been made.
- 21 The new operating model eliminates the four Directorates within which all Council services were previously located. Instead, a single tier of nine Chief Officers reports directly to the Chief Executive. The proposal reduces the number of senior posts from 18 to 10, saving at least £0.5 million in a full financial year. The Council has described the proposals as being, 'an integral part of meeting our budget targets and a critical part of our transformation programme'.

- 22 It is too early to evaluate the overall impact of these changes, but we refer elsewhere in this report to the positive potential of this new operating model, as well as to some of the associated risks. As the new operating model settles down, the Council expects to improve and transform its services at a faster pace and strengthen its ability to respond effectively to external changes.
- 23 Since conducting our Corporate Assessment fieldwork, we have met the Chief Executive and Chief Officer Team, together with the Leader and the Deputy Leader, and have discussed our provisional findings. The Council has responded positively to those findings and is already implementing an action plan to address our proposals for improvement.

## Detailed Report

The Council has made significant progress in a number of difficult areas during the last year; although it needs to strengthen aspects of its arrangements, the Council is reasonably well placed to continue to deliver its priorities in the face of further financial challenges



## Despite some strengths and areas of progress, aspects of the Council's arrangements are not fully supporting decision-making and the delivery of the Council's agreed priorities

The Council has established a wide-ranging set of clearly-stated priorities that have a broad base of support within the Council and among partners

- 24 The Council benefits from a well-regarded and stable political leadership whose ambitions for the county are, for the most part, shared across all political groups. There is far less political tension than during previous administrations. The leadership has recently begun to engage more extensively than before with opposition groups in paving the way for the 2015-16 budget. Opportunities to build consensus in this way will become increasingly valuable in future as the Council faces more and more difficult decisions.
- 25 The Council's vision and strategic priorities have been developed in conjunction with, and are complementary to, those of its partners within the Local Service Board (LSB). Working with its partners, the Council has established eight standing priorities for the duration of its term of office. The priorities, which constitute the Council's Improvement Objectives, address the following themes:
- a Living Well
  - b Poverty
  - c Housing
  - d Environment
  - e Economy and Enterprise
  - f Skills and Learning
  - g Safe Communities
  - h Modern and Efficient Council
- 26 The Council sets out its vision clearly within its Improvement Plan, as required by the Local Government Measure 2009 (the Measure). For 2014-15, the Council's coherent set of eight strategic priorities is underpinned by more detailed sub-priorities, some of which are identified clearly as areas of particular focus during the year. Though wide-ranging, the Council's vision demonstrates a clear commitment to continuous improvement, reflected by targets for improving the efficiency and effectiveness of its services, particularly those associated with its in-year Improvement Objectives.
- 27 The Council has a track record of, and continued commitment to, delivering services to the public in partnership and collaboration with other councils, public sector organisations, business and voluntary sector partners. Despite the uncertainty surrounding the future configuration of local government in Wales, the Council has a clear vision of its future role in partnership and collaborative arrangements, recognising that it can no longer continue to deliver all services in the way it has in the past. The Council plays a high profile role within the LSB and partners speak highly of the willingness and commitment of the Council's senior officers and members to work collaboratively.

- 28 The Council has aligned its own Improvement Plan with the wider Flintshire Single Integrated Plan, the 'Wellbeing Plan', which is overseen by the LSB. The Council's priorities therefore represent its agreed contribution to the achievement of the broader outcomes set out within the 'Wellbeing Plan'. The priorities from the 'Wellbeing Plan' have been agreed between the Council and its partners, fairly reflecting individual partners' priorities, and so that they are consistent with the partner organisations' objectives and desired outcomes. Although the LSB and Council do not have an overall resource plan or pooled budget for the delivery of the 'Wellbeing Plan', resources are agreed on a project-by-project basis.
- 29 The Council has a framework and guidance in place to encourage a consistent approach to stakeholder engagement. The Council demonstrates an understanding of its accountability to the public through its Public Engagement and Consultation Service Framework. Guidance for staff on the purpose and importance of effective engagement, available on the Council's intranet, is clear and succinct. The guidance is supported by templates, and a range of case studies to illustrate good engagement practice with a range of audiences.
- 30 Despite its framework and guidance, the Council has not been systematic in engaging with the public about its priorities. Instead, the Council tends to rely on the democratic representative role of its councillors in gauging public opinion. Some individual services have analysed the needs of communities and of service users but the Council and its partners do not have access to any recent, comprehensive surveys or assessments of public opinion.
- 31 The Council is expanding the ways it engages with citizens in order to try and engage with different groups. The Council's budget consultation process for 2015-16 began via the internet, and social media was used to hold a Twitter debate. Council services are using feedback to improve engagement events. For example, an event for young people with disabilities was informed by feedback from previous attendees. The changes made to the event were appreciated by the young people. The Council's new housing company, North East Wales Homes and Property Management, is making extensive and effective use of social media to engage with its customers and with citizens more widely.

### The Council's corporate planning and reporting of performance have improved year-on-year but plans at service level are of inconsistent quality

- 32 We have, in the past, been critical of the extent to which annual Improvement Plans have communicated the Council's priorities effectively to citizens. The Council has worked hard to improve the quality of this key plan and the Improvement Plan for 2014-15<sup>1</sup> is a clear and accessible document that sets out far more clearly than before what the Council plans to do and how its success might be measured and evaluated. We issued a certificate in July 2014 confirming that the Improvement Plan discharged the Council's duties under the Measure (see [Appendix 2](#)).

<sup>1</sup> The Council's Improvement Plan for 2014-15 is available on its website: [http://www.flintshire.gov.uk/en/PDFFiles/Policy-and-Performance/Improvement-Plan-2014-15-\(FINAL\)-English.pdf](http://www.flintshire.gov.uk/en/PDFFiles/Policy-and-Performance/Improvement-Plan-2014-15-(FINAL)-English.pdf).

- 33 Having agreed to implement its new operating model, the Council also agreed to stop producing the annual Directorate Plans that had previously set out each Directorate's contribution to achieving the Council's Improvement Objectives. The Council has acknowledged that these plans were time-consuming to produce and had limited beneficial impact. They tended to reinforce the distinctions between the Directorates and had the potential to dilute a corporate approach to the delivery of some of the Council's priorities, particularly those relating to the theme of 'Modern and Efficient Council'.
- 34 We found considerable inconsistency in the quality of business and service planning to deliver the Council's Improvement Objectives. We found it difficult to trace the 'golden thread' through from the Improvement Objectives to the level that sets out staff's role in their delivery. An Internal Audit report on risk management, issued in August 2014, identified that some services had no service plans in place during 2013-14. Among the service plans we examined, a number of different formats are being used. Although a uniform format for service planning may not be appropriate, the Council acknowledges that it needs to develop an updated corporate approach to service planning. The Council intends to work towards putting this in place for 2015-16, informing its approach by reviewing the various approaches that different services are currently adopting.
- 35 We found a mixed picture in the extent to which staff engage with and 'own' those objectives and targets that relate to the areas for which they are responsible. The Council's staff appraisal process is not applied consistently and falls short of the Council's own target for completion. However, some staff that we spoke to valued the one-to-one supervisory meetings that they were involved in. Such meetings offer regular opportunities to reflect constructively on performance and progress and to consider whether changes are necessary in order to achieve agreed goals. The implementation of a new performance appraisal process is well underway with the aim that all staff should have been appraised under the new system by mid 2015.
- 36 There are also a number of strong elements within the Council's performance management arrangements. For example, guidance on target-setting incorporates useful requirements to include longer-term aspirational targets and to highlight 'maintenance targets'. These maintenance targets operate as a valuable check to ensure that a focus on a specific area does not adversely affect the performance of other aspects of service delivery.
- 37 The Council has a clear focus on improving service performance and outcomes, demonstrated most clearly through its annual improvement planning process. The significant majority of annual targets (and many short and medium-term aspirational targets) anticipate that performance will continue to improve. However, the Council recognises that it will need to review its priorities and the scale of its ambitions, to reflect the increasingly challenging budget position, with a greater emphasis on maximising service efficiency.



- 38 The Council is robust in ensuring the quality and accuracy of its Annual Performance Reports, which are required under the Measure. The content of draft reports is challenged and amendments are made and agreed before the reports are finalised. The process does, however, involve a number of tiers and is demanding on staff resources. In recognising this, the Council is planning to explore alternative, less resource-intensive ways of carrying out this aspect of quality control.
- 39 We have, in the past, reported the complexity of aspects of the Council's Annual Performance Report, and criticised the extent to which its key messages are accessible to the public and to councillors. The Council has responded positively to past proposals for improvement and we judged that the Council's assessment of its performance in 2013-14, published in October 2014, complied with the requirements of the Measure. We issued a certificate confirming our opinion in November (see [Appendix 3](#)).
- 40 Other performance reports to committees are often still long and highly detailed. The Council has now begun to implement an 'exception reporting' format which highlights only those areas where performance is worse than anticipated or where there are significant risks to future progress. This has the potential to improve both the effectiveness and the efficiency of performance reporting.
- 41 The LSB has successfully adopted the Council's performance management framework to monitor the delivery of the Single Integrated Plan. The framework includes a timetable for mid and end-of-year partnership performance reviews and requires the LSB to publish an annual end-of-year report that summarises the impact it has achieved. The framework also includes valuable measures that demonstrate the delivery of most of the partnership outcomes. However, some performance information relates more to inputs, processes and outputs, and could be clearer in terms of benefits for the public.
- 42 The Council has a good understanding of the extent of its collaborative working and partnerships and has produced a position statement setting out its strategic partnerships and regional collaborations in 2014. The information in the statement has enabled the Council to make informed decisions about future plans and performance management regarding individual partnerships. However, the Council could do more to explain the intended impact of some partnerships and joint working arrangements, and the benefits they should deliver for the public.

## Sound governance structures are mostly in place but some aspects are not working as effectively as they might

The Council has sound structures and arrangements in place to support good governance, but some of its strategies and supporting documents are out of date

- 43 A comprehensive Governance Framework is in place that identifies the strategies and planning arrangements in place to ensure the Council is well run and governed. The Framework clearly sets out committee and officer roles, responsibilities and reporting lines. It also details internal and external assurance arrangements and the four enabling corporate strategies that are seen as the pillars of the Council's governance arrangements. The Council has a comprehensive constitution which is part-way through a three-year rolling review programme to ensure it is up to date. Staff receive training on its content and the internal audit programme provides assurance of compliance with key elements such as the completion of declarations of interest by councillors.
- 44 Governance arrangements are reviewed annually by heads of service and chief officers who are held to account for governance within their service areas. Increasingly, members are also being involved in self-assessing governance arrangements. However, some of the Council's enabling strategies, such as those for HR and ICT, are out of date and are currently being reviewed. We found that the Council has lost sight of the aims of the existing strategies, focusing instead on more narrowly-focused action plans. The Council has not managed well enough the connections between its Asset Management, ICT and People Strategies and their implications for its financial planning. This indicates that the strategies have not fully supported the governance framework, as intended.
- 45 The structure and working style of the new Chief Officer Team have the potential to identify and exploit the linkage between the Council's four enabling strategies more effectively than before, helping councillors to manage competing priorities more coherently.
- 46 The constitution sets out clearly the roles and responsibilities of members and officers and the Leader is clear that ultimate accountability for achieving Council priorities lies with Cabinet members. However, this is not made explicit in committee or Cabinet reports which do not include the name of the responsible Cabinet member. Officers usually lead the presentation of papers at scrutiny committee meetings, although Cabinet members attend and provide informed and insightful input to resulting debates.
- 47 A range of different but appropriate governance arrangements underpin the regional and local collaborations in which the Council is involved. A formally-constituted Joint Committee oversees the work of the North Wales Regional Waste initiative, for example, and GwE, the regional school improvement consortium.

The Council's internal audit arrangements are robust and support the work of the Audit Committee

48 The Council's internal audit programme responds effectively to changes in risk and demand. The Council produces a three-year internal audit strategic plan which is reviewed and updated annually. It takes into account Council priorities, risks and areas for improvement. A mid-year review of planned activities was recently undertaken to reflect changes in the management structure. Meetings were held with each new chief officer and their teams to confirm that audit plans were still valid. As a result, the internal audit programme has been amended appropriately. The internal audit plan covers all portfolios and is agreed by the Audit Committee. The implementation of both external and internal audit recommendations is closely monitored. The recommendations from these reports are tracked electronically and any failure to respond is reported to the Audit Committee. In addition the internal auditor meets quarterly with departmental teams to monitor progress. The Audit Committee is generally effective; members understand their role and the committee provides a good level of challenge.

Elected members carry out their roles diligently but the impact of scrutiny is less than it might be

- 49 Cabinet members are generally well informed about their portfolios. They meet regularly with the relevant senior officers and the Leader and Deputy Leader have a constructive and trusting relationship with the Chief Executive and Chief Officers. Informal Cabinet meetings with the Chief Officer Team prior to each Cabinet meeting are productive in clarifying members' understanding of up-coming papers. The subsequent formal decision-making at Cabinet is therefore well-informed, and meetings are brisk and business-like, although the extent of debate in the public arena is often limited.
- 50 Member development programmes and training, while offered and promoted, are not well attended, and the take-up of member personal development reviews has not been a success. Appropriately, councillors may only take part in Planning or Licensing Committee meetings after undertaking specific training, and these courses are well attended. However, attendance at other training events has been poor. The Council has undertaken a review into this, and is changing the way some training is delivered. Members do not feel they have the opportunity to shape training programmes but member development is not driven at the Council.
- 51 Some longstanding members question the need for training. However, the various committees that we observed suggested that there remains the potential to improve member skills such as the chairing of meetings, the interpretation of council reports and the identification of strategic rather than ward-based issues for discussion.

- 52 The Council has six overview and scrutiny committees which are well resourced with dedicated officer support. The Council recognises that the balance of work between committees varies and the number of committees is comparatively high compared to the Welsh average. Overview and scrutiny structures have not been reviewed since 2010 and the Council is now planning to review structures.
- 53 Cabinet members support the scrutiny process well by attending meetings regularly. However, the impact that scrutiny is having on decision-making is often unclear. A high proportion of the work of scrutiny committees takes the form of monitoring reports on matters such as the budget or on performance against targets, although individual members also raise items and request reports on issues of interest to them. A small proportion of scrutiny agendas relate to 'pre-decision scrutiny' whereby committees consider issues before they reach Cabinet for decisions to be taken. All Scrutiny committees have forward programmes but it is not clear how these are influenced by corporate priorities, the Cabinet agenda or the corporate risk profile.
- 54 The level of challenge and quality of debate in scrutiny committee meetings varies. There are examples of scrutiny providing decisive challenge, such as when a task and finish group was established to review the Council's approach to target setting. However, reports presented to scrutiny committees are often for noting rather than requiring the agreement of recommendations to Cabinet. Discussion tends to lack focus as a result and the scrutiny function is limited in terms of its contribution to Council policy or priorities and in ensuring that decisions benefit from a wide range of political views.
- 55 The quality of papers presented to scrutiny committees and to Cabinet varies too much. Some reports are too long, too detailed or include unnecessary jargon, meaning that they can be difficult to understand for non-specialist members. For example, the ICT quarterly reports presented to Cabinet and committees include helpful performance indicators relating to customer satisfaction. However, references to progress on larger projects relating to systems are vaguer and rely on members referring to previous reports to get an understanding of how projects have moved on or how much work remains. Finance and budget-related papers are also not easy to understand. This means that the Council risks inadequate challenge on financial performance as members may not understand the issues fully.

Improvements to the previous complex risk management arrangements have not yet resulted in a robust system that is applied consistently

- 56 The Council recognises that it is on a journey in relation to developing a robust approach to the identification and management of risk. It has tried in recent years to simplify what was a complex risk management system but has not yet established arrangements that are applied consistently across the organisation.

- 57 Under the current arrangements, the Council's corporate risks are reflected only in its Annual Improvement Plan and Governance Statement. There is no effective 'live' system, therefore, for identifying and managing new risks at a corporate level. There is no robust process for identifying operational risks that are escalating, and which might be better managed as corporate risks.
- 58 Although the Council has produced extensive guidance on risk management, this is out of date in some respects. The Council expects operational risks to be managed within service plans but, as has been highlighted earlier in this report, service planning is not currently consistent with corporate guidance. The use of inconsistent and confusing terminology is also unhelpful, as is a tendency in some areas not to express risks in sufficient detail.

There are some areas of weakness in the Council's arrangements to support the safeguarding of children

- 59 Between March and May 2014, we completed a review in all councils of their arrangements to support the safeguarding of children. The work also included a review of the Council's whistleblowing arrangements. As well as interviewing key staff and councillors and reading relevant documents, we conducted an online survey for elected members, senior managers, and staff in the education and leisure services to test each council's arrangements.
- 60 We have reported the outcome of this work separately and made two proposals for improvement which we have not repeated in this report. In summary, we found that:
- a the Council has established clear governance and scrutiny arrangements for managing its children's safeguarding responsibilities but the lack of a specific local policy to underpin decision-making is a weakness;
  - b the proportion of survey respondents who were aware of who is the Council's Designated Officer for Child Protection and its lead councillor was significantly lower than our survey average;
  - c the Council reports its performance on safeguarding issues on an ad hoc rather than a regular basis;
  - d the Council has no formal process to confirm that all relevant staff have received safeguarding training, with a below average proportion of survey respondents reporting that they had received recent training;
  - e the Council has assured itself that it complies with data protection requirements; and
  - f the Council has a satisfactory whistleblowing policy which it applies appropriately.

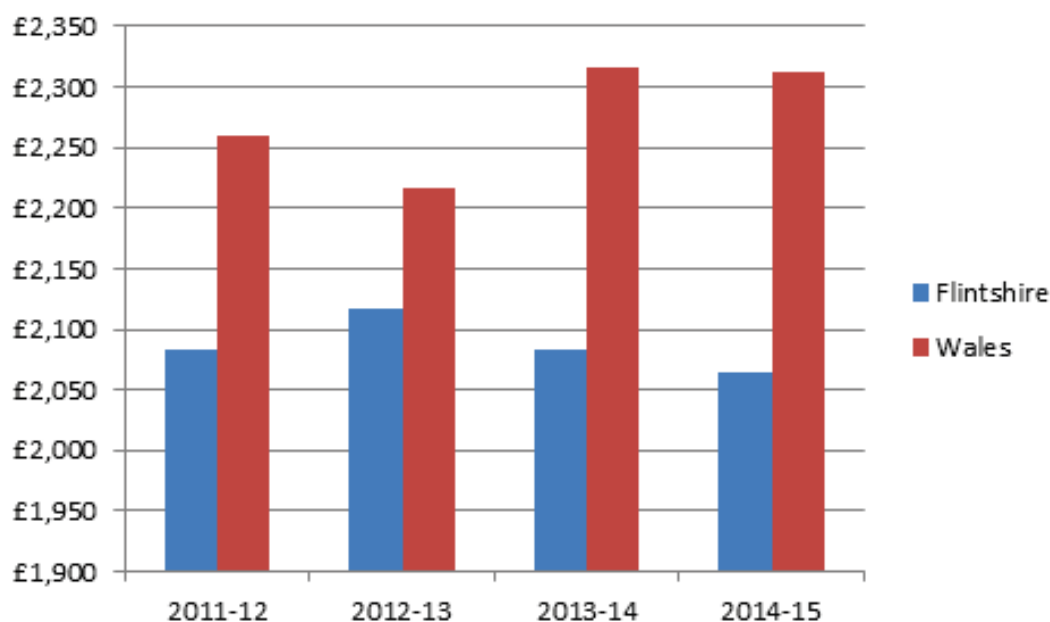
## The Council has taken significant strides forward in its use of resources and now needs to co-ordinate the elements more systematically in the face of future financial challenges

Improvements in financial planning have the potential to support the Council in maintaining its recent track record of financial savings in the face of increasing austerity, but difficult decisions lie ahead

- 61 We have been critical in previous reports of the Council's medium-term financial planning. Until recently, budget planning has tended to focus only on the year ahead. The Council has therefore tended to rely on in-year projects to deliver the necessary savings, rather than embarking on longer-term work whose financial benefits may not materialise until subsequent years. This short-term approach has contributed to the rapid pace of change that has been necessary during 2014 in order to deal with the larger than expected reduction in central government funding for 2015-16, and which is likely to continue.
- 62 The Council has responded positively to the need to improve its medium-term financial planning and has now put in place a three-year plan that it will refresh annually. The new Chief Officer Team has the potential, as intended, to contribute a more corporate, wide-ranging view than before to this plan, improving the Council's capacity to manage all of its resources. The Council is aware of the risks associated with the fact that its Chief Finance Officer is not a member of the Chief Officer Team and has mitigated these risks successfully thus far.
- 63 Flintshire's demography results in the Council receiving a lower level of funding per head of population via the Welsh Government's Revenue Support Grant (RSG) than most councils in Wales. The RSG contribution, together with Flintshire's allocation of non-domestic rates, represents about 75 per cent of the Council's budget, with the remainder coming from Council Tax. Rates of Council Tax in Flintshire are slightly below the Wales average and have increased comparatively slowly in recent years.
- 64 Flintshire's gross revenue budget<sup>2</sup> for 2014-15 was £315.3 million. Mainly as a result of the comparatively low level of RSG income, gross revenue expenditure per head of population in Flintshire is well below average; Council services as a whole therefore cost less to run than in almost all other councils in Wales.
- 65 **Exhibit 1** shows that, in 2014-15, gross revenue expenditure per head of population in Flintshire was £2,064 per person, a little lower than it was in 2011-12. During the same period, average gross budget per head in Wales has increased from £2,259 per person in 2011-12 to £2,312 per person in 2014-15. In real terms, we calculate that Flintshire's budgeted gross revenue expenditure has fallen by about seven per cent since 2011-12, while the average for councils across Wales has fallen by about three per cent.

<sup>2</sup> Gross revenue budgets are reported net of income and charges, but they include specific grants distributed by the Welsh Government.

Exhibit 1 – Budgeted gross revenue expenditure per head of population



- 66 Despite its year-on-year approach to financial planning, the Council has, therefore, made significant savings and efficiencies in recent years, with no apparent adverse impact on the accessibility and quality of services. During the three years 2011-12 until 2013-14, the Council planned to deliver about £19 million in savings, and has reported that about 80 per cent of these plans achieved the desired results. The budget for 2014-15 included plans for a further £11.9 million of savings. The Council has reported to members that, in December 2014, the original plans were on track to yield about £9 million.
- 67 The budget reductions to date stem from a range of sources, including a range of service reviews and from improved procurement of goods and services. The Council acknowledges, however, that its procurement of goods and services remains an area for continued improvement.
- 68 Officers support the budget planning process well by providing detailed estimates of likely cost pressures and other changes in the year ahead. However, budgets in recent years have made little explicit reference to the Council’s priorities. As further future budget reductions bite, the Council is aware of the fact that it faces difficult decisions that will need to be guided by the priorities it has set itself. New models of service planning have the potential to make a positive contribution in informing such decisions.

- 69 Planning the 2015-16 budget has proved to be particularly challenging given the late announcement of a larger-than-anticipated reduction in RSG. The Council's political leadership has, in the past, tended to unveil its budget plans at a late stage in the planning process. This year, however, the Council has begun to engage with the public about the challenges it faces, and political leaders have taken the opportunity to engage more widely than before with other political groups. Such a process has been valuable in other councils in gaining a helpful degree of consensus before major decisions are taken. At the time of our Corporate Assessment in September 2014, there was a funding gap for 2015-16 of about £16 million. At that time, there was a significant risk that the Council might not be in a position to set a balanced budget. However, the Council set a balanced budget as required on 17 February 2015. The Council is nevertheless well aware that further large reductions in its income are likely in years to come and that the decisions needed to set future budgets will become increasingly difficult.
- 70 The Council invests significant time and effort in monitoring its financial performance and in producing detailed monthly reports to members. Councillors we spoke to value these reports. However, and as is the case for some performance monitoring reports, there is scope to review these budget monitoring reports with a view to making them shorter and easier to follow.
- 71 The budget monitoring reports show that, on balance, budgetary control is sound. Total revenue expenditure has been about £3 million (or one per cent) less than the budget in each of the last three financial years. However, some demand-led budgets such as those for out-of-county placements are particularly volatile and show significant changes from one month to the next. Such variations are unhelpful in predicting end-of-year out-turn and suggest that there is a need for better forecasting and demand management at service level.
- 72 The Council's Annual Audit Letter (see [Appendix 4](#)), issued for and on behalf of the Appointed Auditor in November 2014, reports that:
- a the Council complied with its responsibilities relating to financial reporting and use of resources during 2013-14; and that
  - b the Appointed Auditor is satisfied that the Council has appropriate arrangements in place to secure economy, efficiency and effectiveness in its use of resources.



**The successful completion of the Council's Single Status agreement and Equal Pay Review has been highly demanding and other Human Resources priorities have therefore made slower progress than intended**

- 73 The Council has a well-established and experienced Human Resources and Organisational Development (HR & OD) team to support it in delivering its Improvement Objectives and its change agenda. A comprehensive set of core and supplementary HR policies is in place and the team has also produced a range of guidance documents and toolkits to support managers in areas such as agile working and workforce planning.
- 74 The People Strategy 2009-2012, extended until 2014, forms one of the four pillars of the Council's governance framework. The strategy sets out a clear vision that was appropriate when the strategy was first adopted. However, changes in priority and, particularly, in the financial climate since that time have resulted in the Council losing sight of the strategy as a whole and focusing instead on specific projects at the expense of others.
- 75 The considerable demands of the Single Status agreement and Equal Pay Review have, in particular, diminished the capacity available within the HR & OD team for other activity aligned to the strategy. The Council has now almost completed this complex and resource-intensive work which has been highly necessary and, after a slow start, has been well managed. However, the demands of the work led to the reprioritisation of some of the other work required to lay the foundations for future financial savings and efficiencies. This work has therefore been later in starting than would be ideal. The introduction of a new staff appraisal system, for example, was delayed and the Council has had less success in reducing sickness absence figures than it had intended. Absence rates have remained steady over the last three years at an average of 10.5 days per full-time member of staff, well above the Council's target of 9.6 days. During our Corporate Assessment, some service users also reported concerns about delays in processes such as recruitment.
- 76 The Council has a good relationship with the independent and voluntary sectors and contributes well, alongside its partners, to developing the workforce within those organisations. This has resulted in increasing numbers of independent and voluntary sector staff receiving training alongside the Council workforce on, for example, providing welfare reform guidance. The Council works closely with Coleg Cambria in a joint initiative providing advice and support to business start-ups, including help for writing business plans, market research and financial planning with support from experienced mentors.
- 77 However, we found that workforce planning, linked to talent management, is not being carried out systematically across the Council. Workforce planning tends to occur as a reaction to change rather than providing information and guidance that inform change. There is a risk, therefore, that the Council loses skills and expertise from among its staff without there being sufficient suitable replacements available.

- 78 Following the implementation of the new operating model and the appointment of the Chief Officer Team, the Council is making good progress in developing a new three-year People Strategy. In doing so, the Council has engaged well with a variety of stakeholders, including councillors. This early engagement has the potential to help elected members to take ownership of the strategy, and to keep sight of its broader aims as they monitor progress against future actions. Nevertheless, plans to improve or at least maintain services whilst achieving significant cost reductions through reducing staff numbers represent a significant challenge.
- 79 Senior staff have considered the future delivery of the HR & OD function and acknowledge that the current model needs to mature during the life of the new strategy in order to create further capacity within the HR & OD team. The future model will require service managers to be more self-sufficient than in the past in managing their staff, drawing on specialist HR support only in a consultative capacity. A well-regarded and accredited training programme for managers is already in place, established in partnership with Coleg Cambria.

**The Council has a clear vision for its land and buildings, but the links between asset management and the planning of revenue expenditure are not explicit enough**

- 80 The Council owns significant land and property assets with an overall value of about £1 billion, including its stock of about 7,400 council houses. The Council has a clear vision and sense of purpose for its assets, summarised as 'having the right buildings in the right places for the right uses'. However, until recently, the Council has taken an ad hoc, rather than a systematic approach to managing some of its assets, including its approach to dealing with land or buildings surplus to requirements. The Council has a clear plan for retaining or disposing of its small agricultural estate and its operational buildings. It is now reviewing the options for the remainder of its property assets, including a commercial estate with a significant backlog of repairs and maintenance and an extensive range of buildings used for community-related purposes throughout the County.
- 81 The Council's asset management plan was produced in 2010. Although due for a refresh, it remains in most respects a comprehensive and well-developed strategy. However, the principles it describes – such as transferring surplus assets to the community, via community asset transfers<sup>3</sup> – have not always been implemented with sufficient pace. During 2013-14, the Council completed just two community asset transfers but it expects to accelerate progress during 2014-15 and beyond by simplifying and standardising the transfer process. Similarly, the Council's Agile Working project, that helps its staff to work more flexibly and makes more efficient use of floor space, has made less progress than anticipated.

<sup>3</sup> Community Asset Transfer: the transfer of land or buildings into the ownership or management of a Voluntary/Community Sector organisation or statutory body. This allows organisations to apply for grant support which would not be available to the Council. It means that the Council is no longer responsible for the cost of managing and maintaining the asset, and the community retains use of the asset – which often increases due to greater local 'ownership'.

- 82 The Council has collaborated successfully in joint asset planning with public sector partners, though this work has focused on individual projects rather than being led by long-term, strategic joint planning. Nevertheless, recent examples of asset planning are helping the Council and its partners to meet several shared improvement objectives, by co-locating front-line services within town centres. The Connect Centre at Flint is a good example of joint asset planning involving the creation of a one-stop-shop, co-location of the local police station, redevelopment of the former police station site, relocation of back-office staff and the closure of a surplus office building. This arrangement supports the Council's efforts to regenerate the town centre, reduces the operational space occupied by the Council, provides a local base for partners such as the Department for Work and Pensions to deliver their services and local hot-desk facilities for Council staff who work within and around Flint.
- 83 In recent years, the financial challenges facing the Council have encouraged it to recognise its land and property assets as a strategic corporate resource. However, although the impact of the asset disposal programme on the Council's capital programme is generally clear, the contribution that effective asset management is expected to make to its Medium Term Financial Plan is not explicit. Similarly, although asset management-related performance compares favourably with other councils across Wales, the Council does not use performance management proactively to inform decision-making. However, the Council's capital investment projects are robustly managed both at a strategic level and for individual projects and include a clear commitment to sustainability.

**Despite delivering significant improvements in a number of areas, the ICT function has struggled to prioritise its work in the face of increasing demand**

- 84 As with its People Strategy, the Council's ICT Strategy represents one of the four pillars of the Council's governance framework. There are further similarities in that the ICT Strategy is now out of date and, more importantly, changes since the strategy was first adopted have resulted in the Council losing sight of the aims of the strategy as a whole, focusing instead on specific projects, performance indicators and targets.
- 85 There have, nevertheless, been significant developments in the use of technology that have contributed to improved efficiency and to a wider range of ways for customers to access Council services. The Council's website is much improved in terms of its appearance and in terms of the ease of access to services and to key documents. In addition, the Council has produced an 'app' for smartphones, further improving the availability of its services and responding to the changing needs of its customers.

- 86 The Council has also exploited technology effectively to improve access to services for those customers preferring face-to-face contact or the use of the telephone. In addition to the Council's main call centre, the Flintshire Connect centres in Holywell, Connah's Quay and Buckley provide accessible 'one stop shops' at which citizens can conduct most aspects of their business with the Council.
- 87 The ICT Strategy emphasises the role of the ICT service in relation to its internal customers within the Council. A successful rationalisation of printers across Council offices has, for example, saved paper costs, as has the introduction of i-Pads for councillors. The Council's key financial systems are generally fit for purpose. However, the service has struggled to meet the demand for change with the result that staff feel frustrated with some aspects of the service. The upgrading and modernisation of some ICT systems have taken longer than expected, for example, and staff involved in the 'agile working' pilot have found difficulties in accessing the Council's ICT systems from their homes.
- 88 The Council has acknowledged that, in the past, it has been reluctant to define the intended benefits, both financial and non-financial, from large-scale technological projects. The Council's new operating model presents a significant opportunity to improve this aspect and to manage the ICT service in a way that reflects clear corporate priorities and which links more explicitly than before to the Council's strategic plans for its staff, its land and buildings and its finances.

## The Council made good progress against the improvement priorities we looked at but its performance against the national indicators declined slightly

89 This section of the report focuses on the performance of Council services and the way in which the Council manages its performance. We provide an overview of performance in 2013-14 as well as a more detailed assessment of progress against a selection of the Council's Improvement Objectives. Where possible, these evaluations draw on information that is more up to date than the 2013-14 data. We also include a summary of the Performance Evaluation Report 2013-14, produced by the Care and Social Service Inspectorate Wales (CSSIW), and the Welsh Language Commissioner's assessment of progress in Flintshire.

### Flintshire schools continue to provide good value for money and the Council is seeking further efficiency within the education system

- 90 The National Survey for Wales, conducted on behalf of the Welsh Government, indicates that the public in Flintshire has more confidence in the local education service than in any other council in Wales.
- 91 Results in Flintshire primary schools in 2014 consolidated the improvements of the previous year. The proportion of seven-year olds achieving the expected standards was slightly below the Wales average while the proportion of 11 year-olds achieving the expected standards was the same as the Wales average at 84.5 per cent. In secondary schools, 84.3 per cent of 14 year-olds achieved the core subject indicator<sup>4</sup>, the fifth highest proportion among councils in Wales. At key stage 4, performance fell slightly compared with 2013, but the proportion of 16 year-olds who gained five or more good GCSE grades that included the important subjects of mathematics and English or Welsh (first language) remained well above average and was the third highest in Wales.
- 92 Eligibility for free school-meals – a proxy measure for levels of deprivation – is well below the national average in Flintshire. We would therefore expect school performance in Flintshire as a whole to be above national averages. Levels of attainment in primary schools are therefore a little below what might be expected. Performance in too many primary and secondary schools nevertheless compared unfavourably with that in schools elsewhere in Wales with similar levels of deprivation.
- 93 We reported last year that there had been a steady fall in the number of 16-year-old school leavers in Flintshire who are not in employment, education or training. However, in 2013 (the latest year for which data<sup>5</sup> is available), the proportion increased sharply to 3.6 per cent, only marginally better than the national average. Attendance rates in secondary schools have been among the best in Wales in recent years and continue to compare favourably with the Wales average.
- 94 The Council is responsible for ensuring an adequate supply of school places in an efficient manner. By merging infant and junior schools, the Council reduced the number of primary schools it maintains from 71 to 68 during 2013. Nevertheless, the capacity of the primary and secondary school systems increased slightly. In January 2014, there were some 4,300 surplus places in Flintshire schools (15.9 per

<sup>4</sup> Pupils achieve the core subject indicator when they attain the expected National Curriculum level for their age in mathematics, science and English or Welsh (first language).

<sup>5</sup> *Careers Wales*, <http://www.careerswales.com/prof/server.php?show=nav.3850>

cent of the total) distributed across the 80 schools. Surplus capacity remains lower in Flintshire than the Wales average of 17 per cent, but the gap closed during 2013. Thirty per cent of Flintshire schools have significant surplus capacity as defined by the Welsh Government as compared with 24.7 per cent across Wales.

- 95 The Council continues to address the modernisation of its schools estate and recognises the potential for further efficiencies. Plans to co-locate primary and secondary schools on a single site in Holywell are innovative and likely to improve significantly the working environment for pupils and staff. Prudent concerns about the future viability of another secondary school have led to the postponement of plans to refurbish the school.
- 96 As in previous years, the cost of Flintshire's education system as a whole remains well below that in most Welsh councils. For 2014-15, the Council set an education budget (excluding specific grants) of £109.6 million, equivalent to £4,781 per pupil compared with an average across Wales of £4,939 per pupil. Although there are areas to improve, the broadly positive outcomes outlined above suggest that the schools service continues to provide good value for money.
- 97 The Council has reviewed its school funding formula and implemented the resulting changes. The Welsh Government<sup>6</sup> has calculated that, in 2014-15, the Council delegated 81.3 per cent of relevant funding to its schools. This is a slightly lower rate than in other councils in North Wales. The Council has recognised the need to review the support services that it provides for schools and the way that they are funded. This review process has the potential to increase the level of delegated funding and increase schools' accountability for procuring the level of support they require.
- 98 We commented in last year's annual improvement report that the Council was spending more per pupil than any other council in Wales on placing pupils with additional learning needs in schools outside Flintshire. For 2014-15, the planned education element of expenditure on this item fell significantly to £2.5 million from almost £3.5 million in 2013-14 following changes to commissioning arrangements. Although much reduced, this budget still represents £110 per pupil when spread across all pupils in Flintshire, the second highest such planned expenditure in Wales. Furthermore, the Council reported that, by the end of the first month of the new financial year, there was already a projected overspend of £227,000 on budgets for out-of-county placements.
- 99 A paper to the Council's Audit Committee in September 2014 shows that, in 2013-14, the Council spent a total of £6.89 million on out-of-county places across both education and social services budgets, about £726,000 over budget. The paper provides assurance to committee members that the Council's procurement of places is effective. However, data within the paper about the number of placements the Council supports is difficult to interpret and does not address the issue comprehensively enough in the wider context of Flintshire's own special school provision.

6 *Statistical Bulletin 49/2014, Knowledge and Analytical Services, Welsh Government.*

100 We acknowledge that there will inevitably be a degree of volatility in the level of spending on out-of-county placements. However, the extent of volatility from month to month undermines the Council's budgetary control. The frequent variances also suggest that more might be done to improve the accuracy with which these budgets are planned and managed.

**There has been good progress in adult social services but the performance of children's services has been less consistent in the face of increasing demand**

101 In October 2014, CSSIW published its Performance Evaluation Report 2013-14. The evaluation is based on:

- a information received from the Council;
- b performance data;
- c discussion at quarterly engagement meetings with senior officers;
- d inspections, reviews and site visits;
- e intelligence from complaints and concerns;
- f information from other inspectorates and regulators; and
- g inspections of regulated services commissioned by the Council.

102 The full report is available at [cssiw.org.uk](http://cssiw.org.uk). We have summarised CSSIW's assessment of the Council's performance below and draw on other aspects of their evaluation elsewhere in this report.

103 More adults in Flintshire are using services that focus on prevention, rehabilitation and re-ablement, with an increase of 46 per cent during the year in the number of adults that the Council supports. The Council reports that well over half of the people using its re-ablement services achieved full independence, no longer requiring any further services.

104 Initiatives such as Well Check and Living Well support the Council's continued emphasis on promoting independence and wellbeing. Greater investment in partnership working is increasingly leading to the development of suites of services that are supporting more people in the community and fewer in residential care. The Council is effective in monitoring any shortfalls in the quality of care that it commissions and in seeking immediate corrective action.

105 People contacting the Council receive a timely response and, although there have been some delays in supporting people to leave hospital when ready to do so, performance remains better than the Wales average. Almost all service users have timely reviews of their care plans, and Flintshire's performance is the best in Wales on this indicator. Timely reviews enable the Council to respond effectively to changing requirements, improving both the quality and efficiency of the service.

- 106 The Council has acknowledged that it needs to improve its ability to identify and support those who are carers. This work continues but has yet to reach fruition. The Council has commissioned the North East Wales Carers Information Service to assist with this work.
- 107 The demand for children's services increased significantly during 2013-14 with the number of reported requests for assessment growing by over 70 per cent during the year. Repeat referrals have fallen by 13 per cent and the Council has maintained a timely response rate, making a decision within one working day on over 99 per cent of referrals.
- 108 Numbers on the child protection register also rose sharply from 58 in 2012-13 to 133 in 2013-14. This had an impact on the Council's capacity to provide the same level of support as previously and the proportion of initial child protection case conferences conducted within the required timescales fell from 97 per cent to 89 per cent.
- 109 The higher number of referrals led to an increase in the number of initial assessments undertaken and a 40 per cent increase in the number of core assessments. More children and young people than before were seen alone by social workers, providing greater opportunity for them to express their views and wishes. However, CSSIW found that some assessments were not routinely updated and that a number of associated risk assessments were incomplete.
- 110 Fewer reviews of the needs of looked-after children took place within the required timescale than in 2012-13, despite a small reduction in the number of reviews due. There was an even greater reduction in the number of reviews for children in need that were completed on time, with little more than half reaching the required standard. This was the lowest rate in Wales.
- 111 Although there was an increase in the number of looked-after children and young people during 2013-14, the proportion experiencing multiple placements fell and is now among the best in Wales. The Council undertook all the required visits to the children and young people it cares for, but the timeliness of these visits deteriorated. The proportion of looked-after children receiving health assessments remains among the lowest in Wales. The educational attainment of looked-after children aged 16 continues on an upward trend but the outcomes for young adults aged 19 who were formerly looked after is mixed.
- 112 CSSIW's inspection of the Council's Fostering Services was largely positive and found that there was effective support provided by a stable and consistent team, together with a well-organised fostering panel.



113 In referring to partnership and collaboration, CSSIW judged that the Council is increasingly realistic about the challenges posed by the need to deliver improving services within the context of reducing financial resources. This has accelerated the drive to greater efficiency, improving strategic partnership working, services that are more integrated and a growing commitment to regional commissioning. The Council is investing more in an early intervention approach that works in partnership with key stakeholders to improve outcomes for children, young people and families. Greater investment in partnership working is increasingly leading to the development of suites of services that are supporting more people in the community and fewer in residential care.

### Overall performance against the national indicators declined slightly, but with some strong performance across several service areas

114 We reviewed the Council's performance for 2013-14 against the average for Wales across a basket of 44 national indicators<sup>7</sup>. Based on this data, there has been strong performance in several areas, but deteriorating performance in others. The Council's overall performance has declined slightly. For example:

- a one key education indicator was the best in Wales in 2013, with 62.2 per cent of pupils achieving five or more good GCSE grades that include English or Welsh first language and mathematics;
- b only 4.3 per cent of roads in Flintshire were in a poor condition, the lowest proportion in Wales;
- c the Council achieved top quartile performance in 13 national indicators, slightly fewer than in 2012-13;
- d performance against 23 of the 44 indicators was equal to or above the Welsh average, a slight deterioration from 28 in 2012-13; and
- e performance in Flintshire deteriorated compared with 2012-13 against almost half of the national indicators.

115 The Council's 2013-14 Improvement Plan contained eight improvement priorities and 98 secondary priorities. The Council reported good progress against just over half (56 per cent) of the secondary priorities and satisfactory progress against 42 per cent with just two per cent making less-than-satisfactory progress during 2013-14.

116 Each year the Welsh Government undertakes a national survey to obtain the views of the people of Wales on a range of issues including health, education and local services. In the 2013-14 survey, 61 per cent of respondents agreed that the Council provided high quality services. This was better than the Welsh average and ranked the Council seventh among the 22 unitary authorities in Wales. The same survey showed that 48 per cent of residents also think that the Council is good at letting them know how it is performing.

<sup>7</sup> Thirty National Strategic Indicators (NSIs) and 24 Public Accountability Measures (PAMs), of which 10 are classified as both NSIs and PAMs.

## The Council is making good progress in implementing initiatives to help mitigate the impact of cuts to welfare benefits and to reduce fuel poverty

- 117 The Council made good progress during 2013-14 against its improvement priority to increase local efforts to protect local people from poverty. The sub-priorities underpinning this improvement priority focused on mitigating the impact of the UK Government's welfare reforms and tackling fuel poverty. The Council met or exceeded all of its 2013-14 targets associated with these sub-priorities.
- 118 The Welfare Reform Act 2012 has brought significant change to the administration and distribution of benefits and will have a major impact on many citizens. In April 2011, the UK Government embarked on a programme of reform, including the phased introduction of Universal Credit between October 2013 and 2017. The Government's plans include changes to Housing Benefit which aim to reduce annual expenditure by around £2.3 billion. These changes will mean that millions of households in Great Britain will receive less in benefits, creating hard choices for them about how they use their money and manage on a day-to-day basis.
- 119 The key changes introduced by the Welfare Reform Act 2012, in summary, are as follows:
- a the introduction of size criteria for the social rented sector, limiting Housing Benefit payments (and later the housing costs element of Universal Credit) for working-age households who under-occupy their homes;
  - b the household benefit cap, which imposes a limit to benefit claims for out-of-work, working-age households;
  - c Universal Credit, which introduces a single monthly integrated benefit for working-age households, both in and out of work, paid direct to claimants; and
  - d changes and cuts to support for Council Tax, devolving power to local authorities to design and administer this benefit.
- 120 The Council has a robust plan in place to address the impact of welfare reform and has established Flintshire Tackling Poverty Partnership to consider and respond to the issues. This forum includes an appropriately wide range of stakeholders to ensure full coverage of all issues, including organisations that are affected by welfare reform and those that can play a positive role in addressing the impact. The partnership monitors its performance and provides updates that feed into the Council's action plans.
- 121 The Council's action plans focus explicitly on mitigating the financial and operational impact of the reforms on individuals and agencies such as local housing associations. Planning is well-informed by data collected from tenants in order to understand the impact that the reforms have had and to try to mitigate their impact. In many cases, the data obtained is comprehensive and the Council has been able to use the process to help to provide more personalised advice and support such as the completion of a budgeting tool, providing advice on utility bills, and checking to ensure that all appropriate benefits are being claimed.

- 122 The Council has a comprehensive set of local indicators to measure the impact of its work and that of its partners in all areas of welfare reform. The Council and its partners are able to demonstrate that they generated additional welfare benefit and tax credit income for residents totalling £2.3 million in 2013-14, boosting household income and spending power within the local economy and positively supporting the tackling poverty agenda.
- 123 Welfare reform cuts across many different Council services and has many different impacts on a wide range of organisations and individuals. To be effective, therefore, the Council needs to ensure there is clear leadership on welfare reform with appropriate governance and accountability to support policymaking, enable effective scrutiny and hold services and the Cabinet to account. We found that officers and councillors in Flintshire are fully aware of the performance monitoring arrangements for welfare reform and they are clear about who is responsible for the various strands of activity. Regular updates to scrutiny committees provide members with the opportunity to oversee and challenge performance. The Council has also trained staff across a wide and appropriate range of services in order to increase their awareness of the key benefit changes and the wider community impact.
- 124 Despite the good progress in mitigating the effects of poverty, the Council's corporate performance measures for poverty contain little reference to the performance of the Housing Benefit and Council Tax Reduction Scheme service. This is a key service that helps over 12,000 low income households in Flintshire to pay their rent and Council Tax. An assessment of the quality of the administration of the Housing Benefit and Council Tax Reduction Scheme has the potential to further improve the Council's overall evaluation of its performance in tackling poverty among Flintshire's residents.
- 125 In 2013-14, the speed of processing Housing Benefit claims and the accuracy of assessments declined compared with the previous year. The average time taken by the Council to process new claims increased from an average of 16 days in 2012-13 to 20 days in 2013-14, even though there was no significant increase in the size of the caseload and the number of new claims has reduced as unemployment has fallen. Partly as a result of more stringent processes to identify errors, Internal Audit reports show that the accuracy in processing claims in Flintshire fell to 60 per cent.
- 126 The Council is attempting to maximise help from the UK Government for people faced with a shortfall in their Housing Benefit. Households experiencing a shortfall between benefit entitlement and rent can apply to the Council for a Discretionary Housing Payment (DHP). Flintshire Council has actively promoted DHP as an important source of funding to address the impact of the social housing size criteria. The UK Government allocates funding according to a formula. Councils that decide to top up the UK Government's allocation with their own funds receive a larger allocation the following year. Unlike most councils in the UK, the Council chose to spend more than its allocation in 2012-13, and therefore received an increase of £148,000 in its 2013-14 allocation, allowing it to help more people facing a shortfall in their rent.

- 127 The Council's second poverty sub-priority was to tackle fuel poverty. The Council has met or exceeded all of its 2013-14 service targets associated with this work, having previously developed a comprehensive set of local indicators to measure the impact of its work.
- 128 The Council helped residents in the private sector, working in partnership with neighbouring authorities (Wrexham, Denbighshire and Conwy councils ) and housing associations, to launch a regional Energy Company Obligation (ECO) framework, initially focussed on social housing external wall insulation works. A total of 104 owner-occupied or private rented homes had insulation or heating works in 2013-14. In addition, the Affordable Warmth Fund was introduced through the Housing Renewal Strategy, leading to the improved insulation of 87 Council properties. In total, the Council secured over £1 million in 2013-14 in external grant funding for fuel efficiency schemes.
- 129 The Council has an ambitious programme for 2014-15 including large-scale gas infill projects in Aston and Mostyn which will help 223 Council tenant households to receive less expensive gas heating and potentially help a further 700 private sector households living in the gas catchment area.
- 130 Increasing awareness of how to avoid fuel poverty is an important strand of the Council's work to tackle fuel poverty. The Home Energy Conservation Team leads on Flintshire's Affordable Warmth Partnership, providing professional training and advice to people on good energy efficiency practice. The team advises tenants and the general public on grant availability, getting the best deal from energy suppliers, and the most effective potential improvements to properties in order to reduce fuel bills and help keep their homes warm. The Home Energy Team also designs and delivers training and education programmes to a wide variety of audiences in order to raise the profile and increase the uptake of energy efficiency measures.

**The Council's performance in preventing homelessness has improved but there has been little progress in the length of time people spend in temporary accommodation**

- 131 A further strand of the tackling poverty improvement priority focuses on preventing people from becoming homeless. As we reported last year in our Annual Improvement Report, councils across Wales are accepting fewer households as homeless. The situation in Flintshire continues to reflect this trend, despite an increase in the number of people seeking assistance since 2012. During 2013-14, the number of households accepted by the Council as homeless and in priority need was again one of the lowest in Wales. On average, fewer than 50 homeless households in the County were in temporary accommodation during the year.
- 132 In 2013-14, the Council's performance in taking action to prevent homelessness improved. The Council helped 85 per cent of potentially homeless households from becoming homeless during the year compared to 83 per cent in 2012-13. Council reports during 2014 indicate that performance has subsequently continued to improve.

- 133 The Council allocates homeless households to self-contained Council or private sector properties while a suitable permanent social housing property is identified and the homeless duty can be discharged. In some cases the household may be able to stay in the temporary accommodation and have it allocated permanently to reduce the upheaval of moving again.
- 134 The Council has set itself a challenging target that, by 2016, no homeless person will be in temporary accommodation for more than 12 months. However, the average time that homeless households spent in temporary accommodation in Flintshire has increased from 208 days in 2011-12 to 276 days in 2013-14. The Council attributes some of this deterioration to an increased demand for homes with fewer bedrooms from existing social housing tenants anxious to avoid rent arrears arising from cuts to their housing benefit because of the so-called 'bedroom tax'. This reduces the supply of smaller properties, which are also in demand from homeless households.
- 135 As part of its strategy to tackle homelessness the Council is taking action to ensure a sufficient supply of good quality, affordable homes. It set a target of 740 new affordable home completions between 2012 and 2017 and is on track to achieve this target following the recent completion of two extra-care housing schemes in Flint and Holywell and the reform of Housing Revenue Account Subsidy which, following its implementation in April 2015, will allow the Council to borrow funds in order to build new Council housing. In addition to its own efforts to provide affordable homes, the Council is working closely with partners to identify opportunities for increasing the future supply of affordable housing. In particular, the Council has recently established a Housing Company, North East Wales Homes, to help it meet its local housing strategy targets across a range of tenures.
- 136 The Council's housing improvement programme is on target to meet the Welsh Housing Quality Standard<sup>8</sup> (WHQS) by 2020. Although only 24 Council homes (out of over 7,400 homes) in Flintshire were fully WHQS compliant by the end of 2013-14, the Council's performance against individual elements of the housing improvement programme has continued to improve. Many more homes are partially compliant because of the work already completed, allowing many tenants to benefit from homes that are more comfortable to live in and cheaper to run. For example, by the end of 2013-14, 53 per cent of kitchens, 50 per cent of bathrooms, 78 per cent of heating systems and 71 per cent of windows in the Council's housing stock met the standard.
- 137 The Council has worked well with its partners in the LSB to facilitate better sharing of information and referrals between partners and, in consequence, the better targeting of services. For example, a care and repair programme which provides services to people over the age of 60 and to adults with disabilities has increased the number of clients able to live independently. Another example includes the targeting of home fire-safety checks and the installation of smoke alarms in the homes of vulnerable people.

<sup>8</sup> To meet the Welsh Housing Quality Standard, social housing must satisfy a range of criteria. For example, homes must be in a good state of repair, be safe and secure, have up-to-date kitchens and bathrooms and be adequately heated, fuel efficient and well insulated. All elements must meet the minimum acceptable standard for a house to be classified as WHQS-compliant.

The Council continues to make progress in improving the Welsh language capability of its staff but it recognises that progress is not consistent across the whole Council

- 138 The Welsh Language Commissioner has told us that there has been a small increase in the number of frontline Council staff who speak Welsh fluently. There has also been an increase in the number of staff who received Welsh language training since 2012-13, but the number remains lower than the numbers who received training in 2011-12 and 2010-11. There was a drop in the number of staff who received language awareness training. The Council had committed to ensuring that the entire workforce had completed a self-assessment of capability in Welsh by March 2014 but this has not yet been achieved.
- 139 The Council has introduced a new system in order to manage training more effectively. It has also reviewed the way in which Welsh language training is provided, in consultation with Menter Iaith Sir y Fflint. As a result, a new intensive programme will be introduced for beginners, supported by online learning and conversation practice sessions. Welsh Language Champions were appointed within the Community Services Directorate, prior to the introduction of the Council's new operating model, with the aim of identifying other champions throughout the Council and developing a Welsh Language Champions Forum during 2014-15.
- 140 The Council also plans to include Welsh language development needs within its new appraisal system. This positive feature has the potential to support the Council in meeting its Welsh Language Standards.

## The Council's track record suggests that it is likely to respond positively to the internal and significant external challenges it faces and make arrangements to secure continuous improvement for 2015-16

- 141 In this final section of the report, the Auditor General gives his opinion on the likelihood that the Council will make arrangements to secure continuous improvement in the year ahead, in accordance with the requirements of the Measure.
- 142 We reached this conclusion based on the earlier findings within this report. In particular, we have reported that:
- a the Council made good progress against the improvement priorities we looked at but its performance against the national indicators declined slightly;
  - b despite some strengths and areas of progress, aspects of the Council's arrangements are not fully supporting decision-making and the delivery of the Council's agreed priorities; and
  - c the Council has taken significant strides forward in its use of resources but now needs to co-ordinate the elements more systematically in the face of future financial challenges.
- 143 In reaching our conclusion, we have also considered the Council's positive response to our early feedback on our work and the positive potential of its new operating model.
- 144 We would like to thank the Council's staff and elected members for their assistance during our Corporate Assessment.

# Appendix 1 – Status of this report

The Local Government (Wales) Measure 2009 (the Measure) requires the Auditor General to undertake an annual improvement assessment, and to publish an annual improvement report, for each improvement Council in Wales. This requirement covers local councils, national parks, and fire and rescue authorities.

This report has been produced by staff of the Wales Audit Office on behalf of the Auditor General to discharge his duties under section 24 of the Measure. The report also discharges his duties under section 19 to issue a report certifying that he has carried out an improvement assessment under section 18 and stating whether, as a result of his improvement plan audit under section 17, he believes that the Council has discharged its improvement planning duties under section 15.

Improvement authorities are under a general duty to ‘make arrangements to secure continuous improvement in the exercise of [their] functions’. Improvement authorities are defined as local councils, national parks, and fire and rescue authorities.

The annual improvement assessment is the main piece of work that enables the Auditor General to fulfil his duties. The improvement assessment is a forward-looking assessment of a Council’s likelihood to comply with its duty to make arrangements to secure continuous improvement. It also includes a retrospective assessment of whether a Council has achieved its planned improvements in order to inform a view as to the Council’s track record of improvement. The Auditor General will summarise his audit and assessment work in a published *Annual Improvement Report* for each Council (under section 24).

The Auditor General may also in some circumstances carry out special inspections (under section 21), which will be reported to the Council and Ministers, and which he may publish (under section 22). An important ancillary activity for the Auditor General is the co-ordination of assessment and regulatory work (required by section 23), which takes into consideration the overall programme of work of all relevant regulators at an improvement Council. The Auditor General may also take account of information shared by relevant regulators (under section 33) in his assessments.



# Appendix 2 – Audit of Flintshire County Council’s 2014-15 Improvement Plan

## Certificate

I certify that I have audited the 2014-15 Improvement Plan produced by Flintshire County Council (the Council) in accordance with section 17 of the Local Government (Wales) Measure 2009 (the Measure) and my Code of Audit Practice.

As a result of my audit, I believe that the Council has discharged its duties under section 15(6) to (9) of the Measure and has acted in accordance with Welsh Government guidance sufficiently to discharge its duties.

## Respective responsibilities of the Council and the Auditor General

Under the Measure, the Council is required to prepare and publish an Improvement Plan describing its plans to discharge its duties to:

- a make arrangements to secure continuous improvement in the exercise of its functions;
- b make arrangements to secure achievement of its improvement objectives; and
- c make arrangements to exercise its functions so that any performance standard specified by Welsh Ministers is met.

The Measure requires the Council to publish its Improvement Plan as soon as is reasonably practicable after the start of the financial year to which it relates, or after such other date as Welsh Ministers may specify by order.

The Council is responsible for preparing the Improvement Plan and for the information set out within it. The Measure requires that the Council has regard to guidance issued by Welsh Ministers in preparing and publishing its plan.

As the Council’s auditor, I am required under sections 17 and 19 of the Measure to carry out an audit of the Improvement Plan, to certify that I have done so, and to report whether I believe that the Council has discharged its duties to prepare and publish an Improvement Plan in accordance with statutory requirements set out in section 15 and statutory guidance.

## Scope of the Improvement Plan audit

For the purposes of my audit work I will accept that, provided a Council meets its statutory requirements, it will also have complied with Welsh Government statutory guidance sufficiently to discharge its duties.

For this audit I am not required to form a view on the completeness or accuracy of information, or whether the Improvement Plan published by the Council can be achieved. Other assessment work that I will undertake under section 18 of the Measure will examine these issues. My audit of the Council’s Improvement Plan, therefore, comprised a review of the plan to ascertain whether it included elements prescribed in legislation. I also assessed whether the arrangements for publishing the plan complied with the requirements of the legislation, and that the Council had regard to statutory guidance in preparing and publishing its plan.

The work I have carried out in order to report and make recommendations in accordance with sections 17 and 19 of the Measure cannot solely be relied upon to identify all weaknesses or opportunities for improvement.

**Huw Vaughan Thomas**

**Auditor General For Wales**

CC: Lesley Griffiths, Minister for Local Government and Government Business

Huw Lloyd Jones, Manager

Paul Goodlad, Performance Audit Lead

# Appendix 3 – Audit of Flintshire County Council’s assessment of 2013-14 performance

## Certificate

I certify that I have audited Flintshire County Council’s (the Council) assessment of its performance in 2013-14 in accordance with section 17 of the Local Government (Wales) Measure 2009 (the Measure) and my Code of Audit Practice.

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

## Respective responsibilities of the Council and the Auditor General

Under the Measure, the Council is required to annually publish an assessment which describes its performance:

- a in discharging its duty to make arrangements to secure continuous improvement in the exercise of its functions;
- b in meeting the improvement objectives it has set itself;
- c by reference to performance indicators specified by Welsh Ministers, and self-imposed performance indicators; and
- d in meeting any performance standards specified by Welsh Ministers, and self-imposed performance standards.

The Measure requires the Council to publish its assessment before 31 October in the financial year following that to which the information relates, or by any other such date as Welsh Ministers may specify by order.

The Measure requires that the Council has regard to guidance issued by Welsh Ministers in publishing its assessment.

As the Council’s auditor, I am required under sections 17 and 19 of the Measure to carry out an audit to determine whether the Council has discharged its duty to publish an assessment of performance, to certify that I have done so, and to report whether I believe that the Council has discharged its duties in accordance with statutory requirements set out in section 15 and statutory guidance.

## Scope of the audit

For the purposes of my audit work I will accept that, provided a Council meets its statutory requirements, it will also have complied with Welsh Government statutory guidance sufficiently to discharge its duties.

For this audit I am not required to form a view on the completeness or accuracy of information. Other assessment work that I will undertake under section 18 of the Measure may examine these issues. My audit of the Council's assessment of performance, therefore, comprised a review of the Council's publication to ascertain whether it included elements prescribed in legislation. I also assessed whether the arrangements for publishing the assessment complied with the requirements of the legislation, and that the Council had regard to statutory guidance in preparing and publishing it.

The work I have carried out in order to report and make recommendations in accordance with sections 17 and 19 of the Measure cannot solely be relied upon to identify all weaknesses or opportunities for improvement.

## Recommendations under the Local Government (Wales) Measure 2009

There are no recommendations arising from the audit of Flintshire County Council's assessment of 2013-14 performance.

**Huw Vaughan Thomas**  
**Auditor General for Wales**

CC: Leighton Andrews, Minister for Public Services

Huw Lloyd Jones, Manager

Paul Goodlad, Performance Audit Lead

# Appendix 4 – Annual Audit Letter – Flintshire County Council 2013-14

Councillor Aaron Shotton  
Colin Everett  
Flintshire County Council  
County Hall  
Mold  
Flintshire  
CH7 6NB

Dear Aaron and Colin,

## **Annual Audit Letter – Flintshire County Council 2013-14**

This letter summarises the key messages arising from my statutory responsibilities under the Public Audit (Wales) Act 2004 as the Appointed Auditor and my reporting responsibilities under the Code of Audit Practice.

### **The Council complied with its responsibilities relating to financial reporting and use of resources**

It is the Council's responsibility to:

- a put systems of internal control in place to ensure the regularity and lawfulness of transactions and to ensure that its assets are secure;
- b maintain proper accounting records;
- c prepare a Statement of Accounts in accordance with relevant requirements; and
- d establish and keep under review appropriate arrangements to secure economy, efficiency and effectiveness in its use of resources.

The Public Audit (Wales) Act 2004 requires me to:

- a provide an audit opinion on the accounting statements;
- b review the Council's arrangements to secure economy, efficiency and effectiveness in its use of resources; and
- c issue a certificate confirming that I have completed the audit of the accounts.

Local authorities in Wales prepare their accounting statements in accordance with the requirements of the CIPFA/LASAAC Code of Practice on Local Authority Accounting in the United Kingdom. This code is based on International Financial Reporting Standards. On 30 September 2014, I issued an unqualified audit opinion on the accounting statements confirming that they present a true and fair view of the Council's and the Pension Fund's financial position and transactions. My report is contained within the Statement of Accounts. The key matters arising from the accounts audit were reported to members of Flintshire County Council in my Audit of Financial Statements reports on 24 September 2014 and are summarised below:

- a Records relating to non-current assets are insufficiently detailed within the Council's asset register to allow the easy identification of individual assets across all asset categories. This has potential implications for both the accounting of assets and the existence and use of them. The Council were able to provide us with enough information to issue an unqualified opinion on the accounts, but the Council could usefully improve the quality of the asset register.
- b The Council continued to make improvements to the quality of its accounts although we identified some issues in respect of expenditure cut off (ie, accounting for transactions in the correct period) and classification of balances relating to deposits.
- c Based on legal advice available to it, the Council did not fully recognise a liability for pension contributions on its equal pay liabilities. This is contrary to legal advice received by the Appointed Auditor which suggests that pension contributions should be paid on payment to resolve equal pay claims. Given the diverging legal views and uncertainty regarding the need to recognise a provision, the Appointed Auditor concluded that he would not take any further action as part of the 2013-2014 audit of accounts.
- d Whilst we did not identify any specific issues, it is essential that the Council, in its role as the administering authority, continues to work closely with its Employer Bodies (including Flintshire, Wrexham and Denbighshire Councils as well as a number of smaller bodies) to ensure that pension fund membership records are up to date and accurately record data for active, deferred and pensioner records. This is important both for the individuals concerned and also to the Employer bodies in ensuring that they account for pension obligations correctly within their respective financial statements.

The Council is required to provide Whole of Government Accounts (WGA) under the HM Treasury's *Whole of Government Accounts (Designation of Bodies) Order*. The Council submitted its WGA return by the due date. We reviewed the return and identified no issues that we wish to draw to your attention.

It is also worth noting the Council lead on the preparation of the accounts of the North Wales Residual Waste Joint Committee and the Taiith Regional Transport consortia. On 30 September I issued unqualified opinions on both sets of accounts confirming that they present a true and fair view of the respective Joint Committees' financial position and transactions. The key matters arising from the accounts audit were reported to the members of the respective Committees in my Audit of Financial Statements reports. I do not need to bring anything to your attention in this letter.

**I am satisfied that the Council has appropriate arrangements in place to secure economy, efficiency and effectiveness in its use of resources**

My consideration of the Council's arrangements to secure economy, efficiency and effectiveness has been based on the audit work undertaken on the accounts as well as placing reliance on the work completed as part of the Improvement Assessment under the Local Government (Wales) Measure 2009. The Auditor General will highlight areas where the effectiveness of these arrangements has yet to be demonstrated or where improvements could be made when he publishes his Annual Improvement Report. This year, the Annual Improvement Report will include the findings of the Corporate Assessment undertaken in September 2014.

Prior to 2014-15 the Council has a track record of accurately identifying and meeting its budget shortfall on an annualised basis. In establishing its 2014-15 budget the Council put in place a major structural review to yield savings from corporate and functional efficiencies as well as organisational design which focussed on both structure and workforce. The Council currently projects that a good proportion of the planned savings are likely to be achieved, but the first phase of the Voluntary Redundancy Programme did not yield the anticipated savings and a second phase is currently being worked through. There is a residual risk that, if permanent savings cannot be identified, an underlying budget shortfall will be carried through to 2015-16 onwards, adding to the pressures in future years.

The Council continues to strengthen its financial planning arrangements but at the same time faces unprecedented levels of austerity. Following details of the Welsh Local Government settlement for 2015-16, the Council now faces a budget gap of £16.4 million in 2015-16. The gap may be exacerbated by the shortfall in 2014-15, resulting in the need for a level of cuts not previously encountered.

The Council, particularly through the collective work of both Cabinet and the new Chief Officer Team, is developing detailed three year service business plans which form the basis of the proposals to deal with this significant shortfall. However, the scale of the budget gap and the uncertainties that remain mean that the Council's ability to set a balanced and achievable budget for 2015-16 remains extremely challenging, as does the outlook for future years. I have previously expressed concern over the annualised nature of the financial planning, so it is positive to note that the Council's business plans will now form the basis of planning for 2016-17 and beyond, as well as 2015-16, and that this will be considered in the context of the 2015-16 budget.

**I issued a certificate confirming that the audit of the accounts has been completed on 30 September 2013. I also issued a completion certificate for the Joint Committees on the same date.**

**My work to date on certification of grant claims and returns has not identified significant issues that would impact on the 2014-15 accounts or key financial systems**

In September 2014, the Audit Committee considered my Certification of Grants and Returns 2012-13 report which confirmed that the Council has adequate arrangements in place for the preparation and submission of its grant claims. However, 65 per cent of claims were either amended and/or qualified and the Council needs to further strengthen its arrangements. To assist in this, and following the delivery of grants training to relevant officers, we issued Grants feedback memorandums for each claim to identify improvements in respect of individual grants.

My programme of audit work on the 2013-14 grant claims is currently underway and I will issue a more detailed report on my grant certification work in Spring 2015 once this year's programme of certification work is complete. I will be conducting follow up work to determine whether the areas of improvement identified in our 2012-13 feedback memorandums have been addressed.

The financial audit fee for 2013-14 is currently expected to be in line with the agreed fee set out in the Annual Audit Outline.

Yours sincerely

**John Herniman**

For and on behalf of the Appointed Auditor

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# Wales Audit Office Annual Improvement Report

March 2015

## Executive Response

The Wales Audit Office's Annual Improvement Report and Corporate Assessment is, overall, a fair and positive summary of the position of the Council. The report is a welcome endorsement of a full year of improved improvement reporting following the introduction of this year's Improvement Plan.

There are no new statutory recommendations. The proposals for improvement are already well advanced in our commitment and activity for response. Listed below are the seven proposals for improvement along with our response.

Proposal for Improvement (P1-7)	Response
<p><b>P1</b> The Council should develop and implement a (more) consistent approach to <b>business planning</b> that promotes the ownership by staff of key objectives and targets.</p>	<p>A review of strategic and operational business planning is underway. The review covers review and republication of the suite of key corporate documents – Improvement Plan, Governance Plan, Medium Term Financial Plan and a new Corporate Resourcing plan; a review of the comprehensive of the set of portfolio strategic plans which drive policy and priorities (e.g. the Housing Business Plan; a review of the format, consistency and quality of operational business plan reports. This review will have staged outcomes with the first working deadline being June for the suite of revised key corporate documents.</p>
<p><b>P2</b> The Council should improve the <b>quality of its reports</b> to committees and Cabinet to ensure that:</p> <ul style="list-style-type: none"><li>• where necessary, reports enable councillors to refer easily to relevant policies and previous decisions and discussions</li><li>• key messages and recommendations are clear and succinct; and</li><li>• reports to scrutiny committees include recommendations or options that committees might endorse.</li></ul>	<p>A review of report format, style and quality of presentation is under way. A pilot of an improved format will be recommended. The improved format will include use of executive summaries and fuller exploration of risk in assessing options for decisions. Fuller use of hyperlinks will be made to avoid publishing extensive appendices where this can be avoided</p> <p>Updated report writing guidelines are being produced. Refresher report writing training will be offered. Quality assurance systems for report approval are being improved.</p>
<p><b>P3</b> The Council should ensure that, in implementing its revised <b>strategies</b> for People, ICT and Asset Management:</p> <ul style="list-style-type: none"><li>• their financial implications feed into the medium-term financial</li></ul>	<p>As P1 above noting:-</p> <ul style="list-style-type: none"><li>• a single corporate resourcing plan is being developed for June as part of the suite of key corporate documents. This plan will prioritise the allocation of corporate resources for change projects</li></ul>

<p>plan;and</p> <ul style="list-style-type: none"> <li>the links between the strategies are fully considered so that specialist staff are available when required.</li> </ul>	<ul style="list-style-type: none"> <li>a comprehensive approach to programme management for officer portfolios where significant change needs to be led, co-ordinated and managed with a set of 8 programme management boards</li> <li>a comprehensive and more usable Medium, Term Financial Plan in a new graphic format for June</li> </ul>
<p><b>P4</b> Group Leaders should strongly encourage members to take advantage of the <b>Member Development Scheme</b>.</p>	<p>A review of the member development programme is underway with the aim of having a broader offer for members in partnership with the Welsh Local Government Association. Group Leaders are being requested to promote take-up of training opportunities amongst their respective groups.</p>
<p><b>P5</b> The Council should take the opportunity of its review of scrutiny structures to ensure that <b>Overview and Scrutiny committees</b> can add real value to Council decision-making by aligning agendas more explicitly to Council priorities and risks.</p>	<p>A Task and Finish Group has been set up by the Constitution Committee to review the number and terms of reference of Overview and Scrutiny Committees. The Group will report to the Annual General Meeting of the Council.</p> <p>Forward work programmes are to include major and higher risk annual budget proposals which require monitoring and assessment of impact, major service reviews included in the budget, and periodic review of the achievement of improvement priorities. Report formats are being reviewed as P2 above to make reports more purposeful.</p>
<p><b>P6</b> The Council should:</p> <ul style="list-style-type: none"> <li>adopt a consistent approach to managing <b>risk</b>, ensuring that all staff involved use a similar approach to record impact, likelihood and mitigating actions; and</li> <li>apply this approach to its future savings plans</li> </ul>	<p>Following an earlier internal review of risk management led by Internal Audit a number of actions are in train for the organisation to be more consistent and effective in the identification and reporting of risk at strategic, operational, project and partnership levels. P1 and P3 above will contribute.</p>
<p><b>P7</b> The Council should ensure a consistent approach to <b>workforce planning</b> and use the results to inform future reductions in staff</p>	<p>The new appraisal model as presented to the Corporate Resources Overview and Scrutiny Committee is being implemented to support talent recognition, retention and progression. Intelligence from this renewed appraisal programme will inform the training and development programme.</p> <p>Workforce planning risks are being assessed in each Chief Officer portfolio area as part of the revised People Strategy.</p>

## FLINTSHIRE COUNTY COUNCIL

**REPORT TO:** **CABINET**

**DATE:** **TUESDAY, 17 MARCH 2015**

**REPORT BY:** **CHIEF EXECUTIVE**

**SUBJECT:** **QUARTER 3 IMPROVEMENT PLAN MONITORING REPORT.**

### **1.00 PURPOSE OF REPORT**

1.01 To receive the 2014/15 Quarter 3 Improvement Plan monitoring reports for the period October to December 2014.

1.02 To note the following: -

- the levels of progress and confidence in the achievement of high level 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 trends for the risks identified in the Improvement Plan and the arrangements to control them.

### **2.00 BACKGROUND**

2.01 The Council adopted the Improvement Plan for 2014/15 in June 2014. This is the third monitoring update prepared for Cabinet.

### **3.00 CONSIDERATIONS**

3.01 The Improvement Plan monitoring reports give an explanation of the progress being made toward the delivery of the impacts set out in the Improvement Plan. The narrative is supported by measures and / or milestones which evidence achievement. In addition, there is an assessment of the strategic risk and the level to which they are being controlled.

3.02 Individual sub-priority reports (22 in total) have been completed by each lead accountable officer. A summary of the reports has been brought together to provide a single report for Cabinet.

3.03 Copies of the detailed quarter 3 Improvement Plan monitoring reports are available in the Member's Library and on request. Members will receive respective reports when circulated with Overview and Scrutiny Committee agendas.

### 3.04 **Monitoring the progress of our activities**

Each of the sub-priorities have high level activities which are monitored over time. 'Progress' monitors progress against scheduled activity and has been categorised as follows: -

- RED: Limited Progress – delay in scheduled activity; not on track
- AMBER: Satisfactory Progress – some delay in scheduled activity, but broadly on track
- GREEN: Good Progress – activities completed on schedule, on track

A RAG status is also given as an assessment of our level of confidence at this point in time in achieving the 'outcome(s)' for each secondary priority. Outcome has been categorised as: -

- RED: Low – lower level of confidence in the achievement of the outcome(s)
- AMBER: Medium – uncertain level of confidence in the achievement of the outcome(s)
- GREEN: High – full confidence in the achievement of the outcome(s)

### 3.05 In summary our overall progress against the high level activities is: -

#### PROGRESS

- We are making good (green) progress in 43 (55%).
- We are making satisfactory (amber) progress in 35 (44%).
- We are making limited progress (red) in 1 (1%).

#### OUTCOME

- We have a high (green) level of confidence in the achievement of 62 (78%).
- We have a medium (amber) level of confidence in the achievement of 17 (22%).
- We have a low (red) level of confidence in the achievement of 0 (0%).

### 3.06 Progress for the high level activity 'Agree the Local Development Plan's (LDP) vision, objectives and options to accommodate growth', within the sub-priority Modern, Efficient and Adapted Homes, is assessed as red. In excess of 700 candidate sites are being processed and assessed under consideration as part of the LDP process, this has resulted in slippage compared with the delivery agreement timetable.

### 3.07 **Monitoring our performance**

Analysis of performance against the Improvement Plan measures is undertaken using the RAG (Red, Amber Green) status. This is defined as follows: -

#### PERFORMANCE

- RED equates to a position of under-performance against target.
- AMBER equates to a mid-position where improvement may have been made but performance has missed the target.
- GREEN equates to a position of positive performance against target.

#### OUTCOME

- RED equates to a forecast position of under-performance against target at year end.
- AMBER equates to a forecast mid-position where improvement may have been made but performance will miss target at year end.
- GREEN equates to a forecast position of positive performance against target at year end.

Please note that no disabled facilities adaptations were completed for children and young people during Q3 and therefore it was not appropriate to allocate a 'progress' RAG. An amber RAG status has been given for the 'predicted outcome' at year end. For this reason the analysis of progress for measures is calculated out of 102 rather than 103 which is used for outcome.

### 3.08 Analysis of current levels of performance shows the following: -

- 67 (66%) had achieved a green RAG status
- 32 (31%) had achieved an amber RAG status
- 3 (3%) had achieved a red RAG status

Analysis of predicted outcome levels of performance shows the following: -

- 85 (82%) forecast a green RAG status
- 16 (16%) forecast an amber RAG status
- 2 (2%) forecast a red RAG status

The measures which showed a red RAG status for performance are: -

3.08a **Entering into a lease agreement for 10 over 55's properties**

- sub-priority: Modern Efficient and Adapted Homes

The RAG status for both progress and outcome is assessed as red.

There has been interest in the Over 55's lease option, however progress has been delayed whilst a suitable legal agreement is drawn up for use in this complex area. A model lease agreement should be available for use in quarter 4 and leases will be entered in to thereafter.

3.08b 3 measures within the sub-priority: Access to Council Services have a red RAG status: -

1) **Scale and take-up of the new digital services (no. of visitors) per annum** (target = 2,000,000, cumulative position at end of Q3 = 978,313)

The RAG status for outcome is assessed as red.

The new look website was launched in October 2014. The target set for 2014/15 was based on visitor numbers to the old website. The new website also has better analytics to measure website usage which will inform future target setting.

2) **Customer feedback: satisfied with visit to website** (target = 80%, outturn = 56% Desktop and 61% Mobile)

3) **Customer feedback: successfully found what they were looking for** (target = 80%, outturn = 58% Desktop and 62% Mobile)

The progress RAG status is assessed as red for both measures.

Given the work being undertaken to redesign the website for its launch in October 2014, SOCTIM surveys for customer feedback were not undertaken until the beginning of quarter 3. It is hoped that survey results will improve as visitors get used to the new look of the website.

3.09 **Monitoring our risks**

Analysis of the current (net) risk levels for the strategic risks identified in the Improvement Plan is as follows: -

- 5 (6%) are high (red)
- 42 (53%) are medium (amber)
- 32 (41%) are low (green)

The 5 high (red) risks are: -

3.09a Two risks within the sub-priority Extra Care Housing are currently assessed as red (high risks): -

**Keeping up with demand and aspirations for alternative housing models for independent living**

The risk trend is assessed as increased.

Work is being undertaken to help manage expectations of new extra

care housing provision due to changes in the funding regime and the consequential elimination of capital subsidy.

**Keeping up with specialist demand such as meeting the specific needs of those with dementia and physical and learning disabilities**

The risk trend is assessed as increased.

A number of work programmes are being undertaken to help manage this risk including:

- The roll out of the 'All about dementia' training programme.
- Development of dementia friendly communities (initially in Flint).
- The use of dementia reminiscence pods and packs by care homes and community groups.

Further actions are also planned including:

- Establishment of an e-learning package for carers, family and extended family about dementia and good dementia support.
- Development of a programme to make Flintshire County Council a dementia friendly organisation supporting people with dementia in all its contacts with the public.

- 3.09b Two risks within the sub-priority Town and Rural Regeneration are currently assessed as red (high risks): -

**Maximising funding opportunities through external programmes to invest in our urban and rural areas**

The risk trend is assessed as staying the same.

The European Regional Development Fund (ERDF) and Rural Development Plan (RDP) programmes are both going through the close down process, finishing in June 2015. Flintshire County Council continues to have a close involvement in the RDP programme and is seeking to influence priorities to reflect Flintshire's strategic priorities. Flintshire County Council also has close involvement in the development of the European Structural Fund programmes. The priorities are now set and Flintshire has contributed to regional prioritisation. Work is underway to develop regional and local projects. Work also continues in exploring a wider range of external funding opportunities.

**Ensuring sufficient project management capacity to successfully complete the programmes**

The risk trend is assessed as staying the same.

Management costs for externally funded programmes are recharged to the funding body wherever this is possible. Temporary capacity is in place to assist with project delivery and a new organisational structure is being developed to improve capacity to deliver priority programmes.

- 3.09c **Programme delivery capacity for the 21<sup>st</sup> Century Schools Programme** - sub-priority: Modernised and High Performing Education

The risk trend is assessed as staying the same. Meetings continue with officials of Welsh Government to further explore the effects and opportunities of potential changes to the Band A programme to create a more efficient use of resources available. The project coordinator post has been filled and following Welsh Government's Gateway Review, two Project Officers are to be appointed to assist with the 21<sup>st</sup> Century Programme/School Modernisation.

3.10 Analysis of the risk trend for the strategic risks identified in the Improvement Plan is as follows: -

- 7 (9%) increased
- 49 (62%) stayed the same
- 23 (29%) decreased

The 7 risks assessed as having increased are: -

3.10a Two risks within the sub-priority Extra Care Housing as discussed at paragraph 3.10a.

3.10b **Ensuring effective joint working with BCUHB to achieve common goals** - sub-priority: Integrated Community Social and Health Services  
The net risk level is assessed as 'medium' (amber).  
Although locality working has not yet been achieved, Flintshire County Council continues to share information and data on a weekly and monthly basis with BCUHB to enable effective joint working. Where necessary issues can be escalated if required to the Strategic Partnership Group from the Health Wellbeing and Independence Board or Strategic Locality Group.

3.10c **Ensure the DEZ has proportionate financial support from Welsh Government** - sub-priority: Business Sector Growth  
The net risk level is assessed as 'medium' (amber).  
Northern Gateway land is in private ownership therefore investment options will be decided by the private land owners. Progress will also depend in part on the wider state of the economy, as well as the release of finance from Welsh Government. Welsh Government appointed contractors to start the flood mitigation works, essential to site development and this commenced during winter 2014. Future actions include development of the phase 1 spine road but this is subject to Welsh Government funding.

3.10d **Securing sufficient funding for renewable energy schemes** - sub-priority: Carbon Control and Reduction  
The net risk level is assessed as 'low' (green).  
Flintshire County Council continues to invest in renewable energy systems that are eligible for the Governments Feed In Tariff and Renewable Heat incentive payments. However, the reduction in the



renewable energy budget (£300k down to £100K) will have a negative impact. The authority will work with APSE and other partners to potentially develop large scale energy schemes that will contribute to the County's energy needs and revenue income.

**3.10e Securing sufficient funding for further street lighting improvement programmes** - sub-priority: Carbon Control and Reduction

The net risk level is assessed as 'medium' (amber).

Currently Flintshire County Council have installed 350 new lanterns including over 300 dimming units and over 500 new trimming photocells. Work is on-going to replace old sign and bollard technologies with LED which will reduce operational visits to units and reduce the level of energy usage. Work is also being undertaken to continue the installation of dimming units in line with the street lighting policy. The continued dimming of lighting units by 30% will reduce the level of energy and illumination output for a period of time during dark hours (2200hrs – 0600hrs).

**3.10f Reductions in Welsh Government grants for subsidising services** - sub-priority: Transport and Infrastructure Services.

The net risk level is assessed as 'medium' (amber).

The subsidised bus service initial review was completed and a policy put in place to determine which bus services should continue to be supported in 2014/15. Work continues to monitor the subsidised bus service in terms of performance and the services which need to continue. Alternative funding sources are being explored and the future provision will also be informed by the Local Transport Plan. Proposals for future provision have been considered as part of the business planning and budget setting process.

## **4.00 RECOMMENDATIONS**

4.01 Cabinet Members are invited to determine if enough action has been taken to manage delivery of the Improvement Priority impacts.

4.02 To note the following: -

- 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 trend for the risks identified in the Improvement Plan and the arrangements to control them.

## **5.00 FINANCIAL IMPLICATIONS**

5.01 There are no specific financial implications for this report. However the Council's Medium Term Financial Plan is aligned to resource the

priorities of the Improvement Plan and the monitoring will help to inform future iterations.

**6.00 ANTI POVERTY IMPACT**

6.01 There are no specific poverty implications for this report. However poverty is a priority within the Improvement Plan and reporting against activity to protect people from poverty is included in the Improvement Plan monitoring report.

**7.00 ENVIRONMENTAL IMPACT**

7.01 There are no specific environmental implications for this report. However the environment is a priority within the Improvement Plan and reporting against activity to improve the environment is included in the Improvement Plan monitoring report.

**8.00 EQUALITIES IMPACT**

8.01 There are no direct equality implications for this report.

**9.00 PERSONNEL IMPLICATIONS**

9.01 There are no direct personnel implications for this report.

**10.00 CONSULTATION REQUIRED**

10.01 The Improvement Priorities are monitored by the appropriate Overview and Scrutiny Committees according to the priority area of interest.

**11.00 CONSULTATION UNDERTAKEN**

11.01 All directorates have been consulted with regarding the reporting of relevant information.

**12.00 APPENDICES**

12.01 None

**LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985  
BACKGROUND DOCUMENTS**

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## FLINTSHIRE COUNTY COUNCIL

**REPORT TO:** **CABINET**

**DATE:** **17<sup>TH</sup> MARCH 2015**

**REPORT BY:** **CHIEF OFFICER ORGANISATIONAL CHANGE 1 (IRB)**  
**CHIEF OFFICER ORGANISATIONAL CHANGE 2 (NC)**  
**CHIEF OFFICER COMMUNITY AND ENTERPRISE**

**SUBJECT:** **MEDIUM TERM PLAN FOR LIBRARY AND CONNECTS SERVICES**

### **1.00 PURPOSE OF REPORT**

1.01 To consider future plans for Library and Connects Services, that include proposals for the development of a new library and Connects in two new locations, and agrees to public consultation on specific elements of these proposals.

### **2.00 BACKGROUND**

2.01 Library Services are a key way of ensuring people can read, access information, learn and have free access to computers. Flintshire has a good track record of delivering against Public Library Standards and is committed to ensuring an effective and sustainable network of library services.

2.02 As the Council are facing the enormous challenge of delivering services within reduced resources the Council's Library services are working on a plan of how to ensure an effective and sustainable network, with a maximum of 70% of current resources. The first stage of this plan was to reduce the budget by 10% in 2015/16 by providing services differently (e.g. housebound services) or reducing service provision (e.g. reduction in opening hours). In 2015/16 the aim has been not to close libraries. However, for 2016/17 onwards unless there are significant changes to the library network then there is a real risk that this may happen. This report outlines significant proposals to change the library network that if successful provides the best chance of ensuring an effective and sustainable network of library services. A summary of key facts in this report relating to the library proposals is provided at Appendix A and an equality and wider impact assessment of proposals relating to a new Library at Deeside Leisure Centre is provided at Appendix B.

2.03 Connects services have been effectively set up at Holywell, Flint and Connahs Quay. Library Service links with Connects have already been made at Connahs Quay and this has proved very successful and

incorporates a museum space within the facility.

- 2.04 There is a desire to extend this provision to other geographical areas but a realism that to do this it needs to be by integrating with other services and being as efficient as possible. This report outlines a plan for doing this working closely with the provision of library services.

### **3.00 CONSIDERATIONS**

- 3.01 There is a recognition that modern libraries need to be situated in places that will have maximum footfall such as high streets or by co-location and integration with other services in a 'hub' type of facility.
- 3.02 Towns in Flintshire provide the best opportunity for maximising footfall therefore the main library hubs in future are proposed to be situated in the following towns: Connahs Quay, Mold, Buckley, Flint, Holywell. In addition the major attraction of Deeside Leisure Centre provides an opportunity for co-locating a library in a facility with major footfall that can serve three communities (Queensferry, Mancot and Hawarden), currently with small libraries, that either have low footfall or building limitations and are not sustainable in their current form. This is a real opportunity to sustain provision for these three areas, and at the same time develop a modern library integrated with other services. This library would be the first to deliver a self-service provision in Flintshire and in doing so will make a big difference through increased access which should become a model for future provision.
- 3.03 Smaller libraries in Mynydd Isa, Saltney and Hope provide very valuable but limited services to smaller communities. During 2015/16 the opening hours of these libraries based on usage and demand has reduced significantly. In the current context to continue to manage library buildings and provide services in these locations is not sustainable. However, the community asset transfer scheme, developed by the Council, does give communities an opportunity to take on these assets with the potential for one off funds for establishing a service and/or contributing towards buildings repair and maintenance. Halkyn currently pay towards the costs of a library service provided a building they own and operate.
- 3.04 Broughton is a community with a growing population and falls between being seen as a hub location or a smaller library. There is the potential to provide some library services in Broughton if integrated with other provision such as Connects, but to be sustainable this would need to be within a community managed building.
- 3.05 It is now proposed that plans for linking Library and Connects development be made at Mold, Buckley, (and a peripatetic service for Broughton). Connects has improved face to face service delivery, it has enabled the closure of cash offices realising efficiencies, has provided savings to back office service delivery in many areas and has

made savings in the running costs of Council assets.

It is now proposed to develop Connects centres in the libraries in Mold and Buckley. They will offer the full range of services but will not be on the same scale as the existing Connects centres. This will improve access to services across all the main towns in Flintshire.

There is adequate accommodation at Buckley library on the first floor for Connects and space on the ground floor to install a cash payment machine.

The tourist information centre is due to close at the Mold library by the 1<sup>st</sup> April 2015 this space can be utilised for a Connects service. The payment machine has already been installed in the library.

Connects staffing levels are adequate to cover the three existing Connects centres plus the proposals for Buckley and Mold. However this would be subject to the reduction of the current opening hours to align to customer demand. The intention would be to reduce Connects opening hours slightly Monday to Friday and to close on Saturday mornings.

Connects would work closely with the library service to deliver a joined up customer facing service, these proposals could be medium term arrangements while town centre master planning is considered over the next few years.

For Broughton it is proposed to develop a Connects Lite Service. This would be an outreach service available for a fixed number of sessions per week at the library. Subject to service integration between library and Connects staff should there be any revenue costs these will be minimal. It is not anticipated that there will be any capital cost incurred at Broughton.

Service demand for all Connects will be assessed regularly so that services can be adjusted in terms of opening hours, and range of services needed to meet local need.

- 3.06 The table below indicates a medium term plan for Library and Connects provision that has the best chance of providing effective and sustainable provision. It includes proposals for the development of a new library and two new Connects services within libraries.

<b>Library</b>	<b>Proposal</b>	<b>Proposal for Connects and / or other hub services</b>
Mold	Hub Library	Proposed new Connects and some Tourist Information provision in the library

Flint	Hub Library	Explore potential for integration with Connects and other services
Connahs Quay	Hub Library	Already linked with Connects
Buckley	Hub Library	Proposed new Connects within the library
Deeside Leisure Centre and Library	Proposed New Hub Library with the relocation of Queensferry, Mancot and Hawarden Library Services	Leisure facilities including soft play and café plus Library Headquarters base, this proposal has the potential to attract grant funding to develop the library within the leisure centre
Holywell	Hub Library	Potential to consider integration with any community asset transfer of the leisure centre and opportunities for Connects links in the future
Broughton	Community Library	Library services and some Connects services to be operated from within a community managed facility
Mynydd Isa Saltney Hope (Halkyn)	Community Asset	Supplemented by a range of library services e.g. mobile service, housebound service.

3.08 This medium term plan can be implemented in stages and at each stage it is critical to consult with communities prior to final consideration of any proposal. Outlined below are the key stages and dates for considering proposals and consulting with communities.

- March / April 2015 – consult with Queensferry, Mancot and Hawarden communities about the proposal to develop Deeside Hub Library, to include stakeholder meetings in communities.
- May 2015 – consider final proposals for a Deeside Hub Library based on funding decision from CyMAL (see section 5) and the result of public consultation.
- Spring 2015 – start development of Connects provision in Mold and Buckley libraries.

- Summer/Autumn 2015 – consult and assess the feasibility of community asset transfers for Mynydd Isa, Saltney and Hope Libraries and the feasibility of a community library with some Connects provision in Broughton.
- April 2016 – implement new model of provision.
- Summer 2016 – explore and consult about further integration of provision within each of the Hub Libraries.

#### **4.00 RECOMMENDATIONS**

- 4.01 To commit to developing an effective and sustainable network of Libraries and Connects Services based on 6 hub locations in Connaught Quay, Mold, Flint, Buckley, Holywell, Deeside Leisure Centre.
- 4.02 To consult on the proposals for the development of a new hub library at Deeside Leisure Centre with services from Hawarden, Mancot and Queensferry libraries being re-located to the new library as outlined in this report.
- 4.03 To develop new Connects services in Mold and Buckley that are located within the libraries.
- 4.04 To engage with specific communities during 2015 to:
- assess the feasibility of a community asset transfer in Mynydd Isa, Saltney and Hope libraries;
  - explore the potential of a community library and some Connects service provision in a community managed building in Broughton.

#### **5.00 FINANCIAL IMPLICATIONS**

- 5.01 There are a range of financial impacts that are detailed in the report. Most of these are either contained within existing budget proposals or will make efficiencies for future years.

The capital cost of the proposals for a new library development at Deeside Leisure Centre are approximately £0.130m for which a grant application has been made to CyMAL for approximately £0.100m with the remainder to be found within existing budgets. If the grant is unsuccessful or CyMAL require further match funding then future consideration would need to be made about how this can be achieved.

The proposed re-location of three libraries into the library at Deeside Leisure Centre will make a significant saving in relation to building costs and future repairs and maintenance. As part of the development, plans will be put in place for integrating staffing from the current three libraries which will also reduce operating costs. A full financial analysis will be provided in the final decision report which is planned to be brought forward in May after community consultation.

There is currently £0.250m identified in the capital budget for both Mold and Buckley Connects. It is expected that works to deliver a connects and Buckley and Mold Libraries should not exceed £0.100m in total.

Longer term plans for Community Asset Transfer, Community Library development and the further integration of services at hub libraries will deliver efficiencies that will aim to ensure services are sustainable. Detailed financial plans will be put in place prior to implementation of the model in April 2016.

## **6.00 ANTI POVERTY IMPACT**

6.01 The Connects proposals aim to sustain and develop services for communities most in need. The impact assessment at Appendix B provides a detailed analysis of how the proposals for the development of a library at Deeside leisure impacts on particular groups and how these can be mitigated.

## **7.00 ENVIRONMENTAL IMPACT**

7.01 Environmental considerations are taken into account in the development of proposals for a new library at Deeside Leisure Centre and new Connects Services.

## **8.00 EQUALITIES IMPACT**

8.01 A draft equalities impact assessment is attached at Appendix B for the proposals relating to the library at Deeside Leisure Centre.

## **9.00 PERSONNEL IMPLICATIONS**

9.01 Staff reductions will occur if a decision is taken to re-locate services from 3 libraries to Deeside Leisure Centre. Further integration of work between libraries and Connects services will be required. Further extension of the Connects service has been described in Section 3 of the report.

## **10.00 CONSULTATION REQUIRED**

10.01 As detailed in the report in relation to the library proposals.

## **11.00 CONSULTATION UNDERTAKEN**

11.01 Consultation with ward members in relation to Connects is taking place on an ongoing basis as is consultation with groups working through community asset transfer.

## **12.00 APPENDICES**



- 12.01 Appendix A – Key Benefits and Facts relating to the Medium Term Plan  
Appendix B – Equality Monitoring and Impact Assessment for New Library at Deeside Leisure Centre

**LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985**  
**BACKGROUND DOCUMENTS - None**

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## Appendix A – Key Benefits and Facts Relating to the Medium Term Plan

### 1. Key Benefits of a Modern Co-located Library at Deeside Leisure Centre

- Would provide a new library accessible by local and wider community, open throughout the week and with self-service available at all times the Centre is open (up to 100 hours per week at present).
- Sustains a library service to the communities of Deeside, Queensferry, Hawarden, and Mancot by sharing a well-used building with a range of services.
- Develop the library as a community hub to enable a wide range of cultural events to be held in the space in partnership with other council and community services/organisations.
- Introduce self service facilities in a Flintshire library, this will be the first library in the County with self service which will act as a template for future developments in the County and should enable a major increase in footfall and loans.
- Provide access to additional amenities for library customers: Wi-Fi, café, toilets, facilities for under 5s, sports and health activities within the building.
- Wi-Fi will be freely available and the library will be adjacent to café, toilets, crèche and soft play area.
- The new arrangement will make it possible to provide more activities for babies, parents, children, and learners as more partnership working will be possible with leisure providers.
- Easy accessibility by road and public transport from surrounding communities and good parking available.
- The library will consist of two elements – an enclosed space with books, seating, a help point, and safe children’s area; and an area which forms part of the café and foyer of the leisure centre with book displays, ICT facilities and seating.

### 2. Current Visitor Numbers at Deeside Leisure Centre: In 2013-14 Deeside Leisure Centre recorded 554,394 visitors for participation in activities.

### 3. Distance from Deeside Leisure Centre to Queensferry, Mancot and Hawarden

Hawarden 1.7 miles

Mancot 1.1 mile

Queensferry 0.6 mile

The proposals for a new library at Deeside Leisure Centre will still ensure that Flintshire meets the Welsh Public Library Standard of having a static library within 2.5 miles of 75% of the population.

### 4. Key Limitations with Libraries in Queensferry, Mancot and Hawarden

- Queensferry has the lowest visits per opening hour of any library in Flintshire.
- Hawarden Library is a small inflexible space within a listed building.
- Mancot Library is in a stand alone building built in the 1960s with over £0.100m of planned maintenance required.

#### 5. Footfall, Issues and Opening Hours (from 2015) in Hub Libraries

2013-14	visitors	loans	Opening hours 2015
Buckley	106965	94419	44.5
Connahs Quay	63040	75128	51.5
Flint	104471	66621	44.5
Holywell	85016	75237	44.5
Mold	153253	100441	47

#### 6. Footfall, Issues and Opening Hours (from 2015) in Queensferry, Mancot and Hawarden Libraries

2013-14	visitors	loans	Opening hours 2015
Hawarden	19775	28870	14
Mancot	25725	34748	17
Queensferry	18081	12004	10

#### 7. Footfall, Issues and Opening Hours (from 2015) in Small Libraries

2013-14	visitors	loans	Opening hours 2015
Halkyn	5525	8574	5.5
Hope	13325	22225	11
Mynydd Isa	26373	25666	17
Saltney	20225	20227	11

#### 8. Footfall and Issues and Opening Hours (from 2015) in Broughton Library:

2013-14	visitors	loans	Opening hours 2015
Broughton	23539	31919	20



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# Appendix B - Flintshire County Council

## Equality Monitoring and Impact Assessment

### Equality Monitoring

Proposal to transfer library services from the current service points at Hawarden, Mancot and Queensferry campus to a new library within Deeside Leisure Centre.

Officers responsible for developing and implementing the policy: Chief Officer  
Organisational Change 1, Principal Libraries & Arts Officer

#### 1. Introduction

The Equality Act 2010 (“The Act”) sets a General Duty out that as a public body within Wales, Flintshire County Council is required to have due regard in its decision making processes (including financial decisions) to three factors:

- To eliminate unlawful discrimination, harassment and victimisation,
- To advance equality of opportunity, and
- To foster good relations between people who share a protected characteristic (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, religious belief and non-belief, race, sex, sexual orientation and Welsh Language) and those who do not. (Equality Act 2010).

Duties within the Act require that public authorities demonstrate that the financial decisions they make are carried out in a fair, transparent and accountable way and consider the needs and the rights of different members of the community.

The specific equality duties of the Act set out that a local authority needs to:

- Make appropriate arrangement for assessing the likely impact of its policies and practices on its ability to comply with the General Duty;
- Monitor these impacts; and
- Publish reports in respect of any assessment.

## 2. Background to the proposal

- During 2013 the council reviewed all assets with the aim of reducing the property portfolio in order to sustain services within the reduced budgets of the next five years. Libraries were reviewed and some closures were recommended.
- Welsh Public Library Standards require that where there is a population density between 1.1 and 19.9 persons per hectare, a static library service point should be within 2.5 miles (or 10 minutes travelling time by public transport) of at least 75% of the population. In Flintshire 90.1% of the population are within 2.5 miles of a static library. The library network is served by too many buildings, some of which have substantial maintenance and repair backlogs. It was recommended that some services be collocated where possible.
- Library opening hours were reviewed in 2012. Some libraries were found to be open for too many hours for the levels of use, with staffing resources not deployed efficiently. Opening hours were recommended to be reduced by 18% in April 2015 as part of measures to achieve required 30% budget savings. Therefore some library buildings will be open for business for less than 20 hours per week making the buildings unsustainable.
- The current libraries at Queensferry, Mancot and Hawarden are unsustainable due mostly to the limitations of the current buildings. The libraries are all open part time - between 22-28 hours per week but all are due to reduce opening hours by 32 –64% in 2015 as part of required savings for the service. The 3 libraries are all sited in close proximity to the proposed relocation site at Deeside Leisure Centre. [Queensferry Library 0.6 mile, Mancot Library 1.1 mile, Hawarden Library 1.7 miles]
- **Queensferry** library is sited on the campus of John Summers High School. The shared facilities on the campus may not be sustainable in future years. This library has poor accessibility by road, on foot and by public transport. Parking is limited and some members of the community are deterred from visiting because the library is situated in a High School. Footfall and loans are the lowest per opening hour of all the Flintshire libraries. This library was due to be closed in 2011, as part of required efficiencies, but was retained as a result of the community requesting retention of the library.
- **Hawarden** library occupies a small section of the ground floor of Hawarden Record Office, a listed property. This building is not expected to be retained by the county council as it is an inefficient, costly building to retain, with poor access and not totally DDA compliant. The library



space is not able to be modernised due to constraints of the building, and currently comprises several small rooms unsuitable for group visits, school visits or Rhymetime sessions, and cannot meet the needs of the community. Current repairs and maintenance identified in a survey carried out in August 2014 totalled £9005.

- **Mancot** is a larger library which is well used but the building is a stand-alone building constructed in the 1960s and in a poor condition and not energy efficient. Current repairs and maintenance identified in the August 2014 survey totalled £129,122.
- Welsh Government will fund collocated library services by means of the Community Library Learning Capital Programme grants of up to £120,000. If Flintshire bid successfully for such a grant the new library provision could be put in place thus retaining a library service to these communities.

### **3. Objectives of the proposal**

- provide a new library accessible by local and wider community, open throughout the week and with self-service available at all times the Centre is open (up to 100 hours per week at present).
- Sustain a library service to the communities of Deeside, Queensferry, Hawarden, and Mancot by sharing a well-used building with a range of services.
- Develop the library as a community hub to enable a wide range of cultural events to be held in the space in partnership with other council and community services/organisations.
- Introduce self service facilities in a Flintshire library
- Provide access to additional amenities for library customers: Wi-Fi, café, toilets, facilities for under 5s, sports and health activities within the building.

### **4. Impact of the proposal**

The proposal, whilst providing a sustainable, improved library service to the communities in the Deeside postcode area, will result in the re-location of the library services from the three libraries at Mancot, Hawarden and Queensferry campus. The planned reduction of 30% to the library budget will put smaller libraries at risk of closure and the proposal for the new library is intended to mitigate the effects of the loss of three small local libraries.

#### Financial impact for Flintshire County Council

The council could potentially make up to £37,000 of operational savings and

up to £18,000 on premises costs.

Impact on the community

These groups will be affected by this policy:

- i) Library service users of Hawarden, Mancot and Queensferry
- ii) Potential library service users in the communities
- iii) Specific impacts on groups of people within the protected characteristics categories.

The protected characteristics are:

- Age
- Disability
- Gender reassignment
- Pregnancy and maternity
- Race
- Religion of belief
- Sex
- Sexual orientation

iv) Library staff

i) Library service users

	Hawarden	Mancot	Queensferry
Adults	1235	1193	971
Children	859	835	813
Exempt from charges/special situations	19	73	23
Playgroups	1	3	2
Classes	1	2	34
Reading groups	4	0	0
Total	2119	2106	1843

Registered users

Active users (i.e have borrowed books in 2013-14)

	Hawarden	Mancot	Queensferry
Adults	374	314	195
Children	403	328	238
Exempt from charges/special situations	7	43	11
Playgroups	0	0	1
Classes	0	2	12
Reading groups	4	0	0
Total	788	687	457

Use of Book stock - percentage on loan at 1.4.14

	Hawarden	Mancot	Queensferry	All Flintshire libraries
On shelves	8804	11840	9417	158941
On loan	2020	2201	1573	52238
Total	6784	9639	10990 *includes school library stock	211179
Percentage on loan	23	18.5	14.3	24.7

Usage – from CIPFA sample surveys 2013-14 and Library Management

	Hawarden	% age of Flintshire total	Mancot	% age of Flintshire total	Queensferry	% age of Flintshire total
Weekly Requests	43	7.7%	31	5%	23	4%
Total Annual Enquiries	2225	2.6%	3325	3.8%	1175	1.3%
Annual Visits - Adults	12300		15350		6550	
Annual Visits - Children	7475		10375		2575	
Total Annual Visits	19775	3%	25725	3.8%	9125	1.4%
Total annual loans	28870	4.3%	34748	5.2%	12004	1.8%

System

#### Number of children participating in Summer Reading Challenge 2014

Registered at Hawarden Library 276

Registered at Mancot Library 265

Registered at Queensferry Library 60

Numbers participating by school (4-11yrs)

School	No. of pupils	Number of children participating in SRC
Ewloe Green	412	73
Hawarden Village	451	212
Penarlag	217	68
Queensferry CP	160	20
Sandycroft CP	322	25.6
Hawarden H.S.	1152	38
John Summers H.S.	374	10

Rhymetime sessions for under 5s and parents/carers 2013-14

Hawarden 24 sessions total participants 753

Mancot 23 sessions total participants 523

### Learning Events

Queensferry Weekly Basic Skills class  
Weekly Job club

Queensferry Library shares a building with the school library, and the services are open at different times but with some overlap.

Hawarden One Family Learning session at Ewloe CP  
3 reading groups meet in Hawarden Library every month. Average attendance is 9 for each.

### Mancot

#### *Class visits*

Sandycroft school visit Mancot as part of their regular *your community* day. Four classes, about 110 children and perhaps 20 adults.

#### *Family Learning*

2 family learning sessions at Mancot– attendance 9 adults and 9 children

#### *World Book Day*

2013 three author sessions. Total attendance of 90 children and 16 adults

Digital assistance - comments from a sample week when digital assistance was monitored for Race On Line

**Hawarden** Customer wanted to renew his car tax on line "That was easy, thanks"

**Mancot** " Customer - saw newspaper articles re. developments in dementia treatment - had web address from newspaper but had never used a computer before. Amazing I will be coming in again

**Queensferry** "Thank you for help when attaching a document to my e-mail"

Customer - help to scan a document and send as an attachment with an e-mail. "Very happy, now I know how to send attachments

Customer - Help to print a document. "Just needed help for the first time, I am now confident with printing, thank you"

### ii) Potential library service users in the communities

#### Population (census 2011)

ward	Number of people	% male	% female	%Age 0-15	%Age 16-64	%Age 65+
Hawarden	1839	47.4	52.6	13.9	58.3	16.5
Mancot 1	1707	50	50	18.2	64.1	17.7

Mancot 2	1663	50.5	49.5	16.8	63.7	19.4
Queensferry	2007	50.3	49.7	18	66.4	15.6

### Economy and employment

ward	Hawarden	Mancot1	Mancot 2	Queensferry	Flintshire
Percentage of people of working age who are claimants	7.3	14.1	17.8	16.3	12.7
Percentage of 16-24 yr olds who are unemployed	28	22.6	33.3	23.1	26.7
Percentage of economically active people who are full-time employees	38.3	44.1	42.3	44.1	43.4

### Health - Percentage of people whose day to day activities are not limited by their health

Hawarden	Mancot 1	Mancot 2	Queensferry	Flintshire	Wales
77.9	81.2	77.7	79.8	80	77

### Transport – percentage of households with no access to a car or van

Hawarden	Mancot 1	Mancot 2	Queensferry	Flintshire	Wales
12.3	18.5	18.8	26.7	17	22.9

### Children and Education

School	No. of pupils	%age of pupils receiving Free School Meals	% of pupils achieving expected level in core subjects at KS2	% of pupils achieving expected level in core subjects at KS3
Ewloe Green	412	4.5	89.6	
Hawarden Village	451	5.3	98.1	
Penarlag	217	10.6	92.3	
Queensferry CP	160	50.8	70.6	
Sandycroft CP	322	25.6	91.4	
Hawarden H.S.	1152	7.5		90.6
John Summers H.S.	374	31.9		78.1

- iii) Specific impacts on groups of people within the protected characteristics categories.

Library membership is free, accessible and inclusive. No specific information is recorded as to age (except for children), ethnicity, belief, sexual orientation or other protected characteristics.

Adults provide name, address and gender information.

Children provide name, address, gender and date of birth.

Library services are free to all who join and access to libraries is free to all. Membership is required only for using ICT facilities and for borrowing items.

Library services for people from protected characteristics groups are provided in the following ways:

- Age

Special collections of books and other items are provided for different ages and stages of childhood, as well as Parents Collections

- Disability

- ✓ Books are provided in different formats such as Large Print, audio, downloadable audio (e-audio)
- ✓ RNIB membership is funded and administered by the library service for visually impaired people
- ✓ The libraries are all DDA compliant
- ✓ Adapted ICT facilities are available for people with physical and learning needs
- ✓ A library service to people who are housebound is available
- ✓ Library members who have additional needs are exempted from some library charges

- Gender reassignment

- ✓ Libraries can access information on reading material and support information for all requirements.

- Pregnancy and maternity

- ✓ Libraries are child friendly with books for children and parents
- ✓ accessible for prams and buggies
- ✓ Rhymetime sessions for under 5s and parents/carers held fortnightly

- Race

- Religion of belief

- Sex

- Sexual orientation

- ✓ Library book stock covers a wide range of ethnicity, belief, sexual orientation, age and language in representation of subjects and authorship to provide a diverse stock.
- ✓ Language – Library books and stock are provided in Welsh across all categories. Bilingual activities are provided and all communications are bilingual. Library staff have access to

Language Line to assist customers whose first language is not English or Welsh.

- iv) Library staff will be at risk of redundancy but will be considered for any library positions that become vacant due to retirement etc. HR guidelines and procedures will be followed.

**5. How the proposed new library facility will meet the needs of the community**

- i) Library service users of Hawarden, Mancot and Queensferry
- a) The proposed facility will provide the core entitlements of a Welsh Public Library:
- *free inclusive access for all/ total community access reaching older people, children and families, minority and deprived communities*
  - *Outcomes: learning, reading support (wide range of reader development activities that actively feed in to the health and wellbeing agenda), health offer, digital support (supported, free online access), information offer (staff skilled in info management), inspirational spaces (network of neutral, trusted and accessible community spaces), support for under 5s and parent/carers, service to people with additional needs (RNIB, LP, audio, housebound, residential homes etc)*
- b) The new library will be open for longer hours, in a larger building with ample parking and accessible by car, cycle, public transport and pedestrians.

Distances from existing libraries to Deeside Leisure Centre are:

Hawarden 1.7 miles

Mancot 1.1 mile

Queensferry 0.6 mile

The provision of the new library at Deeside will still ensure that Flintshire meets the Welsh Public Library Standard of having a static library within 2.5 miles of 75% of the population.

The new library will be staffed between 20-30 hours per week but will be open 7 days a week for people to sit, read, study, use ICT and borrow books via self-service for all the hours the Leisure Centre is open (approx. 100 hours currently). Wi-Fi will be freely available and the library will be adjacent to café, toilets, crèche and soft play area. The library will consist of two elements – an enclosed space with books, seating, a help point, and safe children's area; and an area which forms part of the café and foyer of the leisure centre with book

displays, ICT facilities and seating.

Opening hours of current libraries proposed from 7<sup>th</sup> April 2015

Library	Mon	Tues	Wed	Thurs	Fri	Sat	total
Hawarden	2.00 - 5.00	closed	10.00- 1.00, 2.00 - 7.00	closed	2.00 - 5.00	closed	14
Mancot	2.00 - 7.00	2.00 - 5.00	closed	2.00- 5.00	10.00- 1.00	9.30- 12.30	17
Queensferry	2.00- 5.00	closed	2.00- 6.00	closed	10.00- 1.00	closed	10

- c) All categories of library stock will be available in the library and via the network of Flintshire Libraries.
- d) The new arrangement will make it possible to provide more activities for babies, parents, children, and learners as more partnership working will be possible with leisure providers; and more accessible space will be available to hold events.
- e) Welsh Public Library Standards require library staff to consult with users every three years to ascertain customer satisfaction and to assess the impact of library use on customer's lives. Library customers in Flintshire took part in these surveys in November 2014.

Numbers of responses were as follows:

Hawarden Library 137 responses from adults and 56 from children

Mancot Library 139 responses from adults and 35 from children

Queensferry Library 52 responses from adults and 23 from children

The common themes were that library users expected the following services/facilities from their libraries:

- Free access to a wide range of books which they could not afford themselves, including displays to assist reading choices
- Free use of ICT
- Help with study and learning
- Help with Basic Skills
- Helpful staff
- A safe, comfortable, local place to sit, read, 'chill'
- Help with children's development, especially Rhymetime and Summer Reading Challenge
- Access to information – especially local information

All these services would be provided in a new library at Deeside Leisure



## Centre

### ii) Potential library service users in the communities

Deeside Leisure Centre recorded 554,394 visitors in 2013-14 for participation in activities. The library would be accessible to all these visitors plus any accompanying parent, carers and friends who do not visit the Centre to participate in activities. Many of the visitors may not currently use a library due to current opening hours, location, travel and work patterns and other commitments.

### iii) Specific impacts on groups of people within the protected characteristics categories.

The new library would meet the needs of the people from protected characteristics groups in the same way as described at 4.iii) above. Pupils of John Summers High School would no longer have access to a public library on the same campus as their school.

Deeside Leisure Centre, as a location for a new library facility would further meet the needs of some of the groups as follows:

- ✓ Age
- ✓ Disability

The Centre hosts 47 registered clubs covering 20 sports and activities for all ages and abilities as well as providing a creche facility 5 days a week.

## 6. Financial implications of the proposal

### Costs for the 3 libraries 2013-14:

	Hawarden	Mancot	Queensferry
Staff	17123	21060	33359
NDR	4420	2923	3241
Utilities	1200	2637	6157
Cleaning	0	7253	848
Service agreements	436	862	1092
R & M	161	1358	332
Alarm/phone/photocopier	273	394	268
Total £105397	23613	36487	45297

The library budget will need to be reduced by 30% thus making it necessary to reduce library provision in Flintshire. By reducing the number of library buildings and co-locating the service with other services costs are reduced and library services to smaller communities are sustainable.

## **7. How the communities are to be consulted**

Communities will be consulted during April 2015 via the following methods:

All residents (including library users) - information bulletin (online) and face to face at libraries via stakeholder groups to be arranged

Community Councils, schools will be consulted by correspondence

Individuals, groups and societies can contact Chief Officer and Principal Librarian with any specific concerns or questions.

People from the protected characteristics groups will be consulted via the EIA Quality Assurance group

All consultation documents would be bilingual in line with council policy.

## **8. Dealing with Adverse or Unlawful Impact and Strengthening the Policy**

- Provision of a new library service within 1-2 miles of each community will mitigate the effects of re-locating services from existing buildings by offering a service which is accessible for longer opening hours, with a higher level of staffing, with more facilities. This should offer more flexibility for users to plan their library visits to fit with other activities, and possibly mitigate for extra distance travelled. The location of the new library in Queensferry is adjacent to other large shops and services.
- The building will offer a 'fit for purpose' library with improved access and a new bookstock which will be both diverse and cater for the needs of all ages and needs (Large Print books, audio books etc)
- Parking and access will be improved compared to the libraries at Hawarden and Queensferry.
- The new library will offer better service provision and improved facilities, e.g. public toilets, refreshments and better seating areas.
- Current users will be given notice of the re-location date and explanations as to how and where the new service can be accessed.
- The Library Service for housebound people will be promoted to those with mobility impairments in this community who may be eligible to receive it.
- Online resources can be accessed from home 24/7, e.g. E-book service and Online Catalogue, books can be reserved for collection at any service point.
- More provision of library activities would be made for children,

babies and toddlers and their parents and carers as activities can be provided in partnership with leisure partners.

### **Measures we will take to strengthen the proposal and foster good relations and advance equality of opportunity**

- Ensuring that the new library offers an all-round better customer experience for all library service users.
- Increased partnership working with local community groups to ensure we make them aware of any new services we offer (including protected characteristic groups)
- Ensure marketing and promotion of the new Library, and the library service to housebound people, so people in this community are aware of what library services are available to them.

### **Measures we will take to reduce or remove any adverse impact.**

- By implementing the longer opening hours of the new library, we will attain more consistency in the number of opening hours (and days) that libraries of a larger size (or with higher usage figures) are open.
- By ensuring that when we open the new library it is promoted sufficiently to people in the community who we hope to encourage into the library, including people of different protected characteristics.
- We will network more with community partners so we can make their clients more aware of our service, including the changes location and opening hours
- Promote the new library and longer, seven day opening hours to relevant equalities groups in the community and to specific community groups, which may help increase their access to these services
- Working in partnership with relevant education and community information providers to examine how the new library service to these communities can help benefit their client groups by offering them increased access to library services.
- To ensure adequate monitoring and evaluation of the changes to the library service to these communities, so we can continue to adapt to the changing needs and demands of users and potential users in our local communities.

## **9. Sources Used**

CIPFA

Flintshire County Council Infobase

Welsh Government

Library Management System data for Flintshire Libraries

## **Action Plan**

Action	Responsible Officer	By When	Progress
Agreement to consult on proposal and Publish summary of EIA <sup>1</sup> - Cabinet 17 <sup>th</sup> March	I. Bancroft	March 12 <sup>th</sup> 2015	
Consult Library stakeholders	P. Corbett	March/April 2015	
Consult Community Councils, FCC local members, schools	P. Corbett	March/April 2015	
Consult FCC EIA Quality Assurance group	P. Corbett	April 2015	
Decision on whether to proceed – Cabinet 19 <sup>th</sup> May	I. Bancroft	May 14 <sup>th</sup> 2015	

## FLINTSHIRE COUNTY COUNCIL

**REPORT TO:** **CABINET**

**DATE:** **17<sup>TH</sup> MARCH 2015**

**REPORT BY:** **CHIEF OFFICER (COMMUNITY AND ENTERPRISE)**

**SUBJECT:** **FLINTSHIRE'S STRATEGIC HOUSING AND REGENERATION PROGRAMME (SHARP) UPDATE**

### **1.00 PURPOSE OF REPORT**

1.01 To provide Cabinet with an update on Flintshire's Strategic Housing and Regeneration Programme (SHARP).

### **2.00 BACKGROUND**

2.01 This report provides an update for Cabinet on Flintshire's Strategic Housing and Regeneration Programme (SHARP) and seeks approval to progress the next key stages of the procurement to appoint a development partner.

2.02 At Cabinet in September 2014, approval was given to undertake a major procurement process to appoint a development partner, with the aim of developing 500 new homes (council housing and affordable housing) at a range of sites across the county, alongside commissioning a range of linked regeneration initiatives and community benefits. The Programme will have an initial period of 5 years<sup>1</sup>. The Programme will be overseen by a Partnership Board whose decisions will be subject to approval by Cabinet.

2.03 The Commissioning Objectives (as approved by Cabinet in September 2014) are detailed below and illustrated in Appendix 1.

- Delivery of the Programme in a manner responsive to local needs and priorities;
- Quality of Housing which conforms to at least local planning level 3;
- A funding model which provides the initial capital investment for the Developments through borrowing; lease back; buy back options or other arrangements to be recouped through increased income from rents;
- Value for money facilitated by competitive pricing; robust and transparent costings supported by open book accounting<sup>2</sup>; performance reporting and monitoring;

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<sup>1</sup> With the option to extend the agreement by a further period of up to 5 years (dependant on successful performance).

<sup>2</sup> Open book accounting provides the Council with visibility of Developers fixed and variable costs and profit etc. to allow for review and assurance of value for money via contractual mechanisms.

- Workforce and training initiatives;
- Environmental protection and improvements;
- Development of sub-contracting and supply chain opportunities including transparency of opportunities and award procedures including advertisement through Sell2Wales;
- Increased social capital through engagement and consultation with the community.

2.04 An indicative list of development sites has been provided to Bidders along with linked targets for the achievement of regeneration and community benefits. Indicative sites (as approved by the Cabinet in September 2014) are listed below:

**Table 1. Proposed Phase 1 of Council and Affordable Housing Building Programme 2015/18**

Site	No. of HRA Units	No. of Affordable Units	Total
The Walks, Flint,	30	65	95 <sup>3</sup>
Custom House School, Connah's Quay	8	8	16
Land at Llys Alun, Rhydymwyn, (Former Primary School)	7	8	15
Former Bowling Green, Trelogan,	8	0	8
Maes Meilion, Leeswood,	6	0	6
Tan y Rhos, Nercwys	6	0	6
Redhall, Connah's Quay	6	0	6
Ffordd Pennant & Ffordd Hiraethog, Maes Pennant Mostyn	0	28	28
Canton Depot, Bagillt <sup>4</sup>	0	25	25

**Total: 210<sup>5</sup>**

2.05 These sites are also shown at Appendix 2 in the context of a larger list of potential sites for inclusion. These potential sites which will be subject to further feasibility work and strategic assessment and approval to determine their suitability for inclusion in the SHARP. (Additional sites may also be identified as suitable for inclusion as the Programme progresses).

2.06 The Programme will commence with the redevelopment of 3 sites: the cleared sites of the maisonettes in Flint with a mix of circa 95 houses and apartments; the cleared site of a school in Connah's Quay and a rural site in Leeswood. As the Programme is developed approval of further sites as early priorities for development will be requested from Cabinet.

<sup>3</sup> The original forecast of 100 units on The Walks Flint has been revised to 95 units based on more detailed feasibility work having been undertaken and feedback from Bidders.

<sup>4</sup> A 3 year lease has been recently agreed on this site: so whilst the site is potentially available for housing, this will be towards the end of the programme.

<sup>5</sup> Princess Avenue Buckley has been withdrawn from the original list, thereby reducing overall numbers by 10 affordable units.

- 2.07 The Programme also includes the potential to develop homes for private sale to maximise the value of Council land assets and has the potential (should the Council wish to do so) to invest the increase in land value realised, to provide cross subsidy for the development of Council and Affordable sites across the Programme.
- 2.08 To maximise the potential for regeneration and the creation of cohesive communities, the SHARP also allows for the construction of non-residential properties such as community buildings; commercial and retail units.
- 2.09 As per the Commissioning Objectives, the procurement is exploring the options for funding including self-financing funding from the private sector and prudential borrowing.
- 2.10 The procurement process has been led by a SHARP Evaluation Panel consisting of the SHARP Programme Manager and Council officers from Housing; Economic Regeneration; Finance; Planning; Communities First; Energy and Procurement. The Programme has also received support from external financial; legal and technical advisers. An interim procurement manager has been appointed to manage the procurement process.
- 2.10 The procurement has made good progress to date, meeting all of the key indicative procurement timetable milestones. The procurement (including time estimated for post tender implementation and mobilisation) is estimated to be 75% complete as at the 17<sup>th</sup> March.
- 2.11 The procurement was advertised via the Sell2Wales and the European Journal on the 25<sup>th</sup> September 2014. Six potential bidders completed and returned a Pre-Qualification Questionnaire (PQQ) to the Council by the stated closing date of 28<sup>th</sup> October 2014.
- 2.12 Following review and evaluation by the Evaluation Panel (against evaluation criteria based on the Commissioning Objectives), 4 Bidders were invited to participate in the tender process. The four bidders are:
- Galliford Try
  - Lovells
  - Keepmoat
  - Wates Living Space
- 2.13 The Bidders attended Dialogue Sessions with the Council's Evaluation Panel during December 2014; January and February 2015. Following the Dialogue Sessions in December bidders completed and returned a Detailed Solution which outlined their proposed approach. These Solutions have been evaluated and further dialogue has taken place with Bidders.

- 2.14 The current timetable for the Procurement aims for contract award during May 2015 (after cabinet approval has been obtained).
- 2.15 Running alongside the procurement has been the work of the Flintshire House Standard Task and Finish Group. The Group consists of tenants, Elected Members and officers and is facilitated by external expertise. The group has been developing a specification for a 'Flintshire Housing Standard'. This standard will inform the design and specification of the proposed new Council, affordable rent and private, for sale housing.
- 2.16 The Housing Standard will form a benchmark to ensure consistent, good quality of internal layout, and fixtures and fittings, high standards of energy efficiency and external appearance in keeping with local circumstance, low maintenance product specifications, adequate parking and a public realm designed to promote cohesive and inclusive communities. Bidders have been consulted on the feasibility of the Housing Standard during the tender process and their comments have been taken into account by the Task and Finish Group.
- 2.17 Dialogue has taken place with other North Wales local authorities and other public sector organisations to discuss whether they wish to join the Council as collaborative partners in the procurement. The benefits of collaboration include the potential to increase critical mass; gain greater benefits from economies of scale; share knowledge and expertise and share procurement and administration costs (by for example the Council charging a 'usage fee').
- 2.18 The discussions have been very positive to date, and it is apparent that Flintshire's arrangements appear to be well-established and advanced when compared with other authorities. The scope of the use of the Contract by other Contracting Authorities has also been very well received by Bidders.

### **3.00 CONSIDERATIONS**

- 3.01 Key themes have emerged from the Dialogue Sessions and the Detailed Solutions submitted by bidders which have greatly assisted the Council to inform and develop the proposed approach to the delivery of the SHARP. However, they have also highlighted the need for the Council to consolidate its position on key aspects which underpin the SHARP in order to develop a framework that will realise the agreed Commissioning Objectives.
- 3.02 The key areas requiring further consideration are listed below under the following headings;
- Housing Delivery Programme including additional proposed sites for inclusion in the SHARP;
  - Funding Model;
  - Regeneration and Community Benefits;
  - Timetable revisions



## **Housing Delivery Programme**

- 3.03 The initial phase of the Programme is spread over 5 years (with the option to increase the Programme over a further period of up to 5 years). The initial Housing Programme will be recommended by the Partnership Board as a gateway prior to Cabinet approval. The Programme will be structured on an annualised basis and will be designed to develop both more challenging and market ready sites concurrently (and / or consecutively). This will ensure measured development that is responsive to local needs and focused on achieving regeneration in priority areas, as well as the ability to achieve rapid results on more easily developable sites.
- 3.04 With this in mind, it is proposed to develop a process for the consideration of sites to be included within the Programme. It is proposed that this process should take the form of a business case approach which will consider the options in relation to disposal; development and investment of land assets. The business case would be developed via a cross-functional group taking into account the expertise of planning; housing; valuation and estates; economic development; legal; finance; equalities unit etc.
- 3.05 The business case for sites to be included within the Programme would be reviewed by the Corporate Assets Management Group (CAMG) and the SHARP Partnership Board prior to submitting to Cabinet for approval. It is proposed that this process be jointly developed and agreed by all Council stakeholders in readiness for inclusion by Cabinet as part of the report requesting approval of contract award.
- 3.06 Whilst the structure of the Housing Delivery Programme will be innovative and robust in terms of the delivery of all sites within an acceptable timeframe. It has become evident during the Dialogue Sessions that the development market is currently buoyant and that the SHARP needs to provide a strategic and structured commitment with a broad range of Council, affordable and private for-sale units at a number of sites across Flintshire.
- 3.07 The first phase of development will take place at three sites across the county; including two urban and one rural scheme. The plans for Flint are most well developed, due to advanced feasibility and site preparation as a result of the Flint Masterplan. It is also considered that Custom House School Connah's Quay could also be considered as a priority site for development, due to feasibility investigations already completed prior to the commencement of the Programme. Leeswood has also been identified as worthy of prioritisation due to its readiness for development and identified need in this rural location.

- 3.08 In order to maximize the potential benefits of the SHARP, all Bidders advised during the Dialogue Sessions that the utilisation of a site for private house sales at an early stage would assist to generate funding to “pump prime” the SHARP as a whole or to offset any costs or funding commitments from earlier developments or indeed to generally assist the funding of other Council priorities, (in the same way as if a receipt had been received from the capital receipts programme).
- 3.09 Any sites designated for private sales will be funded by Bidders’ existing private finance facilities. The intention of this approach is to increase land value. Under this approach up to 15% of the land value could be paid to the Council as deposit, with the balance of land value paid to the Council on completion of sales to individual purchasers. (The land value having increased by virtue of the development process, thereby realising greater returns compared to that realised by disposal of land assets without development).
- 3.10 In order to inform and illustrate this potential approach further site information has been provided to bidders on Maes Gwern, Trebeirdd, Mold as an indicative private for sale site (with no commitment for inclusion on behalf of the Council).<sup>6</sup> The initial Dialogue with Bidders has provided very positive indications that this approach will work in the best interests of the Council. The tender process will agree a robust methodology for the calculation of land value and development processes, against which Bidders are being evaluated. These processes will then represent the agreed approach to be followed throughout the Programme.
- 3.11 Further sites are also suggested for inclusion in the procurement documents so that the Bidder’s approach to development and viability can be evaluated as part of the procurement. (These are listed below). All sites are indicative only and their inclusion merely allows for the earliest exploration of feasibility to facilitate the presentation of a draft Housing Programme for Cabinet promptly post Contract award. Bidders are currently being asked to prepare a draft business case (for presentation to Cabinet) as part of the procurement process.
- Former Police Station and Magistrates Court, Flint;<sup>7</sup>
  - Plas yr Esgob, Leeswood;
  - Former Dairy site, Connah’s Quay;
  - Former Ysgol Delyn School, Alexandra Road, Mold
  - Maes Gwern, Trebeirdd, Mold.<sup>8</sup>
  - A number of sites arising from the review of HRA garage

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<sup>6</sup> This site has been selected as it has been subject of a report commissioned by the Council on the future viability of sites in Mold. It is currently designated as commercial and would require a change in use designation to residential as part of the emerging UDP process. However early feasibility indications are positive in this regard.

<sup>7</sup> This site is a priority for inclusion to allow for concurrent development with the site at Chapel Street Flint.

<sup>8</sup> This site is a priority for inclusion to allow the potential to explore private for sale development within the procurement.

sites.

- 3.12 The current proposed tenure and unit mix for Chapel Street Flint is set out below.<sup>9</sup> (This scheme is being used as an illustrative model to describe options around funding the programme).

<b>Council Homes</b>	<b>Affordable Homes</b> (inc. Affordable Rent, Affordable Home Ownership, Rent to Buy)
14 X 2 bed houses	6 X 1 bed apartments
8 X 3 bed houses	10 X 2 bed apartments
6 X 1 bed apartments	33 X 2 bed houses
2 X 2 bed apartments	16 X 3 bed houses
Total 30	Total 65
Gross total = 95	

**Funding Solutions**

- 3.13 Different funding solutions are applicable to financing the three housing tenures (council homes; affordable homes for rent and homes for private sale) within the overall Programme.
- 3.14 As per paragraph 3.09, all units for private sale would be funded by the developer with the Council investing the land for a capital receipt and/ or profit share.
- 3.15 During the Dialogue Sessions the option of self-financing funding solutions have been explored for both council homes and affordable homes for rent. These solutions range from private borrowing; lease back; buy back options or Council borrowing which would then be recouped through rental incomes (which are predicted through robust models making agreed allowances for voids; maintenance costs; rental income levels (including CPI etc.)
- 3.16 For public-finance routes, the Council’s position is strong given the impending voluntary agreement for Housing Revenue Account (HRA) self-financing. This option offers routes to long-term debt which remain the cheapest and most stable funding product available to the Council, alongside completion of the Welsh Housing Quality Standard (WHQS) for the existing stock. The Council has been successful in securing additional allocation of borrowing headroom for a HRA new build programme and the HRA is likely to generate further revenue and borrowing headroom during the life of this programme.
- 3.17 In addition, whilst the opportunity for the Council to support Housing development exists through the utilisation of Council Fund prudential borrowing, this may be subject to competing priorities by other Council services. However, this does present a potential

<sup>9</sup> This tenure mix is for Chapel Street Flint and does not include homes proposed for the Former Police Station and Magistrates Court, Flint.

opportunity to deliver new homes cross-tenure outside the HRA, enabling the Council to make interventions in the market place to meet need, stimulate demand and deliver a return.

- 3.18 It is recommended that prudential borrowing is utilised for the development of council housing within the programme. Whilst this approach would be reviewed on a site by site basis, this option is cost effective and considered particularly appropriate as the Council properties will remain in the ownership of the Council from completion. Also as the anticipated level of expenditure is considered sustainable within the context of HRA self-financing and the recoupment of prudential borrowing costs via rental incomes (which are predicted through robust models making agreed allowances for voids; maintenance costs; rental income levels (including CPI etc.) as per 3.17 above.
- 3.19 In respect of funding solutions for affordable homes to rent, the most accessible options are long term leasing; obtained by a Council provision of a repayment guarantee (in much the same way as if the Council financed through public finance routes i.e. prudential borrowing): repayments would be funded from rental incomes with the Council making up any shortfall. (However the aforementioned cost models make robust allowances to make sure that there is sufficient headroom within the funding model to minimise this potential, therefore providing a high level of assurance that arrangements will be self-financing from rental incomes).
- 3.20 A variety of private funding terms are available within the market from 20 years plus to 40 years. The procurement will evaluate the most appropriate and economically advantageous term and advise Cabinet as part of the request to award the contract.
- 3.21 Bidders most consistently present a leaseback model of funding as the most economically advantageous private financing model available to the Council. As outlined in the Cabinet report of September 2014, within this model the Council provides the land for development; the developer then builds the units and leases these back to the Council. The units then revert back to the Council at the end of the lease period for a nominal sum.
- 3.22 The Council's current approach is to retain the title to the land whilst the units are built (the development period).<sup>10</sup> On completion the developer (or funder) would purchase the units and lease these back to the Council. Currently, lease back funding is not being offered by the market to cover the development period, however the procurement is currently investigating funding options.

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<sup>10</sup> The alternative option would be to transfer the title to the developer which would seriously limit the sanctions available for the Council to ensure developer is delivering the sites in accordance with the specification and timetable. Therefore, the advantages of retaining title is that this is the most secure way to protect the Council's interests, as the Council retains control over the quality, delivery and land value of the sites until completion of all units. However, granting of title to the developer would remain a commissioning option.

- 3.23 As part of this process, Bidders will shortly be evaluated on their funding capabilities and the cost of providing funding (including the development period and via leaseback). In addition, Bidders will be allowed to present innovative forms and terms of financing as part of their offer (and these options may be commissioned as part of the funding for the Programme). Bidders will be evaluated on these options to demonstrate their capability to meet the Council's current and future funding needs (as these may develop throughout the course of the Programme). The report to Cabinet to award the contract will set out the results of these evaluations, identifying the most economically advantageous bid.

### **Community Benefits**

- 3.24 An integral element of the SHARP is to support the achievement of the strategic objectives of the Council's Regeneration Strategy: 'a competitive Flintshire; sustainable communities and the creation of employment and skills' (including working with disadvantaged and targeted groups and social businesses); the development of supply chain opportunities (including for small and medium enterprises); local employment opportunities and education and training initiatives.
- 3.25 The Dialogue Sessions have involved working closely with Communities First and the Council's Economic Development Team to embed community benefits into the contract and to ensure that all Bidders are aware of existing networks and initiatives and that these will be supported and re-enforced by the SHARP.
- 3.26 Performance measures and targets in respect of Community Benefits are being co-produced with Bidders during the Dialogue Sessions and Bidders will be evaluated on measures proposed as part of the tender process. These targets will focus on measuring the impact of contract initiatives at local; countywide; North West Wales; Mersey Dee Alliance and Welsh wide levels: the aim being to have a systematic reporting structure which will not only inform performance reporting on the contract, but also fulfil other required reporting measures such as to the Welsh Community Benefits Toolkit and Communities First with the minimum of duplication.
- 3.27 A key area of work has been to ensure that the SHARP provides opportunities for local employment and has cohesive links to education and training initiatives. A new 'Client Based Approach' to construction industry training has been approved in November by the Welsh Government. This is led by the Construction Industry Training Board for Wales (CITB). This approach had been envisaged for incorporation in the early stages of the procurement<sup>11</sup> and as a result, the Council is in a position to adopt this new market leading approach in Wales.

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<sup>11</sup> As it already presents a proven and effective industry solution to imbedding employment, skills and apprenticeships into the procurement of construction works in England and Scotland.

3.28 The approach sets out robust standards and goals for employment; apprenticeships; skills and training. The performance of the developer partner will be monitored against these standards as part of the contract and the Council would receive CITB accredited status for the contract.

3.29 There is also the option for the Council to implement this approach across all new construction Contracts and on this basis the Council would receive CITB accredited employer status. No other Welsh Local Authority has yet achieved this status and should the Council include the Welsh CITB standards on the Contract, this would place the Council at the forefront of emerging best practice in Wales and provide a foundation for achieving CITB accredited employer status should the Council wish to pursue this.

### **Proposed Timetable Revisions**

3.30 In order to accommodate the recommendations below within the procurement process, (in particular the inclusion of further sites and investigations of funding solutions); Cabinet is asked to approve a slight extension to the bidding process with a report being made to Cabinet during May 2015.

3.31 This approach will allow further certainty of offers and for Bidders to be evaluated on the Council's position as it is currently 'best known'. In turn this will provide for increased confidence that the Preferred Bidder will have the capability to meet the Council's Commissioning Objectives and more rapid progress of the Programme post contract award.

## **4.00 RECOMMENDATIONS**

4.01 Cabinet is asked to approve:

- Inclusion of new indicative sites as part of the Programme & further prioritisation;
- Prudential borrowing as the 'preferred approach' for Council units;
- Leaseback as the 'preferred approach' for funding affordable to rent units in Chapel Street, Flint;
- Incorporation of the CITB into the contract and subsequent (if desired) application to the CITB for the Council to achieve CITB accredited employer status;
- The new timescale to allow incorporation of the above elements.

## **5.00 FINANCIAL IMPLICATIONS**

5.01 Site acquisitions will be made through budgets identified for this purpose. This will include utilisation of the Vibrant and Viable Places Programme, Housing Revenue Account and could also include Commuted Sums budgets (subject to policy approval).

- 5.02 The procurement costs are expected to be circa £260k in total. As a proportion of the total anticipated value of the first five years of the programme this is 0.5%. (There is provision for this to be extended to 10 for no extra procurement cost).
- 5.03 Initially the council will need to make provision to fully fund this; however as other partners utilise the development partnership some of these initial costs will be recovered.
- 5.04 The procurement costs are composed of interim Project Manager costs, specialist legal costs, development expert costs, and site investigation costs (to speed planning).
- 5.05 Procurement costs are to be shared between HRA/Council fund on the basis of 40% HRA, 60% council fund. Costs in 2014/15 are expected to be £200k in total. The HRA element of £80k can be met from the Flint maisonettes budget. The Council fund element can be met from revenue budget savings achieved through managed budgetary control.
- 5.06 The remaining procurement costs will be met from 2015/16 budgets. Once the contract is awarded, any ongoing project management costs can be capitalised, and potentially some of the procurement costs subject to capitalisation direction.

## **6.00 ANTI POVERTY IMPACT**

- 6.01 The Commissioning Objectives for the SHARP will provide additional affordable housing and improved training, education and job opportunities in some of Flintshire's most deprived communities and would therefore have a positive anti poverty impact.

## **7.00 ENVIRONMENTAL IMPACT**

- 7.01 As per the emerging findings of the Flintshire Housing Standard Task and Finish Group, all council, affordable and private market properties homes will be built to a minimum of Code for Sustainable Homes (CSH) Level 3 on all elements, apart from Energy & CO<sup>2</sup> when level 4 standards are expected as minimum.
- 7.02 A sustainability risk assessment has been undertaken. Bidder's environmental track record and capability to assure good practice was assessed at the PQQ stage of the procurement and the environmental impacts of Bidder's proposals will also be evaluated as part of the procurement.

## **8.00 EQUALITIES IMPACT**

- 8.01 An initial equalities impact assessment has been completed, which has been reviewed as part of an ongoing assessment throughout the process. There are no negative equality implications arising out of this initial report and the positive implications remain as stated in

the Cabinet report of the 16 September 2014: including increased provision of homes to tackle homelessness; increased and improved provision of accessible homes for the disabled and elderly; the creation of a more cohesive and accessible communities; increased social capital through engagement and consultation with the community (including a bilingual requirement for all communications) and further social capital to be realised through training; employment and education opportunities. Plus, transparent and accessible supply chain opportunities including targets for social businesses and community groups.

- 8.02 Bidder's equalities track record and capability to assure good practice was assessed at the PQQ stage of the procurement and Bidder's proposals to ensure the achievement of equalities will also be evaluated.

## **9.00 PERSONNEL IMPLICATIONS**

- 9.01 The resources required for the procurement are confirmed (as predicted in the Cabinet Report of September 2014) at approximately 800 days inclusive for all officers and external support. This includes the implementation and mobilisation of the project during summer and autumn 2015. The project has required support from external financial; legal; and technical advisers. A programme manager and an interim procurement manager have been in post since June 2014. The Council's existing technical advisers have been used for ad-hoc advice; PDW Ltd has been appointed as development advisers and a tender process appointed Weightmans as the project's legal advisers.

- 9.02 As well as the appointment of a development partner, the resource invested in the procurement will return a Flintshire Housing Standard and a portfolio of housing specifications based on this; a prioritised housing development programme; highly developed layout for Chapel Street Flint; sourced self-financing funding options for the programme and a framework for the delivery of community benefits. All of these elements being contained within a robust and transparently governed commercial structure, supported by performance monitoring and reporting.

## **10.00 CONSULTATION REQUIRED**

- 10.01 As above, there are 6 review points built into the procurement process to ensure ongoing approval for the developing Programme strategy.
- 10.02 Further Consultation with the local community (including community groups) will be undertaken (with support from the Council's Equalities Unit), on the developments post appointment of the development partner.



**11.00 CONSULTATION UNDERTAKEN**

11.01 Consultation was undertaken during November 2014 on proposals for the re-development of Flint Town Centre. The event was attended by c. 300 people. This event was part of wider consultation with the local community in Flint to develop the agreed vision and outcomes as per the Flint Master Plan.

11.02 Consultation with the local community (including community groups) is being undertaken with support from the Council's Equalities Unit.

11.03 A Task and Finish Group is progressing the development of a 'Flintshire Homes Design Standard'. The Group consists of tenants, Elected Members and officers and is led by external development advisers. This Group is in the process of developing the design specification of the homes i.e. appropriate building code level and any specific design features to be applicable to the new Council, Affordable and private homes.

**12.00 APPENDICES**

12.01 Appendix 1 SHARP Commissioning Objectives Diagram

12.02 Appendix 2 SHARP Residential Development Sites

**LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985  
BACKGROUND DOCUMENTS**

None.

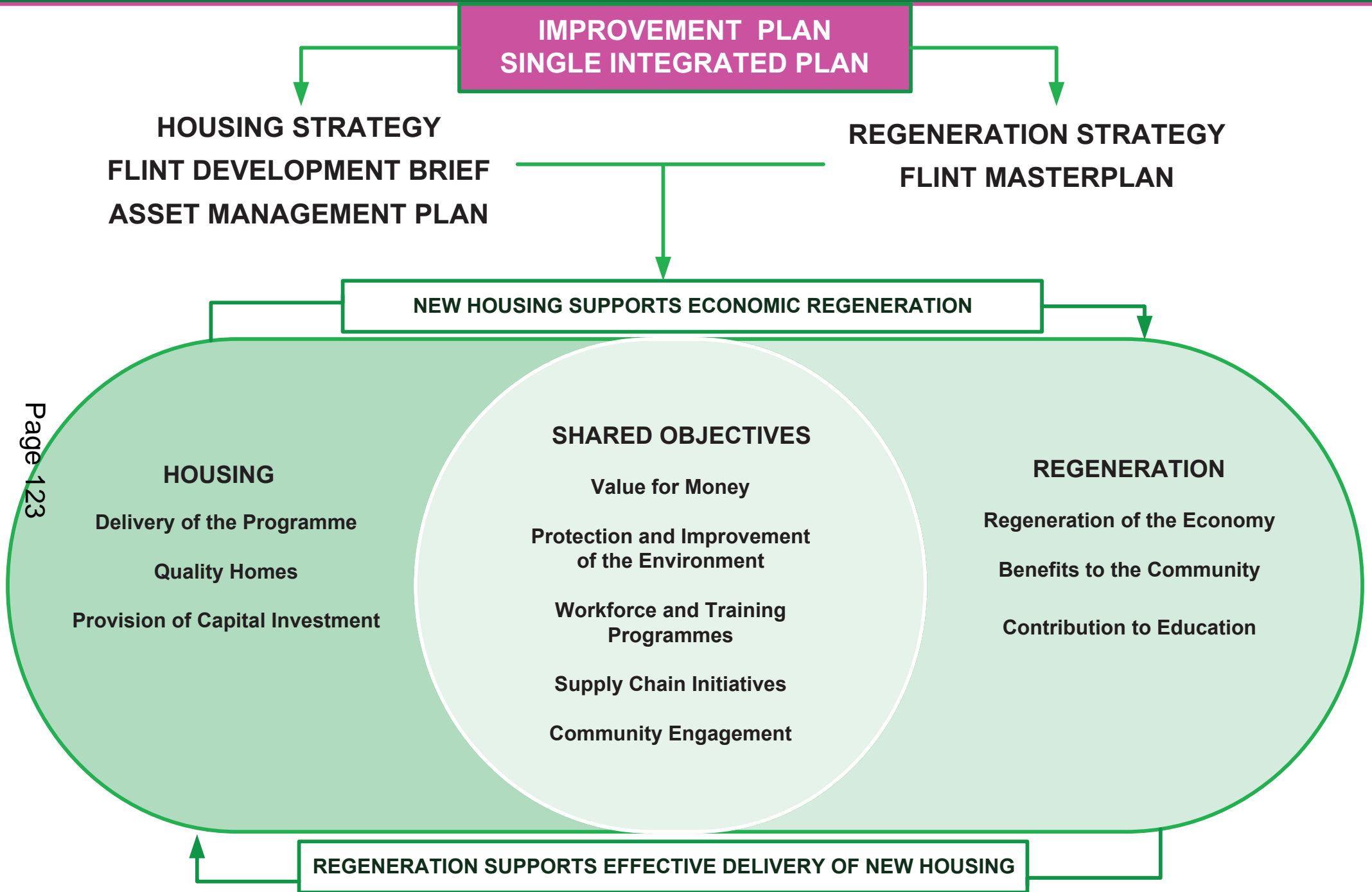
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# COMMISSIONING OBJECTIVES



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## Appendix 2 - Flintshire Strategic Housing And Regeneration Programme (SHARP) Residential Development Sites

Approved Sites September 2014	Proposed Additional Sites March 2015	Further Site Feasibility Required	Undevelopable / Sold Sites
The Walks, Chapel Street, Flint	Maes Gwern, Trebeirdd, Mold	Queensway, Hope	School Lane, Greenfield, CH8
Custom House School, Connah's Quay	Plas yr Esgob, Leeswood	Rhosesmor,	Land to the Rear of Bodawen Surgery, Holywell
Land at Llys Alun, Rhydymwyn, (Former Primary School)	Former Dairy site, Connah's Quay	Pentre Halkyn	Land at Gronant
Former Bowling Green, Trelogan	Garage site, Gwernymynydd	Wat's Dyke Way, Sychdyn	Princess Avenue, Buckley
Maes Meilion, Leeswood	Former Ysgol Delyn School, Glanrafon, Mold	Terrig Street, Shotton	Hillside Avenue,
Tan y Rhos, Nercwys	Former Police Station and Magistrates Court, Flint	Glynne Street, Queensferry	Wirral View, Rhewl-Mostyn
Redhall, Connah's Quay		Hawthorn View, Garden City	Strand Holywell, Bryn Mawr Road
Ffordd Pennant & Ffordd Hifffethog, Maes Pennant Mostyn		Land at Llys Dewi, Penyffordd, Holywell	Sealand Avenue
Carton Depot, Bagillt		Ffordd Glyndwr, Northop	Nant y Coed, Holywell
		Bradshaw Avenue, Saltney Ferry	Walwen Garage, Holywell
		Abbots Walk, Holywell	
		Engfield Ave, Greenfield	
		Bryn Offa, Mynydd Isa	
		Queens Park, Mold	
		Melrose Avenue, Shotton	
		Allans Close, Shotton	
		Watkin St, Sandycroft	
		Former Abbey Joinery, Greenfield	

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## FLINTSHIRE COUNTY COUNCIL

**REPORT TO:**           **CABINET**

**DATE:**               **TUESDAY, 17 MARCH 2015**

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

**SUBJECT:**           **RENEWABLE ENERGY 10 YEAR ACTION PLAN**

### **1.00 PURPOSE OF REPORT**

- 1.01 To update Members on the development of a 10 year Renewable Energy action plan, providing the background and reasoning for the plan and specific actions to commence the process of identifying and subsequently developing suitable sites, where approved by Cabinet.

### **2.00 BACKGROUND**

- 2.01 A report was submitted to Cabinet on the 30<sup>th</sup> September that identified the benefits and opportunities surrounding the development of large scale renewable energy projects.

This report compliments the business planning proposals for Streetscene and Transportation. More details will follow in a future report.

- 2.02 The Government are consulting with the intention to reduce or possibly cease financial incentives of some renewable energy schemes such as Solar Photo Voltaics by 2017/18. It is important that if Flintshire County Council is to take advantage of the incentives currently available, that when potential schemes have passed an initial appraisal, that they are packaged together and tenders invited to obtain development costs and enable a financial appraisal to be completed i.e. determine the return on investment.
- 2.03 The Welsh Government are also investigating ways to promote and encourage large scale renewable development in Local Authorities, and potential funding has been suggested, (potentially several hundred £ million) on a commercial basis, though no details are presently available.

### **3.00 CONSIDERATIONS**

- 3.01 A major consideration behind the Renewable Energy Action Plan is to help mitigate the financial cuts being imposed on the County's budgets, the need for economic growth and local jobs, and to

generate income to help cut costs and keep services going.

- 3.02 The County owns a number of “brown field” sites, and once identified, these will be among the first to be assessed for their suitability for renewable energy generation.
- 3.03 The benefits of developing large scale renewable projects in Flintshire are not limited to the Government’s financial incentives, through Feed In Tariff’s (FIT’s) or Renewable Heat Incentive (RHI) etc, but in future could form valuable insurance against security of supply risks, as well as a reduced risk from future Utility cost inflation.
- 3.04 The Renewable Energy action plan identifies the potential renewable energy systems that might be suitable within Flintshire as a County. One of the most promising being the opportunity to identify suitable land holdings to plant trees. Although there is a lengthy lead in time before harvesting can commence (minimum of 8 to 10 years) such woodland, once established and suitably managed, will provide an ongoing supply of biomass (woodchip/logs etc) for as long as the woodland is maintained and looked after.
- 3.05 New or regenerated woodland will not only enhance the environment and improve the flora and fauna of the County but will improve the amenity value of the area, with a potential increase in the size and number of woodland areas available to the public.
- 3.06 Natural open spaces can provide Health and well-being benefits, associated to woodland walks (91% surveyed felt parks and public open space improved their quality of life. (MORI)).
- 3.07 They help protect and enhance biodiversity and natural habitat.
- 3.08 There are also large amounts of waste wood (circa 8000 to 10,000 tonnes per annum) collected at Flintshire County Council Civil Amenity (C.A.) sites. This wood has potential to be utilised to provide power generation, and be used to heat and light County Buildings. Investigations need to be undertaken to properly assess its’ potential, which if proven and with suitable infrastructure could provide savings of between £500,000 and £700,000 per annum.
- 3.09 As previously detailed in 2.02, timing is critical to maximise the financial benefits to Flintshire County Council of investment in large scale renewable schemes. The approval of the attached Renewable Energy action plan will be a good step in the right direction, and will enable suitable sites to be identified and submitted to future Cabinet meetings for approval or rejection.
- 3.10 The Renewable Energy Action Plan will develop and evolve over time as suitable sites are identified for a wide range of technologies or planted as sustainable woodland. In addition it is considered



important that the public are consulted to gain support of our aims and objectives and to integrate their ideas into the plan, wherever practical.

- 3.11 It is anticipated that proposals for some potential schemes may be sufficiently developed to be submitted to Cabinet in April 2015, for consideration.

#### **4.00 RECOMMENDATIONS**

- 4.01 That Cabinet approves the attached “Large scale Renewable Energy action Plan”.
- 4.02 That Cabinet also approves the undertaking of a public consultation exercise, to gain public support/comment to our aims and objectives and to provide feedback that can help shape the Renewable Energy Action plan in future.
- 4.03 That Cabinet approve investigating ways of utilising the waste wood collected at Flintshire County Council C.A. sites, as a potential fuel.

#### **5.00 FINANCIAL IMPLICATIONS**

- 5.01 None as a direct result of this report.

#### **6.00 ANTI POVERTY IMPACT**

- 6.01 No direct impact.

#### **7.00 ENVIRONMENTAL IMPACT**

- 7.01 None as a direct result of this report.

#### **8.00 EQUALITIES IMPACT**

- 8.01 None

#### **9.00 PERSONNEL IMPLICATIONS**

- 9.01 None

#### **10.00 CONSULTATION REQUIRED**

- 10.01 None

#### **11.00 CONSULTATION UNDERTAKEN**

- 11.01 APSE ,Walker Morris , Steven Cirell-Energy consultant, Welsh Government, Internal Planning advice, Coed Cymru, Corporate Communications.

**12.00 APPENDICES**

12.01 Appendix 1 – Renewable Energy Action Plan

**LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985**  
**BACKGROUND DOCUMENTS**

As referred to in the report.

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# Flintshire County Council

## Renewable Energy 10 year Action Plan

### Background

Renewable Energy is now an integral and growing part of both the County and Country's energy mix, with key National and E.U. targets promoting this uptake. The U.K has a target to reduce greenhouse gas emissions by 34% by the year 2020 against 1990 levels, with a legally binding target of achieving 15% of the U.K's energy demand from renewable energy systems over the same period.

In 2007 Flintshire committed to reducing its own emissions by 60% by 2021, a challenging but achievable target provided all elements of the Carbon Reduction Strategy are followed. Having invested in energy efficiency measure for some years now, the last part of the strategy (Renewable energy) needs to come to the fore.

Our achievements thus far are a reduction of close to 20% in emissions since 2007, Asset rationalisation and large scale renewable energy systems are now the two primary areas that stand to make the difference of either attaining or failing to achieve our 60% reduction goal.

Flintshire County Council is therefore committed to doing its fair share to reduce Carbon Emissions to help achieve National targets and help in reducing the risks of fossil fuel price volatility and therefore revenue cost and Carbon Tax implications to the Authority itself.

Such energy systems do not rely on finite resources such as fossil fuels, with their primary characteristic being that they don't contribute to Climate Change.

It is of course recognised that Carbon savings will also come from alternative sources, such as the continued improvement of building efficiency, decarbonising the national grid and in future lower carbon transportation.

From a financial perspective Energy costs have for many years risen significantly above annual inflation rates with current Government and Energy industry forecasts suggesting this trend will continue for the foreseeable future, giving additional revenue cost burdens to Local Authorities and businesses alike.

In order to ensure maximum financial and environmental benefit is obtained from the development of renewable energy schemes it is vital that Energy Efficiency is not forgotten. Every Kwh that is wasted is one that did not need to be generated or paid for in the first place. Flintshire County Council therefore remain committed to using energy as efficiently as it can, reducing its carbon footprint and promoting energy efficiency at every opportunity.

## **Purpose of the renewable energy action plan**

### **To:**

- To help develop the renewable energy industry locally to support the growth of sustainable jobs.
- Generate low carbon Electricity and or heat that can be used on site/sleeved, or private wired to FCC sites, and housing tenants.
- Develop green (low carbon) and sustainable methods of energy generation.
- Reduce reliance on imported energy sources.
- Reduce risks associated with rising energy prices.
- Consider in the medium to long term the opportunities to sell generated energy to third parties and the Fuel Pool at competitive rates.
- Investigate opportunities to create Energy from waste.
- Promote the sensitive development of renewable energy schemes across the County (principally but not exclusively brownfield sites).
- Set generation targets for various stages of the plan

## **Key Challenges to the successful delivery of renewable Energy schemes.**

The Key challenges that need to be addressed have been identified as:

- Improving awareness, information, and support at all levels
- Submitting successful planning applications for renewable energy systems
- Landscape and built environment constraints
- Financial issues
- Sufficient resources to achieve the objectives
- Lack of local expertise
- Electricity grid supply constraints
- Public acceptance of the Council's plans

All the above challenges will need to be addressed as this action plan is developed, with input required from the public and community groups to make this a Flintshire wide plan, that could be replicated in part by interested groups, communities and residents across the County.

## Partnering

In order to maximise the use of biomass, by combining resources or managing woodlands, it may be beneficial to consider loose partnering arrangements with Local Landowners, Registered Biomass suppliers, Local businesses, Renewable energy installers and other presently undefined/identified partners that complement the objectives of this plan.

## Funding.

Presently there are a variety of options open to Flintshire County Council in terms of obtaining capital funding for renewable energy projects, these include:

- Green Investment Bank,
- Prudential borrowing,
- Joint Venture partners.
- Pension funds
- Crowd funding or public offerings

Therefore, as renewable energy schemes are identified and developed sufficiently to determine their viability, funding opportunities will also be investigated and the options appraised on their merits prior to being submitted to Cabinet for approval/rejection.

For such scheme's to justify submission to Cabinet, they will be required to show a positive net benefit on investment, irrespective of the funding mechanism. They will in effect be "spend to save" schemes'.

## Action Plan

## Introduction

### 1.1 What is renewable energy?

**"Renewable Energy sources are those which are continuously and sustainably available in our environment"**

**Extract from "New and Renewable Energy – Prospects for the 21<sup>st</sup> Century" DTI**

**Renewable energy sources do not rely on finite resources, and produce significantly lower levels of environmental pollutants than conventional sources of energy: in particular, they generally release no net greenhouse gas emissions in operation.**

## **Technologies**

**For the purpose of this action plan, the following technologies are included under the definition of renewable energy:**

- **Anaerobic digestion**
- **Biomass (wood pellet/wood chip from sustainable sources)**
- **Solar Thermal**
- **Solar Photo voltaic**
- **Wave Energy**
- **Tidal Energy, including flood alleviation schemes that mitigate against flooding and generate power**

## **Energy from Waste**

Energy from organic waste is regarded as renewable energy by Government Policy and is included as an option to help deliver the County's renewable energy target.

However this action plan does not include specific policies/actions on this energy resource as it is covered as part of **the sustainable waste management strategy**.

## **Biomass**

### **Background Information**

This Plan aims to address the barriers to the development of renewable energy in the County (Flintshire), whilst promoting the sustainable and appropriate use of renewable resources".

Wood biomass is already an established renewable energy source in Britain (+3000ha established) with a potential for further technical development and a large capacity to expand its market share.

In addition, utilising wood as biomass has the flexibility to meet the needs of reasonably small scale units, community heating projects and large industrial schemes, whilst inflicting the minimum impact on the wider environment.

More detailed information on the planting, growing, harvesting and potential yields are detailed in appendix 1.(attached)

## **1.2 Aim of this Action Plan**

The Flintshire County Council Energy Action Plan aims to address the barriers to the development of renewable energy in the County, and will promote the sustainable and appropriate use of renewable resources.

The plan outlines actions that will help deliver a Flintshire renewable energy target, but also deals with many other issues such as renewable heat generation, economic opportunities from renewable energy as well as encouraging community energy initiatives.

The purpose of this action plan is therefore to seek to identify suitable sites within the Councils ownership, for development of as wide a range of renewable energy systems, and to develop them where a financial and or environmental/amenity benefit can be identified.

As identified in the background information (shown on page 1) this action plan is intended to address the issues around renewable energy generation, and therefore does not deal specifically with increasing the efficiency of fossil fuel use. However in order to maximise the benefit of renewable energy, this plan needs to be integrated with enhanced energy efficiency. It is therefore important that the development of renewable energy systems and energy efficiency principles, work hand in hand to form part of a future sustainable energy strategy.

## **1.3 Why do we need a Renewable Energy Action Plan**

### **Environmental impact of energy**

The majority of energy used in the U.K is generated from fossil fuels, though there has been an increase in “green” or renewable electricity generation in the past 5 years following the introduction of Feed In Tariff’s and more recently the Renewable Heat Incentive. It is generally accepted that our reliance on fossil fuels is not sustainable in the long term, and therefore much greater use of renewable energy will be needed in future. Not only is there a significant risk of environmental degradation, but also because the U.K. is heavily and unsustainably reliant on imports it is susceptible to security of supply issues.

## **Climate Change**

Probably the most important environmental impact of fossil fuel use is the emission of carbon dioxide into the atmosphere leading to the enhanced greenhouse effect and Climate change. This is regarded internationally as the single most serious environmental issue facing mankind.

The international community is endeavouring to gain agreement to reduce carbon emissions to levels that will prevent global temperature change exceeding +2 degrees centigrade. Reducing carbon emissions is therefore critical to addressing this issue and will require an international agreement to reduce the use of fossil fuels and set a track to a more sustainable future. This can be achieved through a combination of improved energy efficiency and the development of national and local renewable energy systems.

## **The Councils Role**

FCC is the local authority for the area, with a range of different legal duties upon it. These include economic development, proper stewardship of public monies and obtaining value for money. The Council is the community leader, as well as being a landowner, an employer, a regulatory body and a service provider. It is therefore important that it leads by example and ensures that it is maximising the value from its own assets, creating job opportunities for local people and reducing its own costs. All of these benefits can be achieved from this plan.



## Phase 1, - Renewable energy action plan

### Years 1 and 2 Actions

Action	Description	Resource
RE1	Identify potential generation sites (eg landfill sites and other known brownfield sites)--- Tender and appraise submitted costs vs ROI. Report to Cabinet for approval rejection.	Energy Unit, GIS team, Valuation and estates
RE2	Identify all FCC land holdings with potential to develop renewable energy systems.	Energy Unit, GIS team, Valuation and estates
RE3	Appraise opportunities to extend /install Photo Voltaic panels, (P.V.) on and or within Primary and Secondary Schools grounds.	Energy Unit, GIS team, Valuation and estates and Education dir.
RE4	Undertake desktop assessments of generation /sustainable potential e.g. P.V. , hydro, tidal and wind	Energy Unit, private sector and Drainage
RE5	Undertake desktop assessments of Flintshire C.C. land holdings to determine suitable areas of land to plant trees to enhance the Environment and provide a future sustainable wood (biomass) supply. (please refer to Appendix 1 for further information)	Coed Cymru, Forestry Officer, Energy Unit, GIS team, Valuation and Estates
RE6	Undertake public consultation exercise, consider and develop further actions from feedback for inclusion within a future updated version of this plan	Energy Unit, Communications team
RE7	Develop plan to consider feasibility of creating wood chipping facility	Street scene

## Phase 2, Renewable Energy Action Plan

### Years 3 to 5

<b>RE8</b>	Progress additional identified sites, where funding and payback periods are confirmed	Energy Unit
<b>RE9</b>	Set out the phase 2 Development Programme for additional sites as identified from desktop exercises and local knowledge.	Energy Unit
<b>RE10</b>	Develop planting programme on all suitable identified land (accessing grants as available)	Coed Cymru/Forestry

## Phase 3, Renewable Energy Action Plan

### Years 6 to 10

<b>RE11</b>	Develop woodland management strategy to create a mix of specimen and harvestable timber.	<b>Coed Cymru, Forestry Officer</b>
<b>RE12</b>	Become registered sustainable biomass supplier(Aspirational)	
<b>RE13</b>	Become Energy/ heat supplier...Aspirational	

## Conclusion:

The issue of climate change will not be solved by FCC alone. However, it can plan its part in the necessary work to combat climate change and stop global warming. Whilst these are lofty aspirations, much of the required work is more down to earth and local. It involves the better utilisation of the Council's assets, both land and buildings, and the generation of income to protect public services at the same time. Renewable energy is a useful way in which these aims can be realised.

This Ten Year Plan will enable the Council to deliver its part of this work.

# Appendix 1

## Wood Biomass from Short Rotation Coppice (SRC)

Short rotation coppice (SRC) is an energy crop which consists of densely planted (15,000 stems per ha) high yielding varieties of willow or poplar. Crop yields vary between 7 and 12 dry tonnes per ha (21m<sup>3</sup> to 36m<sup>3</sup>) and are dependent on soil fertility, moisture availability and aspect/shelter. Mineral soils are required for growing willow and poplar with loams, clay loams and heavy clays suitable and pH values between 5.5 – 7.5 with excessive slopes and uneven ground being unsuitable.

The establishment of SRC plantations has much in common with agriculture or horticulture crops as well as forestry practices, hence the acceptance by the farming community to consider propagating SRC. Trees are planted in windrows and are reminiscent of fields of maize and are harvested by Terrain Chipping Harvesting Systems.

Sustainable managed SRC provides a source of renewable energy with virtually no net carbon emissions. Harvesting cycles are in the order of 2 to 5 years, following the establishment period of 2 years.

SRC can remain productive for a period of 30 years, after which old coppice stools are replaced with maiden trees. Due to the inherent silvics of salicaceae (willow and poplar), very little soil improvement is required. Nevertheless, applications of suitable fertilisers are applied, post harvesting, January-April.

Crops are harvested by purpose built harvesting machines or foragers (harvested, chipped and trailering). Chips are then bunkered within a wood chip store, turned and dried to approximately 30% moisture content and burned as and when required. Dried salicaceae wood chip has a density of 200kg – 400kg per m<sup>3</sup> or a volume conversion of 2.5m<sup>3</sup> – 5.0m<sup>3</sup> per tonne. Thus, large commercial plantations of wood biomass should be established near or in close proximity of suitably engineered road systems.

Although commercial plantations of SRC can be perceived as being too uniform a monoculture, which can impact negatively on the vernacular landscape (reminiscent of maize), visual impacts are nominally offset by the environmental and ecological benefits of planting copious amounts of willow and poplar.

### Flintshire Perspective

Production of biomass should be considered as a long term commitment with each project subject to a detailed plan and sufficient advice and support given.

Conversion of agricultural land from farming to biomass production will be subject to bureaucratic protocol with change of use and notification necessary. In addition, the officers considerations to maintain agricultural activities and therefore food production being paramount, only Grade 4 Agricultural Land has been considered in this briefing note.

Flintshire, although perceived as being largely industrial and urban by nature, has a significant and vibrant agricultural sector. Of its 43,610 ha of landmass, Flintshire has approximately 10,330 ha (23.7%) of its land classified as Grade 4 Agricultural Land.

Flintshire CC being a major land owner within the county has approximately 43 farm holdings evenly distributed throughout the county, with approximately 136.6 ha of agricultural land classified as Grade 4.

### **Conclusion**

Taking into consideration land availability, both public and private, it appears that Flintshire has capacity to allocate a proportion of its agricultural land to the production of wood biomass, although excessive gradients will be a limiting factor.

Although financial appraisals regarding the profitability SRC are vague, enterprise margins of £116/ha/year are expected (2008) with estimated 11% to 19% IRR on heating generation ventures, taking into consideration RHI assistance (2009).

## FLINTSHIRE COUNTY COUNCIL

**REPORT TO:** **CABINET**

**DATE:** **TUESDAY, 17 MARCH 2015**

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

**SUBJECT:** **FORMAL RESPONSE TO THE DRAFT NATIONAL TRANSPORT PLAN**

### **1.00 PURPOSE OF REPORT**

1.01 To provide Cabinet with details of the Councils response to the Welsh Government's consultation documentation for the Draft National Transport Plan (NTP).

### **2.00 BACKGROUND**

2.01 The Wales Transport Strategy was published by Welsh Government in 2010 and is a statutory strategy required by the Transport (Wales) Act 2006. The Wales Transport Strategy sets the policy framework for transport in Wales and the outcomes that all transport interventions should contribute to.

2.02 The NTP sits within the framework provided by the Strategy and sets out in more details how the policies and objectives in the Strategy will delivered.

2.03 Within the framework of the Wales Transport Strategy, the NTP focuses on delivering five key priorities:

- economic Growth
- access to Employment
- tackling Poverty
- sustainable travel and safety
- access to services

2.04 The new 2015 NTP will set out in more detail how the Welsh Government proposes to deliver in those areas of transport for which it is responsible, to achieve the outcomes as set out in the Wales Transport Strategy from 2015 and beyond.

2.05 Welsh Government released a consultation document on the updated NTP on 10th December 2014 with a closing date for responses by 11th March, 2015. – **Appendix 1**

- 2.06 The Taith Board agreed to provide a regional response to the Draft NTP which was approved at the Strategic Directors Group meeting on the 13<sup>th</sup> February, 2015. **(Appendix 3)**
- 2.07 In addition to the regional response Flintshire County Council has prepared an individual County response, given its geographical position as one of the gateway authorities to North Wales. **(Appendix 2)** The response details the Councils view on the national transport priorities required to address the increasing local demands brought about by large scale development and the future projected economic growth in the County and the North Wales region.

### **3.00 CONSIDERATIONS**

- 3.01 This is a summary of the key issues and transport priorities Flintshire detailed in its consultation response.
- 3.02 The Draft NTP is supported in general however the Interventions to address network resilience in Flintshire and North East Wales in particular, do not carry enough significant national weighting, given that there are approximately 32,000 more vehicles using the key cross border roads in North East Wales than the core crossings in South East Wales.
- 3.03 Concerns were raised that if the NTP does not prioritise essential schemes for the Trunk Road Network gateway into North Wales, in order to ease capacity issues and safeguard the resilience of the network, this could impact on the regional, national and European economies.
- 3.04 It was noted that the Plan makes little reference to key findings from several studies undertaken for North East Wales and the consultation response highlights North Wales as representing 22% of the economy of Wales which is worth £10.4billion per annum and also refers to the projected employment growth for the area over the next 20 years at 45 - 55,000 jobs.
- 3.05 The consultation response details the issues facing Flintshire and North Wales if schemes are not included and prioritised in the 'short term' timescale.
- 3.06 The following specific comments have also been made:
- 1) A request to make specific reference to the alternative routing for the North Wales gateway i.e. Linking the A548 Dee Crossing to the A55 within the Interventions.
  - 2) To support an intervention to provide an upgraded interchange at Broughton to serve Broughton Retail Park and Airbus, providing

access to the Trunk Road Network.

3) Provide support to prioritise the proposed electrification of the North Wales coastal line to Holyhead along with any commitment given to the electrification of the Chester to Manchester line. Failure to achieve this would create an adverse effect for Flintshire as the neighbouring authority to Chester, with significant large commuter traffic journeying by private car on key roads to access the new high speed rail services which would become available from Chester, would result in an additional strain on the resilience of the local network.

4) A request to include the proposal for a Shotton Rail Chord as a priority in the Interventions. Shotton Rail Chord would allow freight paths to meet the needs of the whole of North Wales for the foreseeable future.

5) The proposal to develop a scheme for improvements to the A494/A55/A548 Deeside Corridor' with a short / medium term priority needs to be amended to place this scheme in the 'short term' timescale to meet future demand as a result in projected growth in the local economy. It would also provide some early mitigation works against the risk of failure to this key element of the network

6) The consultation response also seeks further clarification and support to the potential trunking of the A548.

### 3.07 **Access**

The plan recommends improving access to the public transport network to access employment and services and the need to focus on improving connectivity and accessibility between communities and key employment centres – particularly where both level of access and car ownership levels are low. In rural Flintshire poor access to public transport is generally mitigated by good access to a car. However this should not disguise the fact that there are some groups of the rural population that do not benefit from access to a car and the Plan needs to recognise this.

### 3.08 **Bus and Community Transport**

Flintshire CC supports the commitment in the plan to continue funding Bus and Community Transport Schemes and supports the priorities to achieve this and points out that future schemes should be developed on the basis of sound evidence and a proven need and a 'one size fits all' approach is not always appropriate for both urban and rural communities. The consultation response seeks the following in the NTP:

1) That the NTP takes into consideration the findings of a consultation carried out with service users in 2013/2014 through bus users' surgeries by FCC. The vast majority of over 60 concessionary pass

holders indicated that they would be prepared to either pay for their passes (i.e. one-off fee) or pay a small fee for their journeys (e.g. flat rate single fare).

2) That the NTP considers a review of the eligibility criteria or conditions of pass usage for concessionary Bus Passes.

3) That consideration be given to extending the age limit of the Youth Concessionary Fare Scheme for 16 and 17 year olds to include 18 year olds.

4) Clarity on whether any new services, enhanced services or taking over any existing routes will be part of the implementation of greater central management of TrawsCymru long distance bus services

3.09 The consultation response also supports:

1) Intervention BC T7 the production of an All Wales Bus Quality Standards for bus and community transport services in partnership with Local Authorities, operators and users.

2) The Plan's proposal to play a more prominent role in the planning and delivery of longer distance bus services across Wales through Quality Bus Partnership Schemes

3) The Plan's value of Community Transport services in terms of providing affordable and accessible transport for more socially or geographically isolated people

3.10 **Sustainable Transport Initiatives and Communities First**

The Plan makes a passing reference to Communities First but fails to recognise the significance of the links between transport and tackling poverty. A fuller assessment of transport barriers, particularly to areas of employment and learning, facing the residents of Communities First areas is recommended.

3.11 **Other**

Flintshire County Council received a number of responses from residents on the Draft Joint North Wales Local Transport Plan which relate to National Transport issues and as such have been included as bullet points in the response.

4.00 **RECOMMENDATIONS**

4.01 That Cabinet note Flintshire County Council's response to the Draft National Transport Plan.



**5.00 FINANCIAL IMPLICATIONS**

5.01 None

**6.00 ANTI POVERTY IMPACT**

6.01 None

**7.00 ENVIRONMENTAL IMPACT**

7.01 An improved and efficient transport network will have a positive effect on the environment

**8.00 EQUALITIES IMPACT**

8.01 Subject to individual assessment on specific schemes

**9.00 PERSONNEL IMPLICATIONS**

9.01 None

**10.00 CONSULTATION REQUIRED**

10.01 None

**11.00 CONSULTATION UNDERTAKEN**

11.01 Highways Policy has consulted with Transportation, Planning and Regeneration service areas and their responses have been amalgamated together with the response by Highways Policy in the attached Draft National Transport Plan response questionnaire.

11.02 A press release was also issued in the Chester Chronicle on Friday 30<sup>th</sup> January, inviting members of the public to submit any comments for inclusion with Flintshire County Council's response by 6<sup>th</sup> February, 2015. Flintshire County Council did not receive any responses by the deadline date. A response was received on the 11<sup>th</sup> February, and is attached in the **Appendix 4**.

11.03 Flintshire County Council held a consultation event on the 15<sup>th</sup> December 2014 at Mold Town Hall on the Draft Joint Local Transport Plan. In addition to comments received on the day a press release was issued inviting comments by the closing date 5<sup>th</sup> January, 2015. A number of responses were received which related to issues appertaining to the National Transport Plan. Those comments were amalgamated and put into bullet points and have been added to Flintshire's formal response.

**12.00 APPENDICES**

12.01 Draft National Transport Plan

12.02 Flintshire County Council's response

12.03 Taith Board Regional response

12.04 Response from member of the Public to Flintshire's press release on the consultation.

**LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985**  
**BACKGROUND DOCUMENTS**

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Welsh Government

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Welsh Government

## Consultation Document

# National Transport Plan 2015 – Draft

Date of issue: **10 December 2014**

Action required: Responses by **11 March 2015**

## Overview

This consultation document seeks your views on the new National Transport Plan.

The Welsh Government is developing a new National Transport Plan (NTP).

This new NTP will demonstrate how the Welsh Government will continue to implement the Wales Transport Strategy and support the delivery of the Programme for Government outcomes.

Transport has a critical role to play in improving Wales' economic competitiveness and provides enhanced access to jobs and services. When planning our investment in transport it is important to focus on how it can serve the needs of businesses, people and communities.

The NTP aims to provide a fresh approach to transport planning which will allow greater flexibility and ensure that Welsh Government funding is directed to secure maximum value for money and impact. The Plan identifies National and Regional improvements, at the same time Local Authorities are developing Local Transport Plans to identify priorities for transport investment at a local level to support the outcomes in the Wales Transport Strategy and in line with guidance provided by Welsh Government.

## How to respond

Responses to this consultation should be e-mailed/posted to the address below to arrive by **11 March 2015** at the latest.

## Further information and related documents

**Large print, Braille and alternative language versions of this document are available on request.**

## Contact details

For further information email:

Transport Policy, Planning & Partnership  
Welsh Government  
Cathays Park  
Cardiff  
CF10 3NQ

E-mail to:

[NationalTransportPlan@wales.gsi.gov.uk](mailto:NationalTransportPlan@wales.gsi.gov.uk)

## Data protection

### How the views and information you give us will be used

Any response you send us will be seen in full by Welsh Government staff dealing with the issues which this consultation is about. It may also be seen by other Welsh Government staff to help them plan future consultations.

The Welsh Government intends to publish a summary of the responses to this document. We may also publish responses in full. Normally, the name and address (or part of the address) of the person or organisation who sent the response are published with the response. This helps to show that the consultation was carried out properly. If you do not want your name or address published, please tell us this in writing when you send your response. We will then blank them out.

Names or addresses we blank out might still get published later, though we do not think this would happen very often. The Freedom of Information Act 2000 and the Environmental Information Regulations 2004 allow the public to ask to see information held by many public bodies, including the Welsh Government. This includes information which has not been published. However, the law also allows us to withhold information in some circumstances. If anyone asks to see information we have withheld, we will have to decide whether to release it or not. If someone has asked for their

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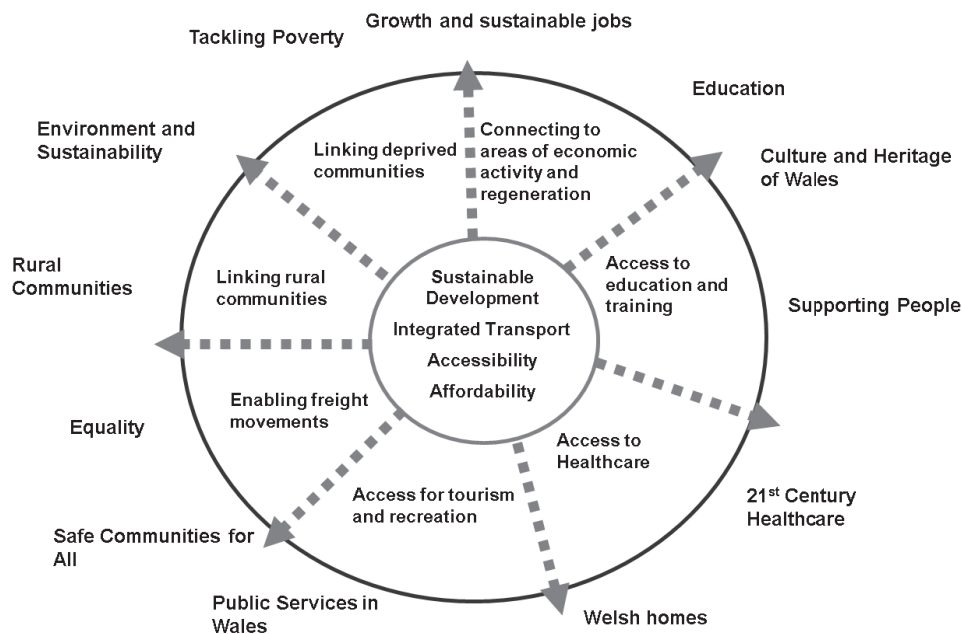
# 1 Policy Context and Transport Planning Framework

## 1.1 Introduction

1.1.1 Transport has a critical role to play in improving Wales' economic competitiveness and provides enhanced access to jobs and services. When planning our investment in transport it is important to focus on how it can serve the needs of businesses, people and communities. The maximum benefits from transport will only be experienced if we have excellent national and international connections, enabling access to markets, to employment, education and services. Providing an affordable, effective and efficient transport system is also key in helping to tackle poverty.

1.1.2 Transport also has a key enabling role to play in the delivery of the outcomes across the Programme for Government themes as set out in Figure 1.1.

**Figure 1.1: Transport Links to Programme for Government Priority Areas**



- 1.1.3 The Wales Transport Strategy provides the overarching framework within which transport interventions are identified, assessed, planned, delivered and evaluated.
- 1.1.4 The new National Transport Plan has been developed in line with the Welsh Government’s policies and objectives for transport as set out in the Wales Transport Strategy<sup>1</sup>.
- 1.1.5 The Welsh Government’s legal duty to sustainable development under the Government of Wales Act 2006 and our establishment of sustainable development as our core organising principle is embedded in the Strategy, The Strategy supports the Welsh Government’s commitment to developing a sustainable future for Wales and securing positive changes which ensures the cohesive interaction of social, economic and environmental improvements and which follow shared principles of:
- promoting good governance
  - using sound science responsibly
  - ensuring a strong, healthy and just society
  - working to achieve a sustainable economy
  - living within environmental limits
- 1.1.6 The Well-being of Future Generations Bill will ensure that communities and the people who live in them are protected from pressures that threaten their viability and survival. The Bill provides for a set of long-term well-being goals for Wales. These are for a prosperous; resilient; healthier; more equal wales; with cohesive communities; and a vibrant culture and thriving Welsh language. Transport has an important role to play in contributing to these, for example, by improving access to jobs and ensuring sustainable access to housing.
- 1.1.7 The Wales Transport Strategy sets out the 17 outcomes that the transport system, and our investment in it, is intended to contribute to (see Figure 1.2).

---

<sup>1</sup> Connecting the Nation - The Wales Transport Strategy 2008-  
<http://wales.gov.uk/topics/transport/publications/transportstrategy/?lang=en>

**Figure 1.2: Wales Transport Strategy: Long Term Outcomes**

Wales Transport Strategy: Long Term Outcomes		
Social	Economic	Environmental
<ul style="list-style-type: none"> <li>• improve access to healthcare</li> <li>• improve access to education, training and lifelong learning</li> <li>• improve access to shopping and leisure facilities</li> <li>• encourage healthy lifestyles</li> <li>• improve actual and perceived safety of travel</li> </ul>	<ul style="list-style-type: none"> <li>• improve access to employment opportunities</li> <li>• improve connectivity within Wales and internationally</li> <li>• improve efficient, reliable and sustainable movement of people</li> <li>• improve efficient, reliable and sustainable movement of freight</li> <li>• improve access to visitor attractions</li> </ul>	<ul style="list-style-type: none"> <li>• increase the use of more sustainable materials</li> <li>• reduce the contribution of transport to greenhouse gas emissions</li> <li>• adapt to the impacts of climate change</li> <li>• reduce the contribution of transport to air pollution and other harmful emissions</li> <li>• improve the impact of transport on the local environment</li> <li>• improve the impact of transport on our heritage</li> <li>• improve the impact of transport on biodiversity</li> </ul>

1.1.8 The National Transport Plan aims to provide a fresh approach to transport planning which will allow greater flexibility and ensure that Welsh Government funding is directed to secure maximum value for money and impact. The National Transport Plan has been informed by Professor Preston's report on Approaches to Strategic Transport Planning commissioned via the Public Policy Institute Wales. This report highlighted the need to coordinate transport planning with other aspects of planning such as land use, environment, health, education and so on. This is reflected in the range of evidence we have drawn together to inform the Plan and the further plans outlined in the interventions, for example to develop a regional transport model for the Cardiff Capital Region.

1.1.9 At the same time, local authorities are developing Local Transport Plans which will be closely aligned with adopted and emerging Local Development Plans. The Local Transport Plans will identify the priorities for transport investment at the local level to support the outcomes in the Wales Transport Strategy and be developed in line with guidance provided by Welsh Government<sup>2</sup>.

<sup>2</sup> Guidance for Local Transport Plans 2014 – <http://wales.gov.uk/consultations/transport/local-transport-plan/?lang=en>

1.1.10 The purpose of this Plan is to:

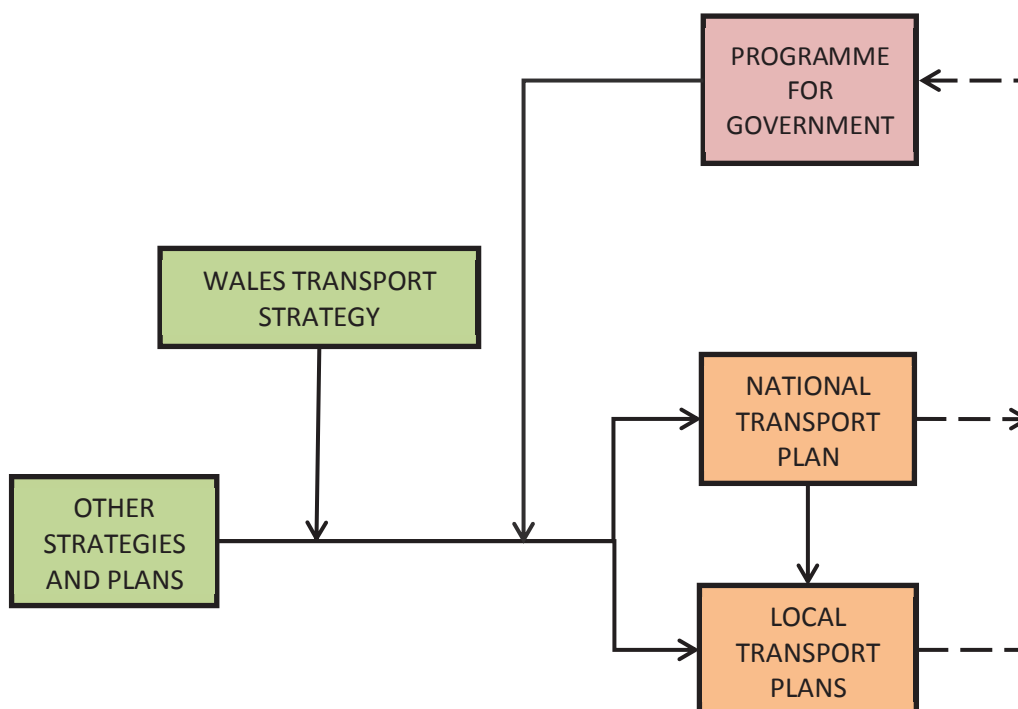
- set the context and evidence to inform decisions on all transport investment (capital and revenue); an evidence base that will be regularly updated and, where appropriate, will enable plans to be updated
- use the evidence base, identify the type of transport interventions required, which may differ by place
- specify interventions to be progressed and confirm priorities for future investment by others, given that not all transport services or infrastructure is devolved
- reflect a short term delivery plan (next 5 years), as well as priorities for the medium term (up to next 10 years) and longer term (next 20 to 30 years)

## 1.2 The Transport Planning Framework

1.2.1 Two tiers of transport plans will be developed: the National Transport Plan and Local Transport Plans. These plans will demonstrate how we will implement the Wales Transport Strategy and support the delivery of the Programme for Government outcomes. Figure 1.3 details the Transport Planning Framework.

1.2.2 The transport planning framework requires an integrated approach between national, regional and local priorities but which recognises where responsibility for different parts of the transport system lies.

**Figure 1.3: Transport Planning Framework**



### 1.3 What we are trying to achieve

- 1.3.1 As mentioned in paragraph 1.1.7, the Wales Transport Strategy sets out the 17 outcomes that the transport system, and our investment in it, is intended to contribute to and which this Plan will support the achievement of.
- 1.3.2 We want to enable an efficient and effective transport system where good connections for national and international markets allow businesses to prosper and where everyone can access the opportunities they need to live healthy, sustainable and fulfilling lives.
- 1.3.3 Transport projects often represent high or very high value for money when the value of the benefits, usually travel time and cost savings, are compared to the whole life cost of the project. In addition, transport schemes can boost the economy by improving access to jobs and assist in the realisation of the agglomeration benefits that arise from the close proximity of businesses. Transport projects can also deliver significant community benefits.
- 1.3.4 Within the framework of the Wales Transport Strategy, we have identified five key priorities for this Plan:
- **Economic growth:** Support economic growth and safeguard jobs with a particular focus on the City Regions, Enterprise Zones and local growth zones
  - **Access to employment:** Reduce economic inactivity by delivering safe and affordable access to employment
  - **Tackling poverty:** 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
  - **Sustainable travel and safety:** Encourage safer, healthier and sustainable travel
  - **Access to services:** Connect communities and enable access to key services
- 1.3.5 Similar investment priorities, tailored to local authorities' specific transport responsibilities are set out in the Local Transport Plan Guidance.

### 1.4 Impact Assessments

- 1.4.1 The National Transport Plan has been developed and appraised to ensure that it adequately considers its impact on people, the environment, and the economy, and is inclusive of all types of transport users.

- 1.4.2 A Strategic Environmental Assessment and Habitats Regulations Assessment have been undertaken and these are available in separate documents.
- 1.4.3 In addition, the following assessments have been undertaken and have also been published as part of this consultation.
- 1.4.4 **Equality Impact Assessment** - An Equality Impact Assessment has been produced alongside the development of the National Transport Plan. It will be further developed through engagement with equality groups during the consultation.
- 1.4.5 The assessment so far concludes that some groups of people with protected characteristics are more likely to rely on public transport and active travel to access jobs and services than those without protected characteristics because of poverty, age, health or disability. Actions in the National Transport Plan that will improve public transport and active travel availability, quality, safety and access will assist in reducing any disadvantage to protected groups. In addition some protected groups may be or perceive that they are at greater risk of hate crime. Plans to improve personal safety whilst using public transport could mitigate against this.
- 1.4.6 The National Transport Plan contains a commitment to fund socially necessary bus and community transport services. However, for some groups including disabled and older people, the accessibility of those services is also an issue – including getting on or off buses, lack of audio and visual destination or next stop announcements and attitudes or lack of training of drivers. To address this issue the National Transport Plan also contains plans to improve the quality and ease of use of bus and community transport services.
- 1.4.7 Further engagement is planned with equalities groups during the consultation period.
- 1.4.8 A **Health Impact Assessment Screening** has been carried out. This has concluded that transport can impact on health in a number of ways.
- 1.4.9 It can have a positive impact through enabling access to jobs and services including healthcare, education and training, leisure services and shopping. It can encourage increased physical activity by providing for active travel – walking and cycling. However, transport can also have a negative impact on health due to road traffic casualties and severance, noise and air pollution from traffic. The National Transport Plan sets out plans to address these issues.
- 1.4.10 The screening has identified that more detailed analysis of the impact of relevant National Transport Plan interventions (as the intervention is developed) will be required to appraise the impacts on target groups. Further assessment

will take place as part of more detailed scheme Welsh Transport Appraisal Guidance (WelTAG) appraisals.

- 1.4.11 A **Welsh Language Impact Assessment Planning Stage** has been undertaken. This has concluded that there are indirect positive effects. The National Transport Plan contains plans to improve public transport, including the provision of accessible, bi-lingual information, and maintain funding for socially necessary bus services. This will assist communities to continue to thrive providing the necessary access to employment, health, education and other services. Traveline Cymru provides bi-lingual information on public transport in Wales. Bi-lingual road and information signs are provided on the existing trunk road network and as part of new trunk road schemes.
- 1.4.12 It has also identified that there are major future opportunities, for example the specification for the next rail franchise, to enhance provision for the Welsh Language. The Standards relating to the Welsh Language are currently out to consultation. In delivering the National Transport Plan we will ensure we comply with the Standards agreed. For example, where grants are awarded to local authorities or other bodies for transport schemes we will require the grantees to also comply with the Standards.
- 1.4.13 The National Transport Plan has only indirect impacts on the Welsh language and Welsh speakers and learners; therefore an impact assessment has not been completed. Welsh Language Impact Assessments of individual interventions will be undertaken where appropriate.
- 1.4.14 A **Rural Proofing Impact Assessment Checklist** has been undertaken. This has concluded that overall there are positive effects. Background data informing the National Transport Plan contains information on a number of issues of relevance to rural areas including:
- access to basic health services
  - the availability of a car
  - access to employment opportunities
  - access to further and higher education
  - access to key services by public transport
- 1.4.15 The National Transport Plan contains interventions aimed at improving rural connectivity and access to key centres and services, such as employment, health, education and other services.



- 1.4.16 A **Competition Assessment Filter Test** has been undertaken and has concluded there is no risk of the National Transport Plan having a detrimental effect on competition.
- 1.4.17 The National Transport Plan has key priorities to support economic growth in Wales and to deliver enhanced access to employment and services across Wales and as such will be seeking to promote business competition in Wales.
- 1.4.18 The interventions in the National Transport Plan are aimed at enhancing the competitiveness of businesses in Wales.
- 1.4.19 Welsh Government procurement processes are also tailored to maximise community benefits to support jobs and growth in Wales.
- 1.4.20 A **Children’s Rights Impact Assessment** has been undertaken.
- 1.4.21 Some of key Articles of the Convention on the Rights of the Child with relevance to transport:
- Article 6 Right to life – the National Transport Plan should seek to reduce the number of young people killed or seriously injured in road traffic collisions and to promote safer and more active travel journeys
  - Article 12 Right to have a say – National Transport Plan seeks to ensure young people have say in the provision transport services
  - Article 23 Children with disabilities – National Transport Plan seeks to ensure that disabled children and young people should enjoy the same opportunities, in particular in the provision of public transport services
  - Article 24 Environment – National Transport Plan acknowledges the impact of transport on the environment and seeks to address that through air quality and noise management, road safety improvements and promoting more active travel journeys
  - Article 31 Right to play – National Transport Plan seeks to promote more active travel journeys for leisure and recreation and address road safety concerns
- 1.4.22 Overall it is expected the National Transport Plan will have a positive impact on children’s rights as it seeks to improve access to services and facilities across Wales, to promote safer and more active travel journeys and encourage more healthy lifestyles and to contribute to the tackling poverty agenda.

- 1.4.23 All aspects of children’s rights that involve travel are potentially affected and the National Transport Plan seeks to improve those situations. Some interventions will affect particular groups of children, e.g.
- connectivity to key sites, including schools
  - social services journeys
  - targeting particular areas to address poverty issues
  - safer, healthier and more active travel journeys
  - reducing the number of people killed or seriously injured in road traffic collisions
  - road safety improvements outside schools on the trunk road network
  - leisure and recreational journeys
- 1.4.24 In considering **Communities First** areas no distinctive issues were identified. The National Transport Plan has the tackling poverty agenda as one of its key priorities and consultation will include engagement with Communities First clusters to encourage wider community engagement.
- 1.4.25 The **Climate Change Strategy for Wales** commits every sector including transport (where devolved) to contributing to the Welsh Government's 3% emissions reduction target in devolved areas.
- 1.4.26 Evidence about the impact of transport on greenhouse gas emissions was considered in developing the Wales Transport Strategy and the original National Transport Plan.
- 1.4.27 A number of interventions are aimed at mitigating the impact of climate change and reducing emissions in the transport sector including:
- promoting healthier and more active travel journeys
  - supporting public transport through significant investment in bus, rail and the Metro
  - enhancing network resilience
- 1.4.28 Climate change impacts are also considered at a scheme or intervention level through the use of the Welsh Transport Appraisal Guidance (WelTAG).

---

## 2 Current Position and Future Trends

### 2.1 Overview

- 2.1.1 This section sets out the transport context and evidence base, which has been used to inform our decisions on all transport investment (capital and revenue).
- 2.1.2 Recognising the role that transport plays as an enabling service for access to employment opportunities, health services, education establishments, shopping and leisure facilities, we have obtained and analysed a range of data that has implications for transport and which correspond to this Plan's five key priorities.
- 2.1.3 Firstly, we have looked at demographics, including population size and projected growth, disability and age. We have also looked at distances travelled and transport trends by mode, congestion and casualty rates to give a broad overview of the transport issues and challenges.
- 2.1.4 Accessibility to workplaces, hospitals, enterprise zones and education has also been analysed to enable us to identify the different type of interventions that may be required in order to meet specific spatial issues and to address the plan's five key priorities.
- 2.1.5 As the National Transport Plan is a dynamic document, the accessibility evidence collated will be updated quarterly to give a greater understanding of the impact of the interventions and changes that may have been brought about by other factors. This will enable us to respond to changes in an informed way.
- 2.1.6 As well as supporting economic growth, our integrated transport network also needs to sustain the health and wellbeing of our communities and the environment. Information on environmental issues has therefore been examined, including climate change resilience, noise management and air quality.

### 2.2 The Transport System

- 2.2.1 We need a transport system that can move freight as well as connect people with services, employment and recreation facilities. Figure 2.1 shows the key national road and rail networks, together with significant ports and airports and key routes on the national cycle network.

**Figure 2.1: Key national road and rail networks, significant ports and airports and key routes on the national cycle network**



2.2.2 Geography has had a significant influence on settlement patterns and the way in which transport networks have developed. The range of mountains and hills that extend from Snowdonia to the Brecon Beacons, and the location of the coal fields, have exerted a dominant influence on the growth of Wales, with principal settlements tending to lie near the coast, primarily in the north and south. The population density of Wales is just over half of that for the UK.

2.2.3 Our key strategic transport routes and hubs are now reflected in the new Trans-European Transport Network (TEN-T<sup>3</sup>) - the EU policy designed to promote cohesion, interconnection and interoperability of national transport systems through the application of common standards (see Figure 2.2).

Figure 2.2: Trans-European Transport Network (TEN-T)



3 [http://ec.europa.eu/transport/themes/infrastructure/index\\_en.htm](http://ec.europa.eu/transport/themes/infrastructure/index_en.htm)

2.2.4 An associated EU initiative is the development of Sustainable Urban Mobility Plans<sup>4</sup>. This looks at how they can promote efficient and integrated transport systems for city regions, where TEN-T routes and hubs are often located, whilst also promoting national and international connectivity.

## 2.3 Demographics

2.3.1 Information examined includes population size and projected growth and protected characteristics. Key findings include:

- The total population of Wales in mid-2013 was 3,082,400 of which 1,926,600 are of a working age (16 to 64). There are 1,470,000 people living in Wales that are considered to be ‘economically active’<sup>5</sup> over the year up to mid-June 2014. The largest centres of population are Cardiff and Swansea.
- Wales is experiencing net inflows to all of its major regions from the rest of the UK. Population change since 2001 shows a high level of growth in Cardiff (see Figure 2.3).
- The population of Wales is projected to increase by 4 per cent to 3.19 million by 2022 and 8 per cent to 3.32 million by 2037.
- The number of older people is predicted to rise significantly (by 292,000 or 50 per cent between 2012 and 2037)<sup>6</sup>.
- The number of children is predicted to rise in the medium term (to around 582,000 by 2026) before falling slightly in the longer term. Overall, the number of children is projected to increase by 2 per cent between 2012 and 2037<sup>7</sup>.
- In Wales, 27.5 per cent of people aged 16 and over reported they were ‘not in good health’ the second highest of any region or country in the UK (the North East was the highest)<sup>8</sup>.
- Wales has a higher percentage of residents with long term health problems or disability at 23 per cent (696,000), higher than any English region<sup>9</sup>.

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4 <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52013DC0913>

5 Population Estimates, Office for National Statistics; Annual Population Survey for economic active population

6 Statistics Wales (2013) 2012-Based National Population Projections for Wales, Statistical Bulletin 108/2013, Available at: <http://wales.gov.uk/statistics-and-research/national-population-projections/?lang=en>

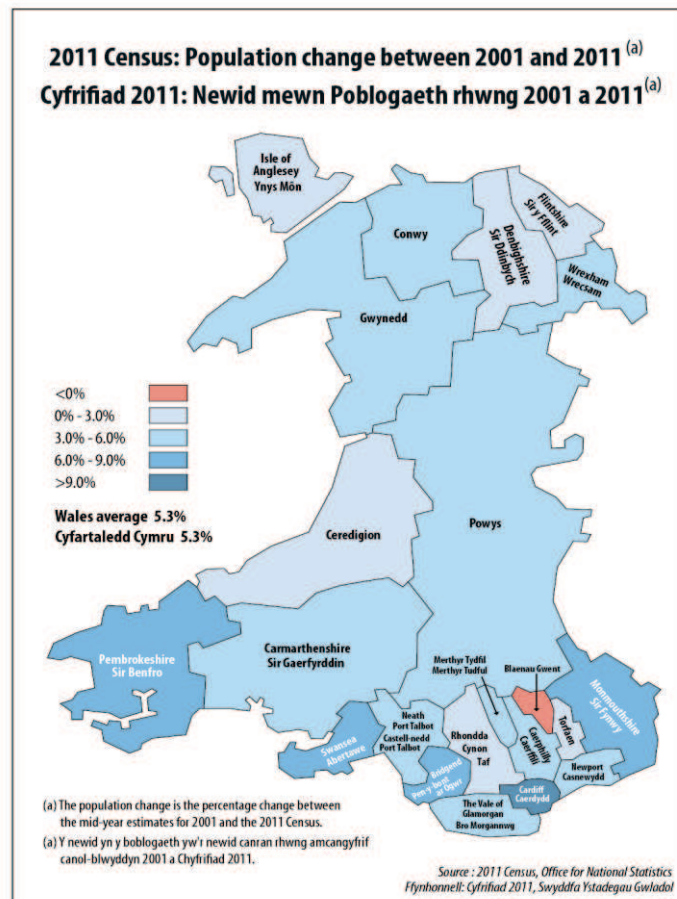
7 Statistics Wales (2013) 2012-Based National Population Projections for Wales, Statistical Bulletin 108/2013, Available at: <http://wales.gov.uk/statistics-and-research/national-population-projections/?lang=en>

8 Integrated household survey

9 Census (2011), Office for National Statistics

- In Wales, 93.5 per cent of people identified as heterosexual/straight, 1.4 per cent as gay/lesbian or bisexual and 0.4 per cent as other. 4.7 per cent did not respond to this question (1.8 per cent didn't respond and 2.9 per cent didn't know or refused to answer the question). The results are broadly similar to the results for the UK as a whole<sup>10</sup>
- In Wales, 96.2 per cent of people identified as White, 1.6 per cent identified as Asian or Asian British and 2.2 per cent of people identified themselves in another ethnic group<sup>11</sup>
- In Wales, 66.1 per cent of people stated they were Christian, 30.6 per cent stated that they had no religion, 1.2 per cent of people stated they were Muslim whilst other religions accounted for 2.2 per cent of people.

Figure 2.3: 2011 Census – Population change between 2001 and 2011



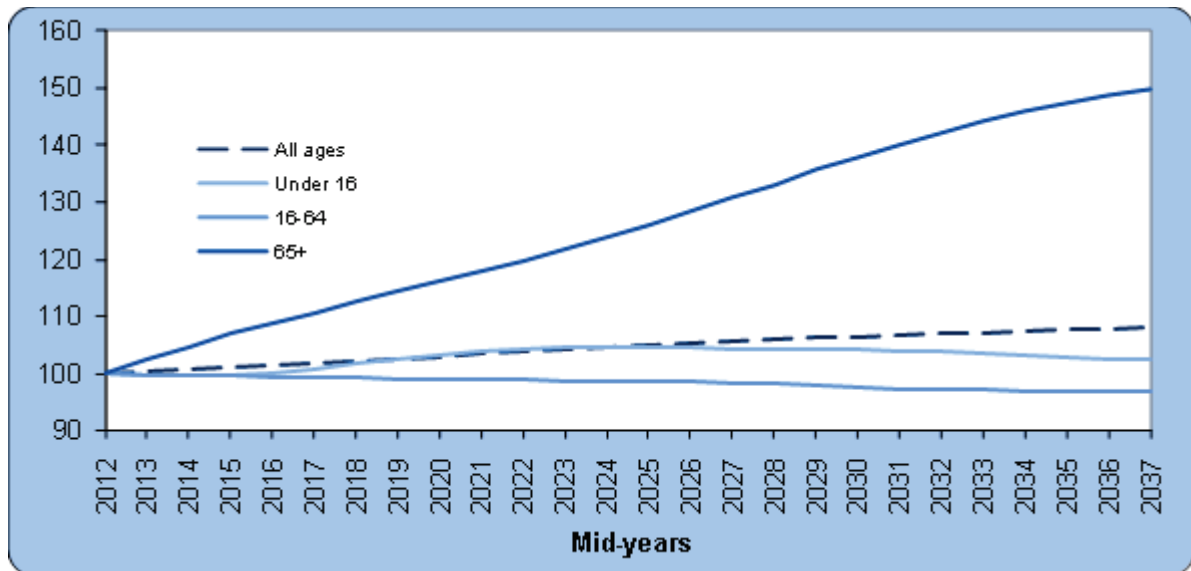
2.4.2 Figure 2.4 shows how the population by broad age group is projected to change during the 25 year projection period, relative to the base year. This shows the

10 Integrated Household Survey (2013)

11 Integrated Household Survey (April 2010 to March 2011)

relatively steep rise in the number of people 65 and over throughout the projection period whilst the under 16 and 16 to 64 age groups do not increase in the same way.

**Figure 2.4: Population Projections for key groups (indexed)<sup>12</sup>**



## 2.4 Travel to Work

2.4.1 Travel to work ([Figure A1, Annex A](#)) has been examined by looking at travel by mode and also by local authority, to give an overview of spatial differences. Data has been obtained from the 2011 Census. It is important to note that the question on travel to work asked for 'main mode of travel' and therefore it is possible that the dataset underestimates use of active travel modes. Key findings are as follows:

- Travel is dominated by private car (74.2 per cent), followed by walking (10.6 per cent) and bus (4.6 per cent). Car travel varies regionally, and is at its lowest in Mid Wales, where there is a higher percentage of home workers (12.9 per cent) and people walking to work (14.4 per cent) than average. 1.4 per cent of people cycle as their main mode of transport.
- Bus travel to work is highest in the Cardiff (10.2 per cent) and lowest in Powys (1.1 per cent) and Carmarthenshire (2.1 per cent).
- Travel to work by rail is undertaken by 2.1 per cent of people, and at its highest in the Vale of Glamorgan (6.1 per cent).

<sup>12</sup> 2012-based National Population Projections, ONS



- Across Wales 12.1 per cent of people travel actively to work. Mid Wales has the highest proportion of people that travel actively to work (15.8 per cent). In Cardiff, 19.2 per cent of people travel actively to work (highest level), in Caerphilly (8.3 per cent) of people actively travel to work (lowest).
- 2.4.2 The average distance travelled to work<sup>13</sup> is 16.7km (14.8km in 2001, an increase of 12.6 per cent). The average distance travelled is lowest in Cardiff (12.7km) and Wrexham (13.4km) and highest in Isle of Anglesey (22.5km), Powys (22.2km) and Monmouthshire (21.9km).
- 2.4.3 35 per cent of people accessing workplace zones<sup>14</sup> in Wales are travelling distances of 5km or less. This figure is higher in Blaenau Gwent (47 per cent) and Merthyr (44 per cent) and lower in Monmouthshire (26 per cent), Powys (28 per cent), Gwynedd (28 per cent) and Isle of Anglesey (29 per cent). Longer distances of over 20km are spent travelling by those employed in workplace zones in Gwynedd (20 per cent), Bridgend (17 per cent), Carmarthenshire (17 per cent), Ceredigion (17 per cent), Powys (17 per cent), Monmouthshire (17 per cent) and Denbighshire (16 per cent).
- 2.4.4 [Figure A.2, Annex A](#) gives details of commuting patterns in Wales, which in particular shows a high level of in-commuting into larger urban areas such as Cardiff, Swansea and Newport.

## 2.5 Travel to School<sup>15</sup>

- 2.5.1 Mode of transport used to get to school is shown in Figures 2.5, 2.6 and 2.7. For primary schools:
- Over half of children aged 4 - 11 (53 per cent) will walk to school, at least for part of the week. Most will be accompanied by an adult. Cycling accounts for 2 per cent of trips.
  - The mode of transport for primary schools varies with distance travelled to school. Walking to school is the most important mode for distances under a mile; but is sharply lower for distances over a mile. Even for journeys of less than half a mile, around a quarter of children will be regularly taken by car.
  - For secondary schools a third of children (33 per cent) will walk to school, at least for part of the week. Almost all will walk on their own or with other children. Cycling is relatively unimportant accounting for 1 per cent of trips. The school bus account for 40 per cent of trips, again for at least part of the week.

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13 Census (2011), Office for National Statistics

14 Census (2011), Office for National Statistics

15 This information was collected through the National Survey for Wales. Source: SB 70/2014, Active Travel: Walking and Cycling 2014, 27th August 2014

- Again, walking to school is the dominant mode of transport for distances under a mile. It decreases for distances over a mile.

Figure 2.5: Mode of transport used by children to get to school

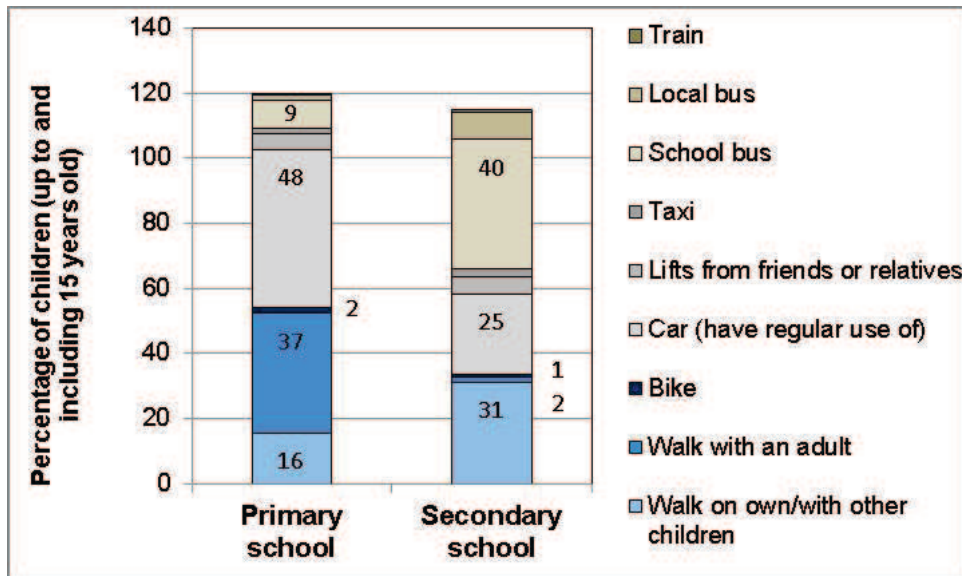


Figure 2.6: Mode of transport to get to primary school, by distance

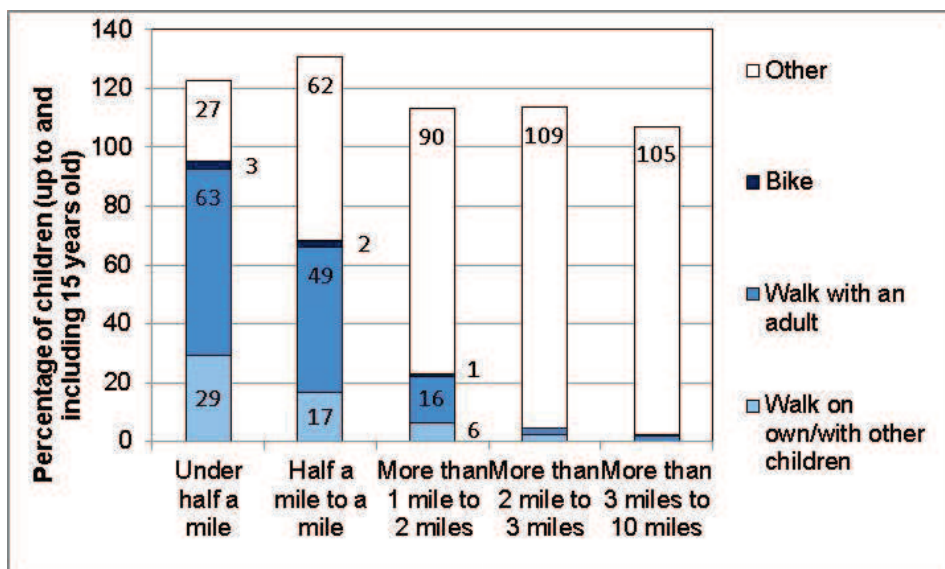
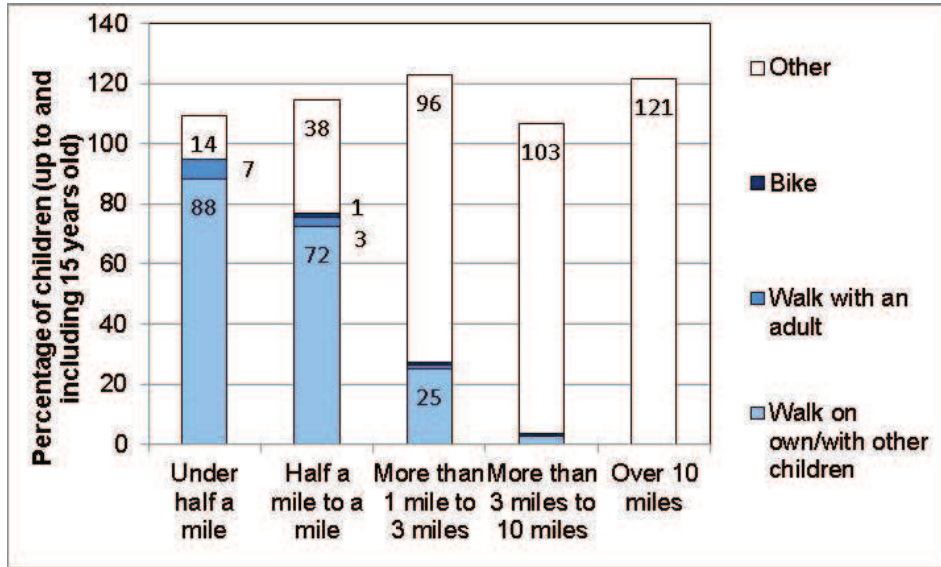


Figure 2.7: Mode of transport to get to secondary school, by distance



## 2.6 Transport Trends

2.6.1 Key transport trends have been examined to give an overview of changes in use of key modes over time.

### Highways

2.6.2 In 2013, the total volume of motorised traffic in Wales was 27.0 billion vehicle kilometres, which is equivalent to 8,800 vehicles kilometres, or 5,500 miles, per head of population over the year.

2.6.3 Within this total volume of traffic, cars accounted for 80 per cent of the total, light vans for 15 per cent, and goods vehicles for 4 per cent; motorcycles, and buses and coaches accounted for 1 per cent each; and in comparison, pedal cycles represented a further 1 per cent of the motorised traffic total.

2.6.4 These vehicles travelled mostly on the major roads, with 65 per cent of motor traffic in Wales either on motorways or A roads. The remaining 35 per cent travelled on minor roads, that is B and C and unclassified roads. In more detail for traffic on major roads, 13 per cent of the total volume of traffic in Wales was on motorways, 40 per cent on rural A roads, and 12 per cent on urban A roads.

2.6.5 Figure 2.8 shows that there was a peak in the volume of traffic in 2007, with traffic volumes then falling each year until 2010, stabilising in 2011 and 2012, and then rising in 2013.

2.6.6 Growth forecasts from TEMPro (Trip End Model Presentation Program), data provides both national and regional growth estimates. Car traffic growth estimates are provided in Figure 2.9 and demonstrate highest projected growth in south east and south west Wales.

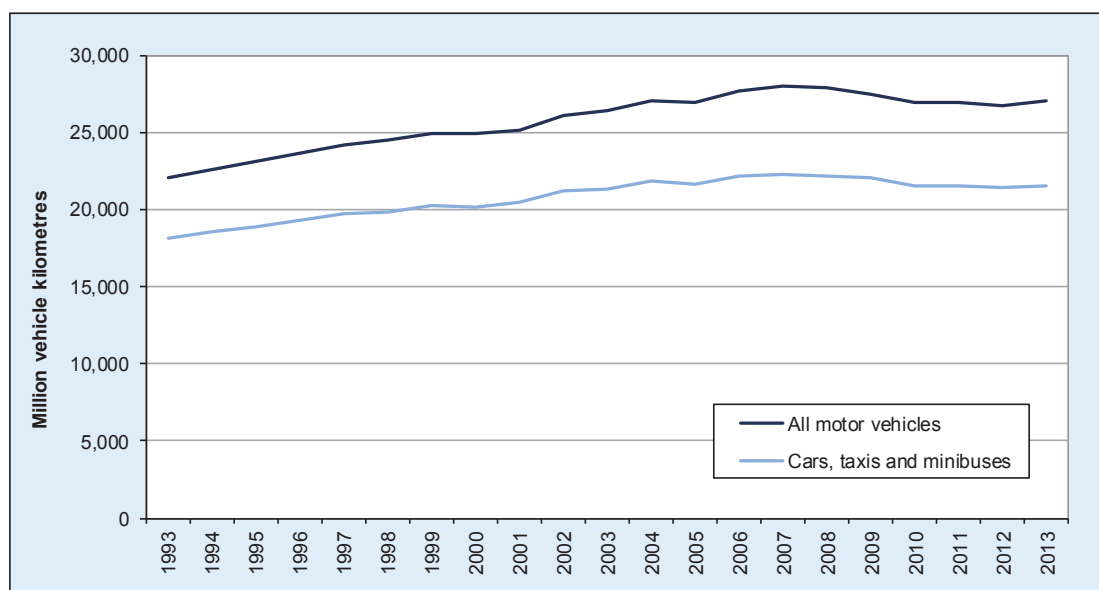
Figure 2.8: Volume of traffic in Wales, 1993-2013<sup>16</sup>

Figure 2.9: TEMPro Growth Forecasts – Car Traffic Growth (2015 to 2030)

Area	All Trip Purposes (2015 to 2030)	
	Production <sup>17</sup>	Attraction <sup>18</sup>
Mid Wales	1.0866	1.0794
North Wales	1.0924	1.0934
South East Wales	1.1479	1.1479
South West Wales	1.1393	1.1409
Wales	1.1284	1.1284

2.6.7 The Programme for Government sets out indicators measuring the percentage of trunk roads that require close monitoring of structural condition. At present

<sup>16</sup> Source: DfT, taken from SB 67/2014, Road Traffic, 2014, 13th August 2014.

<sup>17</sup> Trip Production is defined as the home end of a Home Based trip or as the origin of a Non Home Based trip.

<sup>18</sup> Trip Attraction is defined as the non home end of a Home Based trip or the destination end of a Non Home Based trip.

12.8 per cent of the trunk road and motorway network requires maintenance against a target of 8 per cent<sup>19</sup>.

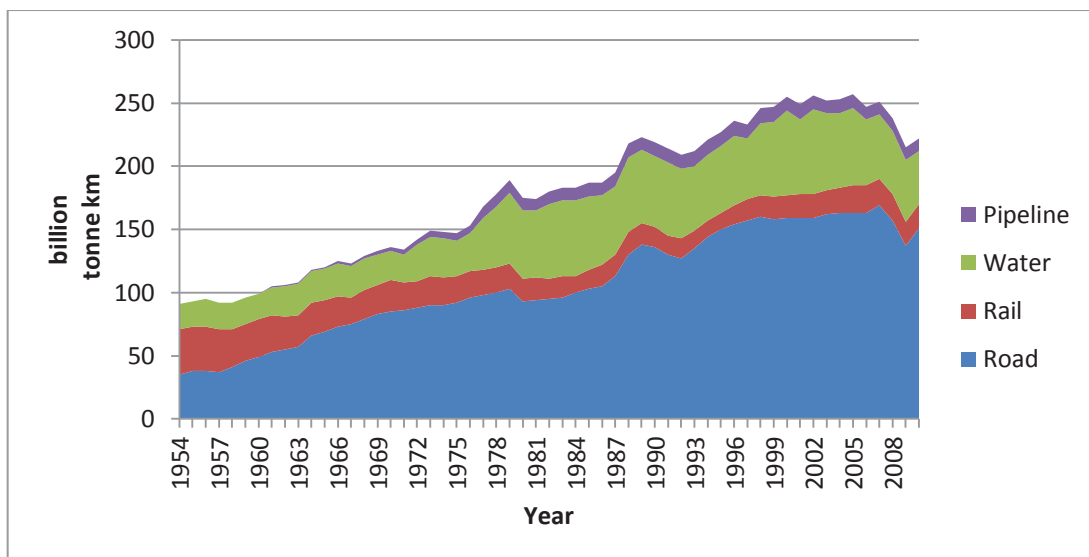
2.6.8 The Programme for Government also sets out indicators which monitor the incidence and repair of category 1 defects on Welsh trunk roads. Category 1 defects are those which represent an immediate or imminent regard and have implications for road safety, and therefore require immediate attention. The overall number of Category 1 defects varies seasonally and there was a notable increase in the profile of category 1 defects in 2013/14<sup>20</sup>.

2.6.9 Over the 2013/14 financial year, there were 50 occurrences of roads closed or partially closed due to flooding, and 58 instances of either full or partial road closures due to high winds wind recorded on the Welsh Government network.

### Freight

2.6.10 Figure 2.10 shows that over the past 60 years the movement of freight in Great Britain has grown considerably and there has been a shift away from rail to road. The overall growth in freight billion tonne kilometres over this time period was from 91 billion tonnes km in 1954 to 222 billion tonnes km in 2010. It also shows the levelling of the rate of growth in freight transport in the last decade and the increasing dominance of road transport at the expense of rail.

**Figure 2.10: GB domestic freight transport by mode, 1954 – 2010, billion tonne km<sup>21</sup>**



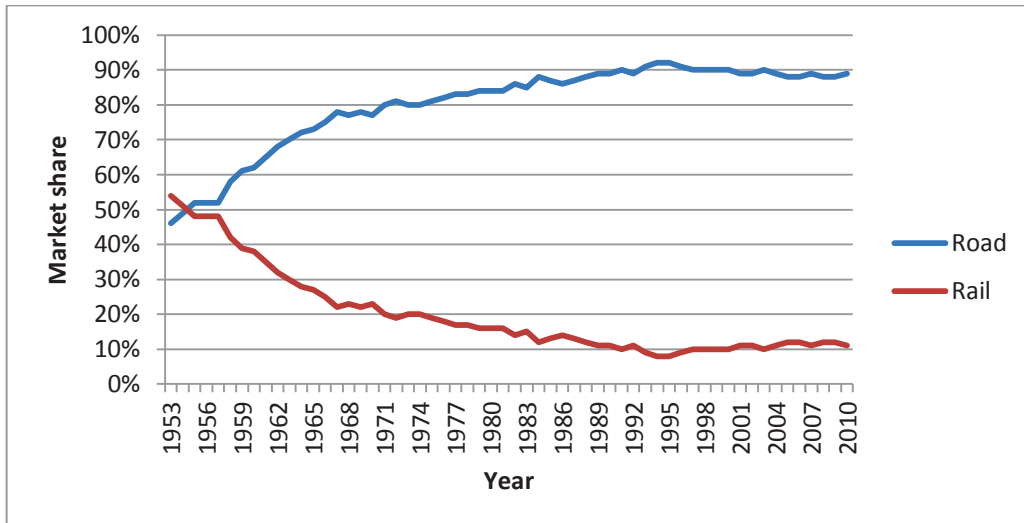
19 <http://wales.gov.uk/about/programmeforgov/data?code=TR018&lang=en>

20 <http://wales.gov.uk/about/programmeforgov/data?code=TR018&lang=en>

21 Source: DfT Transport Statistics, table TSG0401

- Figure 2.11 below which shows the relative market share of road and rail between 1954 and 2010. In 1954 rail had 54 per cent of the market which was greater than roads' 46 per cent based on the total billion tonne km transported by road and rail modes. By 2010 the rail share had fallen to 11 per cent. The rail mode share declined until the mid 1990s and has recovered slightly since.

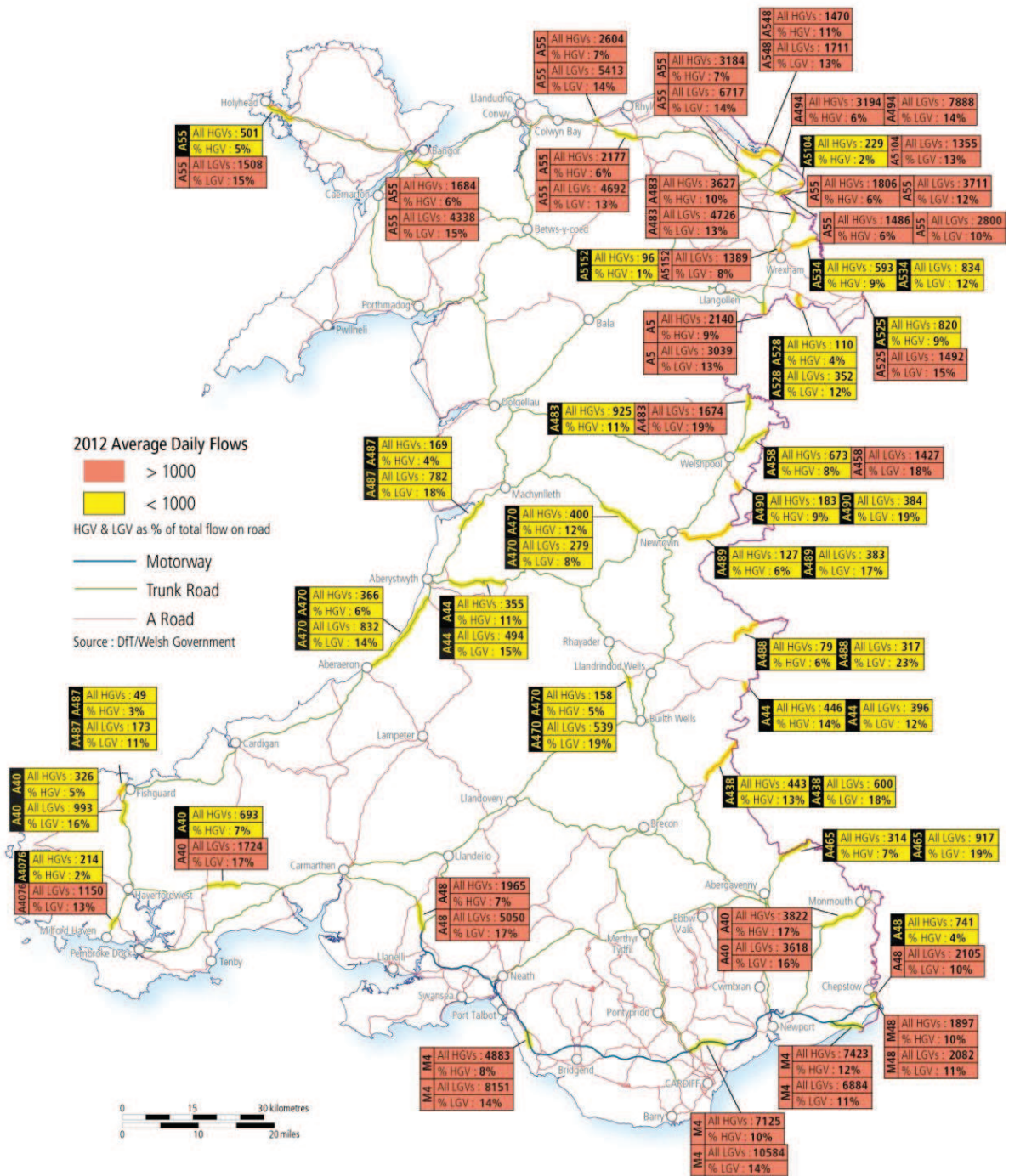
**Figure 2.11: Road and rail freight, billion tonne km, 1954 - 2010<sup>22</sup>**



- The average daily HGV and LGV flows in Wales are given in Figure 2.12. The latest forecasts for growth in road freight traffic produced by the Department for Transport in 2013 are given in [Figures A.3 to A.5, Annex A.](#)

<sup>22</sup> Source: DfT Transport Statistics, table TSGB0401

Figure 2.12: Average Daily HGV & LGV Flows

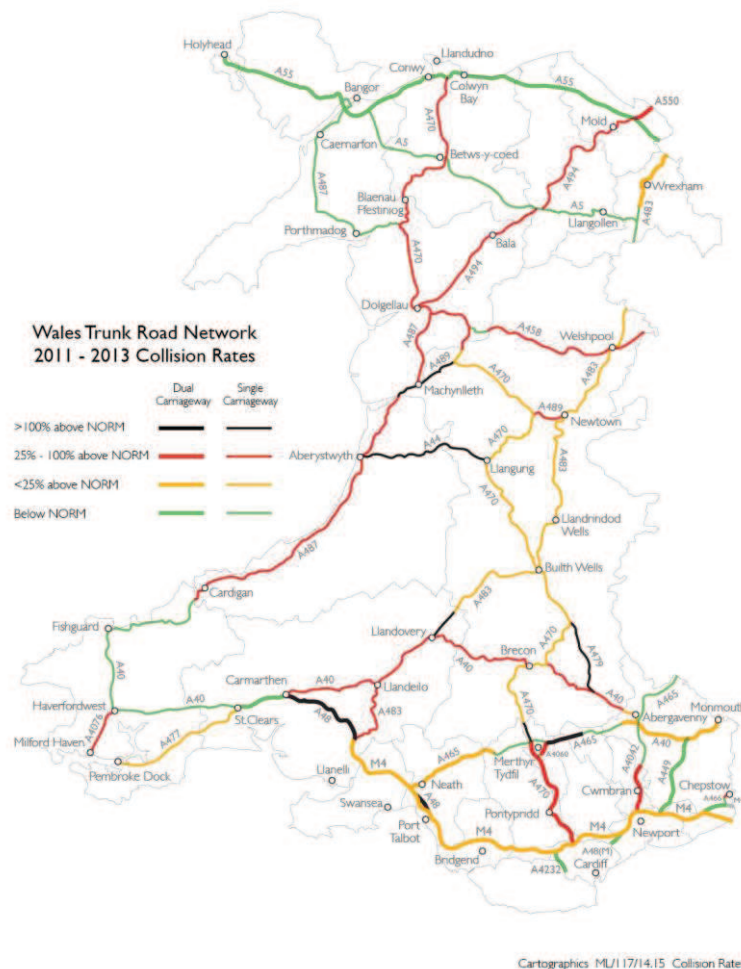


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 Cartographics • Welsh Government  
 September 2014

## Road Safety<sup>23</sup>

- 2.6.11 Casualty reduction targets up to 2010 were achieved and exceeded. A new set of targets were developed from 2012 onwards, for achievement by 2020.
- 2.6.12 The Welsh Government uses Stats 19 data from the police to produce the annual 'Police Recorded Road Casualties' report. Four bulletins supplement that report on our two high risk groups of motorcyclists and young people and for pedestrians and cyclists. The Welsh Government, as the highway authority for the motorway and trunk road network in Wales, plots the location of road traffic collisions to identify clusters of collisions which may be addressed by local safety schemes, and identifies routes with high collision rates where route based local safety schemes are required (see Figure 2.13).

**Figure 2.13: Wales Trunk Road Network 2011-2013 Road Traffic Collision Rates**

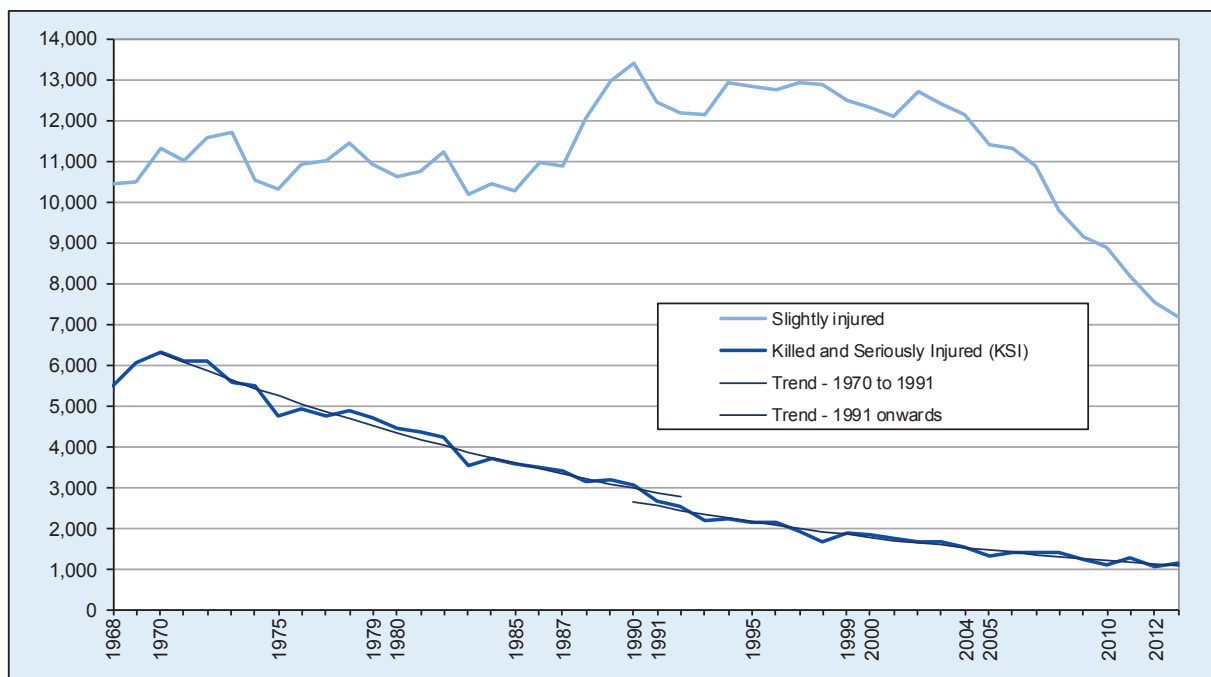


23 Welsh Government Transport Statistics



- 2.6.13 We are working with local authorities to ensure they undertake a similar level of analysis on roads they are responsible for.
- 2.6.14 Over the last three decades, killed or seriously injured (KSI) casualties have declined at a rate of between 3-4 per cent a year. Achievements of the 2020 targets will require all responsible authorities/stakeholders to maintain that rate of decline.
- 2.6.15 The trends in collisions and KSI casualties are different. Between 1979 and 2004 KSI casualties fell more rapidly than collisions, so the improvement in road safety came about because the consequence of the collisions that occurred became less severe. This was because of improvements in road engineering and the safety of motor vehicles which meant that car occupants became less likely to be killed or seriously hurt if involved in a collision.
- 2.6.16 In contrast, from 2005 onwards, collisions have been falling more rapidly than KSI casualties. This means that when collisions occur, the consequences are more severe. This is because a greater proportion of casualties involve vulnerable road users; in turn this is because casualties amongst car occupants are falling at a faster rate rather than those amongst vulnerable road users. As a result, in 2013, the number of KSI casualties amongst pedestrians, pedal cyclists and motorcyclists (taken together) exceeded KSI casualties amongst car occupants. This is the first time this has happened. Figure 2.14 below shows the trend in casualties in Wales since 1968.

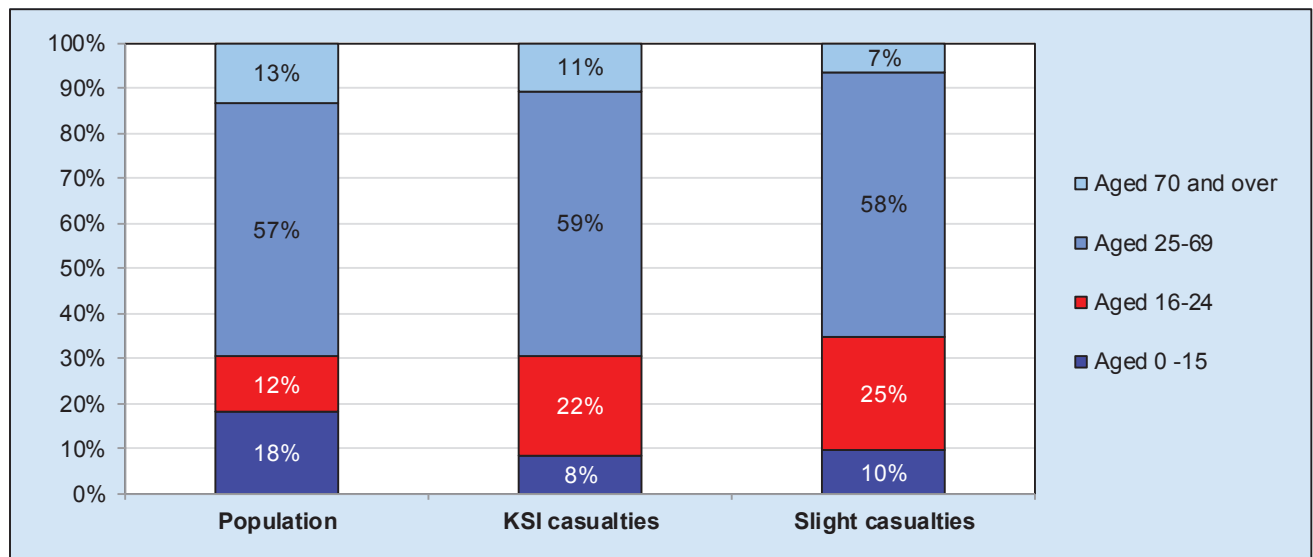
**Figure 2.14: Road traffic casualties on Welsh roads by severity, 1968-2013**



2.6.17 The increase in the KSI rates for vulnerable road users is a particular concern. Whilst measures such as improvements in road engineering and child pedestrian training would appear to have contributed to the decline in KSIs, continued reductions will require us to achieve improvements in other areas such as seatbelt use and preventing use of mobile phones when driving and improve safety for cyclists.

2.6.18 16-24 year olds continue to be at higher risk of becoming a road casualty compared to children or other adults. They represent 12 per cent of the population but 25 per cent of fatal and serious casualties (see Figure 2.15).

**Figure 2.15: Share of 2012 population, by 2013 KSI and slight casualties, by broad age group**



2.6.19 Despite this overrepresentation, KSI and total casualties for this age group have been falling in recent years. Since 2008, the rate of decline in casualties amongst the 16-19 year old group has declined at a faster rate than the rest of the population. This could be linked to the decline in the number of young male drivers, exacerbated by the downturn in the economy since 2008. The relative risk of becoming a casualty for young people is much higher as a passenger than as a pedestrian or driver. 48 per cent of passenger casualties were in vehicles driven by drivers aged between 17 and 19, with a further 20 per cent driven by drivers aged between 20-24 (see [Figure A.6, Annex A](#)). This has led to some local authorities taking an approach of trying to target passengers in their training and publicity with the aim of them influencing driver behaviour.

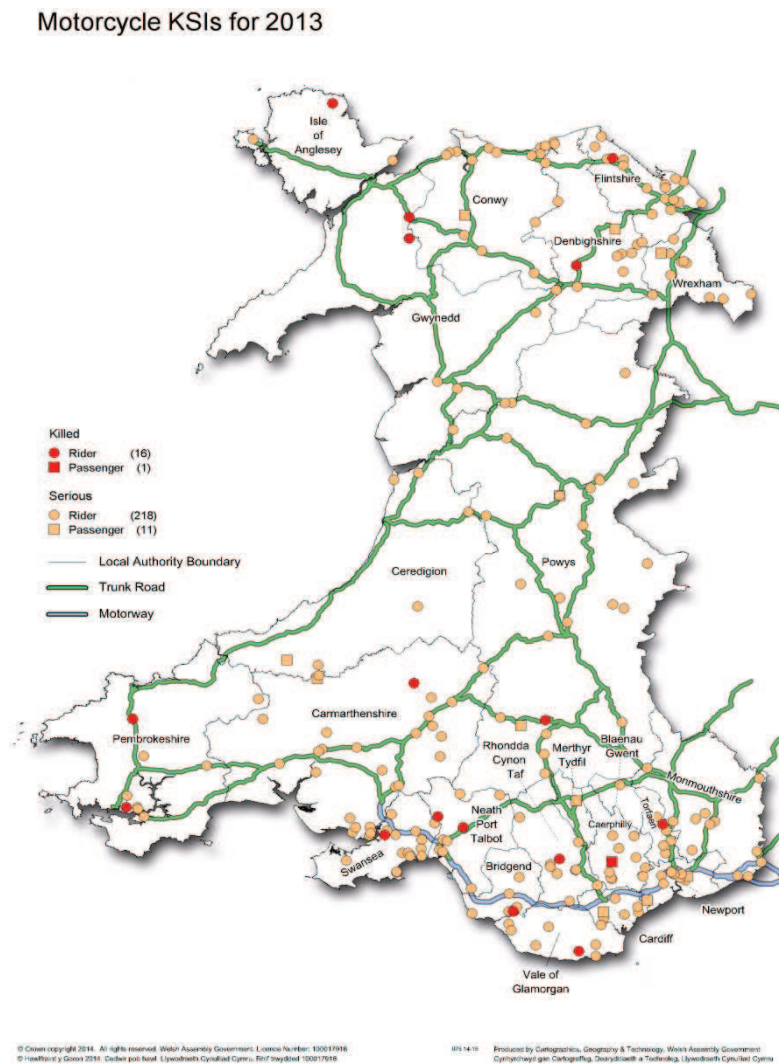
2.6.20 The fall in young men riding motorcycles in the 1980s meant that motorcyclist KSIs substantially decreased from 1,000 in 1979 to 250 in 1993. In contrast, over the last 20 years the number of motorcyclists KSIs has been fairly constant. This period has coincided with a growth in motorcycling as a leisure

pursuit, with riders tending to be older with more powerful machines. Behavioural changes in these riders will be key to realising further reductions.

2.6.21 The risk of a motorcycle rider being killed or seriously injured continues to be far greater than that for a car driver. Whilst motorcyclists represented 0.2 per cent of traffic in Wales in 2013, they made up 31 per cent of fatal and serious casualties.

2.6.22 The highest numbers of killed or seriously injured motorcyclist casualties in 2013 were in Carmarthenshire and Powys followed by Swansea and Cardiff (see Figure 2.16).

**Figure 2.16: Motorcycle KSIs for 2013**



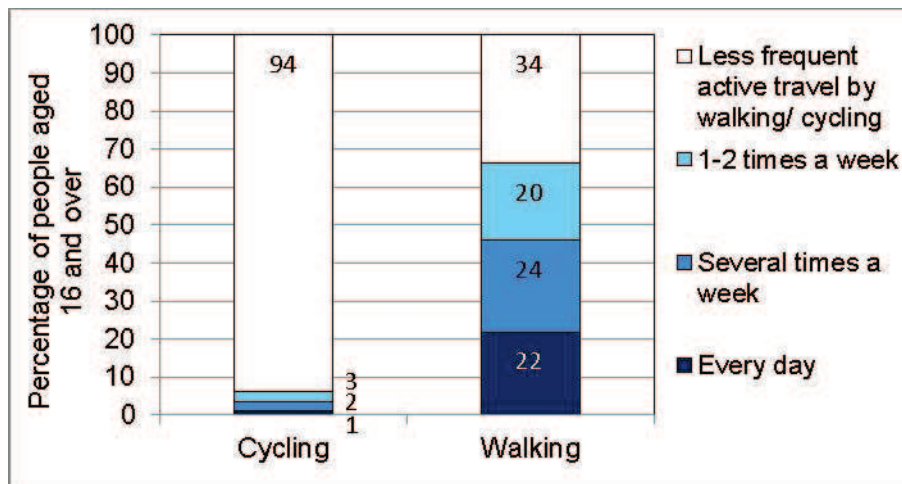
## Active Travel<sup>24</sup>

2.6.23 Active travel as a means of transport means walking or cycling in order to get to a particular destination such as work, the shops or to visit friends. It does not cover walking and cycling done purely for pleasure, for health reasons, for training or competition, or for just walking the dog.

2.6.24 Figure 2.17 shows that for people in Wales aged 16 and over, reporting on their travel over the previous 3 months:

- 6 per cent travelled by bicycle for active travel trips at least once a week.
- 46 per cent typically walked several times a week.

**Figure 2.17: Frequency of active travel by walking and cycling**



2.6.25 The main reason for walking is to go to local shops; this accounts for 40 per cent of walking trips. For cycling, there are three main purposes: going to local shops (24 per cent of trips); going to work or business (23 per cent of trips); and going to visit friends and relatives (19 per cent of cycling trips).

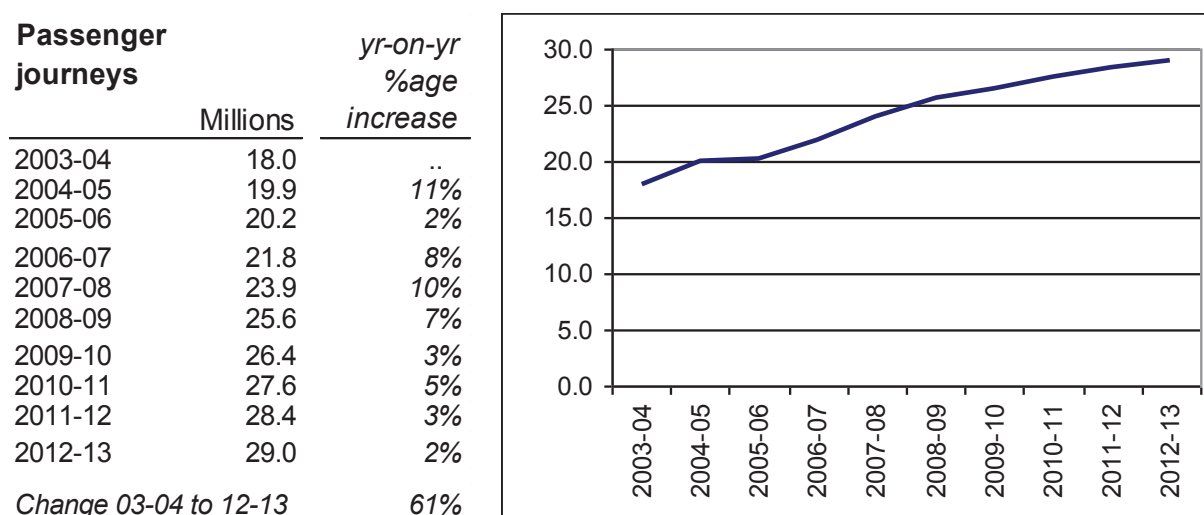
2.6.26 Rates of active Travel fall amongst older age groups and this is associated with self reported disability or health problems that make it difficult or impossible to walk, or to ride a bicycle. For example, for people aged 75 and over 57 per cent have a problem that affects their walking; and 69 per cent a problem that affects riding a bicycle.

<sup>24</sup> This information was collected through the National Survey for Wales. Source: SB 70/2014, Active Travel: Walking and Cycling 2014, 27th August 2014.

## Rail

2.6.27 There has been a large increase in recent years in the number of people making rail journeys in Wales. Official data from the Office of Rail Regulation shows that passenger numbers have increased 61% over the last 10 years, which a range of measures indicate is continuing (see Figure 2.18<sup>25</sup>).

**Figure 2.18: Wales Rail Passenger Journeys 2003-04 to 2012-13**



2.6.28 In the case of rail mileage, there is some evidence of a recent upward trend among men aged 30 and over, which can also be seen more strongly among women aged 60+.

2.6.29 There has been a fourfold increase in average per-person rail mileage between 1995/9 and 2008/10 among women aged 16–29, which makes them by far the highest-mileage rail users, at around 800 miles per person per year<sup>26</sup>.

2.6.30 Passenger satisfaction with rail travel in Wales also continues to improve. In the spring 2014 wave of the National Rail Passenger Survey, overall satisfaction with Arriva Trains Wales was 86 per cent. This is 5 per cent above their franchise benchmark. Punctuality is an important measure of rail industry performance because it is the biggest determinant in overall passenger satisfaction. The information used for the indicator is the rail industry's standard measure of punctuality (PPM). This records the percentage of trains arriving

25 Source: 2010-13: (ORR) NRT data portal, "ATW Key statistics" <http://dataportal.orr.gov.uk/displayreport/report/html/c65f7401-9128-4775-9907-7f0ae424d4dd> Earlier figures: "National Rail Trends Yearbook ...", Section 8.1 or 3. Link from <http://www.rail-reg.gov.uk/server/show/nav.1542>

26 Scott Le Vine & Peter Jones (2014), On the move: Car, rail and bus travel trends in Wales, Executive Summary, June 2014, RAC Foundation and Welsh Government.

within a specified time of their timetabled arrival time at their destination. For Arriva Trains Wales, the benchmark is 4 minutes 59 seconds, while for some long distance operators it is 9 minutes 59 seconds. The data being reported is the average for the previous year. Arriva Trains Wales has performed above its franchise target level for a number of years (PPM of 88.8%). It is consistently one of the best performing British train companies in terms of punctuality, typically in the top five of 19 train operators.

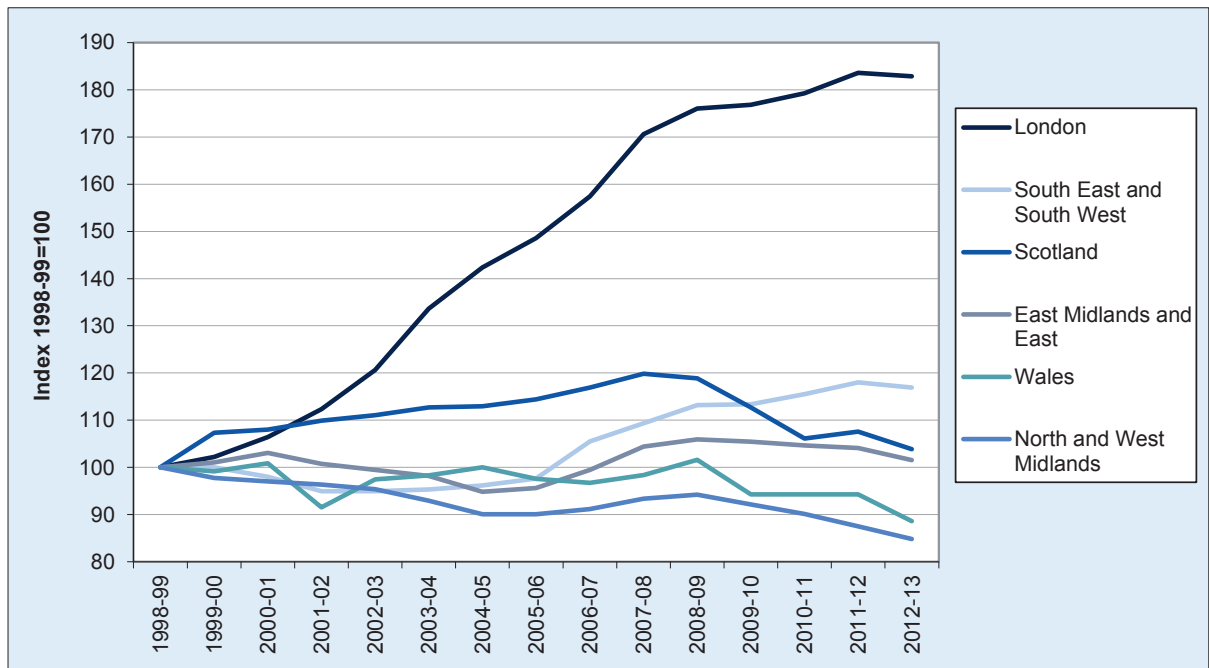
## Bus

- 2.6.31 Every day, 62,000<sup>27</sup> people rely on the bus to get to work, and about a quarter of a million people use it every day to get to hospital appointments, visit friends, go shopping or access leisure.
- 2.6.32 There are relatively small differences in mileage by age group among males, whereas for women the higher-usage groups are to be found among the youngest (age 16 to 29) and oldest (60+) adults<sup>28</sup>.
- 2.6.33 There are no clear and consistent trends in bus use over time among either men or women.
- 2.6.34 Bus services in Wales face considerable challenges. The number of fare paying passengers, overall, has declined in recent years (Figure 2.19).
- 2.6.35 There were a little under 49 million journeys made using the Concessionary Fares Bus Pass in Wales in 2012-13.
- 2.6.36 The National Travel Survey<sup>29</sup> shows that minority ethnic adults make twice as many local bus trips as white adults. The ethnic background of bus users as compiled from the 2010 Welsh Bus Passenger Survey is that 93 per cent reported that they were white, 5 per cent were from another ethnic background, and 2 per cent declined to answer. In comparison, around 4 per cent of people in Wales are from a minority ethnic group.

27 Census (2011), Office for National Statistics

28 Scott Le Vine & Peter Jones (2014), On the move: Car, rail and bus travel trends in Wales, Executive Summary, June 2014, RAC Foundation and Welsh Government.

29 National Travel Survey, [http://data.gov.uk/dataset/national\\_travel\\_survey](http://data.gov.uk/dataset/national_travel_survey)

**Figure 2.19: Trends in passenger numbers 1998-99 to 2012-13, Wales and regions<sup>30</sup>**

## Ports

2.6.37 During 2012, Welsh ports accounted for 11 per cent of the total UK port traffic with total freight traffic through Welsh ports of 54.6 million tonnes (Mt). Of this, 36.5 Mt were goods inwards and 18.1 Mt were goods outwards.

2.6.38 As well as freight, there were 2.6 million sea passengers travelling between Wales and Ireland during 2012; with 0.634 million accompanied passenger vehicles, made up of 0.621 million cars and 0.013 million coaches. Around half were from, and half to, Ireland.

2.6.39 This sea transport involved over eight thousand ship arrivals in Wales during 2012.

## Airports

2.6.40 There is a network of commercial airports around Wales providing a varied range of functions, including chartered and corporate flights. The public airports are Cardiff and Anglesey:

- Cardiff airport ranks 21<sup>st</sup> in size amongst UK airports.

<sup>30</sup> Welsh Government Transport Statistics

- The Civil Aviation Authority 2013 figures for Cardiff Airport show an increase in the use of Cardiff airport after a period of sustained decline.
- The TrawsCymru T9 provides a 20 minute service throughout the day to provide improved links between Cardiff Bus Station and Cardiff Bay with Cardiff Airport.
- The total number of passengers using Cardiff International Airport increased by 44,000, 4 per cent, in 2013 compared to 2012; to 1.060 million terminal passengers (1,057,073); in addition there were just under 15,000 transit passengers (most of the comparisons below just show terminal passengers).
- International: The majority, 81 per cent, of these terminal passengers were for international flights. In 2013, there were 0.858 million international air passengers using Cardiff International Airport, up by 35,000 from 0.823 million in the previous year. There was increase in passengers to and from EU destinations, up 8 per cent, and a fall in passengers going beyond the EU, down 12 per cent.
- Most of the international traffic was by chartered airlines rather than scheduled airlines. In 2013 there were 0.438 million passengers traveling to EU destinations by charter airline and 0.296 million travelling scheduled services. Services to non-EU destinations were mostly chartered, with almost all the 0.123 million passengers using charter airlines.
- These figures do not show the role of Cardiff as a feeder airport for onwards scheduled services from Schiphol, Madrid, Dublin etc.
- Domestic: In 2013 there were 0.200 million domestic terminal passengers using Cardiff, up 9,000, or 5 per cent from 2012.
- In contrast to the international traffic, most of these passengers, some 195,000, used scheduled services.

#### 2.6.41 Other airports around Wales include:

- Caernarfon Airfield used principally for general aviation (private light aircraft).
- Chester Hawarden Airport, which accommodates the largest freighter aircraft and transports Airbus aircraft wings.
- Haverfordwest (Withybush) Airport, which is used on a regular basis by light aircraft and helicopters and has the capacity to accommodate significantly larger aircraft.



- Swansea Airport, which is used by corporate aircraft and which is licenced to allow flights for public transport of passengers.
- Welshpool (Mid Wales) Airport, which offers a range of corporate and charter services.
- Pembrey Airport, again serving the general aviation community.

### Personal Income

- 2.6.42 Car-driving mileage increases steadily with income. The largest drops in mileage over time are amongst those with personal incomes of £40,000 and above<sup>31</sup>.
- 2.6.43 People with incomes below £20,000 exhibit much higher bus mileages.
- 2.6.44 Rail mileage has grown amongst most income groups - levels are similar for all income groups up to £40,000, but much higher for those with incomes of £50,000 and above<sup>32</sup>.
- 2.6.45 In terms of income and disability, the level of disability in Wales in 2010 was around one fifth of the working age population, with the percentage of disabled people generally increasing with age. Employment rates for disabled people were consistently low compared to the non-disabled population<sup>33</sup>.
- 2.6.46 In 2010 three-quarters of the working age population in Wales were economically active. However this figure was significantly lower for disabled people. Around 32 per cent of disabled people with a work-limiting disability were economically active and less than half (46 per cent) of all disabled people were economically active. At a regional level the proportions of economically active DDA disabled people ranged from 51.0 per cent in Mid Wales to 42.3 per cent in south west Wales<sup>34</sup>.
- 2.6.47 In terms of Personal Income and occupation, the percentage of people in routine or manual occupations, long term unemployed or never worked has been examined to give a spatial indication of variations (see Figure 2.20 and 21). This generally shows higher levels of people employed in routine or manual occupations or long term unemployed/never worked in more urban locations and in the south Wales valleys.

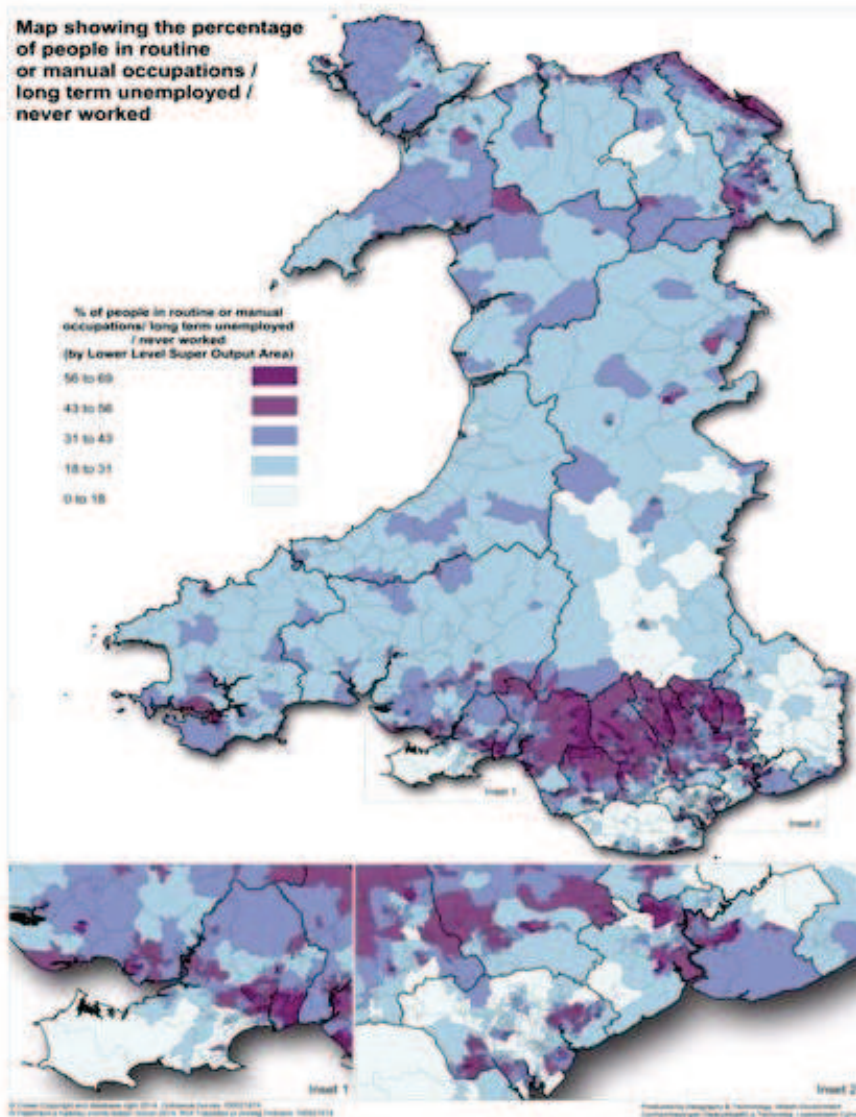
31 Scott Le Vine & Peter Jones (2014), On the move: Car, rail and bus travel trends in Wales, Executive Summary, June 2014, RAC Foundation and Welsh Government.

32 Scott Le Vine & Peter Jones (2014), On the move: Car, rail and bus travel trends in Wales, Executive Summary, June 2014, RAC Foundation and Welsh Government.

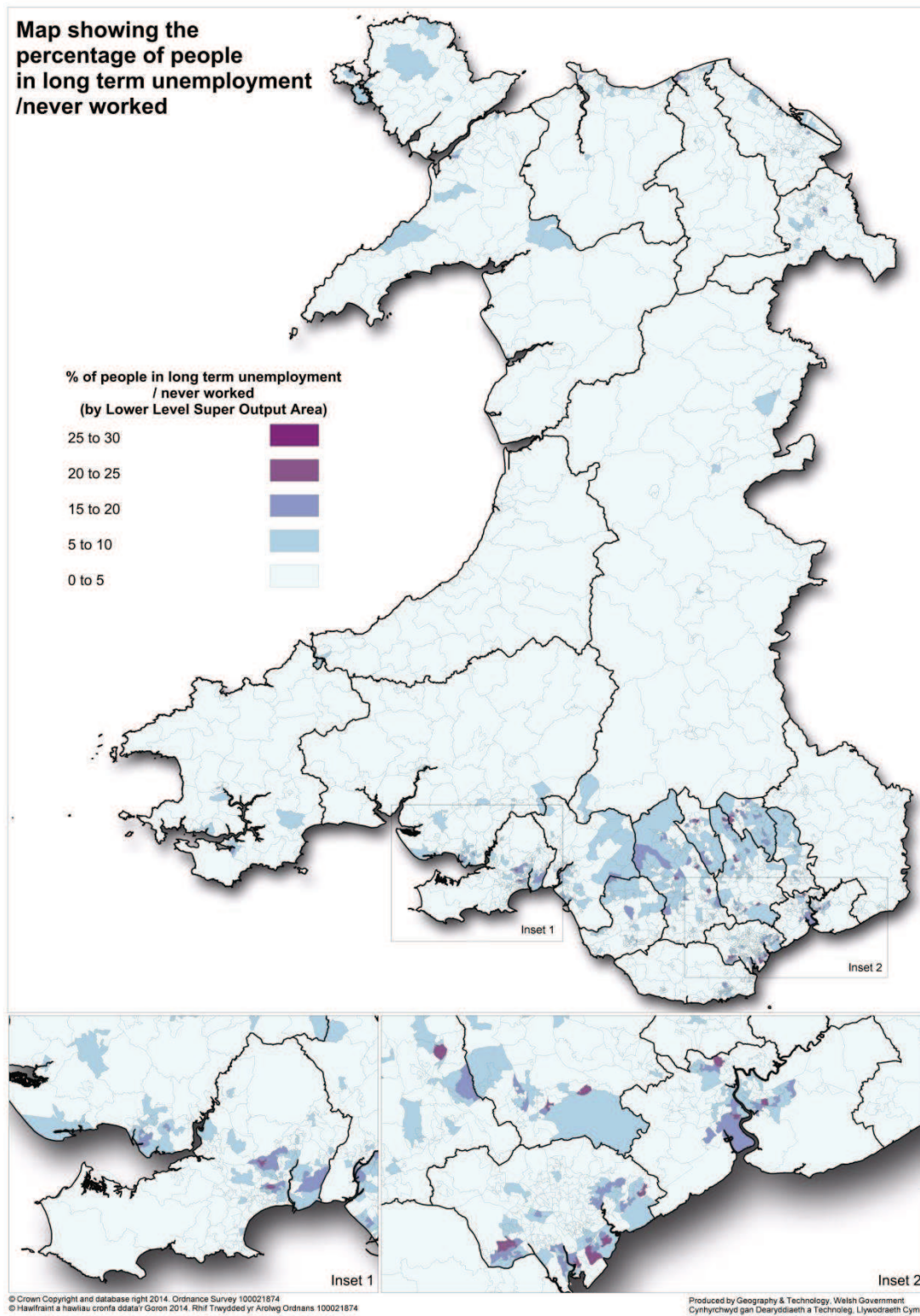
33 Source: Statistics Wales: SB 115/2011, Prevalence of disability in Wales, 2007-2010, 6 December 2011

34 Source: Statistics Wales: SB 115/2011, Prevalence of disability in Wales, 2007-2010, 6 December 2011

Figure 2.20: Map showing the percentage of people in routine or manual occupations



**Figure 2.21: Map showing the percentage of people in long term unemployment/never worked**



## 2.7 Accessibility

2.7.1 Accessibility has been examined by looking at how the public transport network provides access to workplaces, enterprise zones, built up areas, hospitals, education and key tourist sites. This has been done by undertaking an assessment of the length of time it takes people to access services by public transport, with a journey of up to 60 minutes considered as a reasonable travel time. We have also looked at access to a car to highlight those areas that are not well served by the public transport network, and where access to a car is low in order to highlight areas where access is poor.

2.7.2 We have also look at journey time speeds on the road network using traffic master data. This highlights congested parts of the network.

### Journey Times and Congestion

2.7.3 Trafficmaster data has been analysed to highlight slow journey times, areas of congestion and resilience issues. Figures 2.22 to 2.24 show the journey speeds on main roads for North Wales, Mid Wales and South Wales. Annualised weekday peak (7am to 9am) data has been used to produce the maps (excluding August).

2.7.4 The key findings are:

- North Wales – There are constrictions of some sections of the A55 and A483 dual carriageways which result in lower average speeds. Key sections experiencing lower speeds include A55 Britannia Bridge, roundabouts at A55 junctions 15 and 16, the 50 MPH section of A55 at Colwyn Bay and A494 at Deeside. Away from the A55 and dual carriageway sections of the A483, traffic speeds are lower reflecting the single carriageway status and varying standards of the road network.
- Mid Wales – Average vehicle speeds in Mid Wales are quite low, generally between 40-50mph on trunk roads and between 30-40mph on county roads. Although some sections have been improved in recent years the constraints of the rural landscape and the settlements on the main routes mean the scope for further significant journey speed improvements is limited.
- South Wales – identifies areas of congestion, particularly on the M4 around Newport. It also highlights areas where there are slower journey speeds, for example, on the A40 west of St Clears and in more rural areas.

Figure 2.22: Map showing journey speeds on main roads – North Wales

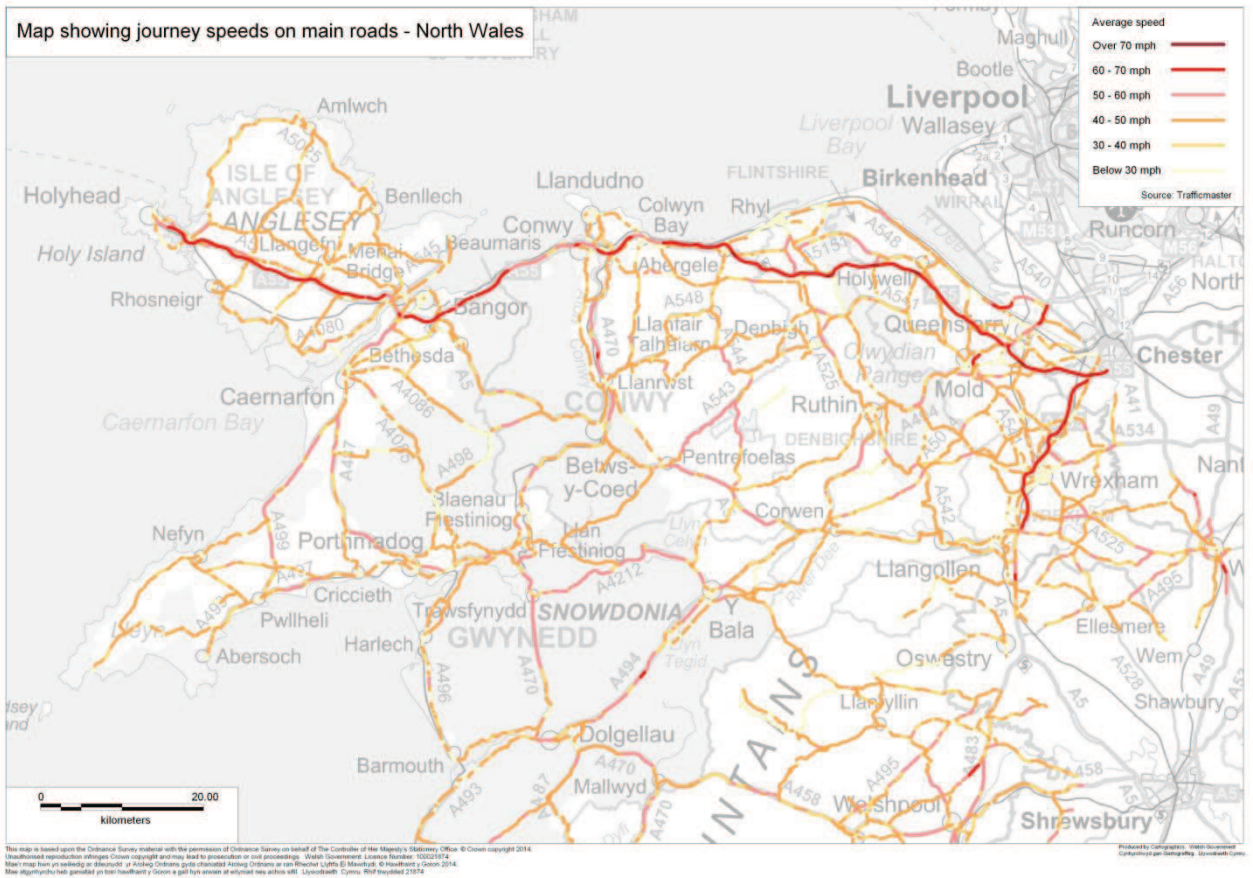
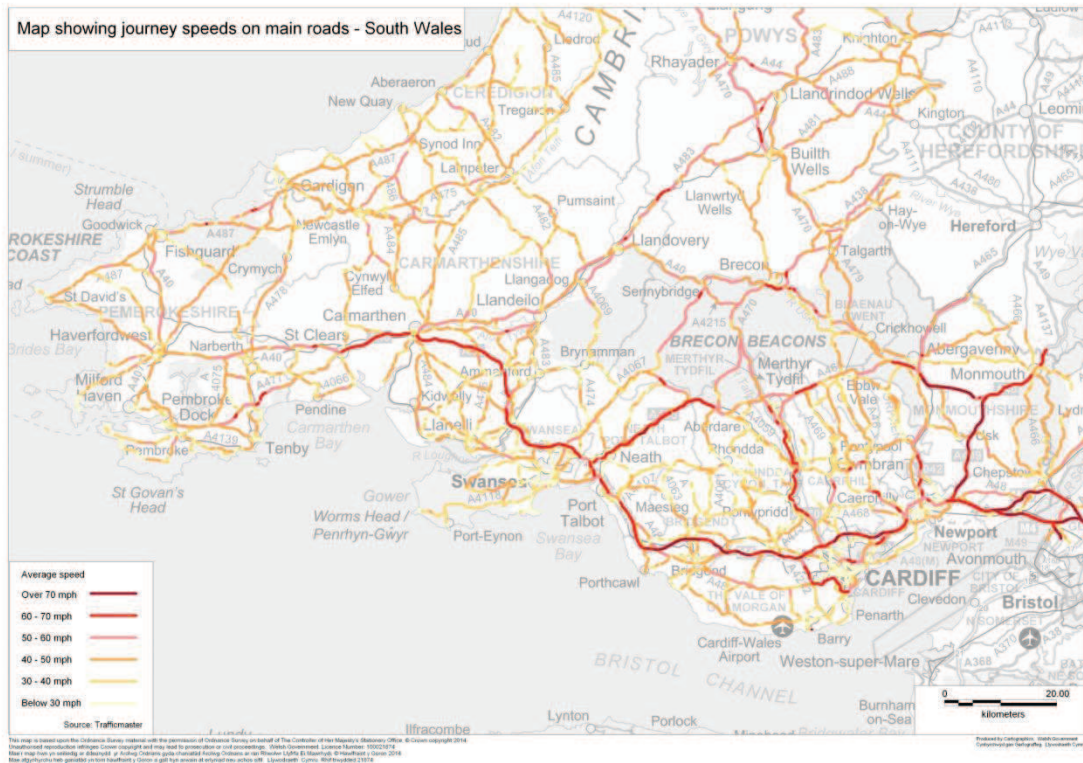


Figure 2.23: Map showing journey speeds on main roads – Mid Wales



Figure 2.24: Map showing journey speeds on main roads – South Wales



### Access to a car<sup>35</sup>

- 2.7.5 22.9 per cent of households in Wales do not have access to a car (see Figure 2.25 and [Figure A.7, Annex A](#), with 43.0 per cent of households with access to 1 car and 34.1 per cent of households with access to 2 cars plus.
- 2.7.6 Car availability is lowest<sup>36</sup> in Cardiff (29.0 per cent) and Blaenau Gwent (29.0 per cent) and highest<sup>37</sup> in Powys (15.0 per cent), Flintshire (17.0 per cent) and Pembrokeshire (17.9 per cent).
- 2.7.7 Car ownership is generally lower in more urban areas and in areas where there is a higher percentage of people employed in routine or manual occupations/long term unemployed or never worked (see Figure 2.20 and Figure 2.21).
- 2.7.8 The National Travel Survey<sup>38</sup> revealed that minority ethnic adults are more likely to live in a household without access to a car compared to a white British adult,

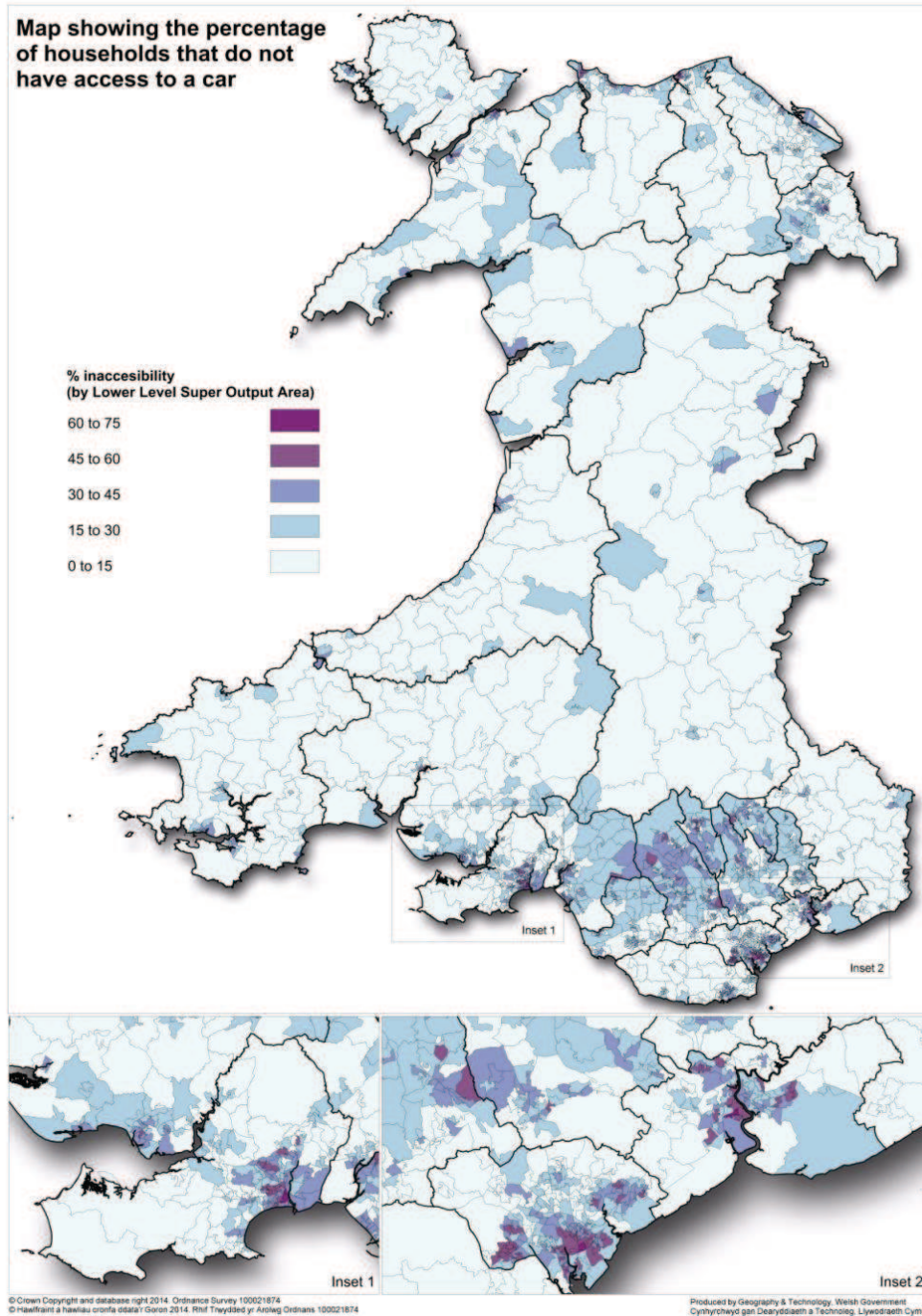
35 Census (2011), Office for National Statistics

36 Highest percentage of households that do not have access to a car, Census 2011 data.

37 Lowest percentage of households that do not have access to a car, Census 2011 data.

so a greater reliance on public transport may exist in parts of Wales (south east and north east).

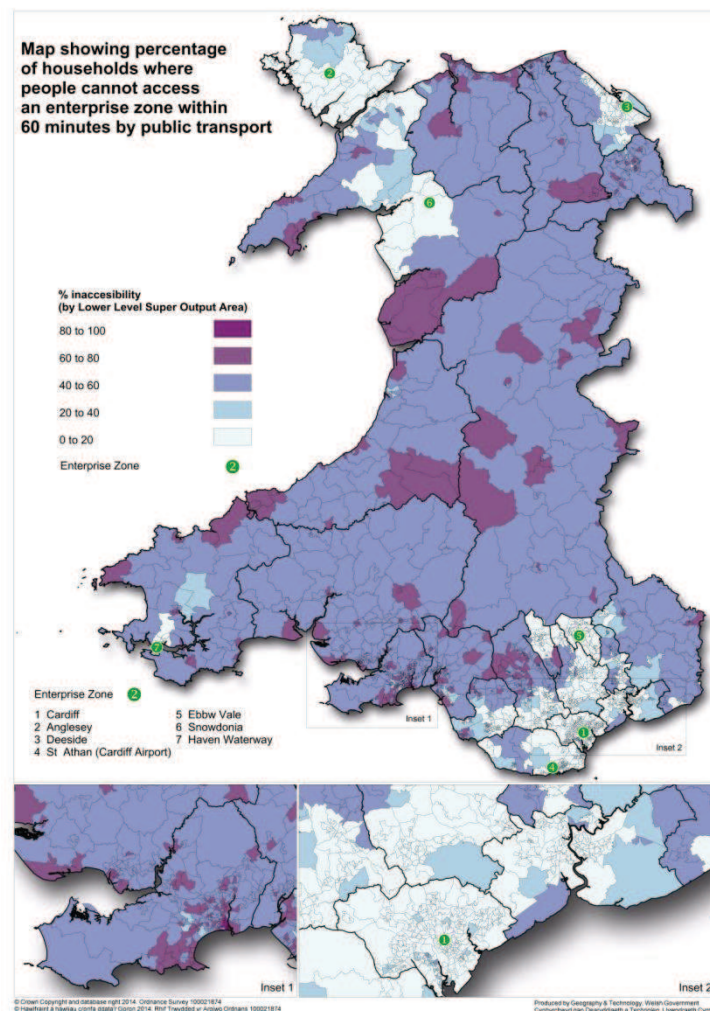
**Figure 2.25: Map showing percentage of households that do not have access to a car**



## Access to Enterprise Zones<sup>39</sup>

- 2.7.9 During the week<sup>40</sup>, 42.9 per cent of people can access an enterprise zone within 60 minutes by public transport ([Figure A.8, Annex A](#)).
- 2.7.10 Access is generally good in Blaenau Gwent, Cardiff, Caerphilly, Anglesey and Newport. Areas not so well served include Carmarthenshire, Ceredigion, Powys and Swansea, with 100 per cent of people unable to access an enterprise zone by public transport within 60 minutes (see [Figure 2.26](#) and [Figure A.9, Annex A](#)).

**Figure 2.26: Map showing percentage of people that cannot access an Enterprise Zone within 60 minutes by public transport<sup>41</sup>**



39 <https://business.wales.gov.uk/enterprisezones/zones>. Enterprise Zones located in Anglesey, Central Cardiff, Deeside, Ebbw Vale, Haven Waterway, Snowdonia, St Athan – Cardiff Airport.

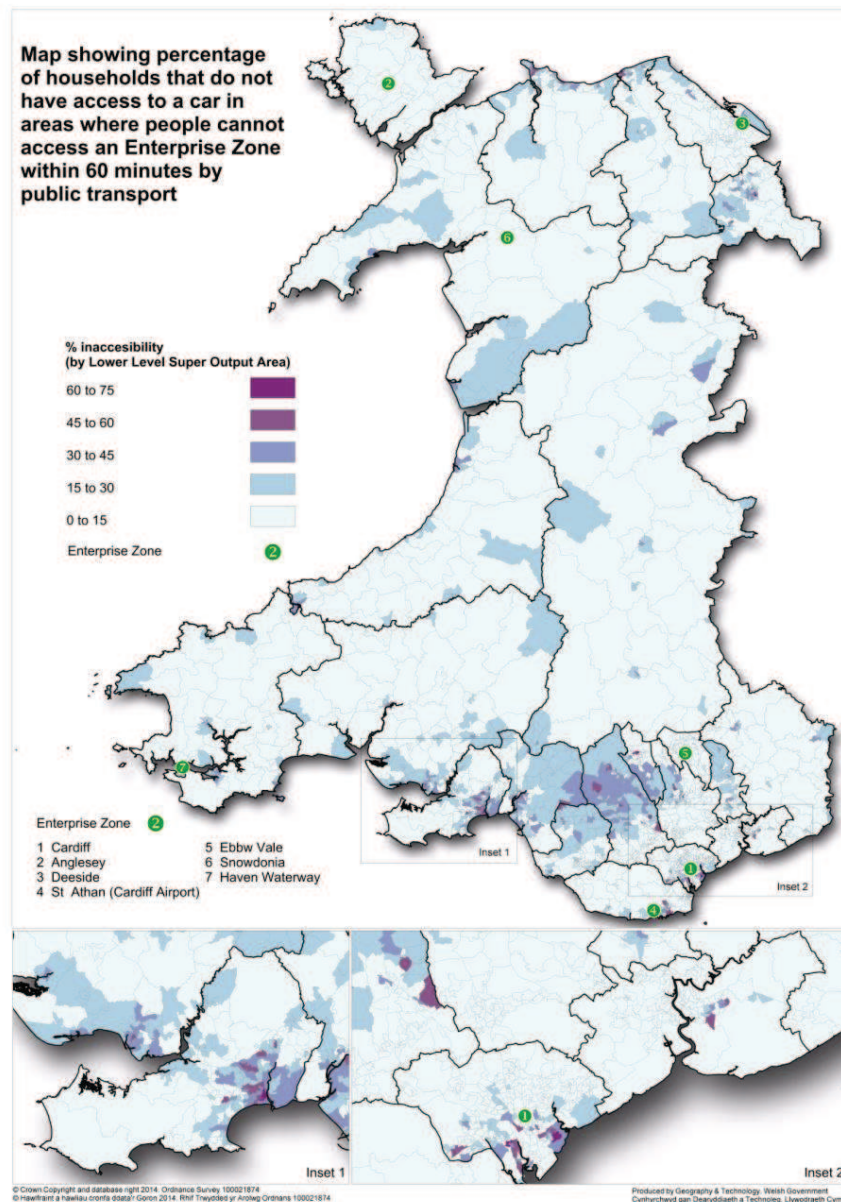
40 Tuesday morning, 7.00am to 9.00am

41 Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am



- 2.7.11 Combining data showing access by public transport and access to a car reveals that of those households who cannot access an Enterprise Zone by public transport within 60 minutes, 21.4 per cent do not have access to a car. Lack of access is highest in Carmarthenshire (18.8 per cent) and Ceredigion (18.4 per cent), (see Figure 2.27 and [Figure A.10, Annex A](#)).

**Figure 2.27: Map showing percentage of households that do not have access to a car in areas where people have generally poor access to an Enterprise Zone<sup>42</sup>**



<sup>42</sup> Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

2.7.12 Particular transport connectivity issues have also been raised by the Enterprise Zone Boards, as follows:

- Cardiff – connectivity and travel time for businesses to financial markets in London
- Haven – improved reliability and travel time to the Haven, in particular, improvements to the A40
- St Athan – priorities include opening up the Southern access road for development and improved access to Cardiff airport
- Snowdonia - local access improvements to maximise the potential of Llanbedr Airfield and connectivity to Deeside and Anglesey Enterprise Zones
- Deeside – improved rail connectivity to Manchester and Liverpool and to Manchester and Liverpool Airports, address traffic and congestion issues on the A495/A55 in Deeside and A55/A483 junction (in England), the need to address traffic congestion on local roads serving the Enterprise Zone and better connectivity by rail, bus and active travel modes to key employment sites
- Anglesey – capacity issues on the Menai crossings, local access improvements to open up employment land in Llangefni and Gaerwen, need for faster, more frequent rail services to the rest of north Wales, north west England, London and Cardiff

### Access to Hospitals

2.7.13 Figure 2.28 shows the annual volume of patient contacts with key parts of the NHS in Wales. Clearly, the scale of activity means that health-related travel, whether by patients, visitors or staff, will have a fundamental impact on the transport patterns and accessibility needs for all localities across Wales.

**Figure 2.28: Annual volume of patient contacts with key parts of the NHS in Wales**

Item	Annual volume	Period	Source
First out-patient appointments	More than 900,000	2011-12	StatsWales
Total out-patient attendances	3.1 million	2011-12	StatsWales

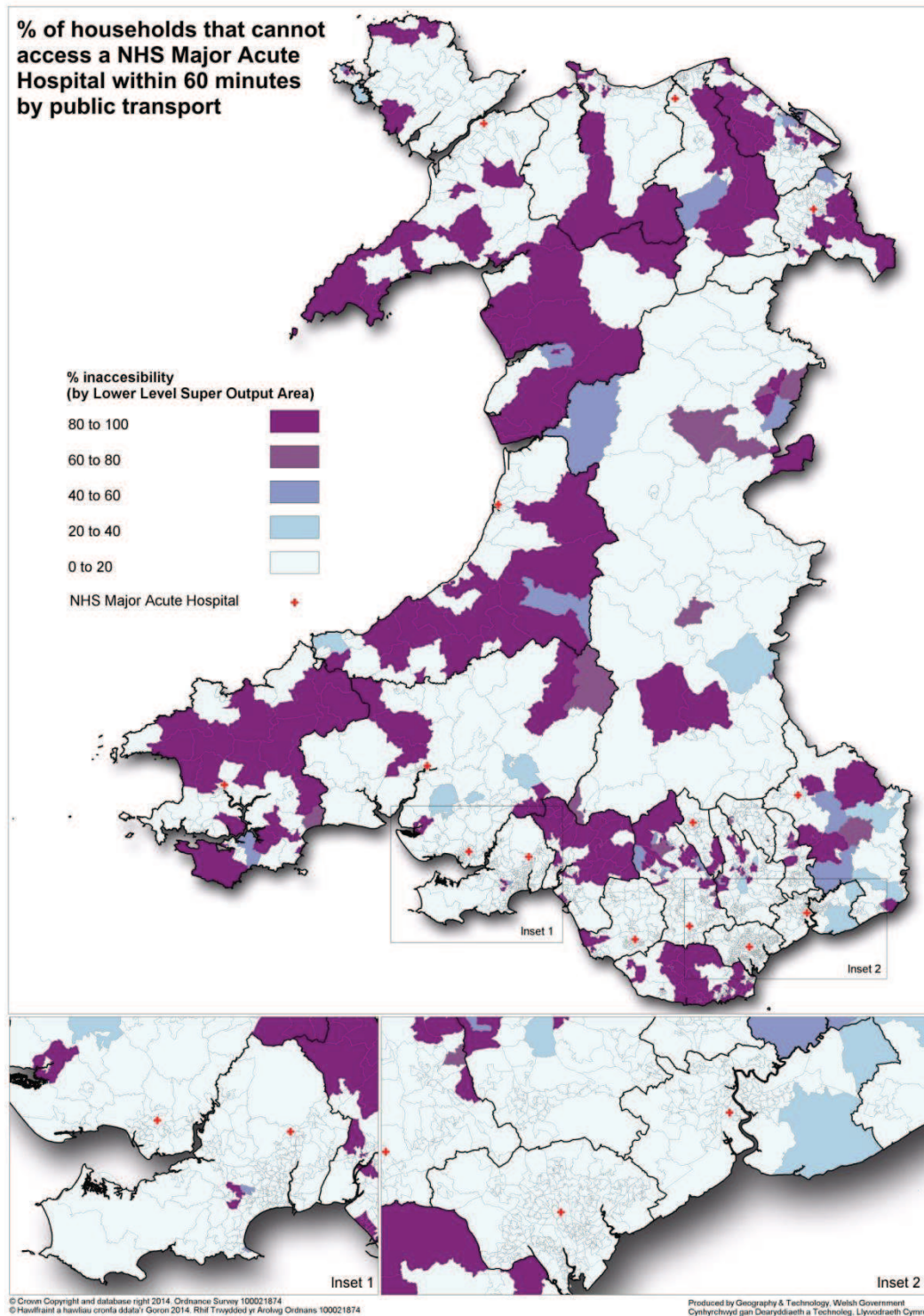
Item	Annual volume	Period	Source
In-patient and day case admissions	787,855	2012-13	PEDW
A&E attendances	Around 1,000,000	Sum of latest 12 months	StatsWales
Patient contacts with GPs	16 million	Contacts in the last year (includes telephone consultations)	Welsh Health Survey
Patients treated by NHS dentists	Around 840,000	24 months to 31st December 2012, divided by 2	Health stats Wales 2013
Community dental contacts	171,000	2011-12	Health stats Wales 2013

- 2.7.14 During the weekday peak<sup>43</sup>, 71.4 per cent people can access a NHS Major Acute Hospital by public transport within 60 minutes ([Figure A.11, Annex A](#)).
- 2.7.15 Access is generally good in Cardiff and Newport. Areas not so well served include Powys and Flintshire, with 90 per cent and 61 per cent of people unable to access a NHS Major Acute Hospital by public transport within 60 minutes (see Figure 2.29 and [Figure A.12, Annex A](#)).

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43 Tuesday morning, 7.00am to 9.00am

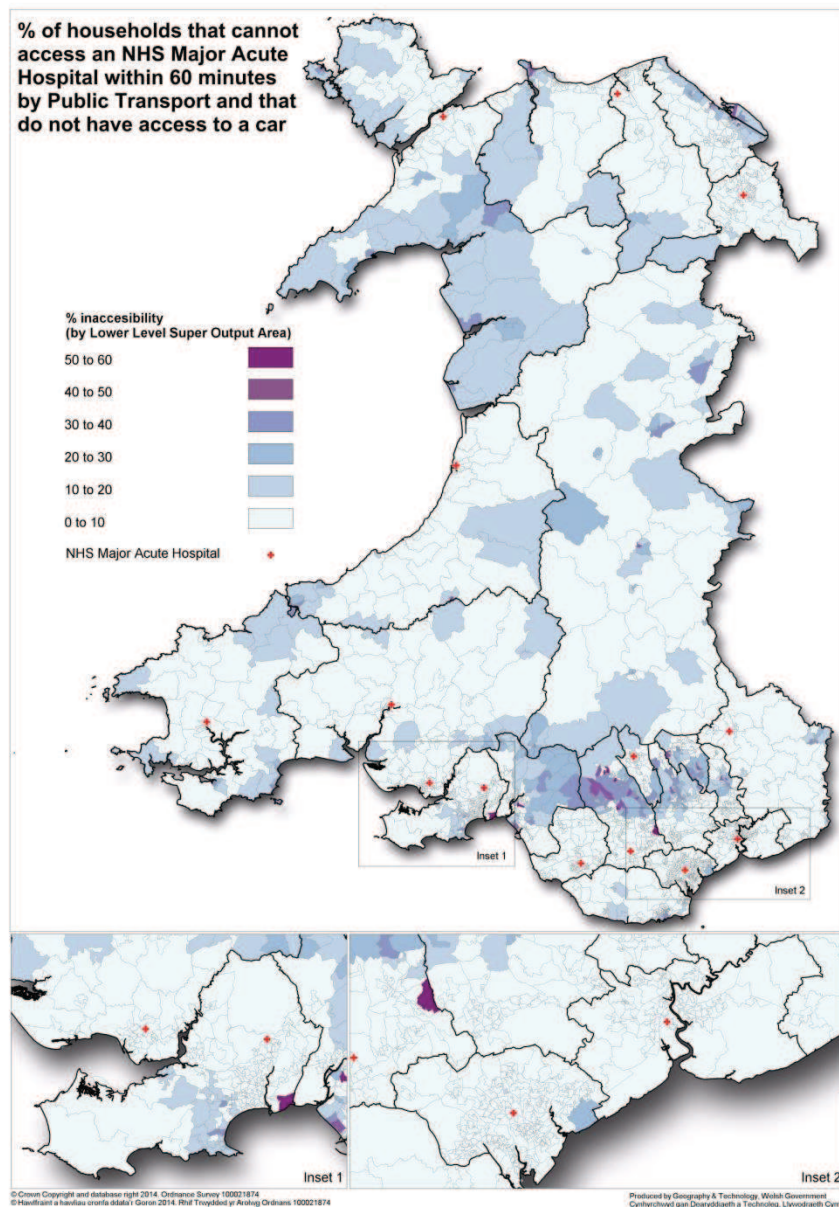
Figure 2.29: Map showing percentage of people that cannot access a NHS Major Acute Hospital within 60 minutes by public transport<sup>44</sup>



44 Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

- 2.7.16 Combining data showing access by public transport and access to a car reveals that, of those households who cannot access a NHS Major Acute Hospital by public transport within 60 minutes, 18.5 per cent do not have access to a car. Lack of access is highest in Rhondda Cynon Taff, Blaenau Gwent, Neath Port Talbot and Torfaen (see Figure 2.30 and [Figure A.13, Annex A](#)).

**Figure 2.30: Map showing percentage of households that do not have access to a car in areas where people have generally poor access to an NHS Major Acute Hospital<sup>45</sup>**

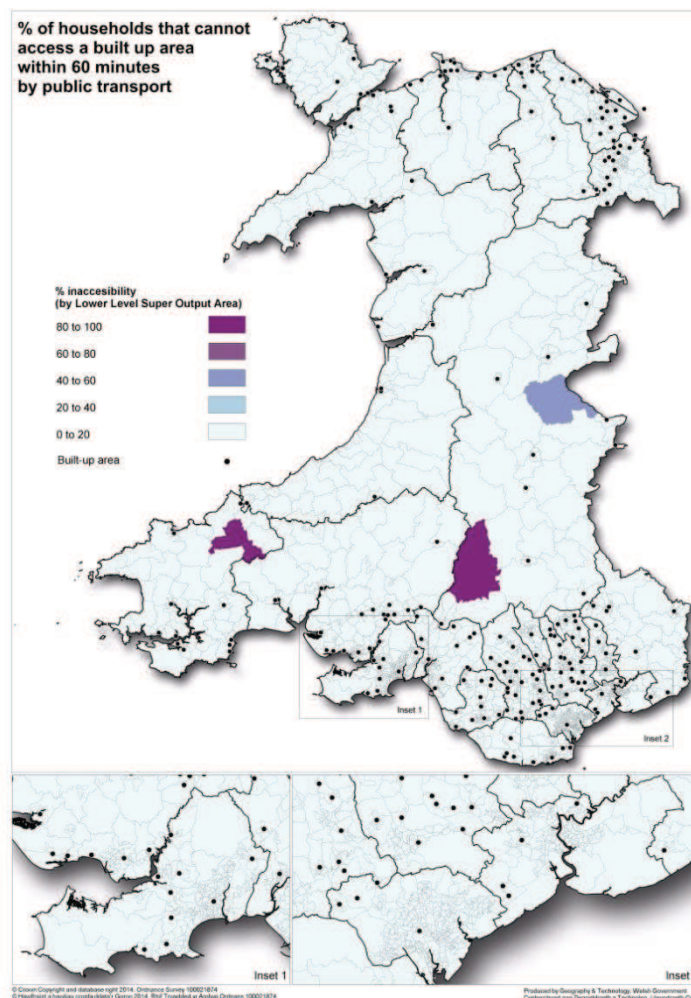


<sup>45</sup> Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

## Access to Built Up Areas<sup>46</sup>

- 2.7.17 Most people can get to a reasonable range of shopping, leisure and employment facilities at key centres. During the week<sup>47</sup>, 96.4 per cent of people can access a built up area within 60 minutes by public transport ([Figure A.14, Annex A](#)).
- 2.7.18 Areas not so well served include Ceredigion and Powys with 23.7 per cent and 19.3 per cent of people unable to access a built up area by public transport within 60 minutes (see [Figure 2.31](#) and [Figure A.15, Annex A](#)).

**Figure 2.31: Map showing percentage of people that cannot access a built up area by within 60 minutes by public transport<sup>48</sup>**



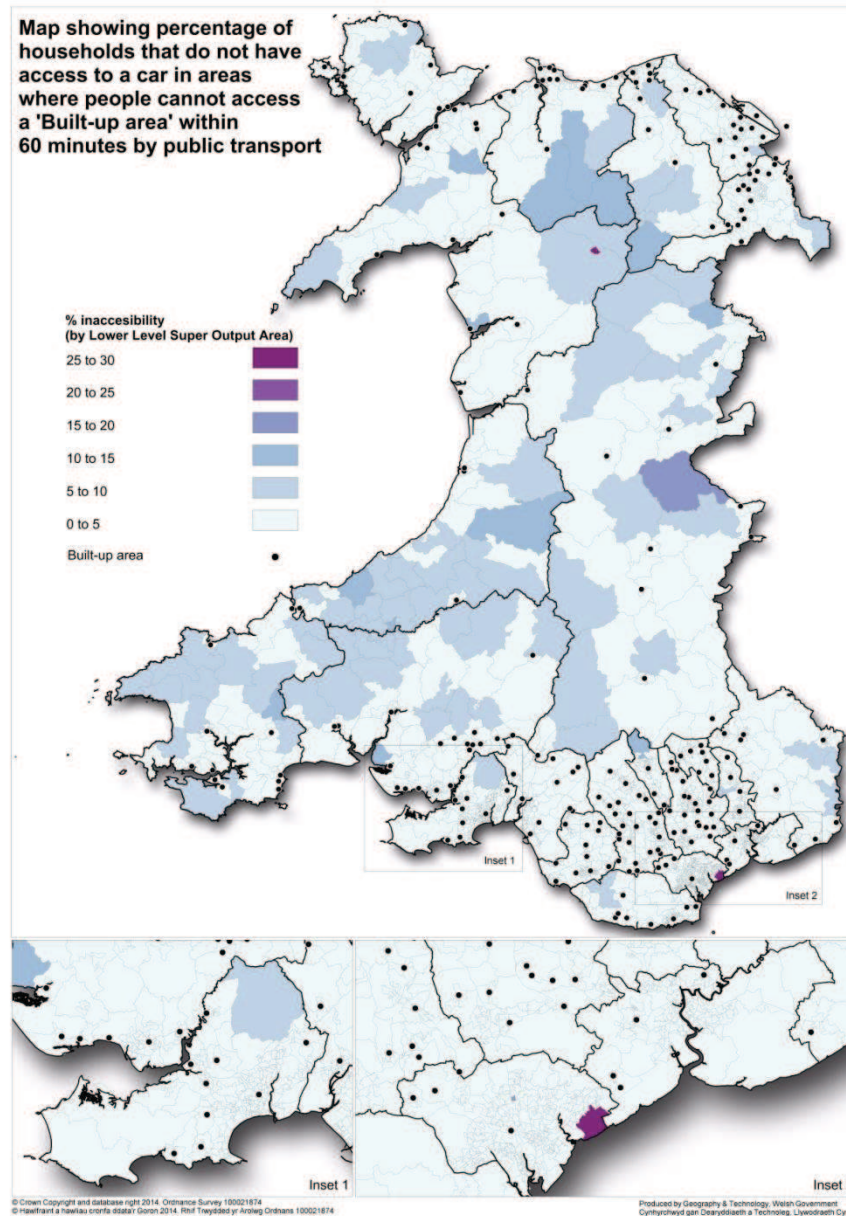
46 Population of 2000+

47 Tuesday morning, 7.00am to 9.00am

48 Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

2.7.19 Combining data showing access by public transport and access to a car reveals that of those households who cannot access a built up area by public transport within 60 minutes, 7.1 per cent do not have access to a car. There are particular pockets of inaccessibility in Cardiff, Gwynedd and Pontypridd (see Figure 2.32 and [Figure A.16, Annex A](#)).

**Figure 2.32: Map showing percentage of households that do not have access to a car in areas where people have generally poor access to built up areas<sup>49</sup>**

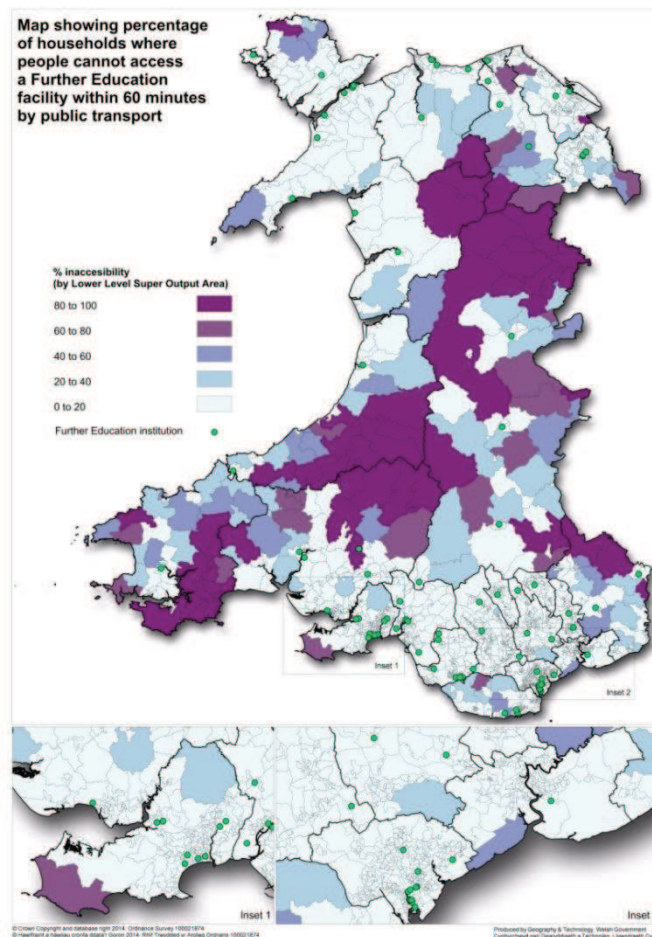


<sup>49</sup> Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

## Access to Further and Higher Education

- 2.7.20 Access to further and higher education by car and public transport has been examined to look at access more generally and variations across Wales (a list of facilities is provided at Annex B).
- 2.7.21 In terms of access to further education, during the week<sup>50</sup>, 93.4 per cent of households can access a further education facility within 60 minutes by public transport ([Figure A.17, Annex A](#)). It is important to note that the assessment refers to all sites and therefore the accessibility of households to the main campus buildings will be lower. Areas not so well served include Ceredigion (35.2 per cent), Pembrokeshire (38.2 per cent) and Powys (40 per cent), (see 3 and [Figure A.18, Annex A](#)).

**Figure 2.33: Map showing percentage of people that cannot access a Further Education facility within 60 minutes by public transport<sup>51</sup>**



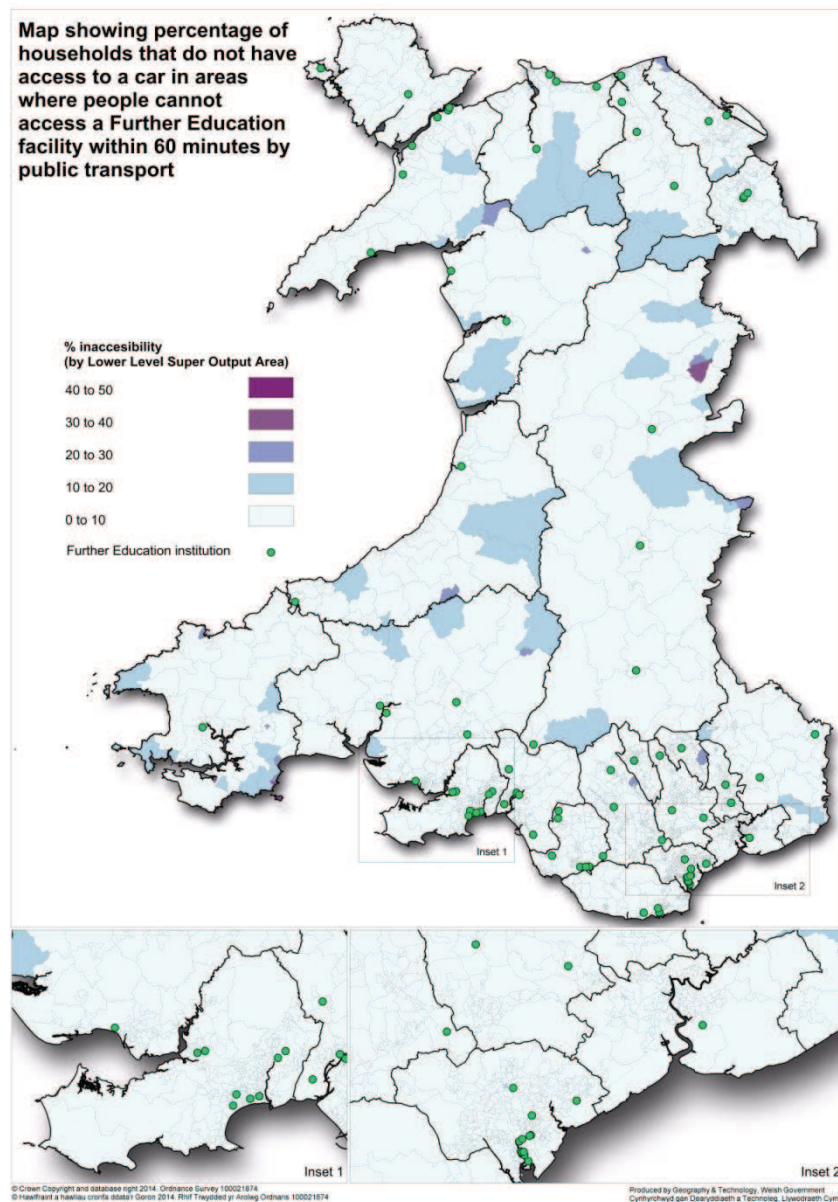
50 Tuesday morning, 7.00am to 9.00am

51 Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am



2.7.22 Combining data showing access by public transport and access to a car reveals that of those households who cannot access a further education facility by public transport within 60 minutes, 10.5 per cent do not have access to a car. Lack of access is highest in Blaenau Gwent (29.8 per cent) and Rhondda Cynon Taf (23.7 per cent), (see [Figure 2.34](#) and [Figure A.20, Annex A](#)).

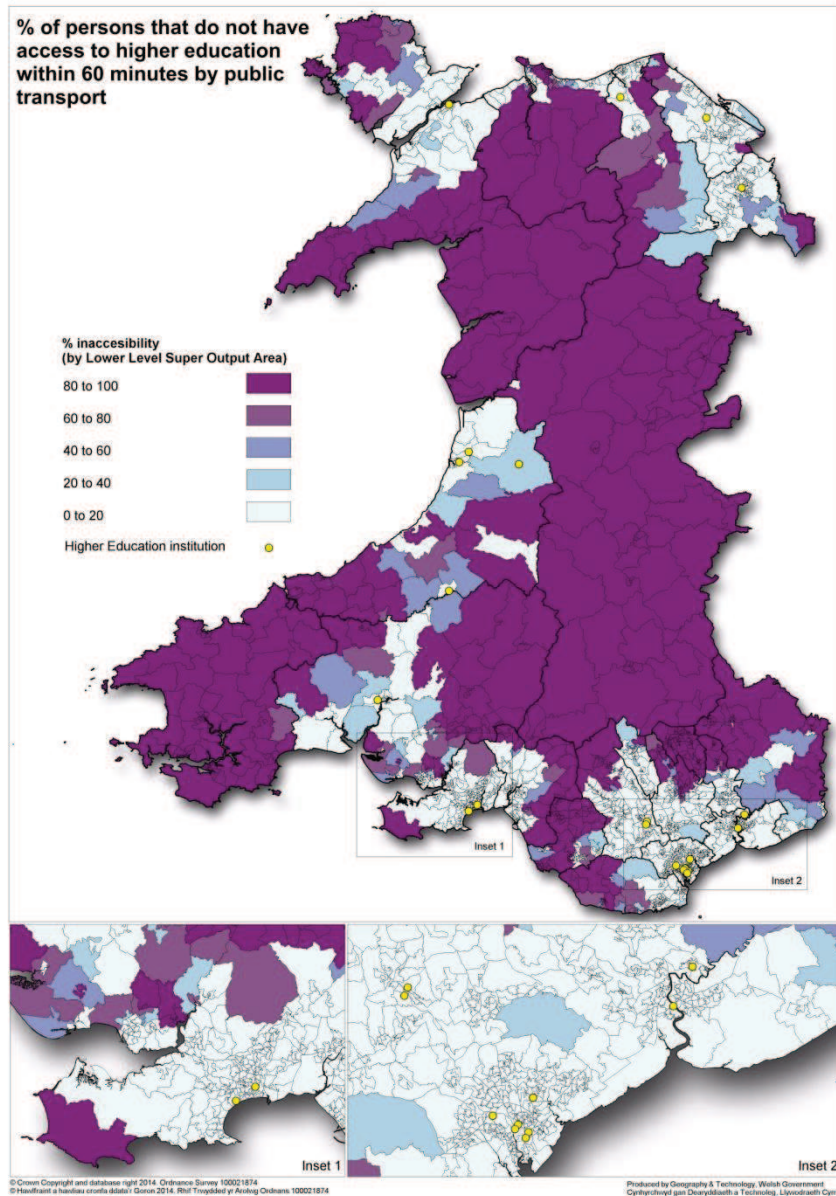
**Figure 2.34: Map showing percentage of households that do not have access to a car in areas where people have generally poor access to a Further Education facility<sup>52</sup>**



<sup>52</sup> Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

2.7.23 **Higher education** - during the week<sup>53</sup>, 70.4 per cent of households can access a higher education facility within 60 minutes by public transport ([Figure A.21, Annex A](#)). Areas not so well served include Blaenau Gwent (96.6 per cent), Pembrokeshire (99.7 per cent) and Powys (98.3 per cent) (see [Figure 2.35](#) and [Figure A.22, Annex A](#)).

**Figure 2.35: Map showing percentage of people that cannot access a Higher Education facility within 60 minutes by public transport<sup>54</sup>**

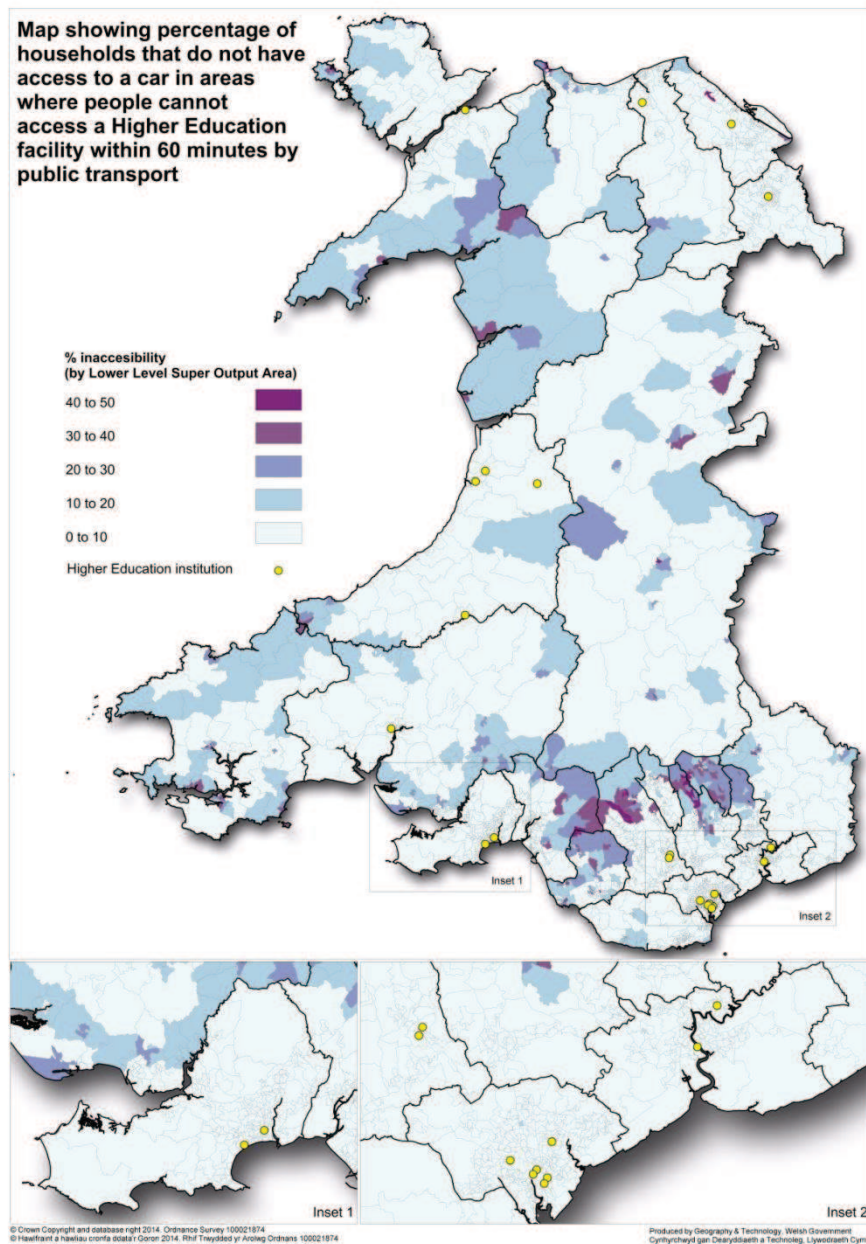


<sup>53</sup> Tuesday morning, 7.00am to 9.00am

<sup>54</sup> Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

2.7.24 Comparing data showing access by public transport and access to a car reveals that of those households who cannot access a higher education facility by public transport within 60 minutes, 5.7 per cent do not have access to a car. Lack of access is highest in Blaenau Gwent (27.8 per cent) (see Figure 2.36 and [Figure A.23, Annex A](#)).

**Figure 2.36: Map showing percentage of households that do not have access to a car in areas where people have generally poor access to a Higher Education facility<sup>55</sup>**

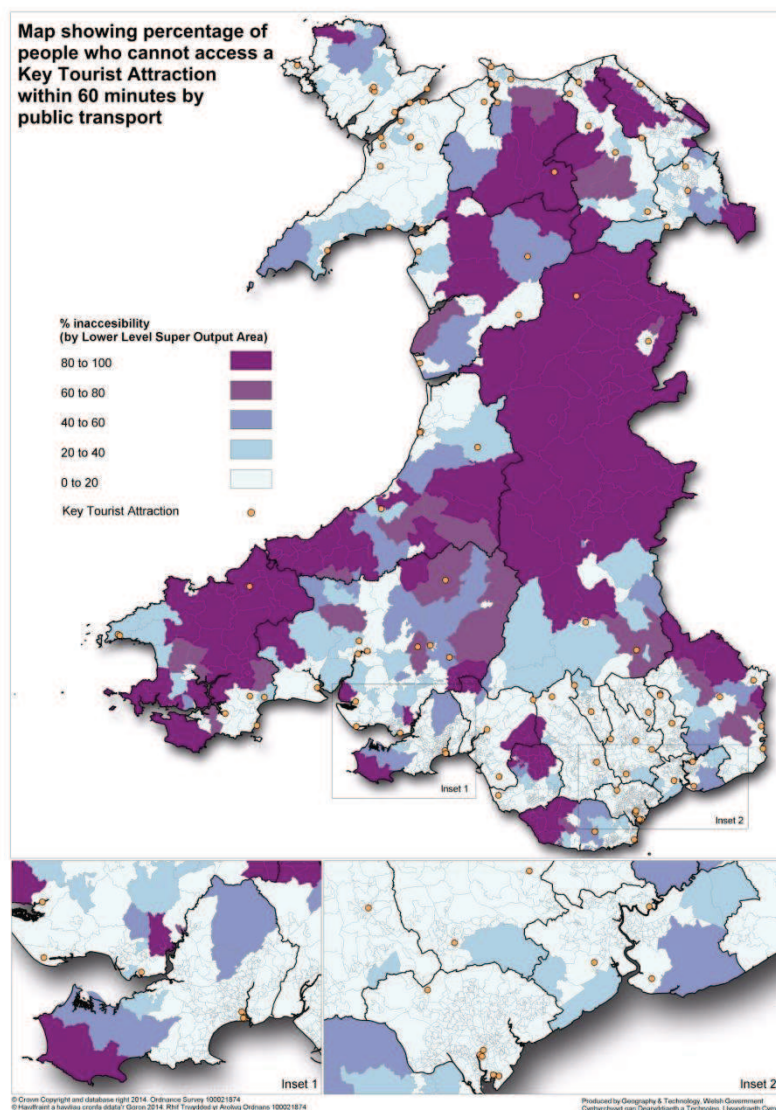


<sup>55</sup> Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

## Access to Key Tourist Sites

2.7.25 During the week<sup>56</sup>, 87.1 per cent of households can access a key tourist site within 60 minutes by public transport ([Figure A.24, Annex A](#)). Areas not so well served include Powys (70.2 per cent), Pembrokeshire (45.80 per cent) and Ceredigion (45.5 per cent) (see [Figure 2.37](#) and [Figure A.25, Annex A](#)).

**Figure 2.37: Map showing percentage of people that cannot access a Key Tourist Site by public transport within 60 minutes<sup>57</sup>**

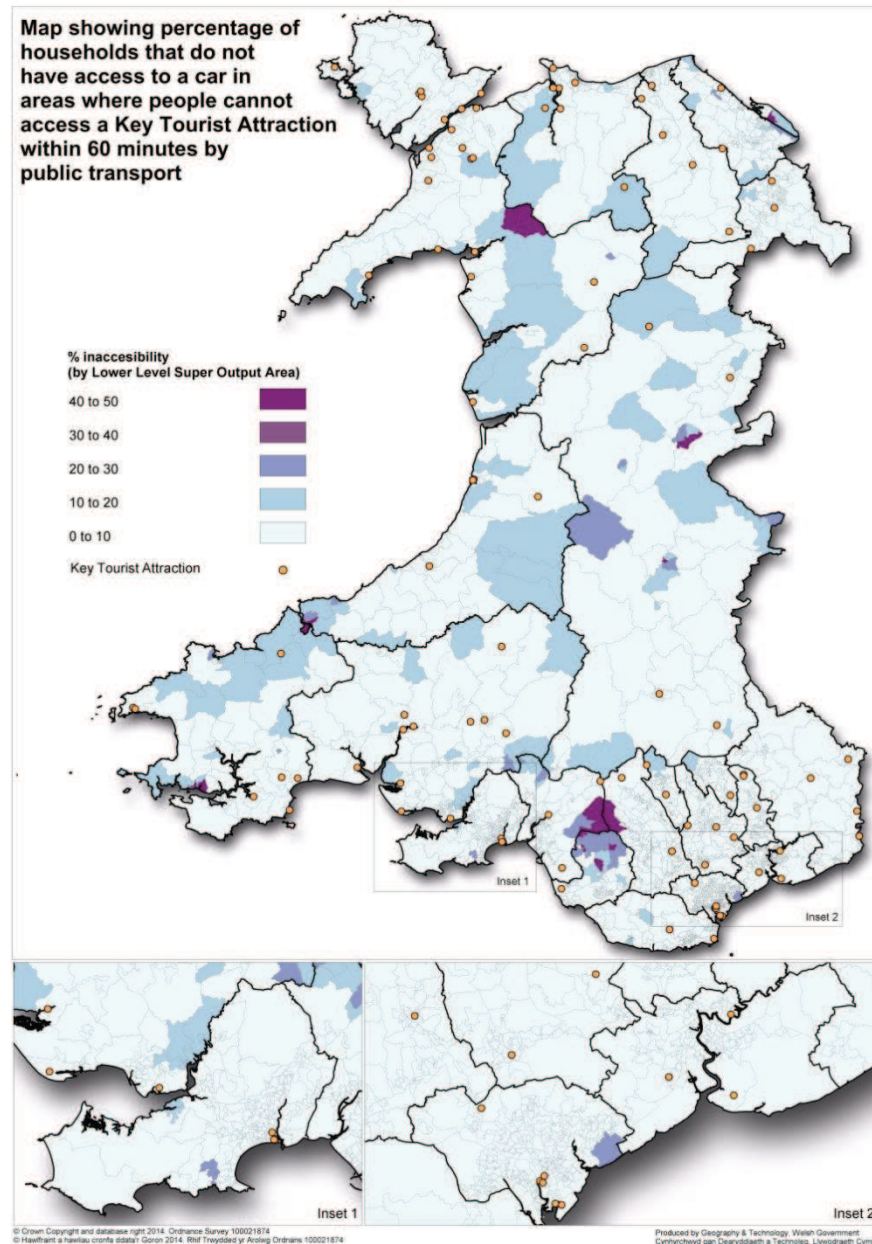


<sup>56</sup> Tuesday morning, 7.00am to 9.00am

<sup>57</sup> Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

2.7.26 Comparing data showing access by public transport and access to a car reveals that of those households who cannot access a key tourist site by public transport within 60 minutes, 13.8 per cent do not have access to a car (see [Figure 2.38](#) and Figure A.26, Annex A).

**Figure 2.38: Map showing percentage of households that do not have access to a car in areas where people have generally poor access to Key Tourist Sites<sup>58</sup>**



<sup>58</sup> Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

## 2.8 Environmental

- 2.8.1 The Wales Transport Strategy sets out the high level outcomes that we are aiming to achieve, these include the benefits of improved air quality, lower noise levels, healthy ecosystems which support both people and wildlife; and an accessible and well protected landscape and heritage.
- 2.8.2 Current and future actions will focus on reduction of transport emissions to between 5.21 and 5.78 MtCO<sub>2</sub>e against a baseline of 7.14 MtCO<sub>2</sub>e by 2020.
- 2.8.3 As well as reducing the impact of transport on our environment, we also need to ensure that our transport network is resilient to the impacts of climate change, including the impacts of flooding, storms, landslides and coastal erosion.

### Greenhouse gas emissions and trends<sup>59</sup>

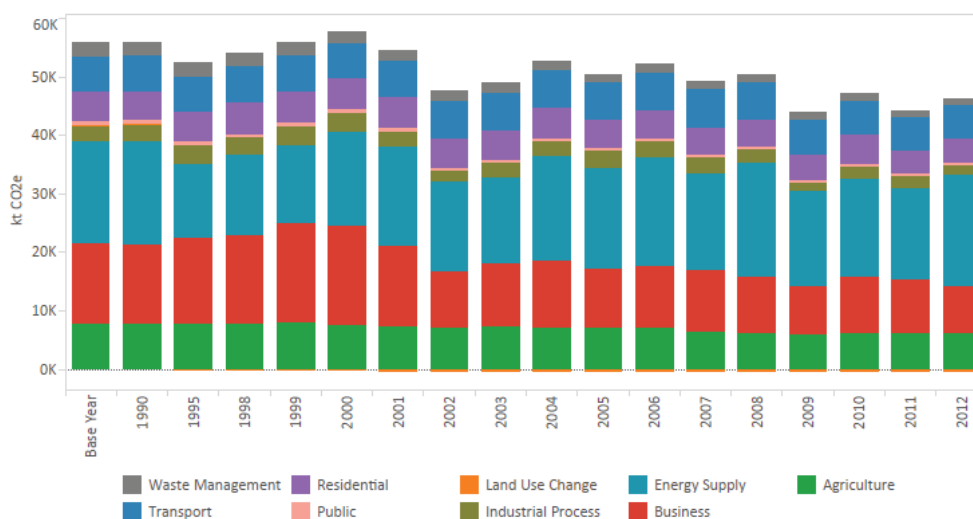
- 2.8.4 The greenhouse gas (GHG) emissions for Wales for 1990 – 2012 are shown in Figures 2.39 and 2.40. The total emissions in 2012 were 45,826 ktCO<sub>2</sub>e, with 42% of emissions from energy supply, 17% from business, 13% from transport, 13% from agriculture and 9% from residential sources.

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<sup>59</sup> Source Document: Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland:1990 –2012 Report to the Department of Energy and Climate Change, The Scottish Government, The Welsh Government and The Northern Ireland Department of the Environment. <https://www.gov.uk/government/statistics/devolved-administration-greenhouse-gas-inventories>

**Figure 2.39: 1990-2012 Wales GHG Emission Inventory (ktCO<sub>2</sub>e)<sup>60</sup>**

NC Format	Base Year	1990	1995	2000	2005	2008	2009	2010	2011	2012	% of 2012
Agriculture	7,746	7,746	7,774	7,489	7,044	6,014	5,947	6,124	6,129	6,142	13%
Business	13,621	13,572	14,562	16,860	10,141	9,804	8,104	9,707	9,100	7,976	17%
Energy Supply	17,477	17,477	12,767	16,180	17,197	19,324	16,277	16,558	15,719	19,066	42%
Industrial Process	2,749	2,912	3,087	3,283	2,804	2,454	1,500	2,166	2,017	1,554	3%
LULUCF	70	70	-111	-447	-597	-561	-591	-483	-632	-491	-1%
Public	748	748	674	515	508	431	423	449	411	440	1%
Residential	4,983	4,964	5,120	5,277	4,822	4,660	4,365	4,951	3,848	4,233	9%
Transport	6,061	6,061	6,053	6,134	6,417	6,318	6,056	5,950	5,844	5,770	13%
Waste Management	2,370	2,370	2,423	2,051	1,558	1,477	1,395	1,234	1,196	1,137	2%
<b>Total</b>	<b>55,827</b>	<b>55,921</b>	<b>52,349</b>	<b>57,342</b>	<b>49,896</b>	<b>49,921</b>	<b>43,477</b>	<b>46,657</b>	<b>43,633</b>	<b>45,826</b>	<b>100%</b>

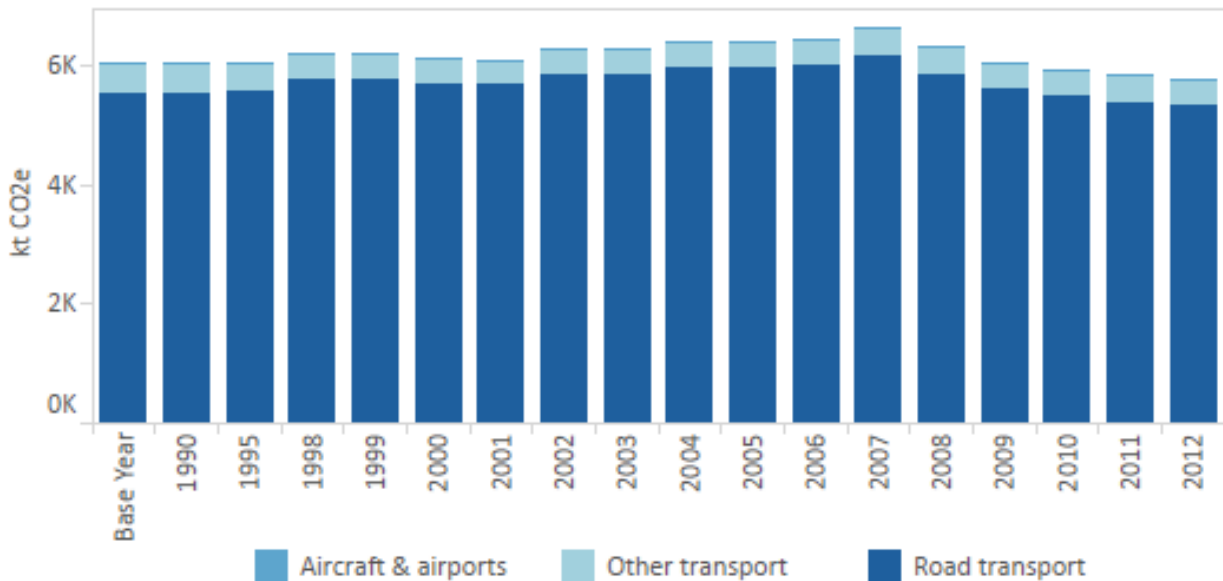
**Figure 2.40: Total GHG Emissions by NC category for Base Year to 2012, as kt CO<sub>2</sub>e, Wales<sup>61</sup>**

<sup>60</sup> Source Document: Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland:1990 –2012 Report to the Department of Energy and Climate Change, The Scottish Government, The Welsh Government and The Northern Ireland Department of the Environment. <https://www.gov.uk/government/statistics/devolved-administration-greenhouse-gas-inventories>

<sup>61</sup> Source Document: Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland:1990 –2012 Report to the Department of Energy and Climate Change, The Scottish Government, The Welsh Government and The Northern Ireland Department of the Environment. <https://www.gov.uk/government/statistics/devolved-administration-greenhouse-gas-inventories>

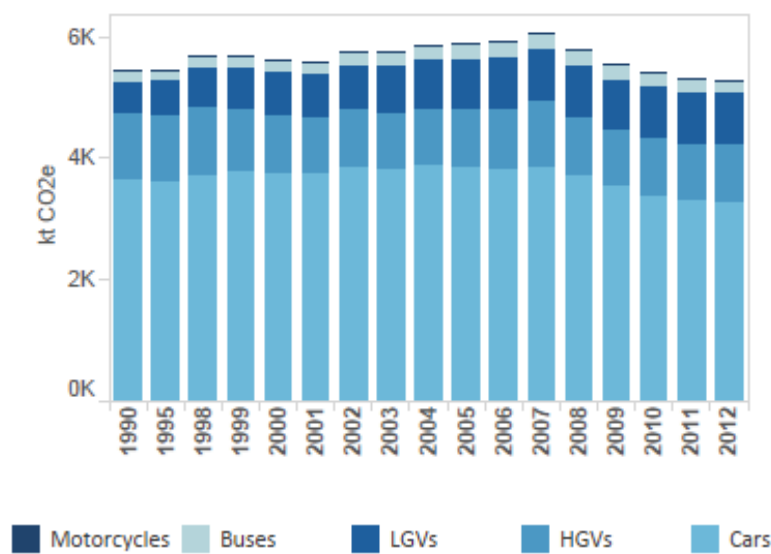
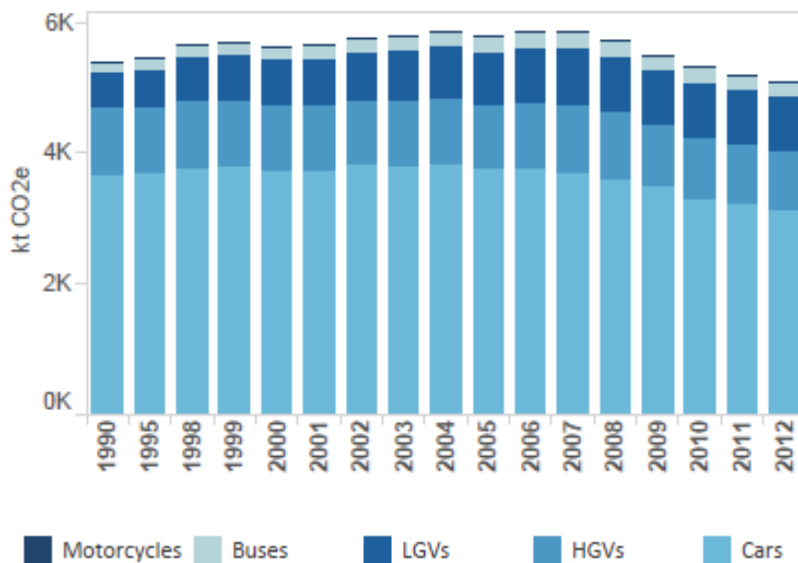
2.8.5 Transport emissions accounted for 13% of Wales' total GHG emissions in 2012, with 93% of all transport emissions coming from road transport and 57% from cars. This is illustrated in Figures 2.39, 2.40 and 2.41 below. The transport sector also includes 2% from rail (including stationary sources), 3% from national navigation and coastal shipping, 1.5% from military aviation and shipping and 0.2% from domestic aviation.

**Figure 2.41: Total GHG Emissions from Transport, Base Year to 2012,<sup>62</sup>**



<sup>62</sup> Source Document: Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland: 1990 –2012 Report to the Department of Energy and Climate Change, The Scottish Government, The Welsh Government and The Northern Ireland Department of the Environment. <https://www.gov.uk/government/statistics/devolved-administration-greenhouse-gas-inventories>



Figure 2.42: Road Transport CO2 Emissions (fuel sales basis), Wales<sup>63</sup>Figure 2.43: Road Transport CO2 Emissions (vkm basis), Wales<sup>64</sup>

63 Source Document: Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland:1990 –2012 Report to the Department of Energy and Climate Change, The Scottish Government, The Welsh Government and The Northern Ireland Department of the Environment. <https://www.gov.uk/government/statistics/devolved-administration-greenhouse-gas-inventories>

64 Source Document: Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland:1990 –2012 Report to the Department of Energy and Climate Change, The Scottish Government, The Welsh Government and The Northern Ireland Department of the Environment. <https://www.gov.uk/government/statistics/devolved-administration-greenhouse-gas-inventories>

2.8.6 Total emissions from the transport sector in Wales have decreased by 5% between the 1990 base year and 2012. There have been improvements in the efficiency of transport vehicles, but also a strong growth in transport demand since 1990 and increased affordability of cars over the period. Emissions peaked in 2007 and have since declined partly due to improvements in average fuel efficiency of vehicles and the switch from petrol to diesel cars and from a reduction in traffic volumes in this latter part of the time series.

2.8.7 Emissions between 2011 and 2012 reduced by 1.3%, as shown in Figure 2.44, driven by the changes in emissions from passenger cars. Although emissions from road diesel increased between 2011 and 2012 by 2%, emissions from petrol have decreased by 5%, which has led to an overall reduction in emissions in the transport sector.

**Figure 2.44: Change in GHG Emissions from Base Year to 2012 and from 2011 to 2012, Wales<sup>65</sup>**

	Base Year to 2012 as %	Base Year to 2012 kt	2011 to 2012 as %	2011 to 2012 kt
Aircraft & Airports	85.7%	6.9	-14.3%	-2.5
Road Transport	-3.4%	-186.4	-0.6%	-33.6
Other Transport	-21.9%	-111.9	-8.9%	-38.7
Transport	-4.8%	-291.4	-1.3%	-74.8

2.8.8 The UK Climate Change Act 2008 established the framework for the UK's low carbon transition. The Climate Change Act is not concerned with regulating emissions from specific projects or sectors but establishing a trajectory for overall emission reduction and, through the advice of the statutory Committee on Climate Change, enabling emission reduction to occur in the most cost effective place.

2.8.9 The Committee on Climate Change has published detailed advice on emission reduction both in relation to UK Carbon Budgets and targets and specifically in relation to Wales. Their most recent advice relevant to transport is set out in:

- Annual Progress Report 2014 - Chapter 5: Progress reducing transport emissions<sup>66</sup>

65 Source Document: Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland:1990 –2012 Report to the Department of Energy and Climate Change, The Scottish Government, The Welsh Government and The Northern Ireland Department of the Environment. <https://www.gov.uk/government/statistics/devolved-administration-greenhouse-gas-inventories>

66 Committee on Climate Change Annual Progress Report 2014 - <http://www.theccc.org.uk/publication/meeting-carbon-budgets-2014-progress-report-to-parliament/>

- Fourth Carbon Budget Review - Technical Report, Chapter 5: Reducing emissions from transport<sup>67</sup>. In terms of where emission reductions from transport should be found, the Committee on Climate Change is clear that technology will be the key factor in emission reduction for transport and its abatement scenario assumes the bulk of reductions to 2030 will come from: electric vehicles and hydrogen, engine efficiency improvements and biofuels:
- Engine efficiency via lightweighting, aerodynamic improvements and low rolling resistance tyres
- Biofuel use in conventional vehicles (to 8% of total liquid fuel energy consumption) in the medium term
- Ultra-low emissions vehicles, including plug-in hybrid, battery electric and hydrogen fuel cell vehicles
- Driving economically, efficiently and within speed limits to reduce fuel consumption
- Use of low or no fuel options such as car clubs, teleworking, walking and cycling, and more efficient freight logistics

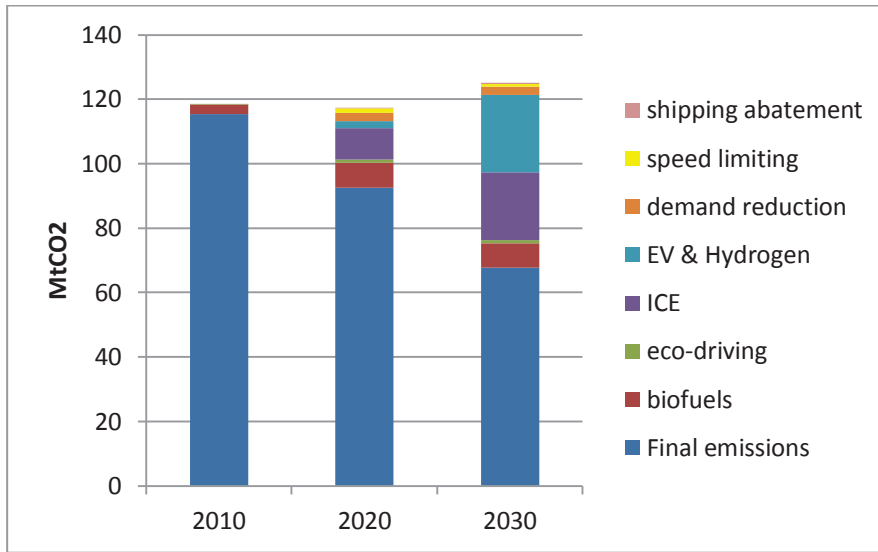
2.8.10 In addition, there are a range of sustainable travel interventions set out in Section 3 which support transport emission reduction, including the Active Travel Act, investment in public transport, opportunities arising from the new franchise, delivery of South East Wales' Metro and electrification.

2.8.11 The Committee on Climate Change's update emission abatement scenarios from their Fourth Carbon Budget Review report are set out below.

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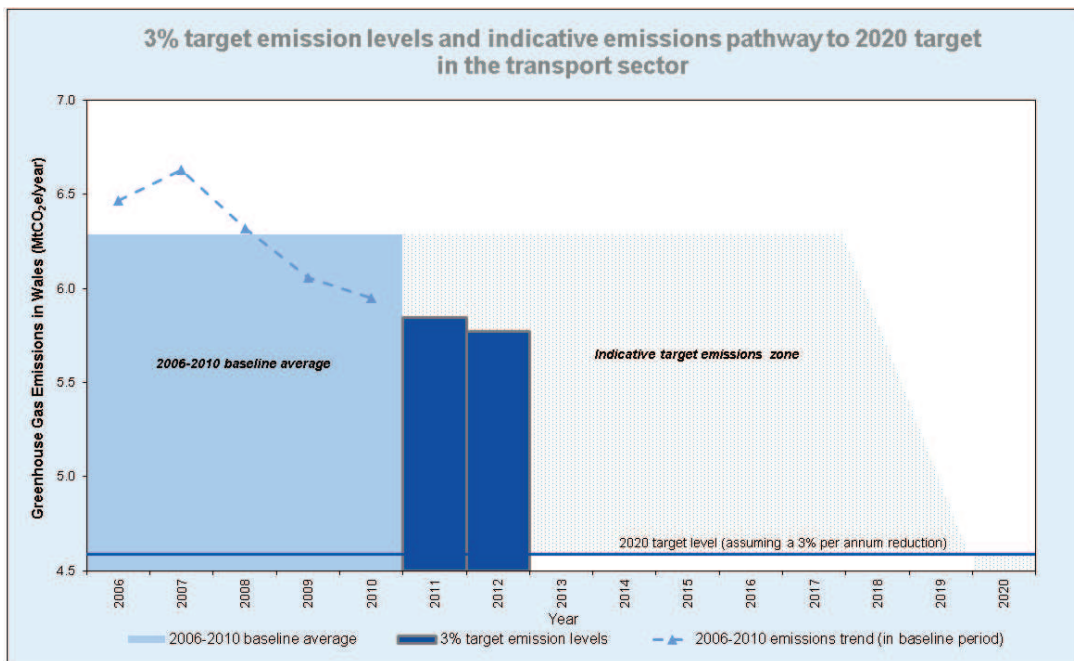
<sup>67</sup> Fourth Carbon Budget Review - Technical Report - <http://www.theccc.org.uk/publication/fourth-carbon-budget-review/>

**Figure 2.45: Committee on Climate Change update abatement scenarios**



2.8.12 The transport sector is responsible for approximately a fifth (19%) of emissions covered by our 3% reduction target, with the baseline average emission level of 6.28 Mt CO<sub>2</sub>e. As shown by Figure 2.46, the latest data shows that emissions from the Transport sector have reduced to 5.77 MtCO<sub>2</sub>e in 2012, which represents a -8.2% reduction compared to the baseline.

**Figure 2.46: 3% target emission levels and indicative emissions pathway to 2020 target in the transport sector**



- 2.8.13 Underlying this trend are a number of factors that have helped to reduce emissions. For example, the fuel efficiency of new cars continues to improve<sup>68</sup>. At the UK level, average CO<sub>2</sub> emissions for new cars registered in 2012 show a 3.8% improvement on 2011 and there was a 24.9% increase in ultra-low emissions vehicles registered in 2012 compared to 2011. At 126.3 gCO<sub>2</sub>/km in 2013, the efficiency for new vehicles registered in Wales was also better than the UK average for those registered in 2012 (128.3 gCO<sub>2</sub>/km).

### Climate Change Resilience

- 2.8.14 The UK Climate Change risk assessment was published in 2012 and we have used the evidence from that assessment to identify the issues for transport in Wales.
- 2.8.15 Flooding of roads and railways, and the associated disruption, is projected to increase. Not only does this affect some of the main roads including motorways, but many rural communities can be cut off if their access roads flood. Some of the main railway lines in Wales are particularly vulnerable to flooding including those on the west and north coasts.
- 2.8.16 It is estimated that about 22km of motorways, over 2,300km of A roads and other roads and over 400km of railway lines in the UK are at significant likelihood of flooding. It is projected that these figures would gradually increase as flood risk increases, with an overall increase of about 20 per cent by the 2080s<sup>69</sup>.
- 2.8.17 Disruption and delay to road and rail traffic and the associated consequences for society and business is likely to increase if flooding increases. Some detailed analysis of costs has been carried out for the 2007 flood, which affected large parts of England and Wales. The estimated cost of transport disruption for England and Wales was around £100 million<sup>70</sup>.
- 2.8.18 The annual frequency of occurrence of the 2007 flood varies from location to location. An equivalent flood of this magnitude might have an annual probability of 1.3 per cent per cent (1 in 75 years) or greater by the 2080s<sup>71</sup>.

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68 Transport Indicator UKT1a

69 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69487/pb13698-climate-risk-assessment.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69487/pb13698-climate-risk-assessment.pdf)

70 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69487/pb13698-climate-risk-assessment.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69487/pb13698-climate-risk-assessment.pdf)

71 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69487/pb13698-climate-risk-assessment.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69487/pb13698-climate-risk-assessment.pdf)

- 2.8.19 The incidence of landslips affecting transport in Wales may increase. The main cause of this is increased rainfall leading to greater slope instabilities. This is a particular concern as there are a relatively large number of transport corridors in valleys. The number of roads and railways at risk of landslides may double by the 2080s<sup>72</sup>.
- 2.8.20 Coastal erosion is likely to be an increasing threat to infrastructure either on or close to the Welsh coast. Erosion and extreme storm events can cause damage and disruption to transport and infrastructure on the Welsh coast, even with the benefits of stronger artificial defences. Some major transport links run along the coast and are therefore vulnerable. These include main road and rail links along the north Wales coast. Erosion and flooding can undermine structures, increase the chances of landslips, cause damage to railway tracks and roads, and disrupt signalling.
- 2.8.21 Given the topography and the fact that many transport links are along the coast in Wales, the potential vulnerability to flooding and erosion can create large problems for social and economic activity. Some of the main links that have been affected by flooding and coastal erosion and subject to historical flooding events are:
- the railway on the west coast
  - the Conwy Valley railway to Blaenau Ffestiniog and the Dyfi estuary
  - the M4 and M48 near the Severn crossings
  - the A487 at Fishguard
  - road and rail links along the north Wales coast including the A55 (Colwyn Bay – Abergele)
  - the main railway line along the Dee estuary
  - A4042 Llanellen
  - A487 Dyfi Bridge
- 2.8.22 A further threat to roads and railways is bridge scour which could potentially increase as a result of increases in flood flows in rivers.

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72 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69487/pb13698-climate-risk-assessment.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69487/pb13698-climate-risk-assessment.pdf)

- 2.8.23 The UK Climate Change risk assessment identified that increased temperatures will affect transport infrastructure including road surfaces and rail. Rail buckles were identified as a potentially serious problem, and the number of rail buckles could increase by a factor of 3 to 5 by the 2080s due to rising temperatures. There are currently about two rail buckles a year in Wales (six occurred in the hot summer of 2006).
- 2.8.24 The UK Climate Change Risk Assessment identified that higher winter temperatures may benefit transport as disruption and delay caused by snow and ice may become less frequent. This may also lead to a reduction in adverse weather related maintenance and repair requirements. This would however increase the risk of being less well prepared for occasional severe winters. The capability to respond to severe winters is still likely to be required. There still remains a strong likelihood of periods of snowfall and freezing conditions and on occasion this could be unusual in its severity. With higher winter temperatures there is an increased risk of heavier rainfall which may quickly enter the drainage systems compared to gradual snow melt and consequently lead to flooding incidents.
- 2.8.25 A particular problem with warmer winters is a potential increase in the freeze/thaw cycle. This contributes to damage to paved surfaces (including roads, runways and ports) and also creates dangerous driving conditions.
- 2.8.26 The Strategic Environmental Assessment of this Plan, in assessing the impact on Climate Change states that some of the interventions are located in areas at risk from flooding which would have adverse effects. Significant positive effects have however been identified as a result of the proposed A55 Abergwyngregyn to Tai'r Meibion Improvements as it will resolve current flooding problems at this location. No cumulative effects have been identified in relation to Climate Change.
- 2.8.27 In terms of Climate Change mitigation and enhancement, road interventions will be designed and built in line with guidance from the Design Manual for Roads and Bridges, which has been updated to reflect consideration of climate change issues (e.g. Interim Advice Note 173/13 provides guidance on the assessment of scour and other hydraulic actions at highway structures). All new projects being developed have a requirement to future proof design against climate change induced effects such as extreme weather events etc. and are developed in consultation with Statutory Environmental Bodies such as Natural Resources Wales who can advise on management of such effects.
- 2.8.28 The Welsh Government Trunk Road Maintenance Manual (TRMM) provides guidance on adverse weather planning which is implemented by the Trunk Road Agents and considered in the design process. In addition interventions

have been developed, and will be delivered, in line with the recommendations in the Climate Change Strategy for Wales and associated documents.

### Natural Resource Management

2.8.29 Natural Resource Management aims to ensure that we make the most of the opportunities that Wales' natural resources provide. This needs to respect the limits of natural processes that continue to be our life support system. The Welsh Government's overall aim is to ensure that Wales has increasingly resilient and diverse ecosystems that deliver economic, environmental and social benefits.

2.8.30 The Welsh Government is working on creating a framework which will seek to balance the demands we put on our natural resources.

2.8.31 The Welsh Government will seek to introduce new legislation through the Environment Bill to make sure the right legislative framework is in place to manage our natural resources in a way that will deliver lasting benefits for now and for future generations. Our focus will be on changing some of the existing legislation where we can have the biggest impact:

- to enable Natural Resources Wales to manage our natural resources in a more joined up way
- to make sure the decisions we take in relation to our natural resources support our economy and communities, as well as the environment
- to simplify processes and to have better quality evidence on our natural resources
- to make sure the legislation is right for Wales and is aligned to our priorities.

### Noise Management

2.8.32 The Welsh Government's 'A noise action plan for Wales 2013 – 2018'<sup>73</sup> maps the priority areas for taking action for reducing road noise and also covers the management of railway, port and air traffic noise. The plan recognises the relationship between noise and air pollution and road safety measures and the need to look at them holistically to make sure interventions on one do not have unintended or unacceptable consequences on the others.

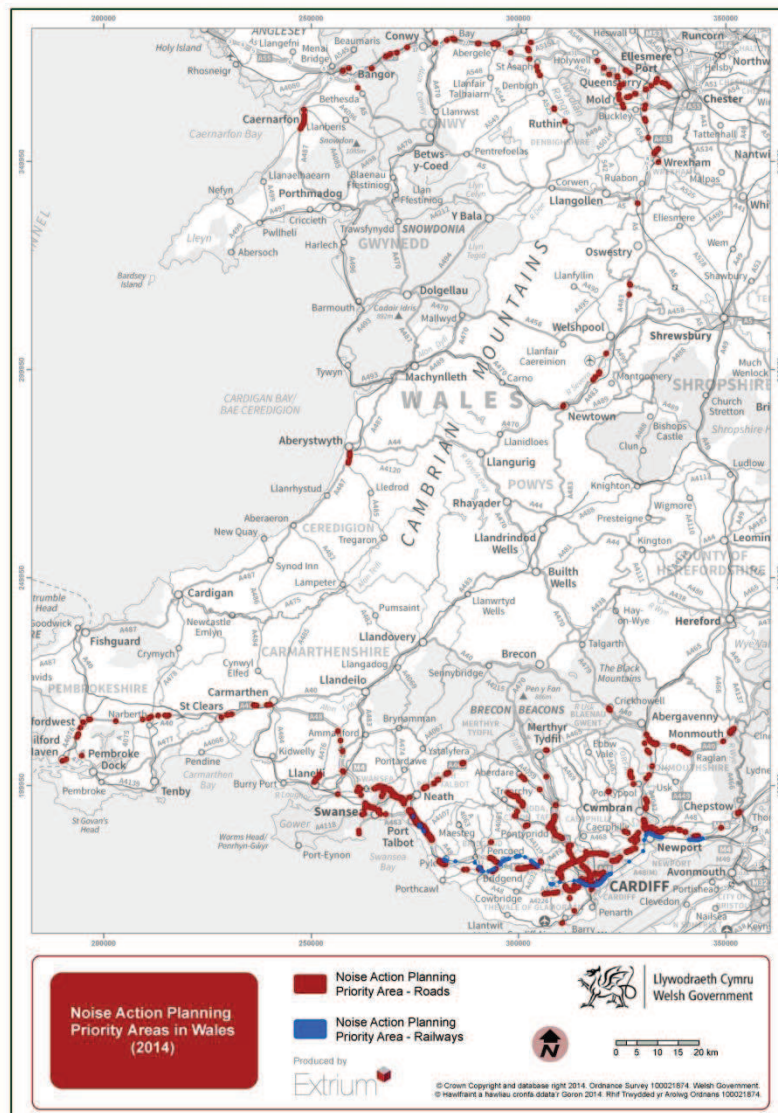
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73 <http://wales.gov.uk/docs/desh/publications/131217noise-action-plan-for-wales-en.pdf>



- 2.8.33 As well as specific action to reduce the effect of road noise on communities, it is important when assessing the effects of proposed new transport infrastructure to ensure that it does not exacerbate existing problems.
- 2.8.34 The Noise Action Planning Priority Areas are shown in Figure 2.47. These include 220 road priority areas and 27 rail priority areas confirmed and published in 2014.

**Figure 2.47: Noise Action Planning Priority Areas (2014)**

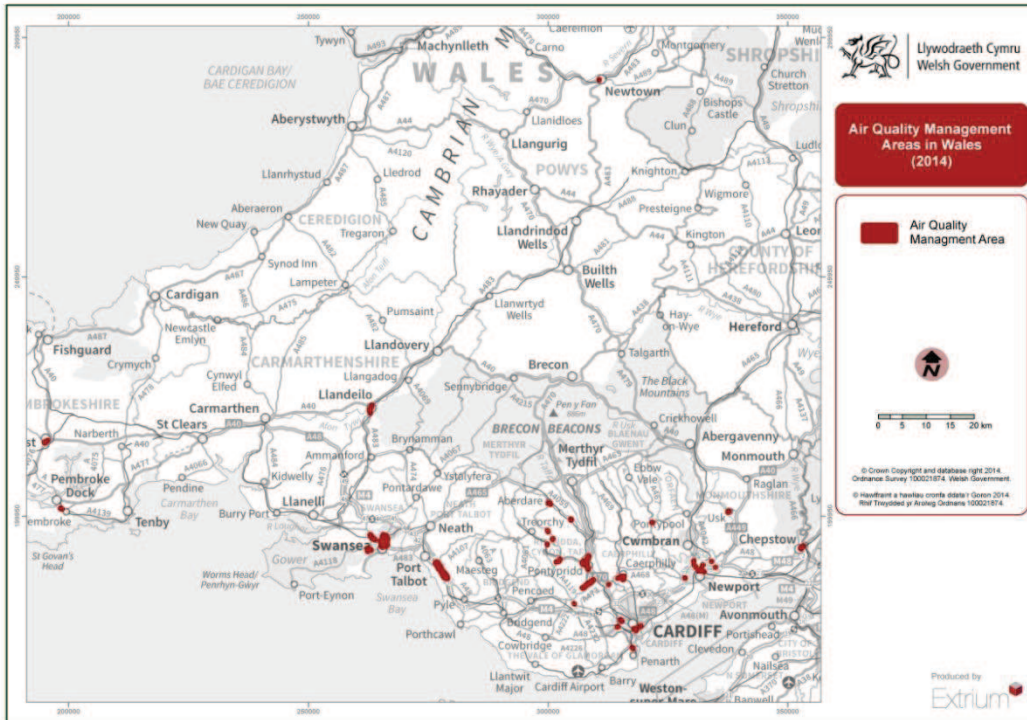


## Air Quality

- 2.8.35 There are 39 Air Quality Management Areas (AQMAs) in Wales (as of April 2014). Figure 2.48 shows their location (all AQMAs are in South and Mid Wales).

- 2.8.36 There are currently 39 Air Quality Management Areas in Wales, the majority of which involve Nitrogen Dioxide from road related sources.

**Figure 2.48: Air Quality Management Areas in Wales**



## The Natural Environment

- 2.8.37 Biodiversity conservation and enhancement is an integral part of planning and managing the transport network. Transport infrastructure and the way it operates can raise challenges to the conservation of natural features and wildlife but can also present significant opportunities to enhance wildlife habitats and the enjoyment and understanding of our natural heritage.
- 2.8.38 Wales is widely regarded to have landscapes and cultural heritage features which contribute significantly to the character of Wales both for residents and visitors.
- 2.8.39 The avoidance, minimisation, reuse and recycling of materials to reduce waste is increasingly the standard for operations on transport networks, so that negative impacts on natural resources are reduced.

- 2.8.40 The Welsh Government’s waste strategy (Towards Zero Waste<sup>74</sup>) sets the following construction and demolition waste targets that the transport sector should strive to meet, namely a waste prevention target of -1.4% per annum from a 2005 baseline, and 90% preparing for reuse, recycling, and other material recovery by 2019/20. The imperative to ensure the efficient use of material resources should also include incorporating as much recycled content as possible into construction materials (including the use of waste derived compost / anaerobic digestion digestate in landscaping topsoil), thus helping achieve a circular economy for Wales.
- 2.8.41 Water quality through the standards set by European and UK legislation needs to be protected to support both people and wildlife. Reviews of the Welsh Government’s Trunk Road and Motorway network drainage assets continue taking into account the risk of water pollution occurring in that location, with the intention of setting out a prioritised programme for delivering improvements.
- 2.8.42 In taking forward projects consideration is made of the implications of the use of energy in street lighting and other assets, in terms of its effects on road users, green house gas emissions, landscape and wildlife.
- 2.8.43 In assessing the effects of infrastructure projects and the management of existing infrastructure involves looking at ways of supporting natural features, particular attention is given to features in Wales that have been designated for their environmental value.

## 2.9 Key National and Regional Findings

- 2.9.1 The previous sections set out detailed evidence about the current operation of Wales’ transport system and how it serves the access needs of people and freight. This section draws together the key themes emerging from that evidence base and, where appropriate, picks up key messages arising from separate studies undertaken across Wales, including the work of the Bus Policy Advisory Group, the Freight Task and Finish Group, the Metro Scoping Study and the Ministerial Task Force on North Wales Transport. It is intended that the evidence base will be kept regularly updated and will enable us to respond to changing circumstances.
- 2.9.2 The demographic trends over the short to longer term are projecting an increase in population with a substantial growth in the number of older people. This trend, coupled with people working for and living longer indicates that there will be growth in the number of journeys made to key services and employment.

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74 [http://wales.gov.uk/topics/environmentcountryside/epq/waste\\_recycling/publication/towardszero/?lang=en](http://wales.gov.uk/topics/environmentcountryside/epq/waste_recycling/publication/towardszero/?lang=en)

It also points to the importance of improving the accessibility of transport infrastructure and services, so that they are available to all.

- 2.9.3 The 2011 Census data confirms the car is still the main form of transport to and from work. The impact of growth in urban areas such as Cardiff will also add further pressure on the transport network and services. There is scope to increase the share of all journeys for public transport and to dramatically increase the level of active travel given that, across Wales, 35 per cent of people travelling to their workplace are within 5km or less.
- 2.9.4 Nearly 23 per cent of households in Wales do not have access to a car. The percentage of households with access to a car varies significantly across the country, with some communities in Cardiff, Newport, Swansea and the South Wales Valleys with over 50 per cent of households without access to a car. Whereas in rural areas, a much higher proportion of households have access to a car. Although not the only explanation for lower levels of access to a car, there is a clear link between communities which fall into this category and high long term unemployment figures and poor access to key employment centres. Households that do not have access to a car in more rural areas will have limited travel choices, given the less extensive and less frequent nature of public transport in rural areas. More generally, the cost of fuel tends to be higher in rural areas and for many journeys the choice of alternative modes of transport may not be available; this can result in a higher travel costs.
- 2.9.5 The evidence highlights a number of communities with high levels of inaccessibility where access to employment and key services is challenging. Improving accessibility for these communities will be a focus for this Plan.
- 2.9.6 The evidence in relation to access to further and higher education, health services and tourist attractions also indicates that there is scope to improve public transport as an attractive mode to access these services. Travelling by public transport from Mid Wales, east Pembrokeshire and north Anglesey to further education establishments and from rural communities to higher education is poor. There are also pockets of poor connectivity, particularly when you take into account lack of access to a car, in many urban areas including Cardiff and Rhondda Cynon Taf. Accessibility to health services from some parts of Wales including the Heads of the Valleys, parts of Neath Port Talbot, Mid Wales including Meirionnydd is difficult by public transport.
- 2.9.7 There was a sharp drop in freight traffic in 2008 and 2009 when the economy was in recession but, by 2010, which is the latest date for which road freight statistics are available, freight tonne kilometres by both rail and road were rising again. Another key trend has been the increasing dominance of road transport at the expense of rail for freight.

- 2.9.8 The upward trend in rail passengers is likely to continue into the future. We need to ensure demand can be accommodated and attract new users through transport integration, accessible, safe stations, reliable and frequent services offering good journey times.
- 2.9.9 Bus is by far the most significant public transport mode but there is a real challenge because the number of fare paying passengers is falling. The challenge is to increase patronage and commercial viability of services which will improve bus transport overall and ensure that any subsidy can be focused where it will have the greatest impact.
- 2.9.10 The challenge of maintaining resilience on the road and rail network is growing more difficult as a consequence of climate change impacts. There is a need to ensure that we understand the risks to the transport network, which may relate to flooding, high winds, landslips, coastal erosion and performance of assets under extreme temperatures, and then to ensure that appropriate action is being taken to address these risks. We also need to work with local authorities and Network Rail who are responsible for local roads and rail network respectively.
- 2.9.11 Our research into recent studies undertaken at a regional level and our analysis of the key findings arising from regional plans and strategies reinforce the issues and opportunities already reflected in the above conclusions.
- 2.9.12 There are regional differences as regards the service and infrastructure needs necessary to improve transport provision across Wales which the Plan will address and these are reflected below:

### North Wales

- Homeworking is slightly higher than the Welsh average at 6 per cent and at the same time travel to work by car at 75.1 per cent is slightly above the Welsh average of 74.2 per cent.
- The use of public transport is low for travel to work, at less than 1 per cent for train and 4.2 per cent for bus. The lack of viable and affordable alternatives to the car to access key employment sites and other services has been identified in the work of the Ministerial Task Force on North Wales Transport.
- Access to work, higher education and services is an issue for many communities in the Meirionnydd, Lleyrn and Anglesey areas.
- The data on freight movement through Holyhead Port shows growth in road freight and this is likely to continue.

- Travel across the border into England is important with a substantial number of vehicle movements. Also important is connectivity across to Ireland through Holyhead Port.
- There are a number of capacity issues on the North Wales network on the A55, linked to with ferry traffic and summer traffic, in particular around Junctions 15 and 16, Britannia Bridge and Junction 1 Holyhead Blackbridge.
- Resilience of the road and rail corridors to planned and unplanned events has been identified as an issue in the region in particular the A55 and the north Wales main coast line. The A55 road network has been closed to flooding on one occasion in the 13/14 period. Britannia Bridge also experienced one closure last year and eighteen partial closures due to high winds. Flooding has also caused problems on the rail corridor.
- There is a need to focus on improving connectivity across the region between communities and key service and employment centres. It will deliver improvements to connectivity across the border both to the east and south of the region.

### Mid Wales

- The number of people working from home is 12.9 per cent, higher than the Welsh average of 5.4 per cent. At the same time the percentage of people travelling long distances (over 20km) to work is relatively high at 17.8 per cent in Powys and 17.2 per cent in Ceredigion.
- Access from mid Wales to higher and further education and to acute NHS hospitals is generally poor, dictated by the patterns on service delivery.
- These issues point to the importance of reducing journey times along the road corridors and identifying where long distance public transport services can play a role in improving accessibility.
- The take-up of active travel modes is already higher than the Welsh average, 15.8 per cent compared to 12.1 per cent. There will be opportunities to sustain and increase the take up of active travel because just over a quarter of the work place zones in Mid Wales are within 5km of households.

Landslips have occurred on the A470 south of Dolgellau, A5 east of Bethesda and A487 Tal y Llyn pass near Machynlleth. These routes are at high altitude and have different characteristics. Most recently isolated smaller rock falls have occurred on the A5 (2014) and on the A487 (2012), resulting in disruption and a long and inconvenient diversion route.

## South West Wales

- There are wide variations across the region, due to the diverse nature of the settlement patterns, with large urban centres such as Swansea, and more sparsely populated rural areas. This diversity is reflected in the evidence reviewed.
- Public transport use is lower than the Welsh average, although slightly higher in Swansea (at 5.7 per cent). There are higher frequency services and better coverage to the south and east of the region where the majority of the population lives, and less extensive provision in the more sparsely populated rural areas.
- Car travel to work is slightly higher than the Welsh average at 76.3 per cent.
- In 13/14 the M4 Neath River Bridge was closed twice due to high winds resulting in significant delays. Coastal flooding, combined with high onshore winds affected the A487 in Fishguard. Across the South Wales Trunk Road Agency area, patrols of flood sensitive sites were instigated on 32 occasions in 2013/14 and across the motorway and trunk road network there were 67 instances of fallen trees.
- There are accessibility issues within the region, with Pembrokeshire showing evidence of poor access by public transport to further and higher education and to acute NHS Hospitals. Travelling by public transport to acute hospitals is also difficult from some parts of Neath Port Talbot. Accessing higher education from Carmarthenshire by public transport is also difficult.
- There are three small Airports in the region: Swansea, Pembrey and Withybush. They do not currently play a strategic role or provide scheduled services, but they all have the potential to be developed to serve small niche markets for business and leisure travel.

## South East Wales

- Active travel is broadly in line with the Welsh average, though much higher in Cardiff (19.2 per cent). There are a higher proportion of people travelling short distances to workplace zones (under 5km) which could potentially be undertaken by active travel modes, particularly Torfaen (40.7 per cent), Merthyr Tydfil (44.3 per cent) and Blaenau Gwent (46.6 per cent). Distance to workplace zones is higher in Monmouthshire, though there are still a quarter of people travelling distances of under 5km.
- There are a number of key current capacity constraints on both the highway and public transport networks. A number of sections of both the highway and public

transport network have capacity issues, including M4 around Newport, southern section of the A470 (Pontypridd to Cardiff), sections of the A472, peak period train services to Pontypridd, Ebbw Vale and Barry; and key urban bus services in Cardiff and Newport.

- Resilience of the motorway and trunk road network to planned and unplanned events has been identified as an issue in the region in particular the M4, M48 and A4042. In the same period the M4 Second Severn Crossing was fully closed once due to high winds whilst the M48 Severn Bridge was closed twice fully and six times partially disrupting high sided vehicle movement. Intense rainfall closed the M48 in both directions on two occasions and affected pedestrian movements at the A40 in Monmouth. The A4042 Llanellen Bridge was closed six times in the same period of time due to flooding, causing a lengthy diversion route.
- Urban congestion is an issue within the region which will need to be addressed.
- Travel to work is dominated by the car (73.7 per cent), although that is much lower in Cardiff (62.0 per cent). Bearing in mind the availability of public transport services in the region and the congestion issues on the road network, there is a real opportunity to improve the attractiveness of public transport.
- There are accessibility issues to NHS Major Acute Hospitals in parts of Monmouthshire, Blaenau Gwent, Rhondda Cynon Taf, Vale of Glamorgan and Caerphilly. Access to further education by public transport is generally very good and so is access to higher education with the exception for people living in Blaenau Gwent and Bridgend.
- The Cardiff Capital Region Metro has the potential to play a key role in addressing regional issues around capacity, congestion and accessibility, increase the take up of sustainable forms of travel for short journeys and improve the integration between buses and rail and between other modes and public transport.



## 3 Delivering Improvements

### 3.1 Introduction

- 3.1.1 This section sets out the priorities and interventions to be taken forward in the short term (next five years), medium term (up to next ten years) and longer term (next twenty to thirty years). Improvements identified will be taken forward by Welsh Government or are for other organisations to deliver. These improvements will enable investments to be directed to secure maximum value for money and impact.
- 3.1.2 The previous section on “Current Position and Future Trends” provides the evidence about economic, demographic and transport trends. This information together with the common issues and opportunities identified in existing strategies and plans and which are relevant to Wales or parts of Wales provides the context and evidence to inform decisions on the future revenue and capital investments priorities needed to improve transport in Wales.
- 3.1.3 Whilst Welsh Government will lead on delivery of many of the priorities set out in the Plan we will also have a role in guiding and influencing, managing and supporting other organisations to deliver transport improvements.
- 3.1.4 Whatever its role, delivering a common vision with focus on similar priorities is critical to achieve maximum impact and value for money from our investment whether by Welsh Government or by others.
- 3.1.5 The key findings from the data have informed our key priorities to be taken forward during this Plan period and beyond.

### 3.2 Roads

- 3.2.1 Responsibility for the safe operation and maintenance of the road network is split between the Welsh Government<sup>75</sup>, which is the highway authority for the motorway and trunk road network; and the local authorities who are the highway authority for the local roads in their respective areas. In addition, a small proportion of roads are ‘unadopted’ and their maintenance is the responsibility of the residents or businesses located on that road.
- 3.2.2 Highway authorities have statutory responsibilities in relation to the roads they are responsible for. These responsibilities are significant and serious, and if not

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<sup>75</sup> The Welsh Ministers are the Highway Authority for the motorway and trunk road network

properly discharged, could leave the relevant highway authority, and individuals, at risk of prosecution for various offences up to and including corporate manslaughter. The main responsibilities are set out in European and UK legislation including but not limited to the Highways Act 1980.

3.2.3 The Highways Act 1980 places responsibilities on highway authorities to:

- maintain and operate the highways they are responsible for including the day to day running and winter service.
- keep public highways open and remove obstructions that may affect the use and safety of the highway and those using the highway

3.2.4 There are other statutory obligations that fall on highways authorities because they are responsible for the highway asset. This includes EU and UK legislation as well as relevant British and International standards. (For example, the Environmental Noise Directive.)

3.2.5 Road safety is a key concern for the management of the road network with collisions happening every day on Welsh roads that can potentially have tragic consequences for those involved and their families. As part of the Road Safety Framework for Wales published in 2013 we have set challenging targets for casualty reduction. Compared to the average for 2004-08 we want to see:

- a 40 per cent 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 per cent reduction in the number of motorcyclists killed and seriously injured on Welsh roads by 2020, meaning 64 fewer motorcyclist killed and seriously injured casualties
- a 40 per cent 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.

3.2.6 The actions in the Road Safety Framework will be kept under review to ensure there is a clear plan for delivery including assigning ownership for actions and setting specific timescales. Initial plans will focus on progress up to 2016 when the Framework is due for formal review.

## Trunk Road improvements, maintenance, operation and management

- 3.2.7 As the highways authority for trunk roads and motorways in Wales, the Welsh Government<sup>76</sup>, is directly responsible for the maintenance, operation and management of this £13.5bn asset. There are over 75 miles of motorway and over 1000 miles of trunk road.
- 3.2.8 Key components of the network include bridges, tunnels, retaining walls and gantries. There are over 3,700 such structures on the motorway and trunk road network across Wales with an estimated value of approximately £3bn. There are also six road tunnels on the network across Wales.
- 3.2.9 The Welsh Government seeks to avoid unplanned maintenance of the motorway and trunk road network which causes delay and disruption and operates its Traffic Officer service to deal with incident management.
- 3.2.10 Road verges and associated landholdings (often known as the “soft estate”) play a vital role in mitigating the impacts of roads. It provides screening for properties, landscape integration, the location culture heritage features, habitat for wildlife, water retention and treatment and a place for highway and utility related equipment. The Welsh Government’s soft estate covers approximately 3,000 hectares.
- 3.2.11 Investment in the existing road network is an ongoing requirement. Each year, capital and revenue programmes and projects are reviewed and a priority ranking assessment is carried out to ensure value for money and to establish which projects should be progressed to maintain safety and required service levels.
- 3.2.12 We will identify invest to save schemes and funding streams to improve network safety, resilience, reliability, whole life costing and support economic growth. For example, there are centrally funded capital bids submitted to improve safety, resilience, reliability and support economic growth. They encompass winter service delivery, M4 Junction 33 – 34 resilience, addressing the backlog in roads condition and preventative maintenance, highway structures asset stock investment, drainage and geotechnical programme delivery, A55 drainage and the national integrated transport information system. Alongside these there are bids supporting the road verges for wildflowers initiative, tree planting for recovery and the noise action plan for Wales.

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76 The Welsh Ministers are the Highway Authority for the motorway and trunk road network

- 3.2.13 There are also proposals to develop a Streetworks Strategy stemming from the Traffic Management Act 2004 and New Roads and Streetworks Act 1991, which would enable enhanced control of network availability.
- 3.2.14 We are currently reviewing our delivery model to drive efficiency and better value for money which would enable us to maintain an acceptable level of performance from the network with the investment levels available.
- 3.2.15 Intelligent Transport Systems (ITS) and innovative technical solutions will continue to be investigated and rolled out at locations on the network that will provide benefits to the public, freight and those managing the network. This will complement the existing systems and further improve the ability of our two traffic management centres (Conwy and Coryton) to dynamically manage the network in response to unplanned incidents as well as major events. Additionally, measures to reduce our energy consumption such as low energy lighting and innovative techniques to manage the network will be rolled out where specific business cases allow.
- 3.2.16 We are also responsible for identifying the need for any major projects which would substantially upgrade or extend the network and then planning and delivering those projects. The need for a major project can arise because of congestion on the existing network or as a result of a change in the wider environment. This could a significant investment in a particular location, or because there is a significant change in asset condition that requires a major project to address, e.g. the need for a replacement bridge.
- 3.2.17 The nature of the trunk road network in Wales is such that it provides critical connectivity for many communities, including in rural areas and deprived communities. The network will change over time and, as well as building new sections of highway, we are currently investigating a programme of trunking and de-trunking to ensure the network reflects its strategic role.
- 3.2.18 An efficient, effective trunk and motorway network has an important role to play in supporting the Welsh economy enabling access across Wales and cross-border for people and freight. It helps businesses to be competitive, reducing transport costs, allowing speedy and reliable movement of goods and products and access to a labour force. Delays on the network and unreliability in journey times, affects productivity and reduces access to markets. Congestion can increase emissions from transport and schemes that reduce congestion can reduce this and improve local air quality. Similarly the network has an important role to play in enabling people to access services.
- 3.2.19 A key driver for investing in new major enhancements to the trunk and motorway network is to stimulate the economy. The contribution an individual project will make to the economy as a whole will vary and a key part of the

business case development process for individual projects is to determine the benefits arising from that specific project. Our investment also enables us to contribute directly to tackling poverty by ensuring that our contracts and delivery arrangements provide for training opportunities, apprenticeships and jobs for people.

3.2.20 Maintaining investment in the construction of new roads, major extensions of existing roads or substantial upgrades of existing roads and in the maintenance, operation and management of the trunk and motorway network will:

- Enhance connectivity between places in Wales or across the border for the benefit of people and businesses, enabling people to access jobs, key services, recreation and link communities and also enabling freight to be transported efficiently
- Address congestion, lack of capacity, lack of resilience or safety issues and bring benefits to people and businesses in terms of safer, faster and / or more reliable journeys
- Improve asset condition which enhances both safety and performance of the network, adopting Asset Management principles, to deliver best value for money
- Ensure we fulfil our statutory responsibility as the highways authority to maintain, operate the network and ensure the safety of those using the network and meet other statutory obligations, for example, in relation to the environment, such as noise, water, air and biodiversity
- Ensure that the network is safe and minimise the risk of collisions occurring and ensure that, when collisions do occur, the risk of someone being killed or seriously injured is minimised
- Maintain asset value and strike the appropriate balance in investing now to prolong asset life and manage the risk of larger costs later
- Allow Welsh Government, to trunk additional stretches of road, currently the responsibility of local authorities, where those sections of road serve a strategic highways function and de-trunk other sections where appropriate
- Allow Welsh Government to undertake a planned and coordinated approach rather than reactive maintenance, providing more efficient use of resources and reducing network disruption to the travelling public

3.2.21 Traffic volume is forecast to grow by 33 per cent by 2040. There has also been an increase in vehicle miles which indicates our short term strategy should

focus on improving connectivity, addressing congestion, tackling sub-standard networks and pinch points and introducing overtaking opportunities to improve road safety. A package approach of seeking ways to make better use of the existing network, managing demand and transfer from car to public transport will also be considered as possible measures to address congestion.

3.2.22 Within this context, our investment priorities for the trunk and motorway network are:

- **Ensuring the safe operation of the network and fulfilling our statutory responsibilities as the highways authority**  
 (Wales Transport Strategy Outcome 5: Safety and Security of travel, Outcome 14: air pollution and other harmful emissions, Outcome 15: the local environment and Outcome 17: biodiversity - Wales Transport Strategy)
- **Ensuring the efficient and effective operation of the network**  
 (Wales Transport Strategy Outcome 6: Employment, Outcome 7: Connectivity: nationally and internationally, Outcome 8: Reliable transport system and Outcome 9: Freight)
- **Providing enhanced connectivity for communities, business and key services**  
 (Outcome 6: Employment, Outcome 8: Reliable transport system and Outcome 9: Freight - Wales Transport Strategy)
- **Ensuring Wales has high quality transport links and is well connected to the rest of the UK and internationally**  
 (Outcome 6: Employment, Outcome 7: Connectivity: nationally and internationally, Outcome 8: Reliable transport system and Outcome 9: Freight - Wales Transport Strategy)
- **Maintaining asset value and optimising investment now to manage future costs**  
 (Wales Transport Strategy Outcome 6: Employment, Outcome 8: Reliable transport system and Outcome 9: Freight)

3.2.23 Any investment will also enable us to contribute directly to tackling poverty by ensuring that our contracts and delivery arrangements provide for training opportunities, apprenticeships and jobs for people.

3.2.24 In maintaining existing transport infrastructure and planning new infrastructure, highway authorities in Wales will need to assess the effects of climate change and integrate mitigation and adaptation measures including into the design and management process.

- 3.2.25 Highway authorities should also take into account the recommendations in the Wales Coastal Flooding Review – Phase 2<sup>77</sup> report<sup>78</sup>.

### **Local road network**

- 3.2.26 Local roads form an important part of the highways network. In total there are 32,728km of local roads made up of 2,752km of A roads, 12,814km of B and C roads and 17,162km of unclassified roads<sup>79</sup>.
- 3.2.27 Information on the condition of local roads indicates that 13.2 per cent require further investigation / maintenance. During the financial years 2012/13 to 2014/15, local authorities have been supported by Welsh Government through additional revenue, to borrow £180m capital to improve their highway infrastructure. This injection of additional funding has contributed to addressing the deterioration of the local highway asset and reducing the percentage of the road network requiring intervention. Local authorities will set out their key transport issues and specific priorities for the local road network within their Local Transport Plans, to be submitted to the Welsh Government by January 2015.
- 3.2.28 Whilst local Authorities are statutorily responsible for local roads, the Welsh Government may still take an interest in investment requirements and projects. Local roads infrastructure forms an intrinsic part of the Welsh transport system and direct investment in improvements by Welsh Government may be the most appropriate and cost effective way to deliver transport improvements that support our wider objectives.
- 3.2.29 Within this context, the priorities for Welsh Government investment in the local transport network are:

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77 <http://naturalresourceswales.gov.uk/alerts/flood-warnings/recent-flooding-incidents/wales-coastal-flooding-review-phase-2-report/?lang=en>

78 [http://www.google.co.uk/url?url=http://naturalresourceswales.gov.uk/content/docs/pdfs/flooding-and-alerts-pdfs/wales-coastal-flooding-review-phase-2-report.pdf%3Flang%3Den&rct=j&frm=1&q=&esrc=s&sa=U&ei=Z5Q2VN\\_7OMne7Aa7soDIDA&ved=0CBQQFjAA&usg=AFQjCNHyPXPPwpB67Jyi\\_ZnOETsUSwUO1Q](http://www.google.co.uk/url?url=http://naturalresourceswales.gov.uk/content/docs/pdfs/flooding-and-alerts-pdfs/wales-coastal-flooding-review-phase-2-report.pdf%3Flang%3Den&rct=j&frm=1&q=&esrc=s&sa=U&ei=Z5Q2VN_7OMne7Aa7soDIDA&ved=0CBQQFjAA&usg=AFQjCNHyPXPPwpB67Jyi_ZnOETsUSwUO1Q)

79 Statistical Bulletin, Road Lengths & Conditions 2013, SB122/2013

- Providing enhanced connectivity for communities, business and key services**  
 (Wales Transport Strategy - Outcome 6: Employment, Outcome 8: Reliable transport system and Outcome 9: Freight)
- Ensuring Wales has high quality transport links and is well connected to the rest of the UK and internationally**  
 (Wales Transport Strategy - Outcome 6: Employment, Outcome 7: Connectivity: nationally and internationally, Outcome 8: Reliable transport system and Outcome 9: Freight)
- Improving safety and accessibility for all**  
 (Wales Transport Strategy - Outcome 5: Safety and Security of travel)

### 3.3 Roads - Specific interventions

3.3.1 We will operate a safe and efficient road network and improve access to employment:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>80</sup>					National/Regional
				1	2	3	4	5	
R1	Enable the day to day safe, efficient and effective operation of the trunk and motorway network through regular inspection and maintenance, supported by appropriate enforcement and other specific services including winter service	Reduce congestion/ improve journey time, journey time reliability and road safety issues. Ministerial Task Force – North Wales Transport.	Short term						National
R2	Deliver the actions set out in the Road Safety Framework for Wales	To address continuing collisions and reduce the number of people being	Short / Medium term						National

80 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services



Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>80</sup>					National/Regional
				1	2	3	4	5	
		killed or seriously injured							
R3	Develop proposals for a Wales Infrastructure Investment Plan capital-funded grant to support strategic regional transport improvements, which would include improvements to the local road network and access to employment	Will vary from project to project supported, but overall rationale is to address poor accessibility and congestion and improve integration for transport infrastructure where the local authority is the lead. Picks up on priorities identified by the Ministerial Task Force on North Wales Transport.	Short / Medium term						National
R4	Deliver a programme of road safety improvements outside schools on the trunk road	Evidence from pupils about road safety concerns	Short term						National

3.3.2 We will complete the following schemes currently under construction:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>81</sup>					National/Regional
				1	2	3	4	5	
R5	Improvements under construction to A465 Brynmawr to Tredegar (Section 3 of the Heads of the Valley dualling)	Addresses poor accessibility in Heads of the Valleys communities and road safety issues	Short term						SE Wales

81 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>81</sup>					National/Regional
				1	2	3	4	5	
R6	Junction 33 M4 west / A4232 south dedicated slip road	Improve network resilience by addressing journey time reliability issues	Short term						SE Wales
R7	A55 Safe Havens / Emergency Crossovers	Improve network resilience by addressing journey time reliability issues	Short term						North Wales

3.3.3 We will continue to progress the following committed schemes through to construction, subject to the business case still justifying the expenditure and obtaining the necessary statutory consents:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>82</sup>					National/Regional
				1	2	3	4	5	
R8	Improvements to the M4 corridor around Newport	Addresses congestion, poor journey time reliability and air quality issues	Short term						SE Wales
R9	Brynglas Tunnels safety improvements	Improves resilience and addresses journey time reliability issues and enhances safety in the tunnels	Short term						SE Wales
R10	Improvements to A465 Gilwern to Brynmawr (Section 2 of the Heads of the Valley dualling)	Addresses poor accessibility in Heads of the Valleys communities and road safety issues	Short term						SE Wales
R11	Improvements to A465 from A470 to Hirwaun (Section 6 of the Heads of the	Addresses poor accessibility in Heads of the Valleys	Medium term						SE Wales

82 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>82</sup>					National/Regional
				1	2	3	4	5	
	Valley dualling)	communities and road safety issues							
R12	Improvements to A465 Dowlais Top to A470 (Section 5 of the Heads of the Valley dualling)	Addresses poor accessibility in Heads of the Valleys communities and road safety issues	Medium term						SE Wales
R13	Eastern Bay Link: Queensgate to Ocean Way, Cardiff	Addresses congestion and improves access to the Cardiff Enterprise Zone	Short term						SE Wales
R14	Improvements to Five Mile Lane, Vale of Glamorgan	Addresses journey time reliability issues and improves access to the St Athan Enterprise Zone	Short term						SE Wales
R15	Improvements to the A40 Llanddewi Velfrey to Penblewin	Addresses road safety and improves accessibility to the Haven Waterway Enterprise Zone and employment sites on a TEN-T Core Route	Medium term						West Wales
R16	A483 / A489 Newtown bypass	Addresses congestion and improves access to employment sites	Short term						Mid Wales
R17	A487 Caernarfon to Bontnewydd bypass	Addresses congestion, road safety and journey time reliability	Short term						North Wales
R18	A55 Junctions 15 and 16 Improvements	Addresses journey time reliability on a TEN-T Core Route	Short term						North Wales
R19	Improvements to the A55 Crossing of the Menai	Addresses journey time reliability on a TEN-T Core Route	Short term						North Wales

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>82</sup>					National/Regional
				1	2	3	4	5	
R20	A55 Abergwyngregyn to Tai'r Meibion improvements	Address journey time reliability and improve resilience on a TEN-T Core Route	Short term						North Wales
R21	M4 Junction 28	Addresses congestion and capacity issues	Short term						SE Wales
R22	A483 Llandeilo bypass*	Addresses congestion, road safety and journey time reliability	Short term						South West Wales
R23	A487 Dyfi Bridge	Improve network resilience by addressing journey time reliability issues	Short term						Mid Wales

\* funding options for this project are being explored

3.3.4 We will continue to develop the following schemes, testing the business case and options for a preferred route, and subject to a viable business case and obtaining the necessary statutory consents, deliver the scheme:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>83</sup>					National/Regional
				1	2	3	4	5	
R24	Develop a scheme for improvements to the A494/A55/A548 Deeside Corridor	Addresses congestion and capacity issues	Short / medium term						North Wales

83 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

3.3.5 We will review the extent of the strategic road network in Wales that sits under the Welsh Government’s responsibility:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>84</sup>					National/Regional
				1	2	3	4	5	
R25	Continue to progress proposals to potentially trunk the following sections of highway: - A4232 Culverhouse Cross to Queen’s Gate Roundabout (Cardiff / Vale of Glamorgan) - A483 Fabian Way to Swansea (Neath Port Talbot/Swansea) - A470 M4 J32 to A48 Gabalfa interchange (Cardiff) - A477 Pembroke Dock to Johnston (Pembrokeshire) - A548 Connah’s Quay (A548/A550 Junction) to Mostyn (Flintshire)	Helps to create a strategic trunk road network to link main centres of population and economic activity, improve major port, airport and rail terminal access, improve end to end connectivity and improve access to Enterprise Zones	Short term						National
R26	Continue to progress proposals to potentially de-trunk the following sections of highway (and trunk alternative routes, where appropriate):	To improve road safety, reduce community severance, improve local accessibility and local inclusion, improve health and wellbeing, reduce	Short term						National

84 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>84</sup>					National/Regional
				1	2	3	4	5	
	- A44 / A487 Aberystwyth - A40 section through Abergavenny - A470 from Gellilydan to Blaenau Ffestiniog	noise and improve air quality.							

3.3.6 We will give further consideration to the case for interventions to inform a future decision on whether further action is required and, if so, the nature of an appropriate scheme:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>85</sup>					National/Regional
				1	2	3	4	5	
R27	Adopting a corridor approach, identify where there are resilience issues on the network which justify the need for improvements, including: - A55 resilience improvements - M4 Port Talbot Junction 41 – assess outcome of the trial and determine the way forward - A55 Menai Crossing	Improve journey times, safety and resilience of trunk and motorway network	Short to Long term						National
R28	Engage with the UK Government and partners in	Improve journey times, safety and resilience of trunk	Short to Long term						Mid Wales

85 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>85</sup>					National/Regional
				1	2	3	4	5	
	England to progress the following schemes: - A483 Pant to Llanymynech (cross border scheme) - A458 Buttington Cross to Wollaston Cross (cross border scheme)	and motorway network							
R29	Building on the corridor approach set out in the Route Management Plan, use the evidence base about the journey times and reliability on the highway network to identify a programme of improvements. This will include reviewing the case for the remaining NTP 2010 schemes not separately listed in this Plan (see Annex E).	Improve journey times, safety and resilience of trunk and motorway network by addressing capacity constraints, congestion, pinch points and road safety issues	Short Term						National
R30	Intelligent Transport Systems (ITS) and innovative technical solutions will continue to be investigated and rolled out at locations on the network that will provide benefits to	To complement existing systems and further improve the ability of our two traffic management centres (Conwy and Coryton) to dynamically manage the network in	Short term						National

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>85</sup>					National/Regional
				1	2	3	4	5	
	the public, freight and those managing the network.	response to unplanned incidents as well as major events.							
R31	Measures to reduce our energy consumption such as low energy lighting and innovative techniques to manage the network will be rolled out where specific business cases allow.	To work towards satisfying EU and Welsh Government carbon targets							National

### 3.4 Freight

3.4.1 Freight transport is an essential part of a thriving economy and of people's everyday life. It is dominated by the private sector – businesses moving goods and materials for other businesses, but it relies on infrastructure that is often provided, managed and maintained by the public sector, be it at national or local level.

3.4.2 Within this context, the priorities for Welsh Government investment in the local transport network are:

- **Providing enhanced connectivity for business**  
(Wales Transport Strategy - Outcome 6: Employment, Outcome 8: Reliable transport system and Outcome 9: Freight)
- **Ensuring Wales has high quality transport links and is well connected to the rest of the UK and internationally**  
(Wales Transport Strategy - Outcome 6: Employment, Outcome 7: Connectivity: nationally and internationally, Outcome 8: Reliable transport system and Outcome 9: Freight)
- **Improving safety and accessibility for all**  
(Wales Transport Strategy - Outcome 5: Safety and Security of travel)



- 3.4.3 A Freight Task and Finish Group was convened in 2013 to advise on key drivers of demand, capacity issues and the priority interventions needed to support the development of Enterprise Zones, City Regions and commercial and business centres in Wales more widely.
- 3.4.4 The Group reported in reported in Spring 2014 with a number of findings and recommendations (see [Annex D](#)). The Group reflected that the key freight forecast is a growth in imports into the UK generally, and especially of consumer goods, and a growth in inter-modal freight networks to accommodate them. More specifically:
- continuing growth in container freight, largely comprising consumer goods, via certain key ports in England
  - continuing growth in rail freight in order to transport containers to consolidation and distribution centres in the UK
  - continuing growth in road freight to distribute the freight to and from centres for the final stage of the journey, especially light goods vehicles for the ‘last leg’
- 3.4.5 Based on the advice on the Group, the following key considerations inform our approach to freight:
- there is a need to fully integrate freight requirements and opportunities into transport planning, infrastructure developments and economic development sites
  - road, rail and shipping are all important to Wales as freight modes
  - the key objective should be to ensure they are as inter-connected as practicable along major routes in Wales in order to maximise our capability to accommodate inter-modal freight, the growth area of the future
  - whilst recognising the importance of road freight to the market, opportunities for further modal shifts should be maximised to help secure a more sustainable mix
- 3.4.7. The Group’s recommendations have been accepted as the priority interventions for freight and are reflected in the proposed interventions set out in this Plan. The Group’s recommendations have been accepted as the priority interventions for freight. They are reflected in a number of the specific road interventions set out at 3.3 above and specific rail interventions set out at 3.09 below, which can be cross-referred with the Group’s recommendations at Annex D.

### 3.5 Freight - Specific Interventions

3.5.1 We will ensure that freight requirements are giving full consideration in developing all transport interventions and will:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>86</sup>					National/Regional
				1	2	3	4	5	
F1	Implement the recommendations of the Freight Task and Finish Group, making an annual update to the Assembly on progress	Addresses growth in freight and the need to make appropriate provision to transport it.	Short term						National
F2	Keep opportunities to enable uptake of rail freight and short sea shipping under review	Evidence of balance of freight	Short term						National

### 3.6 Active Travel

3.6.1 Active travel is a key transport option and we want to enable more people to walk and cycle more often, particularly for shorter journeys. We see walking and cycling routes as forming an intrinsic, and increasingly important part of Wales' transport network.

3.6.2 The National Cycle Network, which has been developed by Sustrans working with partners, is a series of traffic-free lanes and quiet on-road routes. It covers over 1,200 miles in Wales. This network offers a range of routes from long distance paths to routes providing connectivity in urban areas and it continues to develop and grow.

3.6.3 The Active Travel (Wales) Act 2013 introduced new duties and requirements in relation to active travel and will support the provision of high quality, integrated active travel networks which people can use to access jobs and services. The

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<sup>86</sup> Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

Act requires local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them and we have published statutory Design Guidance on the standards that active travel infrastructure should meet.

3.6.4 The maps that will be developed in response to the Active Travel (Wales) Act 2013 will identify where investment should be directed to have the greatest impact. Benefits from increased levels of active travel include:

- cycling and walking more lessens the risk of developing heart disease, type 2 diabetes and some cancers
- sickness absence related to physical inactivity costs the UK economy around £5.5 billion each year - however, an increase in physical activity of over one hour per week (e.g. 90 minutes), easily achieved through walking or cycling to work, could lead to a measurable reduction in levels of absenteeism
- cycling and walking saves money on petrol costs and parking charges
- cycling and walking is better for the environment, reducing pollution levels

3.6.5 We will support greater use of Active Travel modes through behaviour change initiatives (see 3.17). We will also make improvements to Active Travel outside schools on the trunk road network (see 3.3).

3.6.6 Our priorities for investing in active travel are:

- **Supporting the implementation of the Active Travel (Wales) Act 2013 and improving connectivity to key sites such as workplaces, hospitals, schools, shopping and recreation areas**  
(Wales Transport Strategy – Outcome 1: Healthcare and social services, Outcome 2: Education, training and lifelong learning, Outcome 3: shopping and leisure, Outcome 4: Healthy lifestyles, Outcome 6: employment, Outcome 10: Visitor attractions, green spaces and the countryside)
- **Improving safety and accessibility for all**  
(Wales Transport Strategy – Outcome 5: Safety and security of travel, Outcome 2: Education, training and lifelong learning)
- **Encouraging uptake of active travel for shorter journeys**  
(Wales Transport Strategy – Outcome 1: Healthcare and social services, Outcome 2: Education, training and lifelong learning, Outcome 3: shopping and

leisure, Outcome 4: Healthy lifestyles, Outcome 6: employment, Outcome 10: Visitor attractions, green spaces and the countryside)

### 3.7 Active Travel – Specific Interventions

3.7.1 We will support the implementation of the Active Travel (Wales) Act 2013 by:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>87</sup>					National/Regional
				1	2	3	4	5	
AT1	Ensure the Active Travel (Wales) Act 2013 is delivered by: <ul style="list-style-type: none"> <li>- Considering the Existing Route Maps for approval when submitted in 2015</li> <li>- Considering the Integrated Network Maps for approval when submitted in 2018</li> <li>- Directing funding for walking and cycling to the delivery of schemes that contribute to active travel</li> </ul>	There are opportunities to make active travel an option for more journeys to work, particularly for trips under 5km and to support the implementation of the Active Travel (Wales) Act	Short Term						National
AT2	Deliver the actions set out in the Active Travel Action Plan	There are opportunities to make active travel an option for more journeys to work, particularly for trips under 5km and to support the implementation of the Active Travel (Wales) Act.	Short to Medium term						National

87 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>87</sup>					National/Regional
				1	2	3	4	5	
AT3	Work with partners to deliver a programme of improvements to the National Cycle Network and that contribute to the objectives of the Active Travel Act	There are opportunities to make active travel an option for more journeys to work, particularly for trips under 5km and to support the implementation of the Active Travel (Wales) Act	Short term						National

### 3.8 Rail Infrastructure

- 3.8.1 Rail is an important component of the transport network in Wales for both passengers and freight. The rail network is a linear network that reaches many parts of Wales<sup>88</sup>. The Wales Route<sup>89</sup>, a Network Rail management unit covering but not entirely congruent with geographic Wales, is responsible for just under 1500 miles of track, nearly 2000 bridges and 244 stations.
- 3.8.2 Responsibility for rail infrastructure in Wales is non-devolved. Network Rail is the asset owner and rail network operator<sup>90</sup> and the UK Government is responsible for specifying the enhancements that will be delivered<sup>91</sup> and setting out the funding available. There is a structured process of planning investment requirements and developing a programme of schemes to be delivered in each five year control period with the independent safety and economic regulator, the Office of Rail Regulation, overseeing this process. We are currently in the delivery phase of Control Period 5 (April 2014 to March 2019) and the planning phase of Control Period 6 (April 2019 to March 2024).
- 3.8.3 As part of the specification of enhancements to be delivered by Network Rail in England and Wales during Control Period 5, the Secretary of State for Transport announced the electrification of the Great Western Main Line from Cardiff onwards to Swansea, and the Valley Lines. Electrification and modernisation of these parts of the railway will bring significant potential to

88 A map of the current network is at: [http://www.nationalrail.co.uk/stations\\_destinations/maps.aspx#SA@quence\\_1](http://www.nationalrail.co.uk/stations_destinations/maps.aspx#SA@quence_1)

89 Wales Route Plan 2011 - <http://www.networkrail.co.uk/asp/4451.aspx?cd=1>

90 Links to key Network Rail planning documents - <http://www.networkrail.co.uk/structure-and-governance/planning-and-operating-the-railway/>

91 High Level Output Statement for Control Period 5 - <https://www.gov.uk/government/publications/high-level-output-specification-2012>

introduce transformational change to the transport system in Wales. It also provides the potential for opportunities for employment and for growing supply chains through local sourcing of skills and materials, for improving our skills base in, for example, electrical engineering, and in securing community benefits. We will work closely with Network Rail to maximise these benefits in Wales.

3.8.4 The Welsh Government has a direct interest in these processes because we are responsible for the day to day management and funding of the current Wales and Borders rail franchise, and following the transfer of relevant functions, we will specify and award the next franchise. Changes in infrastructure provision and charges directly affect the franchise and our costs. More broadly, rail is a core component of the transport system in Wales and it is in our interest to influence the investment decisions made by the UK Government and Network Rail and, in certain circumstances, invest directly ourselves to secure projects that contribute to our wider transport strategy and deliver wider benefits for Wales. This is because:

- rail infrastructure forms an intrinsic part of the Welsh transport system and investing in improvements in the rail network may be the most appropriate and cost effective way to deliver transport improvements that support our wider objectives
- an efficient, effective rail network has an important role to play in supporting the Welsh economy enabling access across Wales and cross-border for people and freight
- an efficient, effective rail network also has an important role to play in enabling people to access key services, recreation and link communities across Wales. The nature of the rail network in Wales is such that it provides critical connectivity for many communities, including in rural areas and deprived communities

3.8.5 Investment in rail benefits the part of Wales in which the specific intervention is delivered but may also offer benefits to Wales as a whole, depending on the scale and strategic nature of the investment.

3.8.6 Investment in rail benefits anyone who wishes to travel via rail to access services such as healthcare or education, or to access jobs or business opportunities, or for tourism or leisure purposes, or simply to connect people with family, friends and the wider community.

3.8.7 Our first priority will be to seek to persuade the UK Government or Network Rail to invest in the rail network in Wales. Nevertheless there will be circumstances where Welsh Government investment is justified. On this basis we will:

- develop a project pipeline so that, when UK funding opportunities occur, there are Welsh projects at an appropriate stage of development that can be submitted for consideration and stand a chance of securing funding
- lever in UK or other sources of funding, for example drawing in investment from the ring-fenced funds<sup>92</sup> set up in each control period
- provide added value where we can add to planned UK investment
- address specific Welsh Government priorities, for example in terms of accessibility of stations or opening up access via rail to key sites
- reduce franchise costs or generate additional income for the franchise and therefore improve our revenue position where there is an opportunity
- ensure that our contracts and delivery arrangements provide for training opportunities, apprenticeships and jobs for people, to enable us to contribute directly to tackling poverty.

3.8.8 Within this context, the priorities for making Welsh Government investment in the rail network are:

- **Providing enhanced connectivity for communities, business and key services, particularly where our investment can lever in UK or other sources of funding**  
(Wales Transport Strategy - Outcome 6: Employment, Outcome 8: Reliable transport system and Outcome 9: Freight )
- **Ensuring Wales has high quality transport links and is well connected to the rest of the UK and internationally, particularly where our investment can lever in UK or other sources of funding**  
(Wales Transport Strategy - Outcome 6: Employment, Outcome 7: Connectivity: nationally and internationally, Outcome 8: Reliable transport system and Outcome 9: Freight )
- **Improving the accessibility and safety of stations and services, particularly where our investment can lever in UK or other sources of funding**  
(Wales Transport Strategy Outcome 6: Employment)

92 CP5 ring-fenced funds - Level Crossing Risk Reduction Fund, National Stations Improvement Programme (NSIP), Access for All (AfA), East Coast Connectivity Fund, CP6 Development Fund, Network Rail Discretionary Fund (NRDF), Strategic Freight Network (SFN), Passenger Journey Improvement Fund (PJIF), High Speed 2, Innovation Fund

### 3.9 Rail Infrastructure - Specific interventions

3.9.1 We will support the delivery of the following committed schemes, subject to the business case still justifying the expenditure and the delivery agent obtaining any necessary statutory consents:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>93</sup>					National/Regional
				1	2	3	4	5	
RI1	<p>Mid Tier Access for All programme:</p> <ul style="list-style-type: none"> <li>- station accessibility upgrades (station improvement) at Radyr, Llandaf, Ystrad Mynach, Machynlleth and Chirk</li> <li>- easy access installation programme for small rural stations across Wales to provide wheelchair access by use of on-train ramps</li> </ul> <p>Funded through Welsh Government and DfT Access for All programme</p>	<p>Rail use has increased and there is potential for further growth</p> <p>There is a need to focus on improving connectivity and accessibility between communities and key employment centres, particularly for areas where accessibility is generally poor and where car ownership is low</p> <p>There is a need to ensure that people can access the rail network through physical accessibility improvements</p>	Short term						National
RI2	Station Improvement								

93 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services



Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>93</sup>					National/Regional
				1	2	3	4	5	
	<p>Programme (NSIP+) station improvements at Aberystwyth, Rhyl, Ystrad Mynach, Pontypridd and Port Talbot Parkway.</p> <p>Funded through Welsh Government (Transport and Regeneration), ERDF, Network Rail, Arriva Trains Wales</p>	<p>Rail use has increased and there is potential for further growth</p> <p>There is a need to focus on improving connectivity and accessibility between communities and key employment centres, particularly for areas where accessibility is generally poor and where car ownership is low</p> <p>There is a need to ensure that people can access the rail network through physical accessibility improvements</p>	Short term						National
RI3	<p>Line extension and new station at Ebbw Vale Town</p> <p>Funded by Welsh Government</p>	<p>Rail use has increased and there is potential for further growth</p> <p>There is a need to focus on improving connectivity and accessibility between communities and key employment centres, particularly for areas where accessibility is</p>	Short term						South East Wales

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>93</sup>					National/Regional
				1	2	3	4	5	
		generally poor and where car ownership is low							
RI4	Maesteg Branch frequency enhancement  Funded by Welsh Government	Rail use has increased and there is potential for further growth  There is a need to focus on improving connectivity and accessibility between communities and key employment centres, particularly for areas where accessibility is generally poor and where car ownership is low							South East Wales
RI5	Ebbw Vale line frequency enhancement (part of Phase 1 Metro)  Funded by Welsh Government	Rail use has increased and there is potential for further growth  There is a need to focus on improving connectivity and accessibility between communities and key employment centres, particularly for areas where accessibility is generally poor and where car ownership is low							South East Wales

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>93</sup>					National/Regional
				1	2	3	4	5	
RI6	North South journey time/capacity improvement project. Funded through Welsh Government	Rail use has increased and there is potential for further growth  There is a need to focus on improving connectivity and accessibility between communities and key employment centres, particularly for areas where accessibility is generally poor and where car ownership is low	Short term						North Wales

3.9.2 Whilst recognising that rail is non-devolved, we will identify priorities for future rail investment in Wales to inform Network Rail and UK Government investment plans and, where appropriate, Welsh Government investment plans:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>94</sup>					National / Regional
				1	2	3	4	5	
RI7	Contribute to Network Rail's Long Term Planning Process and the development of an ambitious Wales Route Strategy	Rail use has increased and there is potential for further growth.  There is a need to focus on improving connectivity and accessibility between	Short term						National

94 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>94</sup>					National / Regional
				1	2	3	4	5	
		communities and key employment centres, particularly for areas where accessibility is generally poor and where car ownership is low.							
RI8	Develop assessment criteria and, using those criteria, a prioritised list of station improvement proposals to draw down funding from relevant HLOS specific funds (as rail is non-devolved).	Rail use for travel to work is generally low. Recent increases in rail use indicate potential for further growth.	Short term						National
RI9	Continue to develop the following station schemes, subject to the business case and necessary consents: <ul style="list-style-type: none"> <li>- Cardiff Central</li> <li>- Llanelli (Access for all - funding allocated)</li> <li>- Cathays (Access for all - allocated)</li> <li>- Taff's Well - accessibility upgrade and station improvement planned (Grip 4 to be completed March 2015)</li> <li>- Flint - accessibility upgrade undergoing</li> </ul>	Rail use for travel to work is generally low. Recent increases in rail use indicate potential for further growth.  There is a need to ensure that people can access the rail network through physical accessibility improvements.	Short term						National

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>94</sup>					National / Regional
				1	2	3	4	5	
	feasibility study (Grip 4 complete March 2015)								
RI10	<p>Develop assessment criteria and, using those criteria, a prioritised list of new station proposals for further consideration (in relation to securing funding from the rail industry). The following stations will be assessed as part of this process:</p> <p>South East Wales - Roath Park/ Wedal Road, Crwys Road, Gabalfa, Ely Mill/ Victoria Park, Caerleon, Llanwern, Newport West (on Ebbw Line), Crumlin, St Mellons, Newport Road/ Rover Way, Brackla, St Fagans, Magor</p> <p>South West Wales - Templeton, St Clears, Cockett, Landore</p> <p>Mid Wales - Bow Street, Carno, Howey</p> <p>North Wales - Broughton, North Wrexham, Deeside Industrial Park/ Northern Gateway (as alternative to upgraded Hawarden Bridge Station),</p>	Recent increases in rail use indicate potential for further growth.	Medium / Long term						National

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>94</sup>					National / Regional
				1	2	3	4	5	
	South Wrexham, Llangefni								
RI1 1	<p>Identify and prioritise opportunities to improve efficiency or capacity on the rail network and draw down HLOS specific funds through:</p> <ul style="list-style-type: none"> <li>- level crossing closures</li> <li>- line speed improvements</li> </ul>	<p>Will enable journey time improvements which may enable additional services and, potentially increase patronage, and enhance rail safety</p>	Short term						National
RI1 2	<p>Where appropriate, identify other priorities for investment in rail in Wales and bring those priorities to the attention of the UK Government given that rail infrastructure is not devolved:</p> <ul style="list-style-type: none"> <li>- North Wales rail modernisation including electrification</li> <li>- upgrade of the relief lines from Severn Tunnel to mainline standard</li> <li>- other priorities to be identified</li> </ul>	<p>Rail use for travel to work is generally low Recent increases in rail use indicate potential for further growth</p> <p>There is a need to focus on improving connectivity and accessibility between communities and key employment centres, particularly for areas where accessibility is generally poor and where car ownership is low</p> <p>The lack of viable and affordable alternatives to the car to access key</p>	Short to medium term						National

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>94</sup>					National / Regional
				1	2	3	4	5	
		employment sites and other services has been identified in the work of the Ministerial Task Force on North Wales Transport							

### 3.10 Rail Services

- 3.10.1 Rail passenger services provide crucial connectivity for people travelling within, as well as to and from, Wales. Rail freight plays an important role in supporting a number of business sectors in Wales and there is potential to develop its use further. Journeys by rail, whether by people or for freight, are fundamental to sustaining and developing our economy.
- 3.10.2 Since 2006 the Welsh Government has been responsible for the management of the Wales and Borders franchise, through a Joint Parties Agreement with the UK Government's Department for Transport. As the funding transferred by the UK Government in 2006-07 was only at a level sufficient to cover the baseline franchise, it has been challenging for the Welsh Government to bridge the gap between the capacity provided to us in the franchise and the capacity customers require.
- 3.10.3 However, despite this challenge, the Welsh Government has significantly expanded service capacity and passenger numbers in the Wales and Borders franchise area since 2003. Between 2003-04 and 2012-13, train kilometres for services provided by Arriva Trains Wales increased by 31 per cent. It is anticipated that passenger demand will continue to increase significantly. The Welsh Government will be working to ensure that train capacity is sufficient to respond to this increased demand, while also seeing improvements in service quality.
- 3.10.4 The current Wales and Borders franchise comes to an end in October 2018. Agreement in principle has been reached on the transfer of responsibility for specifying and awarding the next Wales and Borders franchise. The new franchise offers the opportunity to shape a specification which reflects the pattern of use that has developed and the basis on which to enhance Wales' economic competitiveness.
- 3.10.5 We will set out priorities for services in the next Wales and Borders franchise. This will be informed by the views of all stakeholders and will take account of

the recommendations made by the National Assembly’s Enterprise and Business Committee in December 2013 following its inquiry into the future of the franchise.

### 3.11 Rail Services – Specific Interventions

3.11.1 We will ensure delivery of good quality rail services in Wales through effective management of the Wales and Borders Rail Franchise, building positive working relationships with other franchise operators serving Wales and identifying priorities for the next franchise:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>95</sup>					National / Regional
				1	2	3	4	5	
RS 1	Manage the current franchise including: - ensuring the contract is managed effectively - introduction of new services on the Cambrian Main Line and Heart of Wales Line - a review of currently proposed service enhancements (including those listed in Annex F)	£177m spent on the franchise (including additional services above the original specification) in 2013/14.  National Rail Passenger Survey shows overall satisfaction with Arriva Trains Wales has improved since the franchise began (83% in Spring 2014). In 2013-14, Arriva Trains Wales’s average punctuality was 93.1%. The proportion of passengers satisfied with punctuality/reliability in the Spring	Short term						National

95 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services



Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>95</sup>					National / Regional
				1	2	3	4	5	
		2014 wave of the National Passenger Survey was 82%.							
RS 2	Prepare for the next franchise to be in a position to let the franchise: - Establish the policy framework within which the franchise will be let - Identify appropriate service frequencies and identify any additional services that should be included - Develop commercial strategy, informed by modelling work - Consider possible role of alliancing	Rail use for travel to work is generally low. Recent increases in rail use indicate potential for further growth.  There is a need to focus on improving connectivity and accessibility between communities and key employment centres, particularly for areas where accessibility is generally poor and where car ownership is low.	Short/ Medium term						National

### 3.12 Bus and Community Transport

- 3.12.1 Local bus services cater for the vast majority of local public transport needs across Wales, and buses continue to provide the backbone of the public transport network.
- 3.12.2 Every day, 62,000 people rely on the bus to get to work, and about a quarter of a million people use bus services every day to get to hospital appointments, visit friends, go shopping or access leisure. Buses are particularly important for young people and older people, for women and disabled people, and for people on low incomes, but there is scope to broaden the appeal of this mode of transport.
- 3.12.3 A key focus of this Plan is to bring forward co-ordinated interventions to improve the attractiveness of bus travel. We want to see more services operating commercially and to see the proportion of fare paying passengers increase as a whole. This will be good for the bus sector and good for passengers with

greater stability in service provision. It will also mean that public subsidy can be concentrated where it is needed most.

- 3.12.4 Following changes made in the 1980s, local bus services outside London are deregulated. Under these arrangements, the majority of local bus services in Wales are commercially operated by bus companies, with local authorities playing a role in co-ordinating local bus services, making arrangements for the provision of socially necessary bus services and providing passenger information and infrastructure.
- 3.12.5 The Welsh Government currently provides funding to local authorities to support key socially necessary bus services across Wales, and funds the provision of concessionary travel arrangements for people aged over 60, disabled people and seriously injured service personnel and service veterans. The Welsh Government has also made available capital funding to support improvements to infrastructure designed to support the more efficient operation of bus services. In addition, Welsh Government has also funded specific bus services such as TrawsCymru (see below) which provide nationally strategic important links.
- 3.12.6 In 2014 the Welsh Government established a Bus Policy Advisory Group to help set the strategic objectives for the promotion of better bus services in Wales. The Welsh Bus Advisory Group recommended the establishment of national quality standards for the delivery of bus and community transport services across Wales covering the following key components:
- Network review and development
  - Fares
  - Information
  - Quality
  - Reliability
- 3.12.7 The Group recommended that one of the key building blocks for the delivery of improved local bus services was the development of new Network Partnership Boards involving local authorities, bus operators, bus users and key trip generators. The Welsh Government will investigate through the Group how these new proposed Network Partnerships should be developed.
- 3.12.8 Community and voluntary transport services also play a vital role in providing affordable and accessible passenger transport opportunities for communities across Wales, especially those which are socially or geographically isolated. For example, the Bwcabus project, which provides integrated passenger transport to rural communities in the Teifi Valley and Lampeter areas in west Wales.

- 3.12.9 Cross-border bus services are important and Welsh Government will be encouraging local authorities to consider how best to join up services.
- 3.12.10 A review of the TrawsCymru longer distance bus network was carried out last year and made a number of recommendations for improvements recognising the continued strategic importance of a network of key longer distance bus routes linking key centres across Wales (see Fig x) . The review recommended that the Welsh Government play a more prominent role in the planning and delivery of longer distance bus services in Wales, with routes supported by the introduction of Quality Bus Partnership Schemes.

**Figure 3.1: TrawsCymru Bus Network**



- 3.12.11 Our investment priorities for bus and community transport are:

- Providing enhanced connectivity for communities, business and key services, particularly where that connectivity would not otherwise be provided**  
 (Wales Transport Strategy - Outcome 6: Employment and Outcome 8: Reliable transport system)
- Improving the accessibility and safety of transport hubs and services**  
 (Wales Transport Strategy Outcome 6: Employment)
- Removing barriers to efficient service provision by improvements to infrastructure**  
 (Wales Transport Strategy Outcome 6: Employment)
- Enabling improved access to information and integration of services, ticketing and timetabling**  
 (Wales Transport Strategy - Outcome 6: Employment, Outcome 7: Connectivity: nationally and internationally, Outcome 8: Reliable transport system)

### 3.13 Bus and Community Transport - Specific interventions

3.13.1 We will continue to allocate funding to support public transport services:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>96</sup>					National / Regional
				1	2	3	4	5	
BC T1	Provide funding to support socially necessary services	There is a need to improve access to the public transport network so that people can access employment and services – particularly where accessibility is generally poor and where car ownership is low	Short term						National
BC T2	Develop options for targeted funding for bus	There is a need to improve access to the public transport	Short term						National

<sup>96</sup> Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>96</sup>					National / Regional
				1	2	3	4	5	
	and community transport services focused on: - Rural services - Access to hospital and other key services - Access to employment sites	network so that people can access employment and services – particularly where accessibility is generally poor and where car ownership is low							
BC T3	Continue to provide a concessionary fares scheme for older people, disabled people and seriously injured service personnel and veterans	There is a need to improve access to the public transport network so that people can access employment and services – particularly where accessibility is generally poor and where car ownership is low	Short term						National
BC T4	Deliver Youth Concessionary fare scheme for 16 and 17 year olds	There is a need to improve access to the public transport network so that people can access employment and services – particularly where accessibility is generally poor and where car ownership is low	Short term						National

## 3.13.2 We will deliver the following:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>97</sup>					National/Regional
				1	2	3	4	5	
BC T5	Implement the recommendations arising from the Bus Policy Advisory Group Review in 2014	Addresses the need to make appropriate provision for bus services.	Short term						National
BC T6	Implement greater central management of TrawsCymru services and determine if there is a viable business case to introduce new TrawsCymru services	Addresses gaps in strategic public transport provision across Wales to improve accessibility to jobs and services	Short term						National
BC T7	Produce All Wales Bus Quality Standard for bus and community transport service in partnership with local authorities, operators and users. Standard will include components such as : - Availability of accessible bi-lingual information - A fares policy that is easy to understand - Customer care / satisfaction - Access for	Improves quality and accessibility of bus services for all passengers to encourage increased patronage and improved accessibility for disabled people. Recommendation arising from the Bus Policy Advisory Group Review in 2014	Short term						National

97 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>97</sup>					National/Regional
				1	2	3	4	5	
	disabled people - Personal safety at passenger waiting facilities and on vehicles								
BC T8	Develop a policy statement on accessibility of bus services which will be used to inform standards and funding obligations. It will cover: - Accessible bi-lingual information including on buses - Training for drivers - Infrastructure - rollout of orange wallet scheme	There is a need to improve access to the public transport network so that people can access employment and services – particularly where accessibility is generally poor and where car ownership is low	Short term						National
BC T9	Evaluate pilots in Ceredigion and the Vale of Glamorgan to inform development of longer term approach to supporting community transport	Provide sustainable travel options in communities where there is currently a lack of choice	Short term						National
BC T10	Evaluate the effectiveness of Bwcabus and similar schemes and use that evidence to inform future approach to demand-led transport services, particularly in rural areas	Improve journey times in areas where public transport connectivity is poor	Short term						National

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>97</sup>					National/Regional
				1	2	3	4	5	
BC T11	Develop a voluntary concordat with Confederation of Passenger Transport, other operators and Traffic Commissioner to introduce measures which ensure greater stability for local bus networks such as increasing the length of notice period needed to change local bus services and restricting timetable changes to certain pre-determined dates in each calendar year	Decline in bus passenger numbers and opportunity to make buses a more attractive option	Short term						National
BC T12	Work with local authorities and bus operators to identify congestion and pinch points on the network that impact on bus reliability and punctuality and ensure that solutions are integrated into wider highway improvements programme	Address journey times and journey reliability and make them more attractive to passengers and thereby enhance the commercial viability of routes	Short term						National
BC T13	Work with community transport providers to develop car club schemes in areas	There are areas of Wales where people experience difficulties in accessing	Short						National



Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>97</sup>					National/Regional
				1	2	3	4	5	
	where people have difficulty in accessing employment opportunities and services	employment and services – particularly where accessibility is generally poor and where car ownership is low							
BC T14	Strategic Bus Priority Develop a package of bus priority measures along key strategic corridors	Address capacity limitations Improved frequency and journey time, reliability	Short / Medium term						National

### 3.14 Children and young people

- 3.14.1 The Welsh Government is committed to putting the principles of the UN Convention on the Rights of the Child put into practice. We want to ensure that children and young people are engaged in determining priorities for transport and that engagement leads to an improvement in the facilities and services they use and that the influence they have had is reported back clearly.
- 3.14.2 We have worked closely with the Children’s Commissioner for Wales to embed this approach in strengthening the risk assessment of walked routes to school over the last year. As highlighted in the section 3.3.6, we are now working with schools on the trunk road to develop a programme of safety improvements.
- 3.14.3 The Learner Travel (Wales) Measure 2008 sets the legislative framework for school travel in Wales. The Learner Travel Statutory Provision and Operational Guidance has been revised, including to give more detailed advice on the risk assessment of walked routes to school, and the revised version was published in 2014. The guidance sets out the statutory provisions which local authorities must consider in undertaking their responsibilities under the Learner Travel (Wales) Measure 2008. It also includes advice on school and parental responsibilities, a frequently asked questions section outlining best practice.
- 3.14.4 Learners undertaking certain training opportunities are eligible for support towards transport expenses by the Welsh Government (Department for Education and Skills).

- 3.14.5 As reflected in the evidence on road safety in section 2.6, we recognise that children and young people are vulnerable road users and have prioritised road safety investment to help address casualties.

### 3.15 Children and young people - specific interventions

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>98</sup>					National/ Regional
				1	2	3	4	5	
C1	Revise the Travel Behaviour Code supported by the Children's Commissioner	Potential to improve safety and make a range of travel options more attractive to learners	Short Term						National

### 3.16 Information and Transport Choices

- 3.16.1 Accessible, bi-lingual, clear and accurate information about transport is crucial to enabling the system to work as effectively as possible. We want to ensure that transport improvements are well-publicised to potential users, and that people can access easy to understand information about their travel options. For example, through improvements to, and increased awareness of Traveline Cymru and TrafficWales.com.
- 3.16.2 We also need to ensure that we are engaging with transport users who are best placed to inform us of their travel experiences. The Public Transport Users' Advisory Panel brings together organisations with expertise to deal with public transport user matters and will provide expert advice on issues that affect public transport users.
- 3.16.3 We would like to encourage more sustainable travel choices – by combining capital investment in sustainable transport with marketing and incentives which directly inform people about their personal travel options. We currently undertake a programme of travel planning activity that includes workplace, household and school travel planning:
- Workplace travel planning – helping employees to be more active on their everyday journeys, reduce the number of sick days, improve productivity and reduce staff turnover. We currently fund four regional travel planning co-

98 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

coordinators to promote workplace travel planning and journey sharing through Share Cymru<sup>99</sup> - the All Wales Journey Share Scheme.

- Household personalised travel planning – providing tailored information, incentives, and motivation directly to individuals to help them voluntarily make more informed travel choices. We have undertaken a four year programme of personalised travel planning activity which will complete in December 2014.
- Travel planning in education - including activities to spark interest and encourage shift to active travel modes. We have funded Smarter Journeys and Bike It projects to encourage more active travel choices in schools across Wales.

3.16.4 Our priorities for investing in marketing and information are:

- **Improving information about sustainable and active travel to key sites such as workplaces, hospitals, schools, shopping and recreation areas**  
(Wales Transport Strategy – Outcome 1: Healthcare and social services, Outcome 2: Education, training and lifelong learning, Outcome 3: shopping and leisure, Outcome 4: Healthy lifestyles, Outcome 6: employment, Outcome 10: Visitor attractions, green spaces and the countryside)
- **Improving accessibility and integration for all**  
(Wales Transport Strategy – Outcome 5: Safety and security of travel, Outcome 2: Education, training and lifelong learning)
- **Encouraging uptake of sustainable and active travel**  
(Wales Transport Strategy – Outcome 1: Healthcare and social services, Outcome 2: Education, training and lifelong learning, Outcome 3: shopping and leisure, Outcome 4: Healthy lifestyles, Outcome 6: employment, Outcome 10: Visitor attractions, green spaces and the countryside)

<sup>99</sup> [www.sharecymru.com](http://www.sharecymru.com)

### 3.17 Information and Transport Choices – Specific interventions

3.17.1 We will support the improvements to marketing and information:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>100</sup>					National/Regional
				1	2	3	4	5	
ITC 1	Review travel planning interventions funded by the Welsh Government to ensure that they are focused and targeted appropriately	There are opportunities to make active travel an option for more journeys to work, particularly for trips under 5km	Short Term						National
ITC 2	Determine a way forward and approach to delivering personalised travel planning	There are opportunities to make active travel an option for more journeys to work, particularly for trips under 5km and to support the implementation of the Active Travel (Wales) Act.	Short term						National

### 3.18 Ports

3.18.1 Welsh ports make a significant contribution to the Welsh economy, with a number forming part of the Trans-European Transport Network (TEN-T), the EU's strategic transport infrastructure policy.

3.18.2 There are three models of port ownership in Wales; trust, local authority and private. All exist side by side in Wales and are run on a commercial basis.

3.18.3 The Welsh ports industry service four main markets:

<sup>100</sup> Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

- Roll-on Roll-off (ro-ro) and passenger traffic with links to the Republic of Ireland handled by Holyhead, Fishguard and Pembroke Dock; acting as the gateway between the Republic of Ireland and the rest of Europe
  - major oil and energy sector traffic handled by Milford Haven and offshore renewable energy facilities at the Port of Mostyn
  - markets served by the ports at Newport, Cardiff, Port Talbot and Swansea handle dry and liquid bulk, forest products, iron and steel products and some container traffic
  - a range of smaller ports where there is a mixture of general cargo, and significant leisure activity, including a growing cruise sector
- 3.18.4 Government statistics classify ports as either ‘major’ or ‘minor’ (i.e. handling less than 1Mt per year) according to their throughput. Welsh ‘major’ ports include the ports of Cardiff, Fishguard, Holyhead, Milford Haven, Newport, Port Talbot and Swansea. The ‘minor’ ports include Barry, Burry, Mostyn, Neath, Anglesey, Llanelli, Llandulas and Port Penrhyn.
- 3.18.5 In 2012 54.6 million tonnes (Mt) of freight went through Welsh ports, accounting for 11% of the United Kingdom (UK) total of 500.9 Mt.<sup>101</sup>. The top three ports by volume in Wales (Milford Haven, Port Talbot and Holyhead) carry over 80 per cent of all Welsh throughputs.
- 3.18.6 The three most important commercial ports in Wales meet specialised shipping needs:
- Milford Haven handles mainly crude oil, petroleum products and liquefied natural gas (LNG)
  - Port Talbot imports iron ore and coal mostly for the adjacent steelworks
  - Holyhead is the main port for freight and sea passenger transport with the Irish Republic
- 3.18.7 Welsh ports act as the gateway between the Republic of Ireland and the rest of Europe with, for example, over 80 per cent of HGV traffic between Ireland and Europe passing through Wales. In 2012<sup>102</sup>:

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101 Sea Transport Statistical Bulletin 2013, Welsh Government ( March 2014)

102 Ibid

- Around 386,000 lorries and unaccompanied trailers passed through Welsh ports to and from Ireland. Around three quarters of this traffic went through Holyhead
  - In 2012 there were 2.6 million sea passengers travelling between Wales and Ireland; 1.9 million of these passed through Holyhead with the remainder using the ports of Fishguard and Milford Haven
  - There were 634,000 accompanied passenger vehicles, made up of 621,000 cars and 13,000 coaches
  - There were almost 8,000 ship arrivals in Wales during 2012
  - In 2012 Milford Haven alone handled 8% of the UK total (38.1 Mt)
- 3.18.8 Welsh ports need to be able to maintain existing operations and take opportunities to grow and diversify in the future.
- 3.18.9 In terms of future growth and diversification, Welsh ports have the potential to play a greater role within inter-modal freight networks, and we are supporting their use as cruise liner call ports, and more generally encouraging the tourism aspect of ports and marinas in line with 'Partnership for Growth: The Welsh Government Strategy for Tourism 2013-2020'.
- 3.18.10 Due to their land holdings, ports in Wales are in a good position to provide transit facilities for handling goods passing between different transport modes, as well as hosting value added processes such as manufacturing, enhancing economic growth and job opportunities in the local area. For example, there are ambitious plans for ports in Wales to further serve the low carbon agenda specifically in nuclear, wave/tidal and offshore wind industries.
- 3.18.11 Effective onward links with the wider transport network are vital and need to be integral consideration in transport planning, with transport investment, where relevant, primarily related to improving connectivity to ports and largely driven by economic development opportunities.
- 3.18.12 We have accepted the recommendations of the Wales Freight Task & Finish Group, which was established to advise on key interventions required to drive economic growth and their recommendations have been reflected in the interventions set out in this plan. For example, the improvements to the M4, the A40 and the A55. We are also making the case to the UK Government for further improvements to the rail infrastructure in Wales to maximise the potential for Welsh ports to compete for the continued increase in container freight forecast by Network Rail as part of its long term planning process.

3.18.13 We would like to see an increase in short sea shipping (essentially the movement of cargo and passengers by sea between European ports) through Welsh ports to help improve the sustainability of the freight network, as well as enhancing local economic growth and jobs. This ambition is aligned with the EU TEN-T Motorways of the Sea concept and we are working with the Wales Ports Group to scope potential opportunities, including the need for further transport interventions.

3.18.14 Transport investment priorities for ports are set out below:

- **Providing enhanced connectivity for communities, business and key services, particularly where our investment can lever in UK or other sources of funding**  
(Wales Transport Strategy - Outcome 6: Employment, Outcome 8: Reliable transport system and Outcome 9: Freight )
- **Ensuring Wales has high quality transport links and is well connected to the rest of the UK and internationally, particularly where our investment can lever in UK or other sources of funding**  
(Wales Transport Strategy - Outcome 6: Employment, Outcome 7: Connectivity: nationally and internationally, Outcome 8: Reliable transport system and Outcome 9: Freight )

### 3.19 Ports – Specific interventions

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>103</sup>					National/Regional
				1	2	3	4	5	
P1	Develop a Memorandum of Understanding with the ports sector in Wales setting out how the Welsh Government and ports sector will	Significant freight traffic through Welsh ports	Short Term						National

103 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>103</sup>					National/Regional
				1	2	3	4	5	
	work together								

### 3.20 Air transport

- 3.20.1 Aviation in Wales is an important economic and social asset, connecting Wales to a global economy which facilitates inward investment and trade; and airports are a critical part of our national infrastructure, acting as an economic driver and gateway into Wales for business and leisure purposes. Their importance is set out in our 'Interim Paper on Aviation', found at: <http://wales.gov.uk/topics/transport/aviation-home/?lang=en>.
- 3.20.2 The inter-relationship between aviation and other modes of transport needs to be integrated within our overall transport priorities for Wales, reflecting the needs of both passengers and freight.
- 3.20.3 Cardiff is Wales' major international airport and is part of the Trans-European Transport Network (TEN-T). As its sole shareholder, the Welsh Government's ambition is for it to be acknowledged as the airport of choice for Wales and to be our gateway for the world.
- 3.20.4 We are enhancing surface connectivity to Cardiff Airport by funding an express bus shuttle service between the airport and the city centre and Cardiff Bay, and funding improvements to the A4226 road (Five Mile Lane).
- 3.20.5 The Intra Wales Air Service has been running since May 2007. The current contract is due to expire on 9 December 2014. Recently, an independent review of the service was undertaken which included significant engagement of key industry experts and relevant stakeholders. This review has been the basis for developing a new specification for the future contracted service requirements.
- 3.20.6 The new PSO contract will provide two return services a day between Anglesey Airport and Cardiff.
- 3.20.7 Connectivity to other UK airports is also critical for the Welsh economy and businesses, including our tourism industry. The Ministerial Task Force on North Wales Transport has already identified the importance of connectivity into Manchester and Liverpool airports in particular, and the role of the A55 and the North Wales Main Line in providing the links.



3.20.8 We are making improvements to the A55 and making a case to the UK Government for improvements to the rail infrastructure in North Wales. As set out in our evidence to the Davies Airports Commission, good connectivity to airports in South East England, Heathrow in particular, is crucial for South Wales and will be improved by electrification of the Great Western Main Line and the M4 relief road.

3.20.9 Our investment in airports will be largely driven by economic development opportunities. Transport investment, where relevant, will primarily relate to improvements in connectivity to ports. Transport investment priorities for airports are set out below:

- **Providing enhanced connectivity for communities, business and key services, particularly where our investment can lever in UK or other sources of funding**  
(Wales Transport Strategy - Outcome 6: Employment, Outcome 8: Reliable transport system and Outcome 9: Freight )
- **Ensuring Wales has high quality transport links and is well connected to the rest of the UK and internationally, particularly where our investment can lever in other sources of funding**  
(Wales Transport Strategy - Outcome 6: Employment, Outcome 7: Connectivity: nationally and internationally, Outcome 8: Reliable transport system and Outcome 9: Freight )

### 3.21 Air transport – Specific Interventions

3.21.1 We will:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>104</sup>					National/ Regional
				1	2	3	4	5	
A1	Manage the contract to provide two return services a day between Anglesey Airport	Recommendation following an independent review of the service, which included significant	Short Term						National

104 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>104</sup>					National/Regional
				1	2	3	4	5	
	and Cardiff.	<p>engagement of key industry experts</p> <p>The new contract aims to seek better value for money for the funded service; for example by encouraging bidders to explore alternative route options during the aircraft's downtime (to be operated outside of the PSO), and increasing passenger numbers.</p>							

### 3.22 Blue Badge Scheme

- 3.22.1 The Blue Badge Scheme plays an important role to play in enabling disabled people to travel independently, either as a driver or a passenger, by providing for parking near where they need to go.
- 3.22.2 The delivery of the Blue Badge Scheme is the responsibility of local authorities and the Welsh Government has been taking steps to bring greater consistency to the implementation of the scheme and to ensure eligibility criteria cover an appropriate range of conditions. As part of this effort, Robert Lloyd Griffiths, Director Wales - Institute of Directors and Autism Employment Ambassador for Wales, led a group of experts to review the Blue Badge scheme in Wales, with a particular focus on considering eligibility criteria for people with cognitive impairments. The Expert Group also addressed a number of issues about the wider implementation of the Blue Badge Scheme, ways in which administrative processes could be improved and the need to appropriately tackle abuse of the Scheme. Information was also gathered about the user experience of the

Scheme through engagement with access groups and organisations that represent disabled people.

3.22.3 We have developed a toolkit and guidance to support local authority decision making. We are also introducing an Independent Advisory Service to support local authorities in determining applications under the cognitive impairment criteria and other complex cases.

3.22.4 We will:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>105</sup>					National/Regional
				1	2	3	4	5	
BB1	Keep implementation of the Blue Badge Scheme under review	Expert Advisory Group report	Short term						National

### 3.23 Integrated Transport and Metro

3.23.1 We recognise that the transport system is intrinsically multi-modal and that integration between modes is critical to the effectiveness of the system as a whole. Many of the interventions set out in this Plan contribute to developing an integrated transport system, particularly those relating to public transport users - rail, bus and community transport, together with supporting initiatives such as comprehensive information and ticketing systems.

3.23.2 It is clear that effective transport systems support enhanced economic activity as set out in the 2006 Eddington Report<sup>106</sup> which found that ‘there is clear evidence that a comprehensive and high-performing transport system is an important enabler of sustained economic prosperity.’

3.23.3 The European Union also highlighted the importance of Urban Mobility<sup>107</sup> to the economy, especially mobility in cities and city regions. It has identified the

105 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

106 Eddington Transport Study, Dec 2006, commissioned by UK Chancellor of the Exchequer and The Secretary of State for Transport

delivery of better, smarter, sustainable and more integrated urban transport as a key policy objective to address issues of congestion, pollution and to help economic growth and employment.

3.23.4 Many important integrated transport inventions will be delivered at the local level and this is an area where we will need to carefully consider the priorities identified by local authorities in their Local Transport Plans.

3.23.5 More broadly we have identified the following investment priorities for integrated transport which will also apply to the Cardiff Capital Region Metro:

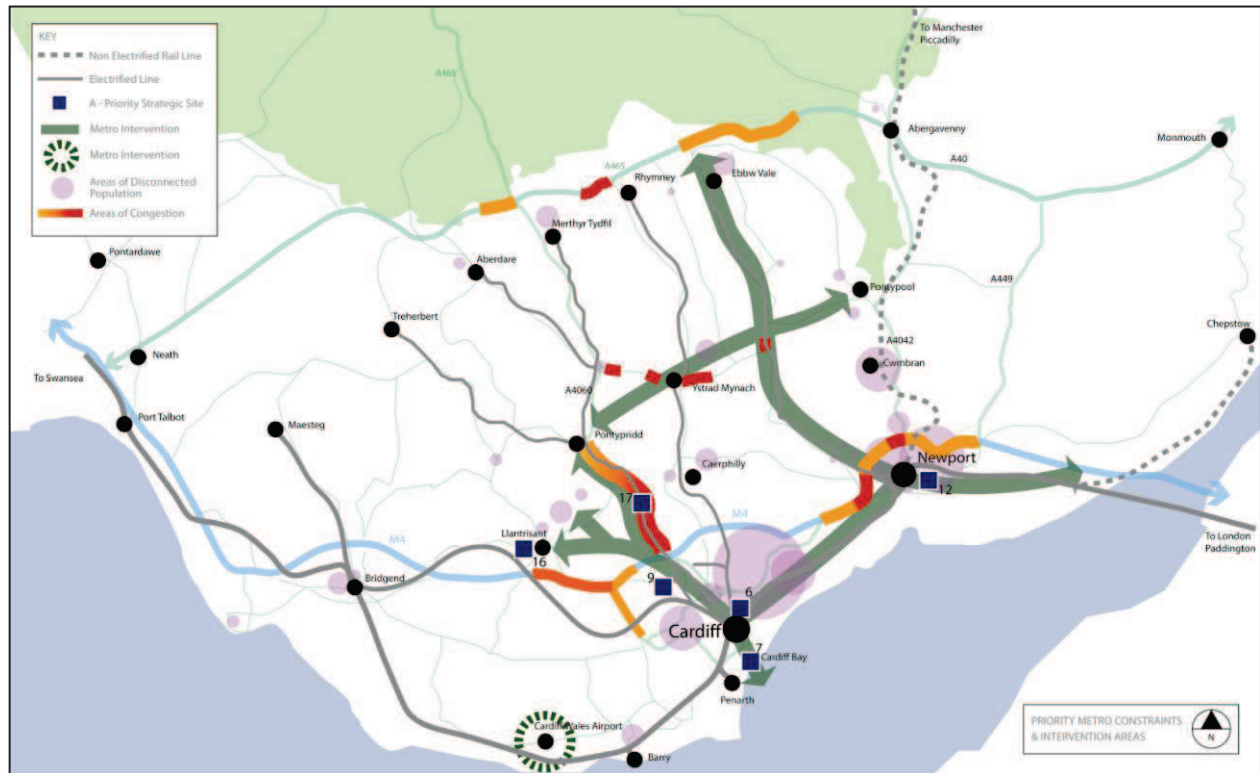
- **Providing enhanced connectivity for communities, business and key services**  
(Wales Transport Strategy - Outcome 6: Employment and Outcome 8: Reliable transport system, Outcome 1: Improve access to healthcare, Outcome 2: Improve access to education, training and lifelong learning, Outcome 3: Improve access to shopping and leisure facilities)
- **Improving the accessibility and safety of transport hubs and services**  
(Wales Transport Strategy Outcome 6: Employment, Outcome 5: Actual and perceived safety of travel, access to visitor attractions)
- **Enabling improved access to information and integration of services, ticketing and timetabling**  
(Wales Transport Strategy - Outcome 6: Employment, Outcome 7: Connectivity: nationally and internationally, Outcome 8: Reliable transport system and Outcome 9: Freight)
- **Ensuring the efficient and effective operation of the transport network**  
(Wales Transport Strategy - Outcome 6: Employment, Outcome 7: Connectivity: nationally and internationally, Outcome 8: Reliable transport system and Outcome 9: Freight)

3.23.6 A specific priority for integrated transport is the development of the Cardiff Capital Region Metro, the spatial priorities for which were set out in the 2013 Metro Impact Study<sup>108</sup> encompassing the coastal Cardiff-Newport conurbation and South Wales Valley towns comprising 10 local authorities and numerous transport operators. Within this area Metro aims to deliver enhanced

108 <http://wales.gov.uk/docs/det/publications/131126-metro-impact-study-main-report-en.pdf>

connectivity to improve urban mobility and accessibility for people and enable businesses to reap the benefits of agglomeration.

**Figure 3.2: Priority Metro Interventions**



3.23.7 Metro is not a single scheme or project but will comprise a multiplicity of modes including improved rail and bus services, potentially supplemented by new modes (e.g. light rail/trams) and priority measures (e.g. bus rapid transit corridors), which collectively offer an attractive region wide alternative to the car. In this context, the vision for Cardiff Capital Region Metro is for a multi-modal, integrated, rapid transit network, offering the passenger a single ticket, “turn up and go” experience.

3.23.8 In order to ensure that public transport journeys become progressively more seamless for passengers and public transport patronage can grow substantially, several elements need to be brought together in forming the proposed integrated Metro network. These include:

- Integrated ticketing – including multi-operator / multi-mode products that facilitate cost effective and efficient transfer between vehicles
- Network integration – coordinate timetables to minimise waiting times when interchanging between services

- Physical integration at transport interchanges – easy movement between platforms and stops
- Comprehensive network information and branding – simplifying journey planning

3.23.9 The delivery of these elements will assist achieve the following Metro objectives:

- deliver maximum economic benefits across the Cardiff Capital Region
- encourage development and / or regeneration at strategic sites
- facilitate station focussed regeneration/development at key locations across the region
- support the maintenance or development of diverse, sustainable communities across the region
- provide an attractive, competitive alternative to the private car for many journeys
- reduce road congestion
- release additional capacity on the rail network
- reduce the adverse impacts of transport on the environment
- minimise the cost to government of public transport operations.

### 3.24 Cardiff Capital Region Metro & Integrated Transport – Specific interventions

3.24.1 Within the Metro phase 1 programme we will deliver:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>109</sup>					National/Regional
CCR M1	<i>Ebbw Vale Line Enhancement package, Including:</i>	Address capacity and congestion issues and contribute to	Short term						South East Wales

<sup>109</sup> Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>109</sup>					National/Regional
	Extension to Ebbw Vale Town Centre, Provision of infrastructure to facilitate frequency enhancements (dualling line north of Crosskeys and additional platforms at Newbridge and Llanhilleth), Extension of platforms to 6 car length.	generalised journey time improvements.							
CCR M2	<i>Merthyr Line Enhancement Package</i> , Including: Additional passenger waiting facilities at Cardiff Queen Street, Cathays ‘Access for All’ and passenger facility improvements, Taffs Well, Park and Ride extension, Treforrest Estate Park and Ride scheme Merthyr Tydfil station improvement, Minor works at remaining stations to improve user facilities.	Improved physical access and waiting facilities on key transport corridor	Short term						South East Wales

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>109</sup>					National/Regional
CCR M3	<i>Maesteg Line Capacity Enhancements</i> , Provision of improved service frequency.	Address capacity and congestion issues and contribute to generalised journey time improvements.	Short term						South East Wales
CCR M4	<i>Interchange Improvement Programme</i> : Newport Bus Station Phase 2, Merthyr Tydfil Bus Station Preparatory works	Address bus terminal capacity issues and facilitate interchange	Short term						South East Wales
CCR M5	<i>Bus Priority Improvements</i> : including: A470 Pontypridd – Cardiff Bus Priority Programme, A472/A469 Crumlin Junction Improvements	Measures to assist journey time reliability at key points in the network. Support recommendations of Bus Policy Advisory Group.	Short term						South East Wales
CCR M6	<i>Bus Stop Improvement Programme</i> : Upgrade 10% of shelter stock on key corridors	Provision of improved waiting facilities to assist all passengers, particularly those with reduced mobility	Short term						South East Wales
CCR M7	<i>Smart Ticketing</i> , implement smart ticketing 'Pay as you Go' product	Reduced complexity, Opportunities to reduce boarding times. Support recommendations of Bus Policy Advisory Group.	Short term						South East Wales



3.24.2 We will continue to develop and appraise schemes identified in the Metro Impact Study<sup>110</sup> and will progress the actions set out in the Cardiff Capital Region Metro Update Report August 2014<sup>111</sup>:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>112</sup>					National/Regional
				1	2	3	4	5	
CC RM 8	Complete the transport planning work that will confirm the appropriate mix of public transport modes that should be developed for each corridor, enable the development of specific business cases and underpin long term Metro delivery, including consideration of light rail and other options.	Necessary stage in development of interventions to ensure that they are based on evidence and will be effective in addressing the issues the region faces	Short term						South East Wales
CC RM 9	With Network Rail and train operators, further test proposals to remove identified operational constraints and, if they appear feasible and deliver the anticipated benefits, will be subject to business case development. This will include the constraints	Address capacity and congestion issues in South East Wales and contribute to journey time improvements. Also wider economic rationale from agglomeration effects	Short/ Medium Term						South East Wales

110 <http://wales.gov.uk/topics/transport/public/metro/?lang=en>

111 <http://wales.gov.uk/docs/det/report/140826-cardiff-metro-update-report-august-2014-en.pdf>

112 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>112</sup>					National/Regional
				1	2	3	4	5	
	identified in the August 2014 Metro update report such as capacity through Queen Street and Cardiff Central.								
CC RM 10	<i>Valley Lines Improvements</i> Investigate improvements to the existing valley rail lines to boost performance  Investigations to look first at: - Rhymney - Coryton Line - City Line and Penarth Line	Address capacity limitations Improved frequency and journey time, reliability	Short / Medium / Long term						South East Wales
CC RM 11	<i>Improving access to non-rail served communities:</i> Investigate options to provide high quality public transport to communities and proposed development areas not currently served by rail, including: East Cardiff and Newport urban areas, Abertillery, Hirwaun and North West Cardiff into Rhondda Cynon Taf	Address issues of poor accessibility for some communities and improve journey time	Medium / Long term						South East Wales
CC RM 12	<i>City Centre Connectivity:</i> Investigate and prioritise options to improve public	Address poor accessibility for some communities within urban centres identified	Short / Medium term						South East Wales

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>112</sup>					National/Regional
				1	2	3	4	5	
	transport across Cardiff and Newport city centres Proposals to be investigated include: - Cardiff Bay - City Centre Light Rail Link - Newport Bus Rapid Transit network - Transport hubs and stations	in the evidence base							
CC RM 13	<i>Park and Ride</i> Investigate the development of strategic park and ride facilities Initial locations to be tested: Pentrebach, Cardiff West, Llanwern and Severn Tunnel Junction	Address capacity limitations Improved frequency and journey time, reliability	Medium / Long term						South East Wales
CC RM 14	<i>Travel information</i> Develop programme to standardise and improve travel information provision	Increased awareness and promotion of public transport options	Short / Medium term						South East Wales

3.24.3 Other proposals set out in the Metro Summary report are covered as follows: the development of integrated ticketing is highlighted above in intervention IT2; the development of bus priority measures in BCT14; and proposals for new stations are covered under intervention RI10 in the rail section. The development of proposals around the use of the relief lines will be picked up in discussions with Network Rail on their Long Term Planning Process, which is intervention RI7 in the rail section.

3.24.4 We will also deliver the following integrated transport improvements:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>113</sup>	National/Regional
IT1	Make grant funding available to local authorities for transport, including schemes that will help to improve access to employment sites, road safety schemes and schemes that will deliver the Welsh Government's wider priorities	<p>There is a need to focus on improving connectivity and accessibility between communities and key employment centres, particularly for areas where accessibility is generally poor and where car ownership is low</p> <p>There are opportunities to make active travel an option for more journeys to work, particularly for trips under 5km and to support the implementation of the Active Travel (Wales) Act</p> <p>There are remaining road safety issues that need to be addressed</p>	Short/ Medium Term		National
IT2	Work with public transport operators to deliver integrated ticketing	Integrated ticketing solutions between bus services and between bus and rail services	Short term		National

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>113</sup>					National/Regional
	<ul style="list-style-type: none"> <li>Pilot integrated ticketing approaches in specific locations and use evidence to inform wider roll out</li> <li>Continue to develop integrated multi modal multi operator ticketing All Wales Entitlement Card</li> </ul>	Recommendation arising from the Bus Policy Advisory Group Review in 2014							

3.24.5 We will identify priorities for the development of further integrated transport solutions:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>114</sup>					National/Regional
				1	2	3	4	5	
IT3	Review opportunities already identified by others to improve access between and to/from Enterprise Zones, and working with others, identify further opportunities.  Develop and	During the week 43% per cent of people can access an enterprise zone within 60 minutes by public transport. Areas not so well served include Carmarthenshire, Ceredigion, Powys and Swansea, with 100 per cent of people unable to access a	Short to longer term						National

114 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>114</sup>					National/Regional
				1	2	3	4	5	
	deliver an improvement programme or support others to do this.	Enterprise Zone by public transport within 60 minutes							
IT4	Undertake a feasibility study to investigate options to improve access to employment sites in the Deeside area by sustainable travel modes  Develop and deliver an improvement programme or support others to do this	North Wales Integrated Transport Task Force, NEWABTS and Ministerial Task Force  There is a need to focus on improving connectivity and accessibility between communities and key employment centres, particularly for areas where accessibility is generally poor and where car ownership is low  Use of and access by public transport is generally poor in north Wales	Short to longer term						North Wales
IT5	Working with the developer and local authority, clarify how the transport needs of people, goods and services accessing the Wylfa site will be met and delivered.	Ministerial Task Force  There is a need to focus on improving connectivity and accessibility between communities and key employment centres, particularly for areas where accessibility is	Short term						North Wales

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>114</sup>					National/Regional
				1	2	3	4	5	
		generally poor and where car ownership is low  Use of and access by public transport is generally poor in north Wales							
IT6	Working with local authorities and Network Rail, identify a network of multi modal transport interchanges, park and ride and park and share hubs and develop a programme to implement.	Increase take up of public transport services and sustainable forms of travel and reduce demands on the road network.	Short to longer term						National

- 3.24.6 The Welsh Government's strategy, Together for Health (2011), sets out a vision for the NHS for providing high class services designed to support and meet the health and well being needs of individuals, families and local communities at, or as close to, their home as possible.
- 3.24.7 In response, Local Health Boards have developed service change plans which include specialist services being delivered on fewer expert sites, whilst more services will be delivered through primary and community based care closer to home.
- 3.24.8 It is important for key partners to work together to understand and respond to the potential transport implications facing those patients, carers, families and staff using NHS sites and services, particularly in circumstances where service provision is changing. Therefore, for each of the NHS reconfiguration areas (Betsi Cadwaladr; Hywel Dda and the South Wales Programme) the Welsh Government established a collaborative Health Transport Access Group involving the LHB's, the Wales Ambulance Services Trust, Community Health Councils, local government, the bus industry and the Community Transport Association.
- 3.24.9 The Groups are working to ensure that people, particularly those from disadvantaged groups and communities, are able to reach the key services they need, such as hospitals, either by traveling to those services or by having the

services brought nearer to them. Each Regional Health Transport Access Groups has worked collaboratively to prepare an Action Plan setting out a series of measures for improving access to healthcare over the next 12-18 months.

3.24.10 The Access Groups will act as a bridge between the Local Transport Plans prepared by the local authorities and the Integrated Medium Term Plans prepared by the Health Boards to ensure that access to healthcare is a priority. They are also well placed to be a key delivery agent for taking forward the recommendations stemming from the bus policy work.

3.24.11 We will progress the following:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>115</sup>					National/Regional
				1	2	3	4	5	
IT7	Work with Local Health Board, Wales Ambulance Services Trust, Community Health Councils, local government, the bus industry and the Community Transport Associations to deliver action plans setting out measures for improving access to healthcare.	Together for Health (2011).  Responding to changes in health service delivery to ensure that people, particularly those from disadvantaged groups and communities, are able to reach the key services they need, such as hospitals, either by traveling to those services or by having the services brought nearer to them.	Short term						National

115 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services



### 3.25 Innovation, Research and Evidence Development

- 3.25.1 We will continue to look for opportunities to work in partnership with business and academia on innovative research and evidence development in order to help inform policy and implementation.
- 3.25.2 We are currently working with the UK's Transport Systems Catapult initiative to develop a datastore that brings together the transport data held for Wales into a spatial database capable of handling 'big data'. We are also actively investigating innovation in highway asset management with the Catapult and Welsh Universities. The Transport Systems Catapult is the UK's technology and innovation centre for Intelligent Mobility, harnessing emerging technologies to improve the movement of people and goods<sup>116</sup>.
- 3.25.3 A comprehensive data catalogue will record the datasets held in the datastore and provide links to other relevant data held in other repositories. The datastore will contain the datasets used in the preparation of this National Transport Plan, as well as scheme specific data collected during the implementation of the plan. The datastore will be used in the regular evaluation of the National Transport Plan and will become a resource available for those wishing to undertake research in the transport field in Wales. We are currently running a pilot project with a view to establishing the repository in 2015.
- 3.25.4 This project, and separate work with a mobile phone provider to use their data to inform the development of transport projects, demonstrates that we are already identifying and exploiting the new opportunities identified in Professor Preston's report on Approaches to Strategic Transport Planning<sup>117</sup> commissioned via the Public Policy Institute Wales.
- 3.25.5 We are also working with the Welsh Small Business Research Initiative (SBRI) Innovation Catalyst Programme to find an innovative solution to help reduce the number of motorcyclists killed or seriously injured on Welsh roads by 25 per cent. SBRI is a well established process to connect public sector challenges with innovative ideas from industry<sup>118</sup>.
- 3.25.6 We are also exploring the issues around low emission vehicles and the infrastructure for charging them. This is a maturing field which is being supported by both European Union, UK Government and private sector initiatives.

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116 <https://ts.catapult.org.uk/about-us>

117 Approaches to Strategic Transport Planning [Link]

118 <http://wales.gov.uk/about/cabinet/decisions/dl2014/janmar/business/eh1055/?lang=en>

- 3.25.7 We are looking at whether Wales specific initiatives should be developed to capitalise on the potential economic, environmental and social benefits that could result from an increased take up of low emission vehicles, including maximising opportunities for supporting our green growth agenda.
- 3.25.8 The Minister for Economy, Science and Transport has set up an expert Low Carbon Vehicle Steering Group to provide advice and recommendations on potential interventions, which will report by the end of 2014.
- 3.25.9 We are already committed to looking at suitable opportunities for installing charging infrastructure at the design stage of new road and major road improvement projects on the trunk road network.
- 3.25.10 We expect to explore the need for and feasibility of the Welsh Government taking more a more co-ordinating role in promoting existing initiatives and funding to consumers, business and the public sector, and of mapping the charging points in Wales.’
- 3.25.11 Our investment priorities are:

- **Supporting innovation and the rollout out of new technology, particularly where it can lever in other sources of funding**  
(Wales Transport Strategy - Outcome 6: Employment, Outcome 8: Reliable transport system and Outcome 9: Freight )
- **Developing the evidence base to inform better transport solutions** (Wales Transport Strategy - Outcome 6: Employment, Outcome 7: Connectivity: nationally and internationally, Outcome 8: Reliable transport system and Outcome 9: Freight )

- 3.25.12 We will:

Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>119</sup>					National/Regional
				1	2	3	4	5	
IRE1	We will work with partners to develop an open datastore that brings together the transport data held for Wales into	To be used in the evaluation of the National Transport Plan	Short term						National

119 Priorities: 1) Economic growth, 2) Access to employment, 3) Tackling poverty, 4) Sustainable travel and safety 5) Access to services

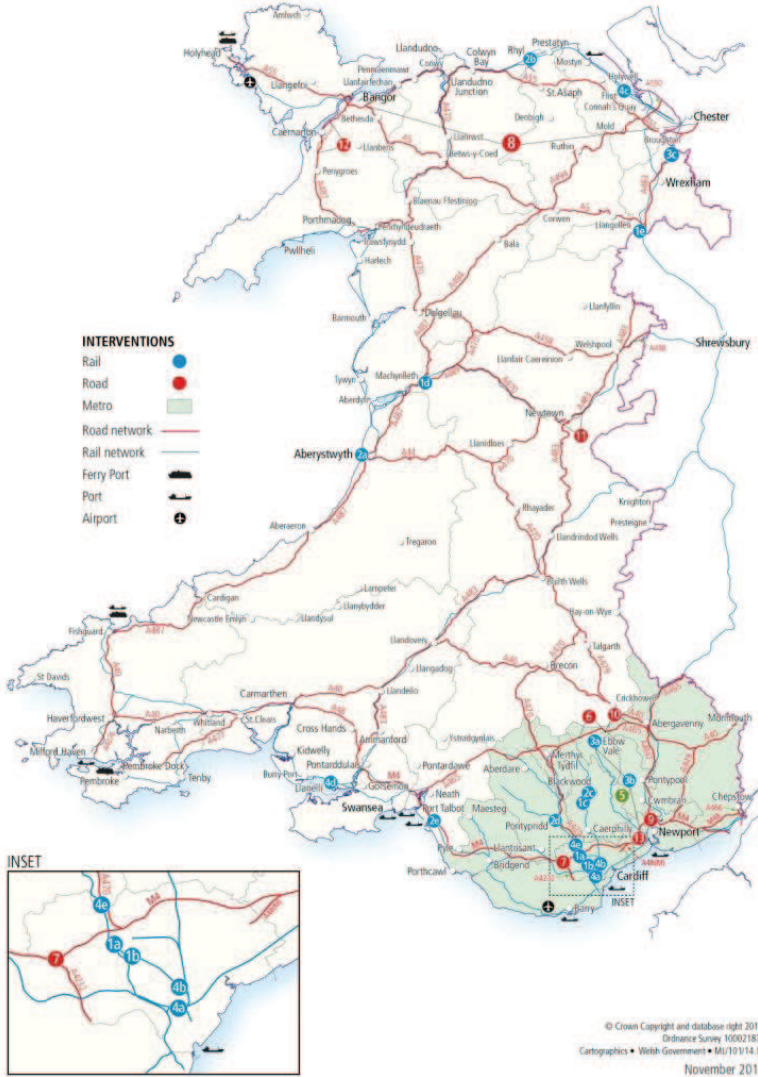
Ref:	Intervention	Rationale from the evidence	Timing	Contributes to Priority <sup>119</sup>					National/Regional
				1	2	3	4	5	
	a spatial database capable of handling 'big data'								
IRE 2	Develop standard processes to ensure appropriate input in the: - identification of the need for and design of modelling or assessment work - checking the output of any work commissioned to provide assurance it is up to standard	To improve accuracy of and confidence in modelling work undertaken	Short term						National
IRE 3	Issue revised and simplified WeTAG	To ensure that appraisal of schemes is fit for purpose	Short term						National
IRE 4	Consider the case for investing in a regional transport model for South East Wales	Necessary tool to improve transport planning and testing of scheme proposals on a multi-modal and region wide basis	Short term						South East Wales

## **4 Delivery and Funding**

### **4.1 Delivery Plans**

- 4.1.1 For the physical / capital interventions identified, the following maps set out the interventions that will be delivered during the next five years and the interventions where work will start but not be completed during that period. The maps reflect the current assumptions about the delivery profile of each intervention and may be subject to change, recognising the statutory processes that must be completed and the need to be responsive to changing circumstances.
- 4.1.2 These maps will be regularly updated as the delivery profile for specific interventions firms up.

Figure 4.1 Map showing physical interventions that will be delivered during the next five years



Physical Interventions that will be delivered during the next 5 years\*

**RAIL**

- 1 RI1 Mid Tier Access for All Programme (station accessibility upgrades and station improvements) at:
  - 1a RIa Radyr
  - 1b RIb Ulandaff
  - 1c RIc Ystad Mynach
  - 1d RID Machynlleth
  - 1e RIe Chirk
- 2 RI2 Nation Station Improvement Programme (NSIP+):
  - 2a RI2a Aberystwyth
  - 2b RI2b Rhyf
  - 2c RI2c Ystrad Mynach
  - 2d RI2d Pontypridd
  - 2e RI2e Port Talbot Parkway
- 3a RI3 Line extension and new station at Ebbw Vale Town
- 3b RI5 Rail Infrastructure - Ebbw Vale frequency enhancement (part of Phase 1 Metro)
- 3c RI6 North South journey time/capacity improvement project
- 4 RI9 Continue to develop the following schemes, subject to the business case and necessary consents:
  - 4a RI9a Cardiff Central
  - 4b RI9b Cathays
  - 4c RI9c Flint
  - 4d RI9d Llanelli
  - 4e RI9e Taffs Well

**INTEGRATED TRANSPORT & METRO**

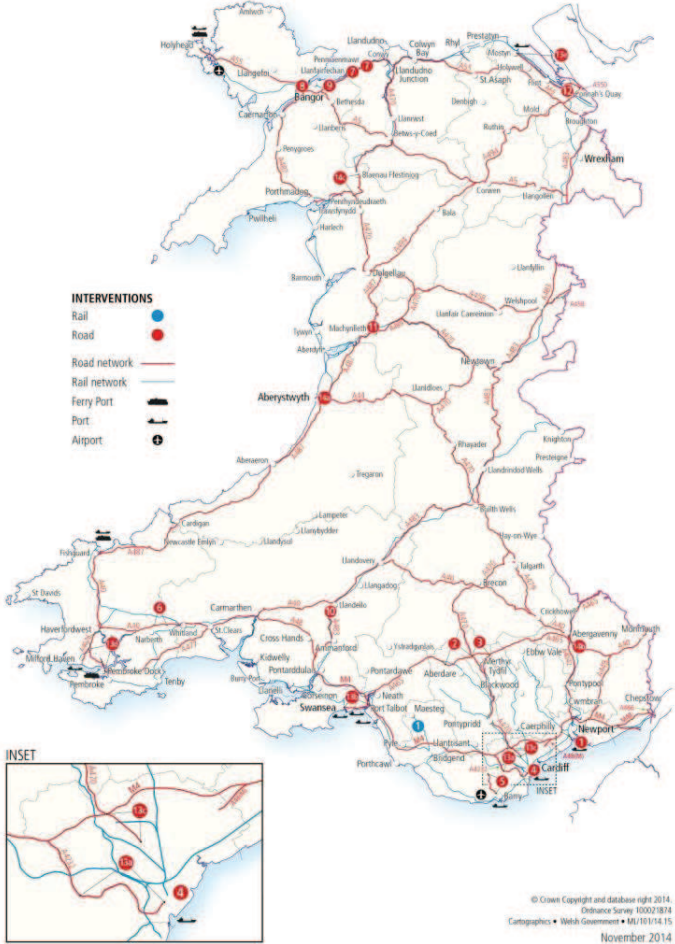
- 5 CCRM Deliver the current Metro Phase 1 Programme

**ROAD**

- 6 R5 Improvements under construction to A465 Brynmawr to Tredegar (Section 3 of the Heads of the Valleys dualling)
- 7 R6 Junction 33 M4 West/A4232 south dedicated slip road
- 8 R7 A55 safe havens/emergency crossovers
- 9 R9 Brynglas Tunnels Safety Improvements
- 10 R10 Improvements to A465 Gilwern to Brynmawr (Section 2 of the Heads of the Valley dualling)
- 11 R16 A483/A489 Newtown Bypass
- 12 R17 A487 Caernarfon to Bontnewydd bypass
- 13 R21 M4 junction 28

\* Other interventions are being developed and that these will be added, if appropriate.

Figure 4.2 Map showing physical interventions where work will progress during the next five years



Physical Interventions that will be progressed during the next 5 years\*

RAIL	
1	R14 Rail Infrastructure - Maesteg Branch frequency enhancements
ROAD	
1	R8 Improvements to the M4 Corridor around Newport
2	R11 Improvements to A465 from A470 to Hirwaun (Section 6 of the Heads of the Valley dualling)
3	R12 Improvements to A465 Downlais Top to A470 (Section 5 of the Heads of the Valley dualling)
4	R13 Eastern Bay Link: Queensgate to Ocean Way, Cardiff
5	R14 Improvements to Five mile lane, Vale of Glamorgan
6	R15 Improvements to the A40 Llanddewi Velfrey to Penblewin
7	R18 A55 Junction 15 and 16 Improvements
8	R19 Improvements to the A55 crossing of the Menai
9	R20 A55 Tal'r Meibion Improvements
10	R22 A483 Llandello Bypass
11	R23 Develop a scheme for the A487 Dyfi Bridge
12	R24 Develop a scheme for improvements to A494/A55/A548 Deeside Corridor
13	R25 Continue to progress proposals to potentially trunk the following sections of highway:
13a	R25a A4232 Culverhouse Cross to Queen's Gate Roundabout (Cardiff/Vale of Glamorgan)
13b	R25b A483 Fabian Way to Swansea
13c	R25c A470 M4 J32 to A48 Gabalfa Interchange
13d	R25d A477 Pembroke Dock to Johnston
13e	R25e A548 Connah's Quay (A548/A550 Junction) to Mostyn
14	R26 Continue to progress proposals to potentially de-trunk the following sections of highway (and trunk alternative routes, where appropriate):
14a	R26a A44/A487 Aberystwyth
14b	R26b A40 Section Abergavenny
14c	R26c A470 from Gellydan to Blaenau Ffestiniog

\* Other interventions are being developed and that these will be added, if appropriate, including resilience issues and cross border schemes

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## 4.3 Funding

4.3.1 The budget position continues to be challenging, particularly for revenue, and we will have a very clear focus on ensuring value for money and driving efficiency in all transport interventions. Any procurement undertaken will adhere to the Wales Procurement Policy Statement, including to deliver community benefits. For example, the A465 Section 3 contract was the first central government contract to include social clauses. Namely, that 12% of the labour spend should be targeted against new entrant trainees.

4.3.2 The calculation of benefit cost ratios forms part of the assessment of the value for money provided by transport schemes. The prioritisation of transport schemes takes account of all the society, environmental and economy impacts of a scheme, including those which are not captured in the benefit / cost ratio. The general principles that will inform our approach are set out below:

- The case for any intervention or specific project proposed should be backed by clear evidence of an issue(s) that needs to be addressed and evidence that the intervention or project will actually be effective in addressing that issue(s).
- A project should only be progressed if it supported by a viable business case. That business case should be proportionate to the level of investment involved and must be properly validated.
- In relation to services, the key objective should be to improve financial viability and sustainability of services and reduce the need for public subsidy and / or enable that subsidy to be better targeted.
- When providing grant funding for capital projects, the project sponsor should be required to provide match-funding to incentivise effective delivery and value for money. In addition, we should only make capped offers and should not underwrite over-spends.
- Where a evaluation or other evidence suggests an intervention or project is not being delivered effectively and / or will not deliver the anticipated benefits, this will be investigated and the intervention or project halted if that is the most appropriate and cost effective solution.
- All projects should be evaluated and the benefits delivered should be recorded and tested against the businesses case.

4.3.3 We will also further develop assurance / Q&A systems for all projects Welsh Government on scheme development and develop a system for recording details of projects, spend and benefits delivered to inform future work.

4.3.4 The interventions set out in this National Transport Plan will be delivered by drawing on a number of funding sources:

- Welsh Government transport capital and revenue budgets
- Welsh Government central capital, awarded on the basis of a business case for an individual project(s) in support of the Wales Infrastructure Investment Plan
- Joint funding with the wider Economy Department or wider Welsh Government, where the intervention delivers multiple objectives
- Borrowing, including early access to borrowing, for certain specific projects agreed by Cabinet
- Innovative finance, where the business case supports this method of financing a project as the most appropriate solution (including use of the Non-profit Distributing (NPD) investment model).
- European Structural funds, where the project(s) contributes to the objectives of the new European programmes
- Rural Development Plan, where the project(s) contributes to the objectives of the new programme
- Connecting Europe Facility, where the project(s) are located on the TEN-T Core Network and contribute to the achievement of TEN-T standards
- Other European funding sources where relevant to the delivery of a specific intervention
- Local government or other public sector bodies, including joint funding where the intervention delivers multiple objectives
- Enabling local government borrowing to allow projects to progress
- UK Government funding for: non-devolved areas of transport, including funding for the rail network via Network Rail, funding for new technology and innovation and other incentives and tax breaks
- Research councils, universities, the transport catapult and others, for approach research and development
- Private sector investment in specific projects, including developer contributions and joint funding where the intervention delivers multiple objectives



- National Lottery and other sources of funding for certain specific interventions
- Income from land or commercial developments associated with a transport improvement

4.3.5 The relevance of the various potential funding sources will vary depending on the nature of the specific intervention. The Welsh Government's transport capital funding will be concentrated on fulfilling our role as a highways authority; investment in integrated transport improvements including the Metro; road safety and support for local authorities where a project contributes to Welsh Government priorities. The Welsh Government's transport revenue will be concentrated on fulfilling our role as a highways authority and funding rail and bus services, including concessionary fares; funding innovative finance instruments and using smaller amounts to promote road safety and active travel.

4.3.6 The following projects have been identified for European Structural funding support and this list will continue to be refined before being confirmed in the final National Transport Plan:

<b>Prioritised Projects</b>	<b>Intervention Ref</b>	<b>Business Case/Delivery Timescale</b>	<b>Lead Delivery Partner</b>
Integrated rail infrastructure investments to be identified where they support increased access to employment	See 3.8	Wales Route Study – consultation in March 2016, published late Summer 2-16 Initial Industry Plan – September 2016.	Welsh Government Network Rail
Prioritise early investments in the Cardiff Capital Region Metro as set out in section 3.23	See 3.23	Phase 1 – Delivery by March 2016 Phase 2 – Business Case developed by March 2016.	Welsh Government Local authorities Network Rail
A40 Llanddewi Velfrey to Penblewin	R15	Business Case - Sept 2016 Publish Draft Orders - Oct 2016 SoW - late 2017	Welsh Government

Prioritised Projects	Intervention Ref	Business Case/Delivery Timescale	Lead Delivery Partner
A55 Junctions 15 and 16	R18	Business Case - Sept 2016 Publish Draft Orders - Oct 2016 SoW - late 2017	Welsh Government

4.3.7 Active travel interventions will be also taken forward as part of broader tourism and Enterprise Zone projects. The lead delivery partners detailed in the table above have extensive experience in delivering the projects identified, including EU funded schemes. They have the capacity to manage and deliver the following, as required by the European Commission:

- Tendering;
- Implementing environmental requirements;
- Developing and prioritising a mature project pipeline, financial project management; funding for maintenance and operations and administrative processes;
- Management of complex systems;
- Training and appropriate internal procedures to monitor and identify potential delays and to ensure a smooth and effective procurement;
- A early warning system to identify and solve any difficulties rising when delivering the project pipeline;
- Ensure that adequate assistance schemes are in place to help during procedure and implementation to be able to replace projects quickly when implementation is blocked.

## 5 Monitoring and Evaluation

## 5.1 Evidence- based approach

- 5.1.1 The Welsh Government follows an evidence based approach for understanding the performance of the transport system, assessing the need for intervention and considering the social, environmental and economic impacts of our plans for the transport system.
- 5.1.2 A set of national datasets has been established for this purpose. These provide consistent and comparable information across the whole of Wales and highlight areas where the transport system is under-performing. The datasets are updated regularly and are used to monitor the performance of the system, providing early alerts to emerging issues and information on longer term trends. The transport data is combined with other data sources, such as the census and land use data, to provide information on the social and environmental impacts of the transport system.
- 5.1.3 The transport data falls into five categories - journey times, the number of trips made, safety related, supplementary information and contextual information:
- 5.1.4 **Journey times** - the Welsh Government receives a digital update every three months on the location of all public transport stops and the published timetables. This is used to produce public transport journey times for each part of Wales to key destinations, including workplaces, hospitals, the centre of built up areas and education facilities.
- 5.1.5 The journey times on the road network are continuously monitored using the times provided by TrafficMaster from vehicles with specialist on-board equipment that reports details of the actual time taken to drive along each section of the road network used. The data is used to derive drive times from each part of Wales to key destinations, identify regular areas of congestion and journey time unreliability on the network. There is also a journey time collection system at key nodes on the motorway and trunk road system used for network management purposes and the Traffic Wales services.
- 5.1.6 **Travel volumes** - the amount of use made of the transport network in Wales is monitored through a regular series of traffic counts throughout Wales on various road types, air and rail passenger counts and the analysis of rail and bus ticket data.
- 5.1.7 **Safety** - records are kept of incidents on the rail network and all personal injury collisions on the road network, including the number of drivers, passengers, motor cyclists, pedestrians and cyclists killed or injured. The number of crimes on the rail network is reported to us by the British Transport Police.

- 5.1.8 **Supplementary information** - data is also gathered on the number of concessionary bus passes issued, the age and composition of the vehicle fleet, the punctuality of public transport services, and the condition of the highway network including defects which represent an immediate or urgent hazard. A regular survey of rail passengers reports on the level of user satisfaction with the rail service in Wales.
- 5.1.9 **Contextual information** - the demand for travel is affected by the cost of travel and data is available of public transport fares, car park charges, and fuel prices. Other non-transport data sets are examined to provide contextual information including the numbers of people in employment in Wales and changes in GDP.

## 5.2 Monitoring and Evaluation Plan

- 5.2.1 The performance of the transport network is monitored regularly using these data sets. They are supplemented with specifically collected data when required to assist in the evaluation of particular transport schemes and policies.
- 5.2.2 Before an intervention is started, the monitoring and evaluation plan should be drawn up which describes the need for the project, a detailed project description and the objectives for the intervention. It should also present the context for the intervention, the required inputs, the anticipated outputs, outcomes and impacts. For each of these latter five elements the plan should describe what evidence will be used in the project's evaluation report.
- 5.2.3 The monitoring and evaluation plan should also set out the timetable for producing the evaluation report.
- 5.2.4 Information of the context surrounding the intervention should be prepared using available evidence, such as changes in fuel prices, general growth in traffic levels and bus usage in the wider area. It is recommended that a project diary or log is maintained during the implementation and operation of the intervention. This can be used to record events such as weather events, when changes in car park prices occurred, significant changes in fuel prices or its availability, when a new development opened, which could be expected to affect the realisation of and level of impacts caused by the intervention.
- 5.2.5 The evidence used to present the context, inputs, outputs, intended outcomes and actual impacts should be based as far as possible on currently available data. The monitoring and evaluation plan should describe how use will be made of relevant data that is already collected and will be available when the evaluation report is written. The monitoring plan will detail where data will be collected specifically in order to evaluate the proposed intervention. This may include surveys such as focus groups with users and non-users of the

intervention and qualitative surveys. Where a significant sum of money is proposed for surveys, either in absolute terms or as a proportion of the total cost of the intervention, then a detailed description of the proposed survey and a justification of the need for the surveys should be presented in the monitoring plan.

- 5.2.6 Count data is often the main source of evidence collected specifically to evaluate a particular transport intervention. If 'before' and 'after' counts are to be used to provide evidence for a change, the dates for collection of the count data should be given in the monitoring plan. Where possible, the counts should be held at the same time of year and on the same days of the week in the before and after surveys. When the counts are undertaken details should be recorded of any circumstances which could have affected the count such as weather conditions and local roadworks.
- 5.2.7 The level of use of any part of the transport system is subject to daily variation and evidence should be provided on the degree of daily variation generally found in the area. This information can be obtained from automatic traffic counters, journey time collection systems, public transport operator data and automatic cycle counters. As there is daily variation in count data, counts collected for evaluating a transport intervention should be based, if possible, on multiple observations. It may therefore be desirable, for example, to count the number of bus users on a route for the same time each day (say 8am to 11am) on multiple days rather than to carry out a single 12 hour count. The intention is to detect a change as robustly as is feasible commensurate with the principles of proportionate and appropriate evaluation.

### **5.3 Evaluation Report**

- 5.3.1 Following the completion of an intervention an evaluation report should be produced. This document should cover the items mentioned in section 5.2 above and present the evidence on the impacts of the scheme. Beneficial and adverse impacts should be recorded. The report should include any impacts that were not anticipated when the monitoring and evaluation plan was written but were observed during the monitoring of the intervention.

## ANNEX

## 6 Annex A – Transport Data Tables

## 6.1 Travel to Work

Figure A.1: Travel to work<sup>120</sup>

Local Authority	Total Travelling to Work		Home workers (%)	Tram/train (%)	Bus (%)	Taxi (%)	Motorcycle (%)	Car/Van (%)	Cycle (%)	Walk (%)	Other (%)
	No.	(%)									
Powys	63,653	4.7%	13.1%	0.7%	1.1%	0.2%	0.4%	68.5%	1.4%	13.7%	0.9%
Ceredigion	32,446	2.4%	12.5%	0.5%	2.9%	0.4%	0.5%	65.4%	1.2%	15.8%	0.8%
<b>Mid Wales Total</b>	<b>96,099</b>	<b>7.1%</b>	<b>12.9%</b>	<b>0.7%</b>	<b>1.7%</b>	<b>0.3%</b>	<b>0.4%</b>	<b>67.5%</b>	<b>1.3%</b>	<b>14.4%</b>	<b>0.9%</b>
Denbighshire	41,156	3.0%	6.4%	1.2%	3.4%	0.7%	0.5%	73.6%	1.6%	12.1%	0.7%
Flintshire	74,049	5.4%	4.4%	1.0%	4.0%	0.5%	0.7%	79.5%	1.8%	7.7%	0.6%
Gwynedd	53,961	4.0%	8.4%	0.8%	4.5%	0.2%	0.5%	68.9%	1.3%	14.6%	0.8%
Isle of Anglesey	30,431	2.2%	6.8%	0.8%	2.7%	0.4%	0.7%	76.5%	1.6%	9.5%	1.0%
Wrexham	63,614	4.7%	4.1%	0.9%	5.4%	0.7%	0.6%	77.6%	1.3%	8.8%	0.5%
Conwy	50,093	3.7%	7.2%	1.2%	4.4%	0.5%	0.6%	72.7%	1.3%	11.3%	0.9%
<b>North Wales Total</b>	<b>313,304</b>	<b>23.0%</b>	<b>6.0%</b>	<b>1.0%</b>	<b>4.2%</b>	<b>0.5%</b>	<b>0.6%</b>	<b>75.1%</b>	<b>1.5%</b>	<b>10.4%</b>	<b>0.7%</b>
Blaenau Gwent	28,291	2.1%	2.0%	0.9%	3.1%	0.6%	0.5%	82.2%	0.5%	9.8%	0.5%
Bridgend	61,259	4.5%	3.3%	2.6%	2.9%	0.6%	0.5%	79.8%	0.8%	9.0%	0.5%
Caerphilly	77,488	5.7%	2.9%	3.9%	3.9%	0.4%	0.5%	79.5%	0.6%	7.7%	0.5%
Cardiff	159,614	11.7%	3.8%	3.5%	10.2%	0.5%	0.4%	62.0%	3.7%	15.5%	0.6%
Merthyr Tydfil	25,099	1.8%	2.5%	2.0%	7.0%	0.9%	0.3%	76.4%	0.3%	10.0%	0.5%
Monmouthshire	42,817	3.1%	8.9%	2.3%	1.4%	0.2%	0.8%	74.1%	1.2%	10.4%	0.7%
Newport	64,408	4.7%	3.6%	2.2%	7.9%	0.7%	0.7%	73.6%	1.5%	9.3%	0.6%
Rhondda Cynon Taf	99,327	7.3%	2.8%	4.3%	4.0%	0.3%	0.5%	78.7%	0.5%	8.5%	0.5%
Torfaen	40,261	3.0%	2.8%	1.3%	4.8%	0.8%	0.8%	80.3%	0.8%	8.1%	0.4%
The Vale of Glamorgan	58,978	4.3%	5.3%	6.1%	2.9%	0.5%	0.6%	73.4%	1.7%	8.8%	0.7%
<b>South East Wales Total</b>	<b>657,542</b>	<b>48.2%</b>	<b>3.7%</b>	<b>3.3%</b>	<b>5.6%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>73.7%</b>	<b>1.6%</b>	<b>10.5%</b>	<b>0.6%</b>
Carmarthenshire	80,680	5.9%	8.1%	1.1%	2.1%	0.3%	0.5%	76.9%	0.8%	9.5%	0.7%
Neath Port Talbot	58,980	4.3%	2.9%	1.7%	3.4%	0.5%	0.8%	80.5%	1.3%	8.4%	0.6%
Pembrokeshire	54,217	4.0%	9.7%	0.5%	3.0%	0.4%	0.7%	72.1%	0.9%	11.9%	0.9%
Swansea	102,793	7.5%	3.7%	1.0%	5.7%	0.7%	0.6%	75.6%	1.5%	10.5%	0.7%
<b>South West Wales Total</b>	<b>296,670</b>	<b>21.8%</b>	<b>5.9%</b>	<b>1.1%</b>	<b>3.8%</b>	<b>0.5%</b>	<b>0.6%</b>	<b>76.3%</b>	<b>1.1%</b>	<b>10.0%</b>	<b>0.7%</b>
<b>Grand Total</b>	<b>1,363,615</b>	<b>100.0%</b>	<b>5.4%</b>	<b>2.1%</b>	<b>4.6%</b>	<b>0.5%</b>	<b>0.6%</b>	<b>74.2%</b>	<b>1.4%</b>	<b>10.6%</b>	<b>0.6%</b>

120 Census (2011), Office for National Statistics

**Figure A.2: Commuting patterns by Welsh local authority, 2012<sup>121</sup>**

Local Authority	Total number of working residents	Total number of people working in the authority	Number of people working in home authority	Number of people commuting out of the authority	Number of people commuting into the authority
Blaenau Gwent	25,700	18,000	13,500	12,200	4,500
Bridgend	58,700	55,100	38,400	20,300	16,700
Caerphilly	72,400	57,000	36,200	36,200	20,800
Cardiff	155,700	201,700	124,500	31,200	77,200
Carmarthenshire	77,900	68,300	56,700	21,200	11,500
Ceredigion	31,500	33,100	27,800	3,700	5,400
Conwy	47,200	43,200	35,100	12,100	8,100
Denbighshire	41,600	41,100	28,700	13,000	12,400
Flintshire	70,800	54,600	41,500	29,300	13,100
Gwynedd	53,100	59,300	46,200	6,900	13,100
Isle of Anglesey	30,200	24,800	21,100	9,100	3,700
Merthyr Tydfil	22,600	21,800	13,400	9,200	8,400
Monmouthshire	41,300	41,600	24,200	17,100	17,400
Neath Port Talbot	56,600	46,700	32,300	24,200	14,300
Newport	62,800	73,600	42,600	20,200	31,000
Pembrokeshire	50,000	52,800	46,200	3,800	6,600
Powys	61,800	56,100	48,500	13,400	7,600
Rhondda Cynon Taf	93,700	75,800	56,000	37,700	19,800
Swansea	97,300	109,400	79,500	17,900	29,900
Torfaen	36,300	33,200	20,900	15,400	12,200
Vale of Glamorgan	55,300	37,000	25,500	29,900	11,500
Wrexham	63,000	59,900	45,000	18,000	14,900
<b>Wales Total</b>	<b>1,305,800</b>	<b>1,264,000</b>	<b>903,800</b>	<b>85,500</b>	<b>43,700</b>

## 6.2 Transport Trends

### Freight

- Car traffic is forecast to grow by over 33 per cent by 2040, heavy goods vehicles (rigid and artic combined will grow less rapidly) and light goods vehicles show a considerable increase in all the forecast years.
- The rise in light goods vehicles is connected in part with the move towards internet shopping and the increased delivery of goods to people's homes.

<sup>121</sup> Source: Transport Statistics Wales

These ‘last mile’ deliveries contribute to traffic congestion in the urban area but there is potential for the greater use of lower emission vehicles.

**Figure A.3: Forecast per cent change in traffic kms, from 2010 to 2040<sup>122</sup>**

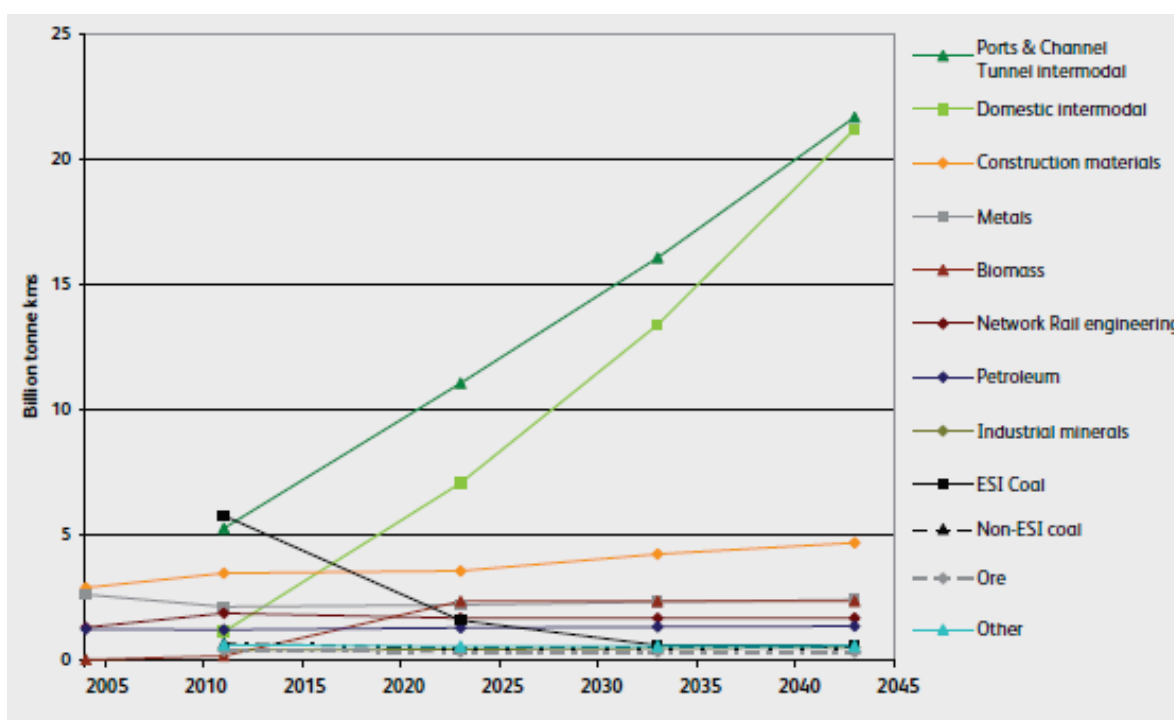
Vehicle Type	Year					
	2015	2020	2025	2030	2035	2040
<b>Car</b>	2.5 %	11.6 %	18.3 %	24.1 %	29.2 %	33.5 %
<b>LGV</b>	6.3 %	22.0 %	38.0 %	53.5 %	67.5 %	81.1 %
<b>Rigid</b>	-3.2 %	-0.6 %	1.2 %	3.9 %	5.5 %	7.1 %
<b>Artic</b>	-7.0 %	0.2 %	7.8 %	15.0 %	23.9 %	33.4 %

- Network Rail has recently issued forecasts for the growth in rail freight up to 2045. This shows that the sectors with the most significant growth will be intermodal traffic, predominately related to goods in containers coming in by sea. The growth in domestic intermodal traffic is dependent upon the provision of additional rail located warehouses. The decline in the movement of coal will not be fully compensated for by an increase in the transport of bio-mass fuel.
- The recent ability of rail to maintain its share of the UK freight market has been the result of increased productivity in the rail sector which has reduced costs and the availability of grants for new facilities. Network Rail is also investing in the network to increase capacity at key pinchpoints on the network and to provide adequate clearance for rail wagons carrying containers on more parts of the rail network.

<sup>122</sup> Source: Source: DfT National Transport Model, 2013



**Figure A.4: Rail freight forecasts by sector 2015 to 2045 (tonnes km), (with 2004 and 2011 actual data)<sup>123</sup>**



- The latest available forecasts for port traffic were produced by MDS Transmodel in 2007 before the current recession took place. These are shown in Figure A.5 below.

**Figure A.5: Forecasts of growth in containerised traffic, twenty-foot equivalent units and Roll on – Roll off units, 2004 – 2030<sup>124</sup>**

	Type	2004	2010	2015	2020	2025	2030	Annual growth %
Wales	Containerised traffic	105	155	197	217	239	367	5.0%
GB	Containerised traffic	7,086	10,001	12,135	14,138	16,602	19,702	4.0%
Wales	Roll on – roll off units	456	600	718	797	869	988	3.0%
GB	Roll on – roll off units	7,637	9,390	10,911	12,640	14,460	16,159	2.9%

<sup>123</sup> Source: Network Rail Freight Market Study 2013

<sup>124</sup> Source: UK Port Demand Forecasts to 2030, MDS Transmodal 2006

- These forecasts predict a steady increase in port freight traffic in Wales up to 2025, although it increases at a lower rate each year, followed by a substantial increase between 2025 and 2030. As these forecasts were made before the latest recession, both the rate of increase in port freight may be lower than predicted here and the upturn in 2025 may be arrive later than predicted here or not at all.

## Road Safety

**Figure A.6: Total passenger casualties by age of passenger and age of driver, Wales, 2009 to 2013**

	<i>Number and per cent</i>								<b>Total all ages (a)</b>
	<b>Age of driver</b>								
	0-16	17-19	20-24	25-29	30-39	40-49	50-59	60 or over	
<b>Passenger casualties aged 16-19</b>									
2009	2	<b>320</b>	119	23	53	74	18	14	629
2010	5	<b>242</b>	96	15	47	56	54	20	537
2011	3	<b>265</b>	93	22	39	52	32	14	525
2012	5	<b>187</b>	76	19	33	43	13	9	386
2013	1	<b>137</b>	88	21	33	35	18	7	341
2009-2013: Proportion of total casualties	1%	<b>48%</b>	20%	4%	8%	11%	6%	3%	100%
<b>Passenger casualties aged 20-24</b>									
2009	0	57	<b>214</b>	59	34	34	19	8	425
2010	0	52	<b>179</b>	62	57	38	38	9	435
2011	1	47	<b>175</b>	56	39	38	19	8	383
2012	0	44	<b>139</b>	53	29	31	19	11	326
2013	0	41	<b>148</b>	36	34	49	22	9	346
2009-2013: Proportion of total casualties	0%	13%	<b>45%</b>	14%	10%	10%	6%	2%	100%

Source: Welsh Road Accident Database

(a) Total includes drivers of unknown age.

## 6.3 Accessibility

### Access to a car<sup>125</sup>

**Figure A.7: Households with access to a car by local authority<sup>126</sup>**

<b>Local Authority</b>	<b>Households - No Access to a car (%)</b>	<b>Households - Access to 1 car</b>	<b>Households - Access to 2 cars plus</b>
Blaenau Gwent	29.0%	43.8%	27.3%
Bridgend	21.9%	44.0%	34.2%
Caerphilly	24.4%	43.2%	32.5%
Cardiff	29.0%	42.9%	28.1%

<sup>125</sup> Census (2011), Office for National Statistics

<sup>126</sup> Census (2011), Office for National Statistics

Local Authority	Households - No Access to a car ( %)	Households - Access to 1 car	Households - Access to 2 cars plus
Carmarthenshire	18.8%	43.5%	37.7%
Ceredigion	18.4%	43.2%	38.4%
Conwy	21.7%	44.2%	34.1%
Denbighshire	21.0%	44.0%	35.1%
Flintshire	17.0%	42.0%	41.1%
Gwynedd	21.4%	43.4%	35.2%
Isle of Anglesey	18.0%	42.7%	39.3%
Merthyr Tydfil	29.7%	43.2%	27.1%
Monmouthshire	15.2%	40.2%	44.6%
Neath Port Talbot	25.5%	43.3%	31.2%
Newport	27.9%	41.4%	30.7%
Pembrokeshire	17.9%	44.0%	38.1%
Powys	15.0%	42.8%	42.2%
Rhondda Cynon Taf	27.1%	42.6%	30.3%
Swansea	25.8%	43.3%	30.9%
The Vale of Glamorgan	19.4%	43.0%	37.7%
Torfaen	23.6%	43.5%	33.0%
Wrexham	22.2%	41.9%	35.9%
<b>Total</b>	<b>22.9%</b>	<b>43.0%</b>	<b>34.1%</b>

### Access to Enterprise Zones<sup>127</sup>

Figure A.8: Access to Enterprise Zones by public transport<sup>128</sup>

	No of Persons	Percentage ( %)
up to 30 minutes	359,982	11.75 %
30 - 60 minutes	955,132	31.18 %
60 - 90 minutes	731,652	23.88 %
90-120 minutes	370,813	12.10 %
over 120 minutes	645,877	21.08 %
<b>Total</b>	<b>3,063,456</b>	

Figure A.9: Persons that cannot access a Enterprise Zone within 60 minutes by public transport, by local authority

<sup>127</sup> <https://business.wales.gov.uk/enterprisezones/zones>. Enterprise Zones located in Anglesey, Central Cardiff, Deeside, Ebbw Vale, Haven Waterway, Snowdonia, St Athan – Cardiff Airport.

<sup>128</sup> Tuesday morning, 7.00am to 9.00am

Local Authority	No of Persons	No. persons that cannot access within 60 minutes	( %) Persons that cannot access within 60 minutes
Blaenau Gwent	69814	0	0.00 %
Bridgend	139178	70406	50.59 %
Caerphilly	178806	25129	14.05 %
Cardiff	346090	27701	8.00 %
Carmarthenshire	183777	183777	100.00 %
Ceredigion	75922	75922	100.00 %
Conwy	115228	114333	99.22 %
Denbighshire	93734	91911	98.06 %
Flintshire	152506	28899	18.95 %
Gwynedd	121874	62106	50.96 %
Isle of Anglesey	69751	5075	7.28 %
Merthyr Tydfil	58802	16814	28.59 %
Monmouthshire	91323	72601	79.50 %
Neath Port Talbot	139812	126394	90.40 %
Newport	145736	12569	8.62 %
Pembrokeshire	122439	105335	86.03 %
Powys	132976	132976	100.00 %
Rhondda Cynon Taf	234410	150903	64.38 %
Swansea	239023	239023	100.00 %
The Vale of Glamorgan	126336	30511	24.15 %
Torfaen	91075	45108	49.53 %
Wrexham	134844	130849	97.04 %
<b>Total</b>	<b>3063456</b>	<b>1748342</b>	<b>57.07 %</b>

**Figure A.10: Households that do not have access to a car (by local authority) as a percentage of those households where people cannot access a Enterprise Zone within 60 minutes by public transport<sup>129</sup>**

<sup>129</sup> Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

Local Authority	No. of Households that do not have access to a car (where people cannot access a Enterprise Zone within 60 minutes by public transport)	No. of Persons	Total No Access to a Car	No Access to a car ( %)
Blaenau Gwent	0	69814	0	0.00 %
Bridgend	29347	139178	6650	22.66 %
Caerphilly	10245	178806	2388	23.31 %
Cardiff	11535	346090	4023	34.88 %
Carmarthenshire	78829	183777	14826	18.81 %
Ceredigion	31562	75922	5803	18.39 %
Conwy	50800	115228	11062	21.78 %
Denbighshire	39743	93734	8232	20.71 %
Flintshire	12112	152506	1398	11.54 %
Gwynedd	27676	121874	4700	16.98 %
Isle of Anglesey	2191	69751	190	8.67 %
Merthyr Tydfil	6823	58802	1758	25.77 %
Monmouthshire	30009	91323	4183	13.94 %
Neath Port Talbot	54400	139812	13448	24.72 %
Newport	4844	145736	648	13.38 %
Pembrokeshire	45656	122439	7593	16.63 %
Powys	58345	132976	8757	15.01 %
Rhondda Cynon Taf	64825	234410	19859	30.63 %
Swansea	103497	239023	26660	25.76 %
The Vale of Glamorgan	12821	126336	2350	18.33 %
Torfaen	18363	91075	3947	21.49 %
Wrexham	55303	134844	12117	21.91 %
Grand Total	748926	3063456	160592	21.44 %

## Access to Hospitals

**Figure A.11: Access to a NHS Major Acute Hospital by public transport**

Time taken	Peak <sup>130</sup>		Off Peak <sup>131</sup>	
	No of Persons	Percentage (%)	No of Persons	Percentage (%)
up to 30 minutes	812836	26.53 %	802617	26.20 %
30 - 60 minutes	1373126	44.82 %	1383186	45.15 %
60 - 90 minutes	574087	18.74 %	536741	17.52 %
90-120 minutes	44292	1.45 %	56800	1.85 %
over 120 minutes	259115	8.46 %	284112	9.27 %
Total	3063456		3063456	

**Figure A.12: Persons that cannot access a NHS Major Acute Hospital by public transport, within 60 minutes, by local authority**

Local Authority	No of Persons	No. persons that cannot access within 60 minutes	(%) Persons that cannot access within 60 minutes
Blaenau Gwent	69814	21605	30.95 %
Bridgend	139178	1264	0.91 %
Caerphilly	178806	56860	31.80 %
Cardiff	346090	598	0.17 %
Carmarthenshire	183777	49819	27.11 %
Ceredigion	75922	33885	44.63 %
Conwy	115228	54141	46.99 %
Denbighshire	93734	12511	13.35 %
Flintshire	152506	92611	60.73 %
Gwynedd	121874	60718	49.82 %
Isle of Anglesey	69751	33671	48.27 %

130 Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

131 Census 2011 Lower Super Output Area, Tuesday afternoon, 2.00pm to 4.00pm

Local Authority	No of Persons	No. persons that cannot access within 60 minutes	( %) Persons that cannot access within 60 minutes
Merthyr Tydfil	58802	4975	8.46 %
Monmouthshire	91323	38918	42.62 %
Neath Port Talbot	139812	51862	37.09 %
Newport	145736	608	0.42 %
Pembrokeshire	122439	52278	42.70 %
Powys	132976	119694	90.01 %
Rhondda Cynon Taf	234410	77673	33.14 %
Swansea	239023	50612	21.17 %
The Vale of Glamorgan	126336	43799	34.67 %
Torfaen	91075	13011	14.29 %
Wrexham	134844	6381	4.73 %
<b>Grand Total</b>	<b>3063456</b>	<b>877494</b>	<b>28.64 %</b>

**Figure A.13: Households that do not have access to a car (by local authority) as a percentage of those households where people cannot access a NHS Major Acute Hospital within 60 minutes by public transport<sup>132</sup>**

Local Authority	No. of Households	No. of Persons	Total No Access to a Car	No Access to a car ( %)
Blaenau Gwent	9372	21605	2729	29.12 %
Bridgend	486	1264	39	8.02 %
Caerphilly	23240	56860	5493	23.64 %
Cardiff	231	598	45	19.48 %
Carmarthenshire	20922	49819	2370	11.33 %
Ceredigion	15092	33885	2039	13.51 %
Conwy	24106	54141	4979	20.65 %
Denbighshire	5147	12511	436	8.47 %
Flintshire	38231	92611	6686	17.49 %
Gwynedd	28013	60718	5490	19.60 %
Isle of Anglesey	14872	33671	3138	21.10 %
Merthyr Tydfil	2056	4975	447	21.74 %
Monmouthshire	15839	38918	1662	10.49 %
Neath Port Talbot	22310	51862	5661	25.37 %
Newport	246	608	13	5.28 %
Pembrokeshire	22334	52278	3075	13.77 %

<sup>132</sup> Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

Local Authority	No. of Households	No. of Persons	Total No Access to a Car	No Access to a car ( %)
Powys	52473	119694	7615	14.51 %
Rhondda Cynon Taf	33718	77673	10604	31.45 %
Swansea	21204	50612	2900	13.68 %
The Vale of Glamorgan	18248	43799	2580	14.14 %
Torfaen	5265	13011	1271	24.14 %
Wrexham	2571	6381	178	6.92 %
<b>Grand Total</b>	<b>375976</b>	<b>877494</b>	<b>69450</b>	<b>18.47 %</b>

### Access to Built Up Areas<sup>133</sup>

Figure A.14: Access to a built up area by public transport<sup>134</sup>

	No of Persons	Percentage ( %)
up to 30 minutes	2539523	82.90 %
30 - 60 minutes	413560	13.50 %
60 - 90 minutes	21667	0.71 %
90-120 minutes	1671	0.05 %
over 120 minutes	87035	2.84 %
<b>Total</b>	<b>3063456</b>	

Figure A.15: Persons that cannot access a built up area by public transport, within 60 minutes, by local authority

Local Authority	No of Persons	No. persons that cannot access within 60 minutes	( %) Persons that cannot access within 60 minutes
Blaenau Gwent	69814	0	0.00 %
Bridgend	139178	0	0.00 %
Caerphilly	178806	0	0.00 %

<sup>133</sup> Population of 2000+

<sup>134</sup> Tuesday morning, 7.00am to 9.00am



Cardiff	346090	598	0.17 %
Carmarthenshire	183777	16067	8.74 %
Ceredigion	75922	17961	23.66 %
Conwy	115228	3009	2.61 %
Denbighshire	93734	4404	4.70 %
Flintshire	152506	328	0.22 %
Gwynedd	121874	6442	5.29 %
Isle of Anglesey	69751	1426	2.04 %
Merthyr Tydfil	58802	476	0.81 %
Monmouthshire	91323	8139	8.91 %
Neath Port Talbot	139812	0	0.00 %
Newport	145736	329	0.23 %
Pembrokeshire	122439	17032	13.91 %
Powys	132976	25627	19.27 %
Rhondda Cynon Taf	234410	0	0.00 %
Swansea	239023	658	0.28 %
The Vale of Glamorgan	126336	3721	2.95 %
Torfaen	91075	154	0.17 %
Wrexham	134844	4002	2.97 %
Grand Total	3063456	110373	

**Figure A.16: Households that do not have access to a car (by local authority) as a percentage of those households where people cannot access a built up area within 60 minutes by public transport<sup>135</sup>**

Local Authority	No. of Households	No. of Persons	Total No Access to a Car	No Access to a car (%)
Cardiff	231	598	45	19.48 %
Carmarthenshire	6660	16067	434	6.52 %
Ceredigion	7751	17961	626	8.08 %
Conwy	1235	3009	123	9.96 %
Denbighshire	1792	4404	145	8.09 %
Flintshire	123	328	10	8.13 %
Gwynedd	2804	6442	385	13.73 %
Isle of Anglesey	576	1426	36	6.25 %
Merthyr Tydfil	204	476	27	13.24 %
Monmouthshire	3236	8139	152	4.70 %
Newport	133	329	4	3.01 %
Pembrokeshire	6978	17032	483	6.92 %

<sup>135</sup> Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

Powys	10765	25627	642	5.96 %
Swansea	261	658	15	5.75 %
The Vale of Glamorgan	1425	3721	52	3.65 %
Torfaen	65	154	6	9.23 %
Wrexham	1584	4002	62	3.91 %
<b>Grand Total</b>	<b>45823</b>	<b>110373</b>	<b>3247</b>	<b>7.09 %</b>

### Access to Education

Figure A.17: Access to a Further Education facility by public transport<sup>136</sup>

	No of Persons	Percentage ( %)
up to 30 minutes	2014635	65.76 %
30 - 60 minutes	845786	27.61 %
60 - 90 minutes	93089	3.04 %
90-120 minutes	9745	0.32 %
over 120 minutes	100201	3.27 %
<b>Total</b>	<b>3063456</b>	

Figure A.18: Persons that cannot access a Further Education facility by public transport, within 60 minutes, by local authority<sup>137</sup>

Local Authority	No of Persons	No. persons that cannot access within 60 minutes	( %) Persons that cannot access within 60 minutes
Blaenau Gwent	69814	254	0.36 %
Bridgend	139178	0	0.00 %
Caerphilly	178806	425	0.24 %
Cardiff	346090	322	0.09 %
Carmarthenshire	183777	24236	13.19 %
Ceredigion	75922	26703	35.17 %

<sup>136</sup> Tuesday morning, 7.00am to 9.00am

<sup>137</sup> Tuesday morning, 7.00am to 9.00am

Conwy	115228	3384	2.94 %
Denbighshire	93734	6300	6.72 %
Flintshire	152506	4605	3.02 %
Gwynedd	121874	8849	7.26 %
Isle of Anglesey	69751	3601	5.16 %
Merthyr Tydfil	58802	247	0.42 %
Monmouthshire	91323	11387	12.47 %
Neath Port Talbot	139812	0	0.00 %
Newport	145736	943	0.65 %
Pembrokeshire	122439	46783	38.21 %
Powys	132976	53191	40.00 %
Rhondda Cynon Taf	234410	546	0.23 %
Swansea	239023	2269	0.95 %
The Vale of Glamorgan	126336	3556	2.81 %
Torfaen	91075	154	0.17 %
Wrexham	134844	5280	3.92 %
Grand Total	3063456	203036.7	6.63 %

**Figure A.19: Households that do not have access to a car (by local authority) as a percentage of those households where people cannot access a Further Education facility within 60 minutes by public transport<sup>138</sup>**

Local Authority	No. of Households	No. of Persons	Total No Access to a Car	No Access to a car (%)
Blaenau Gwent	114	254	34	29.82 %
Caerphilly	171	425	7	4.09 %
Cardiff	132	322	20	15.15 %
Carmarthenshire	10148	24236	898	8.85 %
Ceredigion	11380	26703	1269	11.15 %
Conwy	1380	3384	137	9.93 %
Denbighshire	2595	6300	211	8.13 %
Flintshire	1841	4605	122	6.63 %
Gwynedd	4022	8849	563	14.00 %
Isle of Anglesey	1505	3601	113	7.51 %
Merthyr Tydfil	103	247	10	9.71 %
Monmouthshire	4564	11387	259	5.67 %
Newport	411	943	40	9.73 %
Pembrokeshire	19950	46783	2673	13.40 %
Powys	22882	53191	2335	10.20 %

<sup>138</sup> Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

Local Authority	No. of Households	No. of Persons	Total No Access to a Car	No Access to a car (%)
Rhondda Cynon Taf	257	546	61	23.74 %
Swansea	897	2269	59	6.58 %
The Vale of Glamorgan	1378	3556	47	3.41 %
Torfaen	65	154	6	9.23 %
Wrexham	2149	5280	148	6.89 %
<b>Grand Total</b>	<b>85944</b>	<b>203035</b>	<b>9012</b>	<b>10.49 %</b>

**Figure A.20: Access to a Higher Education facility by public transport**<sup>139</sup>

	No of Persons	Percentage (%)
up to 30 minutes	923690	30.15 %
30 - 60 minutes	1233957	40.28 %
60 - 90 minutes	499983	16.32 %
90-120 minutes	61918	2.02 %
over 120 minutes	343908	11.23 %
<b>Total</b>	<b>3063456</b>	

**Figure A.21: Persons that cannot access a Higher Education facility by public transport, within 60 minutes, by local authority**<sup>140</sup>

Local Authority	No of Persons	No. persons that cannot access within 60 minutes	(%) Persons that cannot access within 60 minutes
Blaenau Gwent	69814	67454	96.62 %
Bridgend	139178	87658	62.98 %
Caerphilly	178806	47966	26.83 %
Cardiff	346090	322	0.09 %
Carmarthenshire	183777	84944	46.22 %
Ceredigion	75922	30569	40.26 %
Conwy	115228	49310	42.79 %
Denbighshire	93734	13125	14.00 %
Flintshire	152506	13458	8.82 %
Gwynedd	121874	62228	51.06 %

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140 Tuesday morning, 7.00am to 9.00am

Isle of Anglesey	69751	29622	42.47 %
Merthyr Tydfil	58802	6360	10.82 %
Monmouthshire	91323	46478	50.89 %
Neath Port Talbot	139812	31291	22.38 %
Newport	145736	206	0.14 %
Pembrokeshire	122439	122090	99.71 %
Powys	132976	130741	98.32 %
Rhondda Cynon Taf	234410	29252	12.48 %
Swansea	239023	3546	1.48 %
The Vale of Glamorgan	126336	25889	20.49 %
Torfaen	91075	18167	19.95 %
Wrexham	134844	5133	3.81 %
Grand Total	3063456	905809	29.57 %

**Figure A.22: Households that do not have access to a car (by local authority) as a percentage of those households where people cannot access a Higher Education facility within 60 minutes by public transport<sup>141</sup>**

Local Authority	No. of Households	No. of Persons	Total No Access to a Car	No Access to a car ( %)
Blaenau Gwent	30416	69814	8436	27.74 %
Bridgend	58515	139178	8005	13.68 %
Caerphilly	74479	178806	5176	6.95 %
Cardiff	142557	346090	20	0.01 %
Carmarthenshire	78829	183777	5186	6.58 %
Ceredigion	31562	75922	1730	5.48 %
Conwy	51177	115228	4377	8.55 %
Denbighshire	40546	93734	463	1.14 %
Flintshire	63781	152506	813	1.27 %
Gwynedd	52473	121874	5566	10.61 %
Isle of Anglesey	30594	69751	2712	8.86 %
Merthyr Tydfil	24264	58802	791	3.26 %
Monmouthshire	38233	91323	2762	7.22 %
Neath Port Talbot	60393	139812	3079	5.10 %
Newport	61172	145736	8	0.01 %
Pembrokeshire	53122	122439	9487	17.86 %
Powys	58345	132976	8454	14.49 %
Rhondda Cynon Taf	99663	234410	3614	3.63 %
Swansea	103497	239023	122	0.12 %
The Vale of Glamorgan	53505	126336	1003	1.87 %

<sup>141</sup> Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

Torfaen	38524	91075	1895	4.92 %
Wrexham	57029	134844	90	0.16 %
Grand Total	1302676	3063456	73789	5.66 %

### Access to Key Tourist Sites

Figure A.23: Access to Key Tourist Sites by public transport<sup>142</sup>

	No of Persons	Percentage ( %)
up to 30 minutes	1833512	59.9%
30 - 60 minutes	833178	27.2%
60 - 90 minutes	101328	3.3%
90-120 minutes	5939	0.2%
over 120 minutes	289499	9.5%
Total	3063456	

Figure A.24: Persons that cannot access a Key Tourist Site by public transport, within 60 minutes, by local authority

Local Authority	No of Persons	No. persons that cannot access within 60 minutes	( %) Persons that cannot access within 60 minutes
Blaenau Gwent	69814	106	0.2%
Bridgend	139178	33413	24.0%
Caerphilly	178806	425	0.2%
Cardiff	346090	276	0.1%
Carmarthenshire	183777	41004	22.3%
Ceredigion	75922	34531	45.5%
Conwy	115228	10497	9.1%
Denbighshire	93734	9378	10.0%
Flintshire	152506	32798	21.5%
Gwynedd	121874	18104	14.9%
Isle of Anglesey	69751	4951	7.1%
Merthyr Tydfil	58802	476	0.8%
Monmouthshire	91323	12267	13.4%
Neath Port Talbot	139812	12336	8.8%
Newport	145736	2381	1.6%
Pembrokeshire	122439	56101	45.8%

<sup>142</sup> Tuesday morning, 7.00am to 9.00am

Local Authority	No of Persons	No. persons that cannot access within 60 minutes	( %) Persons that cannot access within 60 minutes
Powys	132976	93344	70.2%
Rhondda Cynon Taf	234410	2416	1.0%
Swansea	239023	5479	2.3%
The Vale of Glamorgan	126336	17339	13.7%
Torfaen	91075	292	0.3%
Wrexham	134844	8852	6.6%
<b>Total</b>	<b>3063456</b>	<b>396766</b>	<b>13.0%</b>

**Figure A.25: Households that do not have access to a car (by local authority) as a percentage of those households where people cannot access a key tourist site facility within 60 minutes by public transport<sup>143</sup>**

Local Authority	No. of Households	No. of Persons	Total No Access to a Car	No Access to a car ( %)
Blaenau Gwent	51	106	8	15.7%
Bridgend	14181	33413	3832	27.0%
Caerphilly	171	425	7	4.1%
Cardiff	99	276	25	25.3%
Carmarthenshire	17335	41004	1945	11.2%
Ceredigion	15290	34531	1979	12.9%
Conwy	4295	10497	359	8.4%
Denbighshire	3924	9378	272	6.9%
Flintshire	13736	32798	1886	13.7%
Gwynedd	8088	18104	1309	16.2%
Isle of Anglesey	2007	4951	151	7.5%
Merthyr Tydfil	204	476	27	13.2%
Monmouthshire	4877	12267	243	5.0%
Neath Port Talbot	5281	12336	1358	25.7%
Newport	971	2381	53	5.5%
Pembrokeshire	23967	56101	3388	14.1%
Powys	40706	93344	5233	12.9%
Rhondda Cynon Taf	1071	2416	343	32.0%
Swansea	2221	5479	186	8.4%
The Vale of Glamorgan	6969	17339	538	7.7%
Torfaen	117	292	9	7.7%
Wrexham	3567	8852	202	5.7%

<sup>143</sup> Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

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<b>Local Authority</b>	<b>No. of Households</b>	<b>No. of Persons</b>	<b>Total No Access to a Car</b>	<b>No Access to a car ( %)</b>
Grand Total	169128	396766	23353	13.8%



## 7 Annex B – List of Higher and Further Education Facilities and Key Tourist Sites

**Figure B.1: Table of Higher Education facilities**

HE establishment	Campus
Aberystwyth University	Gogerddan
Aberystwyth University	Llanbadarn
Aberystwyth University	Penglais
Bangor University	Bangor
Cardiff Metropolitan University	Cyncoed
Cardiff Metropolitan University	Howard Gardens
Cardiff Metropolitan University	Llandaff
Cardiff University	Cardiff
Glyndwr University	Wrexham
Glyndwr University	Northop
Glyndwr University	St Asaph
Royal Welsh College of Music & Drama	Cardiff
Swansea University	Swansea
University of South Wales	Caerleon
University of South Wales	ATRiuM Cardiff
University of South Wales	Glyntaff
University of South Wales	Newport
University of South Wales	Treforest
University of Wales Trinity Saint David	Carmarthen
University of Wales Trinity Saint David	Lampeter
University of Wales Trinity Saint David	Swansea Met

**Figure B.2: Table of Further Education facilities**

Further Education Facilities	Campus
Bridgend College	Arts Academy
Bridgend College	Bridgend
Bridgend College	Maesteg
Bridgend College	Morien House
Bridgend College	Queens Road
Bridgend College	Pencoed
Bridgend College	Studio 54
Cardiff & Vale College	Barry Waterfront
Cardiff & Vale College	CBCC
Cardiff & Vale College	CCTC
Cardiff & Vale College	City Road
Cardiff & Vale College	Colcot Road
Cardiff & Vale College	Cooper's Yard
Cardiff & Vale College	Design Academy
Cardiff & Vale College	Dumballs Road 2

<b>Further Education Facilities</b>	<b>Campus</b>
Cardiff & Vale College	ICAT
Cardiff & Vale College	The Friary
Cardiff & Vale College	The Parade
Cardiff & Vale College	Trowbridge
Coleg Cambria	Deeside
Coleg Cambria	Llysfasi
Coleg Cambria	Northop
Coleg Cambria	Wrexham Training
Coleg Cambria	Yale (Bersham Road)
Coleg Cambria	Yale (Grove Park)
Coleg Ceredigion	Aberystwyth
Coleg Ceredigion	Cardigan
Coleg Gwent	Blaenau Gwent Learning Zone
Coleg Gwent	City of Newport
Coleg Gwent	Crosskeys
Coleg Gwent	Cwmbran Learn-IT Centre
Coleg Gwent	Monmouth Learn-IT Centre
Coleg Gwent	Pontypool
Coleg Gwent	Usk
Grwp Llandrillo Menai	Abergele
Grwp Llandrillo Menai	Colwyn Bay
Grwp Llandrillo Menai	Denbigh
Grwp Llandrillo Menai	Llanrwst
Grwp Llandrillo Menai	Rhos-on-Sea
Grwp Llandrillo Menai	Rhyl
Grwp Llandrillo Menai	St Asaph
Grwp Llandrillo Menai	Dolgellau
Grwp Llandrillo Menai	Glynllifon
Grwp Llandrillo Menai	Pwllheli
Grwp Llandrillo Menai	Bangor
Grwp Llandrillo Menai	Caernarfon
Grwp Llandrillo Menai	Holyhead
Grwp Llandrillo Menai	Llangefni
Grwp Llandrillo Menai	Parc Menai
Coleg Sir Gar	Ammanford
Coleg Sir Gar	Gelli Aur
Coleg Sir Gar	Graig
Coleg Sir Gar	Jobs Well
Coleg Sir Gar	Pibwrlwyd
Coleg y Cymoedd	Aberdare
Coleg y Cymoedd	Nantgarw
Coleg y Cymoedd	Rhondda
Coleg y Cymoedd	Rhymney
Coleg y Cymoedd	Ystrad Mynach
Gower College Swansea	Broadway Hair, Beauty and Holistic Centre
Gower College Swansea	Canolfan Gorseinon Centre
Gower College Swansea	Gorseinon
Gower College Swansea	Kingsway Centre
Gower College Swansea	Kingsway Hair Academy
Gower College Swansea	Llwyn y Bryn

Further Education Facilities	Campus
Gower College Swansea	Sandringham Park
Gower College Swansea	Sketty Hall
Grwp NPTC Group	Afan
Grwp NPTC Group	Brecon Beacons
Grwp NPTC Group	Llandarcy Academy of Sport
Grwp NPTC Group	Llandrindod Wells
Grwp NPTC Group	Maesteg
Grwp NPTC Group	Neath
Grwp NPTC Group	Newtown
Grwp NPTC Group	Queen Street
Grwp NPTC Group	Pontardawe
Grwp NPTC Group	Swansea
Grwp NPTC Group	Ystradgynlais
Pembrokeshire College	Haverfordwest
St David's Catholic Sixth Form College	Cardiff
The College Merthyr Tydfil	Merthyr Tydfil
WEA Cymru	Bangor
WEA Cymru	Cardiff
WEA Cymru	Harlech
YMCA Wales Community College	Cardiff

Figure B.3: List of Key Tourist Sites

ATTRACTION NAME	REGION	2013 VISITS	2012 VISITS	% CHANGE	£ ADULT ADMISSION
Aberconwy House	NW	20,383	25,276	-19.40%	-
Aberdulais Falls	SWW	23,767	26,472	-10.20%	-
Aberglasney Gardens	SWW	34,428	26,214	31.30%	-
Abertillery & District Museum	SEW	10,000*	10,000*	0.00%	-
Aberystwyth University, School of Art Gallery and Museum	MW	12,300*	14,000*	-12.10%	-
Amelia Farm Trust	SEW	28,000*	27,000*	3.70%	-
Bala Lake Railway	MW	19,647*	NP	-	£9.50

Beaumaris Castle	NW	83,823	86,864	-3.50%	-
Bellevue Park	NW	145,029	NP	-	-
Big Pit: National Coal Museum	SEW	147,980	153,749	-3.80%	-
Blaenavon Ironworks	SEW	18,601	19,899	-6.50%	-
Blaenavon World Heritage Centre	SEW	34,134	NP	-	-
Bodelwyddan Castle	NW	56,849	47,525*	19.60%	£6.30
Bodnant Garden	NW	178,102	152,439*	16.80%	-
Brecon Beacons Waterfalls Centre	SWW	22,634	20,357	11.20%	-
Brecon Cathedral and Heritage Centre	MW	124,624	NP	-	-
Brickfield Pond	NW	79,018	68,421*	15.50%	-
Caerleon Roman Baths and Amphitheatre	SEW	52,747	58,438	-9.70%	-
Caernarfon Castle	NW	163,394	176,454	-7.40%	-
Caerphilly Castle	SEW	110,687	120,273	-8.00%	-
Cardiff Museum Project	SEW	260,172	167,413*	55.40%	-
Carew Castle & Tidal Mill	SWW	33,961	27,530	23.40%	£4.75
Carmarthenshire County Museum	SWW	12,616	12,099	4.30%	-
Carreg Cennen Castle	SWW	18,822	13,799	36.40%	-

Castell Coch	SEW	74,021	70,276	5.30%	-
Castell Henllys Iron Age Fort	SWW	25,175	23,937	5.20%	£4.75
Chepstow Castle	SEW	52,163	54,596	-4.50%	-
Chirk Castle	NW	129,862	133,268	-2.60%	-
Colby Woodland Garden	SWW	33,263	31,289	6.30%	-
Conwy Castle	NW	174,920	162,665	7.50%	-
Conwy Nature Reserve	NW	76,649	72,837	5.20%	£3.00
Conwy Suspension Bridge	NW	15,055	21,606	-30.30%	-
Conwy Water Gardens	NW	65,000*	NP	-	-
Cosmeston Lakes Country Park	SEW	245,000*	250,000	-2.00%	-
Cosmeston Medieval Village	SEW	16,200*	NP	-	£2.50
Criccieth Castle	NW	41,096	40,540	1.40%	-
Cwmcarn Forest Drive & Visitor Centre	SEW	257,539	203,662	26.50%	-
Cyfarthfa Castle Museum	SEW	524,789	545,006	-3.70%	-
Denbigh Castle	NW	13,497	12,240	10.30%	-
Devil's Bridge Waterfalls	MW	38,791*	NP	-	£3.50
Dingle Local Nature	NW	68,256	58,410	16.90%	-

Reserve					
Dolaucothi Gold Mines	SWW	18,946	17,767	6.60%	-
Electric Mountain	NW	38,717	NP	-	£7.75
Erddig	NW	147,291	150,818	-2.30%	-
Folly Farm Adventure Park	SWW	419,614	NP	-	£9.50
Garwnant Visitor Centre	SEW	38,530	37,106*	3.80%	-
Glynn Vivian Art Gallery	SWW	22,467	40,974	-45.20%	-
Great Orme Tramway	NW	169,943	153,004	11.10%	£6.00
Greenfield Valley Heritage Park	NW	29,576	26,128	13.20%	£5.00
GreenWood Forest Park	NW	134,832	110,198	22.40%	£10.95
Gwili Steam Railway	SWW	28,508	NP	-	-
Gypsy Wood Park	NW	15,192	18,000	-15.60%	£6.99
Harlech Castle	MW	76,355	75,309	1.40%	-
Holyhead Breakwater Country Park	NW	116,593	63,188	84.50%	-
Inigo Jones Slateworks	NW	21,760*	24,830*	-12.40%	£5.00
Kenfig Nature Reserve	SEW	12,165	20,877	-41.70%	-
Kidwelly Castle	SWW	27,895	26,467	5.40%	-
Laugharne Castle	SWW	11,715	11,192	4.70%	-

Llanberis Lake Railway	NW	71,944*	64,823*	11.00%	£7.50
Llancaiach Fawr Manor	SEW	55,083	53,264	3.40%	£7.50
Llanerchaeron	MW	31,836	39,691	-19.80%	-
Llangollen Wharf	NW	109,323	128,791*	-15.10%	£12.50
Llyn Brenig Visitor Centre	NW	175,000*	NP	-	-
Loggerheads Country Park	NW	234,007	164,536*	42.20%	-
Margam Country Park	SWW	182,055*	105,329*	72.80%	-
Meirion Mill	MW	24,853*	NP	-	-
Moel Famau Country Park	NW	151,000*	140,000*	7.90%	-
Moelfre Seawatch	NW	35,616	NP	-	-
Museum of Speed	SWW	33,063	30,015	10.20%	-
National Assembly Debating Chamber	SEW	80,766	83,767	-3.60%	-
National Museum Wales	SEW	456,342	459,806	-0.80%	-
National Roman Legion Museum	SEW	65,706	73,130	-10.20%	-
National Slate Museum	NW	144,462	135,741	6.40%	-
National Waterfront Museum	SWW	253,708	267,362	-5.10%	-

National Wool Museum	SWW	35,626	34,212	4.10%	-
Newport Wetlands Environmental, Educational & Visitor Centre	SEW	96,332*	90,914*	6.00%	-
Newton House, Dinefwr Park & Castle	SWW	51,194	66,426	-22.90%	-
Norwegian Church	SEW	184,451	NP	-	-
Oriel Plas Glyn-y-Weddw	NW	146,601	180,548	-18.80%	-
Oriel Tegfryn Gallery	NW	10,000*	NP	-	-
Oriel y Parc	SWW	144,993	131,323	10.40%	-
Oriel Ynys Mon	NW	133,138*	NP	-	-
Pembrey Country Park	SWW	367,172	388,416*	-5.50%	-
Penderyn Distillery	SEW	20,448*	NP	-	£6.00
Penrhyn Castle	NW	87,928	97,719	-10.00%	-
Plas Mawr Elizabethan Town House	NW	21,372	22,877	-6.60%	-
Plas Newydd	NW	92,812	96,294	-3.60%	-
Plas Newydd	NW	92,752	NP	-	£8.90
Pontypool Museum	SEW	35,512	NP	-	£3.00
Pontypridd Museum	SEW	22,667	25,473*	-11.00%	-
Porthkerry Country Park	SEW	125,000*	150,000*	-16.70%	-



Portmeirion	MW	193,240	195,276	-1.00%	£10.00
Powis Castle & Garden	MW	113,411	111,438	1.80%	-
Quarry Hospital Visitor Centre	NW	13,918	NP	-	-
Raglan Castle	SEW	56,877	53,530	6.30%	-
Rhuddlan Castle	NW	18,936	19,384	-2.30%	-
Royal Regiment of Wales Museum of the Welsh Regiment	SEW	58,248	NP	-	£11.00
RSPB Lake Vyrnwy Nature Reserve	MW	14,778*	17,609*	-16.10%	-
Ruthin Craft Centre Gallery	NW	79,797	95,874	-16.80%	-
Snowdon Mountain Railway	NW	110,378	131,413	-16.00%	£27.00
South Stack Lighthouse	NW	19,478	98,155*	-80.20%	£4.90
St Davids Bishops Palace	SWW	32,509	25,044	29.80%	-
St Davids Cathedral	SWW	255,000	258,000*	-1.20%	-
St Fagans: National History Museum	SEW	544,966	615,855	-11.50%	-
Swansea Museum	SWW	142,734	139,159	2.60%	-
Swansea Museum - Floating Exhibits	SWW	16,153	12,334	31.00%	-
Talylyn Railway	MW	48,642	41,920	16.00%	£14.50

The LC	SWW	712,616	736,949	-3.30%	NP
The Narrow Gauge Railway Museum	NW	16,659	NP	-	-
The Nelson Museum & Local History Centre	SEW	18,420	NP	-	-
The Oriel Myrddin Gallery	SWW	25,470	NP	-	-
The Tramshed	SWW	10,260	11,011	-6.80%	-
The Ugly House	NW	34,648	NP	-	-
Tintern Abbey	SEW	67,616	67,582	0.10%	-
Tredegarr House	SEW	66,903	41,956	59.50%	-
Tretower Court & Castle	MW	13,758	14,939	-7.90%	-
Tudor Merchant's House	SWW	23,764	25,888	-8.20%	-
Vale of Rheidol Railway	MW	42,834*	40,273	6.40%	£16.00
Wales Millennium Centre	SEW	1,102,520*	1,144,628*	-3.70%	-
Welsh Mountain Zoo and Botanical Gardens	NW	135,729	NP	-	£10.95
WWT National Wetland Centre Wales	SWW	52,970	49,219	7.60%	£8.70

## 8 Annex C – Bus Advisory Group Recommendations

### Building Blocks for Change

Stable, appropriate policies, funding and governance are essential pre-requisites for improving bus services. We recommend:

- Stability should be ensured by funding and governance arrangements having a life of at least three years.
- A consistent, all-Wales approach to bus policy should be established.
- Network partnership boards should be established, comprising local authorities, bus operators, bus users and key trip generators (e.g. retailers, health care providers), based on transport corridors not administrative boundaries.

### Attracting Fare Paying Passengers and Improving Quality

Attracting passengers requires the development of networks, affordable fares, good information and quality. We recommend:

#### Network Development

- Networks of commercial and subsidised services should be reviewed to ensure they provide what passengers want for commercial and subsidised services alike. There should be incentives to undertake such reviews.
- Network partnerships should identify key pinch-points for bus reliability and punctuality, and ensure that solutions are integrated into wider highway improvements.
- Tendered services should allow operators flexibility to maximise efficient use of their fleet, e.g. they should avoid specifying service timings and focus on frequency, start and end times and any integration required.
- Networks should include integrating community transport services to increase accessibility.
- 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.
- Investment in infrastructure and road improvements should take full account of the importance of reliability of bus services.

#### Fares

Further work – under the provisionally-entitled the ‘Fair Fares’ project – should be undertaken to determine the action needed to:

- encourage operators to streamline and rationalise their fare structures and local authorities to simplify and co-ordinate local schemes;
- establish an all-Wales ticketing system (including the possibility of a smart card) with inter-availability between bus operators and with rail network;
- explore the links between patronage and pricing – including the potential for a pilot project on lower fares;

- develop digital information and ticketing systems, including enhancing Traveline Cymru's fares database, the need for investment in ticketing equipment and back-office functions.

### **Information**

We recommend that an information task group be established comprising Traveline Cymru, bus operators, local authorities and passenger representatives to undertake further work to improve the availability of information. This would include:

- establishing the feasibility and cost of equipping all buses in Wales with wi-fi as a cheaper alternative to real time or 'talking bus' systems
- exploring the feasibility of establishing a hierarchy of bus stops / interchanges with different levels of information provision; providing wi-fi at key stops.
- pilot the proactive provision of information, travel planning and market research at least one major destination.

### **Quality**

To improve the quality of bus services, we recommend that:

- early consultation takes place on the creation of an All Wales Bus Quality Standard based on the south east Wales standard for implementation from 2015/16.
- 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.
- Kick-start investment is available to help bus operators, local authorities and operators of major trip origins / destinations achieve the necessary standards.

### **Youth Concessionary Fares**

We recommend that:

- A working group be tasked with further developing a concessionary fares policy. Its remit should include:
- Informing a national consultation process to understand the barriers young people face in accessing public transport, relating to cost and other factors.
- Studying the impact that existing concessionary schemes have had in Wales and in an international context. This could be extended to exploring other, innovative means of promoting access to public transport, and increasing patronage, amongst young people.

### **Integration**

We recommend that:

- Reviews and development of networks recommended earlier specifically take into account health and education-related transport.
- Pump-priming investment recommended earlier is available to support new services.
- Local authorities be encouraged to locate their transport functions in a single directorate.
- Health boards and education and training providers be encouraged to integrate their commissioning of transport services with those of the relevant local authority.

- Co-ordination of health and education-related transport with commercial and subsidised services should be encouraged, including two pilot projects to identify good practice.

### **Disability**

We recommend:

- The introduction of an all Wales standard 'orange wallet'-type scheme as soon as practicable, capturing existing best practice in smaller schemes around Wales.
- Further work to introduce a Welsh DCPC module on disability awareness be undertaken.
- A project to explore increased use of low cost digital technology to assist disabled people's use of public transport be established.
- Operators and groups representing disabled passengers have regular dialogue.

## 9 Annex D – Freight Advisory Group Recommendations

The full report is available at: <http://wales.gov.uk/topics/transport/freight/wales-freight-group/?lang=en>

The groups 24 recommendations are summarised below:

<b>A. The Welsh Government ensures that the need to take into account the role of freight when considering all significant development in Wales is integrated more effectively in the planning system in Wales.</b>
<b>B. The Welsh Government ensures that the need to take into account the potential for effective inter-modal freight networks when developing land use plans, and the value added processes inter-modal interchanges can attract, is integrated more effectively in the planning system in Wales.</b>
<b>C. The Welsh Government asks the UK Government to issue guidance for ports to take into account when drawing up master plans and disposing of port land, the potential role of the port in inter-modal freight networks, and the opportunities for freight processing activities on port land.</b>
<b>D. The Welsh Government delivers as quickly as possible all the commitments it has made to improving and enhancing the A55 expressway in North Wales.</b>
<b>E. The Welsh Government delivers as quickly as possible the commitments it has made to improving the A494/A483 in North East Wales.</b>
<b>F. The Welsh Government delivers as quickly as possible all the commitments it has made to improving the A40 and the A477 in South West Wales and reviews the business case for making additional improvements.</b>
<b>G. The Welsh Government delivers as quickly as possible all the commitments it has made to dualling the A465 ‘Heads of the Valleys’ road in South Wales.</b>
<b>H. The Welsh Government takes forward as quickly as possible its commitment to Phase 1 of the Cardiff Bay Eastern Link, and undertakes to develop a business case for further phases to extend the link to the A48(M) within the overall framework of planning for the City Region.</b>
<b>I. The Welsh Government continues to proceed as quickly as possible and in accordance with due process in order to provide a motorway to the South of Newport to address transport related problems on the M4.</b>
<b>J. The Welsh Government 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.</b>
<b>K. The Welsh Government continues to do everything in its power to persuade the UK Government to remove the tolls on the Severn Crossings</b>

when the current Concession ends.
<b>L. The Welsh Government requests the UK Government to look at the case for installing free flow tolling technology on the Severn Crossings, if the UK Government decides not to remove the tolls when the current Concession ends.</b>
<b>M. The Welsh Government 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.</b>
<b>N. The Welsh Government continues to work with all partners on maximising the potential for rail freight under Network Rail’s Route Modernisation Plans in the Long Term Planning Process</b>
<b>O. The Welsh Government works with all partners to encourage the retention of existing rail infrastructure, especially near ports, where there is potential for rail freight in the future - for example the sidings near the port of Swansea.</b>
<b>P. The Welsh Government works with all partners to ensure that the opportunities presented by the electrification of the South Wales Main Line and Valley Lines, take account of the potential to grow rail freight, and especially containers, through gauge clearance and inclusion of relief lines in the scheme .</b>
<b>Q. The Welsh Government explores with Network Rail, as part of the latter’s Long Term Planning Process, the potential for an appropriately gauged diversionary rail route for freight into South Wales via Gloucester.</b>
<b>R. The Welsh Government explores with partners the opportunities for enhancing freight connectivity on the North Wales line via both Crewe and Warrington once capacity on the West Coast Main Line is released through the construction of HS2.</b>
<b>S. The Welsh Government works with all partners to ensure that the development of the case for North Wales rail electrification takes account of the potential to grow rail freight, and especially containers, through gauge clearance.</b>
<b>T. The Welsh Government 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.</b>
<b>U. The Welsh Government liaises with business, especially the retail sector and the supermarkets, to review the potential for increasing the flow of goods on rail via Wentloog in South Wales.</b>

**V. The Welsh Government explores with Network Rail, as part of the latter's Long Term Planning Process, the potential for enhancements to the line west of Swansea.**

**W. The Welsh Government supports marketing by ports in Wales which reflects their competitiveness for short sea shipping routes, including it as an integral part of the offer to relevant inward investment to Wales.**

**X. The Welsh Government 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.**



## **10 Annex E – National Transport Plan 2010 road schemes to be investigated under this Plan**

We will test whether work on the following is required as a result of intervention R29:

- A4042 between Pontypool and Abergavenny
- Longer term interventions on the A470 and A483 through Builth Wells
- A470 Alltmawr (as known as A470 Erwood to Glanwye)
- A470 Pentrefelin to Bodnant West Lodge
- A470 Rhayader
- A470 Plas Maenan and Bodhyfryd

## **11 Annex F – National Transport Plan 2010 rail proposals to be investigated under this Plan**

This list below sets out the rail service improvement commitments in the National Transport Plan 2010 that will roll into the new National Transport Plan period:

- Additional carriages to peak time services to Caerphilly following completion of Cardiff Area Signalling Renewal (CASR) in 2015
- Introduce additional services on the lines from Pontypridd and Caerphilly to Cardiff following completion of CASR in 2015
- Introduce additional services on the Vale of Glamorgan line following completion of CASR in 2015
- Extend the half-hourly service from Maesteg to Cardiff and Brackla Station following completion of CASR in 2015

name and address not to be published, that is an important fact we would take into account. However, there might sometimes be important reasons why we would have to reveal someone's name and address, even though

they have asked for them not to be published. We would get in touch with the person and ask their views before we finally decided to reveal the information.

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## Appendix B

### National Transport Plan 2015

#### Consultation Response Form

**Your Name:** Steve O Jones

**Organisation Name (if applicable):** Flintshire County Council

**Email / telephone number:**

**Your Address:** Flintshire County Council

**Question 1:** We have analysed a lot of data in developing the National Transport Plan. Do you feel there are any significant gaps in the data considered?

**Yes:**

**If yes, please explain the reason for your answer:**

Whilst reference has been made to acknowledging recommendations of the North East Wales Integrated Transport Taskforce, there is little reference to the significant findings of the report and the baseline data analysed in the production of that report. Of particular importance is Haywood (2013) 'The Dee Region Cross-Border Economy: next steps Report for the Minister of Business, Enterprise, Technology and Science.

The Tables containing the Interventions include a column 'Rationale from the evidence' It would have been useful if these columns referenced the appropriate data set where the evidence derives from.

**Question 2:** The Plan sets out the key findings from the evidence. Do you consider there are any key findings missing?

**Yes:**

**If yes, please explain the reason for your answer:**

Yes. The North East Wales Job Seeker survey, Taith 2013 found that '1 in 5 turn down job interviews or employment offers due to inaccessibility. The findings also reveal that employment locations such as Deeside Enterprise Zone and Wrexham Industrial Estate have job vacancies, but such locations need to be made more accessible to those most in need.

**Question 3:** Do the interventions address the findings from the evidence base?

**No:**

**If no, please explain the reason for your answer:**

#### Roads

The North East Wales Integrated Transport Task Force report June 2013 states "North Wales is an economy worth approximately £10.4 billion per annum and represents 22% of the economy of Wales as a whole" and "North Wales represents over 30% of the manufacturing output of Wales". It also refers to approximately 32,000 more vehicles using the key cross border roads in North East Wales than the core crossings in South East Wales and refers to the value of the economy (£31 billion output) between Manchester Airport and Anglesey.

Research from the Mersey Dee Alliance indicates an employment growth of 45-55,000 jobs over the next 20 years in the region. Given the expected growth and the under capacity on the highway network currently providing the main gateway into Wales, more emphasis and priority needs to be placed on the work to define the proposed route of this main artery and once this has been decided, the mechanism to improve the capacity and resilience of the route should be treated as a priority for all North Wales.

Flintshire is extremely well located with regard to road, rail, sea and airport access, probably the major contributory factor in the success of the business economy and manufacturing sector within the County.

The anticipated 5-7,000 job creations associated with the Airfields and Northern gateway developments within Deeside Enterprise Zone will, potentially, "challenge" an already struggling trunk and county road infrastructure in the area around Deeside Industrial Park and Queensferry. Therefore, it is imperative that the anticipated additional traffic is managed in a sympathetic and structured manner.

The success of manufacturing also brings with it an increase in HGV traffic to industrial sites, which in many cases can cause traffic and parking congestion at Industrial sites e.g. the proposed North Wales Residual Waste Treatment Facility at Deeside Industrial Park.

Any failure on this already congested route would therefore have a significant effect on the local network and restrict access to the A55 and the North Wales Trunk Road network, impacting on the regional, national and European economies. Given these statistics it is felt that the Draft National Transport Plan has not sufficiently recognised the importance or timescale for the improvements to this key gateway within the interventions for North Wales

It is also disappointing that no reference is given to alternative solutions i.e. the creation of a possible link from the A548 Dee Crossing to the A55 creating a more suitable and environmentally friendly alternative, despite previous Welsh Government consultations on route options. The A548 Dee Bridge is a wasted asset which if utilised better would enable traffic to be diverted from the existing routes, easing congestion, environmental and maintenance issues on the A494.

**Recommendation:** Make specific reference to alternative routing for the North Wales gateway i.e. Linking the A548 Dee Crossing to the A55 within the Interventions.

#### **Trunking of A548**

The potential trunking of the A548 from Connah's Quay to Mostyn is mentioned in the NTP but the document is unclear as to what 'trunking' would mean. Clarification required on whether it involves significant road improvements as this will have an impact on an intervention in the North Wales Local Transport Plan for the further development for the gaps in the Dee Coastal Walking and cycling path and the duty placed by the Active Travel (Wales) Act.

There is no mention of the potential for an upgraded interchange at Broughton to serve Broughton Retail Park and Airbus. Higher Level Intervention No. 4 of the Joint North Wales Local Transport Plan includes a scheme to improve the existing interchange and walking and cycling linkages giving enhanced access to employment at Broughton Shopping Centre. Considering the economic importance of Broughton, the scale of previously approved development and the impacts of traffic through Broughton this improvement scheme should be recognised in the National Transport Plan.

**Recommendation:** Include as an intervention as it provides access to the Trunk Road Network.

#### **Shotton Rail Chord**

Presently due to freight destined to/from Deeside Industrial Park having to be diverted via Wrexham to access this site, further freight operations are restricted on this path as it is not available for 24 hours per day, seven days per week. The lowest cost solution option is a single curve immediately to the south of Hawarden Bridge and east of Shotton Station would link the Deeside Industrial Park (Deeside Enterprise zone) from Liverpool and the Wirral line via an embankment build out onto existing recreational land at Shotton to join the North Wales Coast main line.

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This would open up a freight path directly through to Chester giving more direct access to the West Coast Main Line replacing the existing inefficient freight path out to Wrexham and through a steep incline that exists between Shotton and Hawarden that is also adverse to certain heavy freight loads.

Shotton Rail Chord would allow freight paths to meet the needs of the whole of North Wales for the foreseeable future. A working example of how the Shotton Rail Chord would benefit the area is; Freight would be able to depart North Wembley and enter the North West coast main line via Crewe and Chester which is the most direct path. Saving both time and fuel compared to the existing freight path via Wrexham.

**Recommendation:** This scheme should be included as a priority in the Interventions

**Question 4:** Are the delivery timescales appropriate (Section 3)?

**Yes/No:**

**If yes, please explain the reason for your answer:**

**Refer to evidence base in Q3.**

### **Rail Infrastructure**

The importance of the linkages to the international airports at Manchester and Liverpool and the modernisation of the rail infrastructure are of enormous importance to the visitor economy of North Wales and of Flintshire facilitating visitor access to the region.

Proposed improvements to Rail infrastructure will potentially assist in reducing traffic congestion at busy sites. In addition to rail commuter benefits, the potential opportunity of rail freight activity around industrial hubs could also have a positive impact on HGV and general traffic congestion.

Proposals for new stations is be welcomed, however, given the economic importance of Broughton and Northern Gateway it is disappointing that further clarity is not given in terms of priority and timescale for implementing these schemes. The potential reopening of the Hawarden Bridge Railway Station, offer hope to Deeside Industrial Park employees based between Wrexham and Wirral/Liverpool.

The 'Dee Region Cross-Border Economy' report (2013) recognises the need for connectivity improvements for the Deeside Enterprise zone which is expected to deliver up to 7,000 jobs over the next 20 years.

The Proposed electrification of the North Wales line to Holyhead will potentially reduce travel time for rail commuters across the North Wales coast. The proposed HS2 service could be accessed at Crewe, resulting in reduced travel time from North Wales to London for business commuters. It is disappointing that no greater urgency to achieve this is set out in the document.

As stated within HLOS the Secretary of states review period from 1<sup>st</sup> April 2014 to March 2019. Electrification of the West Coast Main line would provide the support to the Northern Gateway employment growth, providing the sustainable transport alternative to the planned road expansion.

It would be highly beneficial to see the NTP prioritise the proposed electrification of the North Wales coast Line to Holyhead clearly with any commitment given to the electrification of Chester to Manchester, as otherwise this could cause the possibility of an adverse effect for Flintshire as the neighbouring authority to Chester with significant large commuter traffic journeying by private car on key roads to access the new high speed rail services available from Chester, resulting in an additional strain on the resilience of the local network.

### **Roads**

The plan includes an intervention to 'Develop a scheme for improvements to the

## Appendix B

A494/A55/A548 Deeside Corridor' with a short / medium term priority. This is a strategic gateway into North East (and North West Wales) and is at the heart of a sub regional economy, as recognised in the Wales Spatial Plan and by the recent grant of Enterprise Zone Status. It is therefore disappointing that only further consideration is to be given to a scheme in this key transport corridor, with no timescale indicated as to when such a scheme could be implemented. Further delay in addressing key traffic 'pinch points' that are currently hindering our local network for access to employment opportunities, journey times and the movement of goods to and from key employment sites will impact on the growth in our economy and put additional strain on the resilience of the local network. By accelerating a scheme to address traffic capacity and congestion issues along the A494/A55 will ensure that the development of the Deeside Enterprise zone is not curtailed.

**Recommendation:** Intervention R24 needs to be of higher priority not only to address current issues but to meet future demand as a result in projected growth in the economy and placed in the short term timescale.

**Question 5:** With regards to funding the interventions are there any other funding streams we should be considering (Section 4)?

**Yes/No:**

### Active Travel

Several cycling and walking routes have been created or enhanced utilising Rural Development Plan funding. A number of these schemes, particularly those implemented through the 'Linking Flintshire's Communities' scheme have improved connectivity between rural communities and sites of employment and strategic cycling and walking networks. Opportunities to build on this should be explored with the new rural programme and other funding regimes.

**Question 6:** We have asked a number of specific questions. If you have any related issues which we have not specifically addressed, please use this space to report them.

Economic growth, access to employment and sustainable travel and safety are three key priorities within the framework of the Draft National Travel Plan which directly affect the business communities and economy of Flintshire, and indeed the wider North Wales. The congestion issues facing Deeside have a wider impact than that upon the Deeside Enterprise Zone. There is an integrated package of regeneration underway in Deeside that will capture the economic growth in the area and use it to facilitate wider regeneration, especially for the more deprived communities. This regeneration approach, part funded by the Welsh Government Vibrant and Viable Places programme, will raise the quality of life across Deeside and the current congestion problems in the area are a stumbling block in this process. The commitment to commission further study of this is welcomed, especially if this is linked into the wider regeneration of the area. Deeside has a growing role as an economic driver for the subregion and transport connectivity is a major element in realising this potential for communities across North Wales.

### Demographics

Whilst in several rural communities access to public transport is generally poor, access to a car is high in rural Flintshire.

Coastal rural areas such as Gronant, Talacre and Mostyn do however have lower levels of car ownership. So do areas of Mold, Saltney and Sealand.

Whilst high levels of car ownership suggests that accessibility may not be a significant issue for a large proportion of the rural population, there are groups such as the elderly, low income and unemployed that may not have access to a car and may suffer from rural isolation and



poor access,

### **Access to Employment**

The Plan refers to links to Enterprise Zones. Access to the Deeside Enterprise Zone within 60 minutes of public transport is relatively poor in the rural areas, particularly in some of the rural coastal communities e.g. Gronant and Talacre. This is compounded in the rural coastal areas where there is lower access to a car.

Flintshire CC welcomes the Plan's suggestion to review opportunities already identified to improve access between and to/ from Enterprise Zones, and working with others, to identify further opportunities. The Rural Development Plan, particularly the LEADER element, could present opportunities to pilot innovative solutions to ensure that rural communities have the necessary access to capitalise on the business and employment opportunities arising from the EZ.

Flintshire CC welcomes the Plan's suggestion to undertake a feasibility study to investigate options to improve access to employment sites in the Deeside area by sustainable travel modes.

### **Access to Services**

Access to hospitals by public transport is poor in the inland rural communities to the west. However this is offset by a relatively high level of access to a car. Accessibility is less of an issue in the southern rural communities (access to Wrexham Maelor) and those closer to Denbighshire (access to Ysbyty Glan Clwyd, Bodelwyddan). However it is the rural coastal communities that suffer both from poor access to public transport and low access to a car.

Access to further and higher education facilities by public transport is poor in some pockets of the rural areas particularly some coastal villages and rural settlements to the west but again access to a car counteracts this.

Access to key tourist sites by public transport is poor in in-land rural communities (along the Clwydian Range) however access to a car is generally good.

The plan recommends improving access to the public transport network to access employment and services and the need to focus on improving connectivity and accessibility between communities and key employment centres – particularly where both access is low and car ownership is low. In rural Flintshire poor access to public transport is generally mitigated by good access to a car. However this should not disguise the fact that there are some groups of the rural population that do not benefit from access to a car and the Plan needs to recognise this.

### **Bus and Community Transport**

The Plan recognises the significant contribution that community and voluntary transport schemes make in addressing accessibility difficulties. Flintshire CC supports the commitment in the plan to continue funding these schemes and supports the priorities to achieve this. In rural Flintshire, several community and voluntary transport schemes have been implemented, with a varying degree of success. Projects failed where the perceived need and demand was much greater than the actual position and the interest and take up of these initiatives was lower than anticipated. Future schemes should be developed on the basis of sound evidence and a proven need and a 'one size fits all' approach is not always appropriate for both urban and rural communities.

The plan specifies the need for enhanced connectivity for communities, business and key services, but there is no indication of how this can be achieved.

The plan mentions development of options for targeted funding for bus and community transport focussing on: rural services, access to employment and access to hospitals and other key services. The plan has recognised the importance of targeting funding on areas where car ownership is low and in areas of deprivation. Recommend this is a priority area for funding.

The NTP states it will continue to provide a concessionary fares scheme for older people, disabled people and seriously injured service personnel and veterans. The NTP should take

into consideration the findings of a consultation carried out with service users in 2013/2014 through bus users' surgeries by FCC. The vast majority of over 60 concessionary pass holders indicated that they would be prepared to either pay for their passes (i.e. one-off fee) or pay a small fee for their journeys (e.g. flat rate single fare).

It would be beneficial also if the NTP considers a review of the eligibility criteria or conditions of pass usage, i.e. increase the eligibility age to 65 in line with retirement age / limit usage to off peak times during the daytime as in England). Additionally consideration should be given to extending the age limit of the Youth Concessionary Fare Scheme for 16 and 17 year olds to include 18 year olds.

The NTP refers to the implementation of greater central management of TrawsCymru long distance bus services, however there is no mention as to whether any new services, enhanced services or taking over any existing routes.

Support the Intervention BC T7 the production of an All Wales Bus Quality Standards for bus and community transport services in partnership with Local Authorities, operators and users.

Support the Plans proposal to play a more prominent role in the planning and delivery of longer distance bus services across Wales through Quality Bus Partnership Schemes

Support the Plans value of Community Transport services in terms of providing affordable and accessible transport for more socially or geographically isolated people

#### **Sustainable Transport Initiatives**

Greater emphasis is now being placed on sustainable transport initiatives through carbon footprint, healthier lifestyles and traffic management reasons.

Unfortunately, the popular Shuttle Bus service into Deeside Industrial Park is currently under threat which will potentially create barriers to accessing employment for those employees on lower pay or without transport and who have previously relied upon the service.

The draft strategy makes a passing reference to Communities First but fails to recognise the significance of the links between transport and tackling poverty. A fuller assessment of transport barriers, particularly to areas of employment and learning, facing the residents of Communities First areas is recommended.

#### **Consultation on the Joint North Wales Local Transport Plan**

Flintshire County Council received a number of responses from Flintshire residents on the Draft Joint North Wales Local Transport Plan. Specific issues regarding the congestion on the A494 were raised and are provided as bullet points below:

- Vehicle emissions/particle matter at 2.5 is dangerous and puts a risk to residents health, particularly at the Ewloe Interchange
- The traffic noise, high speeds and pollution make it difficult for residents to enjoy their properties
- The Air Quality monitor was removed and never replaced
- Objection to the expansion of the A494
- There is a need for signage on the M6 at J15 to encourage use of the A55 and to encourage use of the Flintshire Bridge
- Link Flintshire Bridge to the A55 to simplify the route from the M56/ Deeside Industrial Estate to Holyhead for freight transport to relieve congestion on the A494 Ewloe Interchange
- Consider improving the link between the A541 between Mold and Wrexham as it links the A494 to the A483 Trunk Road
- Consider improvements improving access to other Trunk Roads in the area i.e A483 Chester to Swansea via Wrexham

## Appendix B

Responses to consultations are likely to be made public, on the internet or in a report. If you would prefer your response to remain anonymous, please tick here:

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## Equal Opportunities Monitoring Form

The Welsh Government is committed to achieving equal opportunities in all its activities and responsibilities. This means taking action to ensure that all our services are accessible, and that all users of our services are treated equally.

The information you give us will be treated in confidence and will be used by our Team to provide statistics for equal opportunities monitoring to assess how our policies are put into practice.

We will keep this document separate from the Consultation Questions Form. We will treat the information you give in strictest confidence.

The Welsh Government carries out equal opportunities monitoring to collect information which will allow us to improve our services.

**1. What is your sex?**

Male

Female

**2. Can you understand, speak, read or write Welsh?**

Tick all that apply

Understand Welsh  
Speak Welsh

Read Welsh  
Write Welsh

**3. Disability**

Do you consider yourself disabled?

Do you have a work limiting health condition?

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

**4. What is your ethnic group?**

a. White

b. Mixed/Multiple ethnic groups

c. Asian/Asian British

d. Black/African/Caribbean/Black British

e. Other ethnic groups

**5. What is your age?**

Please specify

0 – 15 years

Page 348

16 – 24 years

**25 – 44 years**  
**65 – 74 years**


**45 – 64 years**  
**75 + years**


**Thank you for completing this form**

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**National Transport Plan 2015**

**Consultation Response Form**

**Your Name:** Ann Elias on behalf of Councillor David Smith Chairman of the Taith Board

**Organisation Name (if applicable):** North Wales Transport

**Email / telephone number:**

**Your Address:** Gwynedd Council

**Question 1:** We have analysed a lot of data in developing the National Transport Plan. Do you feel there are any significant gaps in the data considered?

**Yes:**

**If yes, please explain the reason for your answer:**

**Objectives/priorities-**

**The plan needs to clearly set out what the Issues/Opportunities/Outcomes are intended to be by delivering the interventions and support this with data reference.**

**1.3.4** By reducing the 17 outcomes from the Wales Transport Strategy down to 5 headings, there are important consideration relating to “connectivity”; access across all of Wales and Internationally that are missing. Identify the need to have sustainable transport Freight and Visitors are also important; There is also the need to reduce CO2 and adapt to the impacts of “climate change” all of which could also provide opportunities that will contribute to growing the economy and are important when taking forward improvements to the transport provision in Wales. Especially when 1.4.15 states that “the NTP contains interventions aimed at improving connectivity” 1.4.23 – The Children’s Rights identified not only affecting “connectivity” but also leisure and recreational journeys which our Visitors can also benefit from.

The use of an objective of economic growth can be achieved by delivering transport interventions that provides for access to employment or access to services which supports economic growth.

The North Wales Joint Local Transport Plan refers to the “Mid and North Wales 2011 Journey to Work Analysis AECOM 2014” report a piece of work undertaken as part of the North Wales Ministerial Task Force this work should be identified.

There is no regional dimension to the plan the use of the short summary of regional finding, is just a set of headline facts which do not just affect the region but are also national issues.

There is no rail demand forecasts from the emerging Wales Route Strategy North Wales Coast-Chester 12% by 2023 and 41% by 2043

The use of the factual data isn’t explained as to why it is relevant to the proposed intervention.

The plan would flow better if national interventions were identified and then separate sections for regional priorities and interventions.

The Data collection should form an update of the National Transport Strategy in order to inform the NTP and this would allow for a shorter plan.

The role of spatial and land use planning and its association with transport planning is underplayed within the plan, when it should have a major consideration and be assessment as it they identify as a first priority to grow the economy and in order to do this they recognise the need for a spatially-

## Appendix C

specific focus and highlights the Enterprise Zones.

**2.4.2.** This relating to the average distance travelled to work of 16.7km and identifies Anglesey as being higher (22.5km) and the number of people having access to work place zones being as low as 16% in Denbighshire. What is lacking is the recognition of the accumulated factors, of living in remote rural communities and reduced opportunities of employment reduced public transport which necessitates the need to travel further distances, or reduced employment, hence the need to identify regional differences.

**Figure 2:12** identifies average daily HGV & LGV Flows there is no recognition that the numbers of lorries on the north Wales Road network at Queensferry A494, A55 & A483 are equal if not higher to the rates identified for the M4.

**Figure 2.13** shows the Road Traffic Collision Rates but there is no forward Trunk Road programme within the plan to identify prioritisation for reduction by undertaking road improvements.

Cross boarder issues. There needs to be identification of cross boarder movement for employment, access to services especially health and education.

**Page 32** – There needs to be Active Travel Data to support the changes in numbers cycling and/or walking.

**Page 33 Rail** - There is no mention of retention of railway infrastructure and the desire to review with options for reopening lines e.g. Bangor and Carnarvon Railway; Anglesey Central Railway (Gaerwen to Amlwch)

**2.6.34** refers to Figure 2.19 being evidence of fare paying passengers when the graph refers to all bus passengers! Where are the figures to support the concessionary fares identified at (2.6.35)

**Page 34 Bus** - There is no indication as to why bus user numbers have declined, there needs to be recognition that reduced subsidy means higher fares or reduced services. It is more expensive to run rural services because of distance.

**2.6.40** mentions Anglesey airport but does not provide data for the Anglesey and Cardiff service funded by the Welsh Government!

**Figure 2.20 & 2.21** There is no reference as to why these plans are being used.

**Figure 2.22** Journey speeds. There is no Trunk Road route program to identify how this data affects the decision on prioritization.

**Figure 2.28** needs to identify on a map by each hospital location and it should be daily flow to understand if they contribute to the congestion times. There needs to be research work to identifying why or if public transport is a requirement to access hospitals and whether by either relocating services to a different location or changing start times could also evoke change.

There is no mention of Canals in Wales. The Llangollen Canal.

**Page 65** Climate Change – The figures identified are for England and Wales there needs to be Welsh only figures.

**Page 140** Health there is no mention of the Non-Emergency Transport Project Board set up been the Welsh Government!

**Question 2:** The Plan sets out the key findings from the evidence. Do you consider there are any key findings missing?

**Yes:**

**If yes, please explain the reason for you** Page: 352



**Page 73/74** - Where the plan has split key findings into regions, these are not necessary unique to these regions alone and are for example an all Wales issue such as access to work, high education, and services, resilience of the road and rail corridors to planned and unplanned events, reducing journey times; capacity constraints and congestion.

There appears to be a section of the plan missing. There needs to be a flow diagram which shows how the data/issues forms the outcomes and then how the outcomes will be delivered by the Higher level interventions ( As required for the Local Transport Plans)

**Question 3:** Do the interventions address the findings from the evidence base?

**No:**

**If no, please explain the reason for your answer:**

**3.1.3** - Local authorities have had a long history of working with the Welsh Government to deliver transport improvements as they are often best placed to understand the local needs and negotiate solutions. However, with the current situation of wishing to engage with all 22 local authorities individually is proving very resource intensive and an opportunity to re-engage with the government at a regional level would be welcomed in order to find a more cost effective way to resource time and energy required to have whole Wales solutions.

About three-quarters of the funding available to undertake this responsibility for Local Authorities comes from the Welsh Government 95% of the network is within this responsibility. The gap is getting wider between backlog of repairs and the amount of allocated funding; this situation needs to be addressed if Local Authorities are going to reduce the gap. Over a three period LGBI was made available to Local Authorities to undertake either infrastructure improvements or replacement surfacing. A continuation of this programme would provide an opportunity for Local Authorities to reduce the backlog further.

**3.2.15 Intelligent Transport Systems** – Working with the LA's to put electronic signage at key junctions will further strengthen the Network management across the region.

**3.2.15 Reduce our energy consumption such as low energy lighting** – This is an aspiration for LA's and with the WG supporting projects of this nature in the region will assist the WG in reducing Co2 emission targets.

**3.2.18 - allowing speedy and reliable movement of goods and products and access to a labour force. Delays on the network and unreliability in journey times, affects productivity and reduces access to markets.** – Between the Trunk Road network lays a network of County Roads that contribute to an efficient and effective network. Without sustained long term commitment to providing funding to support the County network as well as the trunk road network will mean that goods; products and access to a labour force will experience reduced unreliable journey times. Over the last 5 years the Local Authorities have not only seen their settlement payments from the Welsh Government reduce but also the Capital Transport Grants reduce from over £100m 2008/09 down to £15m 2014/15. To invest in the County Road network not only contributes to the economy through construction but also provides confidence in the network to facilitate connectivity between places to stimulate the increased movement of goods and services, especially when traffic volume is forecast to grow by 33% by 2040.

**Page 85 – R4 Deliver a programme of road safety improvements outside schools on the Trunk Road**

– In order for the Road Safety Framework for Wales to achieve its priorities it is important to also work with Local Authorities to deliver a programme of road safety improvements outside schools on County Roads as well.

**Page 96- AT1** – Active Travel is a new duty placed upon local authorities to map existing routes and then consider and integrated network in order to undertake this new duty funding is require to deliver a meaningful network.

**Page 97 Rails - para 3.8.3** - There should be a mention of electrification of the North Wales Coast line as part of a medium term modernisation business plan. No mention of rolling stock and how this will fit with the new rail franchise, or indeed the future rail franchise model of not-for-profit company being established and the benefits this will bring to Wales.

**Page 98 para 3.8.7** - The identification of the seeking to persuade the UK Government or Network Rail to invest in the rail network in Wales should also include both involvement with and contribute towards projects affecting North Wales to achieved your identified outcomes, to achieved growth.

**Page 100 RI1** Chirk Station is completed. New locations need to be identified for improvements to be undertaken.

**What stage is Rhyl at?**

**Page 103 - Intervention RI6** - This intervention refers only to North/South journey improvement times, which is a lower priority for North Wales. A further Intervention should be added to Improve North Wales/North West Journey times funded through the Welsh Government.

**Page 105 develop new Railway stations** – Is **anything missing?**

**Page 106 Intervention RI12** North Wales electrification is of such importance that it should be an intervention in its' own right.

**page 107 paras 3.10.4 & para 3.10.5** The NWEAB must have an input to the specification of the next Wales & Borders franchise so far as it affects services in North Wales. The Board will also request that it has a monitoring role in the award of the next franchise. The next franchise may not necessarily have the same scope as the current franchise but at this early stage it is paramount that the current through services to the North West, London, the Midlands, and South Wales are retained without the need to change at Chester.

**Page 109 Intervention RS2** The NWEAB (or other combined 6 County Body) should have formal input to the WG over identifying appropriate service frequencies and any additional services.

**Buses.**

**Page 109 3.12.1 We want to see more services operating commercially and to see the proportion of fare paying passenger's increase as a whole.**

Within the rural context it is extremely unlikely that any service could be entirely commercial as they will received some form of public funding either via concessionary fares reimbursement and BSSG. Therefore a redefining of the term 'commercial service' to either partly supported or wholly supported may be an achievable outcome.

Because of the rural nature of large parts of Wales it is more expensive to provide bus services in these parts of Wales, due to sparsely populated areas, long distances, access services and the general topography of the areas, therefore public funding is required to operate them. The current funding formula's used to allocate Welsh Government funding disadvantage rural areas wherefore the need to support services in rural areas is greater.

There needs to be a move away from simply giving it to bus companies because they operate a bus service! What is required is funding base **Page 354** of added value to the services

– Such as rural dispersal, urban / rural deprivation / number of available services (higher number of services achieves a lower score). A ‘statutory body’ is required that either sits in or acts on behalf of WG that “manages” the provision of nationally and regionally strategic bus services, and sets about “mini-output achievements” for those services that fall ‘outside’ of those routes (which are more likely to be the traditional commercial bus services). It would require some form of “Reshaping the Welsh Bus Network” to achieve a more sustainable bus service for Wales. There is not a “one size fits all” approach to providing bus services, but rather there should be a mosaic approach that could be achieved via re-regulation / franchise /rural subsidy.

### **Page 114 BCT5**

#### **the recommendations of the Bus Policy Advisory Group review 2014**

- Stability is important (but in an unregulated environment impossible to enforce),
- Consistent pan Wales approach to policy – is supported but a statutory body is required to assess and monitor compliance.
- Network Partnerships –
- Kick Start Funding – new pilot projects or extension of phases should be assess and monitored and out puts agreed by Statutory body.
  
- Investment in Infrastructure - Good quality infrastructure is required to support good quality bus services.
  
- A Fair Fare – again this needs to be securitise and assessed via statutory body.
- Information – absolutely key to providing a successful bus network, however, it needs to standardised and linked to rail services and then promoted.
- Welsh Bus Standard – need to introduced in a balanced way because the more that is require to be delivered the higher the service costs.
- Integration of services is vital but it must include cross boundaries and rail services
- Driver CPC Disable module – is supported however the training needs to be standardised.

**Page 116 BCT13 – Work with CT transport providers to develop car club schemes in areas** This should be a whole service project and should not be exclusive to CT providers.

**Page 117 BCT14 Develop a package of bus priority measures along key strategic corridors.** This should be work with local authorities to identify a package of bus priority measures along key strategic corridors. This should be a partnership approach in order to ensure continuity of approach for corridors and identify additionality that could be achieved.

**Page 118 3.16.1** The Welsh Government supports Traveline Cymru and is the Welsh Governments supported tool to access information for travel choices. We the advancement to other travel tools available via the internet a review of the services should be undertaken to identify if this is still the most effective way of sharing travel information. Currently the system does not deliver the full travel options or prices to the user.

**Page 120 ITC 1** If the Travel planning arrangements are to be reviewed this should be in partnership with the Local Authorities who host these posts and allow them access to other Council services and support to ensure the right messages are consistence to the public.

**TIC2** Delivery of personalised travel planning should be to work with Local Authorities.

**Page 130 3.23.9** identifies the Welsh Governments desire to achieve a number of objectives for the “Metro” it is disappointing that these objectives are not Wales wide.

Since the breakup of the transport consortia's across Wales there has been disjointed approach to sharing information and aliening practices. There is now a number of board/groups/advisory teams/taskforce which is setup to evaluate and make recommendations on behalf of local authorities however, there membership has no political mandate a no method of sharing the lessons learnt. Having such ad hoc approach is not a cost effective way for the Welsh Government to seek consistent advice and consider the best options for delivery.

**Page 150 4.3.7 Active Travel interventions will be also taken forward as part of broader tourism and Enterprise Zone projects** - Active Travel identified locations do not all fall within areas that will connect to the current Enterprise Zones. We do not understand the relevance of this section?

**Page 152 – 5.2 Monitoring and Evaluation Plan.** – Monitoring is a resource constrained and is subject to many external influences and time scales and limited by budgets available and should therefore be appropriate to the value of the project and a recognition that results are not instant and often rely on adequate revenue being made available to promote intervention for it to achieved its full potential to achieve change.

**Question 4:** Are the delivery timescales appropriate (Section 3)?

**Yes/No:**

**If yes, please explain the reason for your answer:**

Most of the north Wales interventions are short term do you have any issues?

It would be helpful to provide annual delivery plans and programmes and APR for the NTP.

**Question 5:** With regards to funding the interventions are there any other funding streams we should be considering (Section 4)?

**Yes/No:**

**Page 147 “ when providing grant funding for capital projects, the project sponsor should be required to provide match-funding to incentivise effective delivery and value for money. In addition, we should only make capped offers and should not underwrite over-spends”** With the current challenges that Local Authorities face with reducing budget allocations from the Welsh Government providing match-funding to support large infrastructure projects has become increasingly difficult and in many cases this may now prove insurmountable to some schemes. This will now be further compounded by the insistence that funding offers are capped with assurances that over-spends can be met.

The risks to delivery will become such that the overall costs of the schemes will now rise to ensure their delivery. Whilst is understood that projects should be properly managed it is however, impossible to always account for the unknown elements of construction and Local Authorities will now need to work with the Welsh Government to broker agreements that would seek a sharing of the risk between funding partners.

**Page 148 4.3.4 The interventions set out in this National Transport Plan will be delivered by drawing on a number of funding sources: Local government or other public sector bodies, including joint funding where the intervention delivers multiple objectives.** Depending upon Local Authorities to provide joint funding to achieve the Welsh Governments Transport plan outcomes, will prove extremely problematic over the coming years, owing to the current spending cuts currently required.

**Enabling local government borrowing to allow progress - Local Authorities welcome the**

## Appendix C

opportunity to continue the successful Welsh Governments “LGBI” which allow the progression of Capital infrastructure improvements as well as, improvements to road surface.

**Page 149 4.3.6 Projects identified to be delivered for European Structural funding.** – It is disappointing not to see project that will allow Local Authorities the opportunity to deliver infrastructure under this programme.

**Question 6:** We have asked a number of specific questions. If you have any related issues which we have not specifically addressed, please use this space to report them.

Where projects are short term there needs to be evidence of transport appraisals as appendices, The scoring of interventions against the Welsh Transport Strategy against the outcomes would be helpful.

A summary of responses to this consultation would be helpful.

Responses to consultations are likely to be made public, on the internet or in a report. If you would prefer your response to remain anonymous, please tick here:

## Equal Opportunities Monitoring Form

The Welsh Government is committed to achieving equal opportunities in all its activities and responsibilities. This means taking action to ensure that all our services are accessible, and that all users of our services are treated equally.

The information you give us will be treated in confidence and will be used by our Team to provide statistics for equal opportunities monitoring to assess how our policies are put into practice.

We will keep this document separate from the Consultation Questions Form. We will treat the information you give in strictest confidence.

The Welsh Government carries out equal opportunities monitoring to collect information which will allow us to improve our services.

### 1. What is your sex?

Male

Female

### 2. Can you understand, speak, read or write Welsh? Tick all that apply

Understand Welsh  
Speak Welsh

<input type="checkbox"/>
<input type="checkbox"/>

Read Welsh  
Write Welsh

<input type="checkbox"/>
<input type="checkbox"/>

### 3. Disability

Do you consider yourself disabled?

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

**Do you have a work limiting health condition?**

--	--

**4. What is your ethnic group?**

- a. **White**
- b. **Mixed/Multiple ethnic groups**
- c. **Asian/Asian British**
- d. **Black/African/Caribbean/Black British**
- e. **Other ethnic groups**


**5. What is your age?**

**Please specify**

**0 – 15 years**


**16 – 24 years**

**45 – 64 years**

**75 + years**


**Thank you for completing this form**

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## Appendix D

Dear Sue Price,

I bought "*The Flintshire Chronicle*" today and learnt of the subject plan for the first time and although I note the 'deadline' of 6 February, I make the following comments, just in case they may still be worth making !

I live just outside Mold and before I retired, I commuted to Liverpool daily, using the Wrexham to Birkenhead railway line. Since retiring, I use the service on numerous occasions during the year. I normally drive to Hawarden and park there.

As a believer in rail transport for a number of reasons ( my wife and I opt for the subsidised Senior Rail Card and make good use of same ), I find the W-B service to be reasonable, though easily disrupted when a unit fails and of course, the hourly service negates against flexibility. Clearly a half hourly service would greatly improve matters and I'm sure would attract many more people to use the service.

Ideally, of course, electrification of the line, with direct services from Wrexham through to Liverpool city centre, would have a very significant affect on usage and would bolster the commercial success of the areas the line passes through.

I leave these thoughts with you.

Sincerely,

John Edge  
Bryn Coed  
Pant-y-buarth  
MOLD  
CH7 5ER            01352-740330

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## FLINTSHIRE COUNTY COUNCIL

**REPORT TO:** **CABINET**

**DATE:** **TUESDAY, 17 MARCH 2015**

**REPORT BY:** **CORPORATE FINANCE MANAGER**

**SUBJECT:** **REVENUE BUDGET MONITORING 2014/15 (MONTH 9)**

### **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 9 and projected forward to year-end based on the most up to date information available.

### **INDEX OF CONTENTS**

1.02	Section 2	Executive Summary
	Section 3	Council Fund Latest In Year Forecast
	Section 4	Inflation
	Section 5	Monitoring Budget Assumptions & Risks
	Section 6	Unearmarked Reserves
	Section 7	Housing Revenue Account (HRA)
	Appendix 1	Council Fund – Movement in Variances from Month 8
	Appendix 2	Council Fund Variance Summary
	Appendix 3	Efficiencies Summary
	Appendix 4	Movements on Council Fund Unearmarked Reserves
	Appendix 5	HRA Variance Summary

### **2.00 EXECUTIVE SUMMARY**

2.01 The projected year end position, as estimated at Month 9 is as follows:

#### Council Fund

- Net in year expenditure forecast to be £1.978m lower than budget.
- Projected contingency reserve balance at 31 March 2015 of £4.919m

#### Housing Revenue Account (HRA)

- Net in year expenditure forecast to be £0.304m less than budget.
- Projected closing balance as at 31 March 2015 of £1.470m

### 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 £1.978m less than budget.

TOTAL EXPENDITURE AND INCOME	Original Budget	Revised Budget	Projected Outturn	In-Year Over/ (Under) spend	
				Month 8	Month 9
				£m	£m
Social Services	59.889	58.571	58.617	0.196	0.046
Community & Enterprise	14.368	13.361	12.519	(0.905)	(0.842)
Streetscene & Transportation	28.381	29.291	29.449	0.235	0.158
Planning & Environment	6.394	5.777	5.612	(0.131)	(0.165)
Education & Youth	97.167	96.539	96.585	0.053	0.046
People & Resources	5.395	4.858	4.850	0.034	(0.008)
Governance	8.821	8.476	8.656	0.183	0.180
Organisational Change	9.738	10.030	10.139	0.247	0.109
Chief Executive	2.160	3.247	3.151	(0.075)	(0.096)
Central & Corporate Finance	22.863	25.026	23.620	(0.851)	(1.406)
<b>Total</b>	<b>255.176</b>	<b>255.176</b>	<b>253.198</b>	<b>(1.014)</b>	<b>(1.978)</b>

3.04 The reasons for all movements from Month 8 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 8 to month 9**

Changes in revised budget over month 8 relate to adjustments relating to the single

status rebasing exercise. Although this work is substantially complete there are still some outstanding queries which will 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 includes a projected under achievement of the VFM efficiency relating to the Review of Administrative Support.

3.09 The analysis shows that it is currently projected that £7.588m (86%) will be achieved resulting in a net underachievement of £1.252m. 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	4.829	4.829	0.000
Achievable in Part	2.318	1.116	(1.202)
Not Achievable	0.050	0.000	(0.050)
<b>Total</b>	<b>8.840</b>	<b>7.588</b>	<b>(1.252)</b>

### 3.10 Workforce Efficiencies

The 2014/15 budget report also contains £3.1m of Workforce Efficiencies. As previously reported there was an in year pressure of £0.621m once the underspend on investment costs was offset.

Within Month 9 work has been undertaken to identify further in year vacancies which has improved the position further by £0.501m. This has now reduced the in year unachieved workforce efficiencies in 2014/15 to £0.120m.

#### **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 £0.015m on the amount required for food and an underspend of £0.102m on fuel, which has increased from month 8 due to a reduction in the amount of inflation required.

#### **5.00 MONITORING BUDGET ASSUMPTIONS AND RISKS**

##### **5.01 Existing risks**

- Out of County Placements – the risk is the volatility in demand and the impacts on service costs which cannot be predicted. Service fluctuations are being accommodated within the combined budgets of the Social Services and Education Chief Officer portfolios in-year. Status: stable/amber risk
- Former Euticals Site – the risks are the significant cost options for the decommissioning, decontamination and clearance of the former chemical site in Sandycroft and the cost burden for the Council (noting that negotiations with Welsh Government are ongoing). Monthly costs for ongoing security and maintenance of the site are in the region of £0.030m and are accumulating within the financial year. Status: unstable/red risk
- Schools ICT Infrastructure – the risk is the loss of schools income from buying into the service due to a planned change to delivery of ICT in schools. The new service model is at an advanced stage of planning with the full involvement of schools and is to be adopted shortly with a good degree of confidence. Status: stable/amber risk
- Winter Maintenance – the risk is the additional cost of managing the highways network should we experience a severe winter. At a mid-point in the season the winter can be classed as an average one which should mean that the budget provision is sufficient, noting that a ring-fenced reserve is held to draw upon should the situation deteriorate. Every salting turnout in excess of an average winter would result in an additional cost of £0.005m, however if there were to be a prolonged snow event the additional costs would rise significantly to £0.040m per day. Status: stable/amber risk
- Single Status – the risk is the possible unintended impacts on workforce establishment budgets as a consequence of the re-basing of the total corporate budget for employees following the introduction of Single Status. This complex rebasing exercise is nearing completion with no adverse impacts at this stage, however, the exercise is not yet complete. Status: stable/amber risk

- Council Tax – the risk is the volatility of the Council Tax Reduction Scheme and collection rates as it is customer demand and compliance led. A budget under-spend reported under Community Enterprise in appendix 2 and is based on current usage patterns. These patterns could change and impact negatively on the in-year and 2015/16 budgets. Status: stable/amber risk

## 5.02 **Changes to previously reported risks**

- Workforce Efficiencies – the risk is the under achievements of workforce financial efficiency targets. As previously reported the efficiency targets have been reviewed and adjusted. The impact for 2014/15 has been reduced to a net shortfall of £0.120m due to the further identification of vacancy savings. The 2015/16 impact has been dealt with as part of the 2015/16 budget. The risk remains open as the 2015/16 budget is only in draft form at this stage. Status: stable/green risk

## 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 15<sup>th</sup> 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 8, the projected balance on the contingency reserve at 31 March 2015 is £4.919m. This is summarised in Appendix 4.

## 7.00 **HOUSING REVENUE ACCOUNT**

- 7.01 On 18<sup>th</sup> 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 15<sup>th</sup> July 2014 showed a closing balance at the end of 2013/14 of £1.662m.
- 7.03 The position at Month 9 is reporting an overall projected underspend of £0.304m and a projected closing balance at month 9 of £1.470m, which at 4.89% 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 31<sup>st</sup> 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 9)  
Summary of Movement from Month 8**

	£m	£m
<b>Month 8</b>		
Portfolios	(0.163)	
Central and Corporate Finance	(0.851)	
<b>Variance as per Cabinet Report</b>		<b>(1.014)</b>
<b>Month 9</b>		
Portfolios	(0.572)	
Central and Corporate Finance	(1.406)	
<b>Variance as per Directorate Returns</b>		<b>(1.978)</b>
<b>Change Requiring Explanation</b>		<b>(0.964)</b>
<b><u>Social Services</u></b>		
<b>Services For Adults</b>		
• Disability Services (Resources & Regulated Services) - Supported Living (Independent Sector) - net additional income of £0.293m from Health Board in respect of joint fund placements previously in dispute, revised projection reducing current placements by £0.093m, plus other minor underspends of £0.027m.	(0.413)	
• Localities (Locality Teams) - A reduction on Residential Care of £0.059m, due to decreases in nursing costs of £0.046m and Residential care costs of £0.019m offset by a minor reduction of income of £0.006m. A reduction in Domiciliary Care £0.059m, due to decrease in domiciliary support costs of £0.020m and a reduction of £0.038m within direct payments, which reflects current care packages. Plus a reduction due to minor variances of £0.012m.	(0.130)	
• Disability Services (Forensic Budget) - A placement's costs had previously been understated by £0.114m offset by a reduction due to minor variances of £0.006m.	0.108	
• Other minor changes of less than £0.025m for Services for Adults	(0.130)	
<b>Subtotal: Services For Adults</b>		<b>(0.565)</b>
<b>Development &amp; Resources</b>		
• Vacancy control account - one-off vacancy savings returned to Central & Corporate Finance as contribution towards Corporate workforce efficiency targets	0.314	
• Business Services Income - increase in provision for bad debts (£0.027m), plus recent reduction in average weekly charge per service user based on financial assessment £0.033m).	0.060	
• Good Health team - one off vacancy savings returned to Central & Corporate Finance as contribution towards Corporate workforce efficiency targets (-£0.069m) less other minor variance movements (£0.014m).	0.055	
• Other minor changes of less than £0.025m	(0.087)	
<b>Subtotal: Development &amp; Resources</b>		<b>0.342</b>
<b>Services For Children</b>		
• Professional Support - Movement to reflect changes to current direct payments and other care commitments.	(0.055)	
• Family Placement - increase in relation to numbers of Foster Care placements.	0.060	
• Other minor changes of less than £0.025m	0.068	
<b>Subtotal: Services For Children</b>		<b>0.073</b>
<b>Total: Social Services</b>		<b>(0.150)</b>

**Community & Enterprise**

<b>Customer &amp; Housing Services</b>	
• Additional support from Supporting People towards homelessness	(0.025)
• New expenditure in respect of SHARP procurement	0.090
• Other minor changes of less than £0.025m	0.010
<b>Subtotal: Customer &amp; Housing Services</b>	<b>0.075</b>
<b>Supporting Services</b>	
• Telecare/Carelink purchase and maintenance	0.057
• Other minor changes of less than £0.025m	(0.016)
<b>Subtotal: Supporting Services</b>	<b>0.041</b>
<b>Regeneration</b>	
• Other minor changes of less than £0.025m	(0.008)
<b>Subtotal: Regeneration</b>	<b>(0.008)</b>
<b>Revenues &amp; Benefits</b>	
• Reduced surplus on Council Tax Collection Fund	0.055
• Other minor changes of less than £0.025m	(0.002)
<b>Subtotal: Revenues &amp; Benefits</b>	<b>0.053</b>
<b>Customer Services</b>	
• Flintshire Connects underspend	(0.090)
• Other minor changes of less than £0.025m	(0.008)
<b>Subtotal: Customer Services</b>	<b>(0.098)</b>
<b>Total: Community &amp; Enterprise</b>	<b>0.063</b>

**Streetscene & Transportation Portfolio**

<b>Streetscene</b>	
• Waste Disposal/Collection - anticipated reduction in agency staff to year end	(0.041)
• Other minor changes of less than £0.025m	(0.006)
<b>Subtotal: Streetscene</b>	<b>(0.047)</b>
<b>Highways Strategy &amp; Traffic Services</b>	
• Aggregate minor changes of less than £0.025m	(0.037)
<b>Subtotal: Highways Strategy &amp; Traffic Services</b>	<b>(0.037)</b>
<b>School Transport</b>	
• Other minor changes of less than £0.025m	0.007
<b>Subtotal: School Transport</b>	<b>0.007</b>
<b>Total: Streetscene &amp; Transportation</b>	<b>(0.077)</b>

**Planning & Environment Portfolio**

<b>Planning</b>	
• Other minor changes of less than £0.025m	(0.022)
<b>Subtotal: Planning</b>	<b>(0.022)</b>
<b>Public Protection</b>	
• Other minor changes of less than £0.025m	0.011
<b>Subtotal: Public Protection</b>	<b>0.011</b>
<b>Other Services</b>	
• Energy Services - Income received from Display Energy Certificates	(0.014)
• Public Rights of Way - Expenditure originally allocated to Revenue but subsequently transferred to Capital	(0.013)
• Drainage - reduction in estimated income	0.020
• Other minor changes of less than £0.025m	(0.007)
<b>Subtotal: Other Services</b>	<b>(0.014)</b>
<b>Management Support &amp; Performance</b>	
• Other minor changes of less than £0.025m	0.005
	<b>0.005</b>
<b>Greenfield Valley Heritage Park</b>	
• Other minor changes of less than £0.025m	(0.014)
	<b>(0.014)</b>
<b>Total: Planning &amp; Environment</b>	<b>(0.034)</b>

**Education & Youth**

<b>Inclusion Services</b>	
• Inclusion & Behaviour Support - minor variances	(0.015)
• Out of County - 3 new placements	0.023
<b>Subtotal: Inclusion Services</b>	<b>0.008</b>
<b>Access (School Planning &amp; Provision)</b>	
• School Planning - minor variances	0.016
• School Provision - minor variances	(0.024)
<b>Subtotal: Access (School Planning &amp; Provision)</b>	<b>(0.008)</b>
<b>Youth Services (minor variances of less than £0.025m)</b>	
• Adult & Community Education - Minor Variances	0.004
• Youth Justice Service - Minor Variances	0.001
• Youth & Community Service - Minor variances	0.001
<b>Subtotal: Youth Services</b>	<b>0.006</b>
<b>Commissioning &amp; Performance</b>	
• Management	0.007
• Business Support - Minor variances	(0.019)
<b>Subtotal: Commissioning &amp; Performance</b>	<b>(0.012)</b>
<b>School Management &amp; Information</b>	
• Regional Capita One	(0.001)
<b>Subtotal: School Management &amp; Information</b>	<b>(0.001)</b>
<b>Total: Education &amp; Youth</b>	<b>(0.007)</b>

**People & Resources**

<b>HR &amp; OD</b>	
• Minor changes of less than £0.025m	(0.017)
<b>Subtotal: HR &amp; OD</b>	<b>(0.017)</b>
<b>Corporate Finance</b>	
• Workforce pay variances due to reallocation of costs to grant funding (£0.007m). Minor variances (£0.018m).	(0.025)
<b>Subtotal: Corporate Finance</b>	<b>(0.025)</b>
<b>Total: People &amp; Resources</b>	<b>(0.042)</b>

**Governance**

ICT	
• Variances are due to a decrease in projected income for digital print (£0.012m) and an increase in agency projection (£0.020m).	0.032
	<hr/>
	<b>0.032</b>
<b>Minor variances of less than £0.025m</b>	
• Legal Services	(0.007)
• Democratic Services	(0.002)
• Internal Audit	(0.008)
• Support Services	(0.018)
	<hr/>
<b>Total minor variances of less than £0.025m</b>	<b>(0.035)</b>
	<hr/>
<b>Total: Governance</b>	<b>(0.003)</b>

**Organisational Change**

<b>Minor variances of less than £0.025m</b>	
• Public Libraries & Arts, Culture & Events	(0.020)
• County Archives	(0.003)
• Leisure Services	(0.004)
• Community & Assets	0.003
• Valuations & Estates	(0.021)
• Engineering Services	0.005
• Facilities	(0.024)
	<hr/>
<b>Total minor variances of less than £0.025m</b>	<b>(0.064)</b>
<b>Property Design &amp; Consultancy</b>	
• Within the service area savings have been made on conditional survey costs and consultancy costs.	(0.074)
	<hr/>
<b>Subtotal: Property Design &amp; Consultancy</b>	<b>(0.074)</b>
	<hr/>
<b>Total: Organisational Change</b>	<b>(0.138)</b>

**Chief Executive**

• Minor changes of less than £0.025m	(0.021)
<b>Total: Chief Executive</b>	<b>(0.021)</b>

**Central & Corporate Finance**

• Investment Costs	0.256
• Admin Review	(0.114)
• Workforce Efficiencies	(0.643)
• NSI Fuel Distribution	(0.048)
• Other minor variances	(0.006)
<b>Total: Central &amp; Corporate Finance</b>	<b>(0.555)</b>

**Total Changes****(0.964)**



MONTH 9 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
<b>Social Services</b>						
Social Services for Adults - Locality Teams (Localities)	14.303	14.497	0.194	0.324	There is an overall improvement in this area, however, there remains a fairly stable level of overspend of £0.857m within Domiciliary Care, influenced by clients returning to the service following successful past reablement, the changing demographic profile, increased complexity of need and increasing numbers of people with dementia. The significant projected overspend on domiciliary care is being offset by a projected underspend of £0.617m on residential care, which includes an underspend of £0.146m on payments to care home providers, an underspend of £0.316m due to an increase in the level of property related income, plus further increases in income above budget including £0.155m for free nursing. Other variances amount to a net underspend of £0.046m.	Keep under review.
Social Services for Adults - Resources & Regulated Services (Intake & Reablement)	5.738	5.526	(0.212)	(0.203)	Residential Care has a net underspend of £0.094m, due to additional income of £0.219m (being increased client contributions of £0.149m and new one-off grant income of £0.070m) and a projected underspend of £0.011m on pay costs. These underspends are offset by overspends on Premises costs of £0.067m (mainly utilities costs) and Supplies & Services £0.069m (mainly on catering charges). There are further underspends of £0.070m on Extracare facilities, and £0.048m on day care.	Keep under review.
Social Services for Adults - Transition and Disability Services (Disability Services)	0.525	0.618	0.093	0.094	The projected overspend is mainly due to the cost of the support arrangements provided by Penderels in respect of direct payments. This accounts for £0.065m of the total projected overspend of £0.093m.	Keep under review.
Social Services for Adults - Disability Services (Disability Services)	1.830	2.082	0.252	0.270	Increase in projected expenditure due to two new service users being charged to this service.	Keep under review.

MONTH 9 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
Social Services for Adults - Resources & Regulated Services (Disability Services)	15.673	14.936	(0.737)	(0.324)	Independent Sector Supported Living projected underspend of £0.625m, which is mainly influenced by net additional income of £0.293m from BCUHB in respect of previously disputed joint funded placements, and a underspend on residential placement costs of £0.296m. Other minor variances amount to a net underspend of £0.036m. The new income being received from BCUHB will help to achieve the new budget efficiency from 2015/16 in this area. In-house supported living projected underspend of £0.124m which is mainly due to additional income from joint funded placements £0.132m offset by minor overspends £0.008m. There is an overspend of £0.012m due to minor variances.	Keep under review.
Social Services for Adults - Safeguarding Co-ordinator (Localities)	0.218	0.283	0.065	0.043	The adverse variance is due to increased costs for agency staff and medical advice required for Deprivation of Liberties Safeguarding Assessments (DOLS). This reflects a part year impact of the recently approved full year pressure from 2015/16.	Keep under review.
Social Services for Adults Residential and Domiciliary Service (Mental Health & Substance Misuse Service)	0.803	0.932	0.129	0.129	Changes in Residential and Domiciliary packages along side additional new package totalling £0.122m. Various other minor variances amount to a net overspend of £0.007m.	Keep under review.
Social Services for Adults - Forensic Budget (Mental Health & Substance Misuse Service)	0.315	0.173	(0.142)	(0.135)	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.
Social Services for Adults - Vulnerable Adults and Disability Service (Disability Services)	1.830	2.082	0.252	0.270	Reflects costs of current projected care packages and residential care overspend of 0.404m offset by joint funded income from BCUHB of £0.143m. Various other minor variances amount to a net underspend of £0.009m.	Keep under review.

MONTH 9 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
Other Services for Adults variances (aggregate)	3.951	3.489	(0.462)	(0.471)	Various minor variances.	Continue to review but not expected to be recurrent.
Development & Resources - Business Services - Income	(1.573)	(1.801)	(0.228)	(0.235)	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.
Other Development & Resources variances (aggregate)	2.458	2.480	0.022	(0.313)	Various minor variances.	Continue to review but not expected to be recurrent.
Children's Services - Family Placement	2.227	2.487	0.260	0.200	The £0.260m overspend is 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 which invariably attract an ongoing allowance for the carers.	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.
Children's Services - Professional Support	5.216	5.365	0.149	0.204	This projected overspend is due mainly to increased direct payments of £0.149m for Children's Integrated Disability Services (CIDS).	Keep under review.
Children's Services - Out of County placements	3.428	3.677	0.249	0.262	The projected overspend is mainly influenced by an increased number of complex care packages.	Keep under review.
Children's Services - Prevention & Support	0.103	0.162	0.059	0.056	Projected overspend £0.059m due to Southwark judgement related costs.	Keep under review.
Other Services for Children variances (aggregate)	1.526	1.629	0.103	0.025	Various minor variances.	Continue to review but not expected to be recurrent.
<b>Total Social Services</b>	<b>58.571</b>	<b>58.617</b>	<b>0.046</b>	<b>0.196</b>		

MONTH 9 - 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	1.019	0.996	(0.023)	(0.098)	An additional cost £0.028m is projected to occur due to a lower level of support recharge to the Council Fund from the HRA. Estimated underspend of £0.119m on Homeless Accommodation including a re-evaluation of B&B accommodation projections and Homeless Prevention Fund income. Additional support to Homelessness from Supporting People is identified for £0.025m. New expenditure in respect of SHARP procurement £0.090m. £0.003m overspend due to other minor variances.	Continue to monitor and review.
Supporting People	0.193	0.276	0.083	0.042	Increased costs towards the purchase and maintenance of Carelink/Telecare equipment of £0.072m. Other minor variances identified £0.011m.	Continue to monitor and review.
Regeneration	0.485	0.493	0.008	0.016	Estimated shortfall of £0.032m in markets due to increased waste removal costs and loss of income, exacerbated by Welsh Water works in Mold. Additional income identified through monitoring £0.013m. Other minor efficiencies of £0.011m.	Continue to monitor and review.
Revenues & Benefits	10.999	10.166	(0.833)	(0.886)	Underspend due to an anticipated surplus on the Council Tax Collection Fund of £0.559m. Projected underspend of £0.257m on the budgeted provision for the Council Tax Reduction Scheme. The underspend on this area is volatile and can be subject to change later in the year. £0.017m efficiency due to minor variances.	Continue to monitor and review.
Customer Services	0.665	0.588	(0.077)	0.021	£0.016m pressure due to reduced Welsh Translation recharge income. Underspend in respect of Flintshire Connects of £0.090m. Underspends due to other minor variances £0.003m.	Continue to monitor and review.
<b>Total Community &amp; Enterprise</b>	<b>13.361</b>	<b>12.519</b>	<b>(0.842)</b>	<b>(0.905)</b>		

MONTH 9 - 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	7.369	7.501	0.132	0.173	Additional costs of overtime and use of Agency personnel due to high number of vacancies to maintain the necessary service provision is resulting in a projected overspend of £0.086m. Increased cost of Food Waste disposal of £0.046m due to the cost per tonne increasing.	Business Planning proposals 2015/16 will remove vacancies, otherwise the posts will be filled. Budget Pressure bid submitted for 2015/16 budget for full year effect.
Streetscene - Highways Maintenance	1.158	1.163	0.005	(0.008)	Increased expenditure on Hire, materials and Sub Contractors.	Monitor Expenditure levels, Hire costs expected to reduce in accordance with reduced grounds maintenance requirements.
Fleet Services	4.434	4.434	0.000	0.000	Outturn includes the allocation for Non standard inflation of £0.130m (total budget of £0.177m currently held corporately) for projected total fuel costs in 2014/15.	Overspend of £0.130m has been mitigated by Corporate NSI allocation.
Business & Strategy	1.868	1.899	0.031	0.040	Knight Owl Security cost of Alarm / Security Provision at Alltami Depot.	Depot Budgets to be realigned in 2015/16 to mitigate ongoing cost into the future.
Transportation	1.386	1.343	(0.043)	(0.043)	Bus Subsidy payments to Bus Operators. Expenditure commitment reduced based on decreasing contract levels.	Part of Business Planning proposals for 2015/16.
Streetworks	0.041	0.042	0.001	0.007	Lower than anticipated levels of income for FPN's (based on improving standards of repair by utility companies) & road closures.	Use of £0.020m Portfolio Balance at Period 8. Income is also moving in a positive direction so variance will hopefully be further mitigated by financial year end.
Aggregate of other Variances	13.035	13.067	0.032	0.066	Minor Variances.	Continue to review all commitments to attempt to mitigate variances.
<b>Total Streetscene &amp; Transportation</b>	<b>29.291</b>	<b>29.449</b>	<b>0.158</b>	<b>0.235</b>		

MONTH 9 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
Planning & Environment						
Planning	1.467	1.376	(0.091)	(0.069)	Levels of Planning Fee income remain variable, with a slight reduction in fees received Period 09.	Planning Fee Income levels will be closely monitored.
Public Protection	2.522	2.522	0.000	(0.011)	Minor Variances.	Continue to maintain commitment challenge across the service.
Management Support & Performance	0.761	0.712	(0.049)	(0.054)	Vacancy Budget allocated following Single Status implementation inclusive of staff savings to date.	Will be reviewed as part of monthly pay budget monitoring.
Energy Services (including closed Landfill Sites and Electricity Generation)	0.062	0.043	(0.019)	(0.005)	At Period 9 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	0.380	0.378	(0.002)	0.011	Specific items of expenditure within PROW have been identified as Capital Works and have been transferred accordingly.	Continue to review but not expected to be recurrent.
Greenfield Valley & Heritage Park	0.289	0.275	(0.014)	0.000	Commitment Challenge through monitoring has resulted in a reduction in the expected outturn.	Continue to review.
Aggregate of other Variances	0.296	0.306	0.010	(0.003)	Minor Variance.	Continue to review.
<b>Total Planning &amp; Environment</b>	<b>5.777</b>	<b>5.612</b>	<b>(0.165)</b>	<b>(0.131)</b>		

MONTH 9 - 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	43.886	43.886	0.000	0.000	Reallocation of Foundation Phase grant to Early Entitlement to cover the 10% teacher time. Further review of the delivery mechanisms of early entitlement advisory support is ongoing.	Continue to review.
Secondary, 14 -19 & Continuing Education	36.739	36.758	0.019	0.019	Minor Variance.	Continue to review.
Inclusion Services	13.213	13.323	0.110	0.102	This is a volatile budget and one additional placement can make a significant change to projections. 2 new Out of County placements in October adversely affected this budget. 2 new placements and an emerging placement were received during November. In addition to this an increase in 1 to 1 support of 2 clients created a further £0.38m cost.	Education placements may change throughout the year. Detailed monitoring will continue.
Access (School Planning & Provision)	0.716	0.717	0.001	0.009	Minor Variance.	Continue to review.
21st Century Schools	0.067	0.067	0.000	0.000	Minor Variance.	Continue to review.
Youth Services	1.421	1.419	(0.002)	(0.008)	Minor Variance.	Continue to review.
Commissioning & Performance	0.314	0.251	(0.063)	(0.051)	Reduction in external legal costs associated with school staff. Tightening of uptake of subscriptions, plus other minor variances.	Continue to review.
School Management & Information	0.183	0.164	(0.019)	(0.018)	Minor Variance.	Continue to review.
North East Wales School Library Service	0.000	0.000	0.000	0.000	No Variance.	
<b>Total Education &amp; Youth</b>	<b>96.539</b>	<b>96.585</b>	<b>0.046</b>	<b>0.053</b>		

MONTH 9 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
People & Resources						
HR&OD	2.394	2.416	0.022	0.039	Minor Variances.	Continue to review.
Corporate Finance	2.464	2.434	(0.030)	(0.005)	Minor Variances.	Continue to review.
<b>Total People &amp; Resources</b>	<b>4.858</b>	<b>4.850</b>	<b>(0.008)</b>	<b>0.034</b>		
Governance						
Legal Services	0.834	0.994	0.160	0.167	£0.131m pressure due to Litigation around local land charges. Overspend due to other minor variances of £0.009m. Agency costs £0.020m.	Litigation around land charges is a one-off non-recurring cost for this financial year.
Democratic Services	1.979	1.947	(0.032)	(0.030)	Minor Variances.	Continue to review but not expected to be recurrent.
Internal Audit	0.414	0.403	(0.011)	(0.003)	Minor Variances.	Continue to review but not expected to be recurrent.
Procurement	0.218	0.219	0.001	0.001	Minor Variances.	Continue to review but not expected to be recurrent.
Support Services	0.716	0.691	(0.025)	(0.007)	Minor Variances.	Continue to review but not expected to be recurrent.
Records Management	0.168	0.189	0.021	0.021	Minor Variances.	Continue to review but not expected to be recurrent.
ICT	4.147	4.213	0.066	0.034	Overspend is due to Oracle License review of £0.040m, a pressure on the software budget for £0.036m and the cost of Agency costs £0.207m. These costs are being offset by vacancy savings of £0.195m and surplus income on digital print of £0.038. The balance is due to minor overspends of £0.016m.	The pressure due to the Oracle review is in-year only.
<b>Total Governance</b>	<b>8.476</b>	<b>8.656</b>	<b>0.180</b>	<b>0.183</b>		



MONTH 9 - 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	1.885	1.874	(0.011)	0.009	Minor Variance.	Continue to review.
Museums Service	0.062	0.058	(0.004)	(0.004)	Minor Variance.	Continue to review.
County Archives	0.254	0.249	(0.005)	(0.002)	Minor Variance.	Continue to review.
Leisure Services	4.153	4.186	0.033	0.037	The projected outturn for Leisure Services is an overspend of £0.033m 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 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. £0.001m relates to minor variances underspend.	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	0.060	0.060	0.000	(0.003)	No Variance.	
Valuation & Estates	(0.997)	(1.018)	(0.021)	0.000	Minor Variance.	Continue to review.
Property Design & Consultancy	2.845	2.972	0.127	0.201	The projected overspend of £0.127m relates to anticipated loss of income linked to reconsideration of the new Secondary School in Queensferry. Part of the pressure has been offset by savings within the service. £0.075m has been vired from this budget to Engineering Services to alleviate pressures.	Action has been taken to reduce costs in-year where possible. This is a non recurring pressure.
Engineering Services	(0.118)	(0.107)	0.011	0.006	Minor Variance.	Continue to review.
Facilities Services	1.886	1.865	(0.021)	0.003	Minor Variance.	Continue to review.
<b>Total Organisational Change</b>	<b>10.030</b>	<b>10.139</b>	<b>0.109</b>	<b>0.247</b>		

MONTH 9 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
Chief Executives	3.247	3.151	(0.096)	(0.075)	The Policy Unit is showing an underspend of £0.055m. £0.013m of this underspend is due to a reallocation of costs which will now be grant funded, £0.042m is due to the removal of expenditure commitments. The balance of £0.041m is due to minor variances.	Continue to review.
<b>Total Chief Executives</b>	<b>3.247</b>	<b>3.151</b>	<b>(0.096)</b>	<b>(0.075)</b>		
Central & Corporate Finance	25.026	23.620	(1.406)	(0.851)	Central Loans and investment £0.457m projected year end underspend, however this can be affected by many factors such as uncertainties 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 schools will not begin until 2017/18. Strike deductions of £0.150m are a one off underspend. Corporate windfall income is £0.374m. The Pension Fund contribution shows an underspend of £0.095m. An underspend on non-standard inflation of £0.117m reflects the balance remaining after distribution to portfolios. An underspend of £0.660m relates to identified in-year efficiency savings. A one off rebate of £0.072m has been received in relation to historical audit fees.	Keep under Review

MONTH 9 - SUMMARY

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Major Variance	Action Required
Central & Corporate Finance (continued)					There exists a net underachievement of £0.120m for Administrative/ Workforce Efficiencies, this due to an underachievement of £0.986m for the review of Administrative roles (though future efficiencies are anticipated to be achieved through Voluntary Redundancy applications and further workforce review) offset by an overachievement on Workforce efficiencies of £0.120m and the anticipated balance on Investment costs of £0.746m. One off / time limited, unbudgeted costs of £0.400m in relation to former Euticals Ltd - Sandycroft site. An underspend of £0.001m is due to minor variances.	Work is now in progress to run a further phase of the Voluntary Redundancy Programme. On-going monthly monitoring.
<b>Total Central &amp; Corporate Finance</b>	<b>25.026</b>	<b>23.620</b>	<b>(1.406)</b>	<b>(0.851)</b>		
<b>TOTAL</b>	<b>255.176</b>	<b>253.198</b>	<b>(1.978)</b>	<b>(1.014)</b>		



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.
<b>Total</b>		<b>0.050</b>	

EFFICIENCY ACHIEVABLE IN PART			
Portfolio	Efficiency Description	Efficiency not achieved (£m)	Reason for efficiency not being achieved
Central & Corporate Finance	Review of all Admin roles / processes as a result of improved technology.	0.986	Efficiency unlikely to be achieved in 2014/15. Currently under review to assess what level can be achieved in 2015/16.
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.
Organisational Change 1	Leisure - Changes to rotas and cover arrangements.	0.023	1/12th of the efficiency is unlikely to be achievable because the Service Review was not able to be implemented until July. This meant that posts could not be deleted until July. The delay due to Single Status implementation (Apr & May) has been funded from the reserve.
<b>Total</b>		<b>1.202</b>	



**APPENDIX 4**

**Movements on Council Fund Unearmarked Reserves**

	<b>£m</b>	<b>£m</b>
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		<b>5.392</b>
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		<b>2.941</b>
Add projected non pay underspend as at Month 9		1.978
<b>Total projected Contingency Reserve as at 31<sup>st</sup> March 2015</b>		<b>4.919</b>





## HRA Major Variance Report - Period 9

Service	Revised Budget (£m)	Projected Outturn (£m)	Variance (£m)	Variance Last Month (£m)	Cause of Variance	Action Required
Rents	(27.713)	(27.768)	(0.055)	(0.055)	Garage income is lower than anticipated due to high void rates.	Keep under review.
Subsidy	6.404	6.215	(0.189)	(0.189)	Calculation of subsidy submission identifies that the capital element is lower than reported at budget setting 12mths earlier. Therefore resulting in an reduced HRAS bill.	Keep under review.
General Income	(0.714)	(0.609)	0.105	0.103	Garden Service has been reviewed and contract amended to take in to account issues experienced by tenants, therefore resulting in a reduced income of £96k.	Keep under review.
Landlord Services	0.830	0.912	0.082	0.082	Garden service costs are expected to rise by £55k due to the service review. Repairs & Maintenance costs on general HRA buildings/lifts etc forecast at last years outturn being £38k more than budget.	Keep under review.
Vacancy Savings	0.235	0.000	(0.235)	(0.235)	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.	Keep under review.
Other variances (aggregate)	21.455	21.443	(0.012)	(0.030)	Various minor variances.	Keep under review.
<b>Total :</b>	<b>0.497</b>	<b>0.193</b>	<b>(0.304)</b>	<b>(0.324)</b>		



## FLINTSHIRE COUNTY COUNCIL

**REPORT TO:**            **CABINET**

**DATE:**                    **TUESDAY, 17 MARCH 2015**

**REPORT BY:**           **CORPORATE FINANCE MANAGER**

**SUBJECT:**              **CAPITAL PROGRAMME 2014/15 (MONTH 9)**

### **1.00      PURPOSE OF REPORT**

1.01      To provide Members with the Month 9 (End of December) capital programme information for 2014/15.

### **2.00      BACKGROUND**

2.01      The Council approved a Housing Revenue Account (HRA) capital programme for 2014/15 of £12.106m and a Council Fund (CF) capital programme of £20.970m at its meeting of 18<sup>th</sup> February 2014.

2.02      For presentational purposes the capital programme is shown as a whole, with sub totals for Council Fund and HRA. In reality the HRA programme is ring-fenced and can only be used for HRA purposes.

### **3.00      CONSIDERATIONS**

#### **3.01      Programme - Changes since Budget approval**

3.01.1    The table below sets out how the programme has changed during 2014/15 to date. Detailed cumulative information relating to each programme area is provided in Appendix A, and summarised below -

<b>REVISED PROGRAMME</b>	<b>Original Budget 2014/15</b>	<b>Rollover from 2013/14</b>	<b>Changes (Previous)</b>	<b>Changes - This Period</b>	<b>Rollover to 2015/16</b>	<b>Savings</b>	<b>Revised Budget 2014/15</b>
	£m	£m	£m	£m	£m	£m	£m
Chief Executives	0.015	0.007	0	0	0	0	0.022
People & Resources	0.075	0.086	0.002	(0.015)	0	(0.060)	0.088
Governance	0.795	0.935	0	0	(0.065)	0	1.665
Education & Youth	9.228	2.212	1.457	(1.748)	(1.041)	(0.018)	10.090
Social Care	0	0	0.642	0	0	0	0.642
Community & Enterprise	2.848	2.654	1.500	1.247	(0.115)	0	8.134
Planning & Environment	1.709	0.923	(0.930)	0.111	(0.339)	0	1.474
Transport & Streetscene	5.345	0.578	0.851	0.060	(0.089)	0	6.745
Organisational Change 1	0	0.038	0	0.015	0	0	0.053
Organisational Change 2	0.955	0.301	0.025	0	0	0	1.281
<b>Council Fund Total</b>	<b>20.970</b>	<b>7.734</b>	<b>3.547</b>	<b>(0.330)</b>	<b>(1.649)</b>	<b>(0.078)</b>	<b>30.194</b>
<b>Housing Revenue Account</b>	<b>12.106</b>	<b>0</b>	<b>0.530</b>	<b>(0.205)</b>	<b>0</b>	<b>0</b>	<b>12.431</b>
<b>Programme Total</b>	<b>33.076</b>	<b>7.734</b>	<b>4.077</b>	<b>(0.535)</b>	<b>(1.649)</b>	<b>(0.078)</b>	<b>42.625</b>

### 3.02 Rollover from 2013/14

- 3.02.1 Rollover occurs when schemes due to be completed in a given financial year are delayed, possibly due to procurement issues/weather or if funding from external sources is altered e.g. rephasing of Welsh Government (WG) grants and are therefore not completed until the following year.
- 3.02.2 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<sup>th</sup> July, 2014, giving a total rollover amount of £7.734m.
- 3.02.3 For Early Identified Rollover (EIR) into 2015/16 see Section 3.05.

### 3.03 Changes during this period

- 3.03.1 Changes during this period have resulted in a net decrease in the programme total of £0.535m (CF £0.330m, HRA £0.205m). A summary of the changes, showing major items, is shown in the table below -

<b>CHANGES DURING THIS PERIOD</b>	
<b><u>COUNCIL FUND</u></b>	<b>£m</b>
<b>Increases</b>	
Vibrant and Viable Places WG Grant Allocation	1.625
Transition to 21st Century Schools reprofiled WG Grant Allocation	1.259
Other Aggregate Increases	0.185
	3.069
<b>Decreases</b>	
Transition to 21st Century schools reprofiling of Borrowing	(2.780)
Affordable Housing - Use of Developer Contributions	(0.392)
Other Aggregate Decreases	(0.227)
	(3.399)
<b>Total</b>	<b>(0.330)</b>
<b><u>HRA</u></b>	<b>£m</b>
<b>Decreases</b>	
Reduction in CERA budget required	(0.205)
	(0.205)
<b>Total</b>	<b>(0.205)</b>

- 3.03.2 Reasons for changes in the programme total this quarter are an increase in grant funding from WG Vibrant and Viable Places and a reprofiled WG Grant allocation for 21<sup>st</sup> Century Schools. With a reduced spend on 21<sup>st</sup> Century schools more use is being made of time limited WG grant funding with the requirement for prudential borrowing delayed until later in the programme.
- 3.03.3 Developers contributions towards Affordable Housing are now being held on the balance sheet until such time as schemes are identified and progressed.

- 3.03.4 Within the HRA reduced expenditure has resulted in a decrease in the amount of revenue funding required to finance the programme.
- 3.03.5 Within People and Resources is a centrally held provision for urgent Health and Safety issues. These funds are reallocated to relevant programme areas as they are requested and approved. Minor reallocations have taken place this quarter.

### 3.04 Capital Expenditure compared to Budget

- 3.04.1 Actual expenditure at the end of December (Month 9) across the whole of the programme is £23.037m. The breakdown of expenditure is analysed in the following table, along with the percentage spend against budget. This shows that 54.04% of the budget has been spent across the programme (CF 51.84% and HRA 59.39%). Corresponding figures for Month 9 2013/14 were 61.31% (CF 60.03% and HRA 64.58%). Historically the majority of expenditure on the programme occurs in the final 2 quarters of the financial year.

EXPENDITURE	Revised Budget	Cumulative Expenditure Month 9	Percentage Spend v Budget	Projected Outturn	Variance Budget v Outturn (Under)/Over
	£m	£m	%	£m	£m
Chief Executives	0.022	0.002	9.65	0.016	(0.006)
People & Resources	0.088	0	0.00	0.088	0
Governance	1.665	0.927	55.69	1.285	(0.380)
Education & Youth	10.090	5.236	51.89	10.026	(0.064)
Social Care	0.642	0.069	10.78	0.642	0
Community & Enterprise	8.134	4.356	53.55	6.574	(1.560)
Planning & Environment	1.474	0.696	47.22	1.292	(0.182)
Transport & Streetscene	6.745	3.336	49.46	6.745	0.000
Organisational Change 1	0.053	0.147	278.05	0.020	(0.033)
Organisational Change 2	1.281	0.884	68.98	1.281	0
<b>Council Fund Total</b>	<b>30.194</b>	<b>15.654</b>	<b>51.84</b>	<b>27.969</b>	<b>(2.225)</b>
<b>Housing Revenue Account</b>	<b>12.431</b>	<b>7.383</b>	<b>59.39</b>	<b>12.428</b>	<b>(0.003)</b>
<b>Programme Total</b>	<b>42.625</b>	<b>23.037</b>	<b>54.04</b>	<b>40.397</b>	<b>(2.228)</b>

- 3.04.2 The table also shows the projected outturn (spend as at the end of the financial year) of £40.397m. It can be seen that on the Council Fund there is a projected underspend against budget of £2.225m and for the HRA a projected underspend of £0.003m.
- 3.04.3 Details of the variances for individual programme areas are listed in Appendix B, which includes the reasons, and the required remedial action, where those variances exceed 10% of the budget. In addition, where EIR into 2015/16 has been identified, this is also included in the narrative.

### 3.05 Rollover into 2015/16

- 3.05.1 As at Month 9 additional EIR of £2.225m has been identified which reflects reviewed spending plans across all programme areas; these committed amounts have been identified as now required to meet the cost of programme works in 2015/16.

3.05.2 Information relating to each programme area is contained in Appendix B and summarised in the table below:-

ROLLOVER INTO 2015/16	Month 4	Month 6	Month 9	Total
	£m	£m	£m	£m
Chief Executives			0.006	0.006
Governance		0.065	0.380	0.445
Education & Youth	0.026	1.015	0.064	1.105
Community & Enterprise	0.115		1.560	1.675
Planning & Environment	0.135	0.204	0.182	0.521
Transport & Streetscene		0.089		0.089
Organisational Change 1			0.033	0.033
<b>Council Fund</b>	<b>0.276</b>	<b>1.373</b>	<b>2.225</b>	<b>3.874</b>
Housing Revenue Account	0	0	0	0

### 3.06 Savings

3.06.1 Savings of £0.018m have been identified in the current period as a result of works at Sychdyn Artificial Turf Pitch being carried out under budget. This brings the total savings to £0.078m as per the table below.

IDENTIFIED SAVINGS	
	Savings
	£m
Corporate Finance	(0.060)
Education & Youth	(0.018)
<b>Total</b>	<b>(0.078)</b>

### 3.07 Financing

3.07.1 The capital programme is financed as summarised below:-

FINANCING RESOURCES	General Financing <sup>1</sup>	Specific Financing <sup>2</sup>	Total Financing
	£m	£m	£m
<b>Latest Monitoring</b>			
Council Fund	11.829	18.365	30.194
Housing Revenue Account	5.525	6.906	12.431
	<b>17.354</b>	<b>25.271</b>	<b>42.625</b>
<b>Total Financing Resources</b>	<b>17.354</b>	<b>25.271</b>	<b>42.625</b>

1 Supported Borrowing / General Capital Grant / Capital Receipts / MRA  
2 Grants & Contributions / CERA / Reserves / Prudential & Other Borrowing

3.07.2 That element of the Council Fund total financed from general (non-specific) financing resources, relies in part on the generation of capital receipts from asset disposals. The continuing harsh economic climate is impacting on the ability to achieve the budgeted level of anticipated capital receipts, a situation that is likely to continue until the economy picks up at some future point. The capital receipts situation is being closely monitored as part of overall capital monitoring arrangements.

3.07.3 The overall position for 2014/15 (including the capital receipts impact) is summarised below:-

<b>FUNDING OF APPROVED SCHEMES</b>		
	<b>£m</b>	<b>£m</b>
<b>Shortfall from 2013/14</b>		<b>1.578</b>
<b>Increases</b>		
In year receipts shortfall		
New Pressures	0.030	0.030
<b>Decreases</b>		
Projected In year receipts	(1.617)	
Identified Savings	(0.078)	
Unallocated Headroom	(0.003)	(1.698)
<b>Projected shortfall / (surplus) to 2015/16</b>		<b>(0.090)</b>

The latest position projects total receipts at year end of £2.105m, with £0.488m funding in year schemes, leaving a surplus of £1.617m. Receipts as at Month 9 total £1.174m.

The outturn shortfall in 2013/14 was £1.578m, which, together with some minor adjustments and the **projected** level of capital receipts, currently indicates a total surplus in 2014/15 of £0.090m.

3.07.4 The situation regarding disposals remains fluid in this economic climate and hence it is difficult to predict with certainty when disposals will be delivered. It is therefore suggested that the Council continues to monitor the disposals programme closely and will bring further updates to Cabinet in future capital monitoring reports

#### **4.00 RECOMMENDATIONS**

4.01 Cabinet is requested to:-

- Note and approve the report.
- Approve the rollover adjustments in 3.05.2.

**5.00 FINANCIAL IMPLICATIONS**

5.01 As set out in Sections 2 and 3 of the report.

**6.00 ANTI POVERTY IMPACT**

6.01 None as a direct result of this report.

**7.00 ENVIRONMENTAL IMPACT**

7.01 Many of the schemes in the programme are designed to improve the environment, infrastructure and assets of the Authority.

**8.00 EQUALITIES IMPACT**

8.01 None as a direct result of this report.

**9.00 PERSONNEL IMPLICATIONS**

9.01 None as a direct result of this report.

**10.00 CONSULTATION REQUIRED**

10.01 None as a direct result of this report.

**11.00 CONSULTATION UNDERTAKEN**

11.01 None as a direct result of this report.

**12.00 APPENDICES**

12.01 Appendix A : Capital Programme - Changes During 2014/15  
Appendix B : Variances

**LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985  
BACKGROUND DOCUMENTS**

Capital Programme Monitoring Papers 2014/15.

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## APPENDIX A

**CAPITAL PROGRAMME - CHANGES DURING 2014/15**

	<b>Original Budget 2014/15</b>	<b>Rollover from 2013/14</b>	<b>Changes (Previous)</b>	<b>Changes (Current)</b>	<b>Rollover to 2015/16</b>	<b>Savings</b>	<b>Revised Budget 2014/15</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
<b>Council Fund :</b>							
<b>Chief Executives</b>							
Clwyd Theatr Cymru	0.015	0.007	0	0	0	0	0.022
	<b>0.015</b>	<b>0.007</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.022</b>
<b>People &amp; Resources</b>							
Corporate Finance	0.075	0.086	0.002	(0.015)	0	(0.060)	0.088
	<b>0.075</b>	<b>0.086</b>	<b>0.002</b>	<b>(0.015)</b>	<b>0.000</b>	<b>(0.060)</b>	<b>0.088</b>
<b>Governance</b>							
Information Technology	0.795	0.935	0	0	(0.065)	0	1.665
	<b>0.795</b>	<b>0.935</b>	<b>0.000</b>	<b>0.000</b>	<b>(0.065)</b>	<b>0.000</b>	<b>1.665</b>
<b>Education &amp; Youth</b>							
Education - General	2.081	0	(1.801)	0	0	0	0.280
Primary Schools	0.040	0.278	1.510	0.037	(0.013)	(0.018)	1.834
Schools Modernisation	7.062	0.665	1.397	(1.720)	(0.940)	0	6.464
Secondary Schools	0	0.314	0.438	(0.037)	(0.016)	0	0.699
Special Education	0	0.955	(0.087)	(0.028)	(0.072)	0	0.768
Minor Works, Furn & Equip	0.045	0	0	0	0	0	0.045
	<b>9.228</b>	<b>2.212</b>	<b>1.457</b>	<b>(1.748)</b>	<b>(1.041)</b>	<b>(0.018)</b>	<b>10.090</b>
<b>Social Care</b>							
Partnerships & Performance	0	0	0.642	0	0	0	0.642
	<b>0.000</b>	<b>0.000</b>	<b>0.642</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.642</b>
<b>Community &amp; Enterprise</b>							
Private Sector Renewal/Improvement	2.311	0.469	1.253	0.014	0	0	4.047
Travellers' Sites	0.150	0	(0.150)	0	0	0	0
Affordable Housing	0	0	0.392	(0.392)	0	0	0
Flintshire Connects	0.250	0.507	0.041	0	0	0	0.798
Town Centre Regeneration	0.137	1.676	(0.036)	0	(0.115)	0	1.662
Vibrant & Viable Places	0	0	0	1.625	0	0	1.625
Community Centres	0	0.002	0	0	0	0	0.002
	<b>2.848</b>	<b>2.654</b>	<b>1.500</b>	<b>1.247</b>	<b>(0.115)</b>	<b>0.000</b>	<b>8.134</b>
<b>Planning &amp; Environment</b>							
Ranger Services	0.135	0.239	0.020	0	(0.237)	0	0.157
Energy Services	0.200	0	0	0.107	0	0	0.307
Engineering	1.065	0.591	(0.950)	0	(0.102)	0	0.604
Planning Grant Schemes	0	0	0	0.004	0	0	0.004
Townscape Heritage Initiatives	0.309	0.093	0	0	0	0	0.402
	<b>1.709</b>	<b>0.923</b>	<b>(0.930)</b>	<b>0.111</b>	<b>(0.339)</b>	<b>0.000</b>	<b>1.474</b>

**CAPITAL PROGRAMME - CHANGES DURING 2014/15**

	<b>Original Budget 2014/15</b>	<b>Rollover from 2013/14</b>	<b>Changes (Previous)</b>	<b>Changes (Current)</b>	<b>Rollover to 2015/16</b>	<b>Savings</b>	<b>Revised Budget 2014/15</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
<b>Transport &amp; Streetscene</b>							
Sustainable Waste Management	0	0.569	0.090	0	0	0	0.659
Highways	3.645	0.009	0.303	0.060	(0.089)	0	3.928
Local Transport Grant	0	0	1.443	0	0	0	1.443
Transportation	1.700	0	(0.985)	0	0	0	0.715
	<b>5.345</b>	<b>0.578</b>	<b>0.851</b>	<b>0.060</b>	<b>(0.089)</b>	<b>0.000</b>	<b>6.745</b>
<b>Organisational Change 1</b>							
Leisure Centres	0	0.029	0	0.015	0	0	0.044
Recreation - Other	0	0.008	0	0	0	0	0.008
Play Areas	0	0.001	0	0	0	0	0.001
	<b>0.000</b>	<b>0.038</b>	<b>0.000</b>	<b>0.015</b>	<b>0.000</b>	<b>0.000</b>	<b>0.053</b>
<b>Organisational Change 2</b>							
Administrative Buildings	0.955	0.301	0.025	0	0	0	1.281
	<b>0.955</b>	<b>0.301</b>	<b>0.025</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>1.281</b>
<b>Housing Revenue Account :</b>							
<b>Housing Revenue Account</b>							
Major Works	6.328	0	(3.239)	(0.175)	0	0	2.914
Accelerated Programmes	0.300	0	0.928	(0.110)	0	0	1.118
WHQS Improvements	4.000	0	3.319	0.080	0	0	7.399
Disabled Adaptations	1.000	0	0	0	0	0	1.000
Other Services	0.478	0	(0.478)	0	0	0	0
	<b>12.106</b>	<b>0.000</b>	<b>0.530</b>	<b>(0.205)</b>	<b>0.000</b>	<b>0.000</b>	<b>12.431</b>
<b>Totals :</b>							
<b>Council Fund</b>	20.970	7.734	3.547	(0.330)	(1.649)	(0.078)	30.194
<b>Housing Revenue Account</b>	12.106	0	0.530	(0.205)	0	0	12.431
<b>Grand Total</b>	<b>33.076</b>	<b>7.734</b>	<b>4.077</b>	<b>(0.535)</b>	<b>(1.649)</b>	<b>(0.078)</b>	<b>42.625</b>

## CHIEF EXECUTIVES

## Capital Budget Monitoring 2014/15 - Month 9

Programme Area	Total Budget £m	Actual Exp. £m	Projected Outturn £m	Variance (Under)/ Over £m	Variance %age %	Variance Prev Qtr £m	Cause of Variance	Action Required
Clwyd Theatr Cymru	0.022	0.002	0.016	(0.006)	(27.273)	0	Early Identified Rollover - Timing Issue of installation of screens in the foyer	Request approval to move funding of £0.006m into 2015/16
<b>Total</b>	<b>0.022</b>	<b>0.002</b>	<b>0.016</b>	<b>(0.006)</b>	<b>(27.273)</b>	<b>0.000</b>		

## PEOPLE &amp; RESOURCES

## Capital Budget Monitoring 2014/15 - Month 9

Programme Area	Total Budget £m	Actual Exp. £m	Projected Outturn £m	Variance (Under)/ Over £m	Variance %age %	Variance Prev Qtr £m	Cause of Variance	Action Required
Corporate Finance	0.088	0	0.088	0	0	0		
<b>Total</b>	<b>0.088</b>	<b>0.000</b>	<b>0.088</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>		

Variance = Budget v Projected Outturn
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## GOVERNANCE

## Capital Budget Monitoring 2014/15 - Month 9

Programme Area	Total Budget £m	Actual Exp. £m	Projected Outturn £m	Variance (Under)/ Over £m	Variance %age %	Variance Prev Qtr £m	Cause of Variance	Action Required
Information Technology	1.665	0.927	1.285	(0.380)	(22.823)	(0.065)	<b>Early Identified Rollover</b> - £0.108m EDRMS Implementation is a major project with significant challenges and is invoiced when key milestones are achieved. £0.272 Microsoft Enterprise project will run into new year due to the length and complexity of project.	Request approval to move funding of <b>£0.380m</b> into 2015/16
<b>Total</b>	<b>1.665</b>	<b>0.927</b>	<b>1.285</b>	<b>(0.380)</b>	<b>(22.823)</b>	<b>(0.065)</b>		

Variance = Budget v Projected Outturn

## EDUCATION &amp; YOUTH

## Capital Budget Monitoring 2014/15 - Month 9

Programme Area	Total Budget £m	Actual Exp. £m	Projected Outturn £m	Variance (Under)/ Over £m	Variance %age %	Variance Prev Qtr £m	Cause of Variance	Action Required
Education - General	0.280	0.124	0.273	(0.007)	(2.500)	0	Early Identified Rollover - former Croft Nursery to cover retention payable Dec 2015	Request approval to move funding of <b>£0.007m</b> into 2015/16
Primary Schools	1.834	1.189	1.815	(0.019)	(1.036)	0	Early Identified Rollover - Retentions falling due during 2015/16	Request approval to move funding of <b>£0.019m</b> into 2015/16
Schools Modernisation	6.464	3.306	6.464	0	0	(0.940)		
Community Youth Clubs	0	(0.003)	0	0	0.003	0		
Secondary Schools	0.699	0.294	0.661	(0.038)	(5.436)	(0.003)	Early Identified Rollover - Argoed High School retention due 2015/16	Request approval to move funding of <b>£0.038m</b> into 2015/16
Special Education	0.768	0.290	0.768	0	0	(0.072)	**Potential further EIR circa £300k, being held for SEN adaptations not yet known, re-active to pupil movement into and around the County	Make members aware of potential for EIR into 2015/16 at outturn
Minor Works, Furn & Equip	0.045	0.036	0.045	0	0	0		
<b>Total</b>	<b>10.090</b>	<b>5.236</b>	<b>10.026</b>	<b>(0.064)</b>	<b>(0.634)</b>	<b>(1.015)</b>		

Variance = Budget v Projected Outturn

## SOCIAL CARE

## Capital Budget Monitoring 2014/15 - Month 9

Programme Area	Total Budget £m	Actual Exp. £m	Projected Outturn £m	Variance (Under)/ Over £m	Variance %age %	Variance Prev Qtr £m	Cause of Variance	Action Required
Partnerships & Performance	0.642	0.069	0.642	0	0	0		
<b>Total</b>	<b>0.642</b>	<b>0.069</b>	<b>0.642</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>		

Variance = Budget v Projected Outturn

## COMMUNITY &amp; ENTERPRISE

## Capital Budget Monitoring 2014/15 - Month 9

Programme Area	Total Budget £m	Actual Exp. £m	Projected Outturn £m	Variance (Under)/ Over £m	Variance %age %	Variance Prev Qtr £m	Cause of Variance	Action Required
Private Sector Renewal/Improvement	4.047	2.638	4.047	0	0	0		
Travellers' Sites	0	(0.003)	0	0		0	Credit relates to retention accrual not yet due	Balance will clear when invoice is paid
Flintshire Connects	0.798	0.343	0.400	(0.398)	(49.875)	0	<b>Early Identified Rollover</b> - Buckley Connects is now under review	Request approval to move funding of <b>£0.398m</b> into 2015/16
Town Centre Regeneration	1.662	0.302	0.500	(1.162)	(69.916)	0	<b>Early Identified Rollover</b> - Town Centre Regeneration is being delivered in tandem with the ERDF Town Centre Regeneration project. This has experienced delays to delivery which has resulted in lower expenditure in 2014/15 than forecast	Request approval to move funding of <b>£1.162m</b> into 2015/16.
Vibrant & Viable Places	1.625	1.076	1.625	0	0			
Community Centres	0.002	0	0.002	0	0	0		
<b>Total</b>	<b>8.134</b>	<b>4.356</b>	<b>6.574</b>	<b>(1.560)</b>	<b>(19.179)</b>	<b>0.000</b>		

Variance = Budget v Projected Outturn

## PLANNING &amp; ENVIRONMENT

## Capital Budget Monitoring 2014/15 - Month 9

Programme Area	Total Budget £m	Actual Exp. £m	Projected Outturn £m	Variance (Under)/ Over £m	Variance %age %	Variance Prev Qtr £m	Cause of Variance	Action Required
Ranger Services	0.157	0.024	0.115	(0.042)	(26.752)	(0.102)	<b>Early Identified Rollover -</b> Construction works due to begin last week of January. Delays with the design / tendering process.	Request approval to move funding of <b>£0.042m</b> into 2015/16
Energy Services	0.307	0.294	0.307	0	0	0		
Engineering	0.604	0.322	0.604	0	0	(0.102)		
Planning Grant Schemes	0.004	0.004	0.004	0	0	0		
Townscape Heritage Initiatives	0.402	0.052	0.262	(0.140)	(34.826)	0	<b>Early Identified Rollover -</b> Flint Court Scheme with Wales & West expected to cost circa £250k with some expenditure due in 2015/16	Request approval to move funding of <b>£0.140m</b> into 2015/16
<b>Total</b>	<b>1.474</b>	<b>0.696</b>	<b>1.292</b>	<b>(0.182)</b>	<b>(12.344)</b>	<b>(0.204)</b>		

Variance = Budget v Projected Outturn



## TRANSPORT &amp; STREETSCENE

## Capital Budget Monitoring 2014/15 - Month 9

Programme Area	Total Budget £m	Actual Exp. £m	Projected Outturn £m	Variance (Under)/ Over £m	Variance %age %	Variance Prev Qtr £m	Cause of Variance	Action Required
Sustainable Waste Management	0.659	0.405	0.659	0	0	0		
Highways	3.928	2.342	3.928	0	0	(0.089)		
Local Transport Grant	1.443	0.544	1.443	0	0	0		
Transportation	0.715	0.045	0.715	0	0	0		
<b>Total</b>	<b>6.745</b>	<b>3.336</b>	<b>6.745</b>	<b>0.000</b>	<b>0.000</b>	<b>(0.089)</b>		

Variance = Budget v Projected Outturn

## ORGANISATIONAL CHANGE 1

## Capital Budget Monitoring 2014/15 - Month 9

Programme Area	Total Budget £m	Actual Exp. £m	Projected Outturn £m	Variance (Under)/ Over £m	Variance %age %	Variance Prev Qtr £m	Cause of Variance	Action Required
Leisure Centres	0.044	0	0.019	(0.025)	(56.818)	0	Early Identified Rollover - Works at Flint Leisure Centre now part of larger project which will complete in 2015/16	Request approval to move funding of £0.025m into 2015/16
Recreation - Other	0.008	0	0	(0.008)	(100.000)	0	Early Identified Rollover - Project delayed, works to be completed in 2015/16	Request approval to move funding of £0.008m into 2015/16
Play Areas	0.001	0.147	0.001	0	0	0		All expenditure is funded from Section 106 contributions drawn down at year end
<b>Total</b>	<b>0.053</b>	<b>0.147</b>	<b>0.020</b>	<b>(0.033)</b>	<b>(62.264)</b>	<b>0.000</b>		

## ORGANISATIONAL CHANGE 2

## Capital Budget Monitoring 2014/15 - Month 9

Programme Area	Total Budget £m	Actual Exp. £m	Projected Outturn £m	Variance (Under)/ Over £m	Variance %age %	Variance Prev Qtr £m	Cause of Variance	Action Required
Administrative Buildings	1.281	0.884	1.281	0	0	0.126		
<b>Total</b>	<b>1.281</b>	<b>0.884</b>	<b>1.281</b>	<b>0.000</b>	<b>0.000</b>	<b>0.126</b>		

Variance = Budget v Projected Outturn

## HOUSING REVENUE ACCOUNT

## Capital Budget Monitoring 2014/15 - Month 9

Programme Area	Total Budget £m	Actual Exp. £m	Projected Outturn £m	Variance (Under)/ Over £m	Variance %age %	Variance Prev Qtr £m	Cause of Variance	Action Required
Major Works	2.914	0.623	2.988	0.074	2.539	0.069	Overspend due to continued additional works carried out in void properties. Overspend to be funded from other areas within the Capital programme.	Continuous rigorous monitoring of budget to ensure overspend doesn't escalate
Accelerated Programmes	1.118	0.159	1.037	(0.081)	(7.245)	(0.003)	The underspend is due to voucher receipts for works at properties which are not connected to mains gas, carried out in conjunction with Housing Renewals	
WHQS Improvements	7.399	6.317	7.403	0.004	0.054	(0.167)		
Disabled Adaptations	1.000	0.277	1.000	0	0	0.134		
Other Services	0	0.007	0	0		0		
<b>Total</b>	<b>12.431</b>	<b>7.383</b>	<b>12.428</b>	<b>(0.003)</b>	<b>(0.024)</b>	<b>0.033</b>		

Variance = Budget v Projected Outturn

## SUMMARY

## Capital Budget Monitoring 2014/15 - Month 9

Programme Area	Total Budget £m	Actual Exp. £m	Projected Outturn £m	Variance (Under)/ Over £m	Variance %age %	Variance Prev Qtr £m	Cause of Variance	Action Required
Chief Executive's	0.022	0.002	0.016	(0.006)	(27.273)	0		
People & Resources	0.088	0	0.088	0	0	0		
Governance	1.665	0.927	1.285	(0.380)	(22.823)	(0.065)		
Education & Youth	10.090	5.236	10.026	(0.064)	(0.634)	(1.015)		
Social Care	0.642	0.069	0.642	0	0	0		
Community & Enterprise	8.134	4.356	6.574	(1.560)	(19.179)	0		
Planning & Environment	1.474	0.696	1.292	(0.182)	(12.344)	(0.204)		
Transport & Streetscene	6.745	3.336	6.745	0	0	(0.089)		
Organisational Change 1	0.053	0.147	0.020	(0.033)	(62.264)	0		
Organisational Change 2	1.281	0.884	1.281	0	0	0.126		
<b>Sub Total - Council Fund</b>	<b>30.194</b>	<b>15.654</b>	<b>27.969</b>	<b>(2.225)</b>	<b>(7.369)</b>	<b>(1.247)</b>		
Housing Revenue Account	12.431	7.383	12.428	(0.003)	(0.024)	0.033		
<b>Total</b>	<b>42.625</b>	<b>23.037</b>	<b>40.397</b>	<b>(2.228)</b>	<b>(5.227)</b>	<b>(1.214)</b>		

Variance = Budget v Projected Outturn

## FLINTSHIRE COUNTY COUNCIL

**REPORT TO:**           **CABINET**

**DATE:**                 **TUESDAY, 17 MARCH 2015**

**REPORT BY:**         **CHIEF OFFICER (GOVERNANCE)**

**SUBJECT:**           **COMMUNITY CHEST GRANT FUNDING**

### **1.00 PURPOSE OF REPORT**

1.01 For Cabinet to agree new procedures for payment of Grants to Third Sector Organisations from the Council's Community Chest Fund.

### **2.00 BACKGROUND**

2.01 Currently Grants to Third Sector Organisations from the Council's Community Chest Fund are made by the Chief Executive following recommendations from the Voluntary Sector Grants Panel of 8 Members and relevant Officers. This Panel is referred to in the Constitution as one of those bodies that undertakes or advises upon executive functions.

2.02 The members of the Voluntary Sector Grants Panel have agreed that in future its role would be transferred to the Flintshire Local Voluntary Council (FLVC) who with one Councillor and one Officer would make recommendations on Grants to the Chief Executive.

### **3.00 CONSIDERATIONS**

3.01 The Leader's Scheme of Delegation of Executive Functions contained in the Constitution needs to be updated to reflect transferring the work of the Voluntary Sector Grants Panel to the FLVC supported by one Member and one Officer. There is also a need for the Leader or Cabinet to appoint the Flintshire Member to form part of the new arrangements.

### **4.00 RECOMMENDATIONS**

4.01 For Cabinet to approve that applications for funding by Third Sector Organisations from the Council's Community Chest Fund be processed by FLVC.

4.02 That recommendations for funding be made to the Chief Executive by a Panel comprising two representatives of FLVC together with a Member and an Officer of the Council.

4.03 That Cabinet or the Leader determine the Council Member to serve on the new Panel.

**5.00 FINANCIAL IMPLICATIONS**

5.01 The FLVC will administer the arrangements for the Panel for a 10% fee of the grants awarded.

**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 None as a result of this report

**9.00 PERSONNEL IMPLICATIONS**

9.01 There will be a saving in Officer time in processing Grant applications

**10.00 CONSULTATION REQUIRED**

10.01 With the existing Voluntary Sector Grants Panel

**11.00 CONSULTATION UNDERTAKEN**

11.01 With the existing Voluntary Sector Grants Panel

**12.00 APPENDICES**

12.01 None

**LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985  
BACKGROUND DOCUMENTS**

Minute of Panel Meeting 21<sup>st</sup> September 2014

**Contact Officer: Peter Evans**  
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## FLINTSHIRE COUNTY COUNCIL

**REPORT TO:** **CABINET**

**DATE:** **17<sup>TH</sup> MARCH 2015**

**REPORT BY:** **CHIEF OFFICER (COMMUNITY & ENTERPRISE)**

**SUBJECT:** **THE FUTURE OF THE RIGHT TO BUY AND RIGHT TO ACQUIRE**

### **1.00 PURPOSE OF REPORT**

- 1.01 To inform Members of the Welsh Government (WG) consultation currently open concerning the Right to Buy and Right to Acquire.
- 1.02 To seek Member support for the proposed response to the consultation.

### **2.00 BACKGROUND**

- 2.01 Currently social housing tenants have the ability to purchase their homes under the Right to Buy for Council tenants, or the Right to Acquire for tenants of a Registered Social Landlord (RSL). The tenants of Large Scale Voluntary Transfer (LSVT) organisation have a preserved Right to Buy.
- 2.02 Tenants only have a right to buy their house or flat if it is their only or principal home. Tenants of sheltered housing are not permitted to buy their homes under this right.
- 2.03 The Right to Buy Scheme in Wales gives tenants a discount of up to £16,000 on the market value of their home. The longer the person has been a tenant, the greater discount they can receive up to the maximum limit.
- 2.04 Social housing tenants whose tenancy commenced before 18<sup>th</sup> January 2005 must have been tenants for 2 years before they can access the discount. Social housing tenants whose tenancy commenced after 18<sup>th</sup> January 2005 must wait 5 years before accessing any form of discount.
- 2.05 The discount tenants received can be reduced to take account of the work that the Council has undertaken in the repair or maintenance of the property over the last 10 years. This provision is known as the cost floor. If the cost of those repairs over the previous 10 years is greater than the market value of the property, then no discount is provided.

- 2.06 During the last 5 years the Council has sold 33 properties under the Right to Buy, generating a capital receipt of £549,325 from the 25% it is permitted to retain once the remainder is returned to the treasury. The capital receipt is a one off payment the Council receives. By comparison the 33 sold properties reduce income to the Council by £132,000 each year. It should be noted that under self financing the Council will be entitled to retain 100% of the market value of the property if sold.
- 2.07 If the purchaser of a Right to Buy property wishes to sell it on, then that is subject to a number of restrictions. If they sell within 12 months of acquiring it from the Council, then the entire discount must be repaid. The amount of repayment then decreases by one fifth each year until year five, when no repayment of the discount would be required.
- 2.08 In addition where a purchaser wishes to sell their home within 10 years, they must offer it first to their former landlord. In this case the Council retain the option to re-acquire it at market value.
- 2.09 When a flat is purchased there are ongoing costs to the Council in terms of maintaining the external fabric of the building and the communal areas. The Council can also make a service charge to the owner to cover maintenance of communal areas and all these costs will be made known to the purchaser through the conveyancing process.
- 2.10 There is a prescriptive process for the tenant when informing the Council that they wish to exercise the right to buy, with definitive timescales for a response. Following this the Council must inform the tenant of the market value of the property. If the prospective purchaser does not agree with the Council's market valuation then the District Valuer will determine the price to be paid.
- 2.11 There is currently provision for Councils to apply to WG to suspend the right to buy in specific areas for an initial five years (with maximum extension to 10 years). A business case must show how local people would be able to access affordable home ownership locally, for a case to be supported, and must demonstrate high levels of demand for social housing in the area.
- 2.12 An application will be submitted over the coming months given that there is an intention to build 200 new Council homes over the next 5 years.

### **3.00 CONSIDERATIONS**

- 3.01 The Minister for Communities and Tackling Poverty has opened a consultation on the Right to Buy and right to Acquire on 22<sup>nd</sup> January 2015, which closes on 16<sup>th</sup> April 2015.



The consultation contains the following two proposals: -

- To reduce the maximum discount from £16,000 to £8,000. This is viewed as a short to medium term action to reduce sales.
- The development of new primary legislation to suspend the Right to Buy and Right to Acquire for all social housing tenants across Wales.

#### **4.00 RECOMMENDATIONS**

4.01 That Cabinet note the Welsh Government consultation currently open concerning the Right to Buy and Right to Acquire.

4.02 The Flintshire County Council responds positively to the consultation and supports early implementation of the reduction to the discount, followed by the ending of the Right to Buy and Right to Acquire.

#### **5.00 FINANCIAL IMPLICATIONS**

5.01 The Council receives a proportion of the market value for any property sold. This currently provides a capital receipt of 25% of the value to the Housing Revenue Account. However, every property sold reduces the Council's income by on average £4000 per year and reduces the availability of social housing to meet local need.

#### **6.00 ANTI POVERTY IMPACT**

6.01 The proposals are designed to reduce and then stop the sale of social housing, given more people on low incomes the chance to rent an affordable property.

#### **7.00 ENVIRONMENTAL IMPACT**

7.01 There are no environmental impacts as a result of this report.

#### **8.00 EQUALITIES IMPACT**

8.01 The proposals would be fair and equal to all current and prospective social housing tenants.

#### **9.00 PERSONNEL IMPLICATIONS**

9.01 There are no personnel implications as a result of this report.

#### **10.00 CONSULTATION REQUIRED**

10.01 Consultation will be undertaken with the Housing Scrutiny Committee at its March Meeting.

10.02 There is no requirement to consult with tenants as part of the Council's response. However, it is felt that the Flintshire Tenants & Residents Federation should be consulted and their views fed in to the response.

**11.00 CONSULTATION UNDERTAKEN**

11.01 There has been no consultation undertaken to date

**12.00 APPENDICES**

12.01 Consultation Document – White Paper – The Future of the Right to Buy and Right to Acquire

**LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985  
BACKGROUND DOCUMENTS**

None.

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## White Paper

# The Future of the *Right to Buy* and *Right to Acquire*

A White Paper for Social Housing



January 2015



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## Foreword



Everyone needs a decent, affordable home. It is the foundation for a person's health, wellbeing, quality of life and ability to fulfil their potential. Not everyone can afford to live in the private sector and social housing with its lower rents makes a real contribution to tackling poverty, as well as providing homes.

*Right to Buy* and *Right to Acquire* have allowed many tenants to buy their homes from their Local Authority or Housing Association.

The number of sales has fallen in recent years, however, purchases are still being made. As a result, the number of homes available for those on lower incomes to rent has substantially decreased.

We know we need more homes. Our current social housing stock is under considerable pressure and is affecting people's ability to find a home they can afford and our ability to help them. We are working very hard to increase the number of homes available, building more affordable homes and bringing increasing numbers of empty homes back into use. At the same time, however, we continue to lose social housing through the *Right to Buy* and *Right to Acquire*.

It is time to consider what more can be done to help meet people's housing needs by protecting our existing social housing stock from further reductions.

This White Paper sets out two proposals. One of the proposals is for action in the short to medium term. This would reduce the maximum discount available to tenants who are eligible to buy their home. The other is for longer-term action, in the form of primary legislation, to end the *Right to Buy* and *Right to Acquire* which could be introduced following the next Assembly election.

Your views are important to me. I urge you to take this opportunity to respond to the consultation. Information on how you can respond is provided at the end of the document. The closing date for comments is 16 April 2015.

A handwritten signature in grey ink that reads "Lesley Griffiths".

**Lesley Griffiths**

Minister for Communities and Tackling Poverty

## Summary

- A safe, secure, and affordable home helps people to live long, healthy, productive lives in safe, strong and fair communities.
- Some people cannot afford to buy a home or rent a home from a private landlord. They are dependent on social housing or some other form of subsidised provision. Social housing is a particularly important safety net.
- Over the last thirty years or so, the *Right to Buy* and *Right to Acquire* have allowed many tenants to buy their homes from their Local Authority or Housing Association.
- This document sets out proposals for changes to the *Right to Buy* and *Right to Acquire*. It explains the Welsh Government's thinking behind the proposals. Your views are important. The form in Appendix 1 enables you to comment on the proposals and relevant aspects of them, including alternative options, the impacts and the benefits.

## The impact of the *Right to Buy* and *Right to Acquire*

- Between October 1980 and the end of June 2007, 134,600 Local Authority and 2,400 Housing Association homes were sold to tenants under the *Right to Buy* and *Right to Acquire* schemes. Most of these have become owner-occupied but some will have found their way into the private rented sector.
- The peak was in 1982-83, when just over 15,000 homes were sold from the social housing stock in just one year.
- In the last five years, an average of 188 homes has been sold each year through the *Right to Buy* and *Right to Acquire*. There was a marked increase last year, when 253 homes were sold; a 49 per cent increase over the previous year.

## Addressing housing pressures

- The Welsh Government is working with its partners to increase housing supply. Nearly 70 per cent of the target of 10,000 more affordable homes has been achieved with many more on the way. In addition, the Government is now just 529 short of its target of bringing back into use 5,000 long-term empty private homes.
- In addition to building more homes and tackling empty homes, action also needs to be taken to protect existing social housing stock. This is recognised as an important contribution to tackling poverty.
- The demand for housing exceeds supply. The reduced number of social rented homes which are now available to help people on housing waiting lists is adding to the pressure on housing supply and on people's ability to find a home they can afford.

- Projecting with any degree of accuracy the number of homes lost in future years is a challenge but it is safe to say that social rented housing will continue to be sold.
- Given current housing pressures, which tend to fall on those whose needs cannot be met by housing markets, the time is right to consider more action.
- While action may mean changing the rights of some tenants, it must be balanced by consideration of the needs of people who are on waiting lists for a home they can afford.
- After considering the need to do more to help meet people's housing needs and having looked at different options, the Welsh Government is putting forward two proposals for public consultation. The consultation will close on 16 April 2015.

## Reducing the sales discount

- The current limit on the sales discount for the *Right to Buy* and *Right to Acquire* is £16,000. In other words, the maximum discount a purchaser may receive on the sale price of the property cannot be more than £16,000.
- The discount for the *Right to Buy*, including the *Preserved Right to Buy* was last reduced in 2003. The discount for the *Right to Acquire* was set at £16,000 in 1997.

**The Welsh Government is proposing to reduce the current maximum sales price discount from £16,000 to £8,000. Your views would be welcome on this as short to medium-term action to reduce future sales of social housing in order to protect our social housing stock. Appendix 1 provides a form for you to comment.**

## Ending the *Right to Buy* and *Right to Acquire*

- Ultimately, the only way to protect social housing stock from continuing erosion is to end the *Right to Buy* and *Right to Acquire*.

**The Welsh Government is proposing to develop new primary legislation – a Bill – to end the *Right to Buy* and the *Right to Acquire*. The draft Bill would be prepared for the new Government to consider as part of its legislative programme in the next Assembly. Your views would be welcome on this as medium to long-term action to prevent the further loss of homes from our social housing stock. Appendix 1 provides a form for you to comment.**



## 1. Introduction

The benefits of a safe, secure, and affordable home extend well beyond putting a roof over people's heads. It helps people to live long, healthy, productive lives in safe, strong and fair communities. It provides children with the best possible start to life, which gives them the best chance of realising their full potential.

We find ourselves in very difficult times. In terms of housing, economic and other factors have combined, causing considerable pressure on the supply of homes. The pressures affect many but the effect on people whose needs cannot be met by the housing market is particularly noticeable. Some people cannot afford to buy a home, or to rent a home from a private landlord. They are dependent on social housing or some other form of subsidised provision. Social housing is a particularly important safety net.

As a Government, we have already done much to help meet people's housing needs. The money we have invested will help achieve our targets of providing 10,000 more affordable homes and bringing 5,000 empty homes back into use in communities across Wales. However, we want to do more to help people and the considerable challenges that lie ahead make us even more determined to do so.

Our approach reflects our values of fairness, social justice and equality. Affordable homes are vital to our goal of reducing poverty. We are continuing to develop innovative ways of helping people to afford a home, which reflect people's different needs and circumstances. We are also developing a more flexible housing system to help people to move more easily between social housing, private rented accommodation, and home ownership to suit their needs at different times of their lives. However, we remain fully committed to the principle of social housing and to helping people whose housing needs cannot be met by the markets.

Over the last thirty years or so, the *Right to Buy* and *Right to Acquire* have allowed many tenants in social housing to buy their home from their Local Authority or Housing Association. As a result, there has been a significant reduction in our social housing stock. Much of it has become owner-occupied but some will have found its way into the private rented sector. The reduced number of social rented homes which are available to help people who are on housing waiting lists is adding to the pressures on housing supply and on people's ability to find a home they can afford.

This White Paper puts forward two proposals for public consultation. Both are aimed at protecting the social housing stock from further reduction:

- i. Changing existing legislation – which will reduce the maximum discount available to a tenant who applies to buy their home from their Council or Housing Association landlord, and:
- ii. Developing new legislation – which, if passed by the National Assembly for Wales, will end the *Right to Buy* and *Right to Acquire*.

## This document

This White Paper sets out the Welsh Government's proposals to change the legislation on the *Right to Buy* and *Right to Acquire*.

**Chapter 2** provides information on the *Right to Buy* and the *Right to Acquire* while **Chapter 3** explains why change is needed. This provides the thinking behind the proposals.

The proposals are in two parts. **Chapter 4** sets out proposals to reduce the maximum discount that is available to tenants who are eligible to buy their home from their Local Authority or Housing Association landlord. **Chapter 5** proposes new legislation to end the *Right to Buy* and *Right to Acquire*.

## Your views

Your views on the proposals are important. We believe that the changes and developments will do more to tackle the demand and supply pressures on our current stock of social housing. This, in turn, will help meet the housing needs of those who are unable to take advantage of the housing market.

This White Paper is open for public consultation and your comments on the proposals are welcome. You can comment on the proposal to reduce the maximum discount (Chapter 4) or the proposal to end the *Right to Buy* and *Right to Acquire* (Chapter 5), or you can comment on both. Appendix 1 provides information on how you can comment on the proposals.

Comments can be submitted in a number of ways:

Email: [righttobuy@wales.gsi.gov.uk](mailto:righttobuy@wales.gsi.gov.uk)

Post: "The Future of the *Right to Buy* and *Right to Acquire*",  
Welsh Government,  
Housing Policy Division,  
Rhydycar,  
Merthyr Tydfil  
CF48 1UZ

The consultation will close on 16 April 2015.

## Data protection: How the views and information you give us will be used

Any response you send us will be seen in full by the Welsh Government staff working on the issues covered by this consultation. It may also be seen by other Welsh Government staff to help them to plan future consultations.

The Welsh Government intends to publish a summary of the responses to this document. We may also publish responses in full. Normally, the name and address (or part of the address) of the person or organisation who sent the response are published with the response. This helps

to show that the consultation was carried out properly. If you do not want your name or address published, please tell us this in writing when you send your response. We will then block them out.

Names or addresses we block out might still get published later, though we do not think this would happen very often. The Freedom of Information Act 2000 and the Environmental Information Regulations 2004 allow the public to ask to see information held by many public bodies, including the Welsh Government. This includes information which has not been published. However, the law also allows us to withhold information in some circumstances. If anyone asks to see information we have withheld, we will have to decide whether to release it or not. If someone has asked for their name and address not to be published, that is an important fact we would take into account. However, there might sometimes be important reasons why we would have to reveal someone's name and address, even though they have asked for them not to be published. We would get in touch with the person and ask their views before we finally decide whether to reveal the information.

## 2. The *Right to Buy* and *Right to Acquire*

The right of a tenant of a Local Authority or Housing Association to buy their home at a discount has been a feature of social housing for over thirty years. The introduction of the *Right to Buy* in 1980 was grounded in UK Government policy at that time. Increasing home ownership was one of the main reasons for its introduction although raising money and reducing the cost on the public purse of maintaining and improving Council housing are also thought to have been factors.

The *Right to Buy* and the *Right to Acquire* are contained in two Acts of Parliament.

**The *Right to Buy*** is contained in the Housing Act 1985. It gives most tenants who have a secure tenancy, usually those who rent from a Local Authority, the *right to buy* their home at a discount from the market price. It is subject to certain conditions and exceptions. Where the landlord owns the freehold of a house, the tenant has the *right to acquire* the freehold. Where the landlord does not own the freehold or the home is a flat, the right is to be granted a lease on it.

**The *Right to Acquire*** is part of the Housing Act 1996. It gives a tenant the *Right to Acquire* his or her home if a number of conditions are satisfied. First, the landlord must be a Registered Social Landlord or a Private Registered Provider of Social Housing. This document uses the term "Housing Associations" to cover both. Second, the tenancy must be an assured or secure tenancy. Third, the dwelling was provided with public money and has remained in the social rented sector. The tenant must also satisfy some further qualifying conditions.

In addition to the above, there is also a provision known as the ***Preserved Right to Buy***. This applies to tenants after a transfer of the ownership of a Local Authority's homes to a new Housing Association. The existing secure tenants of the Authority became assured tenants of the new landlord. The Housing Act 1985 provides that they retain a preserved *Right to Buy* despite the change of landlord. This right can continue if the tenant moves to another property owned by the new landlord and it would be also preserved if there was another change of landlord.

Some parts of this paper may use only the term *Right to Buy*. Where this occurs, references to *Right to Buy* should be taken to mean the *Right to Buy*, the *Preserved Right to Buy* and the *Right to Acquire*, unless the context indicates otherwise.

### 3. Why is change needed?

At 31 March 2013, there were an estimated 1.4 million homes in Wales<sup>i</sup>, of which around 223,000 are social housing (16 per cent)<sup>ii</sup>. Social housing is one element of “affordable” housing and describes homes rented at levels set with regard to national guidelines and benchmarks. They are provided by Local Authorities and by Housing Associations.

Since 2000-01, the total number of homes in Wales has increased by 9 per cent. However, in the same period, the number of social rented homes has fallen by 8 per cent. Some people cannot afford a home from the housing market, whether renting from the private sector or buying their own. They are dependent on social housing or some form of subsidised provision.

#### Housing demand and need

The pressure on housing supply and its failure to keep pace with demand is well known. Research in 2010<sup>iii</sup> in Wales reported the need for approximately 14,200 more homes per year, of which around 5,100 were “non-market” homes. The latter includes homes provided by Local Authorities and Housing Associations, and private rented properties subsidised by Housing Benefit.

The estimate was based on rates of household formation. The economic downturn in the years immediately before 2010 and since has had an impact on the assumptions underpinning this. Over and above the general impacts of the economy, the tighter lending market has affected people’s ability to obtain a mortgage. Thus, while the aspiration of many people is to leave home to set up their own household, the chances are reduced.

At 31 March 2013, approximately 70 per cent<sup>iv</sup> of homes in Wales were owner-occupied. Fourteen per cent were in the private rented sector; slightly lower than social housing at 16 per cent. Despite the rise in the number of people renting from private landlords and efforts to make it a more acceptable option, most people would still like to own their own home.

House prices are sensitive to supply and demand factors, the economic climate, and the cost and availability of mortgages. Rising house prices, although not seen in all parts of Wales, make market housing unaffordable for many people. These days, more household income goes into meeting the costs of housing, thus reducing disposable income and people’s standard of living. This can mean more people becoming dependent on forms of subsidised housing provision. Although the private rented sector provides greater flexibility and choice, unaffordable rent levels and tenancy considerations prevent the more disadvantaged people from taking advantage of it. Subsidies, such as Housing Benefit, can help some people. The excess demand over supply contributes to the increasing pressure on social housing as the best way of meeting some people’s housing need.

## Housing supply

The characteristics of the housing system have changed as a result of the reduction in social housing and tighter lending criteria for mortgages. As mentioned, more people are turning to, and in many cases have had to turn to, the private rented sector.

In the last decade, house building peaked in 2006-07 with just over 9,300 new homes built. The average over the decade was approximately 7,000 per year. Between 2009-10 and 2013-14, an average of around 5,700 new homes was built each year. In 2013-14, there were 5,843 completions<sup>4</sup>.

The levels of new housing starts and completions over the last five years have been some of the lowest ever. There are, however, signs of recovery, with the number of new homes started last year rising for the second successive year.

The number of new social housing dwellings completed annually contrasts with an average of 188 sales per year through the *Right to Buy* and *Right to Acquire*. While the total number completed in 2013-14 was 5 per cent lower than 2009-10, sales of social housing were 45 per cent higher.

**Chart 1: Completions of new social housing dwellings and statutory sales of social housing, Wales, 2009-10 to 2013-14**



Source: New house building collection from local authorities & NHBC and Annual social Housing sales returns from local authorities and RSLs.

On average, 826 new social housing dwellings have been completed annually in each of the last five years. This compares with the average of 188 sales of social housing sales per year.

The full impact of the past large-scale reduction in social housing to *Right to Buy* and *Right to Acquire* is being seen now, with significantly less social rented housing stock to allocate to people whose needs cannot be met by the housing market.

## The impact on social housing stock

The period between 1980 and the middle of 2007 saw considerable *Right to Buy* activity and as a result, a significant shift from social renting to owner-occupation. In this period, some 134,600 Local Authority and 2,400 Housing Association homes were sold to tenants under the *Right to Buy* and *Right to Acquire* schemes.

In the ten years or so from March 2003 to March 2013, the proportion of dwellings in the social rented sector has fallen from 21 per cent of total housing stock to 16 per cent. The table below illustrates the pattern of purchases over time and, significantly, the total number of social housing dwellings lost since 2000.

**Table 1: Purchases through *Right to Buy* and *Right to Acquire* Wales, 2000-01 to 2013-14**

Year	Number purchased
2000-01	3,560
2001-02	3,516
2002-03	4,992
2003-04	6,907
2004-05	4,155
2005-06	1,865
2006-07	1,321
2007-08	873
2008-09	209
2009-10	174
2010-11	172
2011-12	171
2012-13	170
2013-14	253
<b>Total</b>	<b>28,338</b>

The peak was in 1982-83 when just over 15,000 homes were lost from the social housing stock in just one year. Table 1 above shows that over the period from 2000-01 to 2013-14, following a peak of 6,907 sales in 2003-04, the trend in *Right to Buy* sales has been firmly downward. However, even in this fourteen year period, more than 28,000 homes have been sold.

In the last five years, on average, 188 homes have been lost from the social rented stock each year through *Right to Buy* and *Right to Acquire* sales. It is worth noting that in the last financial year, the activity showed a marked increase, with 253 homes purchased; a 49 per cent increase over the previous year.

Projecting with any degree of accuracy the number of homes lost in future years is a challenge but it is safe to say while the *Right to Buy* remains, the social housing stock will continue to reduce. The overall desire of people to buy their home is a constant. It is the factors that affect people's ability to buy, notably the ability to raise the finance, which determine the numbers. There is anecdotal information from contact with tenants that the maximum discount of £16,000 on the purchase price means that some are still unable to raise the finance needed to purchase their home.

Whatever the figures for future homes sold, the sale of homes will impact on people's ability to access social housing from housing waiting lists. Properties sold under the *Right to Buy* are taken out of the stock and those on the waiting list can not be allocated a social rented home unless new replacement homes are built or a vacancy arises.

## Action by the Welsh Government

The Welsh Government has in hand an ambitious programme of legislation and other action to improve the effectiveness and efficiency of the housing system in Wales and to help people to meet their housing needs. It includes improving the practices of private landlords and lettings agents. New legislation to be introduced in the coming weeks – the Renting Homes (Wales) Bill 2015 – will also improve the arrangements for people who rent their home.

More action to boost housing supply is the priority and action is underway with house builders, lenders, Local Authorities and Housing Associations. At one end of the spectrum is help for people to buy their own home through *Help to Buy*. At the other end is affordable housing at below market rental rates, which includes the more traditional social housing, owned by Local Authorities and Housing Associations, and an element of the private rented sector. Between the two are homes built to rent at intermediate rent levels for people who can't quite afford the full rates. The Welsh Government's intermediate rent model *Rent First* is set at 80 per cent of market rents and targeted at, or below, Local Housing Allowance rates.

The Social Housing Grant programme delivers more affordable homes, the target for which was set at 7,500, for this term of Government, has been increased to 10,000. Between 2011-12 and 2013-14, a total of 6,890 additional and affordable housing units were built in Wales. This is 69 per cent of the 10,000 target<sup>vi</sup>.



Innovative developments include the Housing Finance Grant, the first phase of which will provide approximately 1,000 new affordable homes with another 2,000 homes in phase 2. New developments such as the Ely Mill site, which will result in 700 homes, have been set up to maximise the use of public sector land to create more homes. Since 2011-12, the Welsh Government has invested £15 million in the Welsh Housing Partnership, which has provided over 650 affordable homes for intermediate rent through collaboration with four Housing Associations. The Welsh Government is investing £6 million in the Partnership this financial year, which will provide a further 260 affordable homes.

There is a robust national planning policy framework to support the local delivery of affordable housing, which makes an important contribution to the overall supply of affordable housing.

The Housing (Wales) Act 2014, which abolishes the Housing Revenue Account Subsidy system for the eleven Local Authorities still owning their own housing, offers some the prospect to add to housing supply. If finance is available, the result may be the first council house building programme for around 25 years. In the context of the *Right to Buy*, it is fair to say that Local Authorities are apprehensive about investing in new social housing if there is a risk they could lose the homes to sales within a relatively short period.

Over and above building more homes, the best use must be made of existing homes. This means tackling the waste which is seen with homes that remain empty for long periods. The Welsh Government's *Houses into Homes* scheme helped Local Authorities to bring back into use nearly 2,300 long-term empty properties in 2013-14, which is more than double the usual annual figure. This means that 4,471 have been brought back into use in the first three years of this Government, which is only 529 short of the 5,000 target for the whole term.

## The need for more action

In addition to building more affordable homes and tackling long-term empty homes, action can also be taken to protect the social housing stock from sale of more homes under the *Right to Buy* and *Right to Acquire*.

Recognising the impact of *Right to Buy* and the *Right to Acquire* and the continuing pressure on social housing, in 2011, the Housing (Wales) Measure was introduced. The Measure allows a Local Authority to apply to the Welsh Government to suspend the *Right to Buy* and the *Right to Acquire* in its area.

The suspension, which can be for a period of up to five years, extendable to ten years, may apply to all social housing in the area or parts of the area, or to certain types of social housing, such as those with a particular number of bedrooms for example. Certain conditions must be met. The Authority must consult beforehand and needs to show the demand for social housing within the Authority's area exceeds supply or is likely to exceed supply, and the imbalance is likely to increase as a result of people exercising their *Right to Buy* and related rights.

To date, two Local Authorities – Carmarthenshire and Swansea – have applied to suspend the *Right to Buy* and the *Right to Acquire*. In both areas, and as a result of public consultation, there has been an increase in the number of applications and this has translated into an increased number of sales. This is somewhat inevitable but the applications for suspension reflect the desire on the part of both Authorities to halt the continuing loss of social housing in the medium to long-term. After careful consideration, Welsh Ministers have approved the suspension in Carmarthenshire. Swansea's application is in the final stages of consideration.

The opportunity to suspend the *Right to Buy* can help to slow down the reduction in social housing as a result of homes being sold to their tenants. However, its impact depends on how many Local Authorities apply for suspension and how quickly. In over three years, only two Authorities have submitted applications. The Welsh Government therefore considered a number of options to protect social housing from further reductions.

One of the options considered included the provision of assistance to Local Authorities to help them to develop their applications to suspend the *Right to Buy*. This option recognises the work involved for each Authority in preparing its case and for consulting with people locally. Allowing a Local Authority to make its own decision; that is, without an application to the Welsh Ministers, was also considered. The latter was dismissed as it would not lessen the work involved for each Local Authority but the key factors in not selecting either option were effectiveness and equality. As both depend on action by each Local Authority, there is no guarantee every Authority would take action to suspend the *Right to Buy*. Even if they did, it would be some time before the stock is protected in every area. At the same time, suspension of the *Right to Buy* in some areas but not in others would lead to inequalities, with tenants in some areas having different rights to those in others.

The above, together with consideration of what could be done relatively quickly by existing legislation and what would require new primary legislation explains the choice of proposals set out in this document. Reducing the discount can be done by way of existing legislation.

## Tackling poverty

The lack of housing supply to meet demand is well documented. The provision of a secure, affordable, home is a key factor in tackling poverty. According to the Joseph Rowntree Foundation<sup>vii</sup>, housing costs are the housing sector's most important and direct impact on poverty. The number of people in "housing cost-induced poverty" – those who are not poor before housing costs are taken into account and are poor once housing costs are considered – has increased over the past two decades. It goes on to say that low rents, such as those for Local Authority and Housing Association homes, make an important contribution to reducing "housing cost-induced poverty" and material deprivation amongst social tenants. As social housing is highly targeted on people with low incomes, the Foundation concludes it to be the most "pro-poor" and redistributive aspect of the entire Welfare State. It therefore recommends that if housing policy is to be used to reduce poverty, traditional social housing should be maintained and developed.

The safety net provided by social housing, for those people whose housing needs cannot be satisfied by the housing market, and for vulnerable people, is crucial to the quality of their lives, including their health and well being. It is a core component of tackling poverty.

Given current housing pressures, which tend to fall on those whose needs cannot be met by housing markets, the time is right to consider more extensive action. While this may mean changing the *Right to Buy* of tenants who are eligible to buy the social rented property in which they live, this must be balanced by consideration of the needs of people on waiting lists for a home they can afford.

## The approach

As stated earlier, the Welsh Government considered a number of options to achieve its ultimate goal of protecting our social housing stock from further reduction as a result of the *Right to Buy* and the *Right to Acquire*.

The continuing use of the Housing (Wales) Measure 2011 allowing Local Authorities to apply for suspension of the rights, with or without assistance to encourage a greater take-up by Local Authorities, is not considered to be effective in stemming the sales of social housing. In addition, the different pace at which Local Authorities apply for suspension, if they decide to apply at all, is likely to lead to differences across Wales, where people in some areas still have the rights while people in other areas do not.

Having considered the matter very carefully, a twin track approach is proposed. It consists of two strands of action, which would run in parallel with one another.

- i. A proposal to reduce the maximum discount from the current figure of £16,000 – short to medium-term impact, achieved by secondary legislation.
- ii. The development of a legislative proposal to end the *Right to Buy* and *Right to Acquire* – medium to long-term impact, achieved by primary legislation.

This consultation covers both of the above, Chapter 4 sets out proposals to reduce the maximum discount on sales from its current level of £16,000. Chapter 5 describes a proposal to develop new legislation to end the *Right to Buy* and *Right to Acquire*.

## Impacts

We have a duty to consider equality. This includes considering how our policies and change in policies might affect, positively or negatively, different groups within the population.

We have a duty to consider the impact(s) of the action we propose to take. If decisions are made to take forward either or both of the proposals, the impacts of such developments would, be considered as part of Regulatory Impact Assessments. Initial consideration has been given to the impacts on important matters such as the United Nations Convention for the Rights of The Child, equality, the Welsh language and rural matters.

Young people are our future society and workforce. So much depends on giving them the best possible start in life. The Welsh Government is committed to helping children gain a good start in life so they can achieve their full potential. A good home is an essential part of this.

The proposals would contribute to implementing the United Nations Convention for the Rights of The Child, notably Articles 3, 6, and 27.

These refer to children's rights to live healthily and the right to a standard of living good enough to meet physical and mental needs, including Government support for parents who cannot afford to provide it. In this sense, social housing, and the proposals to do more to protect it, would make a significant positive contribution.

The proposals would result in changes which would apply equally to all social housing tenants in all parts of Wales. This is unlike the current position where the *Right to Buy* is only available to tenants not affected by a suspension in their area. The outcome of continuing the current law which allows the suspension of the *Right to Buy* in some areas will result in different rights for some social housing tenants in one area compared to others.

The proposal to end the *Right to Buy* would help to reduce inequalities and thus would promote equality. It would also end the inequality that can arise for some tenants as a result of other restrictions on them being able to exercise the *Right to Buy*, such as renting a home which is exempt, or being unable to raise the money to purchase it. The proposals would apply equally to all social housing tenants so protected groups are not considered to be adversely affected. The same is true for the Welsh language and for rural areas. The application of the changes in all parts of Wales would not have any adverse effects. If anything, it is likely to have a positive impact since protecting the social housing stock in such communities to help meet the housing needs of local people is particularly important. Your comments on anyone you consider would benefit from the proposed changes or anyone who would be adversely affected would be welcome. The consultation form in Appendix 1 will allow you to do this.

## 4. Reducing the maximum sales price discount

The current limit on the sales discount for the *Right to Buy* and *Right to Acquire* is £16,000. In other words, the maximum discount a purchaser may receive on the sale price of the property cannot be more than £16,000. It may be less, depending on how the discount is calculated. The level of discount is one means of influencing the number of sales of social housing. A relatively low discount is a disincentive to purchasers.

In the case of the *Right to Buy* and the *Preserved Right to Buy*, the limit was last reduced in 2003. The maximum discount for the *Right to Acquire* was set at £16,000 in 1997. Existing legislation allows the Welsh Ministers to adjust the sales price discount. The relevant provisions are sections 129 to 131 of the Housing Act 1985, and these were used to make the Housing (*Right to Buy*) (Limits of Discount) Wales Order 1999 ("the Order"). The Order was amended in 2003 to reduce the maximum discount from £24,000 to £16,000.

Section 16 of the Housing Act 1996 gives tenants of Housing Associations the *Right to Acquire* their homes. This is similar to the *Right to Buy* but there are more exceptions. Section 17 allows discount levels to be set and this power was used to set a maximum discount of £16,000 in the Housing (*Right to Acquire*) (Discount) (Wales) Order 2007.

Reducing the discount can be done by way of an Order of the Welsh Ministers, it is relatively straightforward and could come into effect in the short to medium-term. For example, if after consultation, the decision is made to reduce the discount, the lower discount could come into effect in the summer or autumn of 2015.

Such a development would not change people's aspiration to buy and where some could find a means of affording it, purchases would still go ahead. It would not totally prevent the sale of social housing stock. However, the higher cost of purchasing the property would help to dampen sales of social housing. It would also result in more money for the Landlord in the event of a sale, although the contribution to the cost of building more affordable housing would be relatively small.

### Proposal

**The Welsh Government is proposing to reduce the current maximum sales price discount from £16,000 to £8,000. Your views would be welcome on this as short to medium-term action to reduce future sales of social housing in order to protect our social housing stock. Appendix 1 provides a form for you to comment.**

## 5. Ending the *Right to Buy* and *Right to Acquire*

This document has described the impact of the *Right to Buy* on social housing stock to date. This is expected to continue in future. The pressure on housing supply is increasing. Considerably more affordable homes are needed and the Welsh Government has taken steps to increase housing supply. Social housing forms a vital safety net for people whose needs cannot be met by the housing market. Protecting social housing from further reduction is as important as building more homes as part of action to tackle poverty.

For the above reasons, the Welsh Government is considering ending the *Right to Buy* as ultimately, it is the only real way to protect social housing stock from continuing erosion. It isn't the quickest option but it is considered to secure the greatest benefit relative to the investment of time, resources and funding needed to implement.

It is recognised that the proposal to end the *Right to Buy* will probably trigger a potential spike in applications to purchase properties by those who are eligible to do so. The proposed reduction in the sales price discount will, if it goes ahead, help to dampen sales. However, a strategic view is being taken about the longer-term benefits to social housing in Wales. It is also recognised that the removal, albeit in the medium to long-term, of the rights of some tenants to be able to purchase their homes will be for some a sensitive matter. However, and as explained earlier, the Government must balance this against the needs of people who are on waiting lists for a home they can afford and the current difficulties in meeting this demand.

This proposed development would have an effect in the medium-term to long term which is why, subject to the outcome of consultation, the work to develop new primary legislation – a new Bill – would need to commence fairly soon, hence this consultation. The development programme would see the drafting of a Bill, accompanied by the Explanatory Memorandum which needs to accompany it and a full Regulatory Impact Assessment. The latter would explore in detail matters relating to the legislation proposed, financial impacts and implications. The work for this and the Memorandum would be developed with the involvement of key stakeholders.

If after consultation the development proceeds, the new Government would be able to introduce a Bill in the next Assembly should it wish to do so.

### Proposal

**The Welsh Government is proposing to develop new primary legislation – a Bill – to end the *Right to Buy* and the *Right to Acquire*. The draft Bill would be prepared for the new Government to consider as part of its legislative programme in the next Assembly. Your views would be welcome on this as medium to long-term action to prevent the further loss of homes from our social housing stock. Appendix 1 provides a form for you to comment.**

## Appendix 1: Consultation questions

We welcome comments on all aspects of the proposals. We are particularly interested in responses to the questions. The first part of the form asks for information about you and/or your organisation

Name:			
Organisation (if applicable):			
E-mail address:			
Telephone:			
Address:			
Are you: (please tick one)	A tenant <input type="checkbox"/>	A Social Landlord <input type="checkbox"/>	Other <input type="checkbox"/>
If "Other", please give details			

Helping people to meet their housing needs		
1. Should the Welsh Government take more action to help people whose needs cannot be met by the housing market? <i>(please tick one box)</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
2. Should the Welsh Government do more to keep the current stock of social rented homes by protecting it from further reductions as a result of <i>Right to Buy</i> sales? <i>(please tick one box)</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
3. If action is taken, would any particular groups of people be affected more than others? <i>(please tick one box)</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
4. If anyone would benefit from changes to the <i>Right to Buy</i> , please say which group(s) of people and what the benefits would be.		
5. If anyone would be affected in a negative way, please say which group(s) of people and what might to be done to mitigate the impact(s).		
Reducing the maximum sales price discount		
6. Do you agree with the proposal to reduce the current discount? <i>(please tick one box)</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
7. In a few words, please say why you answered in this way.		
8. Do you agree with the proposal to reduce the discount to £8,000? <i>(please tick one box)</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
9. If "No", to what figure do you think the discount should be reduced?		
10. This box is provided for any other comment(s) you wish to make about the proposal to reduce the discount or about the <i>Right to Buy</i> more generally.		



**Ending the *Right to Buy* and *Right to Acquire***

11. Do you agree with the proposal to develop new legislation to end the *Right to Buy*? (please tick one box)

Yes  No

12. In a few words, please say why you answered in this way.

13. If you answered "No" to Question 11, should the Welsh Government simply continue with other options, such as the opportunity a Local Authority currently has to apply to suspend the *Right to Buy* in its area?

Yes  No

14. This box is provided for any other comment(s) you wish to make about the proposal to develop new legislation to end the *Right to Buy* or about the *Right to Buy* more generally.

If you are responding on behalf of your organisation, please tick the box.

## Appendix 2: References

- i. Holmans A and Monk S, (2010) Housing Need and Demand in Wales 2006 to 2026, GSR 03/2010 Cardiff: Welsh Government
- ii. Census 2011
- iii. Holmans A and Monk S, (2010) Housing Need and Demand in Wales 2006 to 2026, GSR 03/2010 Cardiff: Welsh Government
- iv. StatsWales 2012-13
- v. StatsWales, New Dwellings completed 2004-05 to 2013-14
- vi. StatsWales, New Dwellings completed 2004-05 to 2013-14
- vii. Joseph Rowntree Foundation (2013) The Link Between Housing and Poverty: an Evidence Review: York: Joseph Rowntree Foundation

## FLINTSHIRE COUNTY COUNCIL

**REPORT TO:** **CABINET**

**DATE:** **TUESDAY, 17<sup>TH</sup> MARCH 2015**

**REPORT BY:** **CHIEF OFFICER (COMMUNITY AND ENTERPRISE)**

**SUBJECT:** **HOUSING ACT 2014 (WALES) - HOMELESSNESS AND POWER TO APPLY THE TEST OF INTENTIONALITY**

### **1.00 PURPOSE OF REPORT**

1.01 To explain the powers and consider retaining the test when necessary to achieve the cost effective exercise of our functions.

### **2.00 BACKGROUND**

2.01 The Housing (Wales) Act 2014 is introducing the most fundamental changes to homelessness legislation since the introduction of the Housing (Homeless Persons) Act 1977. Key features of the new homelessness legislation within the Act include:

- a new duty to help anyone threatened with homelessness within the next 56 days;
- a duty to provide help to any homeless person to help them secure a home;
- a power rather than a duty to apply the homelessness intentionality test;
- new powers for local authorities to discharge their homelessness duties through finding accommodation in the private rented sector.

2.02 The focus of this report is the power that a local housing authority will have from April 2015 to disregard the assessment of whether an applicant, approaching the authority as homeless, has been responsible for the actions that resulted in the loss of their previous accommodation, i.e., if they are deemed to be intentionally homeless.

2.03 The purpose of the homelessness intentionality test is threefold. Firstly, it is used as a means by which people can be discouraged from simply giving up suitable accommodation and it also underpins the reasonable societal expectation that, wherever practical, people should take responsibility for their own actions, including, not

behaving in such a way which could cause them to lose their accommodation. For example, having the financial means to pay their housing costs but, without good reason, choosing to spend money in non-essential areas of their life, accruing arrears on their mortgage/rent and facing legal action by their lender/landlord.

- 2.04 Secondly, a local housing authority uses the intentionality test to determine the 'statutory duty' which it owes to a homeless applicant. For example, a housing authority will not be under a legal duty to provide an applicant, who is intentionally homeless, with secure, long term accommodation; they only have to provide such an applicant with temporary accommodation for a limited period of time.
- 2.05 Thirdly, if a homeless applicant approaches a local housing authority to which they do not have a local connection, they can, if specified conditions are met, be referred to another local authority to which they do have a local connection. However, in order for an authority to make such a referral the applicant must be in priority need and have been assessed as 'unintentionally' homeless. Therefore, if a local housing authority wants to exercise the legal right to refer a homeless applicant to another local housing authority, it must make the decision as to whether the applicant is intentionally homeless.

### **3.00 CONSIDERATIONS**

- 3.01 As a local housing authority, Flintshire County Council is, currently, under a legal duty to make a decision as to whether an individual, who has made a statutory homelessness application, is intentionally homeless. However, from April 2015, under regulation 78, of the Housing (Wales) Act, 2014, rather than be under a legal duty to do such an assessment, the Council will have the power to decide whether it applies the intentionality test for any category of homeless applicant specified by the Welsh Ministers. (The categories of applicants are attached for Members information at appendix 1.)
- 3.02 The intent of the new power to disregard the intentionality test is broadly consistent with the intent of the other changes to homeless legislation contained within the Housing (Wales) Act 2014, which aim to encourage local housing authorities to deliver person centred services that focus upon identifying solutions to a person's housing problems, rather than services focusing upon the assessment of people through legislative processes to determine the particular statutory duty that a person is entitled to receive.
- 3.03 However, the Welsh Government has recognised that disregarding the homelessness intentionality test is a significant decision for a local housing authority to take and may have financial implications, particularly if people with no local connection to Flintshire cannot be legally referred to another local authority. Therefore, while the default

position within the Housing Act is that a housing authority 'shall not' apply the test of intentionality when assessing a homeless application, a local housing authority can choose to 'opt back' in to the assessment of intentionality.

- 3.04 To continue to have regard to intentionality from April 2015, a local housing authority has to follow a series of steps outlined in the Housing Act. These include, advising the Welsh Minister of the categories of applicants who will be assessed as to the cause of their homelessness and the reasons why it has chosen to have regard to intentionality for each of the categories it has specified. The local housing authority must also publish a formal notice of its decision on its website and in any other manner that the authority deems appropriate, e.g. in housing offices, contact centres, etc.
- 3.05 Flintshire's County Council recognises the positive outcomes for people in housing need that are attained from effective, person centred homeless prevention services and in recent times the authority's Housing Options Service has been viewed as a model of best practice. In November 2014, Members received a progress report on an enhanced homelessness prevention service being piloted by the Housing Options Service, ahead of the new statutory duty coming in to force in April 2015 to provide reasonable steps to assist anyone at risk of homelessness in the next 56 days.
- 3.06 However, whilst the pilot is progressing positively and the outcomes will, from April 2015, assist the authority to fulfil its new statutory homelessness prevention duties as cost effectively as possible, it would be prudent for the authority to maintain the use of the homelessness intentionality test.
- 3.07 The use of the intentionality test only becomes appropriate once the authority is satisfied that it has taken all 'reasonable steps' with the applicant to help prevent their homelessness and/or help them to secure accommodation. Therefore, deciding to continue to use the intentionality test is not a reflection that Flintshire County Council is not wholly committed to preventing homelessness. It is purely a pragmatic decision that to be confident all the new statutory homelessness duties within the Housing (Wales) Act 2014 can be undertaken as cost effectively as possible, it is sensible for the authority to embrace the new duties in a phased approach.
- 3.08 The Welsh Government will allow a local housing authority to amend its notice to either add, or remove, categories of applicants twice in a rolling twelve-month period. Thus, in the autumn of 2015, the authority could reassess its position with regard to the use of the homelessness intentionality test and, if the Housing Solutions Service is demonstrating appropriate levels of success in the delivery of the enhanced homelessness prevention service, it may then take the decision to disregard the homelessness intentionality test, perhaps

beginning with certain groups, such as, young people, pregnant woman, families, etc.

- 3.09 Following conversations with colleagues within all North Wales local authorities, it is understood that they will also be recommending to their respective Cabinets to 'opt in' to the use of the intentionality test with all categories of homeless applicant. Conwy and Denbighshire are proposing to follow a similar pathway to Flintshire and will review, at a later date in 2015/16, whether to disregard the homelessness intentionality test with certain groups of applicants.

#### **4.00 RECOMMENDATIONS**

- 4.01 That Cabinet agree that following implementation of the Housing Act 2014 (Wales) the Authority should still have regard to the homelessness intentionality test and that this will be reviewed regularly.

#### **5.00 FINANCIAL IMPLICATIONS**

- 5.01 Welsh Government funding has been provided for 2015/16 to cover additional financial burdens related to the provision of the enhanced homelessness prevention service.

#### **6.00 ANTI POVERTY IMPACT**

- 6.01 Having access to quality, affordable, and suitable housing plays a critical role in supporting people to achieve better outcomes and has a particular positive impact on the life chances of children and young people.
- 6.02 The new statutory duties upon local housing authorities to prevent homelessness will result in more people to being helped to avoid the negative impacts homelessness has upon a person's health, education, employment and social well-being.

#### **7.00 ENVIRONMENTAL IMPACT**

- 7.01 None arising directly from this report.

#### **8.00 EQUALITIES IMPACT**

- 8.01 The Housing (Wales) Act 2014 contains legislation which, when fully implemented, will ensure enhanced homelessness prevention services are accessible to all members of Flintshire's diverse communities and therefore will increased the level of help and advice that is available for those households who are only eligible for limited assistance under the current legislation.

#### **9.00 PERSONNEL IMPLICATIONS**

9.01 None arising directly from this report.

**10.00 CONSULTATION REQUIRED**

10.01 None arising directly from this report.

**11.00 CONSULTATION UNDERTAKEN**

11.01 None arising directly from this report.

**12.00 APPENDICES**

12.01 Appendix 1 - Categories of applicants that need not be assessed under homelessness intentionality test.

**LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985  
BACKGROUND DOCUMENTS**

None

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## Housing (Wales) Act 2104

### **Sec 78: Deciding to have regard to intentionalit**

(1) The Welsh Ministers must, by regulations, specify a category or categories of applicant for the purpose of this section.

#### Category of homeless applicant specified by the Welsh Ministers

- a pregnant woman;
- a person with whom a dependent child resides;
- a person who is vulnerable as a result of some special reason (for example: old age, physical or mental illness or physical or mental disability);
- a person who is homeless or threatened with homelessness as a result of an emergency such as flood, fire or other disaster
- a person who is homeless as a result of being subject to domestic abuse;
- a person who is aged 16 or 17;
- a person who has attained the age of 18, but not the age of 21, who is at particular risk of sexual or financial exploitation;
- a person who has attained the age of 18, but not the age of 21, who was looked after, accommodation or fostered at any time while under the age of 18;
- a person who has served in the regular armed forces of the Crown who has been homeless since leaving those forces;
- a person who has a local connection with the area of the local housing authority and who is vulnerable as a result of one of the following reasons:
  - ◇ having served a custodial sentence within the meaning of section 76 of the Powers of Criminal Courts (Sentencing) act 2000,
  - ◇ having been remanded in or committed to custody by an order of a court, or
  - ◇ having been remanded to youth detention accommodation under section 91(4) of the Legal Aid, Sentencing and Punishment of Offenders Act 2012.

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## FLINTSHIRE COUNTY COUNCIL

**REPORT TO:** **CABINET**

**DATE:** **TUESDAY, 17 MARCH 2015**

**REPORT BY:** **CHIEF OFFICER – PLANNING AND ENVIRONMENT**

**SUBJECT:** **ENFORCEMENT OF THE ENVIRONMENTAL  
POWERS UNDER THE ANTI-SOCIAL BEHAVIOURS,  
CRIME AND POLICING ACT 2014**

### **1.00 PURPOSE OF REPORT**

- 1.01 To request that Members delegate authority to the Chief Officer for Planning and Environment and the Chief Officer for Community and Enterprise, to exercise the Council's environmental powers under the Anti-social Behaviour, Crime and Policing Act 2014.
- 1.02 To seek Members' agreement that the Chief Officer for Governance amends the Council's Scheme of Delegation to Officers, in accordance with the Constitution.

### **2.00 BACKGROUND**

- 2.01 On 18<sup>th</sup> November 2014 Cabinet received a report that outlined the implications of the Anti-Social Behaviour, Crime and Policing Act 2014. At the same meeting the Council's approach to deal with the new powers around the 'Community Trigger' was approved.
- 2.02 The implications of the legislation have also been considered by the Council's overview and scrutiny committees in January 2015. As a result the Housing Department's anti-social behaviour policy has been amended to accommodate these changes.
- 2.03 The Act came into effect on the 20th October 2014. It proposes a number of reforms to existing legislation that puts the victim at the heart of the response to anti social behaviour, by providing professionals and organisations with greater flexibility to deal with any given situation.
- 2.04 The reforms set out in Parts 1-6 of the Act are intended to ensure that officers have effective powers that are quick, practical and easy to use to provide better protection to victims and communities and act as a deterrent to perpetrators. 19 existing powers are replaced with 6 simpler and more flexible ones.

### **3.00 CONSIDERATIONS**

3.01 Two of these new powers that have been conferred upon local authorities are the *Community Protection Notice* and the *Public Space Protection Order*. Sections 3.02 to 3.16 of this report outlines the implications of these powers.

#### **Community Protection Notices (CPN)**

3.02 A Community Protection Notice (CPN) is intended to deal with particular, on-going problems or nuisances which negatively affect the community's quality of life by targeting those responsible. These include graffiti, rubbish and noise. A CPN does not discharge the Council from its duty to issue an Abatement Notice where the behaviour constitutes a statutory nuisance for the purposes of Part 3 of the Environmental Protection Act 1990.

3.03 The test to be applied in issuing a Community Protection Notice is broad, and focuses on the impact anti-social behaviour is having on victims and communities. A CPN can be issued by the Police, Flintshire County Council authorised officers or Registered Social Landlords if they are satisfied on reasonable grounds that the conduct of the individual, business or organisation:

- Is having a detrimental effect on the quality of life of those in the community;
- Is persistent or continuing in nature; and
- Is unreasonable.

3.04 Under the procedure outlined in the statutory guidance (which accompanies the Act) a written warning has to be served followed by the CPN. At a later stage a Fixed Penalty Notice (FPN) may be issued for non-compliance. In addition, the CPN can be appealed within 21 days of service. All these processes are required to be recorded and evidenced, and the Council and its partners must ensure that effective monitoring arrangements are in place. Some form of 'gate keeping' arrangement may be required in order to avoid duplicate actions by partner organisations.

3.05 Coordination for these processes will be assumed by the teams enforcing the new powers.

Failure to comply with a CPN can result in one of the following sanctions:

- Fixed Penalty Notice
- Remedial Action
- Remedial Orders

- Forfeiture Orders
- Seizure

### **Public Space Protection Orders (PSPO)**

- 3.06 Public Spaces Protection Orders (PSPO) are intended to deal with a particular nuisance or problem in a particular area that is detrimental to the local community's quality of life, by imposing conditions on the use of that area that apply to everyone, such as street drinking, roaming dogs in parks, and groups of people causing noise issues in open spaces. They will replace the Designated Public Place Order and the Dog Control Order
- 3.07 A local authority may make a Public Space Protection Order if satisfied on reasonable grounds that two conditions are met:
- Activities carried out in a public place have had or will likely have a detrimental effect on the quality of life of those in the locality.
  - The effect or likely effect of the activities is of a persistent or continuing nature, the activities are unreasonable, and justifies the restrictions imposed by the Order.
- 3.08 An Order may last for up to three years, but can be renewed before expiry.
- Breach of an Order is a criminal offence. Where appropriate a fixed penalty notice may be issued. They can be enforced by the police and local authority.
- 3.09 Existing Dog Control Orders and Designated Public Place Orders will expire three years after commencement of the Act.
- 3.10 The local authority may make a PSPO on any public space within its own area. The definition of public space is wide and includes any place to which the public or any section of the public has access, as of right or by virtue of express or implied permission. Restrictions are set by the local authority and the conditions may be enforced by authorised council officers, police officers and police community support officers.
- 3.11 Before making an application for a PSPO there should be sufficient evidence to support the need for such an order. Alternative means to remedy the behaviours experienced should also have been considered before making an order.
- 3.12 There is also a requirement to consult with North Wales Police, the Police and Crime Commissioner, along with other relevant stakeholders such as the local town councils, before an order may be

granted.

- 3.13 It is proposed that the co-ordination and administration for PSPO's is led by the Community Safety Team, within Public Protection. A procedure has been drafted which outlines the approach. A copy of the procedure accompanies this report. It is proposed that the decision to designate an Order will rest with the Chief Officer for Planning and the Environment on behalf of the Council.

### **Enforcement**

- 3.14 For the Community Protection Notice and Public Spaces Protection Order provisions to be effective there will need to be enforcement provision. It has been agreed by Cabinet on 18<sup>th</sup> November 2014 that Public Protection officers currently undertaking this type of community based work should be authorised to enforce these powers. The occupational groups likely to be authorised will be:

- Environmental Enforcement Team
- Environmental Health Officers/ Enforcement Officers
- Neighbourhood Wardens
- Housing Officers

- 3.15 In order that these powers are exercised it is requested that the Chief Officer for Planning and Environment and the Chief Officer for Community and Enterprise are delegated to authorise the appropriate officers to undertake these duties.

- 3.16 Furthermore, as the PSPO is solely a local authority power, Members are also requested to delegate the power to the Chief Constable of North Wales Police to discharge the enforcement powers to police officers. On occasion it will be more appropriate for police officers to enforce the powers than council officers. For example, outside working hours or in threatening situations. In such instances there would need to be an understanding from partners that an Order could not be considered without their commitment to lead or share the enforcement duties.

### **4.00 RECOMMENDATIONS**

- 4.01 That the Chief Officer for Planning and Environment and the Chief Officer for Community and Enterprise be given delegated authority to authorise officers to serve Community Protection Notices and, Fixed Penalty Notices in the event of a breach, in accordance with the Anti-social Behaviour, Crime and Policing Act 2014.

- 4.02 That the Chief Officer for Planning and Environment be given delegated authority to designate and approve Public Space Protection Orders on behalf of Flintshire County Council, and authorise officers to enforce, identified, prohibited activities in areas designated by such

orders, in accordance with the Anti-social Behaviour, Crime and Policing Act 2014.

4.03 That Members delegate the power to enforce PSPO's to the Chief Constable of North Wales Police to discharge the enforcement powers to police officers.

4.04 Cabinet Members are asked to support and note the new tools and powers available to social landlords, and to support the amendments to the Housing Anti Social Behaviour Policy to enable the council to make effective use of the legislation.

#### **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 Many anti-social behaviour activities result in negative impacts, particularly on local environments.

#### **8.00 EQUALITIES IMPACT**

8.01 None as a result of this report.

#### **9.00 PERSONNEL IMPLICATIONS**

9.01 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 as a result of this report.

#### **12.00 APPENDICES**

12.01 Public Space Protection Order – Flintshire County Council Procedure

12.02 Flintshire County Council Housing Anti Social Behaviour Policy

#### **LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985**

## **BACKGROUND DOCUMENTS**

None.

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# **Public Spaces Protection Order (PSPO)**

## **FLINTSHIRE COUNTY COUNCIL PROCEDURE**

**Referral is made to the Community Safety department requesting a Public Spaces Protection Order (PSPO) is made for a particular area**



**Community Safety Team to conduct impact assessment concentrating on:**

- (i) Burden of evidence and impact on affected area**
- (ii) Identification of stakeholders/consultees**
- (iii) Seeking legal advice to ensure compliance with the Anti-Social Behaviour, Crime and Policing Act 2014**
- (iv) Identify financial impacts, risks and challenges**
- (v) Identify equality considerations**



**Draft Order to be drawn up in consultation with referrer, containing relevant prohibitions and duration of order**



**Investigations and draft order reported to the Chief Officer, Planning and Environment for a decision whether formal consultation to take place**



**Decision Granted**



**Request Rejected and  
Referrer to be notified in writing**



**Undertake Formal consultation of the draft PSPO for a minimum period of ten working days.**

**Consultation must be made with:**

- (i) The Chief Officer of Police, and the local policing body**
- (ii) The elected member(s) for the restricted area**
- (iii) The local town/community council for the restricted area**
- (iv) The owner or occupier of land within the restricted area**
- (v) Relevant stakeholders affected by any prohibition in the affected area**



**Results of the consultation to be collated by the Community Safety Team (ASB Coordinator) and a report to be forwarded, including final Draft PSPO order for ratification by the Chief Officer, Planning & Environment.**

**The Chief Officer, Planning & Environment to make final decision on whether PSPO to be granted.**



**GRANTED**



**REFUSED**



.....

**The Community Safety Team to be sighted on the final Public Space Protection Order and its conditions to ensure:**

- (i) Erection of the Order in the restricted area.**
- (ii) Distribution to Chief Officers with designated enforcement powers.**
- (iii) Display at relevant Flintshire County Council reception areas.**
- (iv) Ensure publication on the Flintshire County Council website.**
- (v) Notification is made to relevant agencies within the Community Safety Partnership with designated officers to enforce the PSPO conditions.**



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# Flintshire County Council

## Anti-Social Behaviour Policy for Council Tenants



January 2015

## INTRODUCTION

*“We want Flintshire to be a county where people of all ages and from all backgrounds and abilities feel safe, confident, supported and protected from harm, including abuse and neglect. We want to reduce the impact that crime and anti-social behaviour can have on the lives of people.”*

*(Community Strategy 2009-2019)*

It is now widely recognised that no single agency or organisation, can in isolation, resolve all issues of anti-social behaviour and the role of social landlords in tackling antisocial behaviour has been increasingly acknowledged through the development of legislation in this area. This policy therefore, sets out the approach of Flintshire County Council’s Housing Department in preventing, reducing and tackling anti-social behaviour and its impact in our neighbourhoods. Throughout this policy the term “council” will be used to refer to Flintshire County Council.

The council recognises that the effects of anti-social behaviour can be far reaching, reducing the quality of life of victims and witnesses and their families and communities, impacting on the local environment, adversely affecting the local economy and putting extra pressure on public and third sector services. As such, a failure to tackle anti-social behaviour would pose a risk to the sustainability of our neighbourhoods.

### **The outcomes we aim to achieve are to:**

- Prevent anti-social behaviour from happening in the first place.
- Increase confidence within the community to report anti-social behaviour
- Reduce the impact of anti-social behaviour on victims, witnesses and those around them.

- Take decisive action to tackle those who behave in an anti-social manner to stop it from happening again.
- Provide a service that is value for money and which provides sustainable outcomes.

### **How will we know if we are achieving our aims?**

- We will survey all the users of our service to determine how satisfied customers were with the process and the outcome and whether they would be prepared to report ASB again.
- We will measure our performance in relation to service standards that we will agree in consultation with our customers and publish this information.
- We will benchmark the levels and type of reported ASB through Housemark, a national benchmarking organisation.
- We will measure the percentage of cases that we deal with that are resolved, and we will review the sustainability of positive outcomes.
- We will monitor property termination reasons and property offer refusals to ascertain the effects of ASB on the reputation of an area.
- We will measure the number and success rates of our legal cases.
- We will use the results of the STAR Survey (or similar) to measure how residents feel we are performing.
- We will overlap our data with other Community Safety Partners to obtain a more holistic view of ASB in our neighbourhoods.

**The responsive service that we provide will be available to residents where one of the following conditions is met:**

- The victim of the anti-social behaviour is a Flintshire County Council tenant, or is a member of their household, or was a visitor to their home at the time that the incident occurred and/or
- The perpetrator of the anti-social behaviour is a Flintshire County Council tenant, or is a member of their household or was a visitor to their home at the time that the incident occurred and/or
- The behaviour complained of is directly or indirectly affecting our housing management function.

The Policy also supports the aims of the Welsh Housing Management Standard for Tackling ASB.

The Housing Act 1996 (as amended by the Anti-Social Behaviour Act 2003) requires all social landlords to publish a statement of their policies and procedures for tackling ASB.

This full Statement of Flintshire County Council's Community & Enterprise Policy for tackling Anti-Social Behaviour is available for inspection at the County Offices, Chapel Street, Flint, Flintshire CH6 5BD and is available on the Flintshire County Council website. A hard copy will be supplied if requested for a reasonable charge.

A summary of this policy will be made available on request free of charge.



## LEGAL AND STRATEGIC CONTEXT

The Community & Enterprise Directorate approach must be seen within the context and framework created by legislation. The Authority's policies and procedures have been written in accordance with existing legislation and will be updated in accordance with new legislation.

The policy also has regard to Guidance issued by the Welsh Ministers and good practice literature from a range of sources, including the Chartered Institute of Housing, Social Landlords Crime and Nuisance Group and the National Housing Federation.

The Policy also reflects the wider strategic aims and policy initiatives of both Flintshire County Council and its Community & Enterprise Directorate, and in particular those highlighted in the Community Strategy and associated documents.

The Crime and Disorder Act 1998, as amended by the Police Reform Act 2002, sets out statutory requirements for "responsible authorities" to work with other local agencies and organisations to develop and implement strategies to tackle crime and disorder related issues in their areas.

The statutory partnerships are known as Crime and Disorder Reduction Partnerships or Community Safety Partnerships.

The "responsible authorities" usually include (but are not restricted to):

- The Police
- Local Authorities
- Fire Authorities
- Police Authorities
- Primary Care Trusts

Section 17 of the Crime and Disorder Act 1998 requires all authorities to have due regard to the likely effect upon crime and disorder of anything they do in the exercise of any of their functions. Each Authority must also do all that it reasonably can to prevent and reduce crime and disorder in its area.

## DEFINITION OF ANTISOCIAL BEHAVIOUR

The Crime and Policing Act 2014 defines anti-social behaviour as:

- (a) Conduct that has caused, or is likely to cause, harassment, alarm or distress to any person,***
- (b) Conduct capable of causing nuisance or annoyance to a person in relation to that person's occupation of residential premises, or***
- (c) Conduct capable of causing housing-related nuisance or annoyance to any person.***

The Authority will clearly establish and publicise through its [proposed] tenancy agreement the acceptable level of behaviour expected of its tenants, members of their household and visitors to their properties.

Anti-social behaviour can include the following examples and can be categorised under these headings to enable like for like benchmarking with other areas and housing providers:

- Noise
- Verbal abuse/harassment/intimidation/threatening behaviour
- Hate-related incidents
- Vandalism and damage to property
- Pets and animal nuisance
- Nuisance from vehicles
- Drugs/substance misuse/drug dealing
- Alcohol-related
- Domestic abuse
- Physical violence
- Litter/rubbish/fly-tipping
- Garden nuisance
- Misuse of communal areas/public space or loitering
- Prostitution/sexual acts/kerb crawling
- Criminal behaviour/crime

The above is not a full list of what anti-social behaviour is but serves as a guide.

Additionally, the service intends to comply with the National Standards of Incident Reporting (NSIR) through the development of the case management system “ReACT”.

## **APPROACH TO TACKLING ANTI-SOCIAL BEHAVIOUR (ASB)**

### **Prevention**

The Council recognises that wherever possible preventing nuisance and anti-social behaviour from happening in the first place, is preferable to dealing with it after it has happened.

The Council’s approach begins at the application process where potential new tenants are asked to disclose any relevant criminal convictions, or previous enforcement action as a result of anti-social behaviour. The Authority takes a firm but fair approach to assessing applications by individuals and families who have a history of anti-social behaviour. In some cases the Council may decide that an applicant is to be treated as ineligible for allocation to a tenancy with the Council as a result of his or her past unacceptable behaviour, or the behaviour of a member of his or her household.

Each application and the surrounding circumstances will be considered individually before reaching a decision to treat an applicant as ineligible because of past unacceptable behaviour.

Chapter 1 of Part 5 of the Housing Act 1996 allows local housing authorities and Housing Action Trusts to adopt an introductory tenancy scheme for all new tenants. Flintshire County Council offers all new tenants an introductory tenancy. These last for 12 months and are like a ‘trial’ period.

The tenant(s) automatically become a secure tenant after 12 months, unless the council has either:

- started action to evict the tenant
- extended the introductory tenancy for a further 6 months

There are restrictions of the rights of an introductory tenant, for example, they are not permitted to:

- make major improvements to the property
- swap your property with another council tenant
- apply for the Right to Buy scheme

Where the council has evidence that an introductory tenant is responsible for serious or persistent anti-social behaviour, the council will use its discretion to determine the most appropriate response. Where the behaviour complained of is so severe and/or is criminal in nature, the decision to serve notice to commence proceedings to end the tenancy may be deemed to be the most appropriate response.

The obligations of the tenancy and the responsibilities of being a tenant with the Authority are explained to prospective tenants before they sign the tenancy agreement so that they are fully aware of the standards of behaviour that are expected.

The Authority is also able to take steps to prevent ASB through environmental improvements and through target hardening areas and properties which may be at risk. The Authority also reserves the right to develop local lettings policies and to make 'sensitive lets' in dwellings that have been, or may be connected to anti-social behaviour.

## **Support for Complainants, Victims and Witnesses of ASB**

The Authority recognises that being a victim of, or witnessing anti-social behaviour can be a stressful and upsetting experience. It is also acknowledged that the decision to report ASB is sometimes a difficult and complex process. Complainants can be fearful of reprisals, be unsure who to report incidents to, and be worried about whether they will be believed. The council will aim to ensure that training is provided to all ASB and Housing Officers in how to interview victims and witnesses of ASB.

When an initial complaint of anti-social behaviour is made, the officer in receipt of the complaint will use the national risk assessment matrix to help them determine whether the complainant is at high risk. This is so that immediate steps can be taken to reduce the risk to the victim if deemed necessary.

Where officers determine that the complainant is high risk, they will attempt to work with the victim or witness and any other necessary partner agencies to try to manage and reduce the risk. This may mean taking immediate action if someone has been threatened with violence and there is a significant risk of harm, or it may mean providing extra security to someone's home. In extreme cases, it may even mean finding someone temporary accommodation whilst the problem is resolved.

The council will seek to assign a named officer to each case, so that the victim or witness will have a 'named contact' within the council who they know they can contact. This person will be the investigating, and may be a Housing Officer or Antisocial Behaviour Officer depending upon the severity or complexity of the issue.

In most cases, the Investigating Officer will usually agree an 'Action Plan' with customers who report anti-social behaviour so that they can discuss and agree when, how often and in what manner the customer will be contacted to provide them with progress updates on their case and what steps each party will take to resolve the problem. The most successful outcomes occur when residents and officers work co-operatively together. This 'Action Plan' will ensure that case planning is consensual and meets the needs of the victim. In the event of a victim or witness requesting actions that cannot be accommodated, reasons will be provided.

The Authority recognises that ASB often occurs outside of normal office hours and that victims and witnesses often feel that this is the time when they most need to speak to someone to report what is happening. In order to make provision for an 'out of hours' service, the Authority will employ a specialist service who are able to provide witness support at night, and during weekends and bank holidays.

Customer confidentiality will be respected at all times. Details of the complainant's identity or that of any other witnesses will never be disclosed to the alleged perpetrator (or anyone acting on behalf of the perpetrator) by the council without consent. The only exceptions to this are where disclosures become necessary for safeguarding reasons and/or a disclosure of the information is ordered by the Court.

Sometimes, the most effective resolution is to apply to the Court for an order to make the anti-social behaviour stop. The council recognises that this can be quite a daunting prospect

for victims and witnesses who may never have been into a court before. The best witness evidence is that which is given personally, in the court by the witness. In some circumstances, the council can apply to the court for 'special measures' where for example, witnesses can give evidence from behind a screen or via a video link. Special measures are subject to the agreement of the court.

There are also measures that can be taken to enable anonymous statements, or use of hearsay evidence and these will be fully explained to victims and witnesses so that they can make informed choices.

Sometimes complaints are made anonymously either over the telephone or in writing. The Authority will, where appropriate, look into the complaint made but we will be unable to feedback to the complainant and may not be able to take as effective action as we would be able to if we had contact details. Where complaints are made anonymously over the telephone, we may explain our approach to confidentiality in case management in order to encourage the complainant to provide us with their details.

## **Investigating the Complaint**

In most circumstances it will be necessary to thoroughly investigate the complaint that has been made before any legal action is taken. In some circumstances however, for example, where there is an immediate risk of harm, the council may have to review the evidence that it has available to make a decision on whether an emergency application for injunctive relief is required.

Investigations may include (but are not limited to) interviews with the victim(s), witness(es) and perpetrator(s), site visits, CCTV installation, noise monitoring, use of professional witnesses and liaison with other agencies.

The investigation will be carried out thoroughly and without bias by an appropriately trained officer of the council. Records of the investigation and any subsequent findings will be recorded on the Authority's case management system.

The primary aim at all times will be to end the anti-social behaviour, and reduce the likelihood of it recurring.

Where the Investigating Officer has found evidence of anti-social behaviour they will consider the most appropriate intervention(s), remedy and sanction(s)

## **Exchange of Information**

Section 115 of the Crime and Disorder Act 1998 provides a power to exchange information where disclosure is necessary to support the local Crime and Disorder (Community Safety) Strategy or objectives outlined within it. This must be primarily aimed at reducing crime and disorder in accordance with the Act's provisions.

Section 115 puts beyond doubt the power of any organisation to disclose information to Chief Officers of Police, Police Authorities, Local Authorities, Probation, Health Authorities, or to persons acting on their behalf. These bodies also have the power to use this information. Section 115 provides a power to share information but does not override other legal obligations such as the common law duty of confidence, the requirements of the Human Rights Act, compliance with the 1998 Data Protection Act or other relevant legislation governing disclosures.

Information as to any relevant criminal charges, cautions and convictions against an individual may be disclosed, as may details of any relevant calls made to the Police in relation to a particular address or visits made by the Police to an address. Relevant information may be shared about an individual's involvement with a particular agency (e.g. Probation Services). Other information relevant to the investigation of a case and in an effort to address the behaviour of the individual concerned may also be disclosed.

Flintshire County Council is a signatory to Flintshire Community Safety Partnership Information Exchange Protocol, which allows information to be exchanged under the Crime and Disorder Act 1998. The Police, who are also a signatory to this protocol, have an important and general power at common law to disclose information for policing purposes, which includes the prevention of ASB.

## **Multi-Agency Approach**

The council recognises that frequently a multi-agency or multi-departmental approach will be required to resolve anti-social behaviour. **Page 471**

Housing Services will on all occasions seek to be represented on the ASB Joint Action Group to enable joined up problem solving around victims, perpetrators and locations.

The service also commits to being actively involved in any other multi-agency group (for example, MARAC) where appropriate, where by doing so, outcomes can be improved for customers.

## **Non-Legal Remedies**

It is usually more effective to intervene quickly and assertively to resolve issues.

Housemark estimate that there are approximately 300,000 cases of anti-social behaviour reported to Local Authority Housing Departments and other social landlords each year (Housemark 2011/12 Benchmarking Report) and of these only 1.6% was resolved through the use of legal action with earlier interventions, warning letters and formal interviews with perpetrators being the most common methods of resolving complaints.

Prior to legal action being commenced, it is usually the expectation of the Court that the Council will have made efforts to resolve the ASB using non-legal remedies unless the behaviour is of a particularly serious nature. It is also the aim of the Authority to try to resolve complaints of ASB without taking legal action where possible. The use of Acceptable Behaviour Agreements and Parenting Agreements will therefore be considered in appropriate cases.

The Council will also promote the use of Restorative Practice in appropriate cases in order to make perpetrators accountable for their behaviour, and take steps to put right any harm that has been done.

Sometimes, when a complaint has been investigated, the Council may decide the behaviour complained is not nuisance which the council can take enforcement action to resolve. Sometimes this will be due to a clash of lifestyles, for example someone using their washing machine in the day when their neighbour works nights and sleeps in the day, other times it may be due to differences of opinion or behaviours which may be described as “inconsiderate” rather than “anti-social”. In such cases, the Council will still try to offer suggestions and solutions to resolve the dispute, but ultimately where disagreement continues, and the Council has no powers to act, the case will need to be closed.



## **Recognition for tenants who do not commit anti-social behaviour**

The Council recognises that it is extremely dis-heartening to local residents who see tenants of the authority behaving anti-socially only to seemingly be rewarded with a range of improvement works, such as new kitchens and bathrooms whilst other tenants with impeccable tenancy conduct, may have to wait for their improvements, as priority for works is currently based upon geographical location. The council recognises that whilst it does need to invest in the stock that it owns, it is possible to give preference to those tenants who do not behave in an anti-social manner ahead of those who are responsible for causing serious or persistent nuisance and anti-social behaviour.

It is the policy of the authority therefore, that when a tenant or member of their household is served with any kind of Notice for ASB, is subject to a Court Order for ASB or the authority is pursuing an order against the tenant (or member of their household) due to ASB that their priority for improvement works should be decreased so that preference is given to those tenants who do not commit ASB.

This will not affect the repairing obligations which the council is required to meet.

## **Legal Remedies**

The Authority aims to tackle anti-social behaviour as quickly and efficiently as possible. In most cases this will result in early intervention by Investigating Officers to nip problems in the bud, but in more serious, complex or persistent cases, it may be necessary for the Authority to take legal action against the perpetrator.

The Authority employs a team of specialist Anti-Social Behaviour Officers. These Officers are trained to secure effective legal remedies when these are the most appropriate response.

Local authority landlords are able to apply for a range of court orders to address nuisance and anti-social behaviour. The Authority is committed to making best use of these legal powers to resolve cases without the need to evict alleged perpetrators. The Home Office have expressly stated that evicting someone from their home should be “a last resort to be

used exceptionally and where other interventions to tackle anti-social behaviour have been tried and failed”

Eviction of Secure tenants will only be considered as a last resort when other remedies have been tried and failed, or when the authority deems a particular case of ASB to be so serious that possession is the most appropriate response in the circumstances.

The Authority has a responsibility to all of its tenants and therefore before considering any possession proceedings will need to consider the behaviour of the alleged perpetrator and its impact upon the local community.

Where the tenant is still an introductory tenant in their probationary period, and there are any breaches of tenancy, the Council will take steps to let the tenant know, so that they can put them right. Breaches of tenancy conditions will be investigated and if not resolved, the Council may take action to extend or end the tenancy.

An Introductory tenant legally has the right to ask for a review of the decision to end or extend their introductory tenancy.

If the tenant asks for a Review, they will also have the right to attend, take someone with them, and send someone to represent them to the Review and speak or ask questions. They could also make a written representation. The tenant is only entitled to a review if they request a review of the decision. The tenant must do this before the end of the period of 14 days beginning with the day on which the Notice has been served. It is helpful if the tenant does this by returning the Review Request Form provided with the Notice. The Council will then arrange a Review and inform the tenant of the time and place, within 5 working days.

However, if the tenant does not request a Review within 14 days they will lose their right to a Review.

### **Absolute Ground for Possession**

The Crime and Policing Act 2014 introduces new ‘mandatory’ grounds for possession.

Part 5 of the Act (sections 94-97) introduces new absolute grounds for possession for both secure and assured tenancies, as well as particular notice and (for certain secure tenancies) review requirements.

In order to rely on the new absolute grounds, a number of alternative conditions must be met. The five alternative conditions are set out in section 84A of the Housing Act 1985 (secure tenancies) requiring there to have been:

- **Condition 1.** A serious offence conviction (such as murder, manslaughter, malicious wounding, threats to kill, burglary or an offence relating to section 4 of the Misuse of Drugs Act 1971) with the offence having been committed after 20 October 2014.
- **Condition 2.** A proven breach of an injunction to prevent nuisance and annoyance under Part 1 of the Act at committal proceedings.
- **Condition 3.** A conviction for breach of a criminal behaviour order under Part 2 of the Act.
- **Condition 4.** The property is or has been subject to a closure order and access has been prohibited for a continuous period of more than 48 hours.
- **Condition 5.** A conviction for breach of a statutory nuisance abatement notice or an order to abate a statutory nuisance.

Four of the conditions (that is, all except Condition 4) can be expressly invoked not only by the behaviour of the tenant but also by that of someone living in the premises or a visitor).

## Locality

There are also locality requirements in Conditions 1-3, with Conditions 4 and 5 specifically relating to the premises. This has the effect that the behaviour complained of, and already proven in court, must have at least in part been committed:

- In the locality of the demised premises.
- Against a resident who lives in the locality.
- Against the landlord, its staff and/or contractors in connection with its housing management functions.

## **Notices**

New notices prior to the issue of proceedings are also required under the Act (section 83ZA of the Housing Act 1985 and section 8(3A)-(4F) of the Housing Act 1988).

The new notices must:

- State that the court will be asked to make an order under section 84A for the possession of the dwelling-house.
- Set out the reasons for the landlord's decision to apply for the order (including the condition or conditions in section 84A on which the landlord proposes to rely). Where possession is also sought on one or more of the grounds set out in Schedule 2 to the HA 1985, the notice must also specify the ground on which the court will be asked to make the order and give particulars of that ground.
- Inform the tenant of any right that the tenant may have under section 85ZA to request a review of the landlord's decision and when such a request must be made.

There are time limits as to when these notices can be served, for example, within 12 months of relevant conviction or appeal or within three months of the closure order or appeal.

## **Right to a Review**

There are statutory review requirements for secure tenants to seek review of the council's decision to seek possession. The tenant must make such a request in writing within seven days of the notice for possession under section 83ZA being served. The council must then review its decision and notify the tenant in writing of the final review decision. If the decision confirms the original decision, the council must also notify the tenant of the reasons for the decision.

## **Riot-related anti-social behaviour**

In response to the 2011 riots, a new discretionary ground has also been added by section 99 of the Act (in force since 13 May 2014), which can now be seen at Ground 2ZA of Schedule 2 to the Housing Act 1985 (secure tenancies)

“The tenant or an adult residing in the dwelling-house has been convicted of an indictable offence which took place during, and at the scene of, a riot in the United Kingdom.”

“Riot” has the same definition as in section 1 of the Public Order Act 1986, that is:

“(1) Where 12 or more persons who are present together use or threaten unlawful violence for a common purpose and the conduct of them (taken together) is such as would cause a person of reasonable firmness present at the scene to fear for his personal safety, each of the persons using unlawful violence for the common purpose is guilty of riot.

(2) It is immaterial whether or not the 12 or more use or threaten unlawful violence simultaneously.

(3) The common purpose may be inferred from conduct.

(4) No person of reasonable firmness need actually be, or be likely to be, present at the scene.

(5) Riot may be committed in private as well as in public places.

(6) A person guilty of riot is liable on conviction on indictment to imprisonment for a term

## **Civil Injunctions**

Part 1 of the Crime & Policing Act 2014 introduces a new civil injunction, although the introduction of these provisions has been delayed until 2015.

The new civil injunctions, designed to tackle nuisance and anti-social behaviour, will replace Antisocial Behaviour Injunctions and stand-alone Antisocial Behaviour Orders. They will be available to minors as well as adults and will be obtainable from the County Court or, alternatively, the Youth Court for 10-17 year olds. The test for the injunction differs slightly according to whether the injunction application relates to housing-related behaviour or is anti-social behaviour ("ASB") occurring more widely in a community. In addition you must show that the making of the order is just and convenient to prevent further ASB. The standard of proof for this 2 stage test is assessed on the balance of probabilities and therefore is a civil test rather than the higher criminal test applicable to ASBOs.

The Act introduces a formal statutory duty to 'consult' in all but without notice cases - if an application is against a minor, you must consult with the Youth Offending Team; for all other applications you must inform any other body or individual 'the applicant thinks appropriate.'

In contrast to previous civil injunctions, the new legislation introduces the express ability to seek positive obligations that can be placed on a Defendant - to attend drug or alcohol projects, for example.

An order excluding a person from their home will still be available under the new Act, but only for those over 18

## **Community Protection Notices**

The community protection notice is intended to deal with particular, ongoing problems or nuisances which negatively affect the community's quality of life by targeting the person responsible. The notice will direct the individual, business or organisation responsible to stop causing the problem and it could also require the person responsible to take reasonable steps to ensure that it does not occur again.

This notice is intended to replace current measures such as litter clearing notices, defacement removal notices and street litter control notices. It is not meant to replace the statutory nuisance regime – and where the behaviour is such as to amount to a statutory nuisance under section 79 of the Environmental Protection Act 1990 (EPA), it should be dealt with as such. The statutory nuisance regime is long established and covers a number of different issues including noise, artificial light, insects and smoke.

The power to issue a notice will be available to police officers (and police community support officers (PCSOs) if designated by the chief constable), authorised persons within the local authority and staff of registered providers of social housing (if designated by the relevant local authority).

## **Rehabilitation and support for perpetrators**

The Authority recognises that some people need help to change their behaviour. As such, where Officers identify support needs they will make appropriate referrals or signpost perpetrators to agencies or organisations that can provide support.

There are a wide range of agencies in Flintshire providing help and support services and Officers will be able to signpost people to the appropriate one, depending upon the support needs of the individual.

## **Vulnerable Persons**

The Authority acknowledges that some vulnerable residents, including those with learning or physical disabilities; mental health illness or other support needs, may have their behaviour perceived as anti-social. Where the council becomes aware of such instances we will endeavour to work with individuals, support providers and the community where possible to find an effective solution.

Anti-social behaviour Officers must try to balance the need to protect individuals and communities from anti-social behaviour with the needs of a vulnerable perpetrator. If a perpetrator is thought not to have 'mental capacity' they may not be able to understand what is wrong with their behaviour. If an application for an order is made in court, they may not be able to understand the proceedings, the requirements of the order or what constitutes a breach.

ASB Officers will make efforts to consult with health and social care practitioners where they suspect that the perpetrator of the ASB does not have mental capacity.

## **CULTIVATION, DISTRIBUTION, SELLING OR SUPPLY OF ILLEGAL DRUGS**

The Authority recognises the misery that can be caused by the use illegal drugs in our communities. We can identify the links to crime and disorder and the subsequent impact on our local economy and the increased pressure that illegal drugs can place on public services. The Authority acknowledges the crucial role that it can play in taking a firm stance against those who unlawfully benefit through the illegal cultivation, distribution, sale and supply of illegal drugs.

It is the policy of the Authority that while all cases will be considered on an individual basis having regard to the particular circumstances of the case, in most cases where a tenant has been convicted of cultivating, selling, distributing or supplying illegal drugs legal action for possession of the property will be commenced.

The Authority is aware however, that in some circumstances, the homes of vulnerable tenants are 'taken over' by criminals who intimidate the individual into activities around illegal drug production or distribution. In such circumstances, it is the policy of the council to work with the police to bring the offenders to justice. However, there will be a clear expectation that the tenant will co-operate with the council and the police to enable this to happen. Failure to co-operate, and/or where the Investigating Officer finds no evidence that the tenant has been coerced into illegal activity may result in legal action against the tenant.

Where tenants are drug users with no associated nuisance activity rather than criminals who seek to benefit from the proceeds of illegal drug supply, a more supportive approach will be taken. Officers of the council are able to make referrals for specialist support or signpost tenants to appropriate agencies.

## **HATE CRIME & INCIDENTS MOTIVATED BY HATE**

Hate crimes and incidents are any crimes or incidents that are targeted at a person because of hostility or prejudice towards that person's:

- disability
- race or ethnicity
- religion or belief
- sexual orientation
- transgender identity

They can be perpetrated against the person or the property, and the victim does not have to be a member of the group at which the hostility is targeted.

The view of the Authority is that none of its residents should be harassed or targeted due to any of the above characteristics. It is the aim of the Council to continuously develop its



approach to tackling hate crime and incidents and will do so in partnership with North Wales Police.

The Authority is aware that recent research suggests that hate related crimes and incidents are under-reported, particularly those where disabled people are targeted. The Council will work closely with partners to increase awareness of what constitutes a hate crime or incident, and to provide ways in which hate crimes and incidents can be identified and reported. This includes establishing the Neighbourhood Housing Team as a Community Reporting Facility in conjunction with North Wales Police, and training Housing Officers and ASB Officers to be able to recognise and report incidents, and to take steps to facilitate effective support for victims and witnesses.

The Authority will take prompt and decisive action to deal with any tenant where there is evidence of them perpetrating hate crime. This may include applying for an injunction to protect the victim.

## DOMESTIC ABUSE

The Council's [proposed] Tenancy Agreement makes it clear that domestic abuse is unacceptable behaviour. By 'Domestic Abuse' we refer to the widened definition which will be implemented across government from March 2013. The widened definition is as follows:

Any incident or pattern of incidents of controlling, coercive or threatening behaviour, violence or abuse between those aged 16 or over who are or have been intimate partners or family members regardless of gender or sexuality. This can encompass but is not limited to the following types of abuse:

- psychological
- physical
- sexual
- financial
- emotional

Controlling behaviour is: a range of acts designed to make a person subordinate and/or dependent by isolating them from sources of support, exploiting their resources and capacities for personal gain, depriving them of the means needed for independence, resistance and escape and regulating their everyday behaviour. Coercive behaviour is: an

act or a pattern of acts of assault, threats, humiliation and intimidation or other abuse that is used to harm, punish, or frighten their victim.”

It is the policy of the Authority to treat all disclosures of domestic abuse confidentially. The exceptions to this are where a child or vulnerable adult would be put at risk. In such cases, it will be made clear to the reporting person that the information would need to be shared with other agencies to facilitate effective safeguarding.

This policy therefore should be read alongside our policy for safeguarding vulnerable adults and children.

Reports of domestic abuse will be referred to the ASB Team who will attempt to make contact with the victim within one working day in order to carry out an initial risk assessment with them. This is subject to the victim having made available their contact details, being agreeable to such contact and being available for such contact. In some circumstances it will not necessarily be safe for an Officer to make contact and each case will need to be assessed individually.

The Council will offer victims of domestic abuse a named officer who will deal with their case, and will aim to offer a choice of a male or female officer.

**A DASH risk assessment** will be used to assess risk. This is a national Domestic Abuse, Stalking and Honour Based Violence (DASH 2009) Risk Identification, Assessment and Management Model. Its introduction means that all police services and a large number of partner agencies across the UK will be using a common checklist for identifying and assessing risk, which will save lives. ACPO [Association of Chief Police Officers] Council accredited the DASH (2009) Model to be implemented across all police services in the UK from March 2009. Where it is identified that there is a high risk, a referral will be made to the Multi-Agency Risk Assessment Conference (MARAC).

Where urgent action is required as a result of the risk assessment, it will be the responsibility of the named officer to facilitate this. This may include urgent target hardening (usually referred to as Sanctuary), emergency/temporary re-housing, and request for a critical marker and/or legal action.

The Authority will make referrals for appropriate support where possible, which may include the IDVA [Independent Domestic Violence Advocate] service.

**IDVAs** are trained specialists who provide a service to victims who are at high risk of harm from intimate partners, ex-partners or family members, with the aim of securing their safety and the safety of their children. Serving as a victim's primary point of contact, IDVAs normally work with their clients from the point of crisis, to assess the level of risk, discuss the range of suitable options and develop safety plans. They are pro-active in implementing the plans, which address immediate safety, including practical steps to enable victims to protect themselves and their children, as well as longer-term solutions. IDVAs will represent their clients at the Multi Agency Risk Assessment Conference (MARAC) and help implement safety plans which will include actions from the MARAC as well as sanctions and remedies available through the criminal and civil courts, housing options and services available through other organisations. IDVAs support and work over the short- to medium-term to put victims on the path to long-term safety. (Source – The Home Office, 2012)

Where a victim has fled their home which is a Council Property due to violence or abuse and the perpetrator remains in situ, the Council may initiate legal proceedings to re-possess the property. Where the tenancy is a joint tenancy and the vacating tenant serves a notice to end the tenancy this would have the effect of terminating the tenancy for both tenants. In such circumstances the tenant will be advised of this, and a recommendation will be made that the tenant should obtain their own independent legal advice before giving notice to end the tenancy.

Sometimes victims of domestic abuse find themselves the subject of complaints by neighbours due to the behaviour of the perpetrator. In cases where domestic abuse comes to light during the course of an anti-social behaviour investigation, the Neighbourhood Housing Manager should be advised who will advise of the best course of action. This may involve liaising with the Domestic Abuse Co-ordinator, Community Safety Team and/or other agencies. It is not the intention of the council to penalise victims of domestic abuse for the behaviour of their abusive partner (or ex-partner or other family member) over whose behaviour they have no control. There is however, an expectation that a victim of domestic

abuse should work with the Council to address the problems as the council has a responsibility to the wider community as well who may also be affected by the behaviour. Each case will therefore be addressed on an individual basis, considering the various factors of the situation.

## EFFECTIVE COMMUNICATION & PUBLICISING INFORMATION

The Community & Enterprise Directorate, through its Tenancy Conditions, Customer Involvement Officer, Housing Newsletter, information and advice booklets and the local media, will ensure that tenants and residents of Flintshire are aware and reminded of their responsibilities to their neighbours and communities in relation to their conduct and behaviour. The consequences and sanctions of engaging in ASB will be similarly publicised.

The Authority recognises the importance of communicating successful action, not just to the victims and witnesses who are directly involved in cases, but also to the wider community.

This communication is vital to reassure residents, and to encourage reporting of incidents so that anti-social behaviour can be tackled.

Often court orders will contain prohibitions imposed by the court and it is necessary for the local community to be aware of the detail so that they can report any breaches of the order.

The Authority recognises that those subjected to a court order who have their details published, may view this as a punitive measure, however, it is not intended to be so.

Following guidance from the Home Office set out in 2005, the Authority has devised a pro forma to record its decisions to publicise ASB cases and outcomes and a copy of these will be retained by the Council.

The decision to publicise information will involve a 'necessity test' to satisfy that one or more of the following aims for publicising information is relevant.

- To notify the public that a court order has been obtained in order to reassure the public that action has been taken.
- To notify the public of specific court orders so that they can assist in their enforcement.
- To act as a deterrent to anti-social behaviour.

The pro forma which will be completed by the Anti-Social Behaviour Team and initially approved by the Neighbourhood Housing Manager will be sent to the Head of Housing and Executive Member for Housing for their approval and comment. This will include consideration of the following; the main objectives of the publicity, the decision to publish, the decision making process, what publicity should look like, human rights, data protection, type of publicity, and extent of information to provide.

Each case will be considered on its own individual merits, and careful consideration will be given to publicising actions where any of the parties are considered to be vulnerable.

This will then be referred to the Corporate Communications Team who will prepare any press releases, or other forms of information to be communicated.

## THE COMMUNITY TRIGGER

The Crime and Policing Act 2014 introduces the “Community Trigger”.

The Community Trigger is a process which allows members of the community to ask Flintshire’s County Council to review their responses to complaints of anti-social behaviour.

The Community Trigger was introduced by law in October 2014 and can be used if any individual has complained to Flintshire County Council, North Wales Police or a Registered Social Landlord about 3 incidents of anti-social behaviour in a six-month period. Each report needs to have been made within 1 month of the incident occurring. The trigger is available if an individual believes their complaints have not been appropriately addressed or no action has been taken. The trigger cannot be used to report general acts of crime, including hate crime or anti-social behaviour.

Flintshire County Council has a co-ordinated approach to addressing community trigger requests, and initial requests will be processed by the Community Safety Team who will liaise with a nominated officer in housing.

The same criteria and process has been agreed across North Wales with relevant agencies and stakeholders.

## COMMITMENT TO SERVICE IMPROVEMENT

Flintshire County Council's Community & Enterprise Directorate will strive to provide excellent services which meet the needs of customers.

We aim to continually evolve the service to make best use of the tools and powers available and to ensure that the services we buy in and the service we provide are good value for money.

By consulting with customers we aim to shape what we do in partnership with our customers. This also means being proactive about involving hard to reach customers and considering the diverse needs of our residents.

We will aim to provide transparent performance information so that our customers can see how we are performing in relation to the targets we will set ourselves.

We will aim to benchmark our performance against that of other social landlords and councils so that we can make meaningful comparisons and identify areas for improvement.

We will monitor customer satisfaction with our service, and we will use the feedback that we get from customers to raise the bar on our performance.

We will offer regular, up to date training for our staff to enable them to effectively carry out this difficult and challenging work.

## EQUALITY & DIVERSITY

The Authority aims to ensure that its ASB Policy respects and upholds the organisation's commitment to equality and diversity and in a manner that is fair to all regardless of their; age, religion & belief, disability, gender, race, sexual orientation, transgender status, marriage & civil partnership, pregnancy & maternity or any other issue that may cause potential discrimination in service delivery.

The Authority will ensure that where necessary it assists anyone needing to access this service. This may include providing assistance to access translation services, type-talk and providing literature in a range of formats such as larger text, picture and Braille formats or in different colours.

In compliance with the Council's Welsh Language Scheme, all services and documents can be made available in Welsh where this is required by customers.

## HEALTH & SAFETY

All activities carried out by the Authority will be in accordance with the Health & Safety Management system including risk assessments and accompanying safe systems of work.

## CONSULTATION, MONITORING & REVIEW

The Authority will consult with customers, partner agencies and organisations and the voluntary sector to continually develop good practice in this area.

The Authority will monitor the effectiveness and implementation of this policy to ensure that it achieves its aims of protecting its tenants and residents of its communities.

The Authority will benchmark its ASB service using Housemark to review the effectiveness of its activities and performance.

The Council will periodically review the policy and procedures for tackling ASB and will always have due regard to legislative requirements and best practice.



## FLINTSHIRE COUNTY COUNCIL

**REPORT TO:** **CABINET**  
**DATE:** **TUESDAY, 17 MARCH 2015**  
**REPORT BY:** **CHIEF OFFICER (EDUCATION AND YOUTH)**  
**SUBJECT:** **SCHOOL ADMISSION ARRANGEMENTS 2016/17**

### **1.00 PURPOSE OF REPORT**

To advise members of the outcome of the statutory consultation exercise on the admission arrangements for September 2016 and to recommend approval

### **2.00 BACKGROUND**

**2.01** The local authority is required each year to undertake a statutory consultation exercise on its admission arrangements for the following year. In accordance with the School Admissions Code, for September 2016 the authority must have determined its arrangements by 15 April 2015 and the consultation must be concluded by 1 March 2015. Statutory consultees are the governing bodies of all schools, admission authorities for all other maintained schools in the area, the diocesan authorities and neighbouring authorities.

**2.01** Consultation must cover the full admission arrangements including the admissions policy, over-subscription criteria, the timetable for admissions and the admission numbers for each school. This information is attached as Appendices 1 and 2.

### **3.00 CONSIDERATIONS**

**3.01** The current admission arrangements have been in place since 2003 and the vast majority of parental preferences continue to be met (97%). For information, the number of admission appeals in recent years is detailed in the table below:

<b>Year</b>	<b>Secondary</b>	<b>Primary</b>	<b>Total</b>
2011/12	41	25	66
2012/13	21	97	118
2013/14	46	81	127
2014/15*	17	41	58

\*to date

It is anticipated that over-subscription will continue at a small number of primary and secondary schools in some areas of the County as a consequence of parental preference.

**3.02** There are no changes proposed to the current admissions policy or oversubscription criteria. The policy supports the principle of pupils attending their nearest school. Following consultation with Headteachers, there are also no changes proposed to any admission numbers.

**3.03** The admissions timetable has been drawn up in consultation with neighbouring authorities and takes in to account factors such as allowing parents sufficient time to visit schools and express 5heri preferences, the time needed to process applications chase up late applications, etc. The timetable also recognises the “common offer dates” prescribed by Welsh Government (ie 1st March for secondary places and 16th April for primary).

**3.04** During this academic year, for the first time nursery applications have been made on line and this has proved to be very successful. The on line facility will be extended to secondary and primary admissions in September 2015. Hard copies of applications forms will still be available for any parents unable to make an on line application.

**4.00** **RECOMMENDATIONS**

That the proposed admission arrangements for 2016/17 be approved.

**5.00** **FINANCIAL IMPLICATIONS**

There are no direct financial implications arising from this report.

**6.00** **ANTI POVERTY IMPACT**

None

**7.00** **ENVIRONMENTAL IMPACT**

The capacity assessments for schools ensure that the use of teaching space and other rooms is accurately and consistently calculated and provide useful information relating to surplus spaces or over-subscription..

**8.00** **EQUALITIES IMPACT**

All parents have an opportunity to express a preference for a particular school and all applications are dealt with in an open and transparent manner in accordance with the School Admissions code.

**9.00** **PERSONNEL IMPLICATIONS**

None.

**10.00** **CONSULTATION REQUIRED**

No further consultation is required.

**11.00 CONSULTATION UNDERTAKEN**

All statutory consultees have been consulted in accordance with the School Admissions Code.

**12.00 APPENDICES**

Appendix 1 – Admission Arrangements 2016/17

Appendix 2 – Admission Numbers

**LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985  
BACKGROUND DOCUMENTS**

Contact Officer: Ian Budd  
Telephone: 01352 704011  
Email: [ian.budd@flintshire.gov.uk](mailto:ian.budd@flintshire.gov.uk)

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**Timetable 2015/16**

<b>Admission Phase</b>	<b>On line/paper forms available to parents w/c</b>	<b>Parents' consideration period</b>	<b>Closing date for receipt of completed forms</b>	<b>Allocation period by LA/admitting authority</b>	<b>Parents informed by:</b>
<b>Secondary</b>	01/09/15	01/09/15-06/11/15	06/11/15	09/11/15 – 29/01/16	01/03/16
<b>Reception, Infants to Juniors</b>	28/09/15	28/09/15 – 27/11/15	27/11/15	30/11/15 – 04/03/16	18/04/16
<b>Nursery</b>	04/01/16	04/01/16 – 26/02/16	26/02/16	29/02/16 – 01/04/16	13/05/16

**Admissions Process**

The preferred method of applying is on line using the Council's web site. Paper copies of application forms can be obtained by contacting the Admissions Team. Applications must be submitted to the Local Authority by the closing date. Your child may have less opportunity to be allocated to your preferred school if your application is received after the closing date. Only the person(s) with parental responsibility for a child can apply for admission. Where more than one person has parental responsibility, it is their responsibility to reach agreement over the school preferences listed on the application.

If you express a preference for a voluntary aided school or foundation school in Flintshire the relevant school will be sent your details. The timetable for admissions (above) also applies to voluntary aided and foundation schools. These schools are responsible for considering your child's application against others received in accordance with their own admission criteria. The school governors should use the school's own admission criteria to rank applications and make offers of places. Any preferences not met will be returned to the local authority and will be treated equally with other preferences expressed for Flintshire Community Schools.

*Please note neighbouring local authorities' timetables may be different to those above but Flintshire will work closely with neighbouring LAs to coordinate admission arrangements. If the school for which you wish to express a preference is in another county please contact the respective Local Authority to ensure you do not miss the closing date.*

Denbighshire County Council  
County Hall  
Wynnstay Road  
Ruthin  
Denbighshire  
LL15 1YN  
Tel: 01824 706101

Wrexham County Borough Council  
Children and Young People Service  
3<sup>rd</sup> Floor  
Lambpit Street  
Wrexham  
LL11 1AR  
Tel: 01978 295425

Cheshire West & Chester Authority  
Children and Young People's Services  
School Admissions  
Wyvern House, The Drumber  
Winsford, Cheshire CW7 1AH  
Tel: 0300 123 7039

**Late Applications**

Late applications will be considered after those received by the closing date if the Local Authority considers that there are good reasons for the application form being late which must be included with the application form. For example, exceptional medical reasons preventing an earlier application, recent move of house – supporting evidence must be provided. If the Admission Number for the requested school has been reached the application will be refused and parents will be offered the right

to an appeal. All late applications will be ranked in accordance with the admission criteria and any places which become available will be offered to the highest ranking applicants up to the end of the allocation period. Unsuccessful late applications will be added to the waiting list and offered a place at an alternative school.

### **Equal Preferences**

All preferences received will be considered on the basis of equal preferences. This means parents may express a number of preferences that will be considered in the same way without reference to a preference ranking. If a place can be offered at more than one of the preferences expressed (because a preferred school is undersubscribed or because the applicant has a high enough priority against the criteria for an oversubscribed school, or because a school receives the same number of applications as the number of places available), the place offered will be for the school ranked highest on the application.

### **Policy for Admissions to Schools**

The County Council, as the Local Authority, is responsible for determining the arrangements for admissions to all Community Primary, Welsh Medium Primary, Secondary, Welsh Medium Secondary, Special Schools and Voluntary Controlled Schools. The Local Authority will consult annually with school Governing Bodies and the Diocesan Education Authorities in relation to admissions.

The Local Authority will comply with statutory requirements and the Welsh Government School Admissions Code and will take account of the expression of parental preference in the context of its duty to ensure the provision of effective education and the efficient use of education resources. When considering applications, the Local Authority will observe the provisions of the School Admissions Code which states that admission authorities should admit to the school's admission number and will rarely be able to prove prejudice as a ground for refusing an additional pupil while the numbers remain below the admission number. In the case of sixth form admissions, applications may be made by either the parent or the young person or both.

The Local Authority will comply with its duty to ensure the provision of effective education and the efficient use of resources. In so doing, the Local Authority will have regard to the total resources, including accommodation and staffing, available to each school and any constraints imposed by the school organisation and curriculum. It will also consider the resource implications for the authority and impact on other education policies.

The Admission Number for each school relates to the number of children that can be admitted to each year group during the school year. The Admission Number for each school is calculated using the capacity assessment method in the Welsh Government's guidance document 'Measuring the Capacity of Schools in Wales'. All school Admission Numbers are included on the 'Schools List'.

The Local Authority will not expand a school to meet demand which does not comply with the admissions criteria.

When a parent gives fraudulent or intentionally misleading information in order to obtain a place at a school for their child, the Local Authority reserves the right to withdraw the offer of a place. Where a place is withdrawn on the basis of misleading information, the application must be considered afresh and a right of appeal offered if a place is refused.

### **Admissions Procedure**

The annual admissions procedure applicable to the relevant age group includes the following stages:

- Publication of the 'Guide to Education Services'.
- Arrangements to enable parents to express a preference for a school they wish their child/children to attend, and, in the case of sixth form admissions, expression of a preference by either a parent or a young person or both. By law, parents who express a preference are given priority for admission over those who do not. If a parent does not express a preference, it is less likely that the child will be offered a place at the preferred school.

- Consideration of preferences in accordance with the admissions criteria, up to the Admission Number for each school. If you apply for a place at a Flintshire community school pupils will be admitted unless applications exceed the Admission Number for that school. When this occurs, the Local Authority applies the published admission criteria to rank all preferences expressed to see who can be offered a place.

**Please Note**

**Expressing a preference does not guarantee a place at your chosen school if that school is oversubscribed. If more parents apply for places at the school than the number of places available, the Authority will apply the oversubscription criteria for allocating places as set out in the policy.**

**Welsh Language Policy for all schools**

The Authority’s Welsh Language Policy aims to ensure that all pupils reach a standard of bilingualism. It will be the responsibility of the Authority, in conjunction with the Headteacher and the School Governors, to ensure the teaching of both Welsh and English is in accordance with National Curriculum requirements.

Primary Education will be provided for all children mainly through the medium of English, or mainly through the medium of Welsh.

Secondary Education will be provided for all children mainly through the medium of English, or mainly through the medium of Welsh. To ensure continuity with the primary schools, Welsh will be taught as a second language in all secondary schools where the main medium of instruction is English.

Flintshire County Council, working in partnership with schools will provide parents with full information and understanding of the advantages of Welsh medium education and the opportunities which exist within Flintshire, explaining clearly that

- there is no need for parents to be Welsh speakers for their children to take advantage of this opportunity
- receiving education in a designated Welsh medium school enables pupils to become fully bilingual
- there are intellectual advantages to being equally fluent in two languages

Pupils who have received their education through the medium of Welsh in primary school transfer to the Welsh medium Secondary School (Ysgol Maes Garmon) at Key Stage 3. Pupils can transfer from English medium primary schools to the Welsh medium Secondary School where they will be offered the immersion scheme that is available at the end of Year 6 and all the way through Year 7. For further details about the scheme please contact Ysgol Maes Garmon Tel: 01352 750678.

**Admission Phases**

**Early Entitlement to Education**

A part-time education place is available for every child the term after his/her third birthday.

<b>Children born in...</b>	<b>Entitled to...</b>
Autumn Term	2 terms of educational provision (Spring and Summer)
Spring Term	1 term of educational provision (Summer)

Children born in the Summer term receive their education entitlement in the school nursery classes in the Autumn term after their 3<sup>rd</sup> birthday. Parents may state a preference for an approved setting which may be a pre school playgroup (English or Welsh), a private day nursery, a ‘network’ childminder or school nursery class. Applications for early entitlement are made directly to the setting. Forms are available all year.

**Notes:**  
**1. Admission to an Early Entitlement setting at a particular school does not guarantee**

**subsequent admission to nursery at that school.**  
**2. No transport is provided.**

For further information on approved settings please contact:  
Family Information Service, Tel: 01244 547017 ([www.fisflintshire.co.uk](http://www.fisflintshire.co.uk)).

### **Nursery**

Local Authorities in Wales have a duty to provide sufficient nursery places in their area. A child becomes eligible for a place at a nursery class in the September following the child's 3<sup>rd</sup> birthday. Nursery education is not compulsory and parents have no right of appeal regarding nursery admissions under the School Standards and Framework Act 1998.

Nursery schooling in all schools/units will be provided on the basis of 5 x 2.5 hour sessions per week for each child.

Parents may express a preference for any nursery irrespective of where the child's home is in relation to the school. However, expressing a preference does not guarantee a place at that nursery.

In the event of oversubscription, applications for nursery places will be dealt with by applying the oversubscription criteria in respect of primary schools as set out in this Guide.

**When making the decision about the 'nearest suitable school' the Authority will accept only the pupil's home address and not that, for example, of childminder or grandparents. Parents will be asked to provide official documentation showing home address. Parents are advised that a school place may be lawfully withdrawn if the information given on their application form is fraudulent or misleading.**

Application forms for nursery school admission are available from the Admissions Team, all nursery/infant/primary schools and on [www.flintshire.gov.uk/schools/schooladmissions](http://www.flintshire.gov.uk/schools/schooladmissions). The forms will be available according to admissions timetable as set out in this Guide.

### **Notes:**

- 1. Admission to a nursery class at a particular Infant or Primary School does not guarantee subsequent admission to reception class at that school.**
- 2. No transport is provided.**

### **Primary**

The Authority will admit a child to a maintained infant/primary school at the beginning of the school year if the child has achieved his/her 4<sup>th</sup> birthday on or before August 31<sup>st</sup> of that calendar year.

A Parental Preference Form will be made available for parents (*please see timetable for admissions*), and parents are invited to express a preference for one or more schools and may give a reason for the preference/s.

Once a reception place has been offered and accepted, parents may defer their child's entry until the start of the term following the child's 5<sup>th</sup> birthday. Parents are not able to defer entry beyond this point, or beyond the academic year for which the original application was accepted.

For pupils transferring from infant to junior school a parental preference form will be sent to each parent/guardian. Parents may express a preference for their nearest junior school or may express a preference for another school, which will be processed in accordance with the admissions criteria.

In accordance with legislation, infant class sizes (Reception, Year 1 and Year 2) are restricted to a limit of no more than 30 per school teacher. In respect of junior classes (Year 3 to Year 6), the target is no more than 30 per school teacher.



### **Oversubscription Criteria**

All pupils will be admitted if the Admission Number has not been reached. However, if the Admission Number has been reached, applications will be considered against the oversubscription criteria, which are listed in priority order.

### **Criteria to be applied in order of priority by the Local Authority for admission to Nursery, Infant, or Primary Schools:**

- a) the LA will consider the needs of a 'looked after child' (child in care) and 'previously looked after child'
- b) pupils for whom the preferred school is the nearest appropriate school to the pupil's home address
- c) pupils who have expressed a preference for a school which is not the nearest to their home address will be admitted if they have a sister or brother attending the preferred school
- d) pupils for whom the preferred school is not the nearest to their home address

### **Tie-breaker**

If there are more applicants than places in any of the above categories, priority will be given to applicants living nearest the school, measured from the child's home address to the recognised main entrance of the school.

If the authority is unable to comply with the parental preference(s) expressed then the parent will be offered a place at the next nearest appropriate school with an available place.

Where a school is named in a Statement of Special Educational Needs, the local authority has a duty to admit the child to that school.

Where the number of applications on behalf of other pupils is equal to or less than the number of places remaining, all applications will be agreed. However, where the number of applications exceeds the number of places remaining, the oversubscription criteria will be applied.

### **Junior School**

Parents of pupils transferring from Infant to Junior School will be given the opportunity to express a preference and places will be allocated using the following criteria:

- a) the LA will consider the needs of a 'looked after child' (child in care) and 'previously looked after child'
- b) pupils for whom the preferred school is the nearest appropriate school to the pupil's home address
- c) pupils who have attended the 'feeder' infant school and for whom the preferred school is the nearest appropriate school
- d) pupils who have expressed a preference for a school which is not the nearest to their home address will be admitted if they have a sister or brother attending the preferred school
- e) pupils who attend the 'feeder' infant school but for whom the preferred school is not the nearest to their home address
- f) pupils for whom the preferred school is not the nearest to their home address

### **Tie-breaker**

If there are more applicants than places in any of the above categories, priority will be given to applicants living nearest the school, measured from the child's home address to the recognised main

entrance of the school.

If the authority is unable to comply with the parental preference(s) expressed then the parent will be offered a place at the next nearest appropriate school with an available place.

Where a school is named in a Statement of Special Educational Needs, the local authority has a duty to admit the child to that school. Where the number of applications on behalf of other pupils is equal

to or less than the number of places remaining, all applications will be agreed. However, where the number of applications exceeds the number of places remaining, the oversubscription criteria will be applied.

### **Secondary**

Pupils will normally be transferred from a primary to a secondary school in the September following their eleventh birthday.

A Parental Preference Form will be made available for parents (*please see timetable for admissions*), and parents are invited to express a preference for one or more schools and may give a reason for the preference/s.

All pupils will be admitted if the Admission Number has not been reached. However, if the Admission Number has been reached, applications will be considered against the oversubscription criteria, which are listed in priority order.

### **Criteria to be applied in order of priority by the Local Authority for admissions to Secondary Schools:**

- a) the LA will consider the needs of a 'looked after child' (child in care) and 'previously looked after child'
- b) pupils for whom the preferred school is the nearest appropriate school to the pupil's home address
- c) where a preference is expressed for a school other than the nearest to a pupil's home address, where an older brother or sister is registered and will still be attending when the younger sibling will be starting, the younger sibling will be admitted to that school. The 'sibling rule' will only be applied for the statutory period of education i.e. between the Years 7-11 to enable the Local Authority to plan the provision of school places.
- d) where a preference has been expressed for a school other than the nearest to a pupil's home address and there is no brother or sister attending that school, pupils will be admitted in order of proximity to that alternative school and up to its Admission Number.

### **Tie-breaker**

If there are more applicants than places in any of the above categories, priority will be given to applicants living nearest the school, measured from the child's home address to the recognised main entrance of the school.

If the authority is unable to comply with the parental preference(s) expressed, then the parent will be offered a place at the next nearest appropriate school with an available place.

Where a school is named in a Statement of Special Educational Needs, the local authority has a duty to admit the child to that school.

Where the number of applications on behalf of other pupils is equal to or less than the number of places remaining, all applications will be agreed. However, where the number of applications exceeds the number of places remaining, the oversubscription criteria will be applied.

<b>The nearest appropriate school is interpreted as:</b>
--

- (a) the school nearest to the child's home measured from child's home address to the recognised main entrance of the school.
- (b) the nearest Welsh medium school where parents wish their children to receive their education through the medium of Welsh.
- (c) the nearest Denominational school where parents wish to have their children educated in a denominational school.

The Council uses Routefinder, a network analysis system fully integrated into the Geographical Information System (GIS) software, to calculate home to school distance in miles. The shortest route is calculated from an applicant's home address to the recognised main entrance of the school.

It should be noted that transport will only be provided in accordance with the Council's Transport Policy.

### **Sibling (brother/sister)**

A sibling is defined as a full, half, step, foster or adopted brother or sister living together as one household at the same address and where the elder sibling is of statutory school age and will still be registered at the preferred school (or, in the case of an infant school, attending the partner junior school) when the younger child is eligible to attend. In considering siblings, first priority will be given to applications from multiple birth children.

### **Multiple Birth Children**

Twins, triplets, quadruplets, etc, residing at the same address and applying for places in the same year group will be given priority for admission in the main admissions round under the 'sibling' criteria. If it is not possible to offer places to all multiple birth children residing at the same address and applying for places in the same year group, the Authority will offer places for all of those multiple birth children at the next nearest appropriate school with available places.

### **Admissions to schools other than those maintained by the LA**

Parents wishing to express a preference for a school in a county other than Flintshire should still use the Flintshire preference form and it will be passed to the relevant Local Authority, with the exception of Cheshire West and Chester Council who request you contact them directly. Please be aware of each Authority's admission timetable and closing dates.

### **Notifying Parents**

The outcome of an application for admission will be notified to parents in writing. Where the application has been refused, the letter will set out the reasons for the decision and the right of appeal and a return proforma will be sent. Parents will be asked to decide by a specified date one or more of the following options:-

- Place child's name on a waiting list
- Proceed to appeal and place child's name on a waiting list
- Accept the place offered at an alternative school for which preference has been expressed
- Make a new application for an alternative school

### **Waiting Lists**

Waiting lists for oversubscribed schools will be prepared and will consist of those children whose parents have specifically requested in writing (including email) to be placed on the school's waiting list, those for whom an appeal form has been received and any late applications. Waiting lists will be maintained until 30 September in the school year concerned. After that date, any parents still wishing to be considered for a place must specifically request in writing to remain on a waiting list.

### **Admission of Pupils from outside Flintshire**

Pupils applying for admission to a school in Flintshire who do not reside in Flintshire will be offered a place at a school in accordance with the admissions policy.

### **Change of School within Flintshire during the year**

Schools in Flintshire have an agreed protocol for transfers from one nominated school to another other than at the normal transition point. A parent seeking such a transfer should initially speak to the headteacher of the child's current school to discuss the reasons for that transfer. If, following this discussion, the parent wishes to continue the process, contact should then be made with the headteacher of the new school. Headteachers will refer parents to the Local Authority, particularly in cases where pupil numbers in the new school have exceeded the Admission Number in the appropriate year group. In such circumstances admission to the new school may be refused. Parents who are dissatisfied with this may give notice of appeal, as outlined below.

### **Admissions other than at normal entry point (ie September each year)**

For pupils moving into the area at times other than the normal admission round (September of each year), the Local Authority will endeavour to meet parental preferences as far as possible. Where a school is oversubscribed, parents will be offered a place at an alternative school. The parent may then accept the alternative placement, or may give notice of appeal.

### **Appeals Procedure**

If the Authority is unable to comply with the parental preference the parent will be given the reason in writing and offered a place at another school. The parent may then accept the alternative placement and may give notice of appeal. Information on how to appeal will be provided. Details describing the appeals procedure are also available on [www.flintshire.gov.uk/schools/schooladmissions](http://www.flintshire.gov.uk/schools/schooladmissions). Alternatively, please contact the Access Officer on 01352 704068.

Appeals must be made in writing giving reasons, and sent to the Access Officer. The Authority will initiate the appeals procedure. Appeals will be heard within 30 school days of the appeal being received in writing (or within 30 working days if received during the school summer holidays). Every effort will be made to hear appeals as quickly as possible. The parents, or parent accompanied by a friend if desired, will be given an opportunity to appear before an Independent Appeal Panel. The decision of the Independent Panel will be notified to the parent in writing and is final and binding on all parties.

### **Provision for Children with Additional Needs**

The Authority must have regard to the Code of Practice for Special Educational Needs when identifying, assessing and providing for children with additional needs. Some children may require special educational provision which is over and above that which a mainstream school could reasonably be expected to provide. The Local Authority will assess the needs of such pupils in accordance with the guidelines laid down by the Code of Practice. Where the assessment indicates this to be necessary, it will arrange for extra provision to be made for them. This provision will be included in a statement of special educational need for the child concerned. This document is negotiated with parents and schools. It states the child's needs and how and where those needs will be met.

All Governing Bodies have a Governor with responsibility for the Special Needs Policy, which parents are entitled to see. Each school has an Additional Needs Co-ordinator who oversees the day to day operation of the policy. Parents who wish to discuss any aspect of their child's additional educational needs should first contact his or her Headteacher.

### **Admissions to Special Schools**

Special Schools will normally only admit pupils with a statement of special educational need issued under the 1996 Education Act. In exceptional circumstances, they will admit pupils who are being assessed under the 1996 Education Act. The statementing procedure is administered by the Inclusion Service at County Hall. (Telephone: 01352 704028/704029).

School Name	Type of School	Welsh Indicator	Age Range	Capacity F/T	Planned Admission Number
<b>Primary</b>					
Abermorddu C.P.	C		3-11	234	29
Bagillt (Merllyn C.P.)	C		3-11	196	25
Bagillt (Ysgol Glan Aber C.P.)	C		3-11	148	20
Broughton Primary	C		3-11	450	60
Brynford C.P.	C		3-11	58	8
Buckley (Mountain Lane C.P.)	C		3-11	409	58
Buckley (Southdown C.P.)	C		3-11	382	54
Buckley (Westwood CP)+	C		3-11	294	39
Caerwys (Ysgol yr Esgob Aided)	V.A		3-11	97	12
Carmel (Ysgol Bro Carmel C.P.)	C		3-11	180	25
Cilcain (Ysgol y Foel C.P.)	C		3-11	95	12
Connah's Quay (Bryn Deva C.P.)	C		3-11	283	40
Connah's Quay (Golfryn C.P.)	C		3-11	404	57
Connah's Quay (Wepre Lane C.P.)	C		3-11	307	43
Connah's Quay (Ysgol Caer Nant)	C		3-11	360	51
Drury C.P.	C		3-11	136	17
Ewloe Green C.P.	C		3-11	349	49
Ffynnongroew (Ysgol Bryn Garth C.P.)	C		3-11	131	17
Flint (St.Mary's R.C.)	V.A		3-11	346	45
Flint (Ysgol Croes Atti C.P.)	C	*	3-11	235	29
Flint Cornist C.P.	C		3-11	289	41
Flint Gwynedd C.P.	C		3-11	511	70
Flint Mountain (Ysgol Maes Edwin C.P.)	C		3-11	76	10
Greenfield C.P.	C		3-11	228	32
Gronant C.P.	C		3-11	153	20
Gwernaffield (Ysgol y Waun C.P.)	C		3-11	121	15
Gwernymynydd C.P.	C		3-11	88	11
Gwespyr Picton (Ysgol Gymraeg Mornant C.	C	*	3-12	119	15
Hawarden (Ysgol Penarlwg C.P.)	C		3-11	220	28
Hawarden Village School	VA		3-11	459	60
Higher Kinnerton	F		3-11	228	28
Holywell (Perth y Terfyn Infants C.P.)	C		3-7	110	36
Holywell (St.Winefride's R.C.)	V.A		3-11	206	26
Holywell (Ysgol Gwenffrwd C.P.)	C	*	3-11	278	36
Holywell (Ysgol y Fron Juniors C.P.)	C		7-11	194	48
Hope (Ysgol Estyn C.P.)	C		3-11	249	30
Leeswood (Ysgol Derwenfa C.P.)	C		3-11	179	22
Lixwm C.P.	C		3-11	81	10
Llanfynydd C.P.	C		3-11	86	11
Mold (St.David's R.C.)	V.A		3-11	158	20
Mold (Ysgol Bryn Coch C.P.)	C		3-11	599	85
Mold (Ysgol Bryn Gwalia C.P.)	C		3-11	252	33
Mold (Ysgol Glanrafon C.P.)	C	*	3-11	287	41
Mostyn (Ysgol Bryn Pennant C.P.)	C		3-11	111	14
Mynydd Isa Primary School	C		3-11	469	67
Nannerch Controlled	V.C		3-11	114	15
Nercwys VA	VA		3-11	51	6
Northop (Ysgol Owen Jones C.P.)	C		3-11	147	19
Northop Hall C.P.	C		3-11	222	30
Pentrobin Aided	V.A		3-11	125	15
Penyffordd C.P. School	C		3-11	271	37
Queensferry C.P.	C		3-11	180	25
Rhosesmor (Rhos Helyg C.P.)	C		3-11	185	24
Saltney (St.Anthony's R.C.)	V.A		3-11	171	21
Saltney (Wood Memorial C.P.)	C		3-11	231	30
Saltney Ferry C.P.	C		3-11	252	33
Sandycroft C.P.	C		3-11	337	45
Sealand C.P.	C		3-11	215	30
Shotton (St.Ethelwold's Aided)	V.A		3-11	107	15
Shotton (Taliesin Juniors C.P.)	C		7-11	198	49
Shotton (Venerable Edward Morgan R.C.)	V.A		3-11	297	40
Shotton Infants C.P.	C		3-7	163	50
Sychdyn C.P.	C		3-11	177	25
Trelawnyd Aided	V.A		3-11	121	15
Trelogan C.P.	C		3-11	80	10
Treuddyn (Ysgol Parc y Llan C.P.)	C		3-11	117	15
Treuddyn (Ysgol Terrig C.P.)	C	*	3-11	103	13
Whitford Aided	V.A		3-11	115	15
				<b>14824</b>	

**Secondary**

Alun High School			11-18	1768	250
Argoed High School			11-16	580	116
Castell Alun High School			11-18	1240	211
Connah's Quay High School			11-18	1102	198
Holywell High School			11-18	1075	186
Elfed High School			11-18	1037	175
Flint High School			11-18	797	143
Hawarden High School			11-18	1145	195
John Summers High School			11-18	565	104
St. David's High School			11-18	687	117
St. Richard Gwyn High School	VA		11-18	1000	173
Ysgol Maes Garmon		*	11-18	711	120
				<b>11707</b>	

C - Community  
V.C - Voluntary Controlled  
V.A - Voluntary Aided  
F - Foundation  
(W) - Welsh Medium

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## FLINTSHIRE COUNTY COUNCIL

**REPORT TO:** **CABINET**

**DATE:** **TUESDAY 17<sup>TH</sup> MARCH, 2015**

**REPORT BY:** **CHIEF OFFICER (PEOPLE AND RESOURCES)**

**SUBJECT:** **WORKFORCE INFORMATION REPORT - QUARTER 3  
2014/15**

### **1.00 PURPOSE OF REPORT**

1.01 To provide Members with an update for the third quarter for 2014/15. This report provides details of the following:

Headcount and Full Time Equivalent  
Organisational Age Profile  
Employee Turnover and Stability (Including Redundancies and Early Retirements)  
Attendance (Including 100% Attendance)  
Performance Appraisals and Development  
Resource Management (Including Recruitment and Agency Workers)  
Equality and Diversity

### **2.00 BACKGROUND**

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

2.02 The report provides brief narrative on the overall performance. A more detailed explanation is provided on an exceptional basis where performance is falling below organisational performance indicators or where there has been a significant movement, either upwards or downwards, in the reported trends. The narrative will include an explanation for the movement in trend and details of the actions that are planned to improve or maintain performance.

The performance information for the whole organisation is split to show Schools and Non-Schools data separately.

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

### **3.00 CONSIDERATIONS**

#### **3.01 Headcount and Full Time Equivalent**

Voluntary Redundancy and service review schemes across the Council has meant the total headcount and full time equivalent has seen an overall decrease. Cumulative figures for 2014/15 show an overall decrease of 238 FTE, where the non-schools show an overall decrease of 201 FTE, and Schools shows an overall decrease of 37 FTE.

As Vacancy Management remains a key priority within the Council, robust information around vacancies will be provided in future reports.

#### **3.02 Organisational Age Profile**

The purpose of providing the Organisational Age Profile is to enable the Council to provide a guide to the future number of potential retirements and succession plan by identifying any skill gaps that may arise. Without an analysis of age profile, no workable long term planning can be made.

#### **3.03 Employee Turnover and Stability (Including Redundancies and Early Retirements)**

Early Retirements and redundancy schemes across the Council has resulted in an increase in turnover within the past year.

The Flintshire County Council cumulative turnover percentage for 2014/15 is 10.35%.

#### **3.04 Attendance (Including 100% Attendance)**

For the comparative figures for last year, the cumulative turnover percentage after quarter 3 was 7.11%, which shows an increase of 3.24%.

Reducing absence and improving performance is continually measured and tracked. The Flintshire County Council forecast cumulative absence FTE days lost for 2014/15 is 10.34 which is just short of achieving our annual target of 9.60.

All portfolio services are well within the annual target except for Social Services and Streetscene and Transportation, who continue to show higher volumes of absence. That said, there has been a significant improvement within those areas from the comparison figures for last year.

Ongoing measures are carried out to ensure that sickness levels continue to decrease. Identifying the most common reasons will enable the appropriate measures to be taken.

#### **3.05 Performance Appraisals and Development**

The ongoing collection of Appraisals and Performance Monitoring information continues to be a high priority. This will enable more effective monitoring of potential training needs for future planning.



The Council is introducing competency based appraisals with effect from 1 January 2015, and have set specified time slots for completion of appraisals. The target for the completion of senior manager appraisals is the end of March 2015. This will enable performance in relation the undertaking of appraisals to be tracked against target completion dates in future reports.

**3.06 Resource Management (Including Recruitment and Agency Workers)**  
Business Partners continue to liaise with Service Managers to ensure that there is a reduction in the use of agency workers.

That said, the agency show figures that we have exceeded our cumulative target by quarter 3 2014/15. Flintshire County Council annual target is to reduce 10% spend on the total spend of £2.7m for 2013/14. Year to date spend for 2014/15 at quarter 3 has exceeded £2m. Streetscene and Transportation spend in 2014/15 has exceeded £900,000 and Social Services spend is £420,000. The remaining £0.68m is split across the remainder of the authority.

The increase in the use of agency workers within Streetscene and Transportation is attributable to the increased number of vacancies at operative level (currently 57). These have not been filled pending the roll out of the various business planning proposals.

Social Services are currently holding vacant front line service posts and will use these as opportunities for redeployment when the service changes linked to the Business Plans are implemented. As they are front line posts, the work must be carried out and therefore agency workers are engaged to provide cover on a temporary basis. Once the service changes have been implemented, permanent employees will be placed into these vacancies and agency worker placements will then be brought to an end.

Where employees in front line positions take annual leave or sickness absence, there is often little capacity within the current workforce to provide cover therefore in these situations agency workers provide a short term solution.

Overall, there were 96 agency workers in place on 31<sup>st</sup> December 2014. From the 96 workers, 75 have exceeded the 12 week AWR threshold.

**3.07 Equality and Diversity**  
The importance of collecting equality and diversity information remains a high priority.

Regular measures and ongoing monitoring audits are being carried out to ensure that the data we hold is accurate. Understanding the “make up” of the Council in terms of gender, ethnicity etc. allows us to identify any inequalities and to take action to remedy these.

**4.00 RECOMMENDATIONS**

4.01 That Members note the Workforce Information Report for quarter 3.

**5.00 FINANCIAL IMPLICATIONS**

5.01 Increased accuracy for reporting of the employed workforce and agency workers will allow the Council to better understand and therefore both plan and manage the largest single cost of service delivery.

**6.00 ANTI POVERTY IMPACT**

6.01 None.

**7.00 ENVIRONMENTAL IMPACT**

7.01 None.

**8.00 EQUALITIES IMPACT**

8.01 None.

**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 One – Glossary of Terms  
Appendix Two – Dashboard Report Quarter 3

**LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985  
BACKGROUND DOCUMENTS**

None.

**Contact Officer:** Helen Stappleton  
**Telephone:** 01352 702720  
**Email:** [helen.stappleton@flintshire.gov.uk](mailto:helen.stappleton@flintshire.gov.uk)

## **WORKFORCE INFORMATION REPORT QUARTER 3 (2014/15)**

### **GLOSSARY OF TERMS**

#### **Headcount and FTE**

This will provide information on the current levels of the Council's workforce.

#### **Organisational Age Profile**

The purpose of providing the Organisational Age Profile is to enable the Council to provide a guide to the future number of potential retirements and succession plan by identifying any skill gaps that may arise. Without an analysis of age profile, no workable long term planning can be made.

#### **Employee Turnover and Stability (Including Redundancies and Early Retirements)**

This information will provide the awareness of trends in turnover rates within the Council for potential measure to be put in place for high turnover rates, if applicable.

#### **Attendance**

Attendance remains a high priority in the Council and will provide detailed information on the areas for improvement for absence/attendance.

#### **Performance Appraisals and Development**

Reporting on performance appraisals and development will enable more effective monitoring of potential training needs for future planning.

#### **Resource Management**

This information will include the level of recruitment activity within the Council and monitor the usage of agency workers.

#### **Equality and Diversity**

Information will be provided to implementation measure to prevent inequalities within the Council.

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# 2014/15 DASHBOARD

## FLINTSHIRE COUNTY COUNCIL TOTALS

### TOTAL HEADCOUNT

7.059

### TOTAL FTE

5,368

### LEAVERS / TURNOVER

745/10.55%

### AGENCY SPEND 31/12/14

£2.02m

### SPEND TARGET 31/12/2014

£1.83m

### DAYS LOST PER FTE

10.34

### ANNUAL TARGET

9.60

# CORPORATE DASHBOARD REPORTS

(NON SCHOOLS)

2014/15 - QUARTER 3

(OCTOBER - DECEMBER)

# QUARTER 3 2014/15 DASHBOARD

## HEADCOUNT AND FULL TIME EQUIVALENT (FTE) - NON SCHOOLS

### TOTAL HEADCOUNT

**3,493**

### TOTAL FULL TIME EQUIVALENT

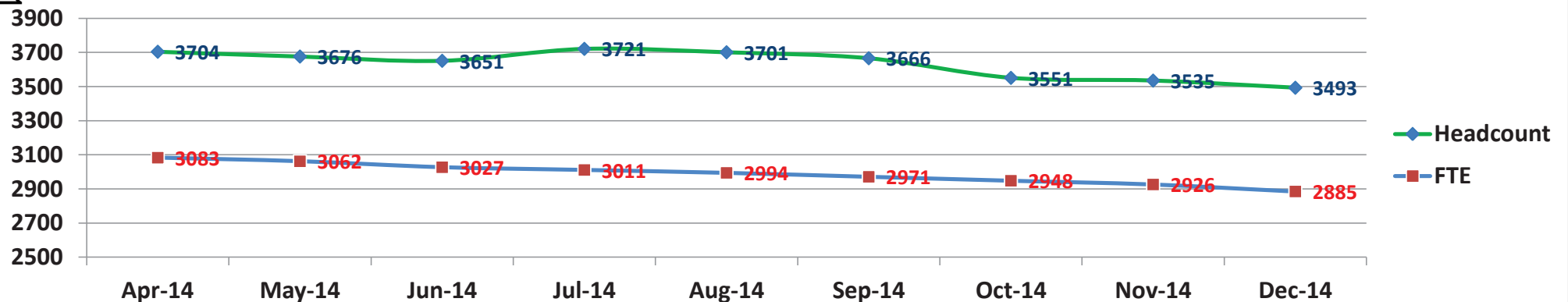
**2,885**

01/04/2014 **3,719**    Decrease of 226 people (-6.1%)    31/12/2014 **3,493**

01/04/2014 **3,086**    Decrease of 201 FTE (-6.5%)    31/12/2014 **2,885**

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## HEADCOUNT AND FULL TIME EQUIVALENT 2014/15



# QUARTER 3 2014/15 DASHBOARD

## EQUALITY AND DIVERSITY - NON-SCHOOLS

### GENDER BREAKDOWN

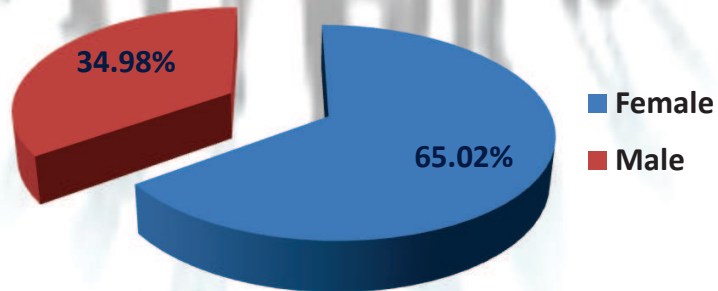
**MALE**

**1,222**  
(34.98%)

**FEMALE**

**2,271**  
(65.02%)

### GENDER BREAKDOWN (%)



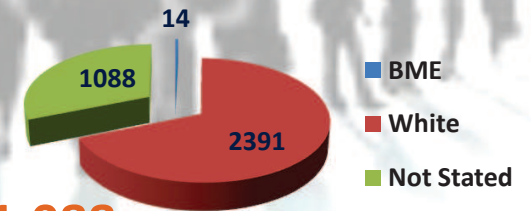
### ETHNICITY

**BME - 14**

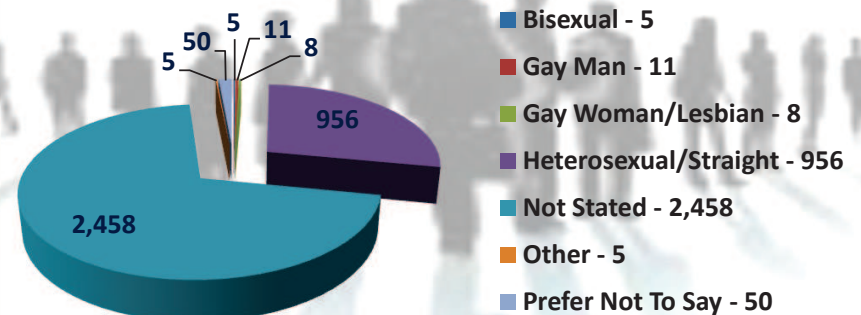
**WHITE - 2,391**

**NOT STATED - 1,088**

#### ETHNICITY BREAKDOWN



### SEXUAL ORIENTATION



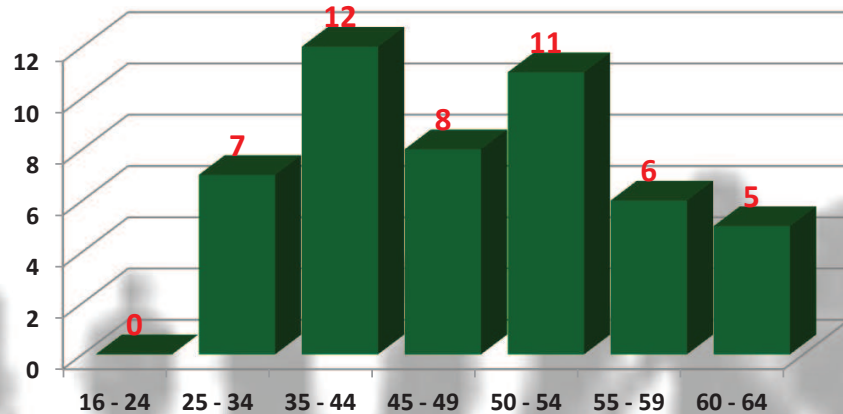


# QUARTER 3 2014/15 DASHBOARD

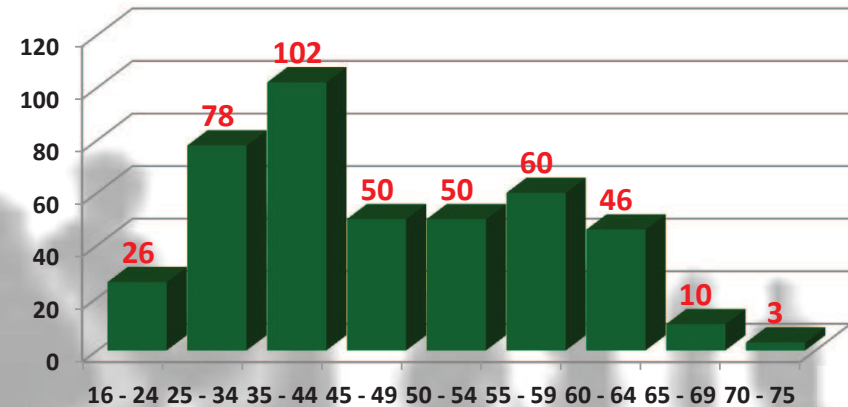
## AGE PROFILE - NON-SCHOOLS

Page 513

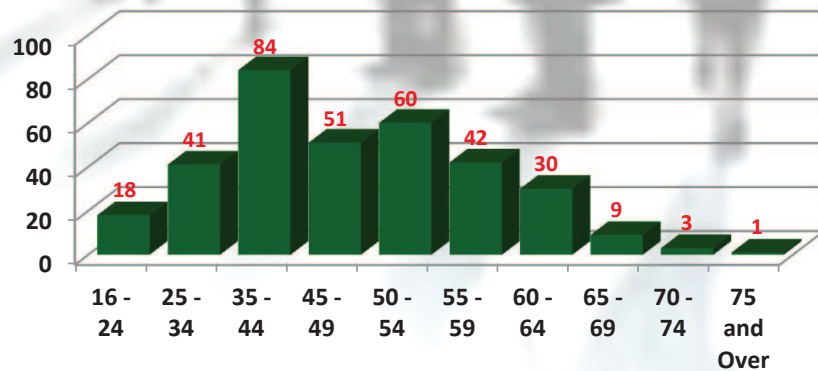
### Chief Executives



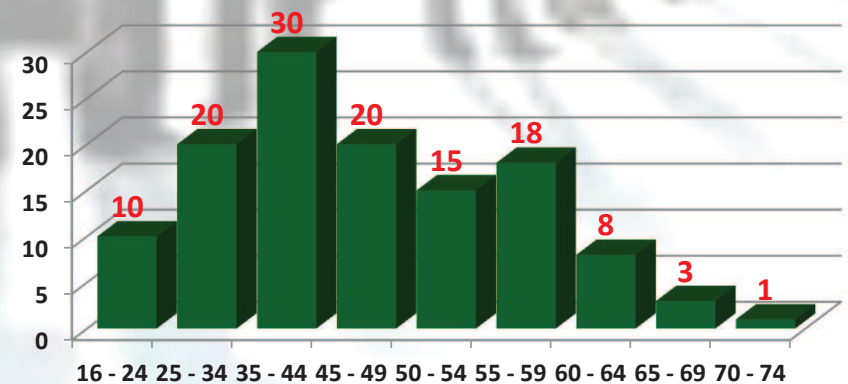
### Community and Enterprise



### Education and Youth



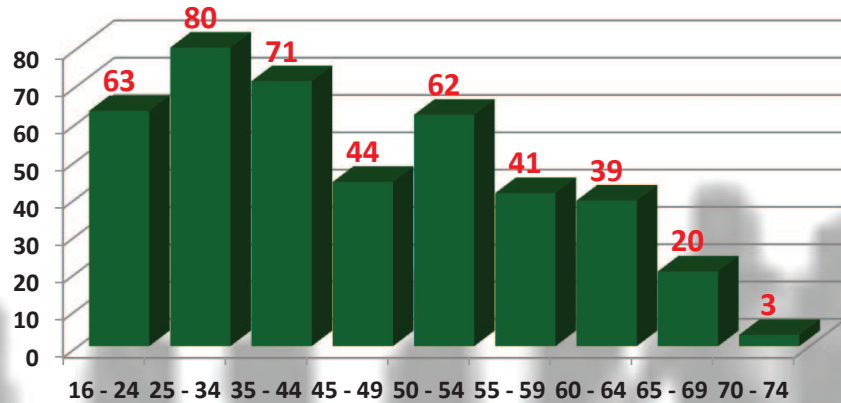
### Governance



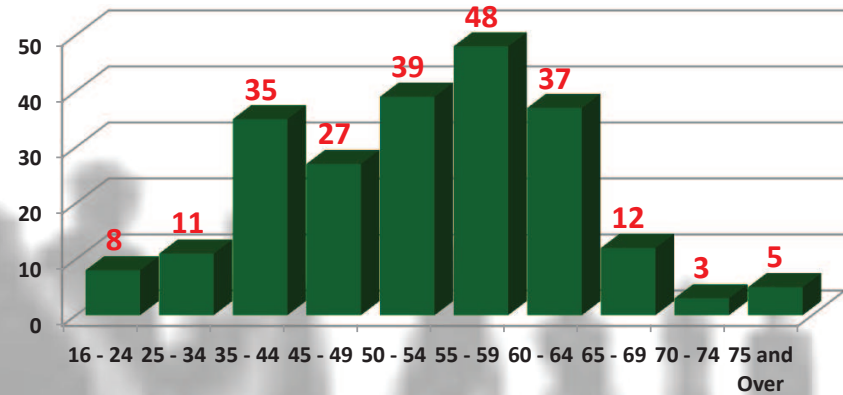
# QUARTER 3 2014/15 DASHBOARD

## AGE PROFILE - NON-SCHOOLS

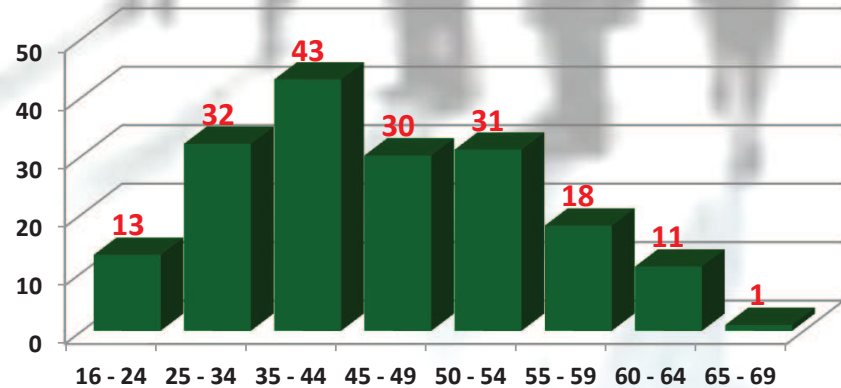
### Organisational Change 1



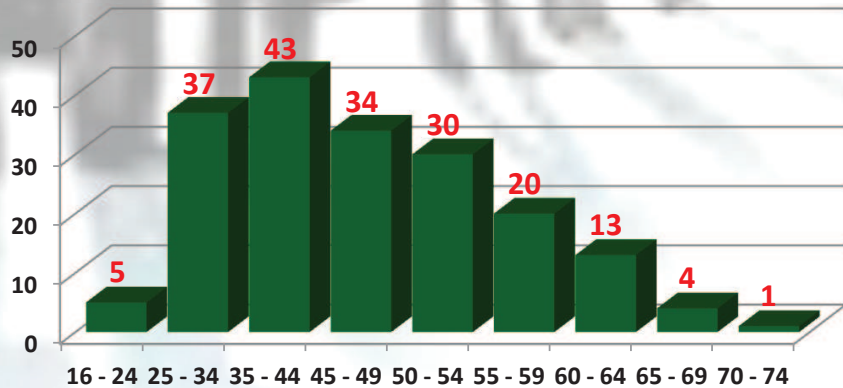
### Organisational Change 2



### People and Resources



### Planning and Environment

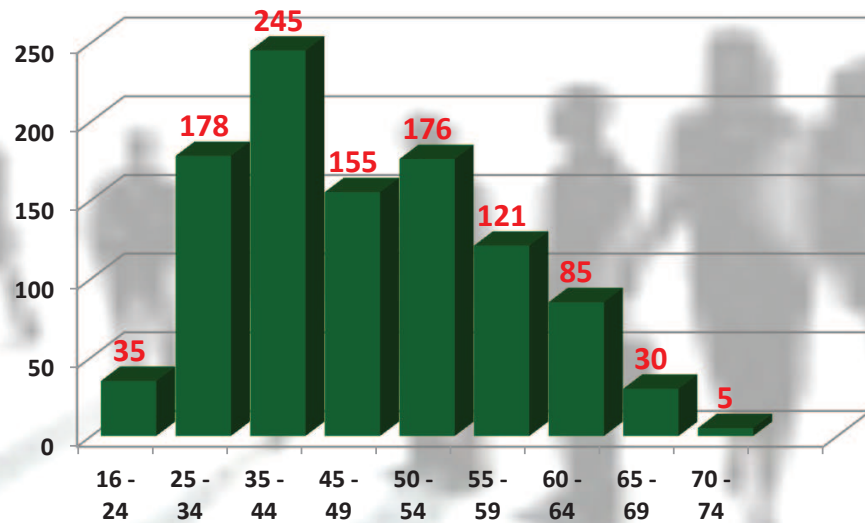


# QUARTER 3 2014/15 DASHBOARD

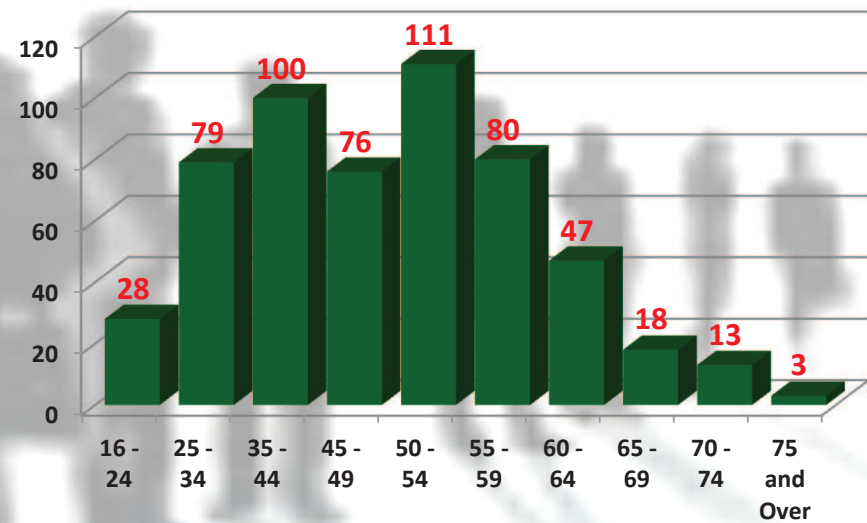
## AGE PROFILE - NON-SCHOOLS

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### Social Services



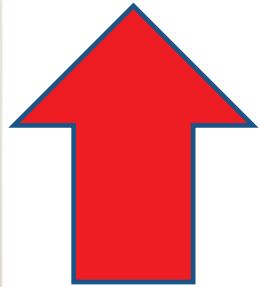
### Streetscene and Transportation



# QUARTER 3 2014/15 DASHBOARD

## ATTENDANCE - NON-SCHOOLS

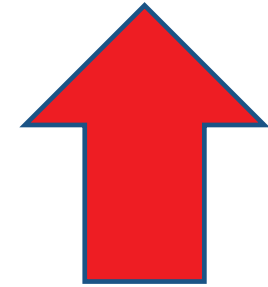
### DAYS LOST PER FTE AT 31/12/2014



31/12/2013  
8.48

9.78

31/12/2014  
9.78



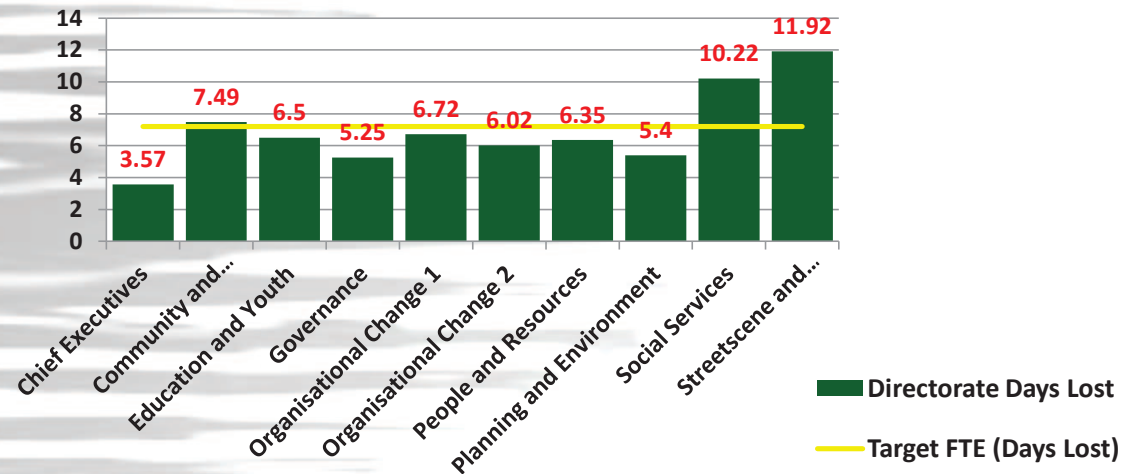
Increase of 1.30

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### TOP 4 REASONS

1. STRESS, DEPRESSION: MENTAL HEALTH
2. MUSCULOSKELETAL
3. STOMACH, LIVER: VOMITING
4. INFECTIONS

### FTE DAYS LOST BY DIRECTORATE



# QUARTER 3 2014/15 DASHBOARD

## TURNOVER AND STABILITY - NON SCHOOLS

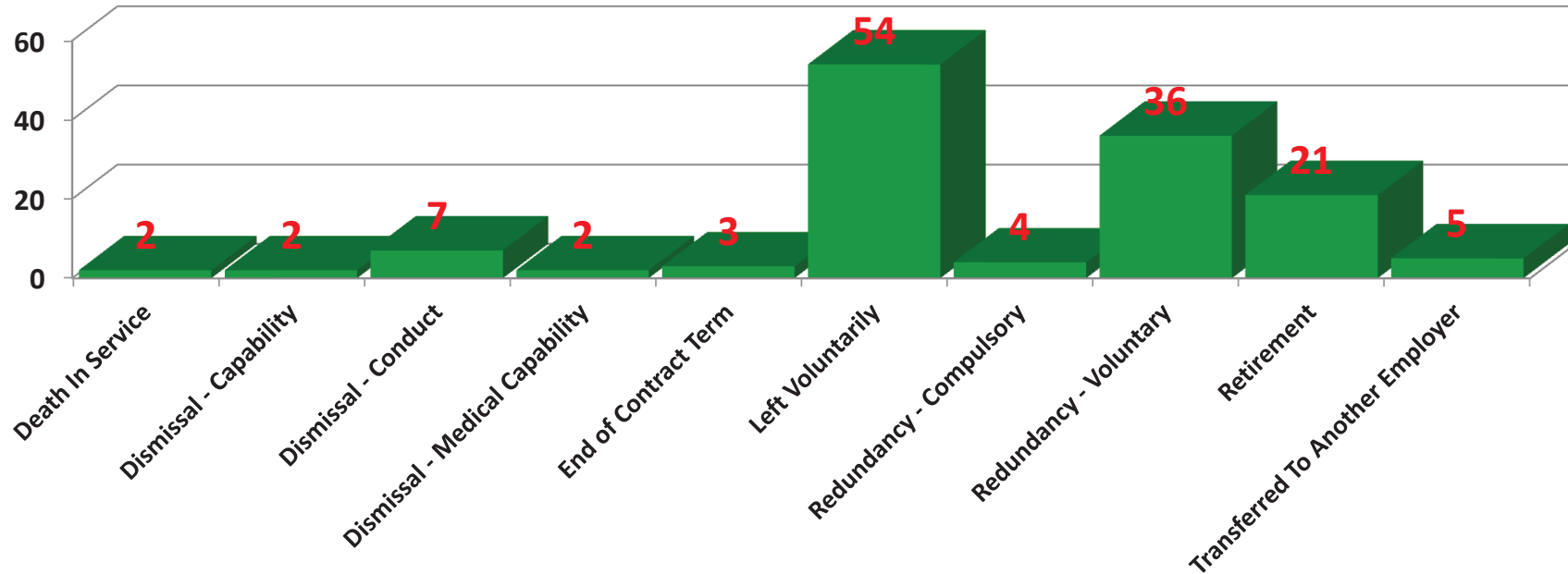
### LEAVERS - Q3

136

### LEAVERS - 2014/15

474

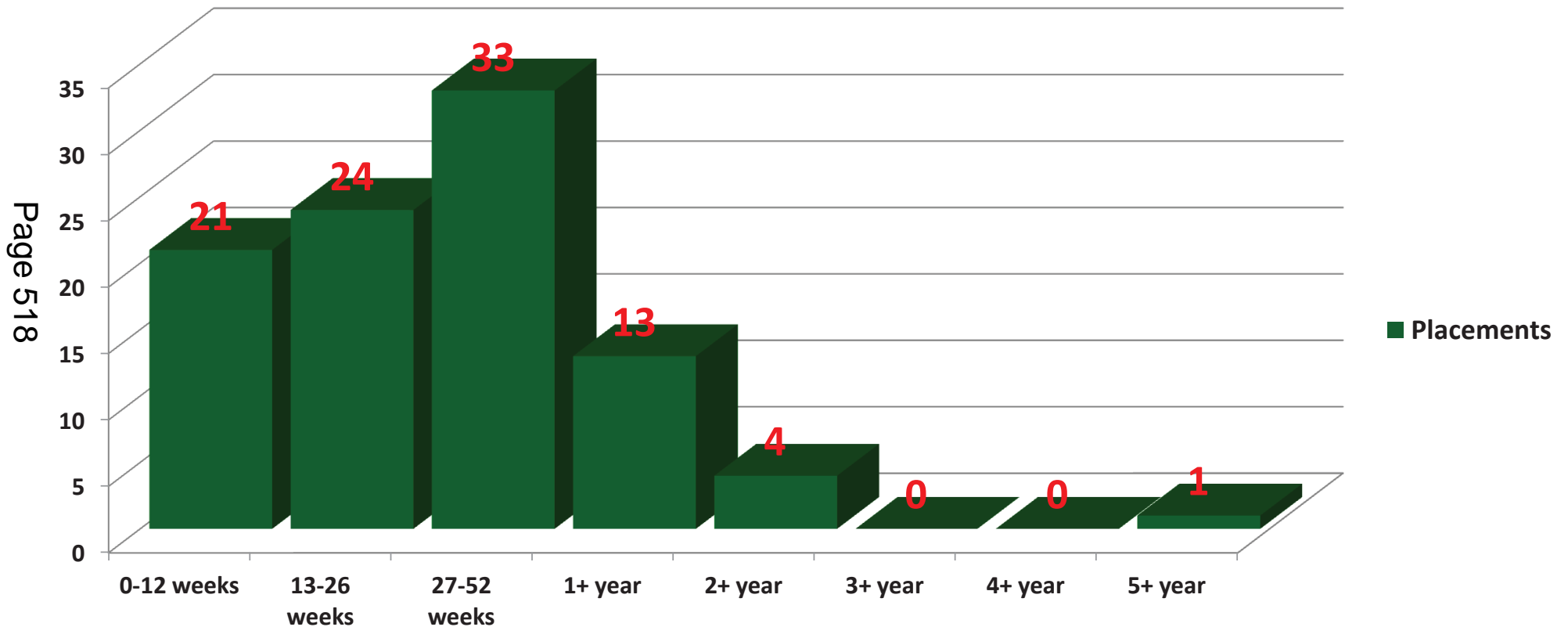
### LEAVER REASON - Q3



# QUARTER 3 2014/15 DASHBOARD

## MANAGING RESOURCES - AGENCY

### Agency Tenure Management 2014/15



**CORPORATE DASHBOARD  
REPORTS  
(SCHOOLS)  
2014/15 - QUARTER 3  
(OCTOBER - DECEMBER)**

# QUARTER 3 2014/15 DASHBOARD

## HEADCOUNT AND FULL TIME EQUIVALENT (FTE) - SCHOOLS

### TOTAL HEADCOUNT

**3,642**

### TOTAL FULL TIME EQUIVALENT

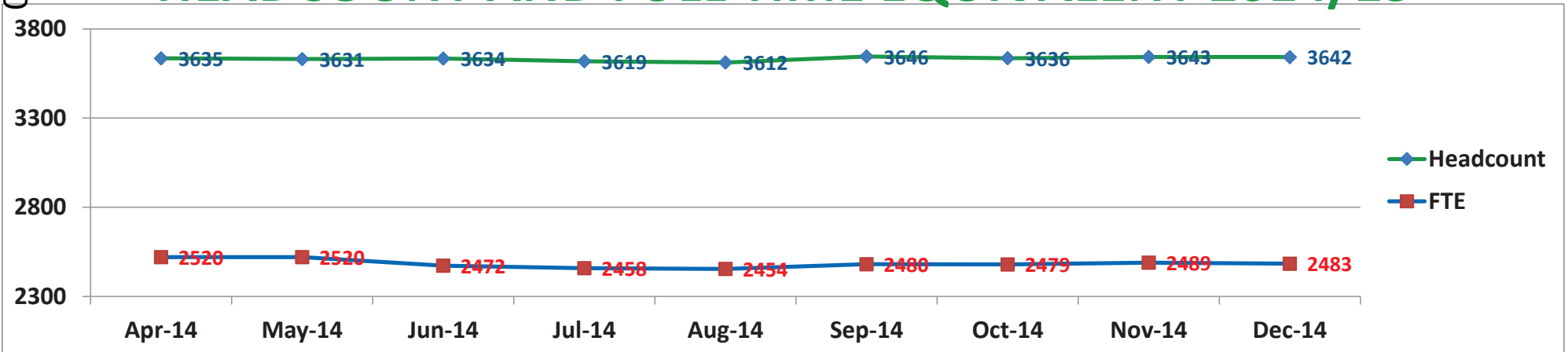
**2,483**

01/04/2014 **Increase of 7 people (+0.001%)** 31/12/2014  
 3,635 3,642

01/04/2014 **Decrease of 37 FTE (-1.5%)** 31/12/2014  
 2,520 2,483

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### HEADCOUNT AND FULL TIME EQUIVALENT 2014/15





# QUARTER 3 2014/15 DASHBOARD

## EQUALITY AND DIVERSITY - SCHOOLS

### GENDER BREAKDOWN

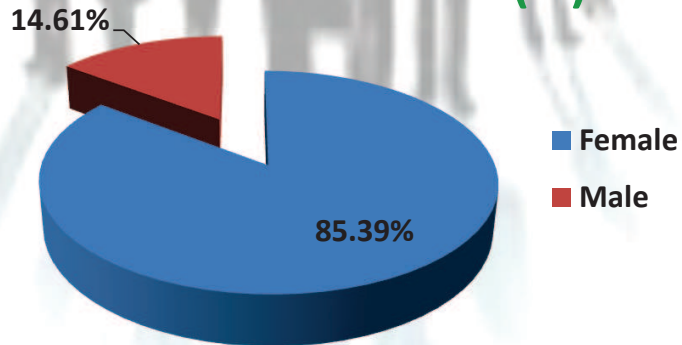
**MALE**

**532**  
(14.61%)

**FEMALE**

**3,110**  
(85.39%)

### GENDER BREAKDOWN (%)



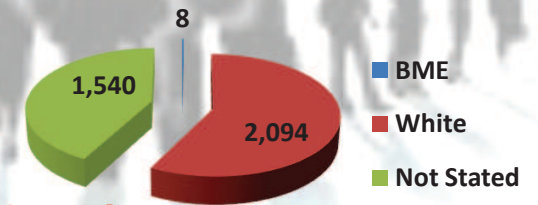
### ETHNICITY

**BME - 8**

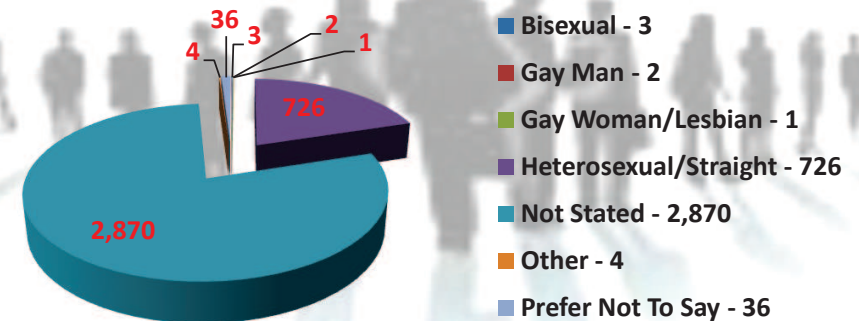
**WHITE - 2,094**

**NOT STATED - 1,540**

### ETHNICITY BREAKDOWN (%)

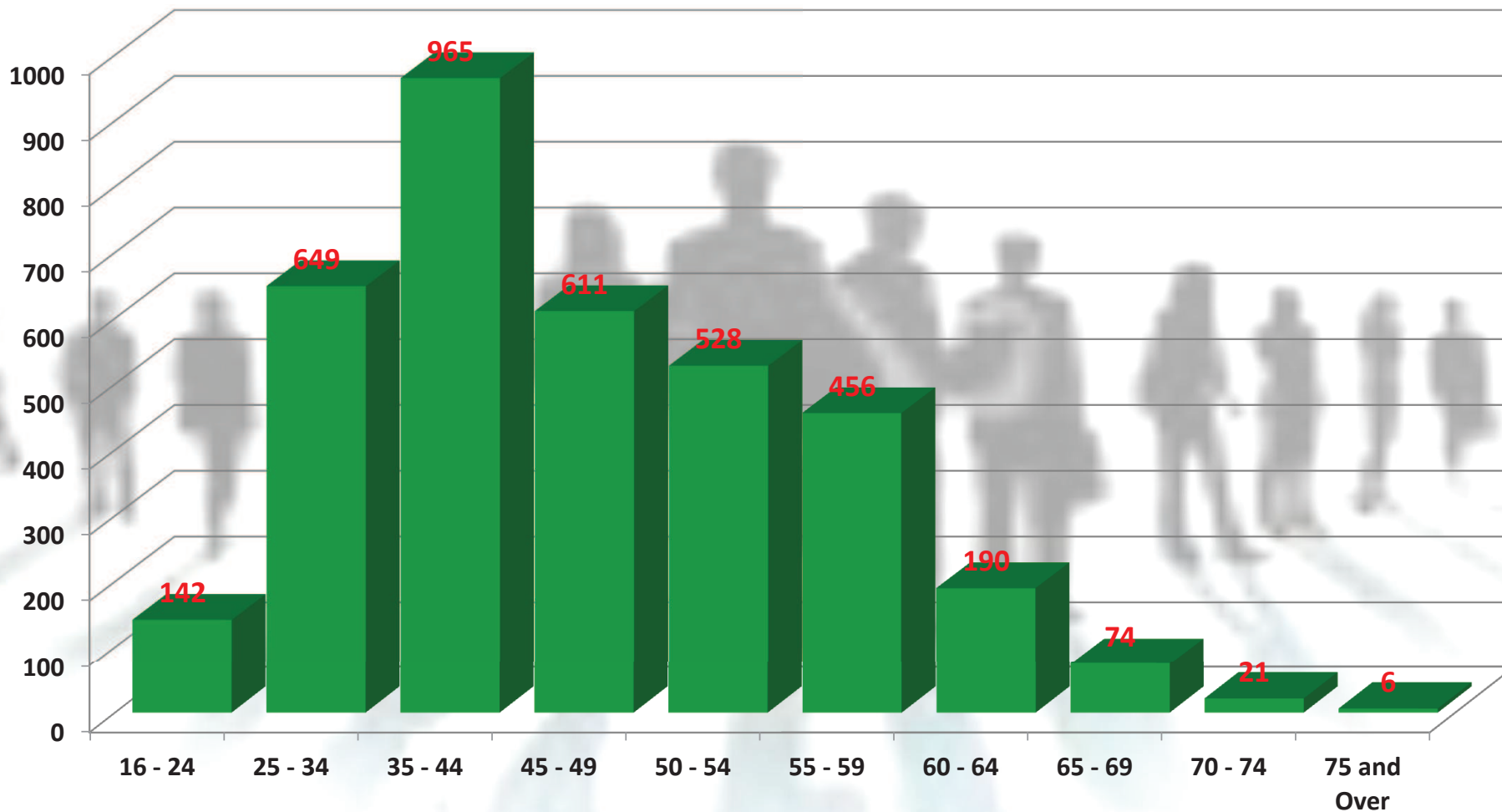


### SEXUAL ORIENTATION



# QUARTER 3 2014/15 DASHBOARD

## AGE PROFILE - SCHOOLS



# QUARTER 3 2014/15 DASHBOARD

## ATTENDANCE - SCHOOLS

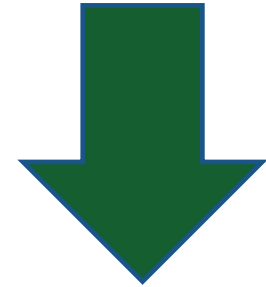
### DAYS LOST PER FTE AT 31/12/2014



31/12/2013  
5.90

5.34

31/12/2014  
5.34



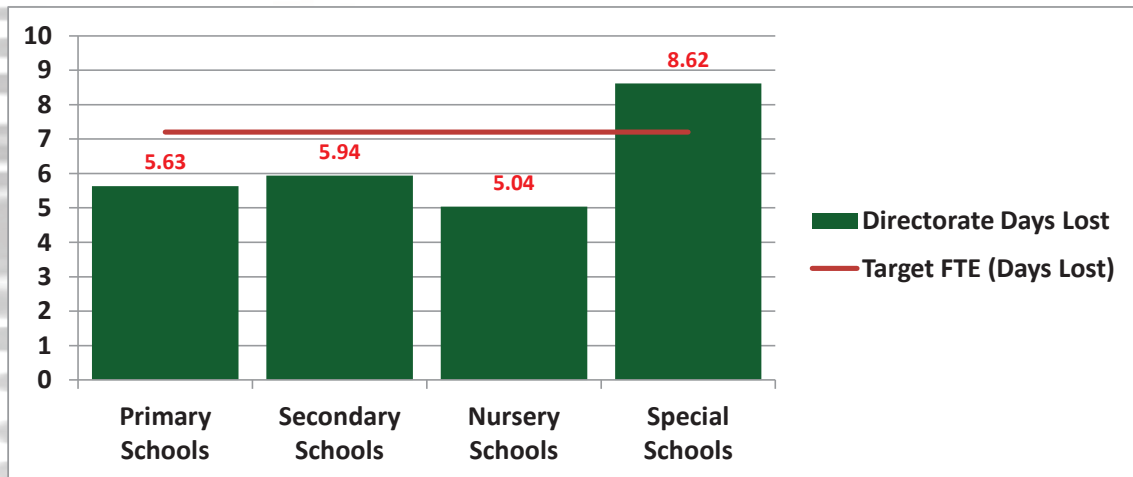
Decrease of 0.56

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### TOP 4 REASONS

1. STRESS, DEPRESSION: MENTAL HEALTH
2. STOMACH, LIVER: VOMITING
3. INFECTIONS
4. MUSCOSKELETAL

### FTE DAYS LOST BY DIRECTORATE



# QUARTER 3 2014/15 DASHBOARD

## TURNOVER AND STABILITY - SCHOOLS

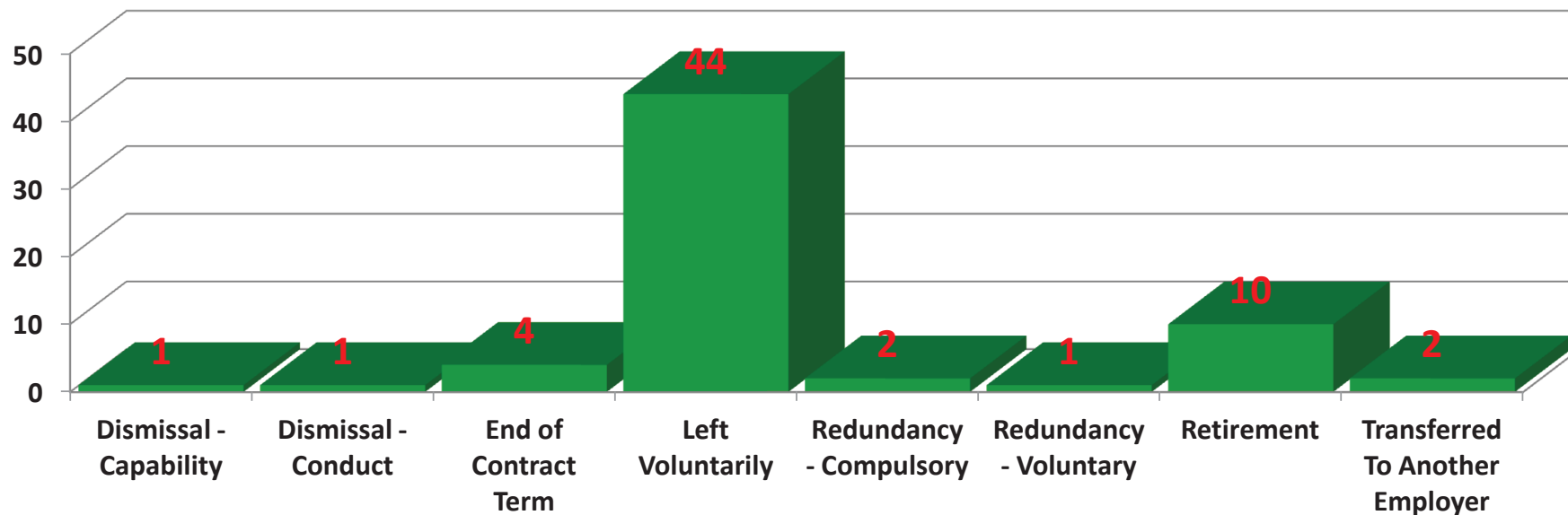
### LEAVERS - Q3

65

### LEAVERS - 2014/15

271

### LEAVER REASON - Q3



## FOR INFORMATION

### FLINTSHIRE COUNTY COUNCIL

**REPORT TO:** **CABINET**

**DATE:** **TUESDAY, 17 MARCH 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 31<sup>st</sup> 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.

**EXERCISE OF DELEGATED POWERS – DECISIONS TAKEN**

**Organisational Change**

- **Alternative Delivery Models – Investment Requirements**

The provision of specialist commercial and technical support to assist in the delivery of Alternative Delivery Models (ADM). Essentially the delivery of commercial and cultural change support such as finance, human resources, procurement, legal and governance.

**Children's Services**

- **Action for Children Exemption**

To advise Members of the intention to exempt Action for Children from the formal OJEU Procurement rules. To request Members support for this action to be taken forward. Action for Children are a well-respected National Charity who have been providing services in Flintshire for over 10 years. They provide two main services to vulnerable children and young people and their families living in Flintshire.

Flintshire is required to ensure that we are fair and equitable in carrying out the procurement process. The current value of the two contracts with Action for Children is £517,206. Due to this high value the OJEU procurement rules would be followed. However these services fall within the Part B social care exemption category of the Procurement rules which enables us to negotiate with the current provider for efficiencies to be saved over the next 3 – 5 years during the lifetime of a further contract.

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  
MARCH 2015 TO AUGUST 2015**

COMMITTEE		MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
March						
Flintshire Council	County	3 March 2015	People and Resources	<b>Pay Policy Statement</b> To seek approval on the Council's Pay Policy Statement		
Flintshire Council	County	3 March 2015	Governance	<b>Officer's Code of Conduct</b> To consider a recommendation from the Constitution Committee to adopt a revised Officer's Code of Conduct.		
Flintshire Council	County	3 March 2015	Governance	<b>Review of Political Balance</b> To review the Council's political balance calculations following Councillor C Thomas joining the Labour Group from the New Independent Group.		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Flintshire County Council	3 March 2015	Governance	<b>Clwyd Pension Fund Governance</b> To provide Members with a proposal to create a Local Pension Board for the Clwyd Pension Fund		
Flintshire County Council	3 March 2015	Community and Enterprise	<b>Council Tax Setting for 2015-16</b> To approve Council Tax levels for 2015-16		
Flintshire County Council	3 March 2015	Chief Executive's	<b>Planned arrangements for the holding of the Caergwrle By-election</b>		
Social & Health Care Overview & Scrutiny Committee	5 March 2015	Social Services	<b>Social Services Wellbeing Act - update and response to Code of Practice</b> To receive an update report on the Act		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Social & Health Care Overview & Scrutiny Committee	5 March 2015	Overview and Scrutiny	<p><b>Quarter 3 Improvement Plan Monitoring Report</b></p> <p>To note and consider elements of the 2014/15 Improvement Plan Monitoring Report relevant to the Social &amp; Health Care Overview and Scrutiny Committee. The report covers the period October – December 2014.</p>		
Social & Health Care Overview & Scrutiny Committee	5 March 2015	Social Services	<p><b>Collaborative projects/Regional Initiatives update</b></p> <p>To receive a progress report on projects and services running collaboratively across North Wales and Nationally.</p>		
Social & Health Care Overview & Scrutiny Committee	5 March 2015	Overview and Scrutiny	<p><b>Forward Work Programme</b></p> <p>To consider the Forward Work Programme of the Social &amp; Health Care Overview &amp; Scrutiny Committee.</p>		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Community Profile & Partnerships Overview & Scrutiny Committee	9 March 2015	Overview and Scrutiny	<b>Flintshire Community Endowment Fund (Presentation to CP &amp;P)</b> Members of the Committee to receive a Presentation from Flintshire Community Endowment Fund		
Community Profile & Partnerships Overview & Scrutiny Committee	9 March 2015	Overview and Scrutiny	<b>Quarter 3 Improvement Plan Monitoring Report (CP &amp; P)</b> To note and consider elements of the 2014/15 Improvement Plan Monitoring Report relevant to the Community Profile & Partnerships Overview and Scrutiny Committee. The report covers the period October – December 2014.		
Community Profile & Partnerships Overview & Scrutiny Committee	9 March 2015	Overview and Scrutiny	<b>Community Profile &amp; Partnerships Forward Work Programme</b> To consider the Forward Work Programme of the Community Profile & Partnerships Overview & Scrutiny Committee.		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Community Profile & Partnerships Overview & Scrutiny Committee	9 March 2015	Overview and Scrutiny	<b>Forward Work Programme (C P &amp; P)</b> To consider the Forward Work Programme of the Community Profile & Partnerships Overview & Scrutiny Committee.		
Corporate Resources Overview Scrutiny Committee	12 March 2015	People and Resources	<b>Revenue Budget Monitoring 2014/15 (Month 9)</b> To provide Members with the Revenue Budget Monitoring 2014/15 report as at month 9.		
Corporate Resources Overview & Scrutiny Committee	12 March 2015	Overview and Scrutiny	<b>Quarter 3 Improvement Plan Monitoring Report (Corporate Resources)</b> To note and consider elements of the 2014/15 Improvement Plan Monitoring Report relevant to the Corporate Resources Overview and Scrutiny Committee. The report covers the period October – December 2014.		

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	12 March 2015	People and Resources	<b>Workforce Information Report - Quarter 3 2014/15</b> To provide the Committee with the Quarter 3, Workforce Information Report		
Corporate Resources Overview & Scrutiny Committee	12 March 2015	Overview and Scrutiny	<b>Forward Work Programme</b> To consider the Forward Work Programme of the Corporate Resources Overview & Scrutiny Committee.		
Cabinet	17 March 2015	Chief Executive's	<b>Welsh Government Consultation: Reforming Local Government: Power to Local People</b> To consider the Council's response to the white paper	Strategic	Leader of the Council and Cabinet Member for Finance

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Cabinet	17 March 2015	Chief Executive's	<p><b>ANNUAL IMPROVEMENT REPORT AND THE CORPORATE ASSESSMENT REPORT OF THE AUDITOR GENERAL FOR WALES FOR FLINTSHIRE</b></p> <p>To present the Annual Improvement Report of the Auditor General which for 2015 incorporates the first Corporate Assessment and to agree the executive response of the Cabinet and senior officers.</p>		Cabinet Member for Corporate Management
Cabinet	17 March 2015	Chief Executive's	<p><b>Quarter 3 Improvement Plan Monitoring Report</b></p> <p>Provide an update of progress against the Improvement Plan as at the end of quarter 1.</p>	Strategic	Cabinet Member for Corporate Management

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Cabinet	17 March 2015	Governance	<b>Community Chest Grant Funding</b> For Cabinet to agree new procedures for payment of grants to third sector organisations from the Council's Community Chest Fund	Operational	Cabinet Member for Corporate Management
Cabinet	17 March 2015	People and Resources	<b>Revenue Budget Monitoring 2014/15 (Month 9)</b> 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	<b>Capital Programme 2014/15 (Month 9)</b> 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



COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Cabinet	17 March 2015	Community and Enterprise	<p><b>Flintshire's Strategic Housing and Regeneration Programme (SHARP) - Update)</b>            To provide an update to Cabinet on Flintshire's Strategic Housing and Regeneration Programme (SHARP) and seek approval to progress the next key stages of the procurement to appoint a development partner.</p>	Strategic	Cabinet Member for Housing
Cabinet	17 March 2015	Community and Enterprise	<p><b>Housing Act 2014 (Wales) - Homelessness and Power to Disregard the Test of Intentionality</b>            This report provides a summary of the new power, which a local authority has under the Housing (Wales) Act 2014.</p>	Operational	Cabinet Member for Housing

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Cabinet	17 March 2015	Community and Enterprise	<b>The Future of the Right to Buy and Right to Acquire</b> To inform Members of the Welsh Government consultation currently open concerning the Right to Buy and Right to Acquire.	Operational	Cabinet Member for Housing
Cabinet	17 March 2015	Streetscene and Transportation	<b>Formal Response to the Draft National Transport Plan</b> To provide Members with an update on the Council's response to the Draft National Transport Plan	Strategic	Deputy Leader of the Council and Cabinet Member for Environment
Cabinet	17 March 2015	Organisational Change	<b>MEDIUM TERM PLAN FOR LIBRARY AND CONNECTS SERVICES</b> To consider future plans for Library and Connects Services, that include proposals for the development of a new library and Connects in two new locations, and agrees to public consultation on specific elements of these proposals.	Strategic	Cabinet Member for Education

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Cabinet	17 March 2015	Community and Enterprise	<p><b>Enforcement of the environmental powers under the Anti-Social Behaviours, Crime and Policing Act 2014</b></p> <p>This report is to highlight to Cabinet the changes made by the Anti-Social Behaviour Crime and Policing Act 2014 and to delegate to the most appropriate Chief Officer the exercise of the powers therein.</p>	Operational	Cabinet Member for Waste Strategy, Public Protection and Leisure
Cabinet	17 March 2015	Planning and Environment	<p><b>Renewable Energy 10 Year Action Plan</b></p> <p>To update Members on the development of a 10 year renewable energy action plan, providing the background and reasoning for the plan and specific actions to commence the process of identifying and subsequently developing suitable sites, where approved by Cabinet.</p>	Strategic	Cabinet Member for Waste Strategy, Public Protection and Leisure

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Cabinet	17 March 2015	People and Resources	<b>Workforce Information Reports Quarter 3 2014/15</b> Workforce Information Reports Quarter 3 for Cabinet	Operational	Cabinet Member for Corporate Management
Cabinet	17 March 2015	Education and Youth	<b>School Admission Arrangements 2016/17</b> 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	Internal Audit	<b>Annual Improvement Report and the Corporate Assessment Report of the Auditor General for Wales for Flintshire</b> To receive the above report from the Wales Audit Office and note the Council's response.		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Audit Committee	18 March 2015	Internal Audit	<p><b>Audit Committee Self Assessment against CIPFA Guidance</b></p> <p>To inform Members of the results of the Audit Committee self assessment which will feed into the preparation for the Annual Governance Statement 2013/14. It will also form the basis for the provision of any further training required by the committee.</p>		
Audit Committee	18 March 2015	Internal Audit	<p><b>Public Sector Internal Audit Standards</b></p> <p>To inform members of the results of a first internal assessment of conformance with the new Public Sector Internal Audit Standards (PSIAS).</p>		
Audit Committee	18 March 2015	Internal Audit	<p><b>Internal Audit Strategic Plan</b></p> <p>To present the proposed Internal Audit plan for the three year period 2014/15 to 2016/17, for Members consideration.</p>		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Audit Committee	18 March 2015	Internal Audit	<b>Internal Audit Progress Report</b> To present to members an update on the progress of the internal audit department		
Audit Committee	18 March 2015	Governance	<b>Wales Audit Office (WAO) Audit Plan 2015</b> 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.		
Audit Committee	18 March 2015	Internal Audit	<b>Forward Work Programme</b> To consider the Forward Work Programme for the Audit Committee for the next year.		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Audit Committee	18 March 2015	People and Resources	<b>2014/15 Treasury Management Update</b> 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.		
Environment Overview & Scrutiny Committee Page 543	19 March 2015	Overview and Scrutiny	<b>Quarter 3 Improvement Plan Monitoring Report (Environment)</b> To note and consider elements of the 2014/15 Improvement Plan Monitoring Report relevant to the Environment Overview and Scrutiny Committee. The report covers the period October – December 2014.		
Audit Committee	18 March 2015	Internal Audit	<b>Action Tracking</b> To inform the committee of the actions resulting from points raised at previous Audit Committee meetings.	Operational	

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Environment Overview & Scrutiny Committee	19 March 2015	Community and Enterprise	<b>Flintshire Business Week 2014 (FBW14)</b> To provide Members with an update on the Flintshire Business Week 2014		
Environment Overview & Scrutiny Committee	19 March 2015	Streetscene and Transportation	<b>Flintshire Parking Strategies</b> To advise Scrutiny of the proposed Town Parking Strategies for each town centre.		
Environment Overview & Scrutiny Committee	19 March 2015	Streetscene and Transportation	<b>Streetlighting Policy</b> To review the policy in line with the Business Proposals		
Environment Overview & Scrutiny Committee	19 March 2015	Streetscene and Transportation	<b>Grass Cutting Policy</b> To review the policy in line with the new Business Proposals		
Environment Overview & Scrutiny Committee	19 March 2015	Streetscene and Transportation	<b>Waste Collections Policy</b> To review the policy in line with the new Business Proposals		



COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Environment Overview & Scrutiny Committee	19 March 2015	Community and Enterprise	<b>Communities First Update</b> To receive an update on the work of Communities First		
Environment Overview & Scrutiny Committee	19 March 2015	Overview and Scrutiny	<b>Forward Work Programme (Environment)</b> To consider the Forward Work Programme of the Environment Overview & Scrutiny Committee.		
Housing Overview & Scrutiny Committee	24 March 2015	Overview and Scrutiny	<b>Quarter 3 Improvement Plan Monitoring Report</b> To note and consider elements of the 2014/15 Improvement Plan Monitoring Report relevant to the Housing Overview and Scrutiny Committee. The report covers the period October – December 2014.		
Housing Overview & Scrutiny Committee	24 March 2015	Community and Enterprise	<b>Vibrant and Viable Places</b> To review progress made following the allocation of funding as part of the Vibrant and Viable Places Bid		

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	24 March 2015	Community and Enterprise	<p><b>Welsh Government consultation on the future of the Right to Buy and Right to Acquire</b></p> <p>To enable the Committee to be consulted on the future of the Right to Buy and Right to Acquire</p>		
Housing Overview & Scrutiny Committee	24 March 2015	Community and Enterprise	<p><b>Update on the Housing Revenue Account (HRA) Subsidy</b></p> <p>To receive a verbal update on proposed changes to the HRA Subsidy</p>		
Housing Overview & Scrutiny Committee	24 March 2015	Overview and Scrutiny	<p><b>Forward Work Programme (Housing)</b></p> <p>To consider the Forward Work Programme of the Housing Overview &amp; Scrutiny Committee.</p>		
Lifelong Learning Overview & Scrutiny Committee	26 March 2015	Education and Youth	<p><b>National Model for School Improvement</b></p> <p>To consider the National Model for School Improvement</p>		

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	26 March 2015	Overview and Scrutiny	<p><b>Quarter 3 Improvement Plan Monitoring Report (Lifelong Learning)</b> To note and consider elements of the 2014/15 Improvement Plan Monitoring Report relevant to the Lifelong Learning Overview and Scrutiny Committee. The report covers the period October – December 2014.</p>		
Lifelong Learning Overview & Scrutiny Committee	26 March 2015	Education and Youth	<p><b>School Transport Policy</b> To provide the Committee with information on the Council's current School Transport Policy</p>		
Lifelong Learning Overview & Scrutiny Committee	26 March 2015	Education and Youth	<p><b>Education for All</b> To update the Committee on current issues in relation to education inclusion.</p>		
Lifelong Learning Overview & Scrutiny Committee	26 March 2015	Overview and Scrutiny	<p><b>Forward Work Programme (Lifelong Learning)</b> To consider the Forward Work Programme of the Lifelong Learning Overview &amp; Scrutiny Committee.</p>		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
April					
Social & Health Care Overview & Scrutiny Committee	9 April 2015	Overview and Scrutiny	<b>Betsi Cadwaladr University Health Board</b> To receive an update from Betsi Cadwaladr University Health Board		
Flintshire Council	14 April 2015	Governance	<b>Community Review - Flint Mountain</b> For Council to consider a report issued by the Local Democracy & Boundary Commission for Wales seeking views on three options for community boundaries for the Flint Mountain area.		
Flintshire Council	14 April 2015	Chief Executive's	<b>Welsh Government White Paper - Reforming Local Government</b> to consider the Council's response to the Welsh Government White Paper on Reforming Local Government		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Constitution Committee	15 April 2015		<b>Anti-Fraud and Corruption Policy and Fraud Response Plan</b>		
Corporate Resources Overview & Scrutiny Committee	16 April 2015	People and Resources	<b>Revenue Budget Monitoring 2014/15 (Month 10)</b> To provide Members with the Revenue Budget Monitoring 2014/15 report as at month 10.		
Corporate Resources Overview & Scrutiny Committee	16 April 2015	Finance	<b>Budget Virement Process</b> To inform Members of the process and procedures in place for the processing of budget virements		
Corporate Resources Overview & Scrutiny Committee	16 April 2015	Chief Executive's	<b>Wales Audit Office Corporate Assessment</b> To consider the Wales Audit Office Corporate Assessment and the Council's response thereto		

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	16 April 2015	Finance	<b>Discretionary Housing Payment Policy</b> For Members to consider the adoption of the Discretionary Housing Payments Policy and make appropriate recommendations which will be shared with Cabinet on 21st April 2015.		
Corporate Resources Overview & Scrutiny Committee	16 April 2015	Finance	<b>Housing Benefit Overpayments Policy</b> For Members to consider the adoption of the Housing Benefit Overpayment Policy and make appropriate recommendations which will be shared with Cabinet on 21st April 2015		
Social & Health Care Overview & Scrutiny Committee	16 April 2015	Overview and Scrutiny	<b>Foward Work Programme (Social &amp; Health Care)</b> To consider the Forward Work Programme of the Social & Health Care Overview & Scrutiny Committee.		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Social & Health Care Overview & Scrutiny Committee	16 April 2015	Social Services	<b>Annual Council Reporting Framework</b> To consider the final draft of the Flintshire County Council Social Services Annual Performance Report 2014/15.		
Social & Health Care Overview & Scrutiny Committee	16 April 2015	Social Services	<b>Single Point of Access update report</b> To receive an update on the implementation of SPOA in Flintshire		
Social & Health Care Overview & Scrutiny Committee	16 April 2015	Social Services	<b>Q3 Performance Reporting</b> To enable members to fulfil their scrutiny role in relation to performance monitoring.		
Cabinet	21 April 2015	Chief Executive's	<b>Medium Term Financial Plan</b> MTFP to provide an update on the development of the 2015-16 MTFP		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Cabinet	21 April 2015	People and Resources	<b>Revenue Budget Monitoring 2014/15 (Month 10)</b> 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
Cabinet	21 April 2015	Governance	<b>Community Review - Flint Mountain</b> For Council to consider a report issued by the Local Democracy & Boundary Commission for Wales seeking views on three options for community boundaries for the Flint Mountain area.	Strategic	Cabinet Member for Corporate Management
Cabinet	21 April 2015	Governance	<b>New Customer Services Policy</b> Implementation of the new Customer Services Policy for the organisation.	Strategic	Cabinet Member for Corporate Management



COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Cabinet	21 April 2015	Governance	<p><b>Webcasting of Member Meetings</b> For Cabinet to consider a recommendation from the Constitution Committee that the Council implement webcasting of those Member meetings of most interest to the public with officers investigating ways of doing so within available staffing resources.</p>	Operational	Cabinet Member for Corporate Management
Cabinet	21 April 2015	Governance	<p><b>Twelfth Annual Report of the Flintshire Local Access Forum - 2013/14</b> For Cabinet, on behalf of the County Council, to note and approve the twelfth report of the Flintshire Local Access Forum, prepared in accordance with Regulation 16 of the Countryside Access (Local Access Forums) (Wales) Regulations 2001.</p>	Operational	Leader of the Council and Cabinet Member for Finance

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Cabinet	21 April 2015	Streetscene and Transportation	<b>Flintshire Parking Strategies</b> To seek Member approval for the proposed Town parking Strategies for each town centre	Strategic	Deputy Leader of the Council and Cabinet Member for Environment
Cabinet	21 April 2015	Streetscene and Transportation	<b>Streetlighting Policy</b> To seek approval for the policy in line with the Business Proposals	Strategic	Deputy Leader of the Council and Cabinet Member for Environment
Cabinet	21 April 2015	Planning and Development Control	<b>Waste Collection Policy</b> To seek Member approval for the policy in line with the new Business Proposals	Strategic	Cabinet Member for Waste Strategy, Public Protection and Leisure
Cabinet	21 April 2015	Streetscene and Transportation	<b>Grass Cutting Policy</b> To seek Member approval for the policy in line with the new Business Proposals	Strategic	Deputy Leader of the Council and Cabinet Member for Environment
Cabinet	21 April 2015	Education and Youth	<b>School Standards &amp; Organisation Act 2013</b> To inform members of the new code in relation to changes in process for school organisation	Strategic	Cabinet Member for Education

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Cabinet	21 April 2015	Community and Enterprise	<b>Discretionary Housing Payment Policy</b> For Members to approve and adopt the Discretionary Housing Payments Policy.	Operational	Cabinet Member for Corporate Management
Cabinet	21 April 2015	Community and Enterprise	<b>Housing Benefit Overpayment Policy</b> For Members to approve and adopt the Housing Overpayment Policy.	Operational	Cabinet Member for Corporate Management
Environment Overview & Scrutiny Committee	23 April 2015	Streetscene and Transportation	<b>Bus Subsidy / DRT Review / and Introduction of ITU</b> 1. To advise Scrutiny of the proposed policy for bus subsidies. 2. To confirm revised proposals for DRT/Deeside Shuttle 3. To confirm operation of the ITU		
Housing Overview & Scrutiny Committee	24 April 2015	Community and Enterprise	<b>Update on Tenant Involvement</b> To consider tenants satisfaction results and the involvement of tenants in service improvements.		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
May					
Flintshire County Council	12 May 2015	Governance	<b>Schedule of Member Remuneration</b> The purpose of the report is to approve the Council's Schedule of Member Remuneration for 2015/16		
Flintshire County Council	12 May 2015	Governance	<b>CONSTITUTIONAL MATTERS: COMMITTEES AND OUTSIDE BODIES</b> 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	<b>Revenue Budget Monitoring 2014/15 (Month 11)</b> To provide Members with the Revenue Budget Monitoring 2014/15 report as at month 11.		

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	14 May 2015	Overview and Scrutiny	<b>Improvement Plan 2015/16 review</b> To review progress		
Cabinet	19 May 2015	Chief Executive's	<b>Improvement Plan</b> To approve the draft Improvement Plan 2015/16 prior to final publication in June.	Strategic	Cabinet Member for Corporate Management
Cabinet	19 May 2015	People and Resources	<b>Revenue Budget Monitoring 2014/15 (Month 11)</b> 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

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Cabinet	19 May 2015	Streetscene and Transportation	<b>Bus Subsidy / DRT Review and Introduction of ITU</b> 1. To approve the Policy for future bus subsidies 2. To confirm revised proposals for DRT/Deeside Shuttle 3. To confirm operation of the ITU	Strategic	Deputy Leader of the Council and Cabinet Member for Environment
Housing Overview & Scrutiny Committee	20 May 2015	Community and Enterprise	<b>Review of Strategic Housing Partnership</b> To review the Strategic Housing Partnership		
Housing Overview & Scrutiny Committee	20 May 2015	Community and Enterprise	<b>Private Sector Housing Renewal</b> To consider progress on the delivery of Flintshire's first Renewal Area, general service development and county wide projects.		
June					

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Audit Committee	3 June 2015	Internal Audit	<b>Protocol Internal and External Audit</b> To present to Members the updated Protocol between Internal Audit and the Wales Audit Office	Operational	
Audit Committee	3 June 2015	People and Resources	<b>Financial Procedure Rules</b> 1.1 To provide Audit Committee with the proposed updated Financial Procedure Rules (FPR's) 1.2 To seek a recommendation to the next available County Council scheduled for 30 September 2015		
Environment Overview & Scrutiny Committee	4 June 2015	Streetscene and Transportation	<b>Highways Asset Management Planning (HAMP) and Local Subsidence Schemes</b> To review the HAMP document approved in 2012 and identify sites within the County experiencing subsidence issues.		

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
Environment Overview & Scrutiny Committee	4 June 2015	Streetscene and Transportation	<b>Review of Winter Maintenance</b> To undertake a 2 yearly review of the Winter Maintenance Policy		
Environment Overview & Scrutiny Committee	4 June 2015	Planning and Environment	<b>Year End Chief Officer Performance Reports</b> To consider the 2014/15 Year End Service Performance Reports produced at Chief Officer level for their respective portfolios		
Environment Overview & Scrutiny Committee	4 June 2015	Streetscene and Transportation	<b>Streetscene Next Steps</b> To review the Streetscene standards (including drain cleaning policy & weeding policy, cycle path maintenance, flytipping, recycling e.g. tetrapak, etc.)		
Corporate Resources Overview & Scrutiny Committee	11 June 2015	People and Resources	<b>Revenue Budget Monitoring 2014/15 (Month 12)</b> To provide Members with the Revenue Budget Monitoring 2014/15 report as at month 12.		



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	11 June 2015	People and Resources	<b>Year End Chief Officer Performance Reports</b> To consider the 2014/15 Year End Service Performance Reports produced at Chief Officer level for their respective portfolios		
Cabinet	16 June 2015	Chief Executive's	<b>LSB &amp; Strategic Partnerships Performance - End of Year 2014/15</b> To note and endorse the end of year assessments for: <ul style="list-style-type: none"> <li>· the progress of the Local Service Board Priorities and its key Strategic Partnerships and;</li> <li>· the priorities for each of the Strategic Partnerships for the year ahead.</li> </ul>	Strategic	Cabinet Member for Corporate Management
Cabinet	16 June 2015	Chief Executive's	<b>Year End Improvement Plan Monitoring Report (2014/15).</b> Provide an update of progress against the Improvement Plan as at the end of quarter 1.	Strategic	Cabinet Member for Corporate Management

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Cabinet	16 June 2015	People and Resources	<b>Revenue Budget Monitoring 2014/15 (Month 12)</b> 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
Cabinet	16 June 2015	Streetscene and Transportation	<b>Review of Winter Maintenance Policy</b> To undertake a 2 yearly review of the Winter Maintenance Policy.	Strategic	Deputy Leader of the Council and Cabinet Member for Environment
Cabinet	16 June 2015	Streetscene and Transportation	<b>Highways Asset Management Planning (HAMP) and Local Subsidence Schemes</b> To review the HAMP document approved in 2012 and identify sites within the County experiencing subsidence issues.	Operational	Deputy Leader of the Council and Cabinet Member for Environment
July					

COMMITTEE	MEETING DATE	CHIEF OFFICER PORTFOLIO	AGENDA ITEM & PURPOSE OF REPORT	REPORT TYPE (Strategic or Operational) (Cabinet only)	PORTFOLIO (Cabinet only)
August					
Audit Committee	3 June 2015	Chief Executive's	<b>Wales Audit Office Corporate Assessment</b>	Strategic	
Flintshire County Council	23 June 2015	Chief Executive's	<b>Improvement Plan</b> To approve the draft Improvement Plan 2015/16 for final publication.		
Cabinet	14 July 2015	People and Resources	<b>Capital Programme 2014/15 (Outturn)</b> To provide Members with the outturn capital programme information for 2014/15.	Operational	Leader of the Council and Cabinet Member for Finance
Cabinet	14 July 2015	Streetscene and Transportation	<b>Vehicle Tracking Policy</b> To seek Cabinet approval of the Council's Vehicle Tracking Policy	Operational	Deputy Leader of the Council and Cabinet Member for Environment

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Cabinet	14 July 2015	People and Resources	<b>Prudential Indicators - Actual 2014/15</b> To provide Members with 2014/15 (actual) Prudential Indicator figures as required under the Prudential Code for Capital Finance in Local Authorities (the Prudential Code).	Operational	Leader of the Council and Cabinet Member for Finance