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Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr

Bridgend County Borough Council



Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont, CF31 4WB / Civic Offices, Angel Street, Bridgend, CF31 4WB

*Rydym yn croesawu gohebiaeth yn Gymraeg.
Rhowch wybod i ni os mai Cymraeg yw eich
dewis iaith.*

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Cyfarwyddiaeth y Prif Weithredwr / Chief Executive's Directorate

Deialu uniongyrchol / Direct line /: 01656 643148 / 643694 / 643513

Gofynnwch am / Ask for: Democratic Services

Ein cyf / Our ref:

Eich cyf / Your ref:

Dyddiad/Date: Wednesday, 10 April 2024

Dear Councillor,

CABINET

A meeting of the Cabinet will be held Hybrid in the Council Chamber - Civic Offices, Angel Street, Bridgend, CF31 4WB on **Tuesday, 16 April 2024 at 14:30.**

AGENDA

1. Apologies for Absence
To receive apologies for absence from Members.
2. Declarations of Interest
To receive declarations of personal and prejudicial interest (if any) from Members/Officers in accordance with the provisions of the Members' Code of Conduct adopted by Council from 1 September 2008.
3. Recommendation from the Call-In of cabinet decision - Proposed use of land transaction transfer protocol with Cardiff Capital Region for land at Bryncethin & Brynmenyn 3 - 32
4. Park Street Air Quality Action Plan 33 - 166
5. Social Services And Wellbeing Commissioning Strategies 2023-28 167 - 216
6. Proposals For Procurement Of A Replacement System For Caredirector (WCCIS) 217 - 224
7. Building and Improvement Lines 225 - 230
8. Future Waste Service Options Post 2026 231 - 292
9. Porthcawl Grand Pavilion Levelling Up Fund Project Update 293 - 300
10. Strategic Development Plan (SDP) Initial Resourcing Approach 301 - 304
11. Allocations Under Town And Community Council Capital Grant Scheme 2024-25 305 - 310

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12. School Modernisation Programme Bryntirion Comprehensive School - Four-Classroom Block - Highway Works 311 - 316
13. Corporate Plan / Delivery Plan For 2024 / 25 317 - 346
14. Amendment to the Scheme of Delegation of Functions 347 - 348
15. Urgent Items
To consider any items of business that by reason of special circumstances the chairperson is of the opinion should be considered at the meeting as a matter of urgency in accordance with paragraph 2.4 (e) of the Cabinet Procedure Rules within the Constitution.
16. Exclusion of the Public
The following item is not for publication as it contains exempt information as defined in Paragraphs 14 of Part 4 and Paragraph 21 of Part 5, Schedule 12A of the Local Government Act 1972, as amended by the Local Government (Access to Information) (Variation) (Wales) Order 2007.
- If following the application of the public interest test Cabinet resolves pursuant to the Act to consider this item in private, the public will be excluded from the meeting during such consideration.
17. Redstart Joint Venture - Procurement Update 349 - 360

Note: This will be a Hybrid meeting and Members and Officers will be attending in the Council Chamber, Civic Offices, Angel Street Bridgend / Remotely via Microsoft Teams. The meeting will be recorded for subsequent transmission via the Council's internet site which will be available as soon as practicable after the meeting. If you have any queries regarding this, please contact cabinet_committee@bridgend.gov.uk or tel. 01656 643148 / 643694 / 643513 / 643696

Yours faithfully

K Watson

Chief Officer, Legal and Regulatory Services, HR and Corporate Policy

Councillors:

JC Spanswick
N Farr
W R Goode

Councillors

J Gebbie
HJ David
HM Williams

Councillors

JPD Blundell

Meeting of:	CABINET
Date of Meeting:	16 APRIL 2024
Report Title:	RECOMMENDATIONS FROM CALL-IN OF CABINET DECISION: PROPOSED USE OF LAND TRANSACTION TRANSFER PROTOCOL WITH CARDIFF CAPITAL REGION FOR LAND AT BRYNMENYN & BRYNCETHIN
Report Owner / Corporate Director:	REPORT OF SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3
Responsible Officer:	MERYL LAWRENCE SENIOR DEMOCRATIC SERVICES OFFICER - SCRUTINY
Policy Framework and Procedure Rules:	The work of the Overview & Scrutiny Committees relates to the review and development of plans, policy or strategy that form part of the Council's Policy Framework and consideration of plans, policy or strategy relating to the power to promote or improve economic, social or environmental wellbeing in the County Borough of Bridgend. Any change to the structure of the Scrutiny Committees and the procedures relating to them would require the Bridgend County Borough Council Constitution to be updated.
Executive Summary:	<p>Following consideration of a Call-In of the Cabinet Decision in relation to the Proposed Use of Land Transaction Transfer Protocol with Cardiff Capital Region for Land at Brynmenyn and Bryncethin of 12 March, Subject Overview and Scrutiny Committee 3 (SOSC 3) at an extraordinary meeting held on 26 March 2024 concluded that the Decision would not be referred back to Cabinet for reconsideration but made Recommendations to Cabinet.</p> <p>This report presents Cabinet with the recommendations in paragraph 3.1 for consideration and requests a written response be provided to the Committee.</p>

1. Purpose of Report

- 1.1 The purpose of this report is to present Cabinet with the recommendations of the Extraordinary Meeting of Subject Overview and Scrutiny Committee 3 (SOSC 3)

held on 26 March 2024, following the Call In by 3 members of Overview and Scrutiny Committees and a Scrutiny Chair of the decision of the executive in relation to the Proposed Use of Land Transaction Transfer Protocol with Cardiff Capital Region for Land at Brynmenyn and Bryncethin.

2. Background

- 2.1 In accordance with Section 7.23 of the Council's Constitution three Members of the Overview and Scrutiny Committees and a Scrutiny Chair, requested that the Executive decision made by Cabinet on the 12 March 2024 be Called-In.
- 2.2 The Committee considered the proposed decision by Cabinet including the reasons for the decision, taking into account whether the decision is in line with corporate priorities and policies.
- 2.3 The role of Councillors exercising Overview and Scrutiny is, amongst other things, to ensure that the development of the Council's policies and the way they are being implemented reflect the needs and priorities of local Communities in the County Borough. As such, in holding the Cabinet to account for the efficient exercise of the executive function, the Overview and Scrutiny process aims to strengthen accountability for the decisions and performance of Bridgend County
- 2.4 For the purposes of informing Cabinet, the following appendices have been attached:
- **Appendix A** – Cabinet Decision Record of 12 March 2024;
 - **Appendix B** – Notice of Call-In Form;
 - **Appendix C** – Report of the Corporate Director Communities: Proposed Use of Land Transaction Transfer Protocol with Cardiff Capital Region for Land at Brynmenyn and Bryncethin to Cabinet on 12 March 2024;
 - **Appendix D** - Call In Report to Extraordinary Meeting of Subject Overview and Scrutiny Committee 3 on 26 March 2024.

3. Current situation / proposal

- 3.1 Following examination of the decision, and detailed discussions with the Cabinet Members and Officers invited, the Committee concluded that the Decision would not be referred back to Cabinet for reconsideration but made the following Recommendations to Cabinet, to be reported to a future Cabinet meeting:

Recommendations:

1. That Cabinet consider receiving a further report at the appropriate time on further information including the length of the lease and the terms of the value of the lease.
2. That Cabinet note the concerns raised in the Committee as contained in the Notice of Call-In (**Appendix B**) and take them into account during any further deliberation.

- 4. Equality implications (including Socio-economic Duty and Welsh Language)**
 - 4.1 The equality implications are outlined in Section 4 of the Cabinet report attached as **Appendix C**.
- 5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives**
 - 5.1 An assessment under the Well-being of Future Generations (Wales) Act 2015 has been made and is outlined in Section 5 of the Cabinet report attached at **Appendix C**.
- 6. Climate Change Implications**
 - 6.1 The Climate Change Implications are outlined in Section 6 of the Cabinet report attached as **Appendix C**.
- 7. Safeguarding and Corporate Parent Implications**
 - 7.1 There are no safeguarding or corporate parent implications arising from this report.
- 8. Financial Implications**
 - 8.1 The financial implications are outlined in Section 8 of the Cabinet report attached as **Appendix C**.
- 9. Recommendation**
 - 9.1 Cabinet is requested to consider the Recommendations of the Extraordinary meeting of Subject Overview and Scrutiny Committee 3 in paragraph 3.1 above and provide a written response to the Committee.

Background documents

None.

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MINUTES OF A MEETING OF THE CABINET HELD HYBRID IN COMMITTEE ROOMS 2 AND 3 - CIVIC OFFICES, ANGEL STREET, BRIDGEND, CF31 4WB ON TUESDAY, 12 MARCH 2024 AT 14:30

Present

Councillor HJ David – Chairperson

JC Spanswick
HM Williams

N Farr
JPD Blundell

W R Goode

J Gebbie

Officers:

Carys Lord
Claire Marchant
Janine Nightingale
Kelly Watson
Julie Ellams
Mark Shephard
Lindsay Harvey
Michael Pitman
Anya Richards

Chief Officer - Finance, Performance & Change
Corporate Director Social Services and Wellbeing
Corporate Director - Communities
Chief Officer Legal, HR and Regulatory Services
Democratic Services Officer - Committees
Chief Executive
Corporate Director Education and Family Support
Technical Support Officer – Democratic Services
Interim Group Manager Communications and Public Affairs

Declarations of Interest

Cllr Neelo Farr declared a personal interest in item 13, Home to School/College Transport Policy

301. Approval of Minutes

Decision Made	The minutes of the 20/02/2024 were approved as a true and accurate record.
Date Decision Made	12 March 2024

302. Outcome of the Consultation on the Draft Participation and Engagement Strategy

Decision Made	Cabinet noted the outcome of the consultation and approved the Engagement and Participation Strategy attached as Appendix B to the report for publication
Date Decision Made	12 March 2024

303. Housing And Homelessness Position Statement

Decision Made	<p>Cabinet:</p> <ul style="list-style-type: none"> • noted the contents of the report; • approved the acquisition of Housing in Multiple Occupation (HMO) style properties which were within the Council's approved capital estimates for the purpose of providing temporary accommodation subject to all reasonable due diligence and legal advice; • agreed to suspend the relevant parts of the Council's Contract Procedure Rules (CPRs) with regards to the requirement to tender for a contract and delegated authority to the Head of Partnerships and Housing to enter into Service Level Agreements with existing accommodation providers for a period of 'up to' 12 months in order to continue the provision of additional temporary accommodation as necessary to meet the Council's statutory duties; • delegated authority to the Head of Partnerships and Housing to approve the final terms of the Service Level Agreements on behalf of the Council and to arrange execution of the agreements on behalf of the Council in consultation with the Chief Officer – Legal and Regulatory, HR and Corporate Policy; • noted that a further report will be presented to Cabinet to update on the position regarding temporary accommodation. • requested that a further report on the Social Housing Grant be submitted to Cabinet.
Date Decision Made	12 March 2024

304. Local Housing Market Assessment 2024

Decision Made	<p>Cabinet:</p> <ul style="list-style-type: none"> • approved the LHMA 2024 (Appendix 1 to the report) for submission to Welsh Government. • requested an update on the progress of the submission, to a future meeting.
Date Decision Made	12 March 2024

305. Non-Domestic Rates: Discretionary Relief: Retail, Leisure And Hospitality Rates Relief Scheme 2024-25

Decision Made	Cabinet adopted the Non-Domestic Rates Retail, Leisure and Hospitality Rates Relief Scheme for 2024-25 as detailed within Appendix A of the report.
Date Decision Made	12 March 2024

306. Proposed Use Of Land Transaction Transfer Protocol With Cardiff Capital Region for Land At Brynmenyn & Bryncethin

Decision Made	<p>Cabinet:</p> <ol style="list-style-type: none"> 1. Noted the contents of this report and the statutory requirements for planning consent and various licences and permits, that sat outside of the Land Transaction Transfer Protocol. 2. Delegated authority to Corporate Director – Communities, in consultation with the Chief Officer - Legal & Regulatory Services, HR & Corporate Policy and the Chief Officer, Finance, Housing & Change, to draft and enter into the Option Agreement with the CCR/CJC based on the principles set out in this report, and agreed the valuation of the land and conditions. 3. Agreed that any capital receipt received by the Council, is afforded a ring-fenced protection until such time as it is clear that the project will proceed, to ensure that there are funds available should the land be returned to the Councils ownership. 4. Agreed that a subsequent report will be brought back to Cabinet should the Option Agreement or project not proceed, in order the land can be returned to the Council for the agreed value at which it was disposed and that a decision on the future of the two parcels of land can be agreed
Date Decision Made	12 March 2024

307. Welsh Public Library Standards

Decision Made	Cabinet considered and noted the content of the report and Appendices 1 and 2, recognising the positive work that Bridgend's library services had delivered to date in regard to the Welsh Public Library Standards.
Date Decision Made	12 March 2024

308. Procedure for the Appointment and Removal of Local Authority Governors

Decision Made	Cabinet: <ul style="list-style-type: none"> approved the procedure for the appointment and removal of local authority governors as summarised in paragraphs 3.1-3.5 and detailed in Appendix A to the report approved the amendment to the Scheme of Delegation of Functions as detailed in paragraph 3.6. agreed that details of the applicants should be anonymised.
Date Decision Made	12 March 2024

309. Appointment Of Local Authority Governors

Decision Made	Cabinet approved the appointments detailed at paragraph 3.1 of the report.
Date Decision Made	12 March 2024

310. Schools Admissions Policy 2025-2026

Decision Made	Cabinet approved the Schools Admissions Policy 2025-2026 at Appendix A to the report.
Date Decision Made	12 March 2024

311. Home-To-School/College Transport Policy

Decision Made	Cabinet approved a 12-week consultation on the following proposals: <ul style="list-style-type: none"> Withdrawal of legacy transport for all learners benefitting from an identified and available (safe) walking route to school, to fall in line with the statutory distances of two miles for primary school-age pupils and three miles for secondary school-age pupils.
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	<ul style="list-style-type: none"> • Removal of legacy 'sibling' protection for pupils. • Removal of all transport for nursery pupils (excluding pupils attending their nearest suitable Welsh-medium or faith school). • Removal of all Post-16 transport excluding pupils attending the following schools: <ul style="list-style-type: none"> o Ysgol Gyfun Gymraeg Llangynwyd; o Archbishop McGrath Catholic High School; and o The Bishop of Llandaff Church in Wales High School. • The offer to parents/carers of pupils with ALN the option of a 'personal transport budget' providing a mileage allowance of 45p per mile.
Date Decision Made	12 March 2024

312. Information Report for Noting

Decision Made	Cabinet acknowledged the publication of the report referred to in paragraph 3.1 of the report.
Date Decision Made	12 March 2024

313. Cabinet, Council And Overview And Scrutiny Committees Forward Work Programmes

Decision Made	Cabinet: <ul style="list-style-type: none"> • Approved the Cabinet Forward Work Programme for the period 1 March 2024 to 30 June 2024 at Appendix 1; • Noted the Council and Overview and Scrutiny Committees' Forward Work Programmes for the same period, as shown at Appendix 2 and Appendix 3 of the report, respectively.
Date Decision Made	12 March 2024

314. Urgent Items

Decision Made	None
Date Decision Made	12 March 2024

To observe further debate that took place on the above items, please click [this link](#)

The meeting closed at 17:44.

Notice of 'Call-In'

Committee: Overview & Scrutiny Committee

1. Decision Subject To Call-In:

Proposed Use Of Land Transaction Transfer Protocol With Cardiff Capital Region for Land At Brynmenyn & Bryncethin:
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Decision Date: 12 th March 2024, Decision Notice Date: 13 th March 2024.
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2. Member(s) of the Committee Wishing to Call the Decision In

Name
Cllr Freya Bletsoe – Chair Scrutiny Committee 2
Cllr Ian Spiller
Cllr Tim Thomas
Cllr Martin Williams

3. Reasons for the Call-In

Various reasons as listed below:

- The report presented to cabinet did not contain sufficient information for Cabinet to make a fully informed decision nor did they seek additional information through questioning. There are significant concerns about the soundness of their decision.
 - The Land Transfer Protocol applies to 'surplus' land. The paper did not adequately prove nor did the cabinet seek evidence that the parcels of land in question are actually 'surplus' or how this conclusion was arrived at.
 - For example, during the recent budget scrutiny process officers advised that all land and property was subject to a review to identify opportunities for consolidation, repurposing or disposal by lease or sale/transfer. It would be expected that the outcome of this process would be available to support the claim that the land is surplus. The land in question could be used for any number of purposes to support BCBC operations. To a member of the public it could be considered that the decision to designate the land as surplus is predetermined as a means of transferring to CCRD as opposed to being as a result of a robust and transparent review. The cabinet should have explored this further to assure themselves that the land is actually surplus.
 - The paper didn't state whether or not there had been any third party approach for the land either for a commercial sale or for a community use. For example, until recently Bryncethin RFC had planning consent on part of the land in question (Clay Pits). Therefore, it does suggest that there may be other third-party interest in the land which has not been considered or therefore weighed against the land transfer to CCRD.
 - There is no evidence that alternative uses have been explored.

- The cabinet paper states that the transferred land can only be used for an operational purpose and expressly forbids any speculative use. The CCRD by its very nature is a speculative organisation. It loans to and invests in third party organisations and projects on a speculative basis to generate economic benefit and financial return. In this instance CCRD will be using the land to invest in a speculative commercial arrangement with Marubeni, a multinational company whose primary purpose is to deliver profits to its shareholders. The cabinet failed to question whether this is a proper operational purpose under the legislation. The cabinet also failed to question the proposed commercial arrangement between CCRD, Marubeni and any other potential partners to satisfy themselves that the land transfer is in fact lawful. The CCRD (future Joint Committee) has no inherent 'operational purpose' for holding land in the sense that the Act intended. Its primary purpose is commercial speculation and as such the cabinet should have commissioned independent legal advice and deferred its decision pending this.
- The cabinet stressed that this decision would retain the land in public ownership. This may be strictly true but is also disingenuous. Public ownership implies for public use or benefit. In the event that the land is transferred to CCRD then it will be made available to Marubeni a commercial entity who will use the land to generate a profit. CCRD would only receive a 15% stake in the hydrogen project therefore 85% would be held by other partners who may not be public bodies or have the public interest at heart. It is not clear if the land will form part of the 15% stake. This transfer does not protect the land for public use as the wider public would understand that phrase.
- The transfer agreement states that if the project does not proceed then the land will be offered back to BCBC but there was no clarity regarding what will happen to the land if the project succeeds then fails or when the production of hydrogen ends at some future point.
- No consideration has been made of alternative means of land transfer such as lease or open market disposal.
- There has been no consideration as to whether the BCBC could re-engage with the project with the contribution of land acting as an equity stake. This could secure a long term revenue stream.
- The cabinet has failed to consider the public interest and indeed the strong local opposition to the scheme. Transferring the land for this purpose without consultation with local residents and businesses is not aligned with the principles of the Future Generations and Wellbeing Act. There will be considerable alarm that following the cabinet's decision to withdraw from the project that the project is potentially proceeding under a different guise without local influence and control. The impact upon residents wasn't referenced let alone considered.
- Given that planning and other permissions have yet to be granted notwithstanding any other concerns this decision is premature. Given all of the protections and caveats that have been included regarding specific land used and the ringfencing of funds until and IF planning consent is granted it would surely have been more appropriate to defer this decision until AFTER consents and permissions were obtained.
 - The report notes that there are revenue costs associated with the valuation of the land and its transfer. Would it not therefore be

<p>prudent for transfer to be suspended until after all consents and permissions were obtained to mitigate against abortive costs. It must be recognised that there have already been significant abortive costs expended on this scheme. Why are BCBC expected to meet these costs in any case?</p> <ul style="list-style-type: none">○ The differential in estimated land value of £1,000k and £250k with and without planning consent is a concern. Given that the enhanced value and completion of the land transfer is dependent on a successful planning application, should the cabinet have considered that in making this decision at this time they may have inadvertently placed pressure on the Development Control Committee?○ Given the issues outlined above there is a real risk that this decision could leave the council open to future legal challenge.○ The decision has not been properly considered and requires further scrutiny.

4. Date of Call-In: 19th March 2024

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Meeting of:	CABINET <u>APPENDIX C</u>
Date of Meeting:	12 MARCH 2024
Report Title:	PROPOSED USE OF LAND TRANSACTION TRANSFER PROTOCOL WITH CARDIFF CAPITAL REGION FOR LAND AT BRYNMENYN & BRYNCETHIN
Report Owner / Corporate Director:	CORPORATE DIRECTOR COMMUNITIES
Responsible Officer:	JANINE NIGHTINGALE CORPORATE DIRECTOR COMMUNITIES
Policy Framework and Procedure Rules:	The transfer of land via an options agreement to the Cardiff Capital Region City Deal (CCR), at a jointly agreed red book valuation will be undertaken under the provision of the Land Transaction Transfer Protocol.
Executive Summary:	<p>This report summarises the proposal to use an Options Agreement arrangement with the Cardiff Capital Region City Deal (CCR), under the Land Transaction Transfer Protocol. This will enable CCR to have an option to purchase surplus local authority land at Brynmenyn and Bryncethin, subject to conditions and red book valuation.</p> <p>The report outlines the conditions that are required to be satisfied to protect the Council's interests , including that a joint agreed Red Book valuation is used for the transfer, based on a planning permission being determined favourable, that the land remains in public sector ownership, can only be used for the intended planning purpose, that the land is offered back to the Council at the value it was transferred if the project does not proceed and that all finances are in place for the transfer.</p> <p>The report recommends delegating authority to Corporate Director – Communities, in consultation with the Chief Officer - Legal & Regulatory Services, HR & Corporate Policy and the Chief Officer, Finance, Housing & Change, to draft & execute the agreement when all conditions are duly met.</p>

1. Purpose of Report

- 1.1 The report will outline the proposed use of an Options Agreement arrangement with the Cardiff Capital Region City Deal (CCR), under the Land Transaction Transfer Protocol. If agreed, this will enable CCR to have an option to purchase surplus local authority owned land at Brynmenyn and Bryncethin, subject to conditions and red book land valuation.

2. Background

- 2.1 In September 2023, the Cabinet made the difficult decision to withdraw from the Hybont Green Hydrogen Project with CCR, Welsh Government and Marubeni Europower Limited (MEL). This was due to the Council's challenging Medium Term Financial Strategy (MTFS) and inability to meet the significant financial commitments required to complete due diligence, including financial, technical and legal also an inability to meet the timescale for the project. It was agreed by Cabinet that the Council would continue dialogue with partners including Welsh Government and for them to identify an alternative route forward with MEL.
- 2.2 Since the withdrawal of BCBC from the project, CCR is now considering being a key partner and investor in the project and is currently applying the rigours of due diligence and reviewing the business case and investment potential. CCR's interest in this green hydrogen project is borne from the likelihood it will be a key part of the energy mix, as they aim to decarbonise the Southeast Wales industrial economy and it could also provide investment and job creation in the local economy.
- 2.3 The project will be subject to several variables being in place such as planning permission and operators licensing and permitting, these are discussed from paragraph 2.7 below. However, what is key, is the availability of investment from CCR to make the project deliverable and the appropriate land on which to develop the project itself. The availability of land is the subject of this Cabinet Report and the use of the Land Transaction Transfer Protocol (LTTTP) to enable an Options Agreement to be put in place to enable CCR to purchase the surplus BCBC land, subject to several conditions being met.
- 2.4 Before the use of the LTTTP is examined in detail, it is considered beneficial to outline the planning, operating licences and permitting processes that are also needed to be in place to allow this project to progress.

Planning Permission

- 2.5 The development of any facilities for the Hybont Project, including a solar array at the Claypits in Bryncethin and the Green Hydrogen production and a filling station at land at Brynmenyn, will require planning consent. The Local Planning Authority, part of BCBC, would determine an application of this scale by presenting it to the Development Control Committee (DCC), made up of cross party elected members. This committee will receive a detailed Planning Officers report with a recommendation to either grant or refuse permission, based on whether the use of

the land is deemed appropriate. The development control committee can only make decision on land use and cannot make decisions on areas such as the safety of the production or operations. These are subject to separate licence and permit agreements. It is likely that this Hybont Project planning application will be determined at a Special Planning Committee in late April, subject to all the appropriate detailed information being submitted by the applicant.

- 2.6 The Welsh Government has also reserved the right to “Call In” the application for a decision to be made by Ministers. Once the planning officers report is completed with a recommendation in place, this will be sent to Planning and Environmental Decisions Wales (PEDW) Officers for consideration. If they do not wish to “call in” the application, then the DCC can continue to determine the application, or grant any permission subject to confirmation from PEDW that they do not wish to “call in”. However, should they wish to “call in” the application then it will be determined nationally by PEDW and Welsh Government and their decision will then override any decision that has been taken locally.

Licences and Permits

- 2.7 Hydrogen production, storage, and transportation is very heavily regulated in the UK and the Hybont Project will require approval and a wide range of permits and Licences in place, to be able to safely operate, produce and store green hydrogen for the project. The range of statutory regulators that are involved in granting these permits and licences include the Health & Safety Executive (HSE), Natural Resources Wales (NRW), The Coal Authority, Welsh Water and the National Grid.
- 2.8 The Council is the Hazardous Substances Authority and as such has responsibility for granting a Control of Hazardous Substance License. However, the Council’s role is administrative in nature, in that it is for the two statutory consultees, HSE and NRW, to agree if it is appropriate for a hazardous substance licence to be approved. Only when the agreement from these two regulators is in place, will the Development Control Committee, grant this licence.
- 2.9 The operating team within MEL are working through the other permits and licences that will be required for the Hybont Project currently with the appropriate statutory regulators. These are not the responsibility of the Council and do not affect our ability to continue with the LTTP. Whilst not an exhaustive list, the following sets out major permits, licences, or permissions that will be required: -
- **Coal Authority Permit from the Coal Authority** – This permit allows work to be undertaken on land that is considered as a potential coal risk. It requires submission of risk assessments and method statements to ensure compliance with Coal Authority requirements.
 - **Control of Major Accident Hazards Consent (COMAH) from the Health and Safety Executive** – This consent is a set of legal requirements that aim to prevent and mitigate the effects of major accidents that involve hazardous substances. The regulations apply to all businesses that handle or store large quantities of

hazardous substances in the UK. The regulations require businesses to assess the risks associated with their activities and to take measures to prevent or reduce the likelihood of a major accident occurring. Businesses are also required to have an emergency response plan in place in case of a major accident. It is broken down into two tiers: Upper Tier: 50 tonnes and Lower Tier 5 tonnes. The HyBont facility is not expected to require classification as either a lower-tier or upper-tier COMAH site.

- **Environmental Permit from Natural Resources Wales** – This permit authorises an industrial facility operator to carry out activities that have the potential to cause pollution or harm to the environment or increase flood risk. The purpose of an environmental permit is to ensure that the activities are carried out in a way that protects the environment and human health and it will set out specific conditions that the operator must comply with such as emission limits, monitoring requirements and reporting obligations.
- **Trade Effluent Consent from Welsh Water** – This is legal permission that allows the hydrogen production site to discharge liquid waste or effluent from their premises into the public sewer system. The water company will assess the application and set appropriate limits and conditions for the discharge of the effluent to ensure discharges are appropriate.
- **Permission to work within Vicinity of Water Main from Welsh Water** – This permission granted by Welsh Water will permit construction, maintenance, or repair work to be carried out near their water mains or infrastructure to ensure protection of assets.
- **NGED Grid Connection Agreement G99 from National Grid** - This agreement is required for power generators to connect on the National Grid Electricity Distribution network as per Electricity Networks Association Engineering Recommendation G99.

3. Current situation / proposal

- 3.1 We now turn to the subject of this Cabinet Report, which is the proposed use of an Options Agreement arrangement with the Cardiff Capital Region City Deal (CCR), under the Land Transaction Transfer Protocol. If agreed, this will enable CCR to have an option to purchase surplus local authority owned land, subject to conditions and an agreed red book valuation.
- 3.1 The Land Transaction Transfer Protocol is considered best practice guidance for the disposal and transfer, of land and property assets between publicly funded bodies in Wales that are identified as “surplus.” It is the responsibility of the relevant public body to determine whether the land is “surplus,” but it will generally be the case if the

land does not meet any of the following criteria:

- it is currently used/required to deliver BCBC's operational functions.
- there is a clearly evidenced plan to use the land to deliver BCBC's future operational functions.
- it is held for commercial purposes and/or is integral to continuity of service delivery.
- the land is vital for business contingency.

3.3 The two areas of land subject to this LTTP are, first a 17.47 hectares (43.18 acre) site of rough grazing land at Bryncethin, known locally as the Clay Pits , with its boundary shown as red in Appendix A. The second area is a 1.72 hectares (4.24 acres) site of undeveloped and unmanaged land with a Local Development Plan industrial use designation and is immediately adjacent to the Brynmenyn Industrial Estate, with its boundary shown as red at Appendix B. Both sites are in BCBC ownership, are vacant, have no plans for future development or business continuity and are declared surplus. For these reasons the use of the Protocol for the purposes of a Options Agreement for a proposed disposal of the land to CCR is considered an acceptable mechanism legally for proceeding.

3.4 There are a number of key principles that need to be followed with the Protocol. The first is that the organisations involved, that is the Council and CCR, should commission an independent valuation report to settle the price to be paid and to value assets at market value, in accordance with Royal Institute of Chartered Surveyors (RICS) standards. The Council will agree that the value of the land will be determined by the red book protocol. In simple terms, a Red Book valuation involves a RICS Registered Valuer assessing the land and providing a formal report of the current market value of the property. The current estimated value of the two parcels of land with the benefit of planning permission being in place, is circa £1 million. The Option Agreement would need to contain this valuation mechanism whereby both parties jointly agree the valuation in accordance with the Protocol after the last of the conditions has been satisfied and the Option notice has been served.

3.5 Another principle of the LTTP is that it should be used for the transfer of land/property to meet an operational requirement and not a speculative purpose. The Protocol states that, if a public body identifies land as being surplus to requirements, best practice requires that property which is formally declared as surplus should be disposed of as expeditiously as possible. However, it does acknowledge that consideration should be given to the longer- term in respect of planning use and the fact that the longer-term benefits may outweigh the costs savings of a quick turnaround. In this case, the proposed Option Agreement falls into the latter category

where the land will have a considerably higher value once planning permission is obtained. It is proposed that the Option Agreement will be conditional upon planning permission for the Hydrogen Demonstrator Project being determined favourably and that it would only be exercised should this be the case. This also supports the Protocol's condition that the land will be used for an operational requirement, rather than being acquired with no specific purpose in mind.

- 3.6 However, it should be recognised that once the land has been transferred to CCR there is no restriction on the land that prevents it from being used for any other purpose and there would be no obligation on CCR to build out in accordance with the planning permission. The Council will impose such a restriction on use in the Option Agreement and it is proposed that this includes a restriction that the land can only be used for the intended purpose of the planning consent. This may impact on the market value, but it does protect the interests of the Council. In addition, there will be a provision in the Option Agreement that should the project not proceed, or the land no longer be required, then it must be offered back to the Council at the value at which it was transferred. This is to ensure that the land stays within public sector ownership and is not passed onto a private sector user.
- 3.7 Internal transfers of land within the public sector, should not normally involve claw-back or overage but it may be appropriate in certain circumstances to include a clawback provision in transfers between public bodies outside the same accounting umbrella. The Protocol refers to the UK Government's Cabinet Office which recommends that unrestricted market value transfers would not normally include a requirement for any clawback provision from one public sector body to another. This is not the case with the proposed option agreement with CCR, as there will be conditions that protect the Council's interest with regard to the land remaining within public sector ownership, the use of the land being only for the purposes of the planning consent and that the land value will be based on the land having an approved planning consent in place. Therefore, the Council will reserve the right to include an overage or claw back provision in the Options Agreement, should it be deemed necessary at the time of entering the Agreement, to protect its interests.
- 3.8 A further provision in the Protocol, is that there should be an approved business case in place for the land acquisition with the confirmed availability of funding. A Strategic Outline Case ("SOC") was presented to the CCR investment panel in November 2023, which was supportive of the recommendation for a proposed equity investment from CCR in return for a 15% shareholder stake in the project to deliver the Hydrogen Demonstrator Project. Following on from that approval, there will now be a more detailed analysis by CCR, in order to develop a Full Business Case, which is intended to be approved at the first meeting of the newly formed Corporate Joint Committee in May 2024. In addition, Department of Energy Security and Net Zero (DESNZ) funding from UK Government has been awarded to the project, which enables the green

hydrogen to be distributed at a viable price to off-takers and thus removes the risk that was outlined in the SOC.

- 3.9 There are still funding risks associated with the project with regard to specific legal and commercial considerations, aligned to the involvement of the Japanese Government through its New Energy and Industrial Technology Development Organisation (“NEDO”) and that, if there is a material delay in planning permission being obtained or changes are necessitated to the scheme then this could impact on the finance ask. In these circumstances, if planning permission is not granted within the timescales proposed, there is a risk that funding at the level required for the Project to proceed from NEDO may not be achieved. If this was the case, and the project ceased, then dependent on timeframe, either the land Option Agreement would not be exercised from the Council to CCR or the condition in the Options Agreement for the land to be passed back to the Council would be exercised.
- 3.10 The final point of note from the protocol is that it is recommended that an acquiring organisation ensures they have the power to hold property assets prior to engaging and that all public bodies must ensure that every action taken is within its powers or it may be challenged as unlawful. The Cardiff City Region City Deal is transferring into a Corporate Joint Committee (CJC) on the 1st of April 2024 and will have the power to hold property assets, so this will not present an issue.
- 3.11 It is noted from the narrative above that the Land Transaction Transfer Protocol is a robust mechanism for allowing surplus land holdings to move from one public sector body to another, at an agreed valuation. It is clear, that there are a number of conditions that will be needed within the Options Agreement to protect the interests of the Council. Including in summary, the following: -
- That a jointly agreed Red Book valuation is used for the transfer, based on a planning permission being determined favourable, to ensure best consideration for the land.
 - That the land remains in public sector ownership and cannot be transferred or disposed of to a third party or private sector organisation.
 - That the land is only used for the intended purpose of the planning consent.
 - That should the project not proceed, the land will be offered back to the Council at the value at which it was transferred under the protocol.
 - That agreement in principle can be given to the option agreement, subject to a Full Business Case (FBC) approval from CJC in May 2024 and confirmation that funding is in place for the land transfer at the jointly agreed red book valuation.

- 3.12 Once the Option Agreement is in place, the transfer of the land can only take place once CCR/CJC have served an Option Notice on the Council, the timing of which is at the discretion of the CCR/CJC, unless a condition is agreed regarding the timescale for the service of the Option Notice.

4. Equality implications (including Socio-economic Duty and Welsh Language)

- 4.1 The protected characteristics identified within the Equality Act, Socio-economic Duty, and the impact on the use of the Welsh Language have been considered in the preparation of this report. As a public body in Wales the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services, and functions. It is considered that there will be no significant or unacceptable equality impacts as a result of this report.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

- 5.1 The Well-being of Future Generations (Wales) Act 2015 Assessment based on the 5 ways of working and any requisite mitigating measures have been set out below: -
- *Long-term:* The proposed Hybont project was intended to test a new green hydrogen technology for delivering net zero carbon energy, as a key part of the Council's 2030 Net Zero Carbon Strategy. It is also part of the UK and Welsh Government vision for a hydrogen energy economy and would contribute to the Government target of producing 5GW of hydrogen by 2030. The transfer of land for the project will contribute to this national agenda.
 - *Prevention:* The transfer of the land at best consideration for the green hydrogen project would deliver carbon footprint reductions, preventing further harm to the environment and protecting the environment for future generations. The 2030 strategy will now be reviewed to assess the impact of this decision.
 - *Integration:* The transfer of the land for the project, should planning permission be secured, would bring the development of a solar array and a supply of green electricity to the land adjacent to the Council's Bryncethin Depot. There will be opportunities for the Council to learn lessons from this best practice and look to further its own environmental objectives with regard to renewable energy.
 - *Collaboration:* The transfer would be undertaken through the Land Transaction Transfer Protocol with our public sector partners Cardiff Capital Region City Deal (CCR), who will shortly become a Corporate Joint Committee (CJC). This will ensure that best consideration and value is achieved for the land and that it remains within public sector ownership.
 - *Involvement:* The long-term future direction of the project will be dependent on the continued collaboration of Welsh Government and the CJC with Marubeni Europower Limited, now that BCBC can no longer be involved. However, the transfer of the land to our public sector partners will ensure that best consideration

and value is achieved for the land and that it remains within public sector ownership.

6. Climate Change Implications

- 6.1 The proposed transfer of the land to CCR/CJC is for a use that will bring forward the generation of green electricity via a proposed solar array on the Clay Pits site and the production of green hydrogen on the site at Brynmenyn. Both parts of this project, if planning consent is approved and all the statutory licences and permits agreed, will be seen to benefit the climate change agenda.

7. Safeguarding and Corporate Parent Implications

- 7.1 There are no safeguarding or corporate parent implications arising from this report.

8. Financial Implications

- 8.1 There are two areas for financial consideration, arising from this report. The first is the revenue costs associated with preparing the joint valuation report and the options agreement. These will be funded from a budget allocation within Corporate Landlord for asset disposals.
- 8.2 The second area is the expected capital receipt for the value of the land, currently estimated at circa £1 million, with the benefit of a favourable planning permission in place. As set out above, this must be jointly agreed and prepared via an independent Red Book Valuation as described in paragraph 3.4 above. The Options Agreement will not be exercised until all the conditions as set out in paragraph 3.11 above are satisfied. In addition, should the land not be required for the project, then it will be offered back to the Council at the value at which it was transferred. This will protect the Council's financial interests moving forward and ensure that the land remains in public sector ownership. It is also recommended that any capital receipt received by the Council is afforded a ring-fenced protection until such time as it is clear that the project will proceed, to ensure that there are funds available should the land be returned to the Council's ownership.

9. Recommendations

- 9.1 It is recommended that Cabinet:
1. Note the contents of this report and the statutory requirements for planning consent and various licences and permits, that sit outside of the Land Transaction Transfer Protocol.
 2. Delegate authority to Corporate Director – Communities, in consultation with the Chief Officer - Legal & Regulatory Services, HR & Corporate Policy and the Chief Officer, Finance, Housing & Change, to draft and enter into the Option Agreement with the CCR/CJC based on the principles set out in this report, and agree the valuation of the land and conditions.

3. Agree that any capital receipt received by the Council, is afforded a ring-fenced protection until such time as it is clear that the project will proceed, to ensure that there are funds available should the land be returned to the Councils ownership.
4. Agree that a subsequent report will be brought back to Cabinet should the Option Agreement or project not proceed, in order the land can be returned to the Council for the agree value at which it was disposed and that a decision on the future of the two parcels of land can be agreed.

Background documents

19th September 2023 Cabinet Paper – Hybont Project Gateway Review

14th June 2022 Cabinet Paper – Bridgend Net Zero Carbon – Hydrogen Technology Demonstrator

Appendix A – Land at the Clay Pits in Bryncethin



Appendix B – Land at Brynmenyn

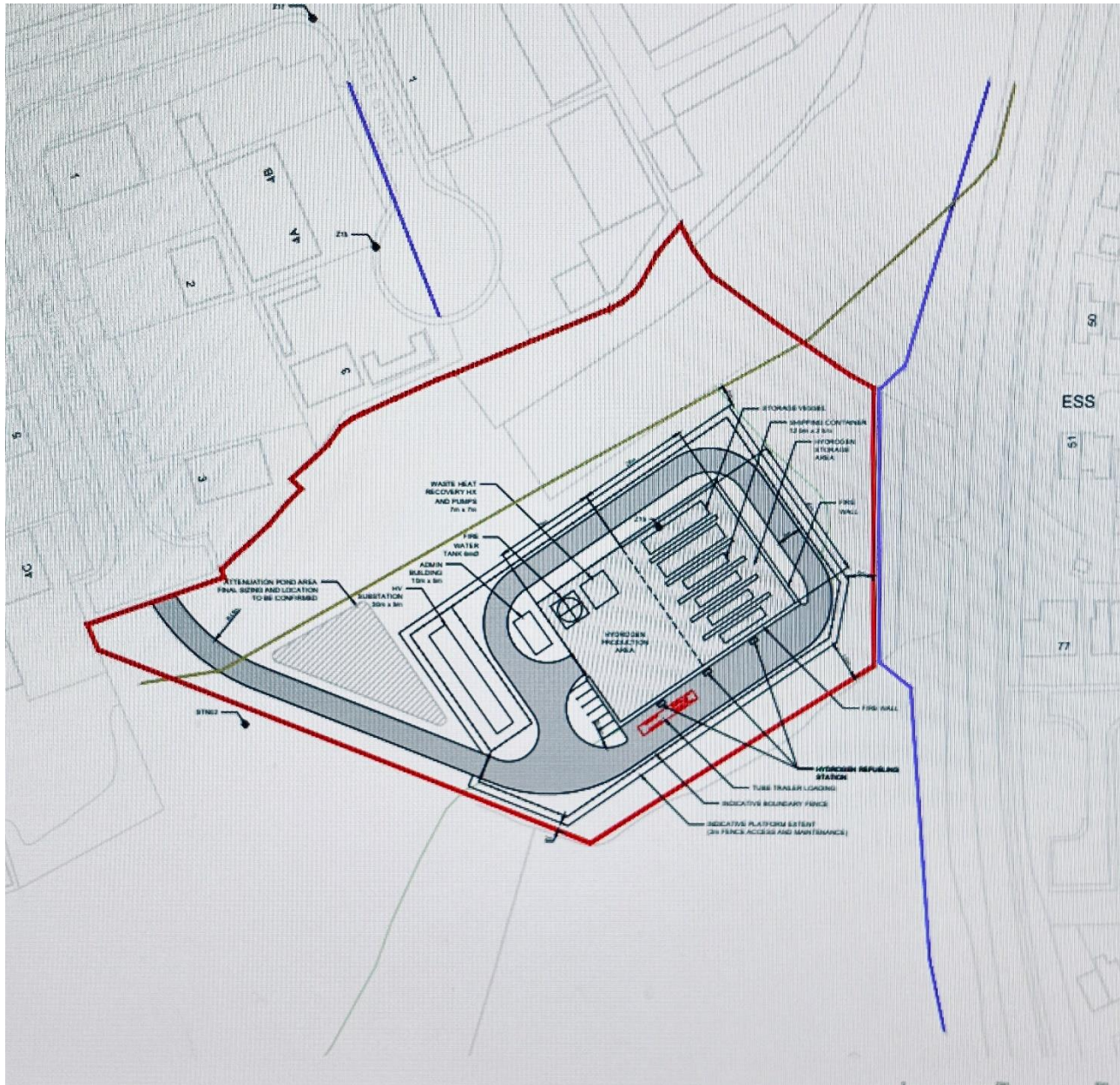
NOTES

Scale at A1 1:500

Do not scale from drawing & all dimensions are in meters.

All levels are in metres and relate to AOD (ordnance survey)

Red line is site boundary



Meeting of:	EXTRAORDINARY SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3
Date of Meeting:	26 MARCH 2024
Report Title:	CALL-IN OF CABINET DECISION: PROPOSED USE OF LAND TRANSACTION TRANSFER PROTOCOL WITH CARDIFF CAPITAL REGION FOR LAND AT BRYNMENYN & BRYNCETHIN
Report Owner / Corporate Director:	CHIEF OFFICER – LEGAL & REGULATORY SERVICES, HR & CORPORATE POLICY
Responsible Officer:	MERYL LAWRENCE SENIOR DEMOCRATIC SERVICES OFFICER - SCRUTINY
Policy Framework and Procedure Rules:	The work of the Overview & Scrutiny Committees relates to the review and development of plans, policy or strategy that form part of the Council's Policy Framework and consideration of plans, policy or strategy relating to the power to promote or improve economic, social or environmental wellbeing in the County Borough of Bridgend. Any change to the structure of the Scrutiny Committees and the procedures relating to them would require the Bridgend County Borough Council Constitution to be updated.
Executive Summary:	A Call-In Notice has been received and following consultation with the Scrutiny Chairs, an Extraordinary meeting of Subject Overview and Scrutiny Committee (SOSC) 3 has been arranged to consider the Call In of the decision of Cabinet on 12 March 2024 in relation to the Proposed Use of Land Transaction Transfer Protocol with Cardiff Capital Region for Land at Brynmenyn and Bryncethin. The role of the Committee within the Call-In process is to consider the proposed decision taken by Cabinet including the reasons for the decision, factors taken into account by Cabinet when making the decision and whether the decision is in line with corporate priorities and policies. Following consideration of the decision, the Committee may recommend that the decision be reconsidered by

	<p>the Cabinet, setting out in writing the nature of its concerns. If referred to the Cabinet, it must be reconsidered by Cabinet within a further seven clear working days, amending the decision or not, before adopting a final decision.</p> <p>If the Committee does not refer the matter back to the Cabinet, the decision may be determined on the date of the Overview and Scrutiny Committee meeting.</p>
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1. Purpose of Report

- 1.1 The purpose of this report is to enable the Committee to consider the decision of Cabinet of 12 March 2024 in relation to the Proposed Use of Land Transaction Transfer Protocol with Cardiff Capital Region for Land at Brynmenyn and Bryncethin.

2. Background

- 2.1 In accordance with Section 7.23 of the Council's Constitution, which states that three Members of an Overview and Scrutiny Committee, and a Scrutiny Chair, are needed for a decision to be called in, a Notice of Call-In has been received from three Members and a Chair, requesting that the Executive decision made by Cabinet on the 12 March 2024 be Called-In.
- 2.2 For the purposes of informing the Committee more fully regarding the reasons for Call-In, the following appendices have been attached:
- **Appendix A** – Cabinet Decision Record of 12 March 2024;
 - **Appendix B** – Notice of Call-In Form;
 - **Appendix C** – Report of the Corporate Director Communities: Proposed Use of Land Transaction Transfer Protocol with Cardiff Capital Region for Land at Brynmenyn and Bryncethin.

3. Current situation / proposal

- 3.1 The role of Councillors exercising Overview and Scrutiny is, amongst other things, to ensure that the development of the Council's policies and the way they are being implemented reflect the needs and priorities of local Communities in the County Borough. As such, in holding to account the Cabinet for the efficient exercise of the executive function, the Overview & Scrutiny process aims to strengthen accountability for the decisions and performance of Bridgend County Borough Council.
- 3.2 Three Members of Overview and Scrutiny Committees and one Scrutiny Chair have requested to Call-In the Cabinet decision of 12 March 2024.
- 3.3 The role of the Committee within the Call-In process is to consider the proposed decision taken by Cabinet including the reasons for the decision, factors taken into account by Cabinet when making the decision and whether the decision is in

line with corporate priorities and policies. Details as to the reasons for Call-In are provided in the notice of Call-In at **Appendix B**.

- 3.4 Following consideration of the decision, the Committee may recommend that the decision be reconsidered by the Cabinet, setting out in writing the nature of its concerns. If referred to the Cabinet, it must be reconsidered by Cabinet within a further seven clear working days, amending the decision or not, before adopting a final decision. If the Committee does not refer the matter back to the Cabinet, the decision may be determined on the date of the Overview and Scrutiny Committee meeting.

4. Equality implications (including Socio-economic Duty and Welsh Language)

- 4.1 The equality implications are outlined in Section 4 of the Cabinet report attached as **Appendix C**.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

- 5.1 An assessment under the Well-being of Future Generations (Wales) Act 2015 has been made and is outlined in Section 5 of the Cabinet report attached at **Appendix C**.

6. Climate Change Implications

- 6.1 The Climate Change Implications are outlined in Section 6 of the Cabinet report attached as **Appendix C**.

7. Safeguarding and Corporate Parent Implications

- 7.1 There are no safeguarding or corporate parent implications arising from this report.

8. Financial Implications

- 8.1 The financial implications are outlined in Section 8 of the Cabinet report attached as **Appendix C**.

9. Recommendation

- 9.1 The Committee is asked to consider the Cabinet decision of 12 March 2024 relating to Proposed Use of Land Transaction Transfer Protocol with Cardiff Capital Region for Land at Brynmenyn and Bryncethin and to determine whether it wishes to either:

a) refer the decision back to Cabinet for reconsideration;

Or:

b) decide not to refer the matter back to the Cabinet.

Background documents

None.

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Meeting of:	CABINET
Date of Meeting:	16 APRIL 2024
Report Title:	PARK STREET AIR QUALITY ACTION PLAN
Report Owner / Corporate Director:	CHIEF OFFICER LEGAL, HR AND REGULATORY SERVICES & MONITORING OFFICER
Responsible Officer:	JASON BALE OPERATIONAL MANAGER, ENTERPRISE AND SPECIALIST SERVICES, SHARED REGULATORY SERVICES
Policy Framework and Procedure Rules:	THERE IS NO EFFECT UPON THE COUNCIL'S POLICY FRAMEWORK OR PROCEDURE RULES AS A RESULT OF THIS REPORT.
Executive Summary:	<p>The report presents to Cabinet the final draft of the Air Quality Action Plan for the Park Street Air Quality Action Plan.</p> <ul style="list-style-type: none"> • The report shows that owing to the implementation of a number of measures modeled in the Action Plan that NO₂ concentrations have seen a significant improvement to NO₂ concentrations at key receptor locations on Park Street. • The report demonstrates that further improvements will be made, by the implementation of Measure 18, (Denying access to St Leonards Road from Park Street) and compliance could be achieved by 2025. However, owing to the timescale for traffic regulation consultation and actual implementation if supported, the implementation of this measure needs to be considered in view that natural compliance has been projected modelled to be achieved in 2026.

1. Purpose of Report

- 1.1 The purpose of this report is to seek approval for the Air Quality Action Plan for the Park Street Air Quality Management Area and for a decision on whether to approve the final measure of the 'do something' scheme - Deny all access onto St Leonards Road from Park Street (Measure 18).

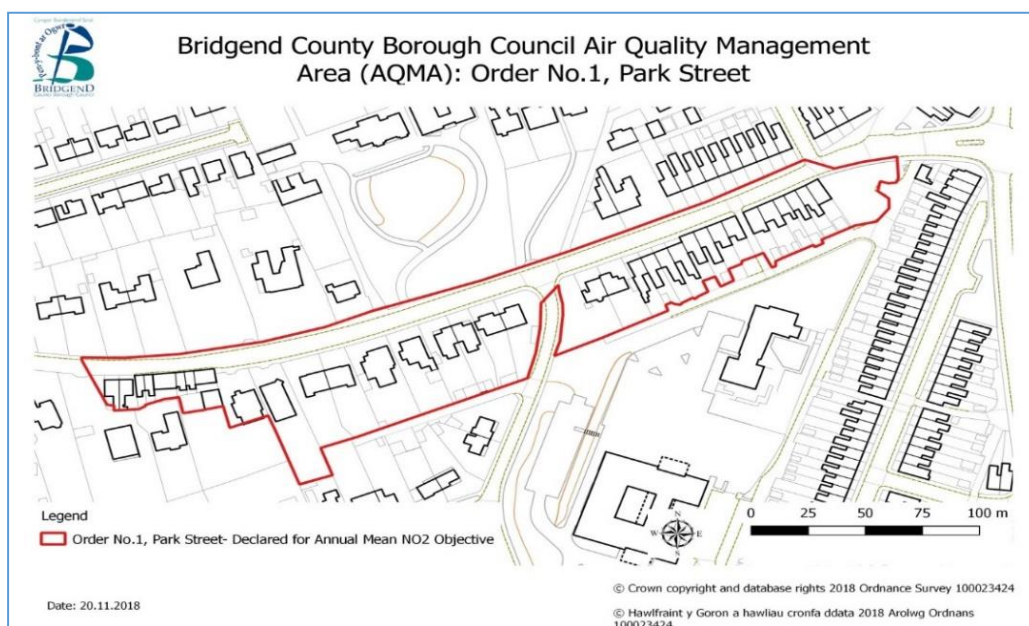
2. Background

- 2.1 Under Section 82 of the Environment Act 1995 every local authority has an obligation to regularly review and assess air quality in their areas, and to determine whether or not air quality objectives to protect health are likely to be achieved. Where the air quality reviews indicate that the air quality objectives are not being achieved, or are not likely to be achieved, Section 83 of the 1995 Act requires local authorities to designate an Air Quality Management Area ('AQMA'). Section 84 of the Act ensures

that action must then be taken at a local level which is outlined in a specific Air Quality Action Plan (AQAP) to ensure that air quality in the identified area improves.

- 2.2 The Park Street, Bridgend Air Quality Management Area Order was raised on the 1 January 2019. The area comprising the Bridgend County Borough Council Air Quality Management Area Order Number 1, Park Street is outlined in **Error! Reference source not found.**, below.

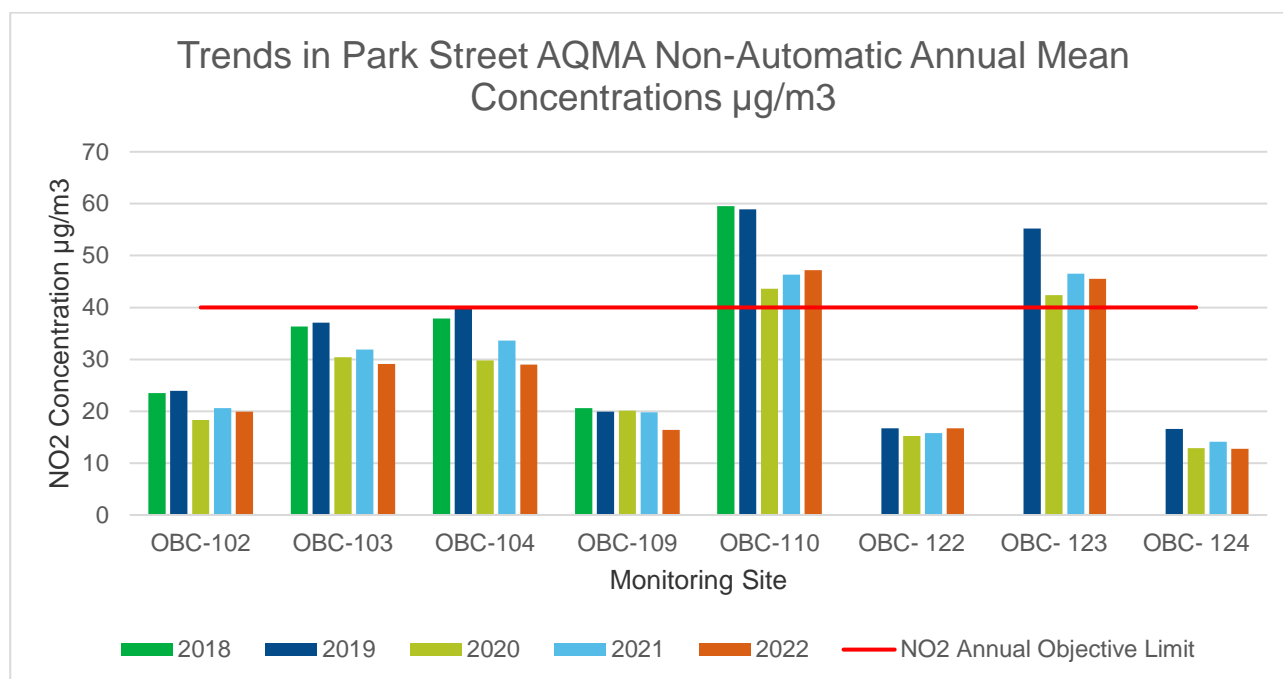
Figure 1 - Park Street AQMA



- 2.3 As part of the Local Air Quality Management statutory duties, from the date of raising the AQMA Order (in this instance 1 January 2019) Shared Regulatory Services (SRS) and Bridgend County Borough Council (BCBC) had 18 months in which to prepare a DRAFT Air Quality Action Plan (AQAP) to improve air quality in the area, and once agreed, this plan was to be formally adopted before two years had elapsed.
- 2.4 While SRS and BCBC have made good headway in developing this AQAP in accordance with Welsh Government's Policy Guidance, inevitably the impacts and associated difficulties of the COVID-19 pandemic have meant that the timeline has had to be extended in consultation with Welsh Government.
- 2.5 Sites exceeding air quality annual objectives are isolated to one area of Park Street. This area of Park Street, between no.91 – 107, experience higher concentrations of pollutants due to the proximity of houses to a heavily trafficked primary route with congestion issues. These issues are compounded by gradients increasing engine load and poor dispersion caused by buildings. All other monitoring locations within Park Street AQMA and across Bridgend currently demonstrate compliance with the applicable air quality objectives. Figure 2 below displays nitrogen dioxide

concentrations on Park Street since 2018. An improvement is evident since 2018, however, two monitored receptors remain in exceedance of the nitrogen dioxide air quality standard, which is 40µg/m³.

Figure 2 - Trends in Nitrogen Dioxide Concentrations



3. Current situation/proposal

- 3.1 In order to develop ideas and ensure an effective AQAP which considers all aspects, and prioritising public health, an AQAP Work Steering Group was established, comprising specialists from the various departments of Bridgend County Borough Council, as well as from partner agencies. Collating the ideas and suggestions generated by the AQAP Work Steering Group, a list of proposed mitigation measures has previously been created.
- 3.2 Following the indicative Cost Benefit Analysis on these proposals, detailed air quality and transportation modelling was commissioned on those mitigation options that would manage and improve traffic flows through the Park Street AQMA, and in so doing, likely deliver air quality improvements in the shortest time possible, and in line with the ambitions of Welsh Government and BCBC; reduce levels to as low as reasonably practicable.
- 3.3 These options have now been modelled under the following *Do Minimum* and *Do Something* scenarios:

- **Do Minimum - DM**
 - Introduction of a right turn holding lane at the Junction of Park Street with Heol y Nant (measure 21);
- **Do Something - DS (inclusive of the above)**
 - Deny all access onto St Leonards Road from Park Street (measure 18);

- Optimise the Park Street/Angel Street/Tondu Road Junction (measure 20).
- 3.4 Under the requirement of Condition 27 of Planning consent P/18/1006/FUL, of the former Ysgol Bryn Castell site (Llangewydd Road, Cefn Glas) there was a requirement to introduce a right turn holding lane at the Junction of Park Street with Heol y Nant. This has been modelled as the **Do Minimum (DM)** scenario in the modelling exercises, as this change has now been implemented. Modelling of the right turning lane demonstrated congestion reduction on Park Street from vehicles turning right onto Heol-y-Nant.
- 3.5 In the summer of 2022, work was carried out to upgrade of the traffic lights located at the junction of Park Street and Angel Street, along the A473. The refurbishment of the existing traffic lights was needed as the traffic light system was over 25 years old and the upgrade was essential to safeguard pedestrians, as well as making sure that traffic is managed in the best way possible on what is one of the county borough's busiest routes. The works follow-on from previous work completed on traffic lights at the A473's junction with Broadlands.
- 3.6 A right turn holding lane at the Junction of Park Street with Heol y Nant was implemented in January 2022. This was to be introduced by the developer (Persimmon) of the former Ysgol Bryn Castell site (Llangewydd Road, Cefn Glas) under the requirement of Condition 27 of Planning consent P/18/1006/FUL.
- 3.7 Both the Park Street/ Angel Street junction, and Heol y Nant right turn holding lane options were assessed by air quality modelling within the Park Street AQAP and were deemed to have a positive effect on traffic flows and air quality within Park Street.
- 3.8 Work has continued on the Park Street AQAP, with the assessment of various options that could improve air quality in the area. These options included investigating the benefits of bus electrification and HGV restrictions using Park Street. Modelling carried out in support of these options has found that the implementation of these measures will have little effect on receptors exceeding the NO₂ annual objective as summarised in Table 1 and as such they have therefore been disregarded at this stage.
- 3.9 In order to fully assess the impacts on air quality, the dispersion model identified 35 receptor points (R1 – R35) along Park Street and surrounding streets in addition to modelling concentrations at the existing monitoring locations on Park Street (designated by the OBC- prefix). These locations allow an assessment of relevant exposure across a wider area to assess the impact of the interventions. An updated modelling assessment was carried out in 2023, using modelled receptors predicted to remain in exceedance of the air quality standard in 2023 with 'do something' scheme in place. This assessment was provided to predict the date of natural compliance for both 'do minimum' and 'do something' schemes.

Table 1 - 2023 updated modelling results $\mu\text{g}/\text{m}^3$.

Receptor ID	2026 DM	2026 DS	NO ₂ reduction (DM minus DS)	2026 DS with 100% Electric buses	NO ₂ reduction (DS minus electric bus)
R26	35.3	34.7	0.6	34.4	0.3
R27	37.5	36.9	0.6	36.5	0.4
R28	37.7	37.0	0.7	36.6	0.4
R29	36.7	36.1	0.6	35.7	0.4
OBC-123	35.2	34.6	0.6	34.2	0.4

- 3.10 The results of the natural compliance assessment suggest that without additional measures in place that annual mean NO₂ concentrations will fall below the 40 $\mu\text{g}/\text{m}^3$ threshold in 2026 and that the local authority could start to make a case for revoking the AQMA from 2027 onwards.
- 3.11 In addition it should also be noted that the local monitoring data has shown significant improvements in 2022 and 2023 to NO₂ concentrations on Park Street, and it is therefore possible that the model is over predicting NO₂ concentrations. The data from monitoring in 2023 has yet to be fully ratified but does show that at the sites exceeding air quality limits significant improvements have been achieved even when compared to 2022 data. Table 2 below displays data from sites exceeding the NO₂ limit within Park Street AQMA. 2023 data includes the addition of a receptor that was included in various modelling assessments within the action plan (97 Park Street).

Table 2 - Park Street NO₂ Measured Exceedance Summary

Diffusion Tube ID	Site name	NO ₂ Annual Mean Concentration ($\mu\text{g}/\text{m}^3$)					
		2018	2019	2020	2021	2022	2023*
OBC- 123	93 Park St		55.2	42.4	46.5	45.5	40.9
OBC-110	101/103 Park St	59.5	58.9	43.6	46.3	47.2	40.7
OBC-140	97 Park Street						40.7

- 3.12 The only remaining measures in the Do Something scenario is Measure 18 Deny all access onto St Leonards Road from Park Street . In order to progress this measure,

BCBC as the highway authority, would be legally required under the Road Traffic Regulation Act 1984 to undertake formal consultation on the implementation of Measure 18 in order to implement a Traffic Regulation Order (TRO) . Initial discussions with officers from highways has indicated that this process could take up to 18 months, and would be subject to funding of approximately £8,000. Should any objections to this proposal be received , BCBC would then be required to undertake an appeals process in the form of an Appeals Report which will have to be submitted to the appropriate Cabinet member to decide on the way forward, which could impact further on timescales for full implementation.

- 3.13 In addition to the above, initial comments received from the South Wales Police indicated they would only support a complete no entry from Park Street to St Leonards Road, due to enforcement issues in relation to Access Only or Except for Access TROs.
- 3.14 Based on the modelling undertaken this measure would provide further improvements to air quality, although it may not necessarily bring forward the compliance date, based on timescales for consultation, appeals process, implementation and current monitoring results. Any decision to move forward with this measure must take into consideration the benefits that further air quality improvements will bring, in balance with the costs and timescales to implement the measure and that it will not necessarily bring forward compliance.

4. Equality implications (including Socio-economic Duty and Welsh Language)

- 4.1 The protected characteristics identified within the Equality Act, Socio-economic Duty and the impact on the use of the Welsh language have been considered in the preparation of this report. As a public body in Wales, the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services and functions. This is an information report, therefore it is not necessary to carry out an Equality Impact Assessment in the production of this report. It is considered that there will be no significant or unacceptable equality impacts as a result of this report.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

- 5.1 SRS and BCBC adopt the principles of The Well-being of Future Generations (Wales) Act 2015 (WFGA). The act is a significant enabler to improve air quality as it calls for sustainable cross-sector action based on the principles of long-term, prevention-focused integration, collaboration and involvement. It intends to improve economic, social, environmental and cultural well-being in Wales to ensure the needs of the present are met without compromising the ability of future generations to meet their own needs.

5.2 Subject to approval, declaration of the AQMA on Park Street and the subsequent production of an Action Plan, will ensure that future decision making in terms of air quality complies with the WFGA, and the Council meets the five ways of working, as detailed below:

- Long term – The action plan will balance short-term needs of improving air quality, and will also look at measures to safeguard the ability of meeting long-term needs.
- Prevention – By implementing measures which will be set out in the Action Plan, the Council should ensure improvements in air quality and will be able to prevent air quality deteriorating in the future.
- Integration – SRS will look to ensure that the work undertaken as part of the Action Plan integrates with public body's environmental well-being objectives.
- Collaboration – The Action Plan will be developed in collaboration with many departments within the Council and other external organisations, i.e., Public Health Wales.
- Involvement – The action plan will be subject to public consultation and will ensure that those who have a strong interest in improving air quality will be fully involved and their ideas considered.

6. Climate Change Implications

- 6.1 The Air Quality Action Plan provides a positive contribution towards tackling the causes of and adapting to impacts of Climate Change, and links directly to the BCBC's Net Zero Carbon Strategy 2030. NO_x emissions are made up from both primary nitrogen dioxide (NO₂) and nitric oxide (NO), and are formed by the burning of fossil fuels, such as diesel and petrol. NO_x emissions are also associated with industrial and domestic sources such as wood burners.
- 6.2 The measures assessed and detailed in the plan whilst directly looking to improve NO₂ concentrations in pursuit of compliance of the NO₂ air quality standard within the Park Street AQMA, provide further positive contributions towards achieving Net Zero, by further promoting sustainable transport alternatives and increasing the uptake of EVs.
- 6.3 As detailed above given that road transportation is one of the key contributors to air pollution the ongoing assessment of air quality data trends will assist the Council in assessing the impact of the AQAP and the Net Zero Carbon Strategy in relation to interventions to increase modal shift. By increasing modal shift to more sustainable forms of transport and the continued progress of the uptake of zero tailpipe emission vehicles, it is anticipated that further improvements to air quality will be achieved and thus future air quality monitoring results will provide supporting evidence on the progression of the Net Zero Carbon Strategy.

7 Safeguarding and Corporate Parent Implications

- 7.1 There are no Safeguarding or Corporate Parent Implications as a result of this report.

8. Financial implications

- 8.1 SRS has an existing budget to complete a programme of air quality monitoring across Bridgend.
- 8.2 Funding for the consultation and implementation of Measures 18 is not available and would therefore necessitate discussions with the Section 151 Officer as to how the measure could be funded, with one potential source of funding being the Welsh Government's Local Air Quality Management Support Fund.

9. Recommendations

Cabinet is recommended:

- 9.1. To agree to the finalisation of the Air Quality Action Plan (AQAP) (attached as Appendix 1) for submission as a final version to Welsh Government.
- 9.2. To approve the decision not to implement the final measure of the 'do something' scheme – Measure 18 Deny all access onto St Leonards Road, owing to the timescales for TRO consultation, costs and consideration that natural compliance is not likely to be accelerated as a result. This measure will be retained and will be reconsidered dependent on ongoing NO₂ monitoring results in the Park Street AQMA.

Background documents: None

Cyngor Bwrdeistref Sirol



Bridgend Park Street Air Quality Action Plan (AQAP)

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1 Background to Local Air Quality Management in Bridgend

Local authorities have a statutory duty under Part IV of the Environment Act 1995 & Air Quality Strategy for England, Scotland, Wales, and Northern Ireland 2007 to manage local air quality. Under Section 82 of the Environment Act 1995 the Local Air Quality Management (LAQM) process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether air quality objectives are likely to be achieved.

The air quality objectives applicable to LAQM in Wales are set out in the Air Quality (Wales) Regulations 2000, No. 1940 (Wales 138) and Air Quality (Amendment) (Wales) Regulations 2002, No 3182 (Wales 298). Where the air quality reviews indicate that the air quality objectives may not be met the local authority is required to designate an Air Quality Management Area (AQMA). Action must then be taken at a local level and outlined in a specific Air Quality Action Plan (AQAP) to ensure that air quality in the identified area improves.

In line with Bridgend County Borough Council's (BCBC) statutory duties under Part IV of the Environment Act 1995, Shared Regulatory Services (SRS) on behalf of BCBC regularly undertake air quality monitoring at specifically allocated locations across Bridgend using automated and non-automated principles for ambient air nitrogen dioxide (NO₂), particulate matter (PM₁₀) & sulphur dioxide (SO₂).

With regard to prioritising ambient air quality sampling locations, the Council adopts a risk-based approach to any allocation of monitoring sites, considering the requirements of the Department for Environment, Food and Rural Affairs' (Defra) Local Air Quality Management (LAQM) Technical Guidance¹. The designated monitoring locations are assigned based on relevant exposure and where the certain Air Quality Objective levels for a particular pollutant applies. LAQM guidance states that annual mean objectives should apply at "All locations where members of the public might be regularly exposed. Building facades of residential properties, schools, hospitals, care homes etc."

Bridgend County Borough Council's 2018 Annual Progress Report (APR) documented and made the recommendation to implement and raise an Order for an Air Quality Management Area (AQMA), designated to Park Street, Bridgend. On 18th September 2018 BCBC's Cabinet approved the 2018 LAQM APR for Bridgend County Borough. The report examined datasets captured during 2017 and noted that Park Street, Bridgend was an area of particular concern and subsequently an Air Quality Management Area (AQMA) was required. It was reported that two nitrogen dioxide (NO₂) non-automated monitoring locations situated at residential facades on Park Street, recorded elevated levels and exceeded annual averages when

¹ <https://laqm.defra.gov.uk/wp-content/uploads/2022/08/LAQM-TG22-August-22-v1.0.pdf>

compared to the annual mean NO₂ Air Quality Objective of 40 µg/m³.

Table 1 - National Air Quality Objectives

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as	Date to be achieved by
Nitrogen Dioxide (NO₂)	200µg/m ³ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
Nitrogen Dioxide (NO₂)	40µg/m ³	Annual mean	31.12.2005
Particulate Matter (PM₁₀)	50µg/m ³ , not to be exceeded more than 35 times a year	24-hour mean	31.12.2010
Particulate Matter (PM₁₀)	40µg/m ³	Annual mean	31.12.2010
Sulphur dioxide (SO₂)	350µg/m ³ , not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
Sulphur dioxide (SO₂)	125µg/m ³ , not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
Sulphur dioxide (SO₂)	266µg/m ³ , not to be exceeded more than 35 times a year	15-minute mean	31.12.2005
Benzene	16.25µg/m ³	Running annual mean	31.12.2003
Benzene	5µg/m ³	Annual mean	31 12 2010
1,3 Butadiene	2.25µg/m ³	Running annual mean	31.12.2003
Carbon Monoxide	10.0mg/m ³	Maximum Daily Running 8-Hour mean	31.12.2003
Lead	0.25µg/m ³	Annual Mean	31.12.2008

2. Elevated & Exceeding Levels of NO₂

NO_x emissions are made up from both primary nitrogen dioxide (NO₂) and nitric oxide (NO), and are formed by the burning of fossil fuels, such as diesel and petrol. NO_x emissions are also associated with industrial and domestic sources such as wood burners. Due to atmospheric chemical reactions NO reacts with oxidants such as Ozone (O₃) to produce secondary NO₂.

Although non-transport sources of NO_x are considerable contributors, according to the National Atmospheric Emissions Inventory, road transport accounts for one third of the UK's NO_x emissions. Diesel vehicles are examined as the main source of road transport influencing these levels.

In 2017, Bridgend's network of non-automated NO₂ monitoring locations were reviewed and ten additional monitoring locations were commissioned. These additional locations were sited based within known areas of particularly elevated traffic flows, introduction of traffic management systems and foreseeable development, all with nearby relevant exposure. The newly commissioned sites were allocated to Park Street, Coity Road, Cowbridge Road and Bridgend Town Centre's Market Street.

On 18th September 2018 BCBC's Cabinet approved the 2018 Local Air Quality Management Annual Progress Report (APR) for Bridgend², as produced by SRS on behalf of BCBC³. The report examined datasets captured during 2017 and noted that Park Street, Bridgend was an area of particular concern and subsequently an Air Quality Management Area (AQMA) was required. It was reported that two nitrogen dioxide (NO₂) monitoring locations situated at residential facades on Park Street as shown in Table 2 & Figure 1 recorded elevated and exceeding annual average levels of NO₂ when compared to the annual mean NO₂ Air Quality Objective of 40 µg/m³. The annual average levels were recorded in 2017 as:

² <https://www.srs.wales/Documents/Air-Quality/Bridgend/7294-7279-Bridgend-Council-2018-Air-Quality-Progress-Report.pdf>

³ <https://democratic.bridgend.gov.uk/documents/s17130/18.09.11%20Air%20Quality%2018%20Sep%20Cabine>

Table 2 - 2017 Annual Mean NO₂ Concentrations

Site ID	Annual Mean Concentration (µg/m ³)
	2017
OBC- 102	23.7
OBC- 103	37.6
OBC- 104	41.5

Notes:

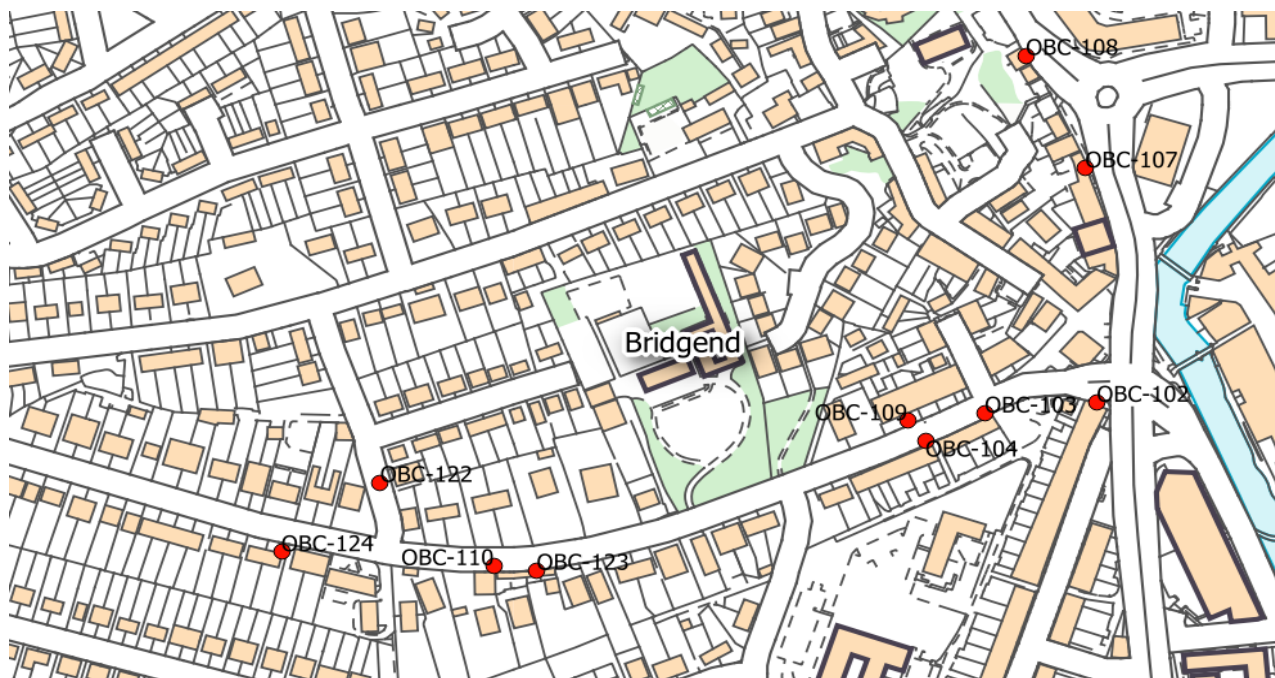
Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

NO₂ annual means exceeding 60µg/m³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

Figure 1 - 2017 NO₂ Monitoring Locations



Figure 2 - NO₂ monitoring locations since 2020.

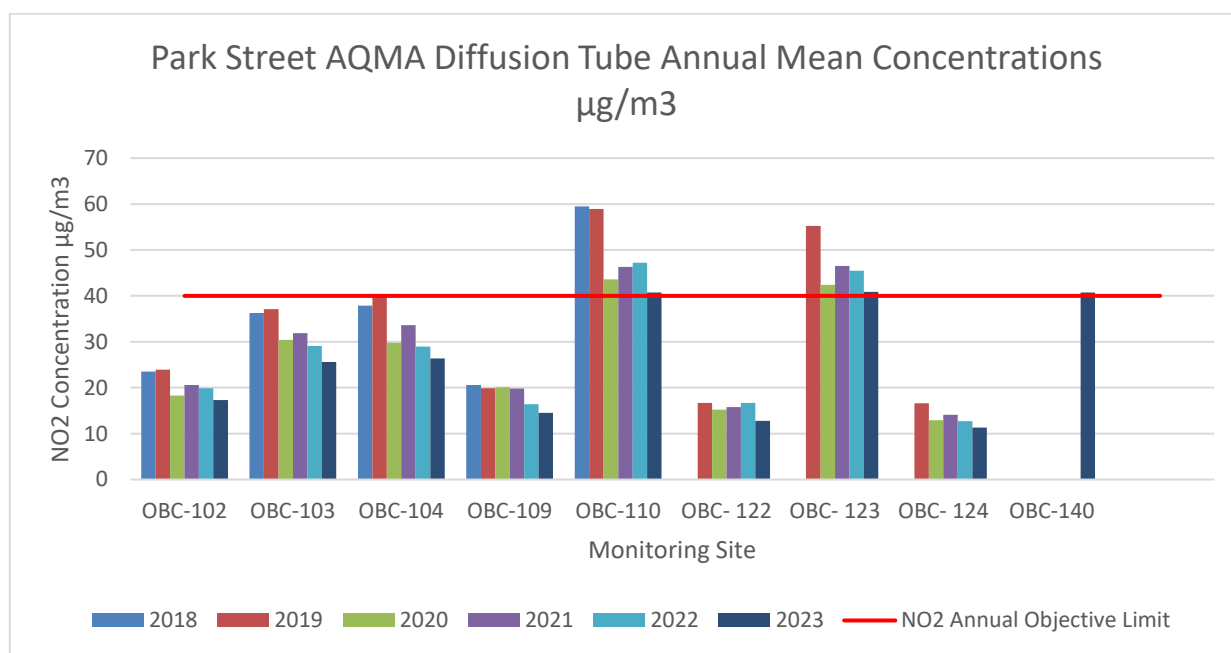


1.1 Nitrogen Dioxide Datasets

Figure 3 illustrates the annual average NO₂ datasets recorded at sensitive receptor locations within and in close proximity to the Park Street AQMA boundary from 2016 to 2023. It is notable that air quality is a prevalent concern along Park Street, which coincides with the boundary of the AQMA Order raised on 1st January 2019. It is also noted that elevated annual average NO₂ air quality levels exist near Park Street along adjoining road networks where relevant exposure is apparent.

In 2019, monitoring undertaken at established sites OBC-110 & OBC-123 located at 101/103 Park Street & 93 Park Street, not only demonstrated annual average levels in exceedance of the annual average air quality objective set at (40µg/m³) for NO₂, but levels captured were also encroaching upon the 1-hour objective; 200µg/m³ not to be exceeded > 18 times per year. **OBC-110 & OBC-123** recorded annual average figures in 2019 of **53.7µg/m³ & 55.2µg/m³**.

Figure 3 - Annual average NO₂ concentrations at receptors within and close to Park Street AQMA boundary 2018 - 2023



Data for 2023 is currently provisional and may change once QA/QC adjustment factors are updated.

It is also noted that in 2023, monitoring undertaken at sites OBC-110 & OBC-123, located on Park Street residential facades, exceed the annual average air quality objective set at ($40\mu\text{g}/\text{m}^3$) for NO_2 . **OBC-110 & OBC-123 recorded provisional annual average figures in 2023 of $40.7\mu\text{g}/\text{m}^3$ & $40.9\mu\text{g}/\text{m}^3$.** This represents a significant reduction in NO_2 concentrations of 30% and 25% at these receptors since 2019.

Sites currently exceeding annual air quality objectives are isolated to one area of Park Street. This area of Park Street, between no.91 – 107, experience higher concentrations of pollutants due to the proximity of houses to a heavily trafficked primary route with congestion issues. These issues are compounded by gradients increasing engine load and poor dispersion caused by buildings. All other monitoring locations within Park Street AQMA and across Bridgend currently demonstrate compliance with the applicable air quality objectives.

Figure 4 - Picture of area within Park Street AQMA exceeding the annual NO_2 objective.



2 Automatic Air Quality Monitoring

With particular focus on nitrogen dioxide (NO_2), in December 2020, BCBC introduced an automated air quality monitoring system within the Park Street AQMA. The equipment allows air quality trends to be examined on a high temporal resolution basis and therefore will be able to assist with underpinning those short-term periods whereby raised levels of NO_2 and PM_{10} are particularly prevalent. This data will be particularly useful in assigning traffic control measures for certain time periods.

SRS on behalf of BCBC examined potential locations along Park Street within the AQMA boundary to implement the automated air quality monitoring equipment. Following preliminary site visits with air quality monitoring equipment suppliers and the local authority's Highways Team, it was evident that Park Street presented as a rather difficult area in which to implement an air quality monitor. This was due to narrow foot ways and the fact that Park Street is designated as traffic sensitive, thus only allowing highway works between restricted hours.

To overcome these concerns, it was noted that the Quaker's Meeting House (Bridgend Quaker Meeting, 87 Park St, Bridgend, CF31 4AZ) car park offered a preferable location and would be a representative location for data collection.

Table 3 to Table 7 present information and pollutant concentration data gathered by the air quality monitoring station to January 2024. **Data is currently provisional.**

Table 3 - Details for Park Street Air Quality Monitoring Station

Site ID	Site Name	Site Type	Associated with (Named) AQMA?	X OS Grid Reference	Y OS Grid Reference	Pollutants Monitored	Monitoring Technique	Inlet Height (m)	Distance from monitor to nearest relevant exposure (m) ⁽¹⁾	Distance from Kerb to Nearest Relevant Exposure (m)	Distance from Kerb to Monitor (m)
AQMA 1	Bridgend Park Street AQMA	Roadside	Y	290040	179704	NO ₂ , PM ₁₀	Chemiluminescence / Beta Attenuation Monitor with Gravimetric Equivalence	1.5	4	5.5	1.5

Table 4 - Automatic Monitoring Results for Nitrogen Dioxide

Site ID	Site Type	Within AQMA?	Valid Data Capture 2023 %	Annual Mean Concentration (µg/m ³)		
				2021	2022	2023
Park Street Automatic Monitor	Roadside	Y	92	27	28	27

Table 5 - 1-Hour Mean NO₂ Monitoring Results, Number of 1-Hour Means >200 µg/m³.

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%)	Valid Data Capture 2023 (%)	2021	2022	2023
Park Street Automatic Monitor	Roadside	Automatic	92	100	0	0	0

Table 6 - Annual Mean PM₁₀ Monitoring Results (µg/m³)

Site ID	Site Type	Within AQMA?	Valid Data Capture 2023 %	Annual Mean Concentration (µg/m ³)		
				2021	2022	2023
Park Street Automatic Monitor	Roadside	Y	94	17	18	18

Table 7 - 24-Hour Mean PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50 µg/m³.

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%)	Valid Data Capture 2023 (%)	2021	2022	2023
Park Street Automatic Monitor	Roadside	Automatic	95	95	0	0	2

Automatic monitoring carried on Park Street demonstrates compliance with the annual air quality objective for NO₂. This automatic monitor also showed no exceedances of the 1-hour NO₂ objective of **200 µg/m³** not to be exceeded more than eighteen times annually for both periods. Particulate matter (PM₁₀) monitoring was carried out by the automatic monitoring station. The annual average figure shown at this site in 2022 and 2023 is compliant with the PM₁₀ annual average objective of **40 µg/m³**. There were also no exceedances of the 24-hour PM₁₀ objective of **50 µg/m³** not to be exceeded more than thirty-five times annually.

Compliance of air quality objectives at the automatic monitoring station confirms the varied impact of pollutant emissions on Park Street. Two non-automatic monitoring sites located approximately seventeen metres from the monitoring station show exceedances of the annual air quality objective for NO₂. As discussed previously, air quality issues are exacerbated in the location of non-compliance by the proximity of terrace housing to the road and poor dispersion of pollutants.

Figure 5 - non-automatic sites exceeding NO₂ objective and Air Quality Monitoring Station



3 Impacts of COVID-19 on Air Quality within Bridgend

As stated in the Bridgend 2021 APR⁴, during Covid-19 restrictions in 2020, an average reduction of 22% in NO₂ annual mean concentration was experienced at roadside diffusion tube monitoring sites across the County Borough relative to 2019.

⁴ <https://www.srs.wales/Documents/Air-Quality/Bridgend/Bridgend-APR-2021.pdf>

Although still exceeding the NO₂ annual objective of 40 µg/m³, sites OBC-010 and OBC-123 in the Park Street AQMA, saw a reduction in NO₂ annual mean concentration of 21.2% and 24.1% respectively, relative to 2019. There was a slight rise in NO₂ concentrations in 2021 relative to 2020. This reflects the lifting of Covid-19 restrictions during this period. In 2022, Concentrations of NO₂ are still below levels experienced in 2019 at all locations in Park Street.

Remote and Hybrid working has remained higher than pre-pandemic levels. These working practices contribute towards decreased traffic and emission on our roads. Data is presented by the ONS (Office of National Statistics) for the UK Annual Population Survey⁵ in 2019. In the 12-month period from January to December 2019, in the UK there were an estimated 1.7 million people who said that they work mainly from home; this represents just over 5% of the total workforce.

Levels of working from home peaked during the pandemic, with almost half of working adults (49%) reporting having worked from home at some point in the past seven days in the first half of 2020 (3 to 13 April and 11 to 14 June 2020). Two years later (27 April to 8 May 2022), when guidance to work from home was lifted in Great Britain, around 38% of working adults reported having worked from home. In the most recent period (25 January to 5 February 2023) around 40% of working adults reported having worked from home at some point in the past seven days.

Analysis was also undertaken by air quality consultants Ricardo, on behalf of Welsh Government⁶, to assess the impact of lockdown on air quality during the period of the 16th of March 2020 to 31st of May 2020. This analysis showed decreases in nitrogen oxides during this period due to reduced emissions with less traffic on our roads. Analysis of a limited sample of traffic data shows a significant drop in vehicle flows at the time of the lockdown, mostly in the Car/Light Van and Bus categories as expected. The fall-off in vehicle counts for the heavier goods vehicles is less significant.

⁵

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/article/s/coronavirusandhomeworkingintheuklabourmarket/2019>

⁶ https://airquality.gov.wales/sites/default/files/documents/2020-08/Analysis_of_Welsh_Air_Quality_Data_Impacts_of_Covid-19_Final_Issue2.pdf

4 Declaration of an Air Quality Management Area (AQMA)

Welsh Government's (WG) Policy Guidance 7 states.

4.8 A Local Authority must by order designate as an AQMA any part of its area in which it appears one or more of the national air quality objectives is not being achieved or is not likely to be achieved.

4.11 Local Authorities should declare or extend an AQMA as soon as possible after recognising the need for it to be declared or extended. A copy of the new or amended AQMA order should be submitted to the Welsh Government and Defra, together with a GIS shape file of the AQMA boundary. The order must also be made public and drawn to the attention of people living and working within the AQMA boundary.

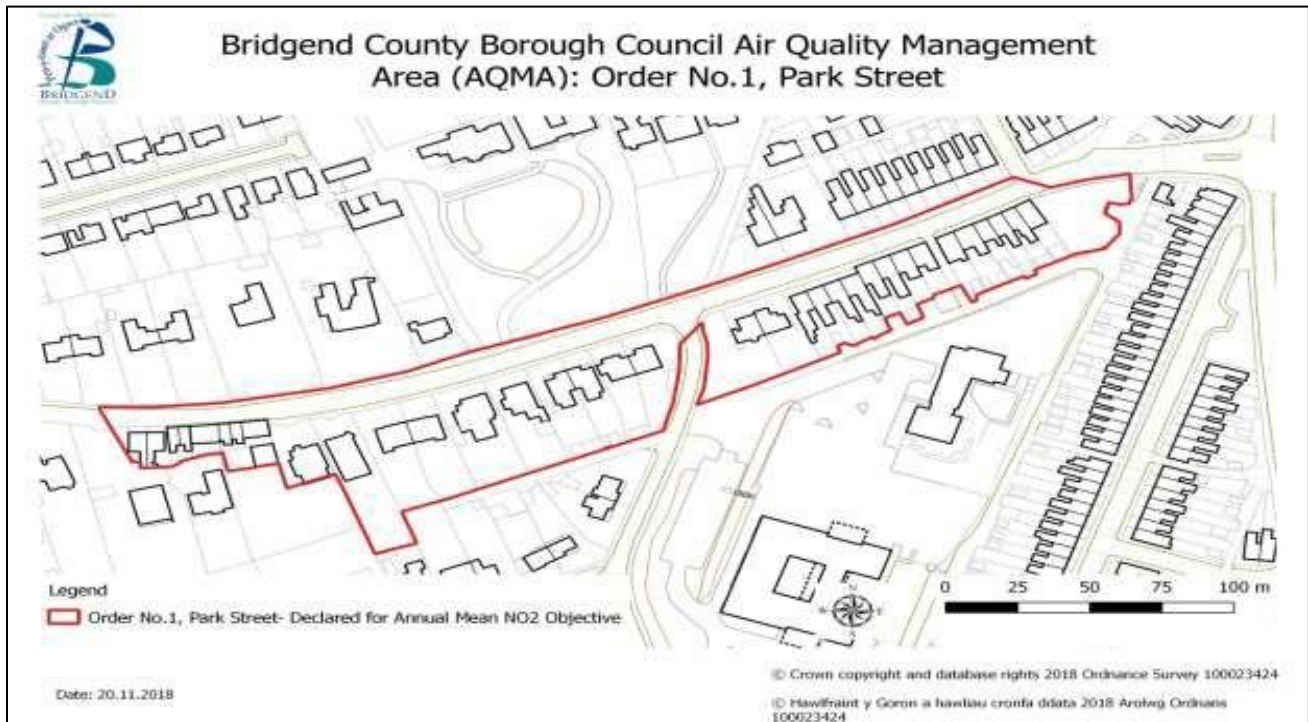
Based on the 2017 NO₂ datasets, in accordance with WG's Policy Guidance and Section 83 of the Environment Act 1995, SRS/ BCBC is legally required to declare an Air Quality Management Area (AQMA) for Park Street, and in doing so raise an AQMA order that defines the detail and locality of the AQMA.

The Park Street, Bridgend AQMA Order was officially implemented on the 1st of January 2019. The area comprising the Bridgend County Borough Council Air Quality Management Area Order No. 1, Park Street is that contained within the following boundary.

The designated area borders the green space area prior to the rear entrance of properties located on Sunnyside Road. The designated area incorporates all north facing properties, including their open space areas between 39 Park Street and 105 Park Street. The boundaries' northern side borders the open space areas that front the south facing properties encapsulating the public access pathway.

⁷ <https://gov.wales/sites/default/files/publications/2019-04/local-air-quality-management-in-wales.pdf>

Figure 6 - Park Street AQMA



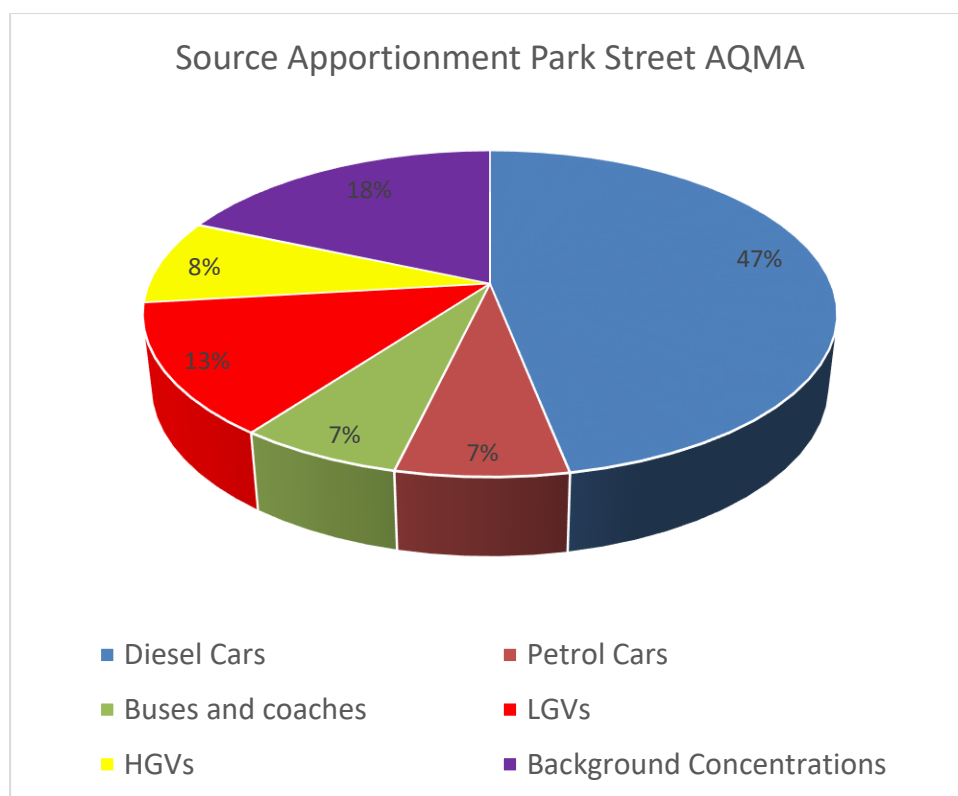
4.1 Source Apportionment Analysis

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within the Park Street AQMA.

As stated in paragraph 7.104 of LAQM.TG22, source apportionment need not be carried out with absolute precision but should be detailed enough to allow the authority to identify the predominant sources that contribute the air quality exceedances within its AQMA. An important initial separation, in most cases, will be into:

- Regional background, which the authority is unable to influence.
- Local background, which the authority should have some influence over, and
- Local sources, which will add to the background to give rise to the hotspot area of exceedances. These will be the principal sources for the local authority to control within the Action Plan.

Figure 7 - Park Street NO₂ Source Apportionment Assessment



The key findings of the source apportionment study were:

Traffic is the main contributor to poor air quality on Park Street

- Traffic sources are estimated to contribute around 82% to the total NO₂ on Park Street.
- Background NO₂ makes up 18% of the NO₂ on Park Street.
- Cars are the predominant source of NO₂ on Park Street.
- Collectively, cars contribute over 50% of the NO₂ on Park Street (54%).
- Diesel cars contribute approximately seven times that of petrol cars.

Heavy Goods Vehicles (HGVs) have a disproportionate impact on air quality in Park Street

- Collectively, all heavy diesel vehicle categories (including buses and HGVs) contribute 15% of the NO₂ on Park Street but only make up 2.4% of vehicle movements.
- HGVs contribute 8% of the NO₂ on Park Street.

- Buses contribute around 7% of the NO₂ on Park Street.
- Light Goods Vehicles are estimated to contribute 13% of the NO₂ on Park Street.
- The NO₂ contribution from motorcycles is less than 0.1% and is therefore considered negligible.

Contribution from other sources is considered negligible.

4.2 Required Reduction in Emissions

Table 8 displays the reduction in NO₂ concentrations and road NO_x emissions required in Park Street AQMA. This is based on 2023 worst-case modelled value from the 'do minimum' scenario within the detailed assessment, carried out as part of this AQAP. The required reduction in emissions has been calculated in accordance with Chapter 7 (Box 7.6) of the LAQM Technical Guidance using DEFRA's latest NO_x to NO₂ Calculator Tool v8.1. The target value used in these calculations is 36 µg/m³ to consider the requirement for concentrations to be at least 10% below the objective for revocation of the AQMA to be considered based on monitoring data alone.

Table 8 - Required Reduction in Emissions

Location	NO ₂ Concentrations (µg/m ³)		Road NO _x Emissions (µg/m ³)
	2023 Modelled Concentration	Required Reduction	Reduction Required
Receptor 27	47.5	11.5	18.18

4.3 Diesel Cars and Increased NO₂

The high contribution of diesel cars to NO_x emissions and the resulting concentrations of NO₂ is something that has been widely acknowledged and is an unwanted consequence of a greater uptake of diesel cars due, in part, to government incentives to reduce emissions of carbon dioxide.

Although NO_x emissions overall have been declining because of improved engine technology and the transition to electric vehicles, primary NO₂ emissions have increased due to technology designed to lower the emissions of particulate. This is explained in the scientific article 'Emission reduction versus NO₂ air quality concentrations, a trade-off?' by Peter J Sturm and Stefan Hausberger of Graz University of Technology, Austria⁸.

⁸ https://online.tugraz.at/tug_online/voe_main2.getVollText?pDocumentNr=145519&pCurrPk=52228

'The reasons for increasing NO₂ shares are mainly a catalytic exhaust gas after treatment such as diesel oxidation catalysts and coated diesel particulate filter (DPF) and the increasing exhaust gas recirculation rates for modern vehicles. High NO₂ levels at the raw exhaust gas are desired for the passive regeneration of the DPF at lower exhaust gas temperatures. Thus, the exhaust gas after treatment to reduce fine particle emissions is at least partly responsible for the actual NO₂ situation.'

4.4 Key Priorities

After considering the findings provided by source apportionment analysis, the following actions were prioritised for development as part of the action plan.

- **Priority One** - Reduce queuing and congestion on Park Street. Improve queuing in areas adjacent to receptors in exceedance of air quality objectives. Improve traffic flows travelling from Park Street towards the Tondu Road/Angel Street junction and reduce queuing from right hand turning traffic into St Leonards Road. These options have been assessed and are found to improve NO₂ concentrations by up to 12% at the worst effected receptors if implemented in 2023. Measure twenty of this action plan, which involves the optimisation of traffic signals at the Tondu Rd/ Park Street/ Angel Street Junction, was implemented in August 2022.
- **Priority Two** – Ensure future planning proposals consider the full impact of the air quality impacts on Park Street AQMA in adherence to planning policy guidance. Develop Supplementary Planning Guidance (SPG) to provide a specific guidance for air quality in accordance with new developments.
- **Priority Three** – Implement public health campaigns and raise awareness to encourage modal shift. Investigate improvements to bus services, active travel planning, walking, and cycling strategies to encourage these changes.

5 Development of an Air Quality Action Plan

In accordance with WG's Policy Guidance:

*4.12 A draft action plan must be produced for review by the Welsh Government within **18 months** of the coming-into-force date of the AQMA order, and the action plan must be **formally adopted before two years have elapsed**. A Local Authority failing to produce a draft action plan for review by the Welsh Government within two years of declaring or extending an AQMA will, in the absence of a compelling explanation, be issued with a direction from the Welsh Ministers under section 85(3) of the 1995 Act.*

5.1 National and Local Policy and Guidance

In order to develop the AQAP a number of key national and Local Policy and Guidance documents have been considered as summarised below:

5.1.1 Welsh Government Local Air Quality Management in Wales Policy Guidance, June 2017

SRS & BCBC recognises that in order to tackle pockets of poor air quality, a more suitable and constructive approach is required to target the whole of Bridgend, improving overall air quality. With the implementation of correct long-term measures, highlighted road networks and identified areas of concern should be able to benefit from improved air quality. Welsh Government guidance on local air quality management recommended two clear goals:

- (1) Achieve compliance with the national air quality objectives in specific hotspots; and**
- (2) Reduce exposure to pollution more widely, to achieve the greatest public health benefit.**

Collective efforts, therefore, should look beyond targeted action in localised air pollution hotspots and do this in parallel with universal action to reduce risks for everyone.

As stated by WG's policy guidance the following ways of working should be incorporated when devising any AQAP.

- looking to the **long term** so we do not compromise the ability of future generations to meet their own needs.
- taking an **integrated** approach.
- **involving** a diversity of the population in the decisions affecting them.
- working with others in a **collaborative** way to find shared sustainable solutions; and

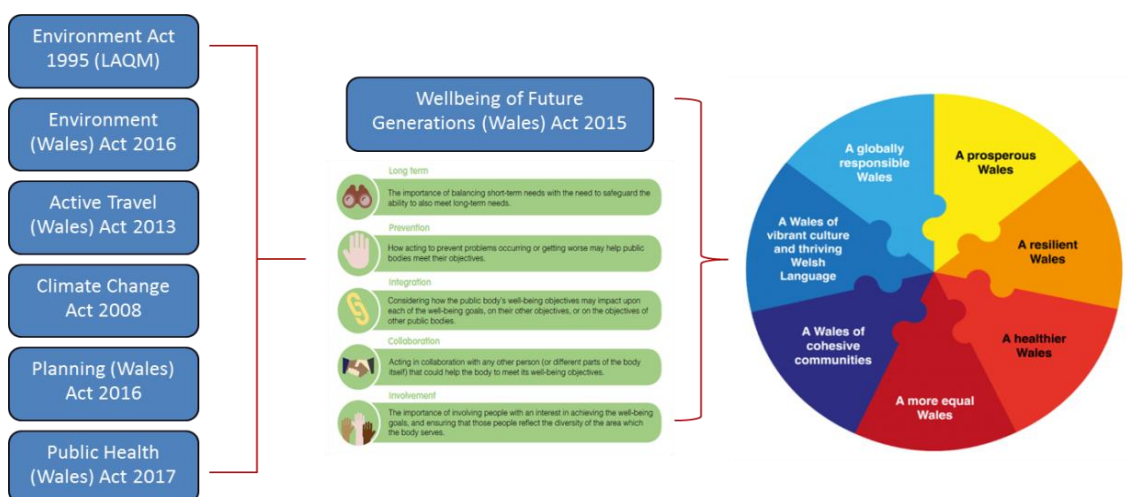
- acting to **prevent** problems from occurring or getting worse.

5.1.2 The Well-Being of Future Generations (Wales) Act 2015

In 2015 Welsh Government made a new law called the Well-Being of Future Generations (Wales) Act. The new law has the sustainable development principle at its heart. This means that we need to work in a way that improves wellbeing for people today without doing anything that could make things worse for future generations.

As highlighted in figure 7 there are seven national well-being goals that form the basis of the Act and five ways of working which support the goals:

Figure 8 - The Well Being Of Future Generation (Wales) Act 2015



Public and business sectors have come together in Bridgend to form a Public Services Board (PSB). Bridgend PSB is committed to working together to improve wellbeing in Bridgend County Borough now and in the future. Bridgend PSB has used the sustainable development principle and the new five ways of working to develop a Well-Being Plan (2018-2023).

The plan outlines the things that Bridgend PSB will work on together, over the next five years, well-being objectives and steps, and provide a vision for how Bridgend will look in 10 years' time. The plan is seen as a mechanism that provides the best possible means of working to help understand the underlying causes of problems and prevent those problems getting worse or happening in the future.

The declaration of the AQMA on Park Street and the subsequent production of an Action Plan, will ensure that future decision making in terms of air quality complies with the WFG, and the Council meets the five ways of working, as detailed below:

- **Long term** – The action plan will balance short-term needs of improving air quality and will also look at measures to safeguard the ability of meeting long-term needs.
- **Prevention** – By implementing measures which will be set out in the Action Plan, the Council should ensure improvements in air quality and will be able to prevent air quality deteriorating in the future.
- **Integration** – SRS will look to ensure that the work undertaken as part of the Action Plan integrates with public body's environmental well-being objectives.
- **Collaboration** – The Action Plan will be developed in collaboration with many departments within the Council and other external organisations, i.e., Public Health Wales; and
- **Involvement** – The action plan will be subject to public consultation and will ensure that those who have a strong interest in improving air quality will be fully involved and their ideas considered.

Contributing to the seven national well-being goals and long-term vision for Bridgend, Bridgend PSB has developed four main objectives as detailed in figure 7.

Figure 9 - Bridgend PSB Well-being Objectives



In accordance with air quality, as part of the objective for “**Healthy Choices in a Healthy Environment**” Bridgend PSB outlines those resources are best utilised and collaborative working ensures that the built, cultural, and natural environment remains resilient in future. The priority areas to endorse and encourage the success of the objective will include working together to maximise benefit from cultural, built, and natural assets. It will also look at promoting a more resource and energy efficient way of living and working. To measure the success of promoting a more resource effective and energy saving way of improving air quality, particularly NO₂ levels will be examined.

5.1.3 BCBC's Local Development Plan (LDP) 2006- 2019

The document provides a framework for sustainable development within the County Borough of Bridgend, outlining strategies and policies for future land use and development.

One of the main strategic LDP objectives is highlighted in **Strategic Policy 4 (SP4)** which promotes the conservation and enhancement of the natural environment. SP4 illustrates that development proposals will not be permitted where they have an adverse impact upon the quality of natural resources, including water, air, and soil.

Also highlighted within the LDP document is Policy **ENV 7** (Natural Resource Protection and Public Health).

“Development proposals will only be permitted where it can be demonstrated that they would not cause a new, or exacerbate an existing, unacceptable risk of harm to health, biodiversity and/or local amenity due to air pollution.”

Where proposed developments indicate negative impacts, measures and mitigation methods must be detailed to enable impacts to be minimised to an acceptable level. For example, in terms of air quality, measures can include the production of an Air Quality Assessment and the implementation of conditions.

5.1.4 BCBC's The Local Transport Plan (LTP) 2015- 2030

The Welsh Government now requires local authorities in Wales to prepare and adopt a Local Transport Plan (LTPs) as the framework for identifying local transport schemes for improvements. LTPs therefore replace Regional Transport Plans.

Under guidance from the Welsh Government, local authorities have the choice to develop and adopt either joint LTPs with neighbouring local authorities or a stand-alone LTP for their own geographical area.

Bridgend County Borough Council has opted for the latter approach in view of the uncertainty of the future of local authority boundaries and structures amid discussions of reorganisation of local government.

The LTP looks to tackle growing traffic levels (and hence air quality impacts) by providing strategies which focus upon providing efficient and effective transport

⁹ <https://www.bridgend.gov.uk/residents/planning-and-building-control/development-planning/replacement-bridgend-local-development-plan-2018-to-2033/>

networks.

“The Council is mindful of the broader negative impact of transport related emissions on health and the natural environment.”

“To reduce the environmental impact of transport, the LTP includes measures and interventions that will increase opportunities for active travel, encourage the use of public transport and promote modal integration.”

The LTP policy recognises the Council’s objective to achieving sustainable travel (alternatives to using cars) and reducing negative impacts on the environment. The policy suggests that through improved transport infrastructure and transport services this can be achieved.

5.1.5 Welsh Government, Clean Air Plan for Wales, Healthy Air Healthy Wales

At the time of drafting this report WG has published its latest plan which underpins its commitment and long-term ambition to improve air quality in Wales. The plan sets out WG’s policy direction and proposed actions to reduce air pollution to support improvement in public health and the natural environment. Actions are proposed across four thematic themes, examined as People, Environment, Prosperity, and Place.

SRS/ BCBC support the aspirations of the plan and welcome the development of more stringent mitigation measures that will enable a cohesive approach to air quality management and protecting public health and the natural environment.

6 Consultation and Stakeholder Engagement

In developing/updating this AQAP, we have worked with other local authorities, agencies, businesses, and the local community to improve local air quality. In September 2022, a 3-month public consultation period was undertaken for the draft AQAP. The consultation was advertised online via BCBC social media and through the BCBC website. During the consultation period, Stakeholders, members of the public and businesses were encouraged to give their views on the AQAP and its proposed measures via an online survey. A leaflet drop was carried out inviting residents to two ‘drop in’ sessions carried out at the BCBC Angel Street Office.

Figure 10 - AQAP consultation leaflet



7 Consultation Results

The results of the public consultation were positive and in general supportive of the key priority areas of intervention and air quality actions developed in this AQAP.

- Thirty-three respondents (47%) confirmed that before reading the draft action plan, they were seriously concerned about air quality within Park Street and Bridgend. Seventeen respondents (24%) selected Moderately concerned about the air quality, and a further twelve respondents (17%) stated they were slightly concerned. Whereas nine respondents (13%) selected that they were not concerned at all
- Forty-three respondents (61%) confirmed they were seriously concerned about the air quality after reading the draft action plan. Thirteen respondents (18%) stated they were Moderately concerned, and ten respondents (14%) selected Slightly concerned. Five respondents (7%) still felt they were Not at all Concerned about the air quality in Park Street and Bridgend after reading the draft action plan.
- For the Implementation and optimization of 4-phase junction at the Park Street /

Angel Street / Tondu Road Junction, this proposal was as ranked High importance by thirty-two respondents (47%). Twenty-three respondents (34%) felt that that this proposal was of medium importance, whereas eleven respondents (16%) ranked this as Low importance. Two respondents (3%) selected Don't know what importance should be given.

- For Anti-idling implemented as TROs specific to sensitive areas such as outside schools, hospitals, care homes, as well as Park Street AQMA, twenty-six respondents (38%) rated this proposal as High importance. Twenty-two respondents (32%) felt Anti-idling was of medium importance, whereas nineteen respondents (28%) rated the proposal as Low importance. Two respondents (3%) selected Don't Know.
- For denying access onto St Leonards Road from Park Street, thirty respondents (44%) rated this proposal as a High Importance. However, twenty-four respondents (35%) feel denying access to St Leonard's Road is of Low importance. A further eleven respondents (16%) rated the proposal as medium importance, and four respondents (6%) selected Don't Know.

The full consultation report can be found in Appendix C.

8 Proposed mitigation measures for Park Street AQMA

To develop ideas and ensure an effective AQAP which considers all aspects prioritising public health, an AQAP Work Steering Group has been established consisting of representatives from Bridgend's internal departments of interest, as well as persons from the local PSBs.

Collaborating the ideas and suggestions made to date, a list of proposed mitigation measures has been compiled. Table 9 documents the proposed list of mitigation measures for the Park Street AQMA.

A qualitative cost benefit analysis assessment has also been provided for each action as detailed in Table 10. The potential actions have been scored for cost benefit and the resulting rank to identify the most deliverable actions. Estimated costs (1 for high cost to 5 for low cost) were multiplied by a sum of the likely benefit from reducing pollution and people's exposure to the pollution (10 for high and 1 for low) to provide a score. The highest score shows the greatest cost benefit according to the opinions of the project team. The measures in Table 10 are listed in order of their ranking score.

It is acknowledged that some measures may score highly despite not affecting air pollution, because they instead may help reduce people's exposure to the pollution.

To note; following this indicative Cost Benefit Analysis it was agreed by the AQAP

Work Steering Group to assess in more detail mitigation options that will manage and improve traffic flows through the Park Street AQMA. As previously outlined queuing and inconsistent traffic flows would appear to be the principal cause of the portrayed poor air quality levels. It was necessary that to proceed with the development of a successful and meaningful AQAP the Council needed to undertake detailed transport and air quality assessments to ensure that correct mitigation measures are considered before any implementation. Detailed assessments include the impact of any approved and committed to local developments. The Air Quality Action Plan is a live document and measures will be added, developed, and assessed accordingly throughout the lifetime of this plan.

Table 9 - Proposed AQAP mitigation measures for Park Street AQMA

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
1	Public Health information campaign including additional automatic monitoring	Public Information	Via the Internet	Unknown	Unknown	. Local Authority Environmental Health, BCBC, Local Communities Forum	Proposed DEFRA AQ Grant Funding		Unknown	Unknown	Subject to approval	Unknown.	The number of hits on website. Number of initiatives delivered. Delivery of a public education campaign. Cross reference obtained air quality results to the applicable air quality objectives. Improvements to those figures outlined in Bridgend LTP 2015 using data acquired by 2011 Census.	No progress to date.	Requires ongoing grant funding.

Comments / Potential Barriers to Implementation	Progress to Date	Key Performance Indicator	Target Reduction in Pollutant / Emission from Measure	Measure Status	Estimated Cost of Measure	Funding Status	Defra AQ Grant Funding	Funding Source	Organisations Involved	Estimated / Actual Completion Year	Estimated Year Measure to be Introduced	Classification	Category	Measure	Measure No.
	No progress to date	Number of associated members.	Unknown.	Subject to approval	As above			Measure could be included in funding for measure one.	Local Communities Forum	Unknown	2023	Via the Internet/Leaflets/Other	Public Information	Support the creation of a local "Air Quality Action Group."	2
		Cross reference obtained air quality results to the applicable air quality objectives.	Unknown.	Subject to approval by	£10 - £50k			DEFRA AQ Grant Funding	. Local Authority Environmental Health, BCBC, Local Communities Forum	2027	2023	Via the internet	Public Information	Increase the monitoring capabilities of the Council with investment in more air quality monitoring techniques. Creation of an online platform linked to the Air Quality Index.	3
	No progress to date	Improved Public awareness/ Increase in the use of sustainable alternatives.	Not directly applicable – NOx reduction not estimated		£50k - £250k			Unknown	. Local Authority Environmental Health, BCBC		Unknown	Other	Public Information/Traffic management	Electronic "pollutant signage" within AQMA and local area	4

Comments / Potential Barriers to Implementation	Progress to Date	Key Performance Indicator	Target Reduction in Pollutant / Emission from Measure	Measure Status	Estimated Cost of Measure	Funding Status	Defra AQ Grant Funding	Funding Source	Organisations Involved	Estimated / Actual Completion Year	Estimated Year Measure to be Introduced	Classification	Category	Measure	Measure No.
	No progress to date	Improved Public awareness/ Increase in the use of sustainable alternatives.	Not directly applicable – NOx reduction not estimated		£50k - £250k			Unknown	Local Communities Forum	Unknown	Unknown	Other	Public Information/Traffic management	Signs and banners for engine idling. Signage at key intersections, near junctions and on public transport / taxis encouraging people to switch off engines when traffic comes to a stop.	5
.	No progress to date	Production of an SPG.	Not directly applicable – NOx reduction not estimated		< £10k			Unknown	. Local Authority Environmental Health, BCBC	Unknown	Unknown	Air Quality Planning and Policy Guidance	Policy Guidance and Development Control	Develop Supplementary Planning Guidance (SPG) to provide a specific guidance for air quality in accordance with new developments.	6

Comments / Potential Barriers to Implementation	Progress to Date	Key Performance Indicator	Target Reduction in Pollutant / Emission from Measure	Measure Status	Estimated Cost of Measure	Funding Status	Defra AQ Grant Funding	Funding Source	Organisations Involved	Estimated / Actual Completion Year	Estimated Year Measure to be Introduced	Classification	Category	Measure	Measure No.
	No progress to date	Number of properties where a power spur for an electric vehicle charge point is installed. Number of planning applications approved with a vehicle charge point as an advisory or required condition.	Not directly applicable – NOx reduction not estimated		< £10k			Unknown	BCBC		Unknown	Other	Policy Guidance and Development Control	Planning guidance for the provision of Electric Vehicle Charging Points. To note; EV points are now compulsory in England	7
	No progress to date	Production of a revised document.	Not directly applicable – NOx reduction not estimated		< £10k			Unknown	BCBC	Unknown	Unknown	Promotion of cycling	Policy Guidance and Development Control	Revise BCBC's Walking and Cycling Strategy; Revise the existing 2009 document	8
.	No progress to date	Number of trees planted.	Not directly applicable – NOx reduction not estimated		< £10k			Unknown	BCBC	Unknown	Unknown	Other	Policy Guidance and Development Control	Endorse SP19, Biodiversity and Development. Further influence the use of green infrastructure for new developments.	9

Comments / Potential Barriers to Implementation	Progress to Date	Key Performance Indicator	Target Reduction in Pollutant / Emission from Measure	Measure Status	Estimated Cost of Measure	Funding Status	Defra AQ Grant Funding	Funding Source	Organisations Involved	Estimated / Actual Completion Year	Estimated Year Measure to be Introduced	Classification	Category	Measure	Measure No.
	No progress to date	Number of nuisance complaints generated.	Not directly applicable – NOx reduction not estimated. . Not necessarily applicable to reduction of emissions on Park Street as source of problem is from vehicles. Unlikely to impact NO ₂ exceedance s at effected receptors		Cost unknown			Unknown	BCBC		Unknown	Other	Policy Guidance and Development Control	Implement 'smoke control zone' for Bridgend. Wood burners installations would need authorisation to operate and receive permissions in accordance with the Clean Air Act.	10
	No progress to date	BCBC/ SRS/ Living Streets "WOW" Scheme/ Sustrans/ WG Young Dragons Educational Package/ Global Action Plan	Not directly applicable – NOx reduction not estimated		< £10k			Unknown	BCBC	Unknown	Unknown	Incentivise active travel campaign & infrastructure	Promoting Travel Alternatives	School Active Travel Plans	11

Comments / Potential Barriers to Implementation	Progress to Date	Key Performance Indicator	Target Reduction in Pollutant / Emission from Measure	Measure Status	Estimated Cost of Measure	Funding Status	Defra AQ Grant Funding	Funding Source	Organisations Involved	Estimated / Actual Completion Year	Estimated Year Measure to be Introduced	Classification	Category	Measure	Measure No.
.	No progress to date	Produce Healthy Travel Charter. Number of individuals enrolled on programme.	Not directly applicable – NOx reduction not estimated		< £10k			Unknown	BCBC	Unknown	Unknown	Encourage / Facilitate home working.	Promoting Travel Alternatives	Encourage/ Facilitate homeworking. BCBC/ SRS is one of the largest employers in Bridgend and therefore could look to adopt more flexible/ agile working patterns	12
	No progress to date	Produce Healthy Travel Charter. Number of individuals enrolled on programme.	Not directly applicable – NOx reduction not estimated		< £10k			Unknown	BCBC/ Cwm Taf Morgannwg University Health Board/ Public Health Wales.		Unknown	Other	Promoting Travel Alternatives	Work with local businesses to develop active travel to work programmes. Cardiff Staff Travel Charter currently being rolled out but only for public sector establishments.	13

Comments / Potential Barriers to Implementation	Progress to Date	Key Performance Indicator	Target Reduction in Pollutant / Emission from Measure	Measure Status	Estimated Cost of Measure	Funding Status	Defra AQ Grant Funding	Funding Source	Organisations Involved	Estimated / Actual Completion Year	Estimated Year Measure to be Introduced	Classification	Category	Measure	Measure No.
	No progress to date	Bus patronage figures.	NOx reduction not estimated although a reduction in cars will mean benefits in air quality and congestion.		£250k - £1m			Unknown	BCBC	Unknown	Unknown	Bus Park and Ride scheme	Alternatives to private vehicle use	Park and Ride facilities to be implemented at strategic sites (Broadlands)/ Shuttle bus service linking Bridgend train station to strategic points (Broadlands/ Hospital/ Coity/ McArthur Glen). There is also the potential to look at shared shuttle service for persons accessing proposed Health Centres.	14
.	No progress to date	Cross reference obtained air quality results on Park Street to the applicable air quality objectives.	Not directly applicable – NOx reduction not estimated		<10k			Unknown	BCBC	Unknown	Unknown	Anti-idling enforcement	Traffic Management	Anti-idling implemented as TROs specific to sensitive areas such as outside schools, hospitals, care homes, as well as Park Street AQMA	15

Comments / Potential Barriers to Implementation	Progress to Date	Key Performance Indicator	Target Reduction in Pollutant / Emission from Measure	Measure Status	Estimated Cost of Measure	Funding Status	Defra AQ Grant Funding	Funding Source	Organisations Involved	Estimated / Actual Completion Year	Estimated Year Measure to be Introduced	Classification	Category	Measure	Measure No.
	Nationwide implementation of 20mph limit in residential September 2023.	Evaluation of annual air quality datasets for NO ₂ . Reduction in vehicle speeds via traffic flow analysis Any marked improvement in collision/incident rates. Cross reference obtained air quality results on Park Street to the applicable air quality objectives.	Unlikely to improve air quality on Park Street, as the air quality issue is caused by slow moving and queuing traffic.		Cost unknown			Unknown	BCBC	Unknown	Unknown	Anti-idling enforcement	Traffic Management	Introduce a pilot scheme "20mph speed limit" to Park Street.	16
Measure included in AQAP detailed assessment as part of 'do minimum' scenario.	Measure completed in February 2022.	Cross reference obtained air quality results on Park Street to the applicable air quality objectives.	Exact reduction unknown. However, improvements in NO ₂ reductions are evident since the implementation of the measure		<£10k				BCBC			Strategic highway improvement	Traffic Management	Ghost right hand turn onto Heol-Y-Nant.	17

Comments / Potential Barriers to Implementation	Progress to Date	Key Performance Indicator	Target Reduction in Pollutant / Emission from Measure	Measure Status	Estimated Cost of Measure	Funding Status	Defra AQ Grant Funding	Funding Source	Organisations Involved	Estimated / Actual Completion Year	Estimated Year Measure to be Introduced	Classification	Category	Measure	Measure No.
Measure included in AQAP detailed assessment as part of 'do something' scenario.	No progress to date	Cross reference obtained air quality results on Park Street to the applicable air quality objectives.	Modelling for 'do something' scenario predicts a decrease in NO2 emissions of up to 5.8µg/m3 when with addition of measure twenty.		£10k - £50k			Unknown	BCBC	Unknown	Unknown	Strategic highway improvement	Traffic Management	Deny all access onto St Leonard's Road from Park Street for all traffic movements.	18
		Reduced capacity on Park Street captured via traffic flow analysis.	Unknown.		Cost unknown			Unknown	BCBC	Unknown	Unknown	Strategic highway improvement	Traffic Management	Deny a through route movement from Angel Street onto Park Street.	19
Completed September 2022. Measure included in AQAP detailed assessment as part of 'do something' scenario.	Measure completed in February 2022.	Cross reference obtained air quality results on Park Street to the applicable air quality objectives.	Modelling for 'do something' scenario predicts a decrease in NO2 emissions of up to 5.8µg/m3 as part of a 'do something' scenario with measure eighteen		£10k - £50k				BCBC			Strategic highway improvement	Traffic Management	Optimise the traffic signals at the Tondur Rd/ Park Street/ Angel Street Junction- Adopt a MOVA system.	20

Comments / Potential Barriers to Implementation	Progress to Date	Key Performance Indicator	Target Reduction in Pollutant / Emission from Measure	Measure Status	Estimated Cost of Measure	Funding Status	Defra AQ Grant Funding	Funding Source	Organisations Involved	Estimated / Actual Completion Year	Estimated Year Measure to be Introduced	Classification	Category	Measure	Measure No.
	No progress to date	Customer satisfaction questionnaire s from the bus operators.	Unknown.		£50k - £250k			Unknown	BCBC	Unknown	Unknown	Bus Route Improvements	Transport Planning and Infrastructure	Bus Programme- Strategic Bus Network. Buses not to use St Leonard's Road due to the experienced access constraints onto and off Park Street.	22
	Modelling has carried out to assess measure	Cross reference obtained air quality results on Park Street to the applicable air quality objectives. Review data gathered via modelling assessment	Dispersion modelling indicates this option will have little effect on reducing NO2 concentrations at the worst effected receptors.		£10k - £50k			Unknown	BCBC	Unknown	Unknown	UTC, Congestion management, traffic reduction	Traffic Management / Promoting Low Emission Transport	HGV restrictions for Park Street.	23
	Modelling has carried out to assess measure	Cross reference obtained air quality results on Park Street to the applicable air quality objectives. Review data gathered via modelling assessment	Dispersion modelling indicates this option will have little effect on reducing NO2 concentrations at the worst effected receptors.		£250k - £1m			Unknown	BCBC	Unknown	Unknown	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	Promoting Low Emission Transport	Bus Electrification for buses using Park Street	24

Table 10 - Cost benefit Analysis for Park Street AQAP Mitigation Measures

Measure No.	Cost benefit (cost x [pollution reduction + exposure reduction] = score)					
	Measure	Cost 1 = >£1m 2 = £250k-1m 3 = £50k - 250k 4 = £10k - £50k 5 = <£10k	Air pollution reduction 10 = greatest air quality gain 1 = least air quality gain	Exposure reduction 10 = greatest exposure reduction 1 = least exposure reduction	Score = cost x benefit	Rank 1 = most cost benefit effective
20	Optimise the traffic signals at the Tondur Rd/ Park Street/ Angel Street Junction.	4	6	2	32	1
1	Public health information campaign.	5	2	4	30	2
15	Anti-idling implemented as TROs specific to sensitive areas such as outside schools, hospitals, care homes, as well as Park Street AQMA.	5	4	2	30	2
18	Deny all access onto Leonard's Road from Park Street for all traffic movements.	4	5	2	28	3

Measure No.	Cost benefit (cost x [pollution reduction + exposure reduction] = score)					
	Measure	Cost 1 = >£1m 2 = £250k-1m 3 = £50k - 250k 4 = £10k - £50k 5 = <£10k	Air pollution reduction 10 = greatest air quality gain 1 = least air quality gain	Exposure reduction 10 = greatest exposure reduction 1 = least exposure reduction	Score = cost x benefit	Rank 1 = most cost benefit effective
17	Ghost right hand turn onto Heol-Y-Nant.	5	4	2	25	3
6	Develop Supplementary Planning Guidance (SPG).	5	3	2	25	4
16	Introduce a pilot scheme "20mph speed limit" to Park Street.	5	3	2	25	5

Measure No.	Cost benefit (cost x [pollution reduction + exposure reduction] = score)					
	Measure	Cost 1 = >£1m 2 = £250k-1m 3 = £50k - 250k 4 = £10k - £50k 5 = <£10k	Air pollution reduction 10 = greatest air quality gain 1 = least air quality gain	Exposure reduction 10 = greatest exposure reduction 1 = least exposure reduction	Score = cost x benefit	Rank 1 = most cost benefit effective
7	Planning guidance for the provision of Electric Vehicle Charging Points.	5	3	1	20	6
2	Support the creation of a local "Air Quality Action Group."	5	2	1	15	7
10	Implement 'smoke control zone' for Bridgend.	5	2	1	15	7
12	Encourage/ Facilitate homeworking.	5	2	1	15	7

Measure No.	Cost benefit (cost x [pollution reduction + exposure reduction] = score)					
	Measure	Cost 1 = >£1m 2 = £250k-1m 3 = £50k - 250k 4 = £10k - £50k 5 = <£10k	Air pollution reduction 10 = greatest air quality gain 1 = least air quality gain	Exposure reduction 10 = greatest exposure reduction 1 = least exposure reduction	Score = cost x benefit	Rank 1 = most cost benefit effective
14	Park and Ride facilities to be implemented at strategic sites.	2	4	3	14	8
4	Electronic "pollutant signage" within AQMA and local area.	3	2	2	12	9
5	Signs and banners for engine idling	3	2	2	12	9
11	School Active Travel Plans	4	2	1	12	9
22	Bus Programme- Strategic Bus Network.	3	2	2	12	9
3	Increase the monitoring capabilities of the Council.	4	1	2	12	9
19	Deny a through route movement from Angel Street onto Park Street.	4	2	1	12	9

Measure No.	Cost benefit (cost x [pollution reduction + exposure reduction] = score)					
	Measure	Cost 1 = >£1m 2 = £250k-1m 3 = £50k - 250k 4 = £10k - £50k 5 = <£10k	Air pollution reduction 10 = greatest air quality gain 1 = least air quality gain	Exposure reduction 10 = greatest exposure reduction 1 = least exposure reduction	Score = cost x benefit	Rank 1 = most cost benefit effective
23	HGV restrictions for Park Street.	4	2	1	12	9
24	Bus Electrification for buses using Park Street	1-2	2	1	4	11

9 Detailed Transport and Air Quality Assessment

As previously discussed, queuing and inconsistent traffic flows are the principal cause of the measured poor air quality levels in the Park Street AQMA. After the Cost Benefit Analysis, it has been agreed by the AQAP Work Steering Group to assess in more detail mitigation options that will manage and improve traffic flows through the Park Street AQMA, with the principal objective to reduce NO₂ concentrations in line with air quality objectives.

The preferred options of the initial draft AQAP included the following three options under a Do Minimum and Do Something Scenario:

Do Minimum

- Introduction of a right turn holding lane at the Junction of Park Street with Heol y Nant (Measure 17). This was implemented by the developer (Persimmon) of the former Ysgol Bryn Castell site (Llangewydd Road, Cefn Glas) under the requirement of Condition 27 of Planning consent P/18/1006/FUL. It was opened to traffic in February 2022.

Do Something

- Deny all access onto St Leonards Road from Park Street (Measure 18).
- Implementation and optimization of 4-phase junction at the Park Street/ Angel Street/ Tondu Road Junction (Measure 20). This was completed in August 2022.

In addition to the above measures, in 2023 restrictions for HGVs and electrification of all buses using Park Street were assessed. The results from these modelled scenarios were added to any reductions achieved by the 'Do Something' scenario.

SRS/ BCBC commissioned external consultants to undertake transport and air quality modelling work for the above options to illustrate any benefits to nitrogen dioxide currently identified as exceeding objective limits. Since the above measures work in conjunction with one another, the two scenarios where transport and air quality modelling have been undertaken would assess two options cumulatively as one preferred scenario.

9.1 Assessment update for 2023

Due to delays in publishing the final AQAP to meet the original modelling assessments implementation date of 2023, further modelling assessments have

been carried out to investigate the predicted year of compliance with the measures already assessed.

Available traffic and fleet data were used to forecast concentrations of nitrogen dioxide (NO₂) from the road for the following scenarios:

- Identify the year estimated to comply with the NO₂ annual mean air quality objective (AQO) of 40 µg/m³ using governmental fleet projections (DfT and Defra). The compliance year was identified by forecasting traffic volumes from the 2023 do-minimum traffic model.
- A re-run of the model for the year found to comply with the NO₂ annual mean AQO with consideration of introducing road schemes in the do something scenario. This model was amended by estimating emissions from the DS traffic volumes assuming the fleet mix forecasted in the compliance year.
- A re-run of the model for the year found to comply with the NO₂ annual mean AQO with consideration to the impacts of converting the entire bus fleet to electric. This model was amended by converting the entire bus fleet within the 2023 do-something traffic model to electric.

9.2 Modelling Results

To fully assess the impacts on air quality, the air quality dispersion model has identified thirty-five receptor points along Park Street and surrounding streets in addition to modelling concentrations at the existing monitoring locations on Park Street. These locations allow an assessment of relevant exposure across a wider area to assess the impact of the interventions.

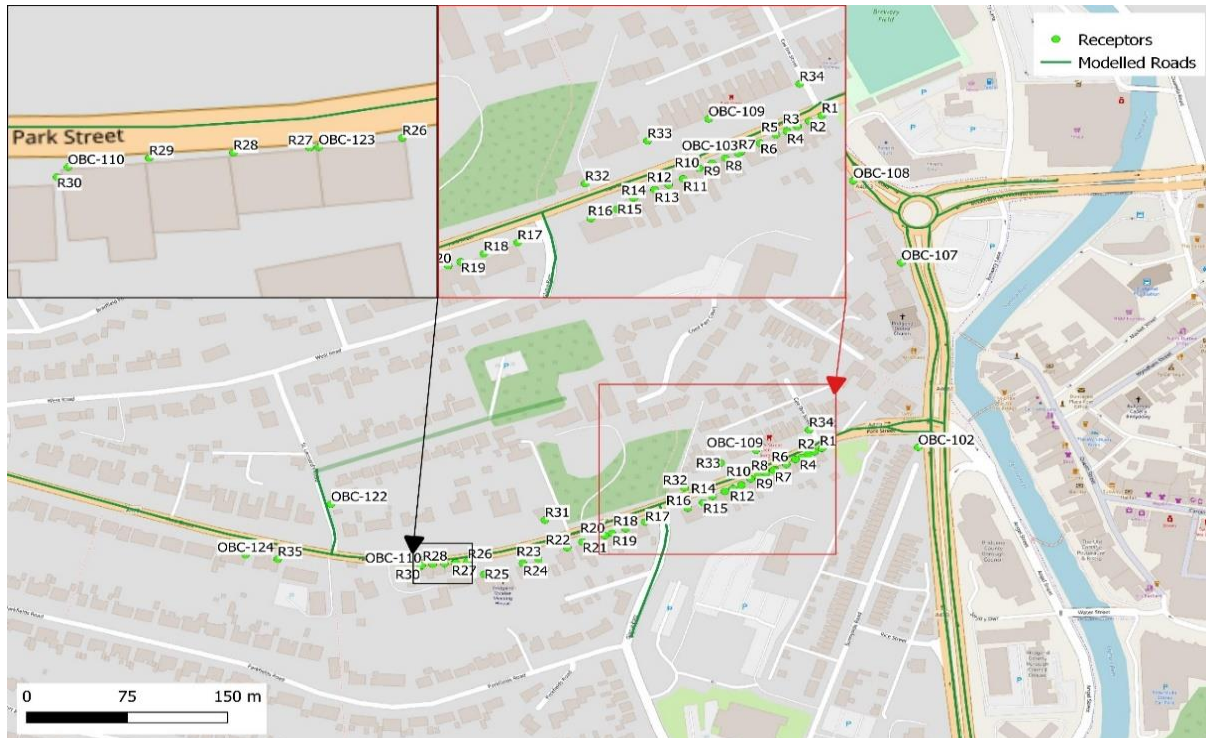
The study area includes all roads within two hundred metres of the AQMA in the traffic model and the A473 between Boulevard de Villenave d'Ornon/Tondu Road roundabout and the junction with Merthyr Mawr Road. Traffic changes have been screened between the DM and DS scenario to establish if there is the potential for traffic flow increases to cause a significant worsening of air quality. Traffic flow changes were compared against screening criteria within Table 6.2 of the Institute for Air Quality Management's Land-Use, Planning & Development Control: Planning for Air Quality¹⁰. There was only one other location outside of study area which breached the traffic screening thresholds, which is Tondu Road north of Boulevard de Villenave d'Ornon/Tondu Road roundabout which is estimated to experience an approx. 1,000 AADT increase. However, OBC-108 (presented in

Figure 1) is estimated to experience concentrations of 24.8 µg/m³ NO₂ in 2023.

¹⁰ <https://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf>

OBC-108 is considered a conservative representation of NO₂ concentrations along Tondy Road and 1,000 AADT is not considered a compliance risk for NO₂ air quality objectives given existing concentrations are 24.8 µg/m³.

Figure 11 - Air Quality Modelling Locations



As detailed in Table 11 below, the implementation of the dedicated right turn from Park Street onto Heol-y-Nant under the DM 2023 scenario provides an improvement in NO₂ concentrations at the worst affected receptors along Park Street, when compared to the base year of 2019. However, several of the **modelled receptor** locations demonstrate continued exceedances of the air quality objective for NO₂.

Table 11 also demonstrates the results of the do something scenario. This includes denying access to St Leonards Road from Park Street, and Tondy Road/Park Street signalling improvements with the addition of the Heol-Y-Nant right turn. The modelled concentrations show further improvements with only two **modelled receptors** slightly exceeding the annual objective limit for NO₂ of 40 µg/m³. Concentrations of NO₂ at all existing monitoring locations are identified to be compliant with the annual air quality objective.

Table 11 - Modelled Air Quality Results NO₂ µg/m³ Park Street AQMA

Receptor ID	NO ₂ (µg/m ³) Base 2019	NO ₂ (µg/m ³) DM 2023	NO ₂ (µg/m ³) DS 2023	NO ₂ (µg/m ³) DS-DM
R26	56.8	44.6	39.3	-5.4
R27	60.2	47.3	41.6	-5.7
R28	60.5	47.5	41.8	-5.8
R29	57.4	44.9	39.3	-5.6
R30	49.0	38.3	33.6	-4.7
R35	22.0	16.1	16.4	0.3
OBC-110	50.7	39.6	34.7	-4.9
OBC-123	56.4	44.3	39.0	-5.3
OBC-124	19.9	14.6	14.9	0.4
OBC-108	29.5	23.7	24.8	1.1

9.3 HGV Restrictions and Bus Electrification

Three additional measures were modelled for the current version of this report. In addition to the traffic management schemes described above, the following measures were assessed.

- Buses in Bridgend are 100% electric.
- HGVs are restricted from driving on Park Street
- The combination of both additional measures related to electric buses and HGV restrictions.

9.4 Updated Modelling Results

NO₂ results from the additional modelling scenarios were compared to the 2023 DS results.

Table 12 presents modelled NO₂ concentrations at receptor locations where there were exceedances or an increase in concentrations in previous modelling scenarios. Results at all receptor locations are presented in Appendix 2.

In all three additional scenarios, there are still exceedances of the 40 µg/m³ NO₂ objective at receptors R27 and R28. When model uncertainty is considered, in this case model uncertainty is 3.5 µg/m³, there is a high likelihood that receptors R26 and

R29 will remain in exceedance.

Table 12 - Additional 2023 Scenarios NO₂ Concentrations µg/m³

Receptor ID	NO ₂ (µg/m ³) DS 2023	NO ₂ (µg/m ³) Electric buses	Electric buses – DS 2023	NO ₂ (µg/m ³) HGV restriction	HGV restriction – DS 2023	NO ₂ (µg/m ³) Combined	Combined – DS 2023
R26	39.3	38.6	-0.6	39.2	0.0	38.6	-0.6
R27	41.6	40.9	-0.7	41.6	0.0	40.9	-0.7
R28	41.8	41.1	-0.7	41.8	0.0	41.1	-0.7
R29	39.3	38.6	-0.7	39.3	0.0	38.6	-0.7
R30	33.6	33.0	-0.6	33.6	0.0	33.0	-0.6
R35	16.4	16.2	-0.3	16.3	-0.1	16.1	-0.4
OBC-110	34.7	34.1	-0.6	34.7	0.0	34.1	-0.6
OBC-123	39.0	38.3	-0.6	38.9	0.0	38.3	-0.6
OBC-124	14.9	14.7	-0.2	14.8	-0.1	14.6	-0.3
OBC-108	24.8	24.8	0.0	24.8	0.0	24.7	-0.1

Table 12 presents reductions in NO₂ concentrations from each scenario compared to the DS 2023. There were small reductions in all scenarios (<1 µg/m³), with the maximum reductions in the combined scenario on the eastern side of the Park St AQMA (1 – 2 µg/m³). The HGV restriction had no effect on the western side of the Park St AQMA as HGVs were not predicted to be present on these road links in the DS 2023.

Table 13 displays the natural compliance study results at locations that were identified to exceed the 40 µg/m³ limit value in the 2023 do minimum scenario previously assessed. The 2019 and 2023 results are from the previous studies, whereas the 2025 to 2027 results are from the current study exploring when NO₂ is compliant (≤40 µg/m³) and when the AQMA could be revoked (<36 µg/m³).

Table 13 - Annual averaged NO₂ concentrations (µg/m³) at each receptor from the 2025 – 2027 natural compliance models

Receptor ID	2019	2023	2025	2026	2027
R26	56.8	44.6	37.6	35.3	33.2
R27	60.2	47.3	39.9	37.5	35.3
R28	60.5	47.5	40.1	37.7	35.4
R29	57.4	44.9	39.1	36.7	34.5
OBC-123	56.4	44.3	37.4	35.2	33.1

The results from Table 13 show that:

- NO₂ concentrations are estimated to fall below the 40 µg/m³ limit value at all locations in 2026.
- NO₂ concentrations are estimated to be eligible for AQMA revocation consideration to begin (<36 µg/m³) in 2027.

Table 14 displays results from the two additional tests undertaken alongside the 2026 model results detailed in

Table 13 and the absolute change in NO₂ brought about by the measures considered.

Table 14 - Annual averaged NO₂ concentrations (µg/m³) at each receptor from the 2026 DM, DS and 100% electric buses model

Receptor ID	2026 DM	2026 DS	NO ₂ reduction (DM minus DS)	2026 DS with 100% Electric buses	NO ₂ reduction (DS minus electric bus)
R26	35.3	34.7	0.6	34.4	0.3
R27	37.5	36.9	0.6	36.5	0.4
R28	37.7	37.0	0.7	36.6	0.4
R29	36.7	36.1	0.6	35.7	0.4
OBC-123	35.2	34.6	0.6	34.2	0.4

The results show that:

- Concentrations of annual averaged NO₂ fell at each receptor in the 2026 do-something model compared to the concentrations predicted by the 2026 do-minimum model.
- Concentrations fell by 0.6 µg/m³ on average at each receptor.
- Concentration reductions with the DS scheme do not make any additional receptors eligible for AQMA revocation (< 36 µg/m³).
- Concentrations of annual averaged NO₂ fell at each receptor in the 2026 100% electric buses model.
- Concentrations fell by 0.4 µg/m³ on average at each receptor.
- Concentration reductions with the DS scheme 100% electric buses brings forward the year one receptor (R29) is eligible for AQMA revocation (< 36 µg/m³).

10 Conclusions

The results of the natural compliance assessment suggest that without additional measures in place, the annual mean NO₂ concentrations will fall below the 40 µg/m³ threshold in 2026 and that the local authority could start to make a case for revoking the AQMA at these locations from 2027 onwards.

At present, the 'do something' scheme has the potential to bring forward compliance to 2025. However, this is unlikely due to the fact that the implementation of Measure 18, denying all access onto St Leonards Road from Park Street, will require a consultation process due to the introduction of a traffic order. It is important to consider this in terms of timescale for implementation in comparison to the predicted year of natural compliance of 2026. Although this option would provide further air quality benefits in terms of the overall reduction of NO₂.

The implementation of HGV restrictions and bus electrification is predicted to have little effect on NO₂ concentrations at the receptors forecast to exceed the NO₂ annual objective with the DS scheme in place. The electrification of all buses using Park Street is predicted to result in a maximum reduction of **0.7µg/m³** at modelled receptors R27-29 if implemented in 2023.

Section 3.57 of the LAQM.TG22 document states:

'The revocation of an AQMA should be considered following three consecutive years of compliance with the relevant objective as evidenced through monitoring. Where NO₂ monitoring is completed using diffusion tubes, to account for the inherent uncertainty associated with the monitoring method, it is recommended that revocation of an AQMA

should be considered following three consecutive years of annual mean NO₂ concentrations being lower than 36µg/m³ (i.e. within 10% of the annual mean NO₂ objective). There should not be any declared AQMAs for which compliance with the relevant objective has been achieved for a consecutive five-year period.'

This statement suggests that in all likelihood, the local authority may need to wait until at least 2030 before it can justify revoking the current AQMA in place. It is also worth considering some of the limitations in the study.

Defra's NAEI dataset was used to underpin the future fleet composition and calculate emissions from the road network, however this was published in 2019. As a result, the modelling results are likely to be optimistic as the predicted turnover of vehicles is likely to be impacted by both the pandemic and economic concerns experienced across the UK between 2020 to date.

11 Next Steps

It is predicted that compliance could be met at all locations within Park Street by 2026. The 'do something' scheme has the potential to bring forward compliance to 2025. BCBC will continue to explore alternative options to assess whether the forecasted year of compliance can be brought forward, in addition to measures implemented to date. Monitoring will continue at all locations within the AQMA.

The implementation of measure 18, denying all access onto St Leonards Road from Park Street, will need to be considered further due to the length of statutory consultation period for this change under the Road Traffic Regulation Act 1984 when compared to the predicted year of compliance of 2026.

12 Responsibilities and Commitment

This AQAP was prepared by Shared Regulatory Services on behalf of Bridgend County Council. This AQAP will be subject to an annual review, appraisal of progress and reporting to Cabinet. Progress each year will be reported in the Annual Progress Reports (APRs) produced by Shared Regulatory Services, as part of the statutory Local Air Quality Management duties. The Air Quality Action Plan is a live document and measures will be added, developed, and assessed accordingly throughout the lifetime of this plan.

If you need further information regarding the AQAP, please contact SRS at:

Shared Regulatory Services
Civic Offices
Holton Road
Barry
CF63 4RU

Tel: 0300 123 6696

Email: environment-srswales@valeofglamorgan.gov.uk

13 References

Bridgend Annual Progress Report [Air Quality and Pollution \(SRS.Wales\)](#)

Provisional Analysis of Welsh Air Quality Monitoring Data – Impacts of Covid-19
https://airquality.gov.wales/sites/default/files/documents/2020-08/Analysis_of_Welsh_Air_Quality_Data_Impacts_of_Covid-19_Final_Issue2.pdf

Local Air Quality Management in Wales
<https://gov.wales/sites/default/files/publications/2019-04/local-air-quality-management-in-wales.pdf>

Well Being of Future Generation (Wales) Act 2015
<https://www.futuregenerations.wales/about-us/future-generations-act/>

Local Air Quality Technical Guidance (LAQM.TG22)
<https://laqm.defra.gov.uk/wp-content/uploads/2022/08/LAQM-TG22-August-22-v1.0.pdf>

Appendices

Appendix A: Detailed Assessment of Park Street AQMA Analysis of Air Quality Impact



Analysis of Air Quality Impact

A Technical Note for Bridgend Council

1 Introduction

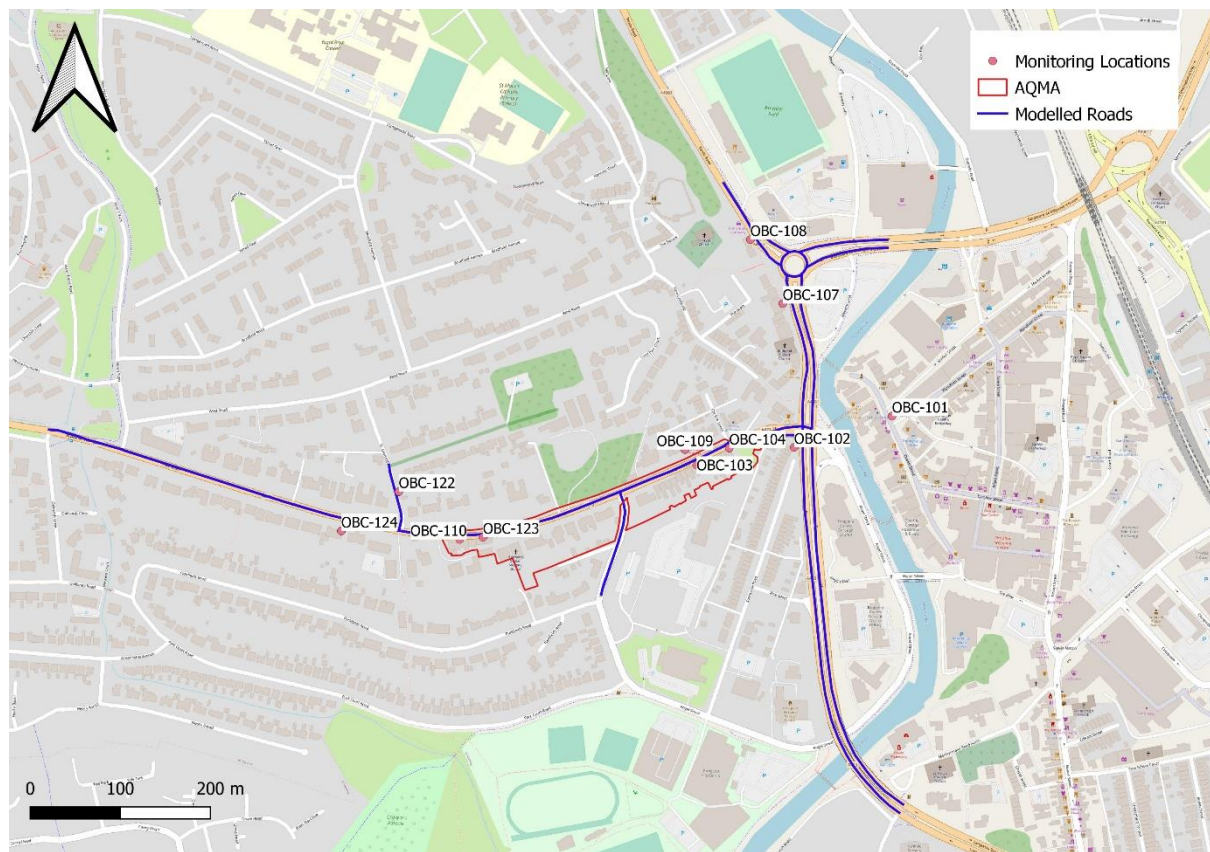
Bridgend Council (the Council) has declared an Air Quality Management Area (AQMA) for a section of Park Street, encompassing a number of properties between Park Street's junction with the A473 to the east, and the junction with St Leonard's Road to the west. The AQMA has been declared for an exceedance of the annual mean NO₂ Air Quality Objective (AQO) of 40 µg/m³; although there are measurements which are close to exceeding the 1-hour NO₂ objective of 200 µg/m³ as well. The issues relate to the proximity of houses to a heavily trafficked primary route (Park Street) which also suffers congestion issues. These issues are compounded by gradients increasing engine load and poor dispersion caused by buildings.

This report presents the findings of a detailed assessment (DA) in support of the Council's Air Quality Action Plan (AQAP). This DA evaluates the potential air quality benefits associated with three proposed traffic management schemes; two 4-phase junctions, one at Heol-y-Nant junction and the other at the Tondu Road/Park Street junction and no access to St Leonards Road from Park Street.

2 Existing air quality in Bridgend

There is 1 automatic monitoring location and 30 non-automatic monitoring locations across Bridgend. The automatic monitoring location measures SO_x using API AMX monitoring equipment. The 30 non-automatic monitoring locations measure NO₂ using passive diffusion tubes. Figure 12 shows the monitoring locations and AQMAs within the study area.

Figure 12 Monitoring and AQMAs in Bridgend



The measured data set out in **Table 15** shows that 2 locations were in exceedance of the NO₂ annual mean (OBC-123 and OBC-110) in 2019. These exceedances relate to the section of Park Street to the west end of the AQMA boundary near St Leonards Road. The monitoring results in **Table 15** were used to carry out verification of the air quality model and ensure that it provides a robust representation of measured concentrations in Bridgend following the approach set out in Appendix 1 – Model Verification.

Table 15: NO₂ Monitoring Results

Site ID	Site Name	Type	X	Y	2019 Data Capture (%)	2019 (µg m ³)
OBC-101	Bridgend Town Centre	Urban centre	290469	179837	83	18.6
OBC-102	Sunnyside Street	Roadside	290354	179807	100	23.9
OBC-103	Park Street	Roadside	290250	179782	100	37.1
OBC-104	Park Street	Roadside	290286	179800	92	39.8
OBC-109	Park Street	Roadside	290239	179795	92	19.9
OBC-110	Park Street	Kerbside	289988	179701	100	53.7
OBC-122	St Leonards Road	Kerbside	289919	179755	75	16.7
OBC-123	Park Street	Roadside	290014	179698	100	55.2
OBC-124	Park Street	Roadside	289859	179710	100	16.6
OBC-107	Tondu Road	Roadside	290347	179959	92	32
OBC-108	Tondu Road	Kerbside	290311	180032	100	36.2

3 Methodology for air quality impact assessment

3.1 Traffic schemes

This DA has included three traffic scenarios; a baseline year of 2019, future year without scheme (do-minimum (DM)) and with scheme (do-something (DS)) both set in 2023. All traffic scenarios include traffic flows and speeds in the format of annual average daily traffic (AADT) for the following vehicle categories: cars, light goods vehicles (LGVs), heavy goods vehicles (HGVs) and buses. The baseline year of 2019 was developed to ensure projections were

based on a year without the impacts of Covid-19. The baseline year includes all existing road schemes and is used in the air quality assessment to validate air quality model estimates against measured concentrations.

The DM 2023 scenario includes all existing and committed schemes, with the most pertinent committed development being a right turn lane associated with a Persimmon housing development at the Heol-y-Nant junction. Traffic modelling has shown that this right turn lane decreases congestion on Park Street close to this junction.

The do-something 2023 scenario includes all existing, committed schemes and the proposed road traffic scheme. Transport modelling undertaken by Mott Macdonald demonstrates that there was a worsening of congestion associated with the 4-phase junction at Heol-y-Nant. As such, it was agreed with the Council that the DS scenario will only include no access onto St Leonards Road and one 4-phase junction at the Tondy Road/Park Street junction. Mott Macdonald completed transport modelling for Bridgend's local development plan (LDP). The LDP transport model was amended to include the aforementioned DS traffic schemes. For further information on the traffic modelling, refer to Mott Macdonald's LDP modelling report.

3.2 Study area

The study area includes all roads within 200 metres of the AQMA in the traffic model and the A473 between Boulevard de Villenave d'Ornon/Tondy Road roundabout and the junction with Merthyr mawr Road. Traffic changes have been screened between the DM and DS scenario to establish if there is the potential for traffic flow increases to cause a significant worsening of air quality. Traffic flow changes were compared against screening criteria within Table 6.2 of the Institute for Air Quality Management's Land-Use, Planning & Development Control: Planning for Air Quality¹¹. There was only one other location outside of study area which breached the traffic screening thresholds, which is Tondy Road north of Boulevard de Villenave d'Ornon/Tondy Road roundabout which is estimated to experience an approx. 1,000 AADT increase. However, OBC-108 (presented in Figure 12) is estimated to experience concentrations of 24.8 µg/m³ NO₂ in 2023. OBC-108 is considered a conservative representation of NO₂ concentrations along Tondy Road and 1,000 AADT is not considered a compliance risk for NO₂ air quality objectives given existing concentrations are 24.8 µg/m³.

3.3 Road traffic emission calculations

Emissions were calculated using Ricardo's in-house software called RapidEMs, which calculates vehicular emissions using the latest Copert emission factors. Three essential inputs are required for RapidEMs to calculate emissions: fleet mix, traffic flow and speed (kph). Fleet mix provides a % for each vehicle category such as petrol car and euro standard. The fleet mix is implemented by applying the % split fleet mix to the total number of vehicles in that category, for example 1,000 cars with the assumption of 60% petrol and 40% diesel would result in 600 petrol and 400 diesel cars. Traffic flows are presented in this assessment in the format of annual average daily traffic flows for different vehicle categories, for example car, LGV, HGV and buses. Speed is the average speed across the different vehicle type categories (kph). The fleet mix used for Bridgend's DA comes from an Automatic Number Plate Recognition (ANPR) survey undertaken for Caerphilly Council in 2019. This is considered an improvement over the default approach using national fleet mixes (National Atmospheric Emission Inventory (NAEI)¹²) as it will be more representative of fleet in South Wales and therefore Bridgend's

¹¹ <https://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf>

¹² <https://naei.beis.gov.uk/data/ef-transport>

fleet. The 2019 Caerphilly fleet mix was forecasted to 2023 using the same fleet turnover projections as in the NAEI.

Road traffic data was taken from the approach described in section 3.1. An optional input for emission calculations is gradient as the inclusion depends on the topography of the local area. Park Street has a gradient with the potential to impact emission calculation, which is greater than a 1:10 slope and gradient effects are required to better represent vehicular emissions. To consider the impact of gradient on engine load and therefore emissions per vehicle, terrain elevation data in the format of 1m DTM lidar data was procured from the Welsh Government's Geo-Portal¹³. The road traffic data, vehicle fleet mix and gradient data were used in the RapidEms process to calculate emissions in grams per second per kilometre (g/s/km).

3.4 Dispersion modelling

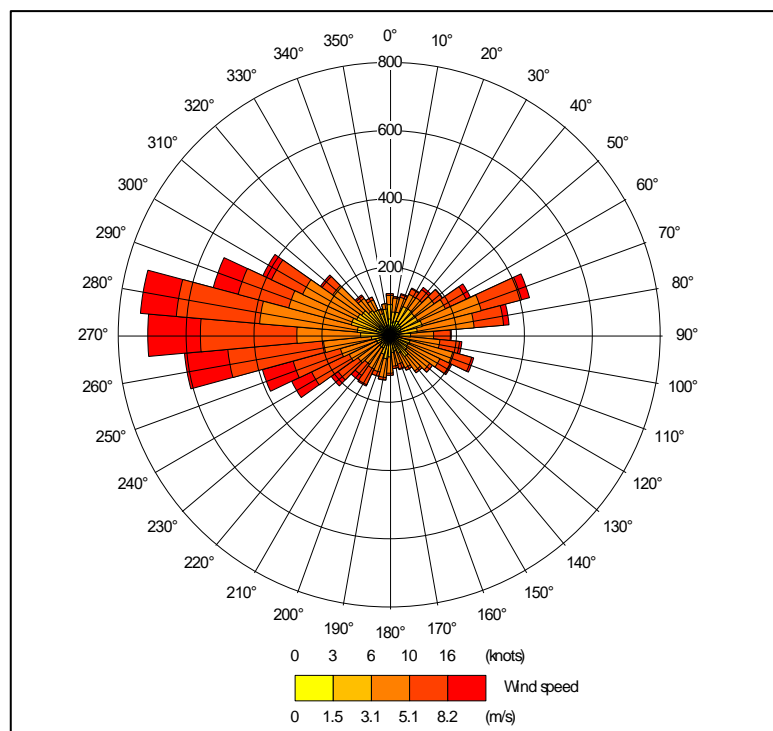
3.4.1 Dispersion model selection

ADMS-Roads is a Gaussian dispersion model with inputs for local observations such as the surrounding terrain, meteorological data for example wind speed, wind direction and solar radiation to reflect the local dispersion environment. ADMS-Roads has been extensively validated and is commonly used for air quality assessments of road schemes in the UK.

3.4.2 Meteorological data

Annual meteorological data for 2019 was procured from the RAF St Athan weather station. The data capture is 100% for temperature, wind speed and wind direction, whereas cloud cover has a data capture of 91%. A wind rose of 2019 met data from RAF St Athan can be seen in Figure 13. This demonstrates that the prevailing wind direction is westerly, which is typical of coastal locations to the west of the UK.

Figure 13 Wind rose for RAF St Athan 2019 meteorological data

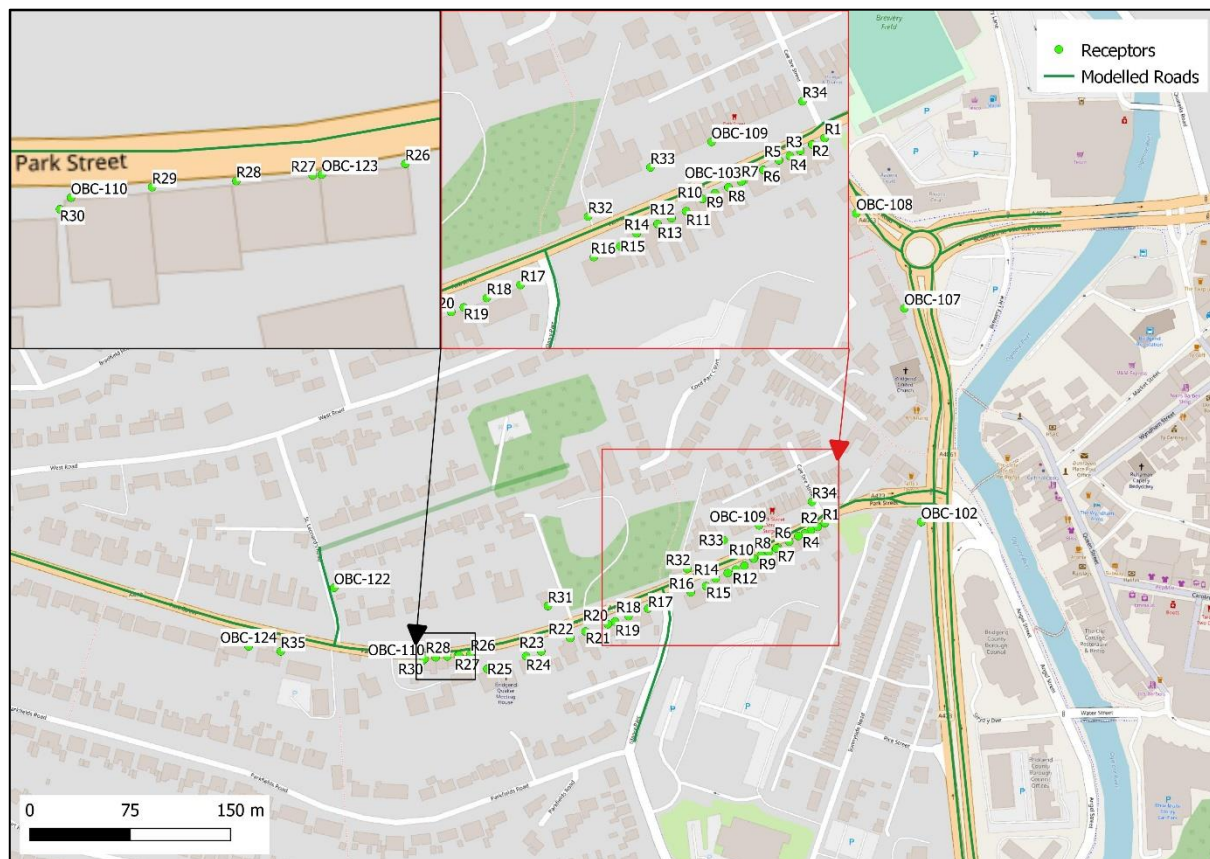


¹³ <https://lle.gov.wales/GridProducts#data=LidarCompositeDataset>

3.4.3 Modelled receptors

There are two types of receptors, those that are representative of sensitive receptors such as residential dwellings and monitoring locations. Sensitive receptors have a prefix of 'R' and monitoring locations have a prefix of 'OBC'. The Park Street AQMA has residential dwellings to the south and North of the Road, with residential dwellings to the north all being within close proximity of the road (<2 metres) and therefore at greater risk of exceeding the NO₂ annual mean AQO. To ensure the full extent of exceedances are captured in this project, all residential dwellings south of Park Street in the AQMA have been included. The dwellings north of Park Street are setback much further from the road, typically at 14 metres, there is one exception at approx. 4 metres. The closest residential dwelling to the north of each unique Park Street Road link has been included in the dispersion model as a receptor. Sensitive receptors were placed at building facades and at a height of 1.5 metres, whereas monitoring locations were placed at a combination of building facades and street furniture such as lampposts. Monitoring locations heights were taken from Bridgend's Annual Status Report, in this study area all monitoring location heights were 2 metres. Receptor locations have been presented in Figure 14.

Figure 14 Bridgend Study Area and modelled Receptors



3.4.4 Street canyon

Bridgend has historic housing built nearby to roads, in some instances less than 1 metre, these tall buildings are built either side or on one side of the road. In both scenarios the presence of buildings close to the road will cause an impact on emission dispersion. Buildings on either side of the road with the same height are classed as a symmetrical street canyon. Whereas buildings on one side of the road, or where the height varies on either side are classed as asymmetrical street canyons. Symmetrical street canyons are identified when the height of buildings either side of the road is twice the road width. ADMS-Roads can be programmed to

model these symmetrical canyons with the simple canyon's module, however this would not reflect scenarios in Bridgend where there is only one side of the road with a tall building. As such, to reflect the varied impact of Bridgend's buildings street canyons on dispersion only asymmetrical canyons were included. The advanced street canyon module has been used in ADMS to estimate the impact on NO₂ concentrations from asymmetrical street canyons. Asymmetrical street canyons may affect dispersion by altering the channel of flow by the canyon walls and a recirculating flow region drive by the canopy flow perpendicular to the street. The area of recirculation by the building walls can lead to elevated pollutant concentrations. The location of asymmetrical canyons has been detailed in Figure 15.

Figure 15 Street canyons in Bridgend



3.4.5 Background concentrations

Background pollutant concentrations for a modelling study within an urban environment in England can be sourced from either a local monitoring location classified as an urban background site, or the background maps produced by Ricardo Energy & Environment for Defra. The background maps provide estimates of annual mean background concentrations of key pollutants at a resolution of 1 x 1km for England projected from a base year of 2018 and can be projected forward to future years up to 2030. These annual mean pollutant maps combine pollutant measurement data with the emissions information from the UK's National Atmospheric Emissions Inventory (NAEI) to provide estimated pollutant concentrations for the whole of England.

In this case, no nearby background pollutant measurements were available; therefore, Defra's background maps were used as the best available estimate of current and future background pollutant concentrations. For Bridgend's baseline year (2019) Defra's background maps were downloaded and the background concentrations for the appropriate grid squares extracted. The background concentrations for NO₂ are presented in Table 16. Background concentrations

are significantly less than the respective AQOs assessed, 40 µg/m³ for NO₂.

Table 16: Mapped Background NO_x and PM₁₀ Concentrations in Bridgend 2019

Easting	Northing	Background NO _x (µg.m ⁻³)
290500	179500	14.2
289500	179500	10.6
290500	180500	13.6

3.4.6 Model verification

The root mean square error (RMSE) is a measure of uncertainty in dispersion modelling, Defra's LAQM.TG (16) guidance highlights that the RMSE should ideally be within 10% of the objective being assessed, which is 4 µg/m³ for the NO₂ annual mean of 40 µg/m³. The RMSE for the Bridgend Detailed Assessment is 3.5 µg/m³, which is within the ideal range specified by Defra. Further details on model verification can be found within Appendix 1 – Model Verification. The fractional bias is a measure of the model's tendency to over or under predict, with negative values representing the former and positive values the latter. The fractional bias is 0.015 which means the model has a tendency to slightly under-predict.

4 Results of air quality assessment

The impacts from the DS schemes; no vehicular access to St Leonard's way and the 4-phase junction at Tondy Road/Park Street on NO₂ concentrations are discussed in this section. Estimated air quality concentrations at receptors are described in relation to air quality objectives. Consistent with the approach set out in Table 7.1 of Defra's LAQM.TG(16) guidance document, a receptor is identified as being at risk of exceeding the air quality objectives if the modelled concentration of pollutants is 90% or more of the AQOs. For example, for the NO₂ annual mean this would be a concentration above 36 µg/m³. Only receptors which are classed as 'at risk of exceeding' or above (≥ 36 µg/m³) in the DM or DS scenario and where the DS scheme has resulted in increased concentrations have been presented in Table 17. The remaining receptors included in this assessment are presented in Appendix 2 – All model results.

Table 17 Baseline 2019, and 2023 DM and DS Estimated NO₂ concentrations

Receptor ID	NO ₂ (µg/m ³) Base 2019	NO ₂ (µg/m ³) DM 2023	NO ₂ (µg/m ³) DS 2023	NO ₂ (µg/m ³) DS-DM
R26	56.8	44.6	39.3	-5.4
R27	60.2	47.3	41.6	-5.7
R28	60.5	47.5	41.8	-5.8
R29	57.4	44.9	39.3	-5.6
R30	49.0	38.3	33.6	-4.7
R35	22.0	16.1	16.4	0.3
OBC-124	19.9	14.6	14.9	0.4
OBC-108	29.5	23.7	24.8	1.1

Two receptors (R26 and R29) are forecast to become compliant with the NO₂ annual mean after the DS schemes (St Leonard's and 4-phase junction road) are introduced. Whilst receptors are no longer classed as exceeding the NO₂ annual mean, they are now classed as 'at risk of exceeding' the NO₂ annual mean. When model uncertainty is considered, in this case model uncertainty is 3.5 µg/m³, there is a high likelihood that receptors R26 and R29 will remain in exceedance. However, the remaining receptors are estimated to experience NO₂ concentrations less than 36 µg/m³, when model uncertainty is taken into account and are not considered to be at risk of exceeding the NO₂ annual mean after the DS schemes are introduced. R30 would be classed as 'at risk of exceeding' the NO₂ annual mean if the DS schemes are not introduced. There shows all modelled receptors and an inset map towards the top left, which highlights the location where receptors are estimated to remain in exceedance of the NO₂ annual mean in the DS scenario. Receptors R26, R29 and R30 are estimated to experience lower NO₂ concentrations compared to R27 and R28 even though they are on the same row of housing. This is likely a result of distance of receptors to Park Street.

There are mostly decreases in NO₂ concentrations across Bridgend, with some exceptions occurring at receptor R35 and monitoring locations OBC-124 and OBC-108. OBC-124 and R35 are both west of St Leonard's Road, and as vehicles can no longer access St Leonards from Park Street, vehicles have been redistributed west of this junction. Monitoring location OBC-108 is anticipated to experience a more significant increase of 1.1 µg/m³ due to an approx. 1,000 AADT increase on Tondy Road. The impact is not considered significant as the absolute concentration is substantially below the NO₂ annual mean at this location (23.7 µg/m³) in the DM scenario.

Figure 16 Change in NO₂ concentrations associated with the Do-Something scenario



5 Conclusions

The majority of receptors in Bridgend are classed as being compliant and two receptors remain in exceedance of the NO₂ annual mean after the DS schemes have been introduced. However, when model uncertainty is factored an additional two receptors in the Park Street AQMA are still likely to be in exceedance. The non-compliant and 'at risk' receptors all feature on one row of houses along Park Street, high concentrations are due to receptors being close to the road (<1 metre). Further measures are required to improve air quality for a small section of Park Street to achieve compliance with the NO₂ annual mean. Additional measures need to be explored in this location, potential measures for consideration are electrification of bus services, review of the speed limit, and emission standards for HGVs. These additional measures are recommended as the likelihood of achieving compliance with the NO₂ annual mean would be straightforward to quantify with the existing dispersion model and data.

Appendix 1 – Model Verification

Verification of the model involves comparison of the modelled results with any local monitoring data at relevant locations; this helps to identify how the model is performing and if any adjustments should be applied. The verification process involves checking and refining the model input data to try and reduce uncertainties and produce model outputs that are in better agreement with the monitoring results. This can be followed by adjustment of the modelled results if required. The LAQM.TG(16) guidance recommends making the adjustment to the road contribution of the pollutant only and not the background concentration these are combined with.

The approach outlined in LAQM.TG (16) section 7.508 – 7.534 has been used in this case eleven diffusion tube NO₂ sites in Bridgend have been used for model verification. A single road NO_x adjustment factor was derived and used to calculate:

- Modelling results at receptor points adjacent to relevant affected road links.

It is appropriate to verify the performance of the ADMS model in terms of primary pollutant emissions of nitrogen oxides (NO_x = NO + NO₂). To verify the model, the predicted annual mean Road NO_x concentrations were compared with concentrations measured at the various monitoring sites during 2019. The model output of Road NO_x (the total NO_x originating from road traffic) was compared with measured Road NO_x, where the measured Road NO_x contribution is calculated as the difference between the total NO_x and the background NO_x value. Total measured NO_x for each diffusion tube was calculated from the measured NO₂ concentration using the current version of the Defra NO_x/NO₂ calculator (v8.1).

The initial comparison of the modelled vs measured Road NO_x identified that the model was under-predicting the Road NO_x contribution at most locations. Refinements were subsequently made to the model inputs to improve model performance where possible. The gradient of the best fit line for the modelled Road NO_x contribution vs. measured Road NO_x contribution was then determined using linear regression and used as a domain wide Road NO_x adjustment factor. This factor was then applied to the modelled Road NO_x concentration at each discretely modelled receptor point to provide adjusted modelled Road NO_x concentrations. A linear regression plot comparing modelled and monitored Road NO_x concentrations before and after adjustment is presented figure 16.

The total annual mean NO₂ concentrations were then determined using the NO_x/NO₂ calculator to combine background and adjusted road contribution concentrations. Only monitoring location OBC-101 was excluded from model verification as the roads near this monitoring location were excluded from the traffic modelling study and is also considered to be more representative of an urban background location.

A primary NO_x adjustment factor (PAdj) of 3.47 based on model verification using all of the 2019 NO₂ measurements was applied to all modelled Road NO_x data prior to calculating an NO₂ annual mean.

A plot comparing modelled and monitored NO₂ concentrations before and after adjustment during 2019 is presented in Figure 18.

Figure 17: Comparison of modelled Road NO_x Vs Measured Road NO_x before and after adjustment

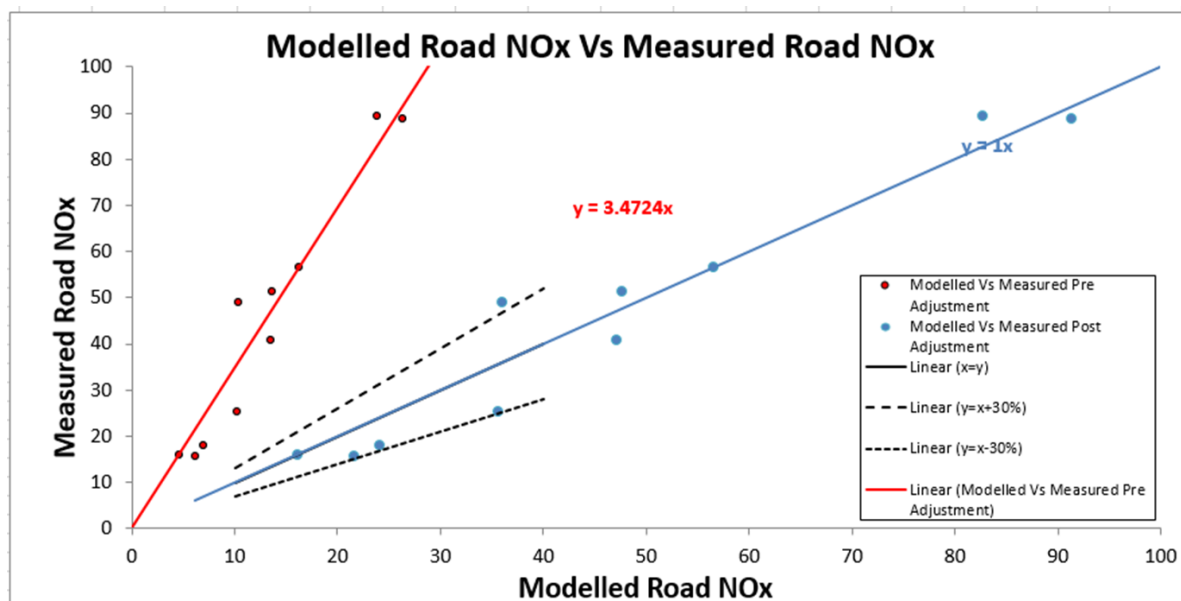
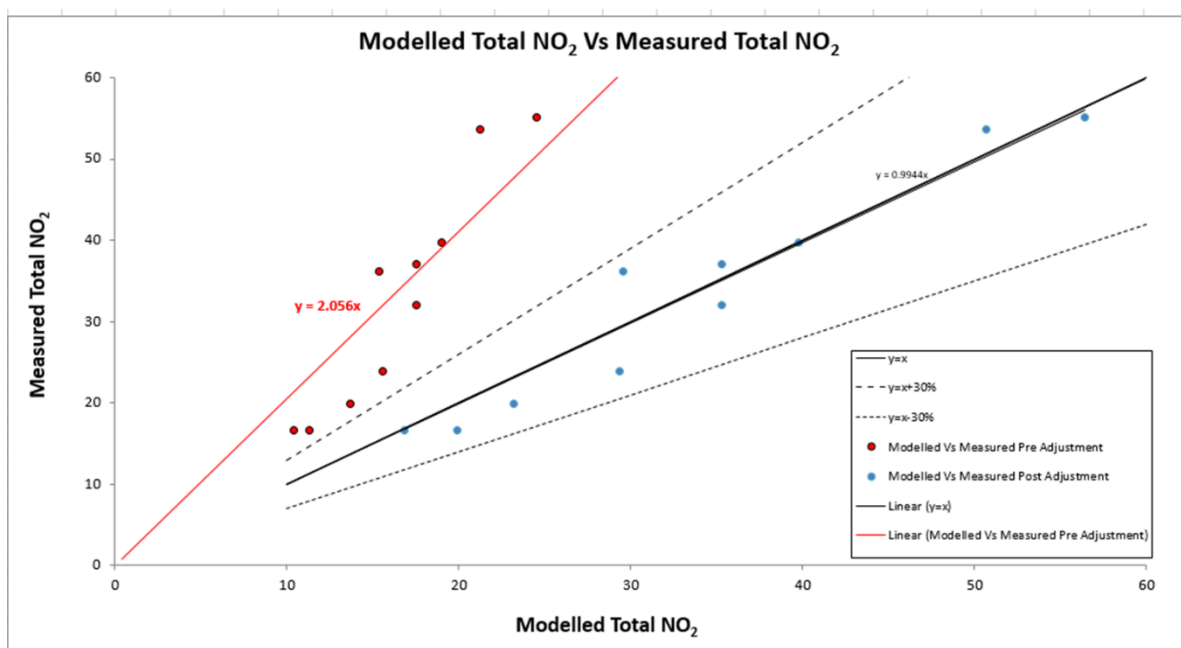


Figure 18 Modelled vs. measured NO₂ annual mean 2018 before and after adjustment



Model performance

To evaluate the model performance and uncertainty, the Root Mean Square Error (RMSE) for the observed vs predicted NO₂ annual mean concentrations was calculated, as detailed in Technical Guidance LAQM.TG(16). This guidance indicates that an RMSE of up to 4 µg/m³ is ideal, and an RMSE of up to 10 µg/m³ is acceptable. The calculated RMSE is presented in Table 18. In this case the RMSE was calculated at 3.5 µg.m⁻³ which is within the ideal range suggested by the guidance.

Table 18 Comparison of measured and modelled concentrations at measurement locations in 2019, and the model root mean square error.

NO ₂ monitoring location	Measured NO ₂ annual mean concentration 2019 (µg.m ⁻³)	Modelled NO ₂ annual mean concentration 2019 (µg.m ⁻³)
OBC-103	37.1	35.3
OBC-123	55.2	56.4
OBC-124	16.6	19.9
OBC-110	53.7	50.7
OBC-122	16.7	16.9
OBC-107	32.0	35.3
OBC-108	36.2	29.5
OBC-104	39.8	39.8
OBC-109	19.9	23.2
OBC-102	23.9	29.3
RMSE (all sites)		3.5 µg/m ³

Appendix 2 – All model results

ID	Base 2019	DM 2023	DS 2023	DS-DM 2023
R1	41.6	32.7	31.4	-1.3
R2	42.0	33.1	31.7	-1.4
R3	41.1	32.4	31.0	-1.4
R4	39.9	31.4	30.0	-1.4
R5	41.5	32.6	31.2	-1.5
R6	39.0	30.6	29.3	-1.4
R7	37.0	29.1	27.7	-1.4
R8	36.2	28.4	27.1	-1.4
R9	36.2	28.4	27.0	-1.4
R10	36.2	28.4	27.0	-1.4
R11	36.3	28.3	27.1	-1.2
R12	35.2	27.5	26.3	-1.2
R13	22.1	17.5	17.0	-0.6
R14	21.6	17.2	16.6	-0.6
R15	20.3	16.2	15.7	-0.5
R16	21.4	17.0	16.5	-0.5
R17	27.5	21.8	20.9	-0.9
R18	27.5	21.9	20.7	-1.1
R19	27.1	21.5	20.3	-1.2
R20	26.9	21.4	20.1	-1.3
R21	25.4	20.1	18.7	-1.4
R22	24.1	19.1	17.7	-1.4
R23	21.8	17.4	16.1	-1.3

R24	21.5	17.1	15.9	-1.2
R25	20.0	15.9	14.9	-1.1
R26	56.8	44.6	39.3	-5.4
R27	60.2	47.3	41.6	-5.7
R28	60.5	47.5	41.8	-5.8
R29	57.4	44.9	39.3	-5.6
R30	49.0	38.3	33.6	-4.7
R31	17.6	14.1	13.4	-0.7
R32	37.8	29.5	28.1	-1.4
R33	19.6	15.6	15.2	-0.4
R34	27.1	21.5	20.8	-0.7
R35	22.0	16.1	16.4	0.3
OBC-103	35.3	27.8	26.4	-1.3
OBC-123	56.4	44.3	39.0	-5.3
OBC-124	19.9	14.6	14.9	0.4
OBC-110	50.7	39.6	34.7	-4.9
OBC-122	16.9	13.1	11.3	-1.9
OBC-107	35.3	29.3	29.1	-0.1
OBC-108	29.5	23.7	24.8	1.1
OBC-104	39.8	31.3	30.1	-1.3
OBC-109	23.2	18.4	17.7	-0.7
OBC-102	29.3	23.5	23.1	-0.4

Appendix B - Detailed assessment of Park Street AQMA Analysis of Air Quality Impact with additional HGV and Bus electrification assessment



Analysis of Air Quality Impact

A Technical Note for Bridgend Council

1 Introduction

Bridgend Council (the Council) has declared an Air Quality Management Area (AQMA) for a section of Park Street, encompassing a number of properties between Park Street's junction with the A473 to the east, and the junction with St Leonard's Road to the west. The AQMA has been declared for an exceedance of the annual mean NO₂ Air Quality Objective (AQO) of 40 µg/m³; although there are measurements which are close to exceeding the 1-hour NO₂ objective of 200 µg/m³ as well. The issues relate to the proximity of houses to a heavily trafficked primary route (Park Street) which also suffers congestion issues. These issues are compounded by gradients increasing engine load and poor dispersion caused by buildings.

This report presents the findings of a detailed assessment (DA) in support of the Council's Air Quality Action Plan (AQAP). This DA first evaluated the potential air quality benefits associated with three proposed traffic management schemes: one 4-phase junction at the Tondy Road/Park Street junction, a ghost right hand at the Heol-y-Nant junction and no access to St Leonards Road from Park Street.

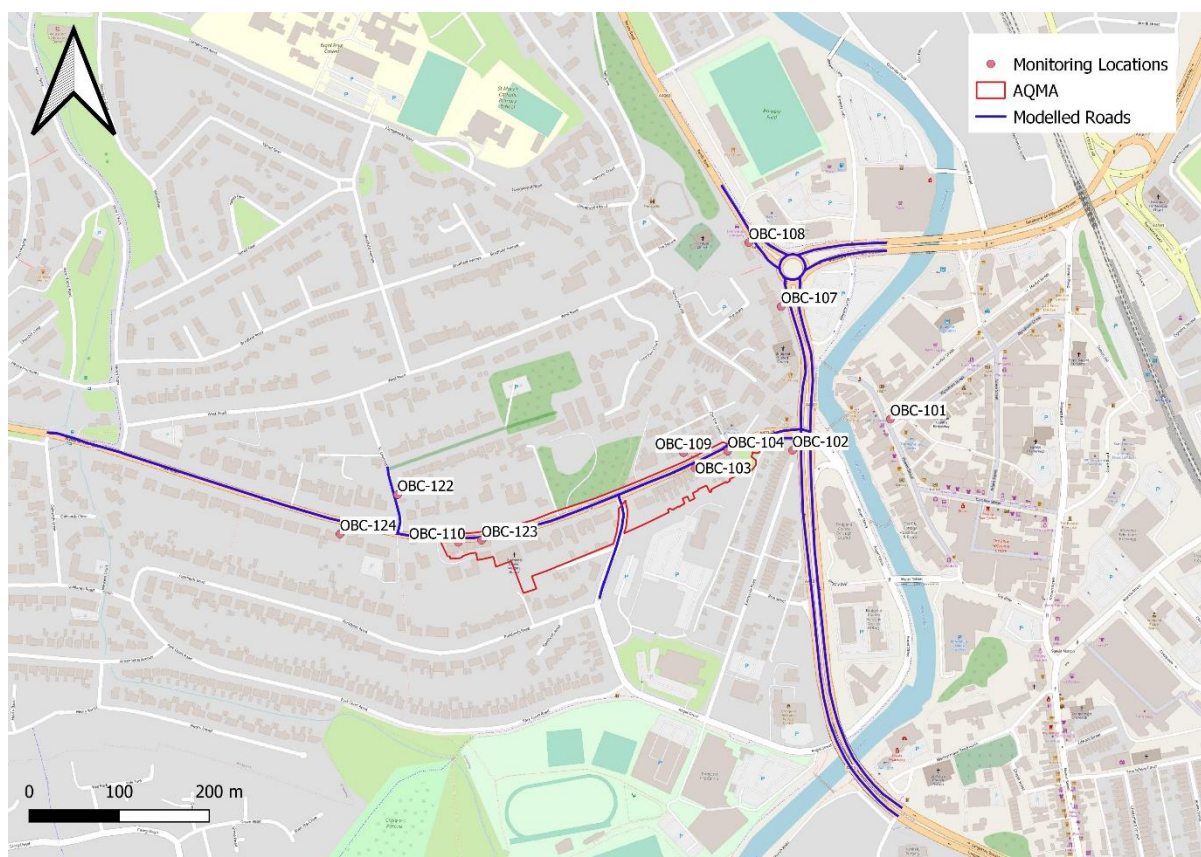
The 4-phase junction, ghost right hand and St Leonards Road traffic schemes did not bring the entirety of Park Street AQMA into compliance with the NO₂ annual mean. As such, three additional measures were modelled for the current version of this report. In addition to the traffic management schemes described above, measures were:

- Buses in Bridgend are 100% electric
- HGVs are restricted from driving on Park Street
- The combination of both additional measures related to electric buses and HGV restrictions

2 Existing air quality in Bridgend

There is 1 automatic monitoring location and 30 non-automatic monitoring locations across Bridgend. The automatic monitoring location measures SO_x using API AMX monitoring equipment. The 30 non-automatic monitoring locations measure NO₂ using passive diffusion tubes. Figure 12 shows the monitoring locations and AQMAs within the study area.

Figure 19 Monitoring and AQMAs in Bridgend



The measured data set out in **Table 15** shows that 2 locations were in exceedance of the NO₂ annual mean (OBC-123 and OBC-110) in 2019. These exceedances relate to the section of Park Street to the west end of the AQMA boundary near St Leonards Road. Monitoring locations OBC-123 and OBC 110 are close to the road and the proximity to the road is a cause of the high measured NO₂ concentrations.



The monitoring results in **Table 15** were used to carry out verification of the air quality model and ensure that it provides a robust representation of measured concentrations in Bridgend following the approach set out in Appendix 1 – Model Verification.

Table 19: NO₂ Monitoring Results

Site ID	Site Name	Type	X	Y	2019 Data Capture (%)	2019 (µg m ³)
OBC-101	Bridgend Town Centre	Urban centre	290469	179837	83	18.6
OBC-102	Sunnyside Street	Roadside	290354	179807	100	23.9
OBC-103	Park Street	Roadside	290250	179782	100	37.1
OBC-104	Park Street	Roadside	290286	179800	92	39.8
OBC-109	Park Street	Roadside	290239	179795	92	19.9
OBC-110	Park Street	Kerbside	289988	179701	100	53.7
OBC-122	St Leonards Road	Kerbside	289919	179755	75	16.7
OBC-123	Park Street	Roadside	290014	179698	100	55.2
OBC-124	Park Street	Roadside	289859	179710	100	16.6
OBC-107	Tondu Road	Roadside	290347	179959	92	32
OBC-108	Tondu Road	Kerbside	290311	180032	100	36.2

3 Methodology for air quality impact assessment

3.1 Traffic schemes

The initial DA has included three traffic scenarios; a baseline year of 2019, future year without scheme (do-minimum (DM)) and with scheme (do-something (DS)) both set in 2023. All traffic scenarios include traffic flows and speeds in the format of annual average daily traffic (AADT) for the following vehicle categories: cars, light goods vehicles (LGVs), heavy

goods vehicles (HGVs) and buses. The baseline year of 2019 was developed to ensure projections were based on a year without the impacts of Covid-19. The baseline year includes all existing road schemes and is used in the air quality assessment to validate air quality model estimates against measured concentrations.

The DM 2023 scenario includes all existing and committed schemes, with the most pertinent committed development being a right turn lane associated with a Persimmon housing development at the Heol-y-Nant junction. Traffic modelling has shown that this right turn lane decreases congestion on Park Street close to this junction.

The do-something 2023 scenario includes all existing, committed schemes and the proposed road traffic scheme. Transport modelling undertaken by Mott Macdonald demonstrates that there was a worsening of congestion associated with the 4-phase junction at Heol-y-Nant. As such, it was agreed with the Council that there will be a ghost right hand at Heol-y-Nant, no access onto St Leonards Road and one 4-phase junction at the Tondy Road/Park Street junction. Mott Macdonald completed transport modelling for Bridgend's local development plan (LDP). The LDP transport model was amended to include the aforementioned DS traffic schemes. For further information on the traffic modelling, refer to Mott Macdonald's LDP modelling report.

Traffic data for the additional 3 scenarios was derived from the 2023 DS traffic flows. The numbers of buses and/or HGVs on Park Street were removed from the AADT and vehicle fleet split calculations to simulate the electrification of buses (which do not produce NO_x emissions) and HGV restrictions on Park Street. HGV flows were not redistributed to surrounding roads, as this would require additional traffic modelling.

3.2 Study area

The study area includes all roads within 200 metres of the AQMA in the traffic model and the A473 between Boulevard de Villenave d'Ornon/Tondy Road roundabout and the junction with Merthyr mawr Road. Traffic changes have been screened between the DM and DS scenario to establish if there is the potential for traffic flow increases to cause a significant worsening of air quality. Traffic flow changes were compared against screening criteria within Table 6.2 of the Institute for Air Quality Management's Land-Use, Planning & Development Control: Planning for Air Quality¹⁴. There was only one other location outside of study area which breached the traffic screening thresholds, which is Tondy Road north of Boulevard de Villenave d'Ornon/Tondy Road roundabout which is estimated to experience an approx. 1,000 AADT increase. However, OBC-108 (presented in Figure 12) is estimated to experience concentrations of 24.8 µg/m³ NO₂ in 2023. OBC-108 is considered a conservative representation of NO₂ concentrations along Tondy Road and 1,000 AADT is not considered a compliance risk for NO₂ air quality objectives given existing concentrations are 24.8 µg/m³.

3.3 Road traffic emission calculations

Emissions were calculated using Ricardo's in-house software called RapidEMs, which calculates vehicular emissions using Copert V emission factors. Three essential inputs are required for RapidEMs to calculate emissions: fleet mix, traffic flow and speed (kph). Fleet mix provides a % for each vehicle category such as petrol car and euro standard. The fleet

¹⁴ <https://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf>

mix is implemented by applying the % split fleet mix to the total number of vehicles in that category, for example 1,000 cars with the assumption of 60% petrol and 40% diesel would result in 600 petrol and 400 diesel cars. Traffic flows are presented in this assessment in the format of annual average daily traffic flows for different vehicle categories, for example car, LGV, HGV and buses. Speed is the average speed across the different vehicle type categories (kph).

The fleet mix used for Bridgend's DA comes from an Automatic Number Plate Recognition (ANPR) survey undertaken for Caerphilly Council in 2019. This is considered an improvement over the default approach using national fleet mixes (National Atmospheric Emission Inventory (NAEI)¹⁵) as it will be more representative of fleet in South Wales and therefore Bridgend's fleet. The 2019 Caerphilly fleet mix was forecasted to 2023 using the same fleet turnover projections as in the NAEI.

Road traffic data was taken from the approach described in section 3.1. An optional input for emission calculations is gradient as the inclusion depends on the topography of the local area. Park Street has a gradient with the potential to impact emission calculation, which is greater than a 1:10 slope and gradient effects are required to better represent vehicular emissions. To consider the impact of gradient on engine load and therefore emissions per vehicle, terrain elevation data in the format of 1m DTM lidar data was procured from the Welsh Government's Geo-Portal¹⁶. The road traffic data, vehicle fleet mix and gradient data were used in the RapidEms process to calculate emissions in grams per second per kilometre (g/s/km).

All tools and input data for the additional 2023 modelling scenarios were consistent with the baseline modelling to ensure the impact of the scenarios were quantified without other differences in modelling methods affecting the results.

3.4 Dispersion modelling

3.4.1 Dispersion model selection

ADMS-Roads is a Gaussian dispersion model with inputs for local observations such as the surrounding terrain, meteorological data for example wind speed, wind direction and solar radiation to reflect the local dispersion environment. ADMS-Roads has been extensively validated and is commonly used for air quality assessments of road schemes in the UK.

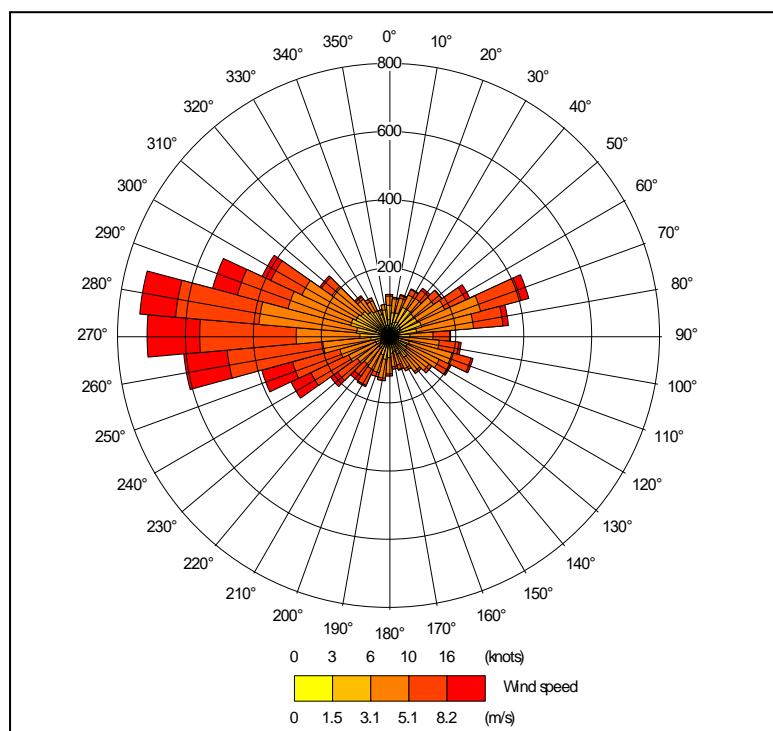
3.4.2 Meteorological data

Annual meteorological data for 2019 was procured from the RAF St Athan weather station. The data capture is 100% for temperature, wind speed and wind direction, whereas cloud cover has a data capture of 91%. A wind rose of 2019 met data from RAF St Athan can be seen in Figure 13. This demonstrates that the prevailing wind direction is westerly, which is typical of coastal locations to the west of the UK.

¹⁵ <https://naei.beis.gov.uk/data/ef-transport>

¹⁶ <https://lle.gov.wales/GridProducts#data=LidarCompositeDataset>

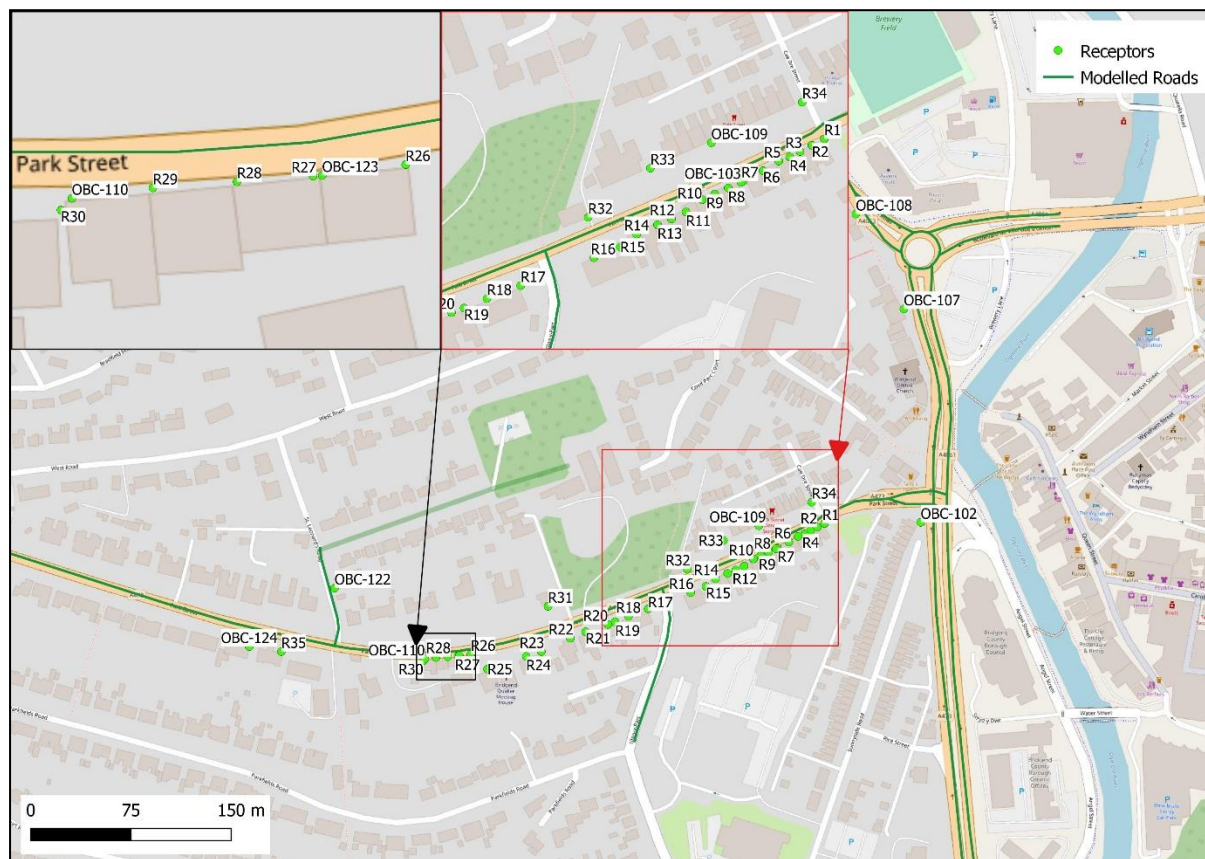
Figure 20 Wind rose for RAF St Athan 2019 meteorological data



3.4.3 Modelled receptors

There are two types of receptors, those that represent sensitive receptors such as residential dwellings and monitoring locations. Sensitive receptors have a prefix of 'R' and monitoring locations have a prefix of 'OBC'. The Park Street AQMA has residential dwellings to the south and North of the Road, with residential dwellings to the north all being within close proximity of the road (<2 metres) and therefore at greater risk of exceeding the NO₂ annual mean AQO. To ensure the full extent of exceedances are captured in this project, all residential dwellings south of Park Street in the AQMA have been included. The dwellings north of Park Street are setback much further from the road, typically at 14 metres, there is one exception at approx. 4 metres. The closest residential dwelling to the north of each unique Park Street Road link has been included in the dispersion model as a receptor. Sensitive receptors were placed at building facades and at a height of 1.5 metres, whereas monitoring locations were placed at a combination of building facades and street furniture such as lampposts. Monitoring locations heights were taken from Bridgend's Annual Status Report, in this study area all monitoring location heights were 2 metres. Receptor locations have been presented in Figure 14.

Figure 21 Bridgend Study Area and modelled Receptors



3.4.4 Street canyon

Bridgend has historic housing built nearby to roads, in some instances less than 1 metre, these tall buildings are built either side or on one side of the road. In both scenarios the presence of buildings close to the road will cause an impact on emission dispersion. Buildings on either side of the road with the same height are classed as a symmetrical street canyon. Whereas buildings on one side of the road, or where the height varies on either side are classed as asymmetrical street canyons. Symmetrical street canyons are identified when the height of buildings either side of the road is twice the road width. ADMS-Roads can be programmed to model these symmetrical canyons with the simple canyons module, however this would not reflect scenarios in Bridgend where there is only one side of the road with a tall building. As such, to reflect the varied impact of Bridgend's buildings street canyons on dispersion only asymmetrical canyons were included. The advanced street canyon module has been used in ADMS to estimate the impact on NO₂ concentrations from asymmetrical street canyons. Asymmetrical street canyons may affect dispersion by altering the channel of flow by the canyon walls and a recirculating flow region drive by the canopy flow perpendicular to the street. The area of recirculation by the building walls can lead to elevated pollutant concentrations. The location of asymmetrical canyons has been detailed in Figure 15.

Figure 22 Street canyons in Bridgend



3.4.5 Background concentrations

Background pollutant concentrations for a modelling study within an urban environment in England can be sourced from either a local monitoring location classified as an urban background site, or the background maps produced by Ricardo Energy & Environment for Defra. The background maps provide estimates of annual mean background concentrations of key pollutants at a resolution of 1 x 1km for England projected from a base year of 2018 and can be projected forward to future years up to 2030. These annual mean pollutant maps combine pollutant measurement data with the emissions information from the UK's National Atmospheric Emissions Inventory (NAEI) to provide estimated pollutant concentrations for the whole of England.

In this case, no nearby background pollutant measurements were available; therefore, Defra's background maps were used as the best available estimate of current and future background pollutant concentrations. For Bridgend's baseline year (2019) Defra's background maps were downloaded and the background concentrations for the appropriate grid squares extracted. The background concentrations for NO₂ are presented in Table 16. Background concentrations are significantly less than the respective AQOs assessed, 40 µg/m³ for NO₂.

Table 20: Mapped Background NO_x Concentrations in Bridgend in 2019 and 2023

Easting	Northing	Background NO _x 2019 (µg.m ⁻³)	Background NO _x 2023 (µg.m ⁻³)
290500	179500	14.2	11.9
289500	179500	10.6	8.9
290500	180500	13.6	11.4

3.4.6 Model verification

The root mean square error (RMSE) is a measure of uncertainty in dispersion modelling, Defra's LAQM.TG(16) guidance highlights that the RMSE should ideally be within 10% of the objective being assessed, which is 4 µg/m³ for the NO₂ annual mean of 40 µg/m³. The RMSE for the Bridgend Detailed Assessment is 3.5 µg/m³, which is within the ideal range specified by Defra. Further details on model verification can be found within Appendix 1 – Model Verification. The fractional bias is a measure of the model's tendency to over or under predict, with negative values representing the former and positive values the latter. The fractional bias is 0.015 which means the model has a tendency to slightly under-predict.

4 Results of air quality assessment

4.1 Baseline and initial scenario modelling

The impacts from the initial DS schemes; no vehicular access to St Leonard's way, ghost right hand at Heol-y-Nant and the 4-phase junction at Tondy Road/Park Street on NO₂ concentrations are discussed in this section. Estimated air quality concentrations at receptors are described in relation to air quality objectives. Consistent with the approach set out in Table 7.1 of Defra's LAQM.TG(16) guidance document, a receptor is identified as being at risk of exceeding the air quality objectives if the modelled concentration of pollutants is 90% or more of the AQOs. For example, for the NO₂ annual mean this would be a concentration above 36 µg/m³. Only receptors which are classed as 'at risk of exceeding' or above (≥ 36 µg/m³) in the DM or DS scenario and where the DS scheme has resulted in increased concentrations have been presented in Table 17. The remaining receptors included in this assessment are presented in Appendix 2 – All model results.

Table 21 Baseline 2019, and 2023 DM and DS Estimated NO₂ concentrations

Receptor ID	NO ₂ (µg/m ³) Base 2019	NO ₂ (µg/m ³) DM 2023	NO ₂ (µg/m ³) DS 2023	NO ₂ (µg/m ³) DS-DM
R26	56.8	44.6	39.3	-5.4
R27	60.2	47.3	41.6	-5.7
R28	60.5	47.5	41.8	-5.8
R29	57.4	44.9	39.3	-5.6

R30	49.0	38.3	33.6	-4.7
R35	22.0	16.1	16.4	0.3
OBC-124	19.9	14.6	14.9	0.4
OBC-108	29.5	23.7	24.8	1.1
OBC-110	50.7	39.6	34.7	-4.9
OBC-123	56.4	44.3	39.0	-5.3

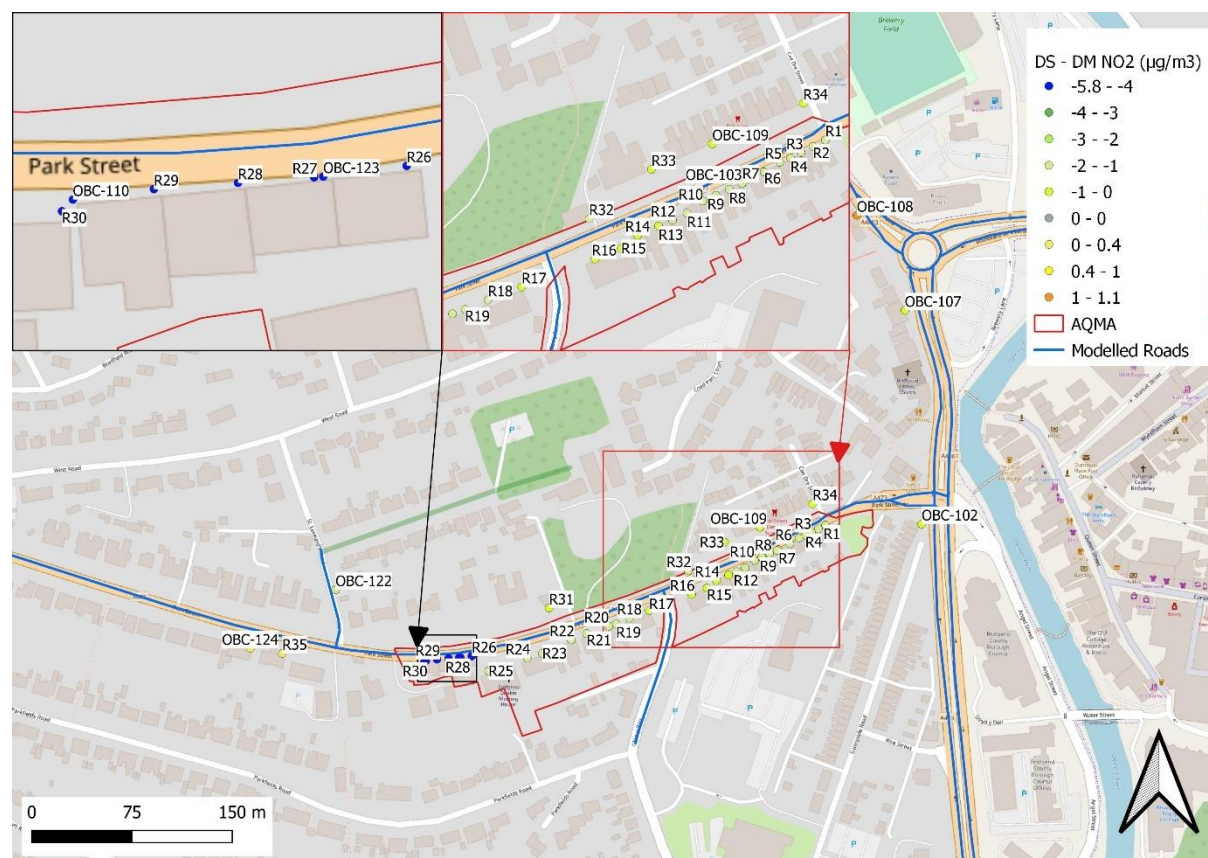
Two receptors (R26 and R29) are forecast to become compliant with the NO₂ annual mean after the DS schemes (St Leonard's, ghost right hand and 4-phase junction road) are introduced. Whilst receptors are no longer classed as exceeding the NO₂ annual mean, they are now classed as 'at risk of exceeding' the NO₂ annual mean. When model uncertainty is considered, in this case model uncertainty is 3.5 µg/m³, there is a high likelihood that receptors R26 and R29 will remain in exceedance. However, the remaining receptors are estimated to experience NO₂ concentrations less than 36 µg/m³, when model uncertainty is taken into account and are not considered to be at risk of exceeding the NO₂ annual mean after the DS schemes are introduced. R30 would be classed as 'at risk of exceeding' the NO₂ annual mean if the DS schemes are not introduced. There are two types of receptors, those that are representative of sensitive receptors such as residential dwellings and monitoring locations. Sensitive receptors have a prefix of 'R' and monitoring locations have a prefix of 'OBC'. The Park Street AQMA has residential dwellings to the south and North of the Road, with residential dwellings to the north all being within close proximity of the road (<2 metres) and therefore at greater risk of exceeding the NO₂ annual mean AQO. To ensure the full extent of exceedances are captured in this project, all residential dwellings south of Park Street in the AQMA have been included. The dwellings north of Park Street are setback much further from the road, typically at 14 metres, there is one exception at approx. 4 metres. The closest residential dwelling to the north of each unique Park Street Road link has been included in the dispersion model as a receptor. Sensitive receptors were placed at building facades and at a height of 1.5 metres, whereas monitoring locations were placed at a combination of building facades and street furniture such as lampposts. Monitoring locations heights were taken from Bridgend's Annual Status Report, in this study area all monitoring location heights were 2 metres. Receptor locations have been presented in Figure 14.

Figure 14 shows all modelled receptors and an inset map towards the top left, which highlights the location where receptors are estimated to remain in exceedance of the NO₂ annual mean in the DS scenario. Receptors R26, R29 and R30 are estimated to experience lower NO₂ concentrations compared to R27 and R28 even though they are on the same row of housing. This is likely a result of distance of receptors to Park Street.

There are mostly decreases in NO₂ concentrations across Bridgend, with some exceptions occurring at receptor R35 and monitoring locations OBC-124 and OBC-108. OBC-124 and R35 are both west of St Leonard's Road, and as vehicles can no longer access St Leonards from Park Street, vehicles have been redistributed west of this junction. Monitoring location OBC-108 is anticipated to experience a more significant increase of 1.1 µg/m³ due to an approx. 1,000 AADT increase on Tondu Road. The impact is not considered significant as

the absolute concentration is substantially below the NO₂ annual mean at this location (23.7 µg/m³) in the DM scenario.

Figure 23 Change in NO₂ concentrations associated with the Do-Something scenario



4.2 Additional 2023 modelling

NO₂ results from the additional modelling scenarios are presented below and compared to the 2023 DS results.

The three scenarios, in addition to the measures implemented in the 2023 DS, were:

- Electric buses: buses in Bridgend are 100% electric
- HGV restriction: HGVs are restricted from driving on Park Street
- Combined: The combination of the two above additional measures related to electric buses and HGV restrictions

Table 22 presents modelled NO₂ concentrations at receptor locations where there were exceedances or an increase in concentrations in previous modelling scenarios. Results at all receptor locations are presented in Appendix 2.

In all three additional scenarios, there are still exceedances of the 40 µg/m³ NO₂ objective at receptors R27 and R28. When model uncertainty is considered, in this case model uncertainty is 3.5 µg/m³, there is a high likelihood that receptors R26 and R29 will remain in exceedance.

Table 22 Additional 2023 scenarios estimated NO₂ concentrations (µg/m³)

Receptor ID	NO ₂ (µg/m ³) DS 2023	NO ₂ (µg/m ³) Electric buses	Electric buses – DS 2023	NO ₂ (µg/m ³) HGV restriction	HGV restriction – DS 2023	NO ₂ (µg/m ³) Combined	Combined – DS 2023
R26	39.3	38.6	-0.6	39.2	0.0	38.6	-0.6
R27	41.6	40.9	-0.7	41.6	0.0	40.9	-0.7
R28	41.8	41.1	-0.7	41.8	0.0	41.1	-0.7
R29	39.3	38.6	-0.7	39.3	0.0	38.6	-0.7
R30	33.6	33.0	-0.6	33.6	0.0	33.0	-0.6
R35	16.4	16.2	-0.3	16.3	-0.1	16.1	-0.4
OBC-124	14.9	14.7	-0.2	14.8	-0.1	14.6	-0.3
OBC-108	24.8	24.8	0.0	24.8	0.0	24.7	-0.1
OBC-110	34.7	34.1	-0.6	34.7	0.0	34.1	-0.6
OBC-123	39.0	38.3	-0.6	38.9	0.0	38.3	-0.6

Figure 24 - Figure 26 show the reductions in NO₂ concentrations from each scenario compared to the DS 2023. There were small reductions in all scenarios (<1 µg/m³), with the maximum reductions in the Combined scenario on the eastern side of the Park St AQMA (1 – 2 µg/m³). The HGV restriction had no effect on the western side of the Park St AQMA as HGVs were not predicted to be present on these road links in the DS 2023.

Figure 24 Change in NO₂ concentrations associated with the Electric buses scenario

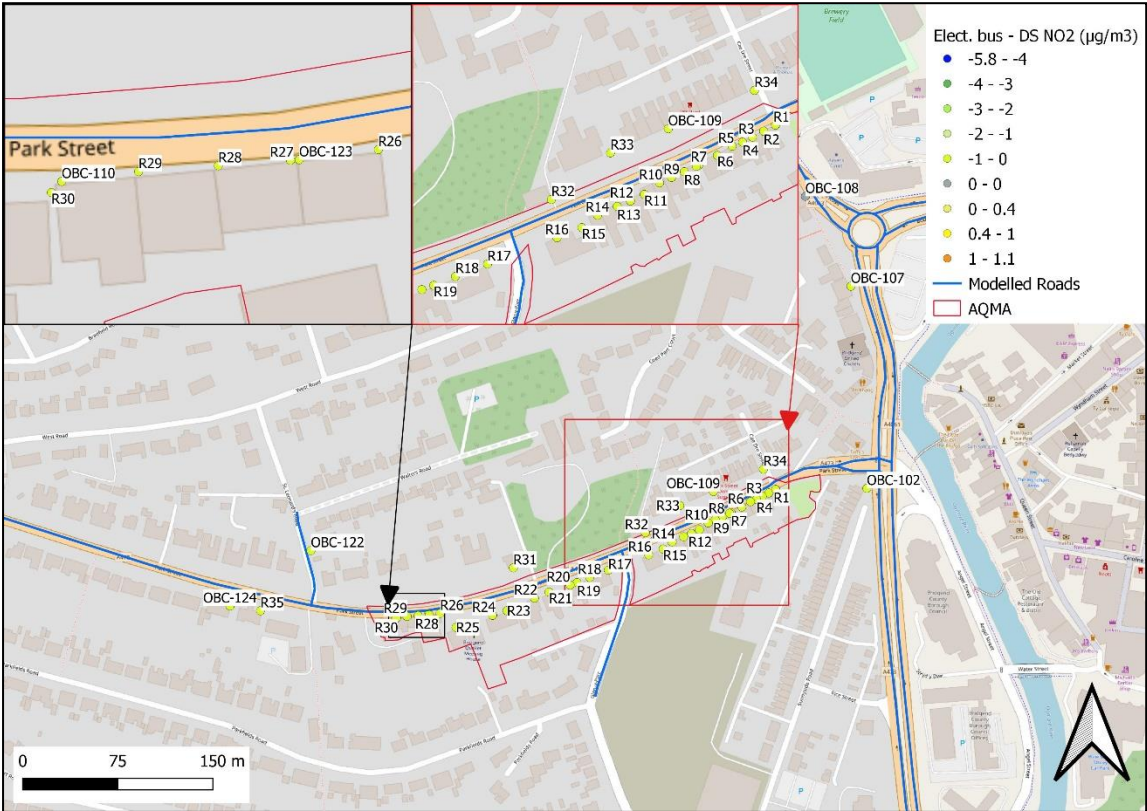


Figure 25 Change in NO₂ concentrations associated with the HGV restriction scenario

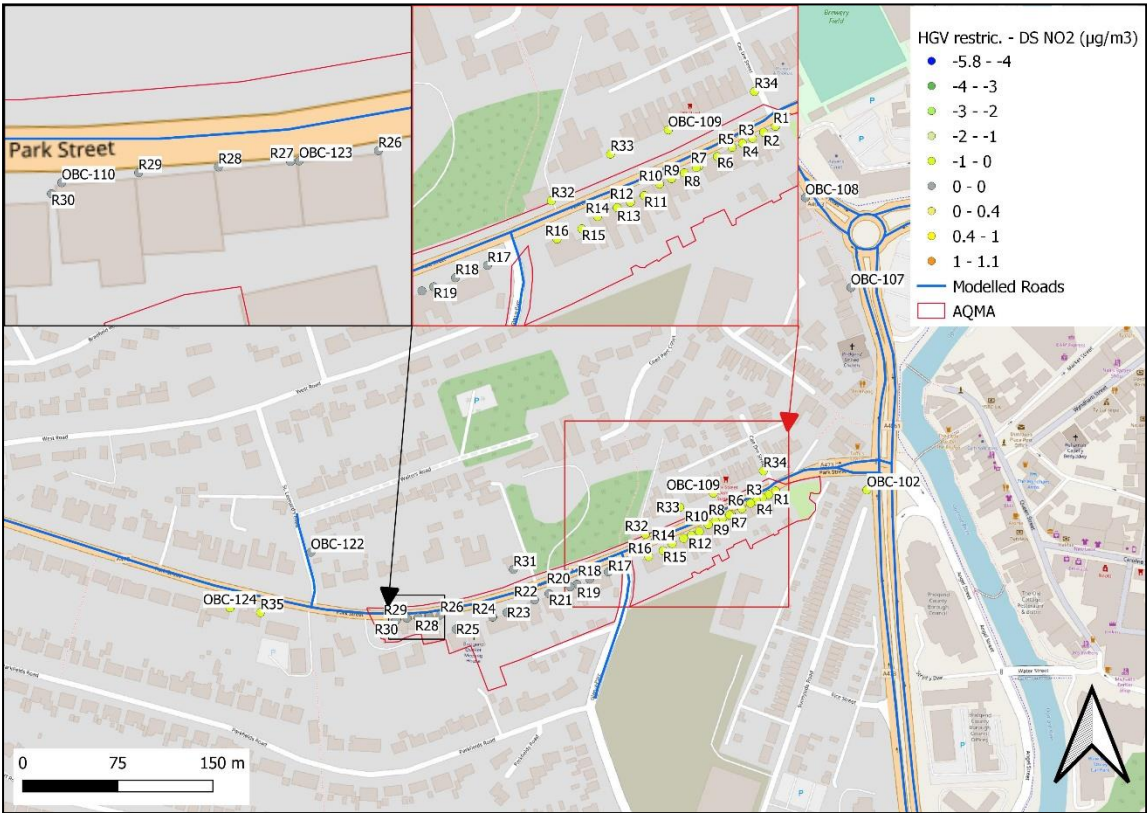
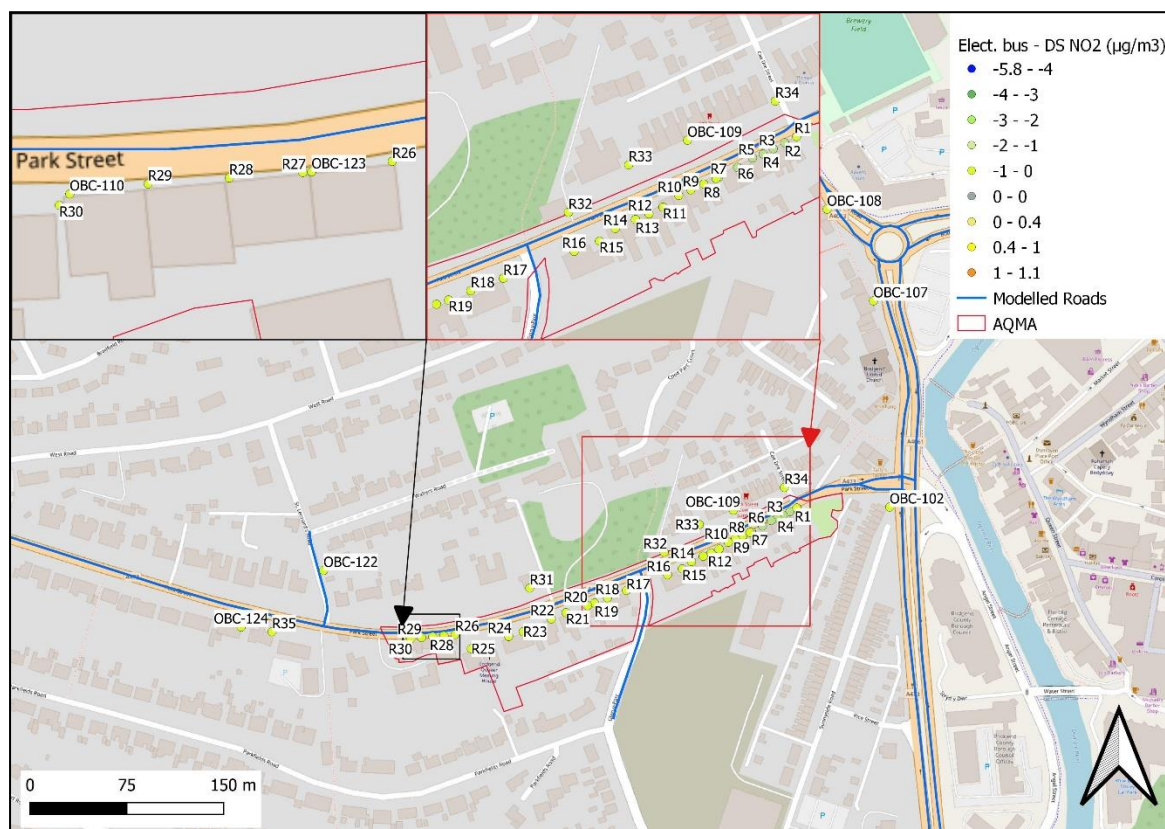


Figure 26 Change in NO₂ concentrations associated with the Combined scenario



5 Conclusions

The majority of receptors in Bridgend are classed as being compliant and two receptors remain in exceedance of the NO₂ annual mean after the DS schemes have been introduced. However, when model uncertainty is factored an additional two receptors in the Park Street AQMA are still likely to be in exceedance. The non-compliant and ‘at risk’ receptors all feature on one row of houses along Park Street, high concentrations are due to receptors being close to the road (<1 metre). Three additional measures (bus electrification, HGV restrictions on Park St, and a combination of the two) were modelled as additions to the DS 2023. These measures caused small (<1 µg/m³) reductions in NO₂ concentrations at the receptor locations where exceedances were predicted; exceedances at these locations are still likely.

Further exploratory air quality modelling is recommended to establish the setback distance from Park Street to the affected receptors to enter discussions with the council regarding measures that could achieve this. Additional modelling could also explore what year the receptors are estimated to come into compliance with national fleet projections to assist discussions with the Welsh Government regarding solutions for the NO₂ annual mean compliance issues.

Appendix 1 – Model Verification

Verification of the model involves comparison of the modelled results with any local monitoring data at relevant locations; this helps to identify how the model is performing and if any adjustments should be applied. The verification process involves checking and refining the model input data to try and reduce uncertainties and produce model outputs that are in better agreement with the monitoring results. This can be followed by adjustment of the modelled results if required. The LAQM.TG(16) guidance recommends making the adjustment to the road contribution of the pollutant only and not the background concentration these are combined with.

The approach outlined in LAQM.TG(16) section 7.508 – 7.534 has been used in this case eleven diffusion tube NO₂ sites in Bridgend have been used for model verification. A single road NO_x adjustment factor was derived and used to calculate:

- Modelling results at receptor points adjacent to relevant affected road links.

It is appropriate to verify the performance of the ADMS model in terms of primary pollutant emissions of nitrogen oxides (NO_x = NO + NO₂). To verify the model, the predicted annual mean Road NO_x concentrations were compared with concentrations measured at the various monitoring sites during 2019. The model output of Road NO_x (the total NO_x originating from road traffic) was compared with measured Road NO_x, where the measured Road NO_x contribution is calculated as the difference between the total NO_x and the background NO_x value. Total measured NO_x for each diffusion tube was calculated from the measured NO₂ concentration using the current version of the Defra NO_x/NO₂ calculator (v8.1).

The initial comparison of the modelled vs measured Road NO_x identified that the model was under-predicting the Road NO_x contribution at most locations. Refinements were subsequently made to the model inputs to improve model performance where possible.

The gradient of the best fit line for the modelled Road NO_x contribution vs. measured Road NO_x contribution was then determined using linear regression and used as a domain wide Road NO_x adjustment factor. This factor was then applied to the modelled Road NO_x concentration at each discretely modelled receptor point to provide adjusted modelled Road NO_x concentrations. A linear regression plot comparing modelled and monitored Road NO_x concentrations before and after adjustment is presented in **Figure 27**. The total annual mean NO₂ concentrations were then determined using the NO_x/NO₂ calculator to combine background and adjusted road contribution concentrations.

Only monitoring location OBC-101 was excluded from model verification as the roads near this monitoring location were excluded from the traffic modelling study and is also considered to be more representative of an urban background location.

A primary NO_x adjustment factor (PAdj) of 3.47 based on model verification using all of the 2019 NO₂ measurements was applied to all modelled Road NO_x data prior to calculating an NO₂ annual mean.

A plot comparing modelled and monitored NO₂ concentrations before and after adjustment during 2019 is presented in Figure 18.

Figure 27: Comparison of modelled Road NO_x Vs Measured Road NO_x before and after adjustment

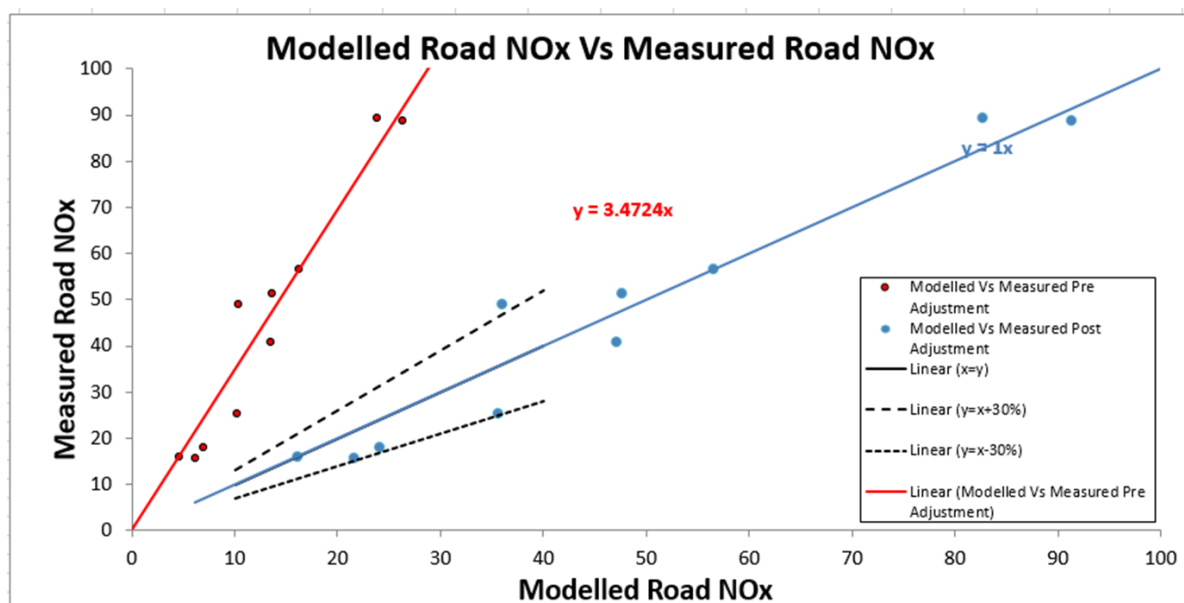
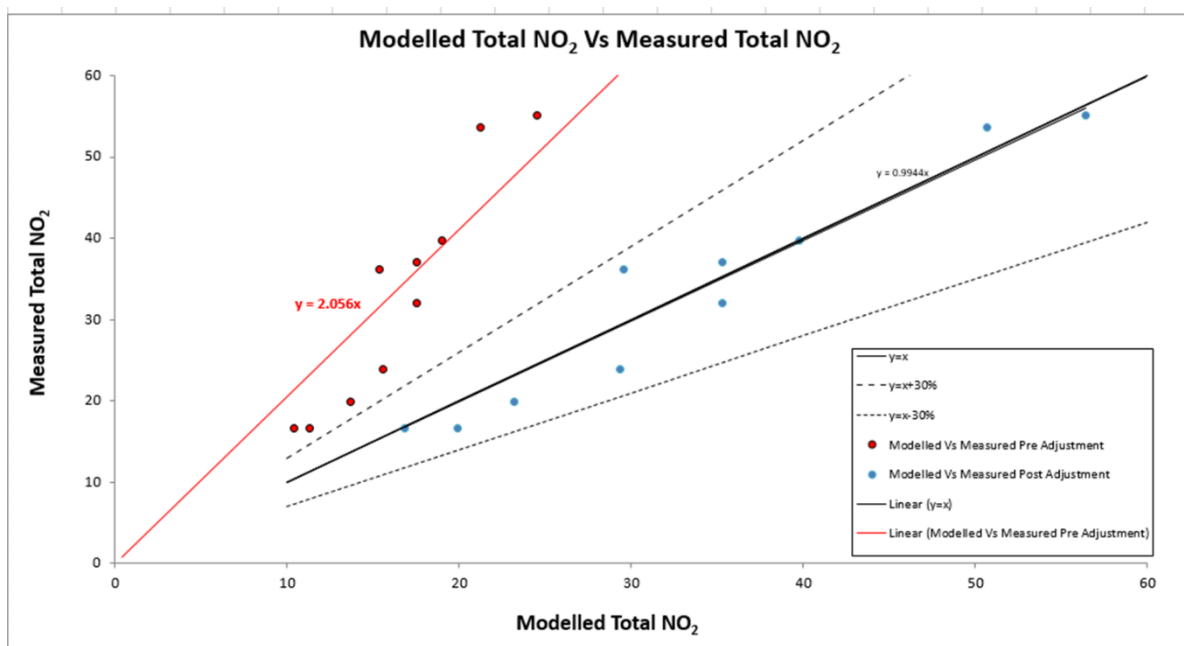


Figure 28 Modelled vs. measured NO₂ annual mean 2018 before and after adjustment



Model performance

To evaluate the model performance and uncertainty, the Root Mean Square Error (RMSE) for the observed vs predicted NO₂ annual mean concentrations was calculated, as detailed in Technical Guidance LAQM.TG(16). This guidance indicates that an RMSE of up to 4 µg/m³ is ideal, and an RMSE of up to 10 µg/m³ is acceptable. The calculated RMSE is presented in Table 18. In this case the RMSE was calculated at 3.5 µg.m⁻³ which is within the ideal range suggested by the guidance.

Table 23 Comparison of measured and modelled concentrations at measurement locations in 2019, and the model root mean square error.

NO ₂ monitoring location	Measured NO ₂ annual mean concentration 2019 (µg.m ⁻³)	Modelled NO ₂ annual mean concentration 2019 (µg.m ⁻³)
OBC-103	37.1	35.3
OBC-123	55.2	56.4
OBC-124	16.6	19.9
OBC-110	53.7	50.7
OBC-122	16.7	16.9
OBC-107	32.0	35.3
OBC-108	36.2	29.5
OBC-104	39.8	39.8
OBC-109	19.9	23.2
OBC-102	23.9	29.3
RMSE (all sites)		3.5 µg/m ³

Appendix 2 – All model results

ID	Base 2019	DM 2023	DS 2023	DS- DM 2023	Electric buses	Electric buses – DS 2023	HGV restric.	HGV restric. – DS 2023	Combined	Combined – DS 2023
R1	41.6	32.7	31.4	-1.3	30.9	-0.5	30.9	-0.5	30.4	-1.0
R2	42.0	33.1	31.7	-1.4	31.2	-0.5	31.2	-0.5	30.7	-1.0
R3	41.1	32.4	31.0	-1.4	30.5	-0.5	30.5	-0.5	30.0	-1.0
R4	39.9	31.4	30.0	-1.4	29.5	-0.5	29.5	-0.5	29.0	-1.0
R5	41.5	32.6	31.2	-1.5	30.6	-0.5	30.7	-0.5	30.1	-1.0
R6	39.0	30.6	29.3	-1.4	28.8	-0.5	28.8	-0.5	28.3	-1.0
R7	37.0	29.1	27.7	-1.4	27.2	-0.5	27.2	-0.5	26.7	-1.0
R8	36.2	28.4	27.1	-1.4	26.6	-0.4	26.6	-0.5	26.1	-0.9
R9	36.2	28.4	27.0	-1.4	26.6	-0.4	26.5	-0.5	26.1	-0.9
R10	36.2	28.4	27.0	-1.4	26.6	-0.4	26.5	-0.5	26.1	-0.9
R11	36.3	28.3	27.1	-1.2	26.6	-0.4	26.6	-0.5	26.1	-0.9
R12	35.2	27.5	26.3	-1.2	25.9	-0.4	25.8	-0.5	25.4	-0.9
R13	22.1	17.5	17.0	-0.6	16.7	-0.2	16.8	-0.2	16.5	-0.4
R14	21.6	17.2	16.6	-0.6	16.4	-0.2	16.5	-0.2	16.2	-0.4
R15	20.3	16.2	15.7	-0.5	15.5	-0.2	15.6	-0.1	15.4	-0.3
R16	21.4	17.0	16.5	-0.5	16.3	-0.2	16.4	-0.1	16.2	-0.3
R17	27.5	21.8	20.9	-0.9	20.6	-0.3	20.9	0.0	20.6	-0.3
R18	27.5	21.9	20.7	-1.1	20.5	-0.3	20.7	0.0	20.4	-0.3
R19	27.1	21.5	20.3	-1.2	20.0	-0.3	20.3	0.0	20.0	-0.3
R20	26.9	21.4	20.1	-1.3	19.9	-0.3	20.1	0.0	19.8	-0.3
R21	25.4	20.1	18.7	-1.4	18.5	-0.3	18.7	0.0	18.4	-0.3
R22	24.1	19.1	17.7	-1.4	17.5	-0.2	17.7	0.0	17.5	-0.2
R23	21.8	17.4	16.1	-1.3	15.9	-0.2	16.1	0.0	15.9	-0.2
R24	21.5	17.1	15.9	-1.2	15.7	-0.2	15.9	0.0	15.7	-0.2
R25	20.0	15.9	14.9	-1.1	14.7	-0.2	14.9	0.0	14.7	-0.2
R26	56.8	44.6	39.3	-5.4	38.6	-0.6	39.2	0.0	38.6	-0.6
R27	60.2	47.3	41.6	-5.7	40.9	-0.7	41.6	0.0	40.9	-0.7
R28	60.5	47.5	41.8	-5.8	41.1	-0.7	41.8	0.0	41.1	-0.7
R29	57.4	44.9	39.3	-5.6	38.6	-0.7	39.3	0.0	38.6	-0.7
R30	49.0	38.3	33.6	-4.7	33.0	-0.6	33.6	0.0	33.0	-0.6
R31	17.6	14.1	13.4	-0.7	13.3	-0.1	13.4	0.0	13.3	-0.1
R32	37.8	29.5	28.1	-1.4	27.6	-0.5	27.7	-0.5	27.2	-0.9
R33	19.6	15.6	15.2	-0.4	15.0	-0.2	15.0	-0.2	14.8	-0.3
R34	27.1	21.5	20.8	-0.7	20.5	-0.3	20.5	-0.3	20.2	-0.6
R35	22.0	16.1	16.4	0.3	16.2	-0.3	16.3	-0.1	16.1	-0.4

OBC-103	35.3	27.8	26.4	-1.3	26.0	-0.4	26.0	-0.5	25.5	-0.9
OBC-123	56.4	44.3	39.0	-5.3	38.3	-0.6	38.9	0.0	38.3	-0.6
OBC-124	19.9	14.6	14.9	0.4	14.7	-0.2	14.8	-0.1	14.6	-0.3
OBC-110	50.7	39.6	34.7	-4.9	34.1	-0.6	34.7	0.0	34.1	-0.6
OBC-122	16.9	13.1	11.3	-1.9	11.2	-0.1	11.2	0.0	11.2	-0.1
OBC-107	35.3	29.3	29.1	-0.1	28.8	-0.3	29.1	0.0	28.8	-0.3
OBC-108	29.5	23.7	24.8	1.1	24.8	0.0	24.8	0.0	24.7	-0.1
OBC-104	39.8	31.3	30.1	-1.3	29.6	-0.5	29.6	-0.4	29.1	-0.9
OBC-109	23.2	18.4	17.7	-0.7	17.5	-0.2	17.5	-0.2	17.3	-0.5
OBC-102	29.3	23.5	23.1	-0.4	22.9	-0.2	22.9	-0.2	22.7	-0.4

Appendix C: Reasons for Not Pursuing Action Plan Measures

Table 24 - Reasons For Not Pursuing Action Plan Measures

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Traffic Management	4-phase junction at Heol-y-Nant	Early transport modelling deemed this option unworkable due to space constraints and the potential to increase congestion on Park Street.

Appendix D – Consultation Report

Air Quality Action Plan Park Street

Consultation Report

Date of issue: December 2022

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1. Overview

A public consultation on the Air Quality Action Plan strategy for Park Street, Bridgend was undertaken over a twelve-week period from **5th September 2022** to **21st November 2022**.

In total, there were **86 responses** to the consultation. The online survey received a total **71 completions**, with a further **15 responses** from two engagement events held throughout the consultation period.

2. Introduction

The public survey was available to complete online through a link on the consultation page of the council's website. Paper copies of the consultation were also available, which could be

sent directly to residents upon request.

The consultation team also offered residents the opportunity to arrange a telephone consultation for those that could not complete the survey online, to ensure the survey was accessible to all residents.

Surveys were available in standard and large print formats: both were available in English and Welsh Language. The content of the page remains online.

Respondents could choose to answer all or some questions. All survey responses offered the option of anonymity. The council's standard set of equality monitoring questions were also included within the survey, in line with recommended good practice for all public-facing surveys carried out by the council.

3. Marketing and engagement methods

3.1. Marketing

This section details methods used to raise the profile of the consultation and encourage participation.

3.1.1. Social media

The council runs the following social media accounts: Twitter, Facebook, Instagram, LinkedIn, and YouTube.

The public consultation on the AQAP was posted bilingually to the council's corporate Twitter and Facebook channels throughout the consultation period, to raise awareness of the consultation and to encourage citizens to share their views on the strategy.

The council currently has over 18K Facebook followers and 14.6K followers on its English Twitter account, and 353 on its Welsh Twitter account. While content is most likely to be seen by these users, it is also displayed to users who are not connected to the accounts.

Facebook	Likes	Comments	Shares
5 th September	5	2	9
28 th September	1	0	4
20 th October	3	2	2
8 th November	0	0	0
18 th November	0	1	0
Total:	9	4	15

Twitter	Likes	Retweets	Comments
5 th September	0	2	0

29 th September	0	0	1
1 st October	0	1	0
4 th October	0	1	0
13 th October	0	0	0
28 th October	0	0	0
1 st November	0	0	0
9 th November	0	0	0
9 th November	0	0	0
16 th November	0	0	0
19 th November	1	1	0
Total:	1	5	1

Twitter polls were also posted during the consultation period to interact with residents and again encourage engagements with the consultation.

Twitter Polls	Total Votes
20th October: How concerned are you about the air quality within Park Street and Bridgend?	12
• Very concerned	41.7%
• Concerned	8.3%
• Not concerned	8.3%
• Not concerned at all	41.7%
28th October: Have you read our action plan?	8
• Yes	12.5%
• No	87.5%
3rd November: Have you filled in our online survey?	10
• Yes	10%
• No	90%
17th November: Do you travel through Park Street on your	6

daily commute?	
• Yes	0%
• No	100%

3.1.2. Gov Delivery

GovDelivery is a digital communications tool that was implemented by the local authority in June 2020, to send messages directly to residents' email inboxes in the language of their choice.

There are currently 35,766 English language subscribers and 249 Welsh language subscribers from Bridgend County Borough to the weekly update emails.

Details of the Park Street AQAP public consultation was included in Gov Delivery bulletins throughout the duration of the live period. The bulletin was delivered to 35,342 subscribers.

The table below shows when details were included in bulletin as well as the number of click through links in both English and Welsh language.

Date	English Link Clicks	Welsh Link Clicks
10/11/22	19	0

3.1.3. Media and Publicity

A press release was issued to coincide with the start of the consultation, to raise awareness and encourage participation. This was released on 5th September 2022.

- <https://www.bridgend.gov.uk/news/council-launches-consultation-on-air-quality-action-plan-for-park-street-in-bridgend/>

3.2. Engagement Events

Throughout the consultation period there were two drop-in sessions held at the Civic Offices, to encourage residents and members to share their views, concerns, and feedback regarding the Air quality Action Plan for Park Street. Both events were held by the Consultation Team and the Officers from the Shared Regulatory Services.

3.2.1. Engagement Drop in Events:

The first event was held on 5th October 2022 between 2pm and 4pm. This event attracted 9 residents of Park Street Bridgend. Comments and feedback from the event are included in Appendix 1 of this report.

The second engagement event was held at the Civic Offices on 15th November, at a later time of 4pm-6pm, to give residents a final opportunity to share any feedback face to face, before the consultation closes.

There were 6 attendees for this event: all responses and feedback from the event are included in Appendix 2.

3.2.2. Event Promotion:

Both events, were promoted on the council's social media as well as shared on the Shared Regulatory Services' website and social media channels. Leaflets were also sent out to local councillors for both events; as well as a leaflet drop through doors of Park Street Residents for the final engagement event.

Leaflets sent out are shown in Appendix 3. They were sent out bilingually, in both English and Welsh Language including information about the event as well as a QR code for residents to scan to take them directly to the online survey.

4. Response Rate

In total there were 86 responses, 71 responses were from the online survey, and 15 respondents were event attendees.

5. How effective was the consultation?

The data collection methods, which include the online survey and a paper survey were developed using plain English to maximise understanding. These response methods were designed to give a consistency to the survey across multiple platforms.

6. Consultation Survey

6.1. Language used to complete the survey

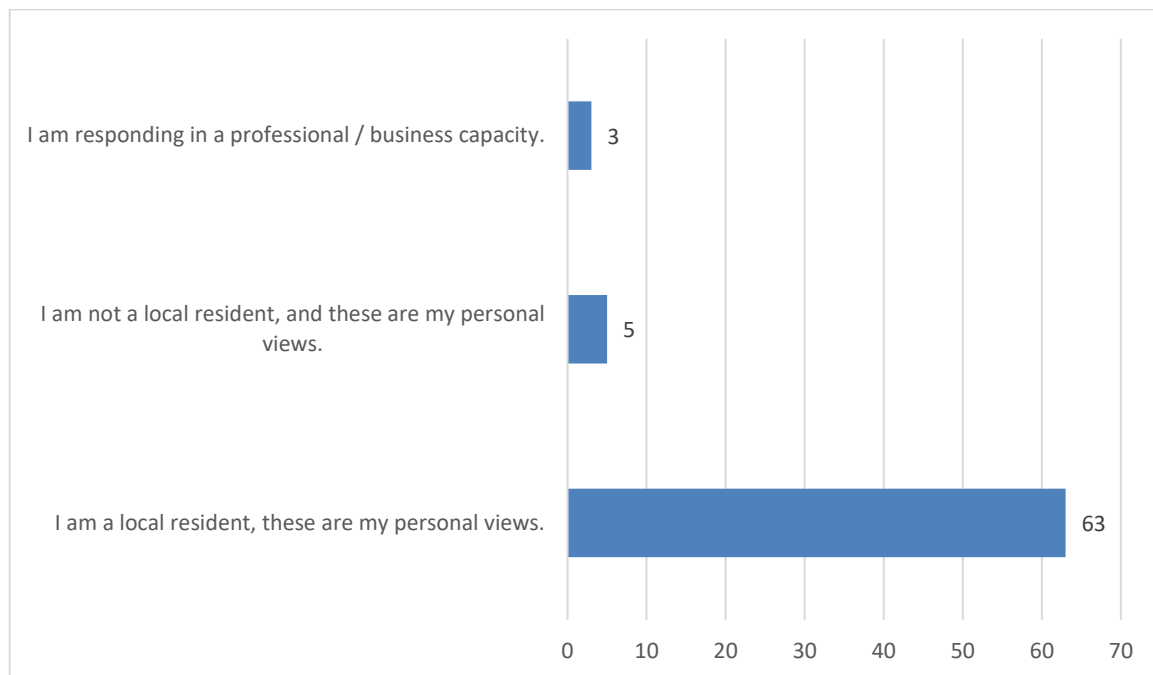
Respondents to the consultation survey were initially asked in which language they would like to complete the survey. Overall, 100% of respondents selected English with 0% selecting Welsh.

Language	#	%
English	71	100%
Welsh	0	0.0%
Total	71	100.0

7. Survey Questions and Analysis:

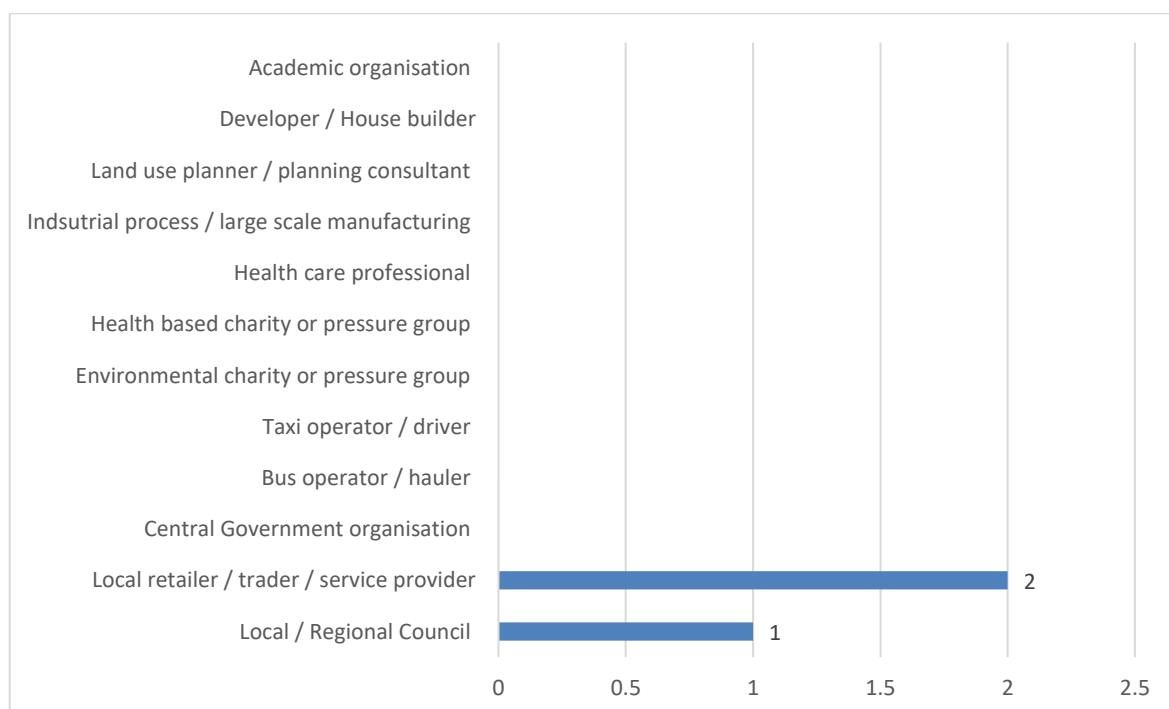
This section outlines and analyses all questions asked in the online survey.

To help us understand who we have consulted with, please indicate which of this best describes your view point in relation to this consultation.



As shown in the graph above, 63 respondents (**89%**) stated they were a local resident and were expressing their personal views. 5 respondents (**7%**) confirmed they were not a local resident, and comments were their personal views. 3 respondents (**4%**) also stated that they were responding in a professional / business capacity. In total, 70 respondents provided a response for this question.

If responding in a professional or business capacity, please state which type of organisation or industry you represent (please tick all that apply)



As shown in the previous graph, 3 respondents stated they were responding in a professional /

business capacity. Shown in the graph above, **2** of these respondents stated they were from a Local retailer / trader / service provider. **1** respondent confirmed they were from a Local / Regional Council.

What is your postcode? (Optional)

(If responding in a personal capacity provide postcode of home address)

Shown below is a list of personal postcodes provided by online survey respondents.

Post Code	Number of respondents
CF31	50
CF32	3
CF34	1
CF36	2

As shown in the table above, **56 respondents** provided a post code for this question. The most common post code area was CF31, where **50 respondents (89%)** stated this was their personal post code area.

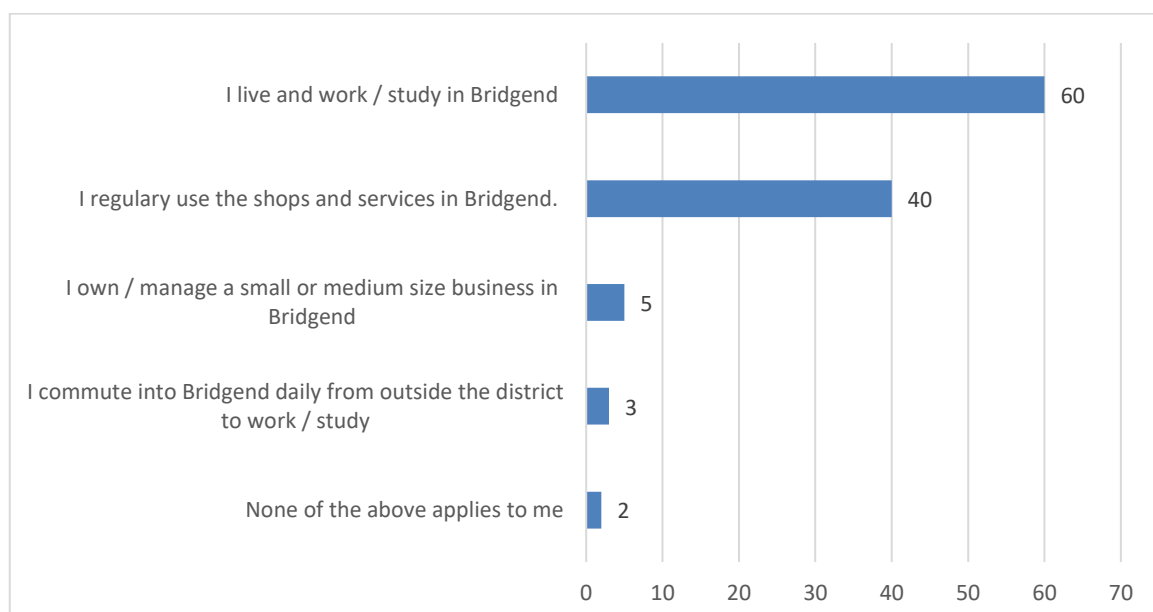
What is your postcode?

(If responding in a professional or business capacity provide postcode of your work address / business premises.

Two post codes were provided for those that responded to the survey in a professional or business capacity. Both codes were from the CF31 area.

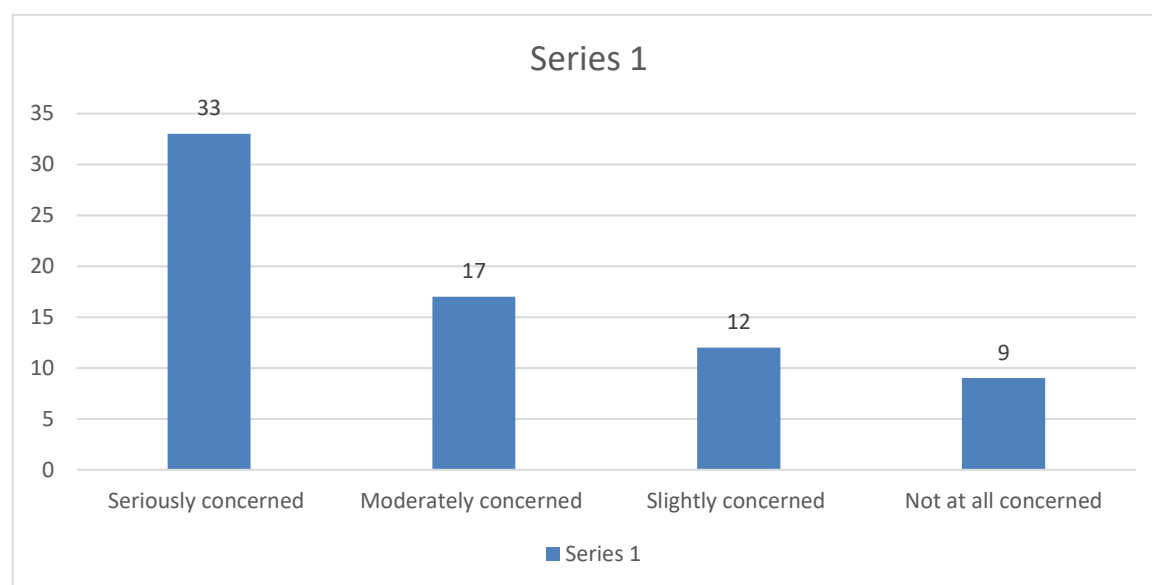
CF31	2
------	---

Which of these statements applies to you? (Tick all that apply).



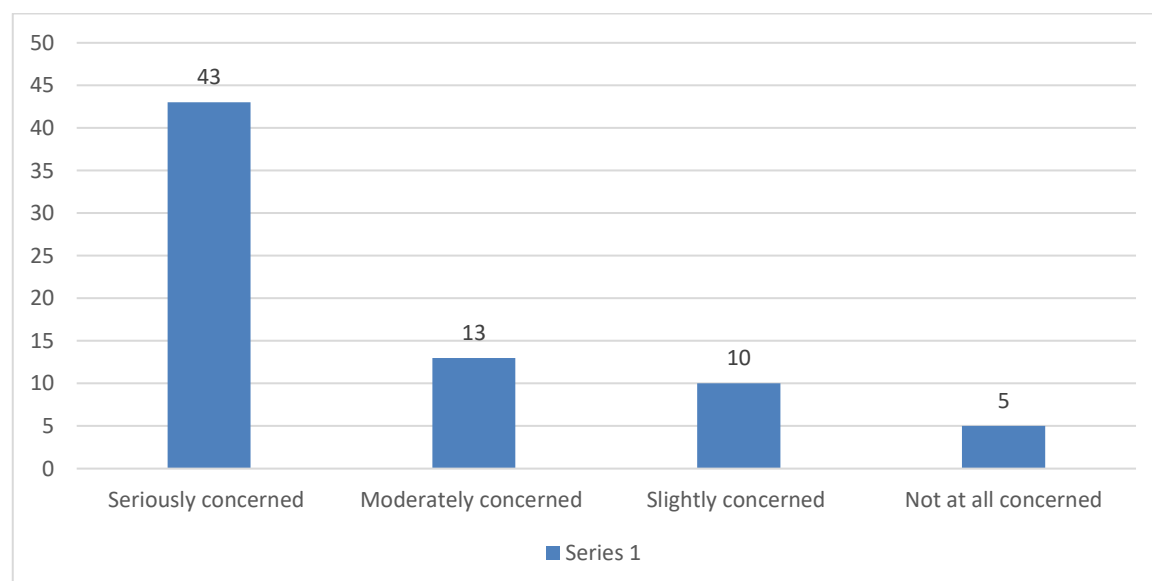
This question was format as a multi-choice question, allowing respondents to select all the option that are relevant to them. As shown in the graph above, **60 respondents (86%)** state they live and work / study in Bridgend. **40 respondents (57%)** selected they regularly use the shops and services in Bridgend. **5 respondents (7%)** confirm they own / manage a small or medium size business in Bridgend. **3 respondents (4%)** state they commute into Bridgend daily from outside the district to work / study. **2 respondents (3%)** selected that None of the above applies to them.

Before reading the draft air quality action plan, how concerned were you about air quality within Park Street and Bridgend?



71 respondents provided a response for this question. **33 respondents (47%)** confirmed that before reading the draft action plan, they were seriously concerned about air quality within Park Street and Bridgend. **17 respondents (24%)** selected Moderately concerned about the air quality, and a further **12 respondents (17%)** stated they were slightly concerned. Whereas **9 respondents (13%)** selected that they were Not concerned at all.

After reading the draft action plan, how concerned are you now about air quality within Park Street and Bridgend?

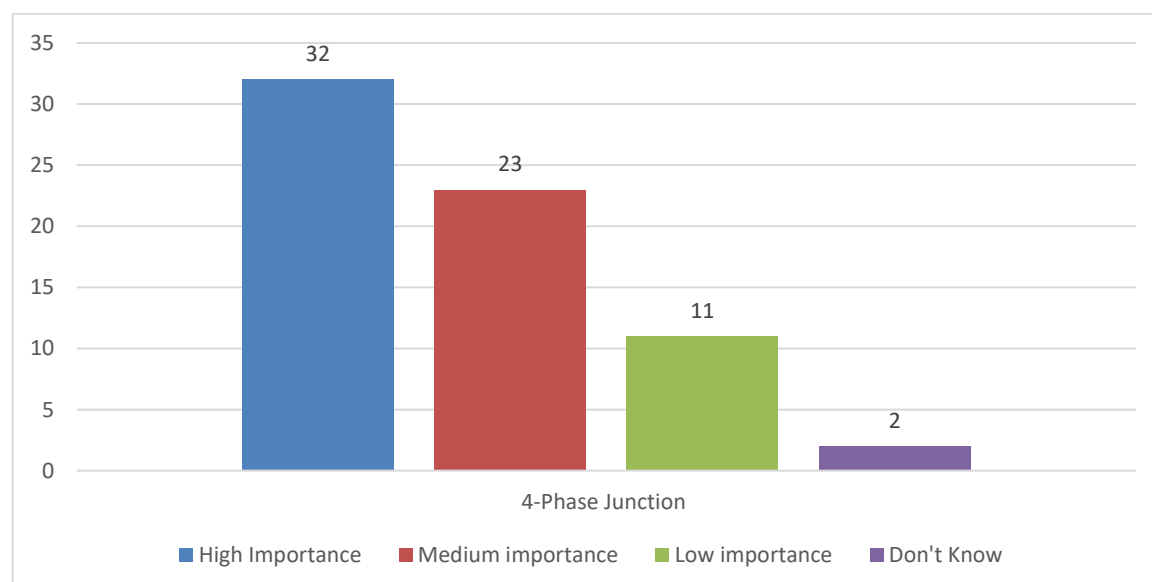


As shown in graph above, there were slight changes to the responses after reading the action plan. **43 respondents (61%)** confirmed they were seriously concerned about the air quality after reading the draft action plan. **13 respondents (18%)** stated they were Moderately concerned, and **10 respondents (14%)** selected Slightly concerned. **5 respondents (7%)** still felt they were Not at all Concerned about the air quality in Park Street and Bridgend after reading the draft action plan.

The draft Air Quality Action Plan sets out categories of measures that the council proposes should be the focus of attention to improve air quality within Park Street AQMA. These have been provisionally prioritised by the Council.

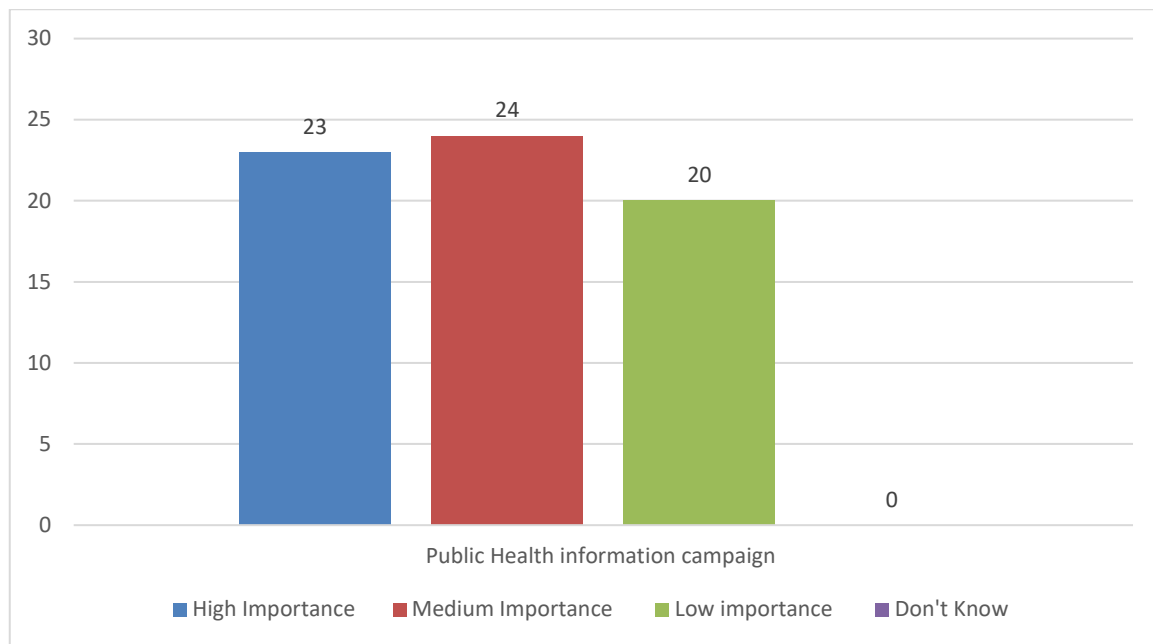
In your view, what importance should be given to these proposed measures?

1. Implementation and optimization of 4-phase junction at the Park Street / Angel Street / Tondu Road Junction.



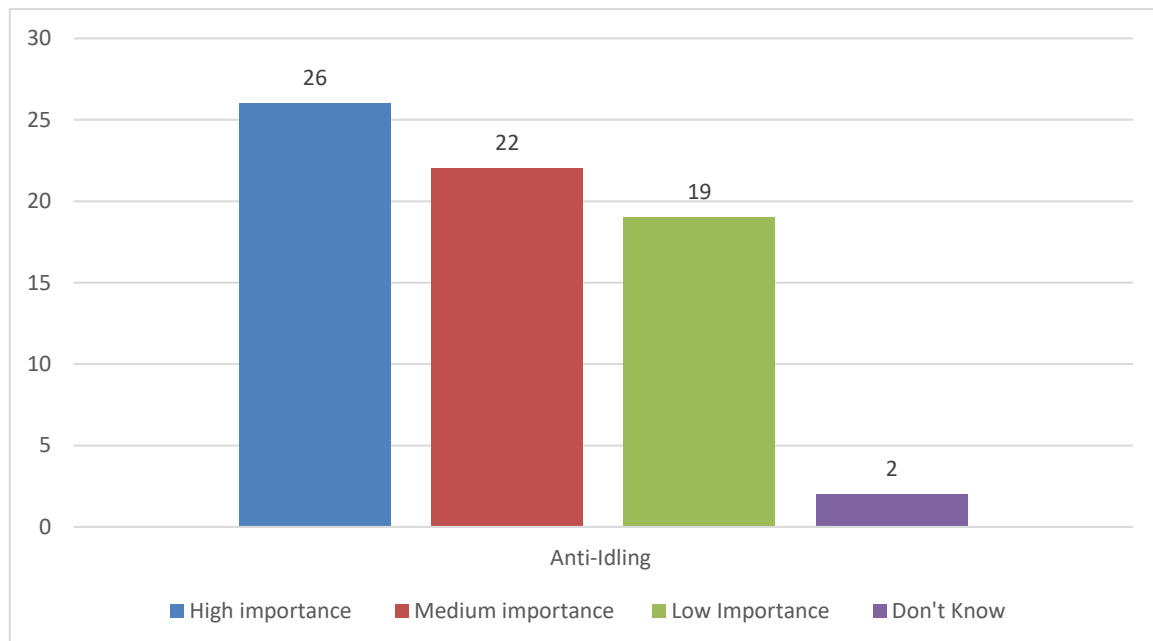
As shown above, this proposal was as ranked High importance by **32 respondents (47%)**. **23 respondents (34%)** felt that that this proposal was of medium importance, whereas **11 respondents (16%)** ranked this as Low importance. **2 respondents (3%)** selected Don't know what importance should be given.

2. Public health information campaign.



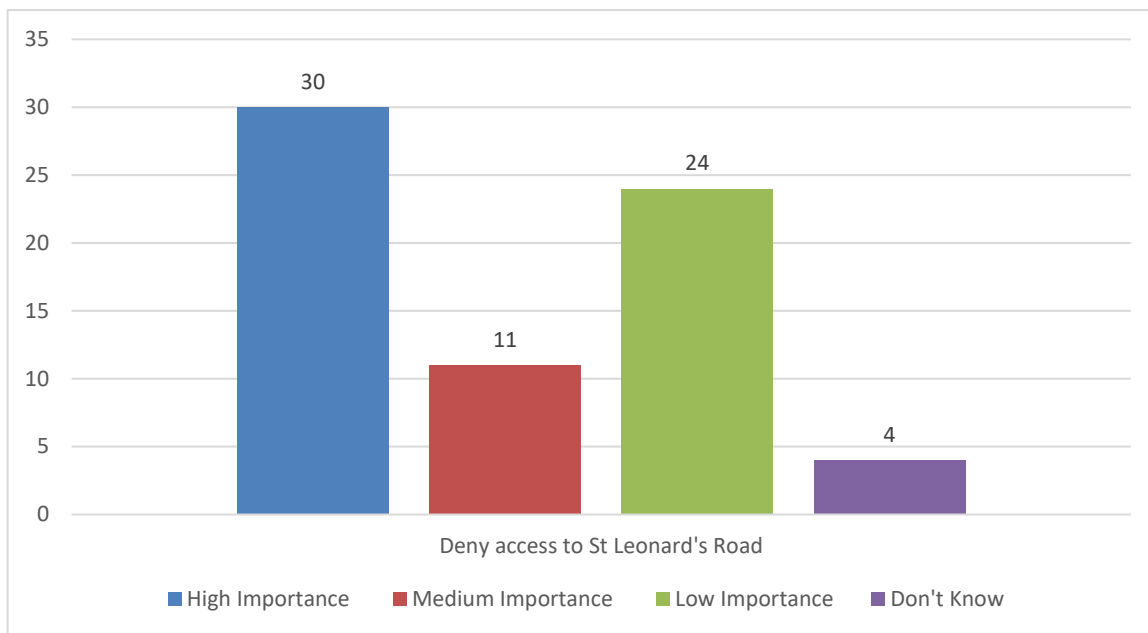
As shown above, this proposal was ranked as medium importance by **24 respondents (36%)**. Closely followed by **23 respondents (34%)** that rated this proposal as High importance. **20 respondents (30%)** selected Low importance and 0 respondents selected Don't know.

3. (Anti-idling implemented as TROs specific to sensitive areas such as outside schools, hospitals, care homes, as well as Park Street AQMA.



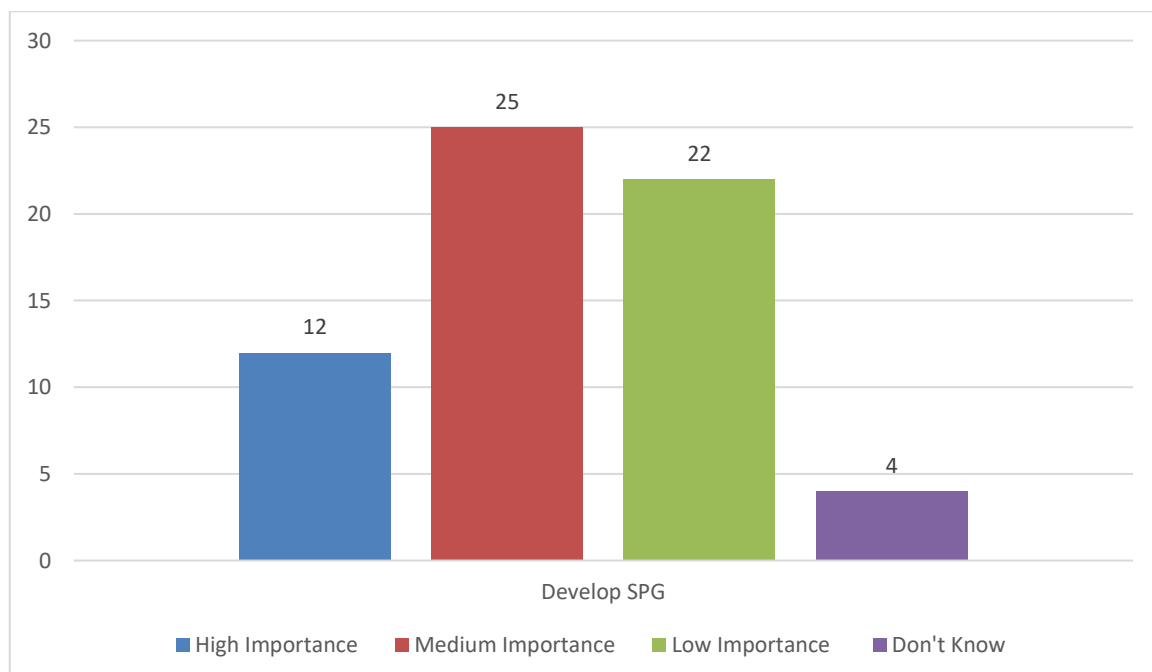
As shown above, **26 respondents (38%)** rated this proposal as High importance. **22 respondents (32%)** felt Anti-idling was of medium importance, whereas **19 respondents (28%)** rated the proposal as Low importance. **2 respondents (3%)** selected Don't Know.

4. Deny all access onto St Leonard's Road for all traffic movements.



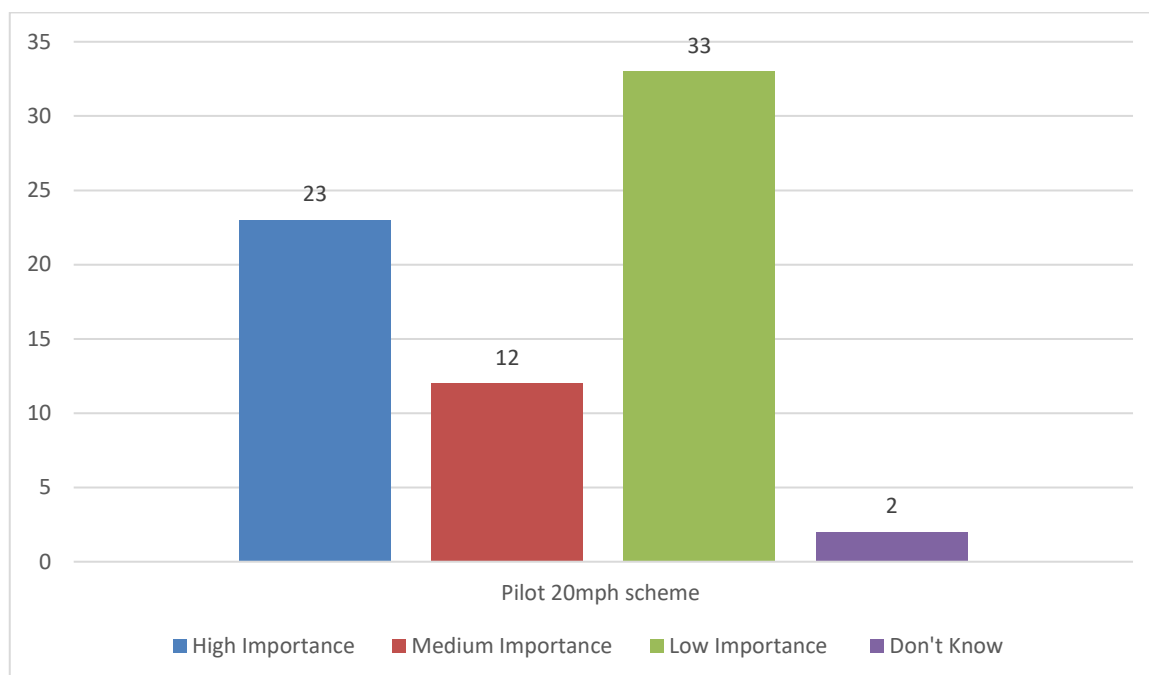
Considering the graph above, **30 respondents (44%)** rated this proposal as a High Importance. However, **24 respondents (35%)** feel denying access to St Leonard's Road is of Low importance. A further **11 respondents (16%)** rated the proposal as medium importance, and **4 respondents (6%)** selected Don't Know.

5. Develop Supplementary Planning Guidance (SPG).



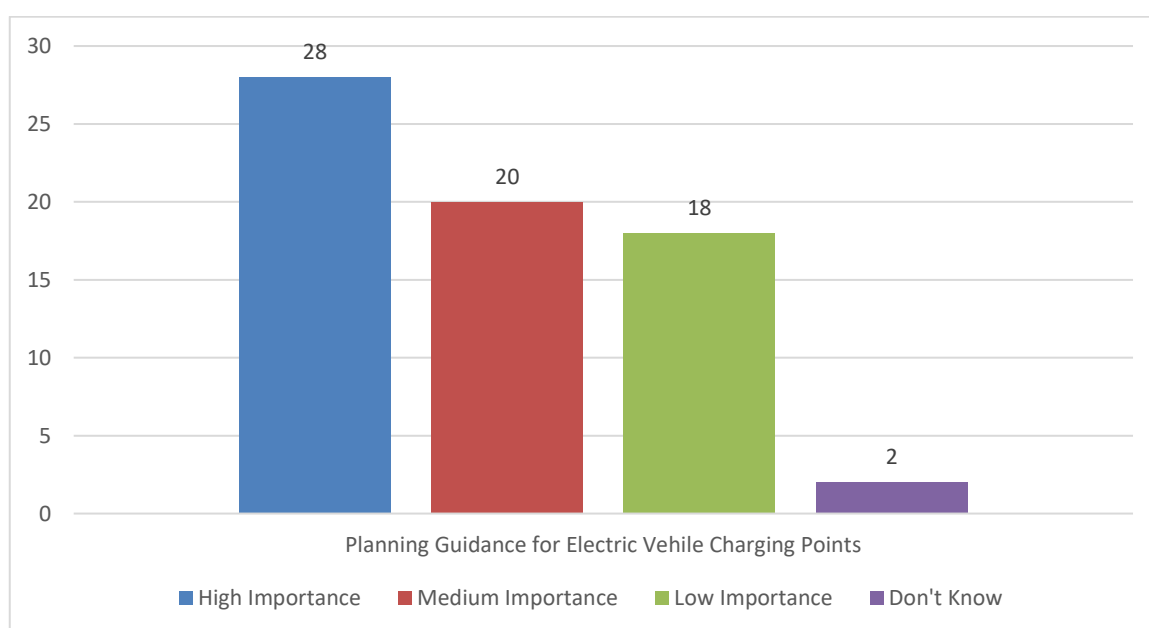
As shown in the graph above, the highest number of respondents (**25 respondents, 40%**) rated this proposal as medium importance. Another **22 respondents (35%)** felt this was of a low importance, and **12 respondents (19%)** selected High importance. There were also **4 respondents (6%)** which selected Don't Know.

6. Introduce a pilot scheme "20mph speed limit" to Park Street.



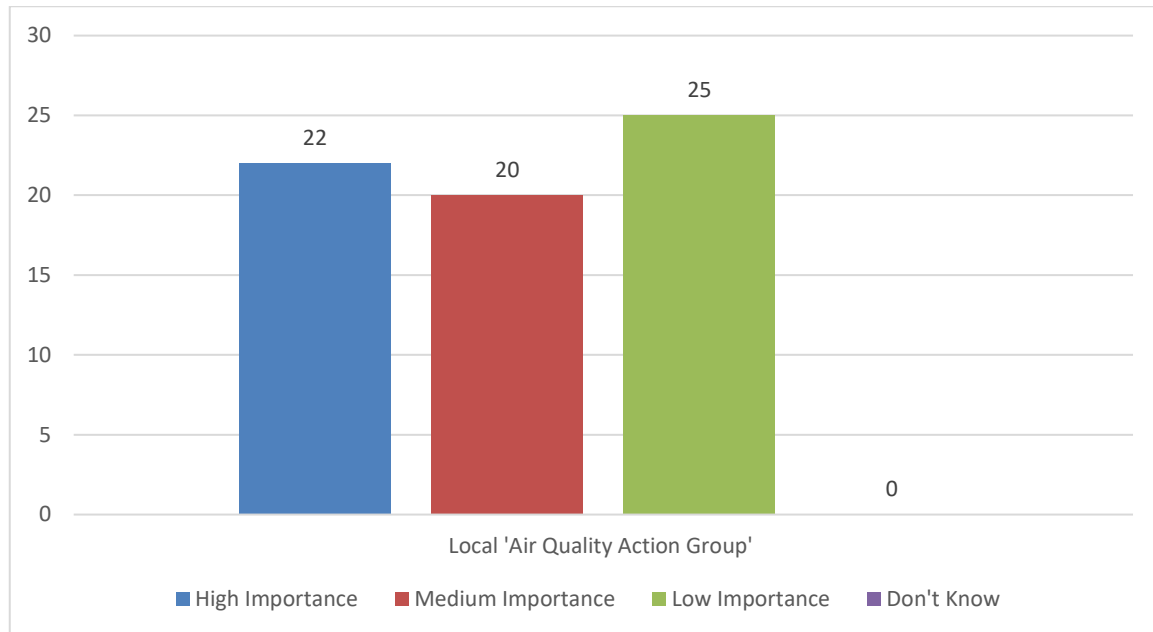
As shown above, **33 respondents (47%)** view this proposal as being a low importance. Whereas **23 respondents (33%)** feel that this should be of high importance. **12 respondents (17%)** rated the proposal as a medium importance, and **2 respondents (3%)** selected Don't Know.

7. Planning guidance for the provision of Electric Vehicle Charging Points.



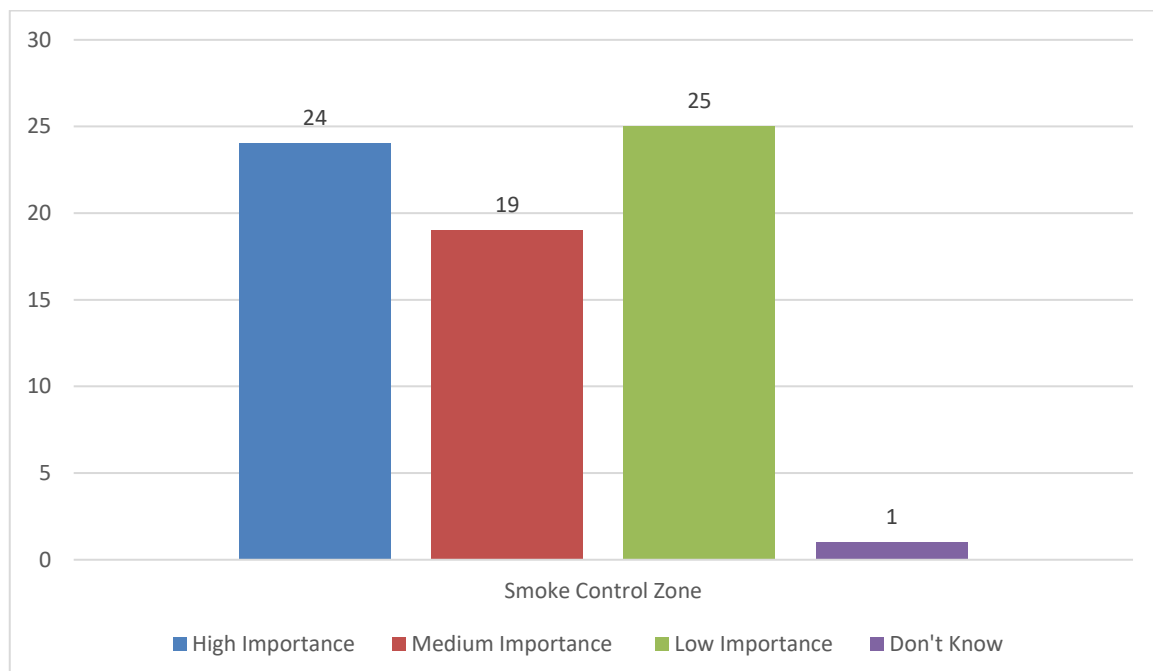
For this proposal, **28 respondents (41%)** feel a high importance should be given. **20 respondents (29%)** view this as a medium importance. **18 respondents (27%)** selected a low importance for this proposal, and **2 respondents (3%)** selected Don't Know.

8. Support creation of local Air Quality Action Group.



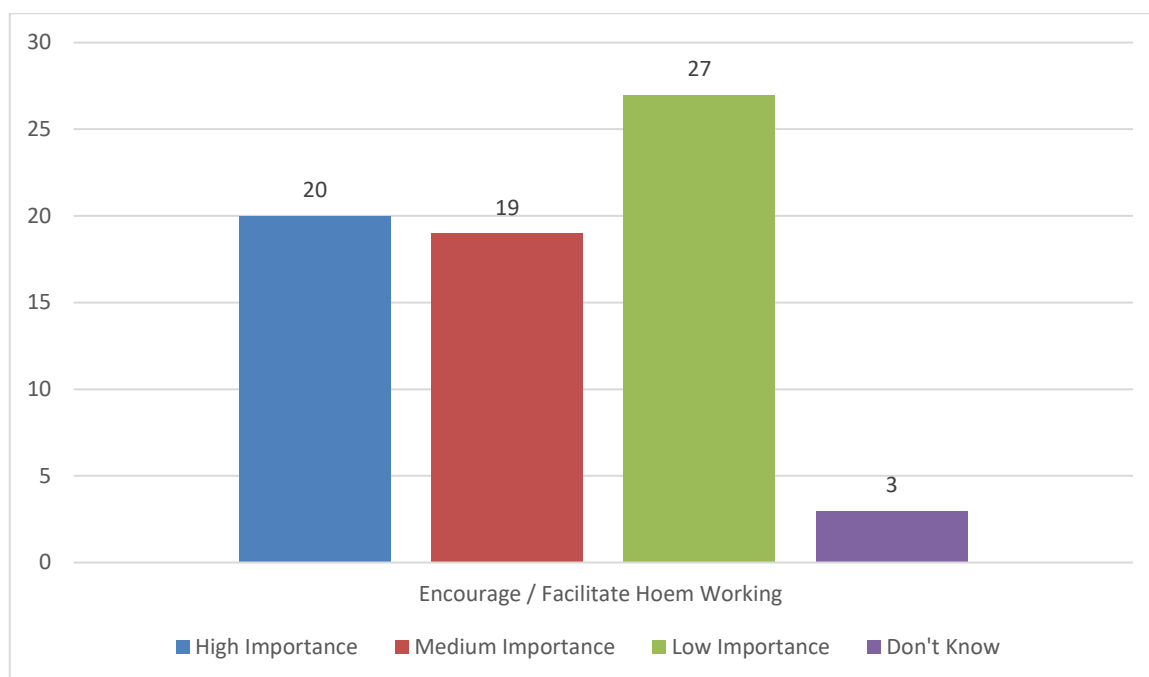
The graph above shows **25 respondents (37%)** believe this proposal should be given a low importance. Although, **22 respondents (33%)** selected High importance for the proposal. A further **20 respondents (30%)** rated this proposal as a medium importance.

9. Implement 'Smoke control zone' for Bridgend.



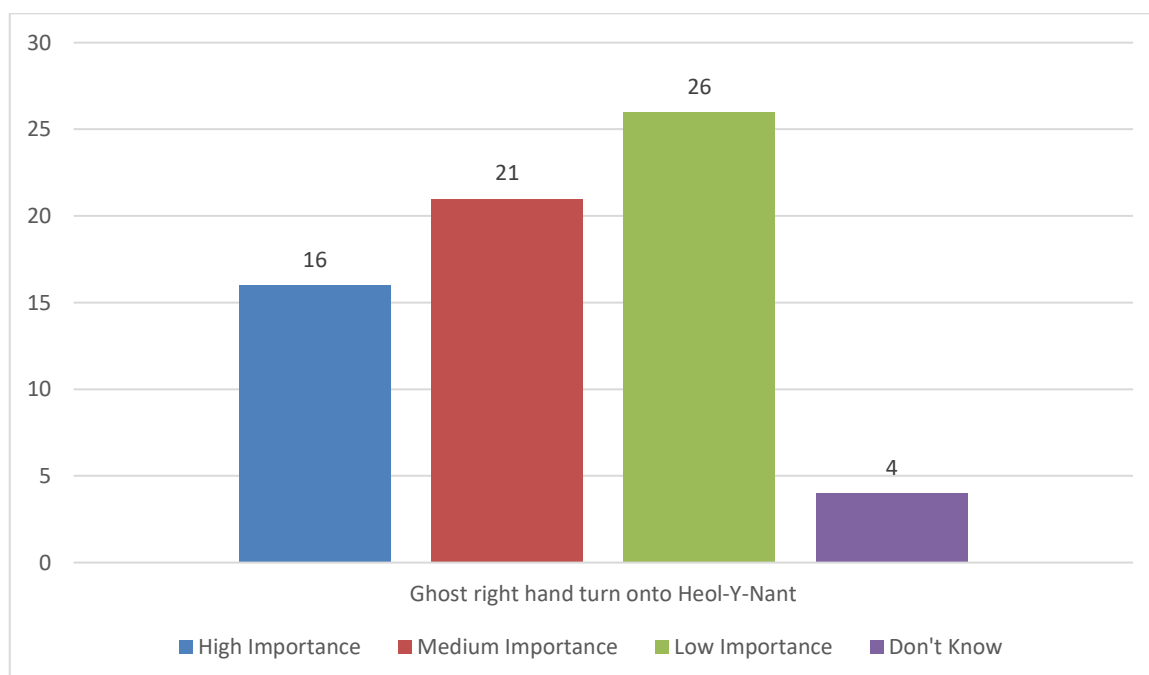
As shown above, **25 respondents (36%)** believe this proposal should be given a low importance, however **24 respondents (35%)** feel this is of a high importance. **19 respondents (28%)** rated a smoke control zone as medium importance, and **1 respondent (1%)** selected Don't Know.

10. Encourage / Facilitate home working.



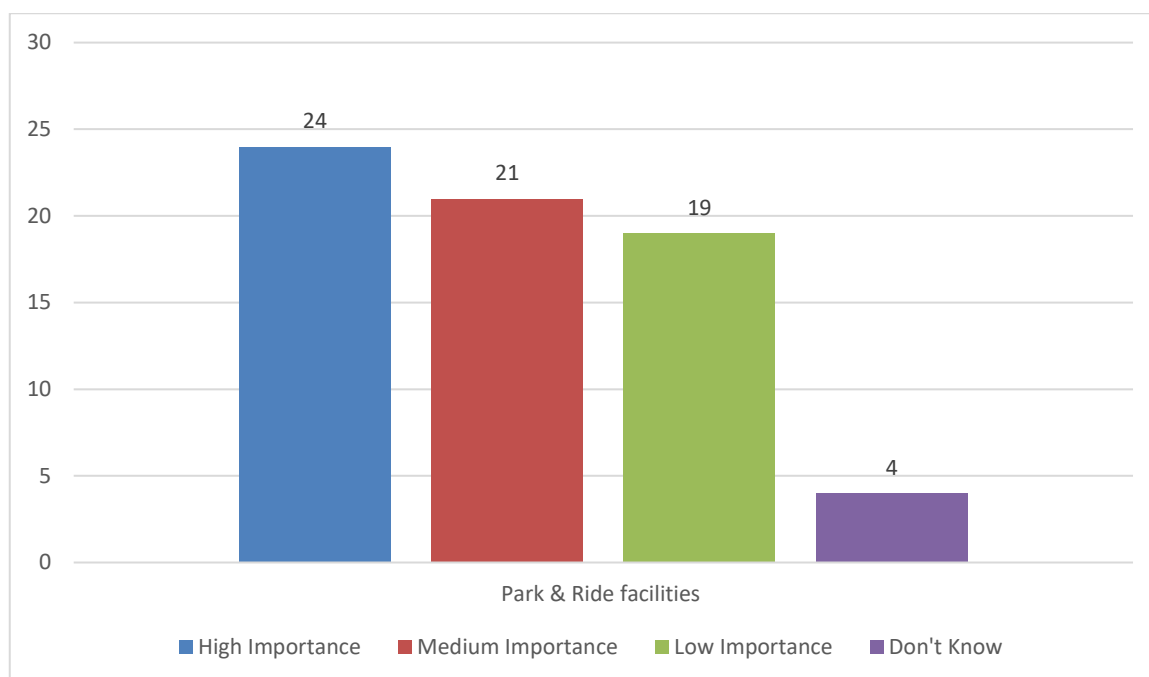
As shown above, the most responses for encouraging / facilitate home working were of a low importance. **27 respondents (39%)** selected Low importance. **20 respondents (29%)** believe this proposal should be of High importance, and **19 respondents (28%)** rated as a medium importance. There were also **3 respondents (4%)** which selected Don't Know.

11. Ghost right hand turn into Heol-Y-Nant.



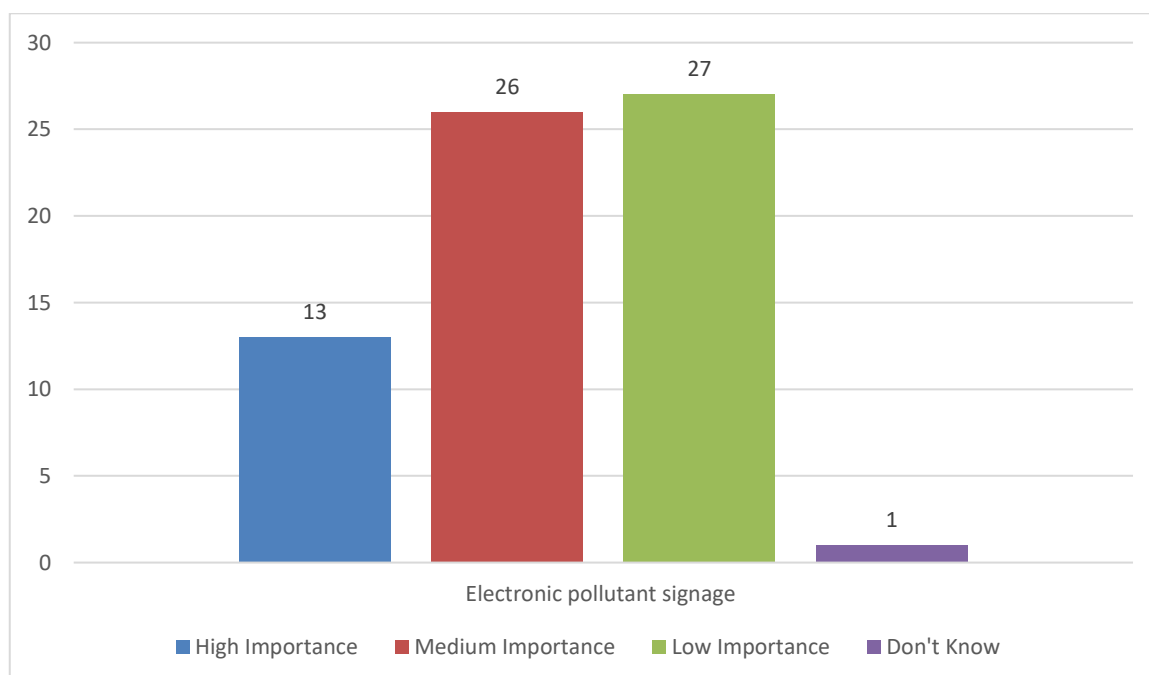
As shown above, the proposal for a ghost right hand turn onto Heol-Y-Nant was rated as a low importance by **26 respondents (39%)**. **21 respondents (31%)** believe this proposal is of medium importance, and **16 respondents (24%)** rated this as high importance. Another **4 respondents (6%)** selected Don't Know.

12. Park and ride facilities to be implemented at strategic sites.



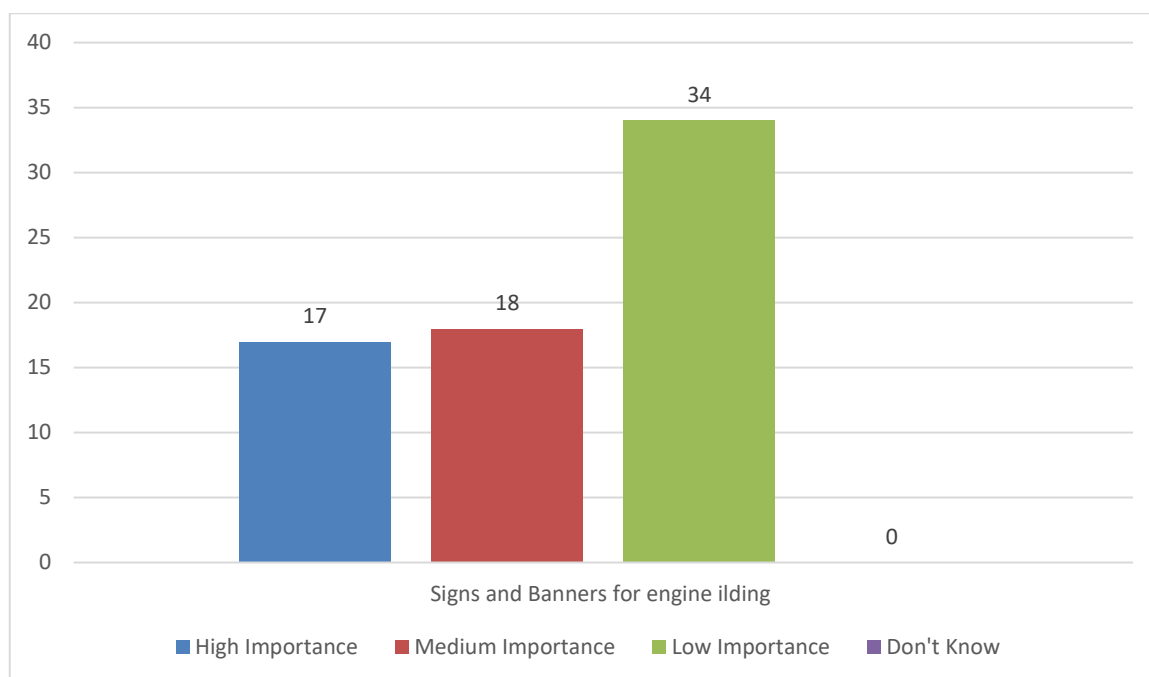
The graph above shows the proposal for Park and Ride facilities to be implemented at strategic sites was rated as a high importance by **24 respondents (35%)**. Although **21 respondents (31%)** did also rate this as Low importance. There were **19 respondents (28%)** that believe this proposal is of medium importance, and **4 respondents (6%)** selected Don't Know.

13. Electronic "pollutant signage" within AQMA and local area.



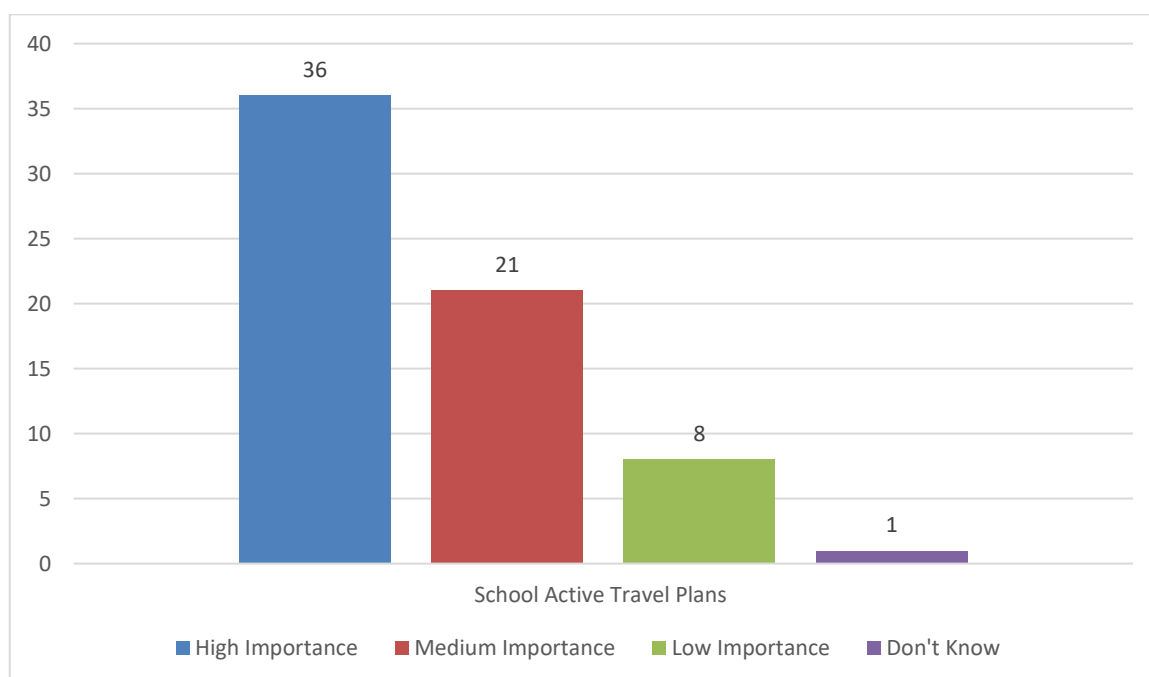
As shown above, **27 respondents (40%)** rated this proposal as a low importance, whereas another **26 respondents (39%)** felt this would be of a medium importance. **13 respondents (19%)** believe the proposal should be high importance, and **1 respondent (2%)** selected Don't Know.

14. Signs and banners for engine idling.



As shown, **34 respondents (49%)** saw this proposal as a low importance. **18 respondents (26%)** rated the proposal as medium importance, whereas another **17 respondents (25%)** felt this was a high importance.

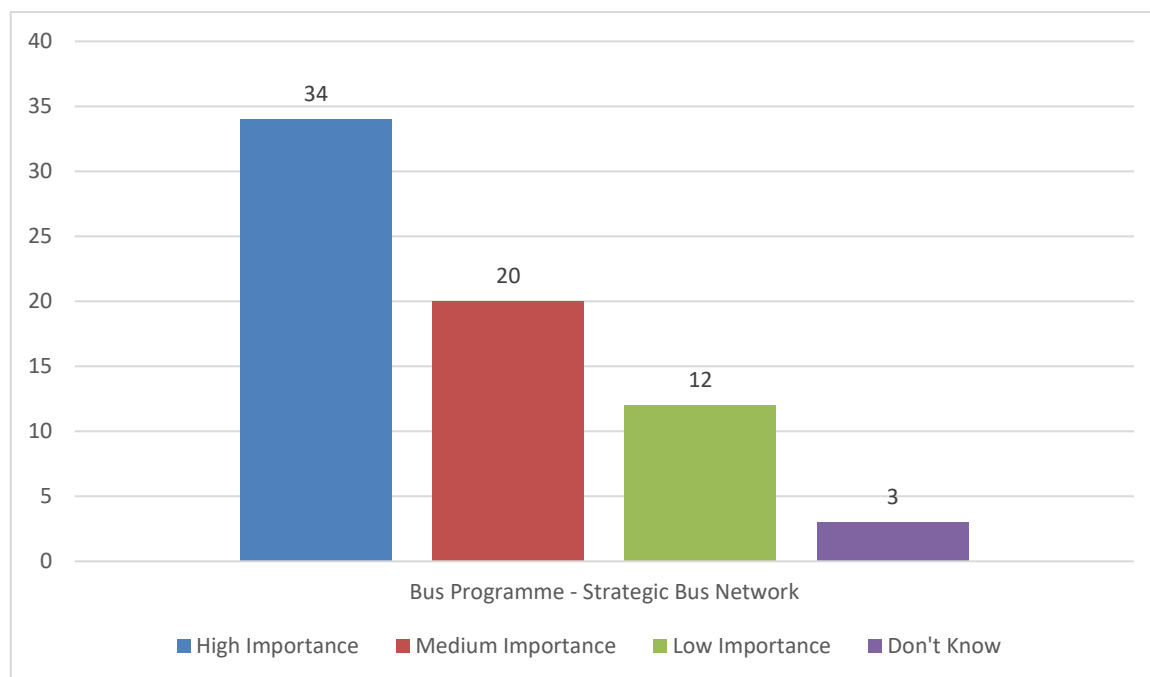
15. School Active Travel Plans



The graph above shows School Active Travel Plans were viewed as a high importance by **36 respondents (55%)**. Another **21 respondents (32%)** felt this proposal was of medium importance, however there were **8 respondents (12%)** that rated this as a low importance. **1**

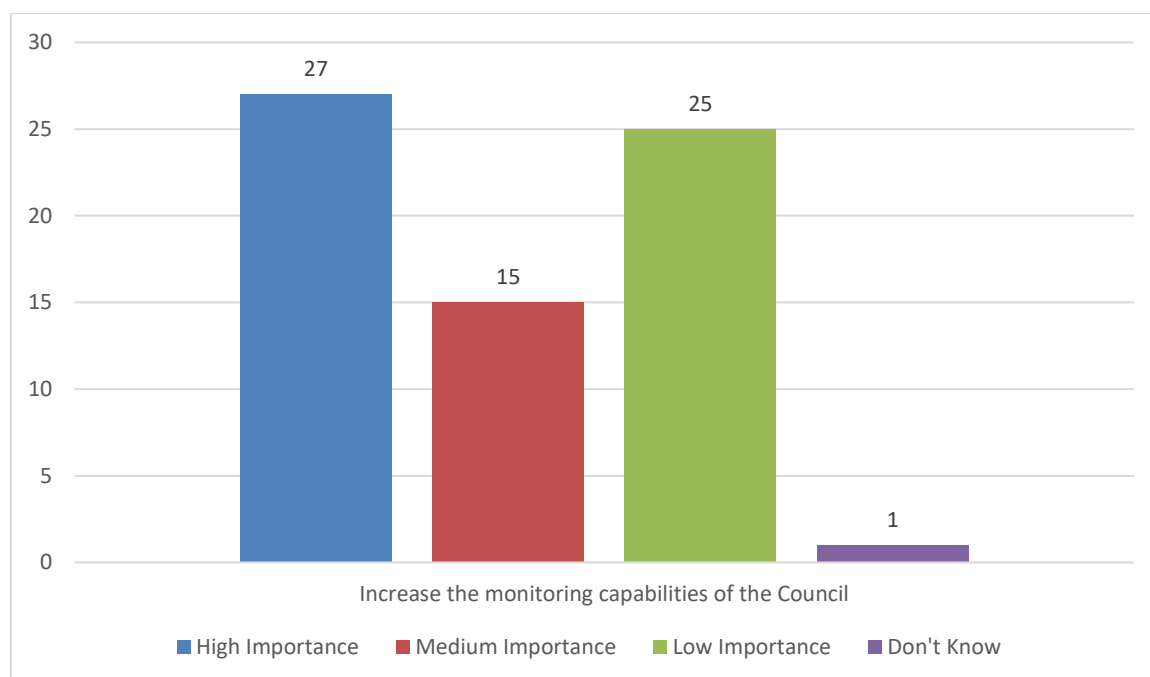
respondent (2%) selected Don't Know.

16. Bus Programme – Strategic Bus Network.



As displayed above, **34 respondents (49%)** chose to rate this proposal as of high importance. **20 respondents (29%)** believed this is a medium importance and **12 respondents** viewed this as a low importance. **3 respondents (4%)** selected Don't Know.

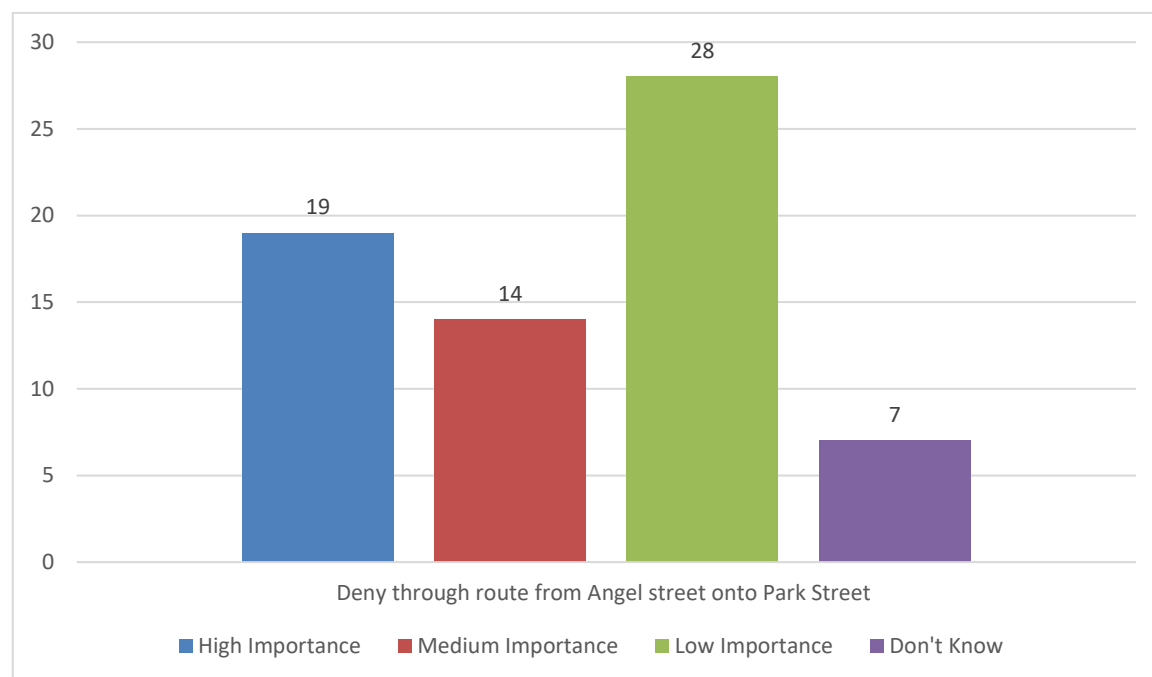
17. Increase the monitoring capabilities of the Council.



As shown above, **27 respondents (40%)** view this proposal as being a high importance. Although, **25 respondents (37%)** rated the proposal a low importance. **15 respondents (22%)**

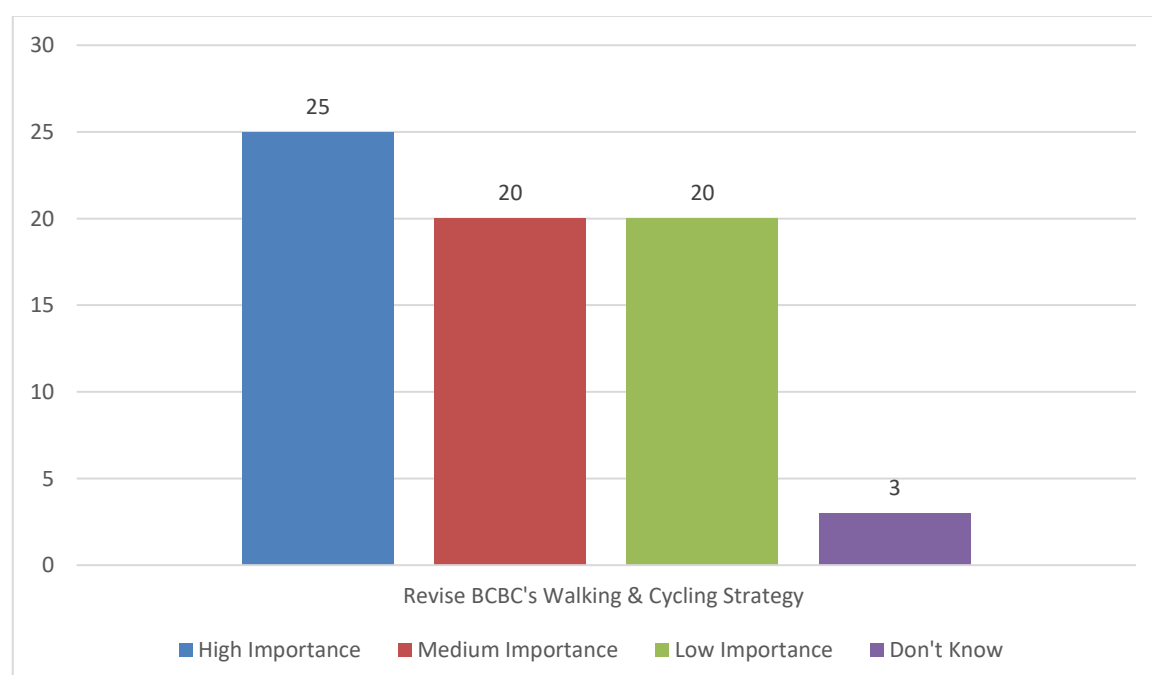
believe the proposal should be of a medium importance. **1 respondent (2%)** selected Don't Know.

18. Deny a through route movement from Angel Street onto Park Street.



As displayed above, the proposal to deny a through route movement from Angel Street to onto Park Street, was rated as a low importance by **28 respondents (41%)**. **19 respondents (28%)** viewed the proposal as high importance, and **14 respondents (21%)** feel this would be of medium importance. There were **7 respondents (10%)** which selected Don't Know.

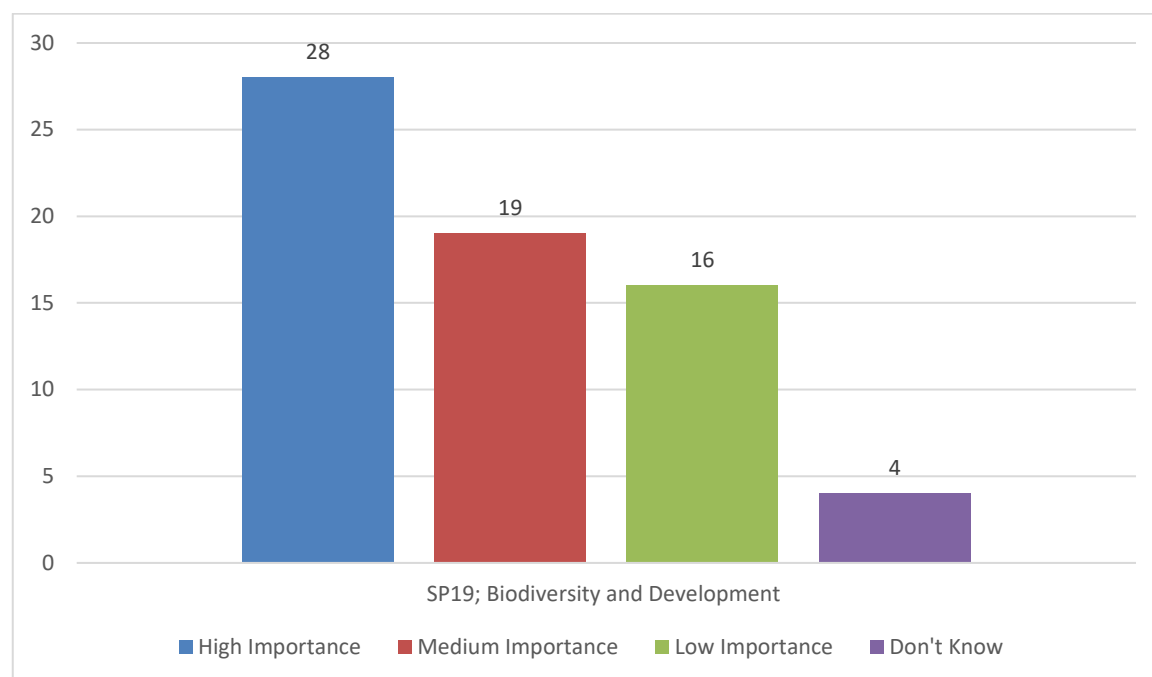
19. Revise BCBC's Walking and Cycling Strategy.



As displayed above, **25 respondents (37%)** view this proposal as being a high importance. **20**

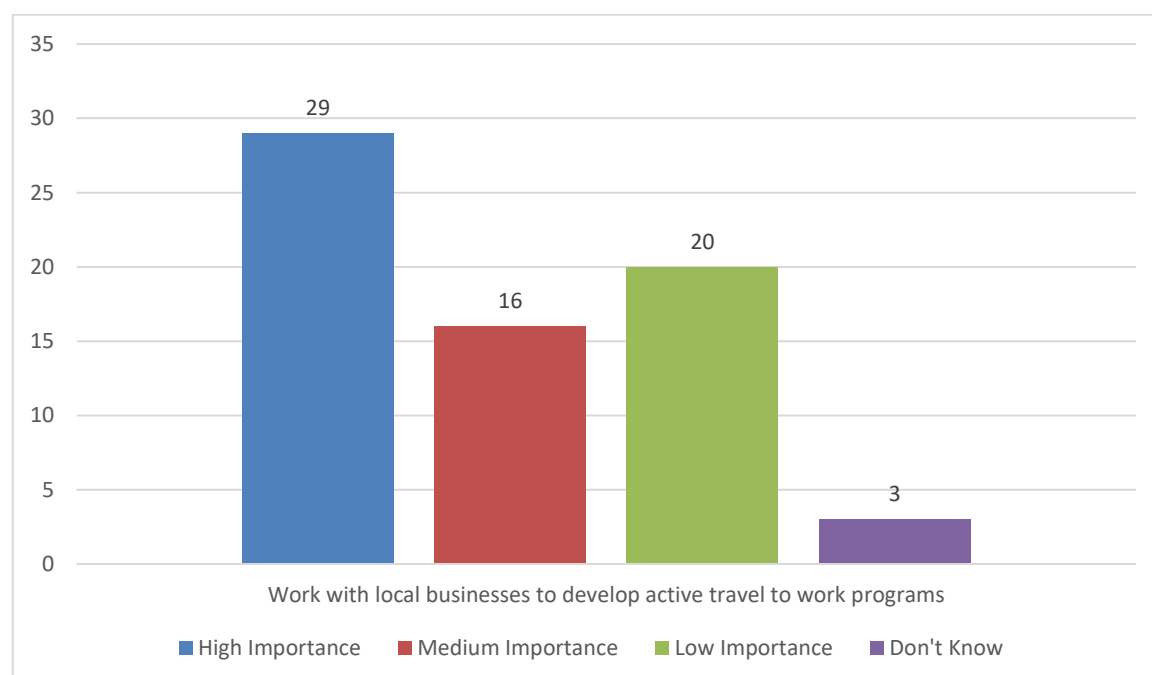
respondents (29%) rated this as a medium importance. An additional **20 respondents (29%)** felt this would be a low importance. **3 respondents (4%)** selected Don't Know.

20. Endorse SP19; Biodiversity and Development. Further influence the use of green infrastructure for new developments.



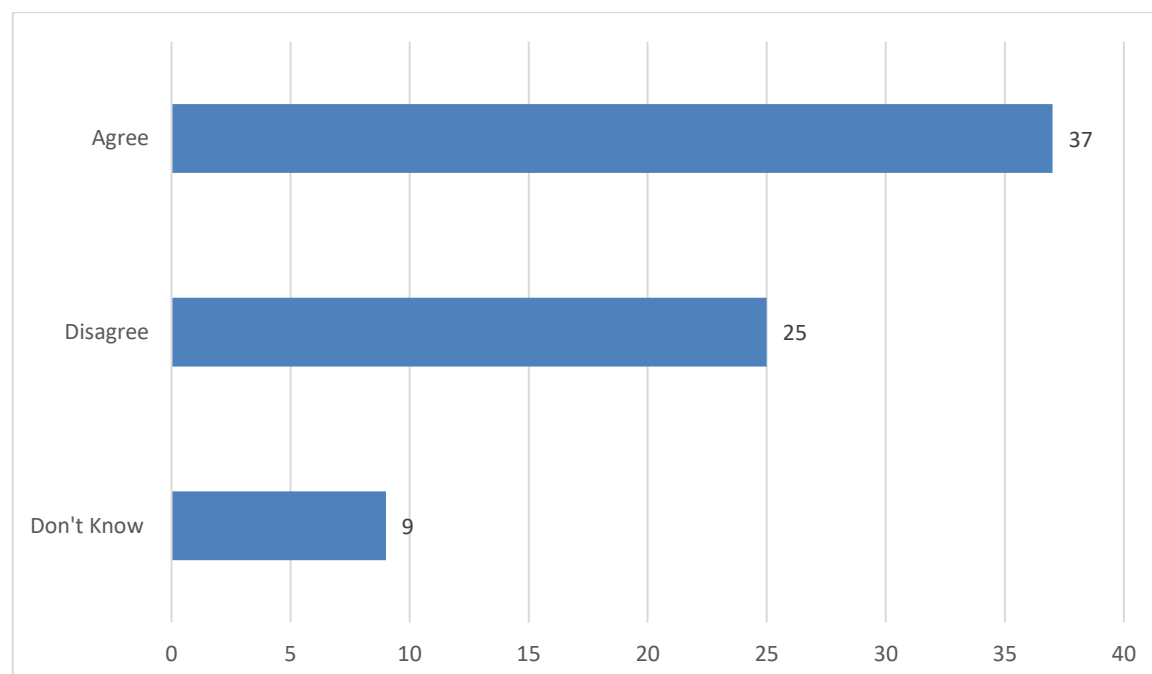
As displayed in the graph above, **28 respondents (42%)** rated this proposal as a high importance. **19 respondents (28%)** viewed this as a medium importance. **16 respondents (24%)** felt the proposal is of a low importance. **4 respondents (6%)** selected Don't Know.

21. Work with local businesses to develop active travel to work programs.



The graph above shows the proposal to work with local businesses to develop active travel to work programs was viewed as a high importance by **29 respondents (42%)**. Although, **20 respondents (30%)** also rated this as a low importance. **16 respondents (24%)** chose to rate the proposal as a medium importance. **3 respondents (5%)** selected they Don't Know the level of importance for the proposal.

Do you agree with these proposals?



As shown above, **37 respondents (52%)** state they Agree with the proposal options. **25 respondents (35%)** selected they disagree with the options, and **9 respondents (13%)** selected they don't know if they agree or disagree.

Please describe why you disagree with these options being implemented.

Those respondents that selected they disagree with the proposals were asked to leave further comments to why they disagree. Comments made from respondents are themed into the table below.

Comment	Number of responses
Closing St Leonard's Road will result in congestion else where	4
Closing St Leonard's Road will result in residents having to drive further, meaning increased pollution.	2
Traffic waiting to turn into St Leonard's Road is only a small contributor, traffic is heading towards the town centre	2

LDP has not been considered – proposed housing will have further negative impact.	1
Idling vehicles cannot be policed	1
St Leonard's Road is a bus route, will affect those using the route	1
These changes will not affect the underlying issue	1
Plant Trees	1
Monitoring receptors are not located in the correct areas, only capture at the junction	1
Traffic comes from A48, not from local residents	1
Unsure of difference closing St Leonard's Road would make, still access Park Street	1
One way system may be better for access to St Leonard's Road.	1
Measure 18 does not make sense	1
Measures will make congestion worse	1
Traffic flow is broken (in direction of Laleston) when vehicles wait to turn into St Leonard's Road – gives residents a chance to cross the road	1
Total waste of time, electric vehicles do not produce pollution.	1
More needs to be done, restrict on-street parking	1

As shown in the table above, **22 comments** were made for this question. The top four comments are as followed. **4 comments** from respondents mentioned their concern that closing St Leonard's Road will result in congestion elsewhere around the area. **2 comments** were relating to the closing of St Leonard's Road will mean residents have to drive further, resulting in increased pollution. Another **2 comments** revealed that traffic waiting to turn into St Leonard's Road is only a small contributor, traffic is heading towards the town centre.

Are there any other measures you feel the council should be taking to improve the air quality which are currently not in the draft air quality action plan?

Comments made from respondents are themed into the table below.

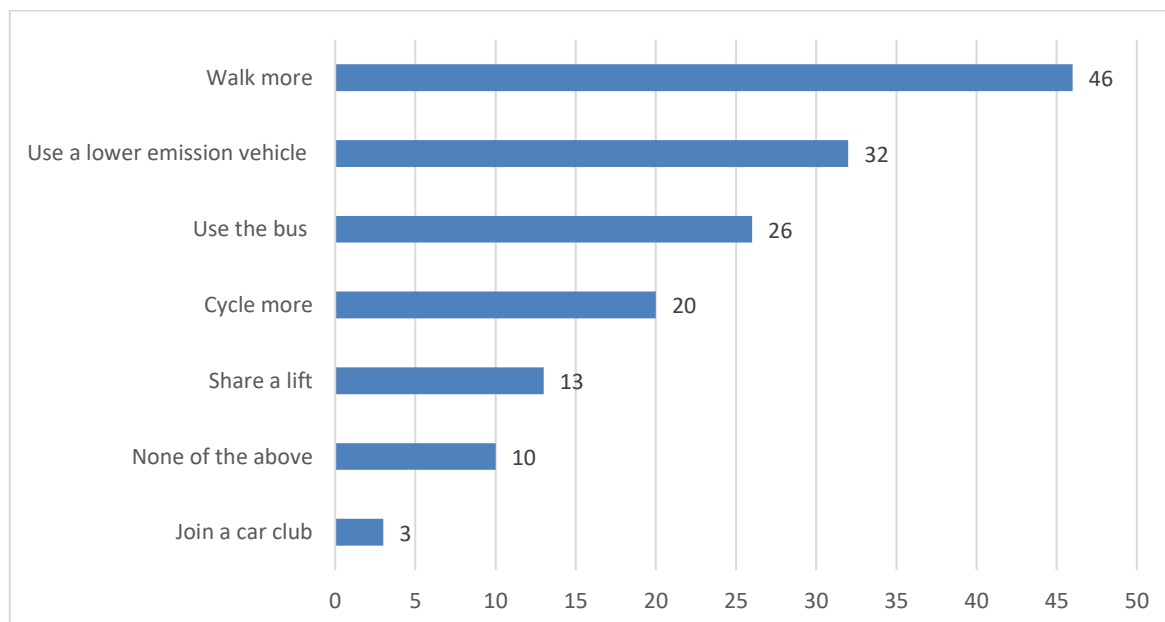
Comment	Number of responses
Stop developments and planning proposals in locations where pollution is already high. Improve infrastructure first.	9
Effective active travel facilities into and along Park Street e.g., Cycle lanes, foot paths,	7
Ban / provide alternative routes for high polluting vehicles, e.g., Lorries, Buses, and Trucks	3
Plant Trees / Urban tree planting	3
Filter lane left turn out of park street onto A4063, without traffic lights / on green for longer.	2
Incentive Taxi companies move to hybrid vehicles.	2
Stop cutting down mature trees / penalties for contractors that cut down protected trees.	2
Children to go to schools within their catchment area, reduce congestion.	2
Deny access right hand turn access to Glan-Y-Parc from traffic coming down Park Street.	2
New regulations on wood burners.	2
Yellow lines along the whole of Park Street, to stop vehicles stopping on road.	2
Compulsory purchase of impact houses to widen road.	1
Additional pedestrian crossing and lights at St Leonard's Road Junction.	1
Noise cameras to identify anti-social drivers. E.g., those with modified exhaust systems.	1
Use land for electric car charging stations rather than housing developments	1
Stop traffic turning right from Park Street into Angel Street.	1
Create bypasses around the town centre.	1
Development of 15-minute communities, making active travel an easier option.	1
Adjust left hand filter light from Park Street to sync with right hand turn from the roundabout.	1

Consider new road systems and layouts in and around Bridgend e.g., one-way systems to improve flow of traffic	1
Restriction of Park Street / St Leonards Road junction – including compulsory purchase of part of properties on the south east corner of junction to install mini roundabout at the junction. Remove queuing and congestion.	1
Incentives for active travel and electric cars	1
Implement 20 mph speed limit on Park Street.	1
Park and ride option for Park Street	1
Consideration for alternative routes when undertaking road works.	1
20mph would be pointless due to traffic.	1
Greener infrastructure	1
Parking charges to discourage diesel vehicles	1
Ghost lane into Heol-Y-Nant is dangerous and led to near accidents	1
Access to St Leonard's Road should be residents' access only.	1
No through traffic on Park Street.	1
Alternative school buses route.	1
Local traffic only, enforced with owner registration and ANPR.	1
Total waste of time, movement to non-polluting vehicles in 3 years.	1
Plan is good	1
Improved charging points for electric vehicles	1
More efficient and cost-effective public transport	1
Put box junction with yellow hatched markings at the junction of Cae Dre Street and Park Street.	1
Make the forward/right turn lane at the traffic lights at the bottom of Park St longer by using more of the available space (moving the road markings over.	1
Pedestrian bridges with ramps over traffic light-controlled junction.	1

Parking for resident parking permit only. Stop vehicles stopping on the road.	1
Model the time dependent data properly, taking the east bound and west bound traffic in Park Street separately.	1
Always green left-hand filter at bottom of Newcastle Hill.	1
Long-term replacement for lower Park Street – diverting eastbound traffic along Heol-Y-Parc.	1
More publicity and awareness for motorists.	1

As shown in the table above, the top four themes identified are as followed: **9 comments** mentioned the Council should stop developments and planning proposals in locations where pollution is already high and improve infrastructure first. **7 comments** were relating to putting in place effective active travel facilities into and along Park Street e.g., Cycle lanes, foot paths. **3 comments** referred to banning / provide alternative routes for high polluting vehicles, e.g., Lorries, Buses, and Trucks. An additional **3 comments** mentioned planting trees / Urban tree planting.

Which of these measures would you personally consider taking to improve air quality within the Park Street AQMA? Please tick all that apply.



This question was format as a multi-choice, allowing respondents to choose all options that apply to them. As shown in the graph above, **46 respondents (68%)** selected they would consider walking more, to help improve the air quality within Park Street. **32 respondents (47%)** said they would consider the use of a lower emission vehicle. **26 respondents (38%)** selected they use the bus and **20 respondents (29%)** disclosed they would consider cycling more. **13 respondents (19%)** selected they would share a lift and **3 respondents (4%)**

selected to Join a car club. Whereas **10 respondents (15%)** selected they could consider doing none of the above to help improve the air quality in Park Street.

There was an option for respondents to select other and specify the measure they would consider. Those comments are shown in the table below:

Comment	Number of responses
Stop high polluting vehicles, e.g., Buses, Trucks and Lorries.	1
Use an Electric Vehicle and Walk / Cycle	2
Cycling on Park Street is dangerous	1
Active travel in this area poses a health risk	1
Public transport	1
Left as residents' expense, unless council subsidise for those whose health is damaged.	1

Do you have any further comments to make in regard to the Air Quality Action Plan?

33 comments were made for this question. All responses are themed into the table below.

Comment	Number of responses
Action plan does not corollate with LDP's and Planning.	4
Active travel needs to be safe before it can be encouraged.	3
More electric charging points in and around Bridgend	2
No data from 2021 / 2022 is included in the report. Data from Covid 19 is irrelevant and misleading.	2
Further research and consultation are needed. Survey is biased.	2
Visibility and speed of cars are a concern	2
Owe it to future generations to improve.	2
Don't introduce tolling. Use signage for awareness.	1
Something needs to be done to stop anti-social drivers.	1
Do not support 20mph zones.	1
Action needs to be implemented.	1
Provide alternative routes for use.	1
Safe pedestrian crossing is needed in lower park street.	1
Free flowing filter lane from Park Street onto Tondur road would help traffic flow.	1
Work with planning departments	1
Pollution in the area is caused by people commuting through the area.	1
Encourage taxis to move to Electric vehicles / increase license cost for diesel.	1
Anti-idling will cause increase in noise and pollution from restarting engines.	1
Council could make a difference: Solar panels on building and Tree planting.	1
Children to attend school's closest to their home to reduce	1

commute.	
School traffic focus: Parking limits	1
Information campaigns are not effective and waste of resources	1
Regular updates on options and progress for residents.	1
Residents should be regular informed when pollution levels are high.	1
Health screening for residents for pollution effects on residents.	1
Ensure all residents of Newcastle ward are notified of the consultation in time to participate.	1
Zebra crossing around St Leonard's Road for safety.	1
Waste of public money.	1
Right hand turners up St Leonard's Road are not a significant factor	1

As shown in the table above, the top three comments are as followed: **4 comments** mentioned the Action plan does not correlate with LDP's and Planning proposals for the area. **3 comments** referred to the safety of active travel plans within the area before they can be encouraged. **2 comments** suggested the need for more electric charging points in and around Bridgend.

8. Conclusion

Bridgend County Borough Council's 2018 Annual Progress Report (APR) documented and made the recommendation to implement and raise an Order for an Air Quality Management Area (AQMA), designated to Park Street, Bridgend. On 18th September 2018 BCBC's Cabinet approved the 2018 LAQM APR for Bridgend County Borough. The report examined datasets captured during 2017 and noted that Park Street, Bridgend was an area of particular concern and subsequently an Air Quality Management Area (AQMA) was required. It was reported that two nitrogen dioxide (NO₂) non-automated monitoring locations situated at residential facades on Park Street, recorded elevated levels and exceeded annual averages when compared to the annual mean NO₂ Air Quality Objective of 40 µg/m³.

The report provides a summary of the findings, a wide range of comments were received regarding the proposed mitigation measures for Park Street AQMA. All feedback will be circulated to the responsible officers so that as much feedback as possible can be considered for the process.

8.1. Equality Impact Assessment

The full equality impact assessment will be completed for the Park Street Bridgend, Air Quality Action Plan.

8.2. Summary

Information from this consultation will be used to inform the Air Quality Action Plan for Park Street Bridgend. Information will also be shared with cabinet on **(INSERT DATE)**

9. Appendices

13.1 Appendix 1: Comments made drop in event 1:

Number of attendees: 9 in total including Cllr Wood & Cllr Easterbrook

Survey /Consultation process feedback:

- Suggestion to consult with residents: Letter / leaflet drop to raise awareness and encourage residents to get involved.
- Feedback on survey: Have shorter survey questions.

Air Quality comments:

- Re-open left Filter Lane at the bottom of Newcastle Hill to reduce congestion.
- Make St Leonard's Road one way access.
- Traffic lights signals timing need to be relooked at.
- Objection for developments and planning proposals for the area will cause a further negative impact to congestion and air quality.
- Congestion is worse at School hours.

13.2 Appendix 2: Comments raised drop in event 2:

Number of attendees: 7 including Cllr Bletsoe and Cllr Wood.

1. Closing roads will result in people's journey's increasing, resulting in further pollution.
2. Proposals do not go far enough.
3. Against the LDPs
4. Planning and development proposals for Coed Park and Sunnyside will have a further negative impact with more cars passing through Park Street.
5. Need infrastructure in and around park Street that supports the housing
6. Traffic management at bottom of Park Street - heavy traffic at off peak times
7. Suggestion of micro-Roundabout by St Leonards Road.

8. Traffic coming west and down park street is a major contributor
9. Bottom of park street needs to be free flowing. Traffic management at bottom of Park Street - heavy traffic at off peak times
10. Increased traffic from proposed doctors' surgery.
11. Needs to be taken further / more research.
12. No infrastructure to support less cars being on the roads. Buses are cut. Green infrastructure is needed. E.g., Park and ride facilities
13. Crossing Park street - cars turning right help pedestrians to cross.
14. Questions of time limits of implementation
15. Feedback on light timings - tailbacks are longer. Continuous line up. (Worked against the flow of traffic).
16. Green infrastructure is needed.
17. Traffic lights coming west from park street.
18. Wood burners and smoke control.
19. Clean air area around Park Street.
20. Safety of pedestrians needs to be considered.

13.3 Appendix 3: Leaflets for Drop in events.

Leaflets were posted in both English and Welsh Language.

This leaflet is also available in Welsh

HAVE YOUR SAY

Park Street Bridgend Air Quality Action Plan (AQAP)

Park street, Bridgend has been recognised as an area with high pollution levels. The draft Air Quality Action Plan (AQAP) lists proposed mitigation measures required to improve air quality within Park Street. We'd like to hear the views of residents, visitors, and local people within the area.

JOIN US

Civic Office Drop in:
15/11/2022
4pm-6pm

**Civic Offices,
Angel St, Bridgend
CF31 4WB**

Scan the QR code to complete our survey.
Or visit: <https://www.bridgend.gov.uk/my-council/equalities-and-engagement/consultations/>
Alternatively, if you'd like to schedule a phone call, rather than completing the survey online. Please email consultation@bridgend.gov.uk or call 01656 643664
You are welcome to communicate with us in Welsh.

Bridgend County Borough Council
Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr

Shared
Regulatory
Services

Mae'r ddogfen hon ar gael yn Saesneg

DWEUD EICH DWEUD

Stryd y Parc Pen-y-bont ar Ogwr Cynllun Gweithredu Ansawdd Aer (AQAP)

Mae Stryd y Parc, Pen-y-bont ar Ogwr wedi'i nodi fel ardal sydd â lefelau uchel o lygredd. Mae'r Cynllun Gweithredu Ansawdd Aer (AQAP) drafft yn rhestru mesurau lliniaru arfaethedig sydd eu hangen i wella ansawdd aer yn ardal Stryd y Parc. Hoffem glywed barn preswylwyr, ymwelwyr, a phobl leol o fewn yr ardal.

YMUNCH Â NI

**Galw Heibio yn y
Swyddfa Ddinesig**
15/11/2022
4pm-6pm

**Stryd yr Angel,
Pen-y-bont ar Ogwr,
CF31 4WB.**

Sganiwch y cod QR i gwblhau ein harolwg.
Or visit: <https://www.bridgend.gov.uk/cy/fy-nghyngor/cydraddoldeb-ac-ymgyssylltu/ymgyngoriadau/>
Fel arall, os hoffech drefnu galwad ffon, yn hytrach na chwblhau'r arolwg arlein. Anfonwch e-bost at consultation@bridgend.gov.uk neu ffoniwch 01656 643664
Mae croeso i chi gyfathrebu â ni yn y Gymraeg

Bridgend County Borough Council
Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr

Gwasanaethau
Rheoliadol
a Rennir

13.4 Appendix 4: Email responses from residents.

Comments on the AQAP

Reason for rejecting mitigation Measure (18)

Measure no (18) would simply move the air pollution elsewhere, with vehicles accessing everything to the north of St Leonard's Road by passing further along Park Street, turning up Heol Nant, and coming back along West Road. The air pollution might not be so concentrated at nos 90-99 Park Street without the queues, but more pollution would be emitted due to the longer journeys.

Further suggestions

- 1) Complete reconstruction of the Park Street/St Leonard's Road junction. The options here would require compulsory purchase of part of the curtilage of the properties on the southeast corner of this junction: -
 - a) Install mini-roundabout at the junction. This would remove any possibility of queuing as vehicles turning right up St Leonard's road would have right of way over any eastbound traffic crossing the junction. This would also have the added advantage of slowing down traffic approaching the junction (without stopping it), this would make the junction safer due to its deficient vision splay when exiting St Leonard's Road.
 - b) Install a ghost junction with a right hand turning dedicated lane. This would require more property area to be acquired, and would only reduce the possibility of queueing, rather than eliminate it.
- 2) Rather more radically, implement new route alternative to the Park Street hill - give residents of the Newcastle area new access by opening up Newcastle Hill. This could be done by creating a right turn ghost junction at the bottom of Park Street into the area

behind the defunct Wicked Lady pub, followed by a left hand turn up the now opened up Newcastle Hill, which would be a one-way Street going up. This would have the advantage of removing the need for Newcastle residents to turn right into St Leonard's Road and would advantage the Newcastle Hill residents as they would have quicker, more direct, access to their properties. While the gradient of Newcastle Hill is steep (1:8), it's no worse than the gradient of Coed Parc Court (1:7), and vehicles would be travelling upwards against gravity by the same elevation as by the St Leonard's Road route, so no extra energy expenditure producing emissions would be involved.

- 3) If no (18) was implemented a pedestrian crossing would need to be installed to cross Park Street immediately to the west of the St Leonard's Road junction. This is because the visibility of oncoming traffic coming up Park Street to a pedestrian crossing the road (north to south following the path down to Newbridge fields) is limited, and the only safe way to avoid an accident with a fast vehicle is to wait for a vehicle turning right up St Leonard's Road, giving a safe opportunity to cross when there is no nearby eastward travelling traffic. This would of itself cause queuing of traffic, but it would be of shorter duration and less frequent than the queuing now.
- 4) Referring to the list of mitigation measures, no (19) would be pointless. Since Park Street is the main road going west out of Bridgend centre, Vehicles would turn right exiting Angel Street, go round the Embassy roundabout and come back at Park street to turn right into it. Alternatively, they would seek to exit Angel Street in the opposite direction and joining Park Street via Glan-y-Parc.

Traffic light idea, and main polluting traffic stream?



alistair nelson <alistairnel@outlook.com>

To: Spear, Adam(SRS)

Cc: Cllr Steven Bletsoe; Cllr Timothy Wood

You replied to this message on 16/11/2022 13:32.



bridgend-park-street data Nov 2022.pdf
22 KB



Reply

Reply All

Forward



Wed 16/11/2022 10:38

Hi Adam,

Following up on my suggestion late yesterday afternoon. I wonder if consideration has been given to putting traffic light control on Park Street approaching the St Leonards junction from the west, but not from the east coming up the hill. If that was for some of the time (50% ?) on red then that would reduce the length of the queue going down Park Street. This queue is frequently all the way up the hill from the bottom to past St Leonards. Joining the queue from Walters Road if there is a queue it usually takes two light changes to get past the traffic lights at the bottom junction. A Red light on the section west of St Leonards would mean two light changes for traffic coming from that direction, one before St Leonards and one at the bottom of Park Street (the downward queue having been reduced). So the delay for that traffic would be minimal. But it would reduce the length of queuing on the downward slope of Park Street, displacing it to the flat section west of St Leonards – there would hopefully be less downward queuing in the Terraced house/canyon section (which I think may be significant – see below).

The effect would also avoid right hand turns causing an upward queue when the light was Red – road signs and markings would have to make it obvious to that traffic that they were free to turn. If the lights were red 50% of the time then that could reduce upward queuing significantly and bring down the annual average below 40. Obviously this would need detailed modelling, which I guess has not been done.

Looking at the actual data for the past two weeks (see attached graph), it's obvious that there is a distinct double peak structure in the daily data, one around 9am and another (often smaller) around 5pm. There are exceptions, like peaks on Friday around 7pm and Saturday and Sunday around midday. This could be used to specify the operation times of the Traffic light west of St Leonards.

The early morning peaks and the Friday, Saturday and Sunday ones I would ascribe to downward queuing due to traffic heading into Bridgend. The weekday evening ones could be right hand turner queues due to traffic coming out of Bridgend. If that were the case then the right hand turners are not the worst offenders, it's the downward queue going into Bridgend! From personal experience I know that I spend more time, perhaps up to 5 minutes in the downward queue, compared to less than a minute normally queuing to turn right into St Leonards. Has any consideration been given in the modelling to the varied usage of Park Street through a 'normal' day, or any attempt to identify which traffic stream is the main culprit? The time resolved data gives a clue!

Cheers, Alistair

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Meeting of:	CABINET
Date of Meeting:	16 APRIL 2024
Report Title:	SOCIAL SERVICES AND WELLBEING COMMISSIONING STRATEGIES 2023-28
Report Owner / Corporate Director:	CORPORATE DIRECTOR SOCIAL SERVICES AND WELLBEING
Responsible Officer:	PETE TYSON – GROUP MANAGER, COMMISSIONING
Policy Framework and Procedure Rules:	There is no effect upon the policy framework or procedure rules.
Executive Summary:	This report highlights the work that has been undertaken in the development of three Commissioning Strategies (included as appendices to the report) across the three main population groups in the Social Services and Wellbeing Directorate. The strategies and report show the priority areas and commissioning intentions have been identified for the next 5-year period (2023-28). The intention is to seek approval from Cabinet to implement the commissioning intentions as set out within the strategies.

1. Purpose of Report

- 1.1 The purpose of the report is to seek approval from Cabinet in respect of the three Commissioning Strategies that have been developed within the Social Services and Wellbeing Directorate (included as **Appendix A, Appendix B, Appendix C**).

2. Background

- 2.1 Section 144B of the Social Services and Well-being (Wales) Act 2014 requires local authorities to prepare and publish market stability reports (MSR) and makes provision for regulations setting out the form these must take, matters to be included, and the prescribed period for carrying out market stability assessments as set out in The Partnership Arrangements (Amendment) and Regulated Services (Market Stability Reports) (Wales) Regulations 2021.
- 2.2 In preparation for undertaking this report, the Authority carried out, in partnership with the Local Health Board and other Regional Partnership Board (RPB) partners, an assessment of both:
 - **Sufficiency** – assessment of the sufficiency of care and support in meeting the needs/demands for social care as set out in the Population Needs Assessment
 - **Stability** – assessment of the stability of the market for regulated services providing care and support

2.3 The diagram below illustrates the relationships between the Population Needs Assessment and each of the different elements of the Market Stability Report, highlighting how they contribute towards the ongoing development of local and regional plans and commissioning strategies and statements.

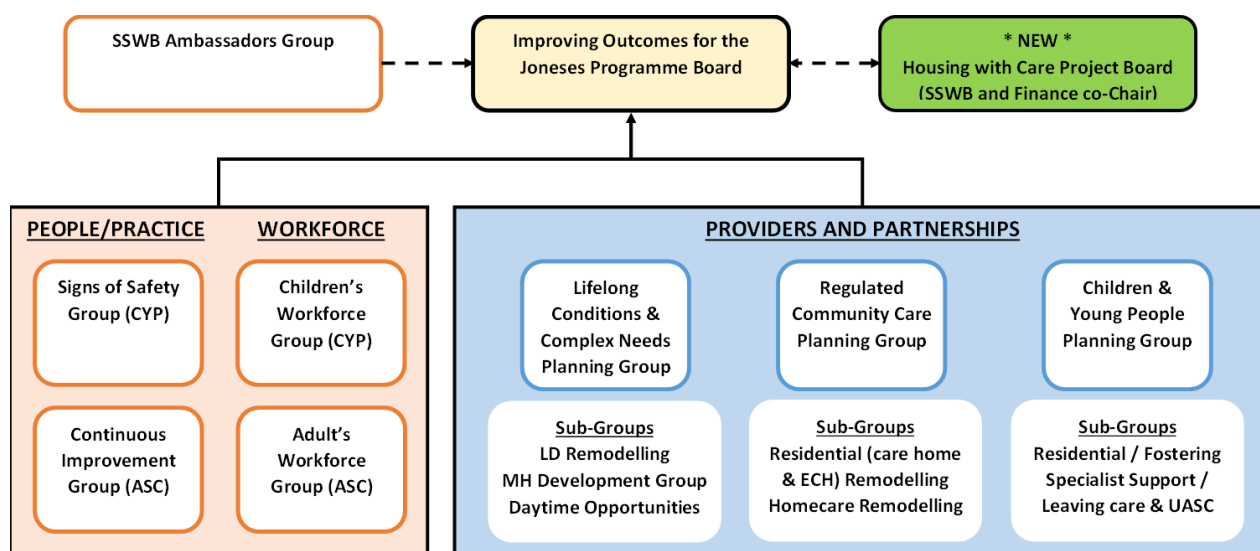


2.4 In July 2022, the Cwm Taf Morgannwg region's Market Stability Report was endorsed by the Council, and this has formed the basis of the development of three Strategic Commissioning Plans within the Social Services and Wellbeing Directorate – which have been established based on key population areas. i.e:

- Children, Young People and Transition (APPENDIX A)
- Adults with Lifelong Conditions and Complex Needs (APPENDIX B)
- Regulated Community Care – Older Person's (APPENDIX C)

3. Current situation / proposal

4.1 The Social Services and Wellbeing Directorate has recently reviewed and updated its 'transformation and planning' group structure as outlined below where the newly established Planning Groups have overseen the development of the Commissioning Strategies for their respective areas:



- 3.2 The Commissioning Strategies set out how current services will need to change and develop over the next 5 years, in order to continue to meet the needs of people in the Bridgend County. The structure and format of the plans are consistent across each of the strategies, where there is information on the current position, the driver(s) for change, and what the proposed commissioning intentions are.
- 3.3 The intentions are as detailed as can be at this stage, but it should be noted that further details in respect of timescales and precise resource implications will be known at the point at which business cases and justifications are being developed, which comes under the oversight of the governance arrangements set out above.
- 3.4 The strategies have been developed using regional data, such as the Market Stability Report (MSR) and the Population Needs Assessment (PNA), as well as local BCBC data to identify key trends about the people of Bridgend and our services. This data has enabled us to understand how our current services are performing and to project future service requirements over the next 5-10 years.
- 3.5 The Institute of Public Care (IPC), who are our commissioned improvement partner, have assisted in the development of these strategies and have brought in their knowledge and experience of working with local authorities across the UK to look at innovative practice and more effective ways of working.
- 3.6 The key priority areas identified within each of the plans are shown below, which can be broken down into accommodation-based priorities, and non-accommodation-based priorities, such as support at home and/or care in the community type services:

3.6.1 Children and young people and transition

Accommodation-based priority areas

- Develop additional residential provision in Bridgend to enable flexibility, especially for children and young people with complex needs. i.e.
 - Bespoke residential options to reduce high-cost/out of county (OOC) placements and operating without registration (OWR) placements
 - Supported accommodation/move-on options to prepare for independent living
 - Relocation/remodelling/refurbishment of existing residential services

Other non-accommodation-based priority areas

- Develop a placement support service to ensure the right multi-agency therapeutic input for children, young people and their carers
- Develop our local fostering services in order to increase our numbers of internal foster carers to secure greater placement sufficiency
- Review and strengthen accommodation pathways for children leaving care
- Strengthen our offer of support to children with disabilities and their families, including those on the neurodevelopmental pathway
- Strengthen our support for children who are at risk, or likely to be at risk, of child exploitation, and those that go missing.

NB: There is also a separate strategy being developed with the support of IPC in respect of our early help services for families.

3.6.2 Adults with Lifelong Conditions and Complex Needs

Accommodation-based priority areas

- Develop new Core & Cluster Accommodation/Community Living Networks
- Expanding Supported Living, including Specialist Supported Living (Closer to Home)
- Review and remodelling of emergency, short-stay and respite accommodation
- Accessible/adapted accommodation programme

Other non-accommodation-based priority areas

- Expansion/diversification of Shared Lives (Adult Placement Scheme)
- Strengthen specialist care & support at home/community services
- Review/remodelling of Community Hubs, Daytime Opportunities & Social Activities
- Strengthen skills for Independence and Employability

3.6.3 Regulated Community Care (mainly older person's services)

Accommodation-based priority areas

- Develop Housing with Care and "Extra Care" provision sufficient to meet future need and demand
- Reprofile and remodel as required BCBC's accommodation-based services both internal and commissioned

Other non-accommodation-based priority areas

- Implement the 'reablement reset' programme in our internal homecare services
- Adapt commissioned domiciliary services to take a more outcome-focused and strengths-based approach

- 3.7 For the accommodation-based priority areas identified above, there are clear links with both capital and revenue funding, which emphasises the importance of robust business justification cases being developed, as well as effective governance, which is shown in the earlier table.

3.8 Draft versions of the strategies were reported to the Subject Overview and Scrutiny Committee 2 on 19 February 2024. The response and feedback of the Committee is given below:

- a. *Financial Resources and Achievability – Whilst fully supporting the basis and argument behind the Commissioning Strategies, Members expressed concern regarding the potential funding available to take them forward given the difficult current, and predicted future, budget situation. The Committee appreciate that the exact financial requirements would not be known until full business cases had been developed, however, on face value Members queried whether the strategies were entirely realistic and achievable even on work scheduled for year one, given the Authority's resources, both financial and staff based. Members agreed to monitor this closely in any future related work the Committee considers, and also requested that this be referred to the Corporate Overview and Scrutiny Committee for examination under their regular budget monitoring item.*

Officers will ensure that the narrative within the budget monitoring reports that go to Corporate Overview and Scrutiny Committee meetings reflect the financial impact of any work/priority areas progressed as defined within the strategies.

- b. *Consistency of data provided - The Committee commented on the data displayed in the strategies and that at times there were percentages provided whilst other times figures are quoted. Members proposed that there be a consistent approach throughout the document for ease of reference, particularly for the public.*

Officers have reviewed all figures/statistics included across the three strategies to ensure the information is up-to-date and consistent across each strategy which is reflected in the updated/final versions of the strategies appended to this report.

3.9 The current versions of the strategies are appended to this report, and subject to Cabinet approval, will be finalised and formatted in line with BCBC branding and translated in accordance with Welsh Language requirements.

4. Equality implications (including Socio-economic Duty and Welsh Language)

- 4.1 The protected characteristics identified within the Equality Act, Socio-economic Duty and the impact on the use of the Welsh Language have been considered in the preparation of this report. As a public body in Wales the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services and functions.
- 4.2 An initial EIA screening of the current versions of the strategies has identified that there would be no negative impact on those with one or more of the protected characteristics, on socio-economic disadvantage or the use of the Welsh language. It is therefore not necessary to carry out a full EIA on this policy or proposal at this stage.
- 4.3 As and when schemes and proposals identified within the strategies are considered for implementation, specific EIA screenings will be undertaken at that stage.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

5.1 A summary of the Well-being of Future Generations (Wales) Act 2015 assessment is listed below:

Long-term	The Strategic Commissioning Plans developed are long-term in nature, covering a 5-year period, which will consider and include longer-term demands, pressures and changes.
Prevention	In-keeping with the fundamental requirements of the Social Services and Well-being (Wales) Act 2014, there is also a focus on preventative services within the strategies.
Integration	In keeping with the fundamental requirements of the Social Services and Well-being (Wales) Act 2014, there will be a focus on integration with our key regional partners, such as Cwm Taf Morgannwg Health Board and neighbouring local authorities.
Collaboration	Both internal and external collaboration will be necessary in order to effectively implement the priority areas identified in the Strategic Commissioning Plans, which will involve key stakeholders and wider partners.
Involvement	Extensive consultation was undertaken with individuals to inform the PNA and MSR reports, which have been used as the foundation of these strategies. Officers will further engage with and involve individuals and their families/carers as and when specific projects, schemes and developments are being worked-up in more detail, which will inform the subsequent options appraisal and business case.

6. Climate Change Implications

6.1 There are no direct implications associated with the strategies at this stage.

7. Safeguarding and Corporate Parent Implications

7.1 The priority areas identified in the children and young people and transition strategy will support BCBC in our corporate parenting responsibilities, in looking to ensure there are suitable and sufficient placement options.

7.2 Having sufficient and effective services in place across both children's services and adult social care – which is the primary aim of these strategies – should also mitigate any safeguarding risks linked to unsuitable or unavailable services.

8. Financial Implications

8.1 There are no direct financial implications associated with the strategies at this stage, however, any proposals put forward for implementation that are listed within the

strategies will be subject to the necessary business justification requirements and will follow the Council's Contract Procedure Rules.

- 8.2 The challenging financial position is included within the opening sections of each of the strategies, where there will be a strong emphasis on any of the priority areas being taken forward having a robust and agreed business justification, which Social Services and Wellbeing (SSWB) officers will develop in close working with colleagues in Finance.
- 8.3 The commissioning strategies have been produced in alignment with the Medium-Term Financial Strategy (MTFS) from 2024/25 onwards, where the pertinent savings proposals identified in the MTFS (e.g. Remodelling work in homecare services and learning disabilities) have been included as priority areas where there are links to commissioned/provider services.
- 8.4 Priority areas have also been included within the strategies to help address the current overspend areas within the Directorate, a key one being children's services placements, and implementation of the strategies will be in line with the MTFS.

9. Recommendations

9.1 It is recommended that Cabinet:

- Note the contents of this report; and
- Approve the three commissioning strategies (Appendix A, Appendix B, Appendix C) for the Directorate to further develop and implement the priority areas and commissioning intentions as set out in each of the three strategies.

Background documents:

None

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APPENDIX A – CHILDREN, YOUNG PEOPLE & TRANSITION COMMISSIONING STRATEGY

Introduction

Bridgend County Borough Council has developed 3 Commissioning Strategies looking at how current services will need to change and develop over the next 5 years, in order to continue to meet the needs of people in Bridgend County. This strategy describes how we will contribute to the wider health and wellbeing agenda by promoting independence and choice for individuals living in the County Borough. These strategies reflect the 7 wellbeing objectives laid out in the Council's Corporate Plan 2023-2028, which aim to have, a county borough:

- Where we protect our most vulnerable
- With fair work, skilled, high-quality jobs and thriving.
- With thriving valleys and communities
- Where we help people meet their potential
- That is responding to the climate and nature emergency.
- Where people feel valued, heard and part of their community.
- Where we support people to live healthy and happy lives

Our approach to commissioning recognises the importance of modern public services in meeting the needs of vulnerable people in our communities and of managing growing demands and expectations. There are increasing numbers of vulnerable people with complex needs who require support and care that will be delivered by a range of statutory agencies such as health, leisure housing and social services, and by the voluntary and independent sectors. There are benefits to be gained by actively coordinating and co-producing our responses with others in a cost effective and efficient manner.

It is our aim to make our approach citizen-centred, accessible, flexible and responsive for those in greatest need and to enable people to attain and/or maintain their independence for as long as possible in their own homes and local communities. We are committed to providing quality responses for our existing customers whilst also ensuring that support will be both sustainable and flexible to meet the needs of our future customers. As such, this Commissioning Strategy is both ambitious and far reaching.

Overall, we want to ensure we are investing in the right things, that will make the biggest difference and be of the most value to the people of Bridgend. We will always ensure that we commission services in a way that involves us working with other organisations, and most importantly local people. We all need to work together to get the best outcomes, and this way of working is at the core of this Commissioning Strategy.

Financial context

The SSWB directorate is projecting a considerable overspend position in 2023/24 – which is estimated to be more than £12M at quarter 3 (12.5% of the annual budget) – a large proportion of which (£7.5M) relates to Children's Services. The overspend position is mainly due to the pressures of work to meet statutory duties against a backdrop of an exponential increase in demand. The directorate is also expected to make cost reductions/savings from 2024/25 as part of BCBC's MTFS plans. This will mean that any of the priority areas and commissioning intentions proposed within this strategy must be subject to a rigorous business justification and decision-making process, where there will be a clear intention of reducing costs and making efficiencies, as well as providing creative and innovative services which will deliver the best possible outcomes for the citizens of Bridgend.

Children, Young People and Transition – Commissioning Priorities 2023-2028

Bridgend CBC has faced significant challenges in providing effective children's social care services in recent years. Many of these challenges are shared with other local authorities in Wales, and indeed, other parts of the UK. These include demand pressures, difficulty in recruiting and retaining a suitably skilled workforce, insufficient access to good quality local placements for care experienced children, the impact of the pandemic and financial pressures. Furthermore, Welsh Government's national agenda for eliminating private profit in care for children and its aim to rebalance the public sector away from reliance on commissioning external providers to a stronger public sector offer will provide additional challenges.

Our purpose as a Council is to exercise our legal and professional duties to help those who need care and support in Bridgend to have the best possible outcomes and experiences in life. Our children's plan identifies the following key challenges we will address in the next 3-5 years:

- Reducing the number and proportion of children and young people who need to experience care and support and require safeguarding in Bridgend.
- Helping more families in Bridgend live well together and bring their children up to be resilient and live the lives that they want to live as adults.
- Working with our partners to make sure families get the right help at the right time.
- Re-focusing our resources on more cost-effective support for families with complex needs rather than expensive substitute care experiences.

Achieving these will involve significant changes in the following areas:

- The voice of children and families
- Our workforce
- Our practice
- The impact of our services and interventions
- Our response to families with complex needs
- Our work with partners
- Our intelligence and information systems

As part of delivering these changes we need to focus on the following commissioning priorities:

1. Develop a placement support service to ensure the right multi-agency therapeutic input for children, young people and their carers.
2. Develop our local fostering services in order to increase our numbers of internal foster carers to secure greater placement sufficiency.
3. Develop additional residential provision in Bridgend to enable flexibility especially for children and young people with complex needs.
4. Strengthen our accommodation pathways for young people leaving care, consistent with Shelter Cymru's "Care Leavers' Accommodation and Support Framework for Wales".
5. Strengthen our offer of support to children with disabilities and their families, including those on the neurodevelopmental pathway.
6. Strengthen our support for children who are at risk, or likely to be at risk, of child exploitation, and those that go missing.

This document describes the rationale, current situation and commissioning tasks needed for each of these priorities, as well as some of the potential resource implications.

NB: In addition to these priorities linked to our statutory services, there is also a key priority to strengthen our early help services for families to prevent and reduce the need for children to experience safeguarding or care, for which a separate specific strategy is being developed.

Priority 1: Develop a placement support service to ensure the right multi-agency therapeutic input for children, young people and their carers.

Rationale:

To meet our sufficiency duty and improve outcomes for our children and young people we need to strengthen our support for foster carers and care experienced children. Having the right placement in the right place, at the right time, with the optimal level of support is a vital factor in improving placement stability, which in turn is a critical success factor in achieving better outcomes for care experienced children. This view is supported by the Welsh Government in its current Transformation Programme for Children's Services.

Placement stability, particularly for teenagers is challenging. Young people who need care and support tend to have complex needs including mental health, emotional and behavioural problems, and be dealing with the impact of childhood trauma. Carers often have to manage a range of significant emotional and behavioural difficulties in the young people they support, particularly disruptive and hyperactive behaviours which can lead to placement breakdown. Analysis of placement breakdowns for care experienced children in fostering and residential care in Bridgend in 2022/23 shows 68% of those breakdowns involved children aged 10 to 17 years and 22% of children had more than one placement breakdown during the 12-month period. Over half of the placement breakdowns were due to challenging behaviour.

Current Position:

Bridgend CBC is part of the Cwm Taf Morgannwg region of Wales which commissions some regional resources in this area including the Multi-Agency Permanence Support Services (MAPSS) which delivers therapeutic intervention services for care experienced children, those with historic placement breakdowns and those with plans for, and post, adoption. MAPSS is available for children with complex emotional and behavioural needs requiring intensive therapeutic support. Current demand for this service is exceeding capacity.

Bridgend CBC also commissions a Behaviour Analytic Support Service (BASS) to embed a trauma informed behaviour analytical service within our children's residential homes by working directly with the behaviour analysts, the wider staffing team and occasionally directly with children and young people. The Council is clear that more capacity and expertise is needed in this area. It recently appointed Oxford Brookes University to provide independent advice about a therapeutic service model to underpin both our residential and fostering services. We are committed to complement the MAPSS and build on our current behaviour analytical model within residential and fostering services to develop a highly skilled staff team who are able to work intensively with young people in both residential care and foster care to help them in their placements and in preparation for adulthood.

Our work in this area will meet the relevant legislative and policy priorities of the Welsh Government which currently include:

- All placements to be inhouse or not for profit.
- Appropriate models of care in place.
- Parity between foster care, kinship and SGOs.
- Sufficient workforce with right capabilities.
- Providing support to Local Authorities and other not-for-profit providers to boost provision, particularly for children and young people with the most complex needs.

Our Commissioning Intentions:

Our intention is to have a placement support service incorporating existing services which will provide sufficient multi-agency therapeutic input for children, young people and their carers available and effective across Bridgend by September 2024. To achieve this, we will:

- Complete a detailed needs analysis and complete work on a new service model.
- Plan the service in detail and the resources required.
- Confirm how it will be delivered – whether in-house, in partnership or through contracting with a provider.
- Re-organise existing services alongside this service to ensure they complement each other and create an effective approach to ensuring all families have access to high-quality support.

The new service will require additional resources to develop and deliver, some of which will be recovered in reduced costs of placement breakdown and less support being needed from elsewhere. We estimate at this point that the combined existing and new services will require £500,000 per annum to resource.

Priority 2: Develop our local fostering services in order to increase our numbers of internal foster carers to secure greater placement sufficiency

Rationale:

Bridgend has one of the highest care experienced populations in Wales at approximately 135 per 10,000 population, with children aged 10 to 15 making up the largest proportion of this. Under Section 79 of the Social Services and Wellbeing (Wales) Act 2014 the Local Authority must ensure that there is sufficient accommodation for all children who are care experienced. The Local Authority must also ensure that placements are made within the local authority's own area, unless it is not reasonably practical to do so, or there are overriding reasons for placing a child out of authority.

There is concern across the UK that the number of foster carers is reducing and that sufficient range and quality of placements across the spectrum is impacted. Placement sufficiency for care experienced children has a national focus currently in the Welsh Government Transformation Programme for Children's services. One of its stated aims is to ensure that public money invested in the care of children looked after does not profit individuals or corporate entities, but instead is spent on public or not-for profit children's services to deliver better experiences and outcomes for children and young people. It is also committed to developing a national strategy and approach through Foster Wales, which will complement local activity with national campaigns and resources for potential foster carers.

Current Position:

Bridgend CBC currently has a mixed market of fostering placements as shown below.

Placement	31st March 2020	31st March 2021	31st March 2022	31st March 2023	29th Feb 2024
In-house Fostering	130	119	111	113	93
Agency Fostering (For-profit)	62	60	43	41	34
Agency Fostering (Not-for-profit)	7	5	6	4	6
Total fostering placements	199	184	160	158	133
Total Care Experienced Children	394	390	374	397	370

At 31st March 2023 the majority of children (113 or 72%) who live in a foster home are living with in-house foster carers, with the remaining 45 children (28%) living with Agency Foster Carers. There has been a 35% reduction in the number of agency fostering placements (from 69 in 2020 to 45 in 2023), however, of the 45 children placed with external carers only 4 (about 9%) are with a not-for-profit provider. Of the in-house placements at 31st March 2023, 86% of them are located within Bridgend Council boundaries, compared to only 49% of the agency foster placements being located within Bridgend. In terms of total capacity, at 30th June 2023, Bridgend CBC had 79 approved in-house foster carers compared to 92 in 2020, this is a 14% reduction.

The most recent data at 29th Feb 2024 highlights a continued reduction in both in-house and agency foster placements, with 36% of the care experienced population living in a foster home compared to 51% in 2020. There has also been a further decrease in the number of approved in-house foster carers from 79 households in June 2023 to 76 in December 2023.

In terms of demand and capacity the number of children who are care experienced has been growing in recent years in Bridgend (like other local authorities in Wales) and recent analysis of demand into the service suggests this is likely to continue into the future. This additional demand has been met through the for-profit sector in the past, but due to national policy changes we will need to focus much more on building local not-for-profit and public provision going forward.

For agency foster placements Bridgend CBC is a Signatory Authority to the All Wales Local Authority Framework for the Provision of Foster Care Services for Children & Young People. This framework delivers strategic level commissioning partnerships with independent sector providers in fostering services. The All Wales Frameworks are managed by the Children's Commissioning Consortium Cymru (4C's) which is a strategic commissioning alliance between Welsh Local Authorities to support placement-commissioning needs.

Commissioning intentions:

Our intention is to increase the number of foster carers available to support children and young people in Bridgend via public and not-for-profit agencies by at least 40. We will also enhance the skills and capacity of our foster carers to support children and young people with complex problems. To achieve this, we will:

- Review current recruitment and retention arrangements for in-house foster carers to ensure they have parity of conditions and then implement a recruitment plan to secure an additional 20 placements to meet sufficiency needs including:
 - Placements for siblings
 - Children aged 10 -17 years.
 - Children who are vulnerable to exploitation and go missing.
 - Children in need of emergency placements.
- Commission a review of the skills and capacity needed from foster carers in the future and implement a programme of training for foster carers to enable them to develop them.
- Identify mechanisms to ensure the training programme for foster carers is continually updated to reflect the current needs of care experienced children.
- Work with existing not-for-profit foster agencies and for-profit providers who have committed to converting their business model, to make at least 20 placements available to Bridgend children.

This priority will require a transfer of resources from those previously used to pay for for-profit provision to in-house and not-for-profit partners. We do not envisage additional resources being required in the long-term unless there are significant changes in demand.

Priority 3: Develop additional residential provision in Bridgend to enable flexibility especially for children and young people with complex needs.

Rationale:

As noted in the rationale to priority 2, Bridgend has one of the highest care experienced populations in Wales at approximately 135 per 10,000 population, with children aged 10 to 15 making up the largest proportion of this. Under Section 79 of the Social Services and Wellbeing (Wales) Act 2014 the Local Authority must ensure that there is sufficient accommodation for all children who are care experienced. The Local Authority must also ensure that placements are made within the local authority's own area, unless it is not reasonably practical to do so, or there are overriding reasons for placing a child out of authority.

Securing sufficiency of provision across the placement spectrum is challenging in all nations of the UK and current policy direction in Wales aims to rebalance the public sector away from reliance on commissioning for-profit providers to a stronger public sector offer. Furthermore, the Welsh Government's policy intention to eliminate profit from children's social care, means that as well as strengthening foster care provision there is a need to increase the number of inhouse residential placements and those commissioned via not-for-profit residential providers.

Although nationally the number of registered beds in residential care homes in Wales exceeds the number of children placed in residential care, many places are taken up by English authorities and there is significant regional variation. Locally for example Cwm Taf Morgannwg has a larger population of care experienced children and young people needing residential care than the number of places available in children's homes in the region.

Analysis shows that residential placements are mainly needed for children and young people between the ages of 13 - 17 and that the needs of these children are particularly complex resulting in challenges in securing places. Bridgend is a member of the Children's Commissioning Consortium Cymru (4C's) which is a strategic commissioning alliance between Welsh Local Authorities to support placement-commissioning needs, who are having similar challenges in securing places across Wales. We are also seeing increasing demand for placing children with complex needs who are unable to be placed alongside other children which is leading to an increased use of out-of-country placements.

The costs of these placements can be extremely high, certainly many thousands of pounds per week. While they can be valuable places for helping children and young people with previous breakdowns in care for many, they are a poor substitute for a loving family environment.

Current Position:

Bridgend CBC has a mixed market for residential placements as shown below.

Placement	31st March 2020	31st March 2021	31st March 2022	31st March 2023	29th Feb 2024
In-house Residential	10	9	9	6	10
Independent Residential	6	6	9	20	20
Total residential placements	16	15	18	26	30
Total Care Experienced Children	394	390	374	397	370

The number of children requiring residential placements has increased from 18 to 30 since March 2022 with 77% of these placed with independent providers. This increase has played a significant part in budget challenges for children's services in the last few years.

We currently have four internal Children's Residential Homes, plus another new home due to open in September 2023. The new children's residential home is purpose-built and will provide care and support for up to seven children and young people within the age range 8 to 17 years at any one time. This consists of four placements within the assessment facility and three within the emergency facility.

Of the four existing homes, one provides medium to long term placements for up to four children and young people aged 8-17 years. Another is a bespoke residential provision that provides short term accommodation for one child/young person between the ages of 8-25yrs who due to their complex needs cannot be placed alongside others.

The other two homes provide care and support for children with disabilities. One is a long-term residential provision for up to three children/young people with complex learning disabilities and the other provides a residential short break service for disabled children and young people aged 0-18 years and has five beds. The long-term provision is currently located in the grounds of Heronsbridge Special School. However, the school is in the process of re-locating to a new site. Options are being considered to co-locate both our residential long term and short break services alongside the new school to help maintain strong links with the school and to benefit from a purpose-built home with wheelchair access that our current long-term provision does not have.

For independent residential placements Bridgend CBC is a Signatory Authority to the All Wales Local Authority Frameworks for the Provision of Residential Care Services for Children & Young People. This framework delivers strategic level commissioning partnerships with independent sector providers in residential services. The All Wales Frameworks are managed by the Children's Commissioning Consortium Cymru (4C's).

Following the opening of Bridgend CBC's new purpose-built residential home in September 2023, figures at the 29th Feb 2024 show that there has been an increase in the number of in-house residential placements to ten. Due to continued placement sufficiency issues, particularly for children and young people with complex needs, analysis shows that in addition to the high number of independent residential placements there has also been an increase in the use of placements that are Operating without Registration (OWRs). Over the last twelve months a total of ten children required an OWR placement.

Commissioning intentions:

Our intention is to reduce our reliance on independent for-profit residential providers in line with Government policy, and to continue to improve the quality and capacity of public and not-for-profit provision in the Bridgend area. We aim to reduce the proportion of residential placements which are with the for-profit sector from 77% currently to 25% by March 2026. To achieve this, we will:

- Develop 4 bespoke residential placements for children with complex needs. The ongoing costs of this service will be met from the resources previously spent with the for-profit independent sector.
- Review BCBC's residential provision for children/young people with complex learning disabilities and our residential short break service for disabled children
- Review the age range of our current supported accommodation/behaviour analytical service for young people aged 18-21 with complex needs (Ty Mor).
- Explore the potential for working in partnership with not-for-profit residential care providers and existing local for-profit providers who commit to converting business model to increase available block or call-off arrangements for local residential provision by about 8 places. The costs of these contracts would be met from reductions in the contracts with for-profit providers and be sufficient unless there are significant changes in demand.

Priority 4: Strengthen our accommodation pathways for young people leaving care, consistent with Shelter Cymru's "Care Leavers' Accommodation and Support Framework for Wales".

Rationale:

All Welsh Councils have been tasked by Welsh Government to examine their corporate parenting response in relation to care experienced children and young people and their future accommodation needs. A new "Care Leavers' Accommodation and Support Framework for Wales" was launched by Welsh Government and developed by Shelter Cymru in May 2023. It aims to guide local authorities in helping young people to transition from care to settled housing by helping local authority commissioners, team managers of leaving care/housing and providers that support young people to plan for transition.

Across Bridgend children aged 10 to 15 make up the largest proportion of care experienced children (39%). This has a potential impact on accommodation sufficiency in the next few years as these young people move through the care system and avail of care leaving services. In addition, all local authorities in Wales are experiencing the pressure of the recent growth in unaccompanied asylum-seeking children locating to the area under the Home Office's mandated National Transfer Scheme.

To date, the majority of young people referred to Bridgend have been aged 16+ and their needs have been primarily met in Supported Accommodation. Due to their immigration status and no recourse to public funds, accommodation and move on options for these young people are extremely limited, which results in lengthy stays in supported environments, impacting on availability.

Factors such as the current lack of social housing, long waiting lists on the Common Housing Register, affordability, and low landlord confidence in young people as tenants, are impacting on longer-term move-on options for our care leavers post 18. Time spent in supported accommodation services within Children's Services are therefore much longer than their identified need, due to the lack of move-on. This is not optimal as it means that care leavers are delayed in living independently and from a financial perspective it is not good use of scarce resource as more support is being provided than is required.

Despite having a range of accommodation options available for care leavers aged 16+, the predicted high numbers of children leaving care over the next few years, including unaccompanied asylum-seeking children, means there is need for additional capacity to build on the young person's gateway to ensure we have sufficient accommodation with support for those who cannot live with family and friends, or live independently.

Current Position:

Bridgend has a number of accommodation pathways available for care experienced young people and care leavers aged 16-21:

- When I'm Ready (WIR) arrangements allows young people to stay with their former foster carer from the age of 18 to 21. The number of WIR arrangements in Bridgend have increased from 10 in 2019 to 18 in 2023.
- We run a supported lodgings scheme which are placements within a family home in the local community. There are challenges in the recruitment and retention of suitable supported lodgings hosts and the number of arrangements we have has fallen from 6 in 2019 to 1 in 2023.

- We have also developed a service for young people aged 18-21 who have complex needs (Ty Mor). This service accommodates up to four individuals and provides additional support and therapeutic interventions to assist individuals on their transitional pathway.
- We commission a range of supported accommodation and semi-independent options to offer young people aged 16 to 21 the opportunity to develop independent life and living skills to assist them in moving into adulthood. Currently we commission seven units of 24 hour supported accommodation, three units of intermediate supported accommodation and three units of step-down accommodation, all are located within the local authority boundaries.
- In addition, Bridgend CBC are part of a Cwm Taf Morgannwg regional commissioning agreement where we are allocated two units of supported accommodation specifically for unaccompanied asylum-seeking children. This provision is located within RCT boundaries.

Whilst there are a range of accommodation pathways in place for young people leaving care at age 18, the major challenge is the longer term move on from these provisions. Analysis shows that some young people are residing in supported and semi-independent accommodation services for longer than required as they have nowhere to move on to. This position is causing pressure and “throughput” issues in our supported accommodation.

These challenges have been recognised and work with partners in Housing has commenced whereby consideration to the priority given to care experienced children in line with the Council’s corporate parenting responsibilities when reviewing the Social Housing Allocation Policy will be explored.

Commissioning intentions:

Our commissioning intention is to increase the capacity and quality of accommodation-based support for young people leaving care in Bridgend. This will include securing the following by March 2028:

- 7 additional step-down units/training flats offering medium-term support for young people leaving the care system.
- Recruiting an additional 5-10 placements with hosts of supported lodgings offering longer-term placements for young people.

To achieve this, we will:

- With partners analyse, and review accommodation pathways for children leaving care in line with the “Care Leavers’ Accommodation and Support Framework for Wales”.
- Agree a programme of development for training flats and step-down units.
- Commence a recruitment campaign for supporting lodgings hosts
- Explore whether there are additional services which might meet needs including for example a ‘Shared Lives’ programme.

These new or additional services will need to be funded. The Council will explore arrangements and contributions with partners and the extent to which capital and ongoing costs can be off-set by national grants, partner contributions and welfare benefits.

Priority 5: Strengthen our offer of support to children with disabilities and their families, including those on the neurodevelopmental pathway.

Rationale:

The number of children and young people seeking a diagnosis of ASD has been increasing in recent years. In Cwm Taf Morgannwg there are more than 1,600 children and young people on the current waiting list for diagnosis, and newly accepted patients can expect to wait longer than two years.

As highlighted in the regional Population Needs Assessment 2022-2027, many of these families are living with the long-term impact of Covid restrictions upon their health and wellbeing. Health and Wellbeing is being further impacted by families having to face long periods of uncertainty whilst they await diagnosis. Although support is available from various organisations, there can be long waiting lists for this support because of high demand.

Based on 'what matters' conversations family's feedback is that they are looking for support to secure a 'normal' and 'calmer' homelife. For instance, they want to be able to take their child on family days out or be able to get to get them to school on time or support them with toileting or sleeping. They have asked for practical 'in the moment' support – they need a service to provide practical support which shows them how to manage their child's behaviour.

Current Position:

Children with a disability and/or diagnosis of ASD who have eligible needs for Care and Support can receive services from the Children with Disability and Transition Team. The assessment and care planning processes undertaken by the team enable the identification of appropriate support services to meet the identified needs. These services include Direct Payments and short breaks (e.g. Bakers Way residential short breaks children's home; Family Link, short break fostering service) and access to specialist play/sport activities.

For those children who do not have eligible needs for Care and Support, including those on the ND pathway, support is offered through the Early Help Hubs. However, this is time limited and still leaves some families waiting for a diagnosis in the hope that this will unlock additional support to manage their needs. Bridgend CBC currently commissions a parenting programme from Action for Children, although this service is not aimed specifically at families who have children with disabilities. We also commission an 'Atebion' service from Barnardo's that offers:

- Provision of professional advice & guidance on managing the effects of disability on the family.
- Support for siblings of disabled children and young people to enable them to thrive.
- Appropriate parenting support that meets the needs of and supports those parents/carers with coping strategies for challenging behaviour.
- Promoting independence and resilience in the community.

This is a very wide ranging service, and the provider is under a lot of pressure to meet demand. There is currently a 53-week waiting list for families to receive an assessment. In December 2021 a pilot service was commissioned to provide intensive support to families around managing behaviour. In a very short space of time families and professionals could see the impact of providing such an invaluable service and feedback is that more services around positive behaviour support is required.

We are also working with colleagues in the region to scope, analyse and identify the current gaps to redesign a future model of support. To date a multi-disciplinary workstream has been set up to progress the initial mapping and gapping work in relation to services available for children on the ND diagnosis pathway, and a hackathon is due to take place in October to seek the views of families.

Commissioning intentions:

Our commissioning intention is to work with public and not-for profit partners to develop a multi-disciplinary service responding to children and young people with ASD and Neurodiversity which is able to meet the current and projected demand over the next five years. By March 2028 we will have designed, agreed and introduced the new service with partners. To achieve this, we will:

- Develop data capture mechanisms to produce clear projections of demand for these services in Bridgend for the next 10 years.
- Map the services available and produce a directory of these to improve awareness for children, their families, and professionals.
- Draw on evidence from elsewhere to specify an optimal range of universal and early intervention services and positive behaviour support for parents.
- Develop creative respite/short break options.
- Work with providers and other partners to provide care, particularly personal care, for children in an outcome focussed way.
- Review the Atebion service to explore how it might be further developed within the overall model.
- Work with the region to agree a final service specification, exploring funding streams and governance arrangements, to enable a tender and procurement of services where needed.

Some resources for this service will be drawn from existing partnership arrangements. Depending on future demand projections and the capacity of the service to be agreed, additional resources to ensure sufficient capacity will be needed.

Priority 6: Strengthen our services to children who are at risk, or likely to be at risk, of child exploitation, and those that go missing.

Rationale:

It is important that children at risk of or involved in child exploitation should receive care, support, and protection in line with statutory guidance and the Wales Safeguarding Procedures. In May 2022, the Performance Evaluation Review Inspection (PEI) by Care Inspectorate Wales identified that areas of practice such as child exploitation and children going missing had not been adequately developed in Bridgend.

Data shows that the number of child exploitation reports in Bridgend has more than doubled over the last three years, increasing from 23 in 2020/21 to 54 in 2022/23 with a further increase anticipated for 2023/24.

In addition, the number of episodes of children going missing in the same period has increased by 54%. Statutory guidance states that local authorities must offer an independent return interview to all children and young people who run away or go missing from their family home or care. This involves an in-depth conversation led by a representative or advocate who is independent of their placement or the local authority, to understand and address the reasons why a child has run away, to identify any harm that may have occurred and to address and prevent further risk.

Current Position:

A regional CTM Exploitation Steering group has been set up with the primary aim of developing an Exploitation Strategy that will support practitioners to respond effectively to issues of exploitation and provide a coordinated, multi-agency response.

In Bridgend, two senior social workers have been appointed to lead on exploitation within our Mash/IAA and Safeguarding Team, and an Exploitation Panel has been set up. Training on understanding and identifying exploitation and contextual safeguarding is being rolled out and a suite of documents created, including screening tools and direct work tools, to support practitioners to identify exploitation. Work is also ongoing to look at how we can strengthen the consistency and facilitation of the triangulation/mapping of child exploitation information.

Bridgend has a service level agreement (SLA) in place with a third sector provider for therapeutic intervention services for children and young people who have been the victims of sexual abuse; young people who display problematic or Harmful Sexual Behaviour; and young people who are at risk of or are abused through Child Sexual Exploitation. From the service usage data below, it is clear that the number of children and families receiving this service increased by 53% in 2021/22 and has remained consistent in 2022/23. Current demand for this service is outweighing capacity.

	2020/21	2021/2022	2022/2023
Number of children and families who received therapeutic intervention services	15	23	23

Return home interviews for children who go missing in Bridgend are currently undertaken by a child advocacy service that is commissioned by South Wales Police. Further exploration around these arrangements requires review.

Nevertheless, given the intensity of the direct work required with children at high risk of exploitation, and the increase in demand that we are seeing in this area, we need to explore if and how these services can be best delivered and ensure that we have sufficient capacity to meet need in the future.

Commissioning intentions:

Our commissioning intention is to establish a service for children who are at risk, go missing or are likely to be at risk of child exploitation which has sufficient capacity, skills and knowledge to meet their growing needs by March 2025. To achieve this, we will:

- Complete a detailed analysis of needs and review examples of best practice from elsewhere.
- Agree with partners the design of a service which will meet needs effectively, and how this will be funded. In doing so we will explore the need for four direct intervention workers to work with young people who are at risk of or are being exploited, review demand for therapeutic support services for young people who are at risk of Child Sexual Exploitation and review the current contract for the service that carries out return home interviews for children when they return from a missing episode.
- Work with partners to develop and implement the service.

Some of the resources that will be needed to resource the service will come from the relocation of existing services but depending on the analysis of need and future capacity required, it is likely that additional resources will be needed. This will need to be explored with partners and possibly central Government.

- Working alongside colleagues in corporate services and relevant service area(s), explore the potential for more flexible and effective use of national grants to address the needs of children and families with more complex needs

- Agree a single set of measures and a single monitoring framework to use as the basis of maintaining a close handle on demand, activity and performance.

The changes involved in this area are primarily to do with reallocation of resources. Primarily, it is intended that the resources currently spent on safeguarding, residential and fostering support will be reduced as a result of greater investment in intensive early help, resulting in no additional costs, although this of course will depend on ongoing patterns of demand. There may well be additional resources to facilitate the transition required planned and ensure existing services are maintained while others are built up.

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Introduction

Bridgend County Borough Council has developed 3 Commissioning Strategies looking at how current services will need to change and develop over the next 5 years, in order to continue to meet the needs of people in Bridgend County. This strategy describes how we will contribute to the wider health and wellbeing agenda by supporting adults with lifelong conditions or complex care needs. The strategy reflects the 7 wellbeing objectives laid out in the Council's Corporate Plan 2023-2028, which aim to have a county borough:

1. Where we protect our most vulnerable
2. With fair work, skilled, high-quality jobs and thriving towns
3. With thriving valleys and communities
4. Where we help people meet their potential
5. That is responding to the climate and nature emergency
6. Where people feel valued, heard and part of their community
7. Where we support people to live healthy and happy lives

Our approach to commissioning recognises the importance of modern public services in meeting the needs of vulnerable people in our communities and of managing growing demands and expectations. There are increasing numbers of vulnerable people with complex needs who require support and care that will be delivered by a range of statutory agencies such as health, leisure, housing, and social services, and by the voluntary and independent sectors. There are benefits to be gained by actively coordinating and co-producing our responses with others in a cost effective and efficient manner.

It is our aim to make our approach citizen-centred, accessible, flexible and responsive for those in greatest need and to enable people to maintain their independence for as long as possible in their own homes and local communities. We are committed to providing quality responses for our existing customers whilst also ensuring that support will be both sustainable and flexible to meet the needs of our future customers.

Overall, we want to ensure we are investing in the right things, that will make the biggest difference and be of the most value to the people of Bridgend. We will always ensure that we commission services in a way that involves us working with other organisations, and most importantly local people. We all need to work together to get the best outcomes, and this way of working is at the core of this Commissioning Strategy. The commissioning intentions below outline our goals and planned activity during 2023 to 2028.

The make-up of services for the clients in scope for this plan is complex, crossing several service areas and including a number of commissioning bodies. Some service changes will require further collaboration and partnership with other stakeholders, and some will focus on expanding or remodelling operational capacity, which may be developed in-house or commissioned externally. Our strategic commissioning intentions in this strategy have been developed in line with priorities identified in the BCBC Corporate Plan 2023-28 and the Cwm Taf Morgannwg Regional Area Plan 2023-2028. They will be reviewed to coincide with the requirements to review Population Needs Assessments and Market Stability Reports.

Financial context

The SSWB directorate is projecting a considerable overspend position in 2023/24 – which is estimated to be more than £12M at quarter 3 – which is over 12.5% of the annual budget. The overspend position is mainly due to the pressures of work to meet statutory duties against a backdrop of an exponential increase in demand. The directorate is also expected to make cost reductions/savings from 2024/25 as part of BCBC's MTFS plans. This will mean that any of the priority areas and commissioning intentions proposed within this strategy must be subject to a rigorous business justification and decision-making process, where there will be a clear intention of reducing costs and making efficiencies, as well as providing creative and innovative services which will deliver the best possible outcomes for the citizens of Bridgend.

Principles underpinning our commissioning intentions

The Council is committed to the following principles regarding care and support for people in Bridgend and these have informed the commissioning intentions in the strategy.

Early Intervention and Prevention

Targeted early interventions will help maintain a person's independence and reduce the need for higher levels of health and social care services. A better understanding of options available within a community, and targeted commissioning to create resourceful, self-sustaining activities will further prevent or delay the need for higher-tier services.

Enhance independence for the most vulnerable

For people who need social care and support, they will have an optimum level of control over their own lives to live safely and healthily and be able to access the support they need in order to be as independent as they can be.

Support unpaid carers

By providing services that will also benefit unpaid carers, we will ensure they are able to continue in their vital and important role supporting the people they care for.

Support the development of a sustainable and vibrant provider market providing a diverse range of high-quality and integrated services that can meet local needs

High-quality, flexible, innovative (using assistive technologies as required) and financially sustainable support delivered by a vibrant and responsive market of service providers. The Council will influence and drive the pace of change to support providers in delivering a range of innovative, cost-effective and diverse services that meet the needs of people in Bridgend.

Population Needs, Demand and Trends

Age Profile

Between the last two censuses (held in 2011 and 2021), the population of Bridgend increased by 4.5%, from just under 139,200 in 2011 to around 145,500 in 2021.

Bridgend's population saw the third-biggest increase in Wales, behind Newport (where the population increased by 9.5%) and Cardiff (4.7%).

There is an increasing number of older people living longer, so the demographic profile is one of an ageing population. This represents an expected increase in the range and level of social care services that will be needed in the future, over and above the general population increase.

The changing age profile also shows a reduction in working age adults. This reduction, along with the post-pandemic trend of people leaving the social care workforce, could impact on the pool of people employed in the care industry. This will require the Council and independent providers to consider how they can work together to ensure that their collective workforce is sufficient to meet the expected increases in demands. Given this emerging age-related pressure on service capacity, one aspect that will become increasingly important is the role of unpaid or informal carers. There are an estimated 18,000 unpaid carers in the county borough, but only around 1,600 are identified through existing social care or health partnerships.

The role of unpaid or informal family carers remains critical in supporting people to stay well in their own homes. Therefore, services that provide information and advice, or replacement care or support (respite), to enable informal carers to continue to play a role are key elements of any service development.

The most recent regional population analysis identified the following as some of the key trends and factors that are, or will, affect the regional population:

- Ageing population, though CTM has below average life expectancy.
- Bridgend population will increase by 3% over next 10 yrs and 5% over the next 20 years.
- Number of adults (18+) identified with autism expected to increase over the next 20 years (6%).
- Dementia is more likely for people with a learning disability.
- CTM Disability Benefit claims are higher than average.
- The proportion of the population identified as disabled is increasing with just over one in five aged 16 to 64 identified (21.8%).
- A higher proportion of women than men identified as disabled.
- Percentage of people claiming PIP with mental health conditions higher than Wales average (CTM 3.9%, Wales 3.3%)

The population analysis for the region in 2021 identified the following overall commissioning priorities for Cwm Taf Morgannwg which have also informed this strategy:

- Support people with the right information to live safely in their local community.
- Maintain their independence and prevent escalation of needs.
- Offer support to be well-connected and socially engaged.
- Support people to be active participants in maintaining their own physical and mental health.

Commissioning Intentions 2023-2028

In line with the Regional Area Plan priorities, as well as our strategic commissioning principles, the Planning Group for Adults with Lifelong Conditions or Complex Needs will oversee a range of service developments to prioritise and target funding and resources to be most effective over the next 5 years.

Accommodation-based

1. Expansion and diversification of Shared Lives (Adult Placement Scheme)

Rationale:

This service provides long-term placements or short breaks/respite in a family home. The Shared Lives 'host' family provides day-to-day care or support, and work as self-employed carers under the Adult Placement Scheme. As noted in the PNA, this is one of the more person-centred, cost-effective and outcome-focused housing options and we want to support more people through it.

Current Position:

The Shared Lives (Adult Placement) Scheme is provided through a partnership with the Vale of Glamorgan Council. The two councils have some slight differences between how the service is run and the partnership aims to align the services over time. While being open to other client groups, it remains largely a service for learning disabilities. It's scale and reach has remained very static in Bridgend over recent years.

Bridgend Shared Lives Capacity						
c.34 registered host carers (21 Households)						
Most Individuals access Long-term placements, while some use Short-Term (respite) placements						
Shared Lives	Year End Placements (Long-term)					
Client Category	03/2019	03/2020	03/2021	03/2022	03/2023	02/2024
Learning Disability	23	25	26	25	24	20
Mental Health	1	1	1	1	1	1
Physical Disability	1	0	0	0	0	0
Total	25	26	27	26	25	22

Commissioning Intentions:

Our commissioning intention is to incrementally increase the number of people who use the Shared Lives service in Bridgend every year. It is also an aim to increase the diversity of people who access the service so that more people with mental health or physical disabilities are supported by the scheme. To achieve this we will:

- Continue to work in close partnership with Vale of Glamorgan to bring greater alignment between the two areas and consider introducing a new 'banding system' to pay Shared Lives carers based on the levels of care and support they provide.
- Undertake a recruitment and retention drive for the scheme to attract new self-employed Shared Lives carers and broaden access for wider groups of people. This will allow people in other services, such as Supported Living, mental health services, or out-of-county residential placements, to move into a Shared Lives placement in Bridgend or the Vale which may be more suitable for them.

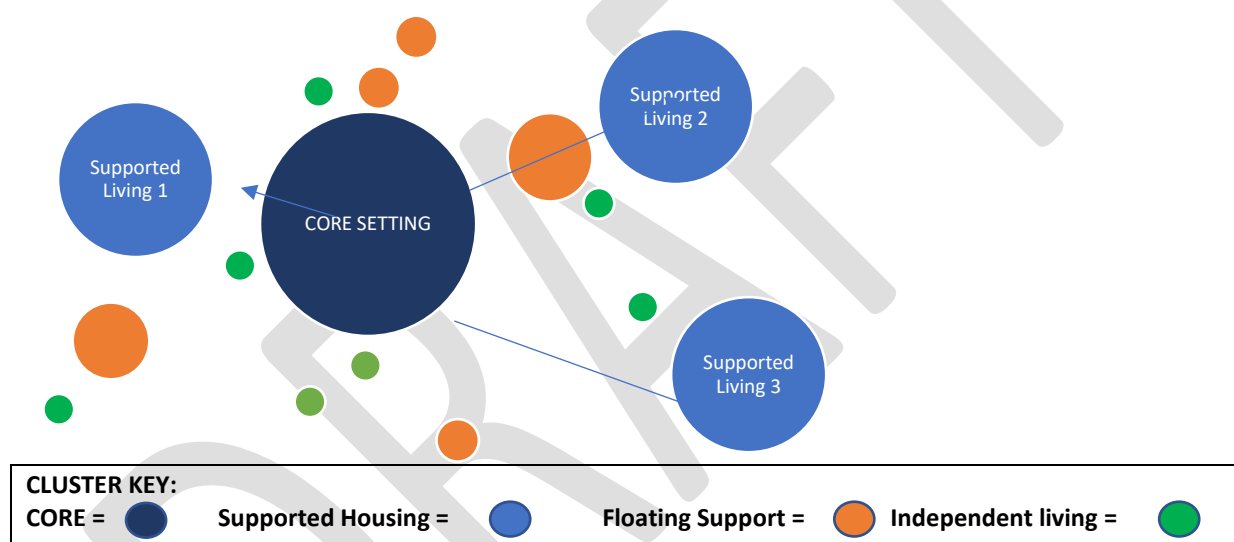
- Expand the design of the Shared Lives scheme to provide short breaks for a wider range of people to use as a respite option, including people with dementia, mental health (e.g., a 'safe' bed, or for crisis placements), people with physical or mobility challenges, and also as a 'step-down' option for people waiting for hospital discharge to their own homes.

Once achieved we project that the scheme will require resources which would have otherwise have been drawn from other services, so will be funded by a redistribution of budgets from residential, supported living, and respite care.

2. Develop new Core & Cluster Accommodation / Community Living Networks

Rationale:

A 'core & cluster' (C&C) accommodation model has been identified as beneficial for all client groups. This type of service offers higher-level care and support within one or two 'core settings' which allows for an operational base of staff to work in a more outreach way with people living in a 'cluster' of housing accommodation within the locality.



For example some local areas elsewhere in the UK have a 'core' central 24/7 supported living, Extra Care, or small residential setting, with the 'cluster' made up of satellite supported accommodation, step-down, 'move-on' or independent living units for a wide range of people including autism and neurodiversity. Step-down accommodation can include general housing (adapted where needed) as well as designated 'supported living' accommodation.

What comprises the core and cluster can vary greatly from place to place, and there are a wide range of models to learn from. We want to develop arrangements in Bridgend which make the most of the opportunities that Core and Cluster models offer, and which at the same time fit well with existing community arrangements and Primary Care 'clusters'.

Overall this flexible model also offers good opportunities to nurture a 'community network' of mutual support between people who may have similar needs or interests and who live more or less independently in the local area. It represents a potentially cost-effective way of delivering a mix of higher and lower-level support and allows opportunity for people to step up or down into different levels of service, which is a more person-centred and progression-based approach to simply placing someone in a static housing arrangement.

Current Position:

Currently we do not have Core and Cluster arrangements in place, or a common view about what they should comprise or how they should be developed or which client groups they might best serve. There is one C&C scheme at planning stage in Bridgend town centre. Due to setbacks during the Covid pandemic, the site development was stopped.

There is work now underway to review the original plans and redesign the layout with the intention to provide c.15 self-contained living units, and a shared house as supported accommodation in close proximity.

The model has been identified as potentially useful in Bridgend for neurodiverse people (e.g. with autism) and may also benefit other groups of people who need varying levels of flexible support. It may be possible over time to shift existing Supported Living services towards a more flexible C&C model, reducing 'fixed' levels of care delivered within a static living environment.

We want to develop the approach further with new clusters in other parts of the county, including one in the north and one in the west. These other clusters may have completely different layouts and building designs to the one planned for Bridgend town.

Commissioning Intentions:

Our commissioning intention is to develop a comprehensive core and cluster approach to service co-ordination and delivery across Bridgend. It will involve the following:

- Work with partners to ensure that the initial pilot core and cluster is established and implemented in Bridgend town.
- A review to secure a comprehensive understanding of support needs for localised groups of people, clarify the scope of people who might benefit, involvement of supported living services, close partnership working with Housing teams and RSLs, as well as potential capital funding investment in each local area of the Borough.
- As part of the analysis of options, we will consider including an 'Extra Care' building as a core setting where people with greater personal independence and a lower level of care needs can be supported in their own apartment within a shared building supported by care staff. An Extra Care setting offers an excellent opportunity to have a core building as a base for staff who can support people more flexibly and offer outreach support into the wider local community.
- Detailed specification of arrangements to be introduced in new clusters, namely Maesteg and Porthcawl in addition to the one planned for Bridgend.

We do not project that this approach, once established, will require service running costs additional to those already committed for these services. In fact we think from the evidence so far that it is likely to require lower costs or facilitate support for more people for the same resources. It is likely that some capital investment and implementation costs will be incurred.

3. Expanding Supported Living, including Specialist Supported Living (Closer to Home)

General Supported Living:

Rationale:

Supported Living can be a cost-effective option when compared to out-of-county or residential placements. It allows someone to live with their own tenancy, usually in a shared house with others who may need similar levels of care and support. Supported Living houses often have staff working 24 hours a day, and it is common to have waking night staff to support some individuals.

Supported living services are provided predominantly, though not exclusively, for people with learning disabilities. The main commissioned service in Bridgend has remained static in terms of the number of people supported for some time. This is largely due to the available capacity within the contracts, with very few new properties being available, and while there are some empty spaces within some of the houses, these can be difficult to use due to the need for compatibility between tenants, as well as issues around accessibility or mobility within a property.

Some people have also increased their levels of support, particularly since the pandemic, and there is a need to help people regain a level of social activity and independence they may have lost.

As most people in the service have a long-term tenancy agreement, there is limited scope to have people move in to houses within the service. In this regard there is a growing demand with no additional capacity within the main commissioned service, and there is an increasing level of individual 'spot purchased' placements being made into other schemes not managed via the Council's Framework Agreements, and which are additional to the main supported living service.

As such, this service is being run beyond capacity and needs to be reviewed in line with current and projected demands.

Current Position:

BCBC itself operates 10 Supported Living schemes (separate dwellings), currently delivering over 3200 hours of care and support per week to 35 people with a learning disability. In addition, via a Framework Agreement, we commission 4 independent providers who operate in 7 locality clusters across the borough. These commissioned services support around 100 individuals in nearly 50 housing units. The independent providers deliver approximately 9000 hours of support per week.

Other LD supported living placements are made on a spot purchase basis, approximately 20 at any time, in addition to the commissioned capacity under the Framework. As there is no equivalent Framework Agreement for mental health services, the Council also uses a small number of non-framework specialist mental health providers for supported living, where social work teams make individual spot-purchased placements, indicatively 20-30 at any one time.

People with physical disabilities or mobility needs also use a small number of non-framework specialist providers, where social work teams make individual spot-purchased placements. There are approximately 10 people who use this type of supported accommodation. A major barrier is physical accessibility or suitable adaptations within available properties.

There is very limited scope for younger age-appropriate shared housing within the current capacity.

Commissioning Intentions:

Our commissioning intention is to implement a broadened supported living model in Bridgend which is more responsive to people's changing needs and is able to support more people as part of a new framework agreement to be introduced in 2026. This will involve the following:

- We will carry out a comprehensive review of current contracts and internal plans for LD, and MH, and PD Supported Living to determine the existing volume of placements across Framework and non-framework spot arrangements, and assess capacity in light of projected future demand.
- We will also review options for gender-specific, condition-specific, or age-appropriate accommodation for supported living, e.g. Transition House, Step-down for MH hospital discharge, specialist ND house, etc., in order to avoid higher-cost placements elsewhere.
- We will also review options for single occupancy accommodation, including Extra Care, in line with increasing demand from younger age groups (i.e. from Transition).
- We complete this review and analyse the outcomes of the service review in readiness for a wider Framework that might accommodate up to 200 people currently within the mixed service arrangements.
- We will engage with partners to co-produce the basis of a new provider framework for broadening the supported living model from the current contracting arrangements, with nomination rights and funding arrangements that avoid perverse incentives, and consider if Supported Living tenancies can enable 'move on' to more independent living.
- We will then complete preparatory work towards a new Framework to begin in 2026 (at the end of current Framework term).

Specialist supported living, to include multi-disciplinary support from health and social care:

Rationale:

There is an identified gap for more specialist accommodation for people with much higher levels of complexity and care needs. This level of service usually involves multi-disciplinary support from Health as well as Social Care services - a 'wrap-around' service within one specialist house.

The number of people supported in this way is relatively small, but without the right local services for them, the costs of providing care can be prohibitive and lack of local housing may mean people are living far away from their own family or community.

Targeted development of specialist accommodation 'closer to home' is therefore desirable for both the people being supported, in being able to live closer to their families or within their own community, and also as a way to better manage social care budgets where the only alternative is for people being placed into high-cost specialist placements elsewhere.

Current Position:

In addition to 'standard' supported living schemes, the Community Learning Disability Team works in partnership with CTM University Health Board, who joint-fund a number of more complex care packages under a 'Specialist Supported Living' Framework which includes 3 'Closer to Home' schemes, plus another 3 'specialist' schemes in Bridgend. Each specialist scheme supports between 2 to 4 people, with most people needing both health and social care support.

A fourth 'Closer-to-Home' scheme has been agreed in principle by regional partners, where capital funding may be available once a suitable location has been identified and secured for a suitable new

build house. A Section 33 Agreement between the Health Board and the Council has been proposed which will help provide a level of governance and financial oversight for the shared costs of such a service.

A 'care needs profile' is needed of people living out of county or with high levels of complex care and support which may identify where further such schemes need to be developed in the future.

Commissioning Intentions:

Our commissioning intention is to work with key partners to develop sufficient 'Closer to Home' capacity to meet current and projected needs more effectively and to deliver a new more responsive provision through the next Framework contract in 2026. This will involve the following:

- We will review the effectiveness of existing specialist services in order to more clearly define and develop a service model for new and tailored housing for people who need highly adapted accommodation with 24/7 specialist staff support.
- We will analyse all out-of-county and specialist placements where there may be potential for them to return closer to home if suitable accommodation could be provided.
- We will continue plans to develop a fourth Closer to Home scheme, to support 4 or 5 placements, pending capital funding and a S33 Agreement to be developed.

At the present time it is not clear whether the services proposed will require additional resources. This will depend on the identified needs of the relevant population and the extent to which new arrangements can help to ensure support is cost-effective.

4. Accessible / adapted accommodation programme

Rationale:

The Population Needs Assessment and the CTM Regional Area Plan identify that for people with sensory loss or limiting physical conditions or disabilities, a main priority includes staying safe in their own home or in appropriate accommodation.

People with various care and support needs will be able to live a relatively independent life in their own home if suitable adaptations can be made. This can include wider doorways, lower kitchen units, accessible fixtures and fittings, installation of mobility aids and adaptations (e.g. ceiling hoists), and suitable access into the property. In some cases, the use of mainstream or specialist Assistive Technology will enable someone to meet their wellbeing outcomes within their own home. Working in partnership with other agencies, social care can be delivered to support people to remain in their home and to maintain their independence as far as possible.

Current Position:

People with physical or mobility needs are often supported in their own homes as there is no dedicated respite or permanent accommodation for younger adults, and very limited accessible accommodation for people with higher physical and mobility needs. Some people have accessed residential nursing placements, especially for short-stay respite, but it should be noted that most nursing homes tend to support older people as their main client group, so age-appropriate support is not really available.

The BCBC Housing team will often support social care teams in accessing the Disabled Facilities Grant (DFG) or similar funding to pay for installations and adaptations in people homes to allow them to live more independently.

Social services teams have previously held a register of adapted or accessible accommodation, which identified suitable properties for people to take up short-term or longer-term tenancies. However, this register has not been fully maintained in recent years. Housing colleagues advise that they can access some relevant information on the lists of accommodation they hold, which may help identify suitable accommodation for people with disabilities or mobility needs.

Recently released capital funding streams, accessed via regional partners, is also being targeted towards Housing with Care, including options to make smaller scale adaptations where it supports a person's continued independence.

Commissioning Intentions:

Our commissioning intention is to work with partners to develop a new multi-disciplinary work programme to help people with disabilities or sensory loss to access support and adaptations to help them live at home or as close as possible. It will draw on existing resources but offer a more integrated and well-informed response. This will involve:

- Establishing the multi-disciplinary membership for the work programme, and creating a clear communications plan for it.
- Work with Housing teams, OTs and other partners, including RSLs, to map and identify accessible accommodation to support people with physical disabilities or mobility issues, e.g. bariatric beds, use of Assistive Tech/eqpt, etc.
- Mapping the locations of appropriate properties and considering their potential for inclusion within a Core & Cluster accommodation model.
- With regional partners and via the Housing with Care Project Board, explore options via capital funding strategies in partnership with Housing teams and RSLs, to secure suitable properties mapped against identified housing needs.
- With Housing team colleagues, develop a 'Home Adaptations Programme' for identifying minor changes and building works to existing homes/properties that would enable continuity of independence for people.
- Use of Disabled Facilities grant (DFG) or other appropriate funding to enable minor adaptations or to fund building works to help maintain tenancies.

5. Emergency, short-stay and respite accommodation

Rationale:

The regional PNA identifies unpaid carer support and respite as a priority for all client groups. Emergency, short-stay and respite services allow people to temporarily take a break from their usual living arrangements, and often support unpaid carers or family with a break from their caring role.

More age-appropriate and condition-appropriate accommodation is needed to support people for short-term placements, sometimes in cases of emergency, or more often in order to allow a period of respite for family or unpaid carers. Current emergency and respite provision in Bridgend does not always support the range of people who require it, and a review and needs analysis is needed to meet future demand.

Current Position:

BCBC has a small number of short-stay accommodation options, including Glyn Cynffig, Ael y Bryn, and Breakaway. These tend to be used to maximum capacity with very limited additional capacity available. There is some use of other accommodation options, such as Shared Lives, but these are limited in scope due to accessibility needs (e.g. ground floor accommodation, mobility aids such as hoists, etc) or age or condition-specific suitability.

The Council runs Ael y Bryn as its own temporary or emergency residential unit, for supporting people with short-term but higher levels of need. LD and MH services are the main users of this, although not exclusively. Ael y Bryn is run as a 5-bed emergency accommodation that will typically provide around 1200 nights of support throughout a year to around 10 different individuals.

The Council also runs its own 6-bed LD respite residential accommodation, called 'Breakaway'. This is supplemented through one small independent provider with capacity to take up to 2 placements at any time. Around 40 people will benefit in any month from a respite placement in one of these settings, with 100-150 nights per month provided.

Glyn Cynffig (Respite accommodation) is a Rehabilitation Hostel for people with Mental Health difficulties, Learning Disabilities, and other vulnerable adults. Individuals have a short stay with a programme of rehabilitation and preparation for returning to independent living. The service is sometimes used by people with physical disabilities for a short break.

Commissioning Intentions:

Our commissioning intention is to better match our emergency, short stay and respite provision to the needs of our local population, and to redesign our services so they meet these needs. Our intention is to produce a 'short stay' service plan, consult on this and begin to implement agreed changes.

We will carry out a review of BCBC's accommodation-based services (both internally and externally) and the future needs of the Bridgend population to identify how the most appropriate and most effective forms and levels of care can be offered. Within this, include a review of options and demand for using Shared Lives, supported living, residential or other accommodation services for short-term or emergency placements. The review will include an analysis of the capacity and potential use of:

- BCBC Emergency accommodation, e.g.
 - The planned relocation and expansion of Glyn Cynffig.
 - Options for a 'wet or dry' house to support people with substance misuse issues.
 - A 'safe' bed for people in distress who don't require admission into hospital following AMHP assessment.
- Short Break and respite accommodation to meets the needs of clients, e.g.
 - Expansion of Breakaway for LD.
 - A dedicated MH respite capacity.
 - Respite beds in residential care homes that allow for physical disabilities or bariatric needs to be supported.
 - Age-appropriate respite accommodation.
 - Undertake an Options Appraisal for the potential use of Extra Care settings for short-stay / respite placements.

Non-accommodation-based services

6. Specialist Care & Support at Home or in the Community

Rationale:

An aim of care at home is to enable people to stay living independently in their own homes. For some people, support is also provided for them to access their local community, which maintains social relationships and allows people to live as normal a life as possible.

Care at home (domiciliary care) is predominantly delivered for older people but is still a significant and valuable service for other people with care and support needs, including learning or physical disabilities, neurodiversity, or mental health. Many such people rely on long-term care packages.

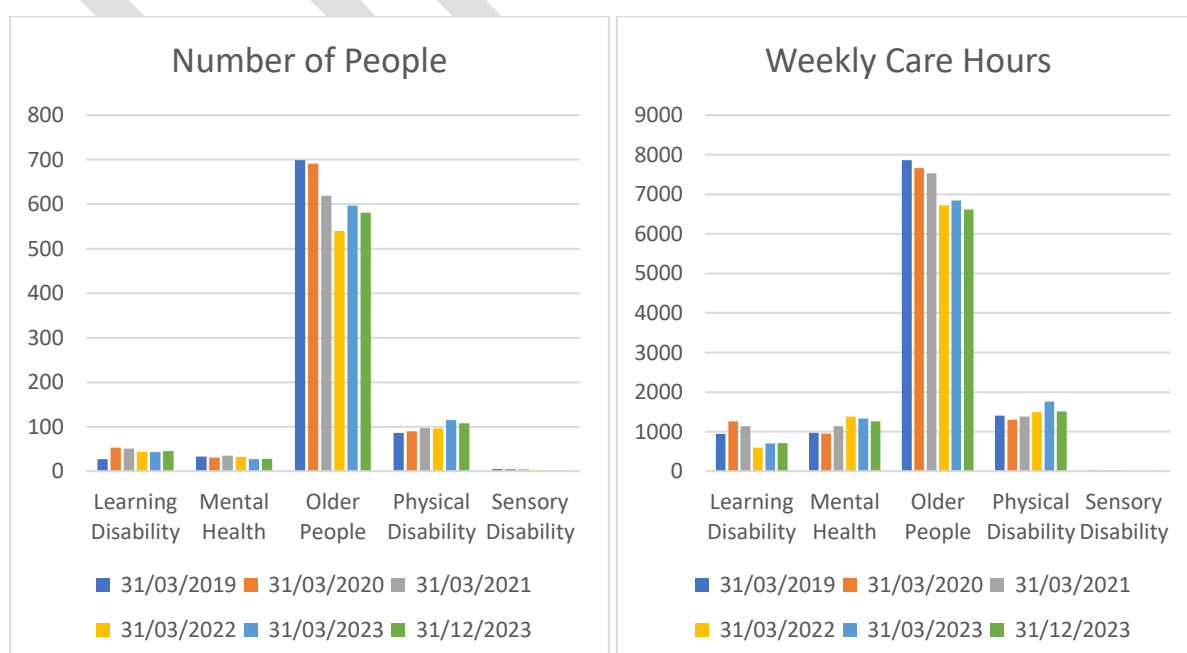
CIWT and Sensory Team clients are often supported with short breaks for carer respite in their own homes, as there is no dedicated respite (or permanent) accommodation for younger adults, and very limited accessible accommodation for people with higher physical and mobility needs. A need has therefore been identified to increase the capacity of specialist domiciliary care providers, for example, to work with people who may have more complex physical care needs alongside behaviours that require a specialist approach in providing support.

Other specialist services, such as the Sensory Support Communicator Guides, are also needed which are not regulated domiciliary care, but can still support someone to remain as independent as possible in their own home or community. As such, more specialist services are needed in addition to generic domiciliary care.

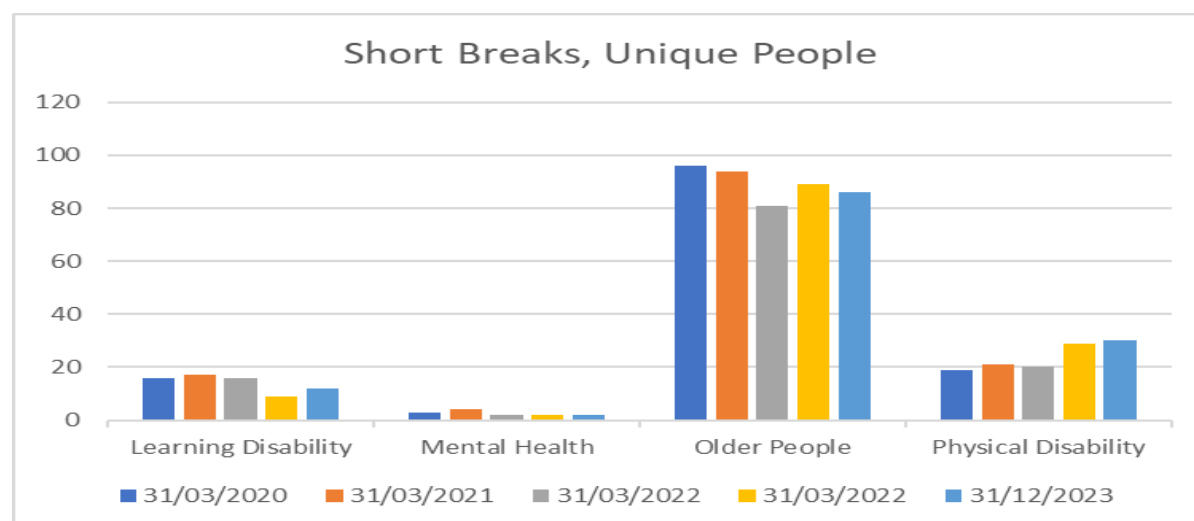
Current Position:

Domiciliary Care

The Council operates a Care at Home Framework of service providers, and some of the placing social work teams also 'spot-purchase' more specialist care packages directly from local providers.



Additionally, this service can enable a short break (respite) for some families where a longer session of support can be provided.



In addition to the services captured in the above data, the Council also commissions a Supported Living Framework of providers who can deliver more specialist 'outreach' care and support to people with a learning disability living independently within their locality.

Direct Payments

These are cash payments made to individuals by the council in lieu of service provision. The Direct Payment (DP) is based on an individual's assessed need and the equivalent cost to the council of providing support services. The recipient is therefore in charge of paying for their own care and support.

A DP is most commonly used to pay for a Personal Assistant (PA) who can provide the care and support needed. PAs are not regulated in the same way as domiciliary care workers but can still support people with similar levels of care. DPs can also be used for one-off or ad hoc payment for goods or services that support a person's well-being.

DPs offer a higher degree of autonomy, flexibility and independence for people to secure the right type of support for themselves, without the more limited capacity and timing of support that might be available from commissioned care at home services.

People using Direct Payments	Snap Shot Year End					
Client Category	03/2019	03/2020	03/2021	03/2022	03/2023	12/2023
Learning Disability	109	109	113	112	108	119
Mental Health	6	9	8	9	9	8
Physical Disability	58	62	58	58	62	63
Sensory Disability	7	6	6	6	5	5
Older People	37	50	48	53	48	63
Total	217	236	233	238	232	258

Learning Disability services are proportionately the largest user of DPs. There is a reasonable level of use for people with a physical disability, and also some limited, though innovative, use of DPs within mental health and sensory services. There has been a notable increase in the number of older people now using DPs as part of their support package.

Specialist Sensory Support Services

People who may have a visual or hearing or speech impairment may require ongoing support for either a short or longer period. This is not regulated domiciliary care but is commissioned as a specialist Sensory Support Service using 'communicator guides' to support people in daily living activities. These guides support adults with acquired deaf blindness or multi-sensory impairment. Acquired deaf blindness can make many people feel isolated, communicator guides help people connect, and feel part of their community. Guides can do things like:

- Give practical help with day-to-day tasks like shopping.
- Help with taking emails or calls.
- Set and support attendance at medical appointments.
- Act as an interpreter.

On the basis of population need projections the need for the Sensory Support Service have been projected to increase incrementally over a number of years:

Year	Weekly Average Number of Individuals receiving a Service	Weekly Average number of hours provided to each individual	Overall average actual weekly hours	Actual hours provided per annum
2020-21	13	3.25	42.25	2203
2021-22	14	4.25	59.5	3102
2022-23	15	5	75	3911
2023-24 Projected	16	5	80	4,171
2024-25 Projected	17	5	85	4,432
2025-26 Projected	18	5	90	4,693
2026-27 Projected	19	5	95	4,953
2027-28 Projected	20	5	100	5,214
2028-29 Projected	21	5	105	5,475

Commissioning Intentions:

Our commissioning intention is to expand the capacity and responsiveness of specialist care and support for people at home or in the community. This will help them to be happy in their homes and reduce the need for residential care. We will agree a programme of improvement that will involve:

- Exploring how to secure the increased range and capacity needed for specialist domiciliary care & support, e.g. for people with physical disabilities, PBS needs, specific neurological conditions, or sensory impairment.
- Working with domiciliary care framework providers to identify those able to adopt more specialist support roles and identify where additional staff training may enable a greater uptake of more complex care packages.

- Exploring how best to widen the scope and use of Direct Payments through the implementation of the Council's new Direct Payments policy.
- Reviewing the capacity of sensory services with planning for additional service development as needed, e.g. training social workers / professionals in communication techniques; or emotional / practical support for families when there is a sudden onset of sensory loss.

7. Review and remodelling of Community Hubs, Daytime Opportunities & Social Activities

Rationale:

There is an identified need to develop different approaches and options for age and condition-appropriate daytime opportunities and social activities to enable people to maintain social contact and friendships, access information advice and assistance in their local community, and to provide a level of daytime respite for family or carers.

The nature of daytime support is changing for learning disabilities services, affected by both the changing age profile of supported individuals, as well as changes in choices being made following the Covid pandemic. The co-produced priority to develop more social activities, 'day or night', as well as the outcomes from recent opportunity assessments undertaken will further influence the nature of this type of support.

The Council is also increasingly looking to work with independent or third sector partners to deliver more accessible and targeted activity within its own Community Hubs and through other community centres, e.g. the ARC or the Mental Health Wellbeing Retreat.

Current Position:

Within the integrated service model (LD/OP) it is noted that attendance from LD clients is reducing, although the complexity and levels of care needed has increased. Older people are the next largest cohort to use daycare services. There is very little daytime opportunity provided for people with mental health, sensory or physical disabilities.

Individuals may attend for a number of sessions per week, as follows:

Daycare Attendances Days/week	Snap Shot Year End					
	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
Client Category	30/03/2019	28/03/2020	03/04/2021	02/04/2022	31/03/2023	31/12/2023
Learning Disability	676	657	663	655	534	497
Mental Health	0	0	0	2	2	0
Physical Disability	1	1	1	1	1	1
Older People	226	221	180	192	187	188
Total	903	879	844	850	724	686

Mental Health Wellbeing Retreat

This is run as a partnership with a local voluntary sector group to support people in mental health crisis. The retreat has four aims:

- Support the improved access to MH services for Bridgend residents.

- Support improvement of the people and carer experience, involvement and engagement.
- Support improvement of environment, physical, mental and social well-being outcomes for people accessing the retreat.
- Signpost to other support services in the wider community.

The retreat is run as an out of hours service, open 4 evenings per week (inc weekends). Since it opened in Dec 2020 the service has had referrals for around 1450 people, averagely 45 per month, presenting with a range of mental health issues. Access to the Wellbeing Retreat is by referral only. Referrals can be made via statutory health care professionals, GP's, Social Workers, 111 press 2, and key third sector partners.

There are discussions ongoing at a regional level to look at expanding this service, in particular for self-refer opportunities for people in the community who are reluctant to contact statutory mental health services and people who experience mental health and emotional wellbeing issues but work full time.

The ARC service is an integrated MH Daytime Opportunities service which is delivered jointly by the Council and CTM UHB under a Section 33 Agreement which provides for joint governance and financial arrangements. The ARC service consists of OTs, Support Time and Recovery Workers and a specialist Employment Officer. The ARC building in Bridgend town acts as a MH community resource centre for a range of mental health support services, including having been the service base for the primary care psychological therapy team. ARC provides support across a range of mental health needs and receives referrals from GPs, primary and secondary mental health teams, as well as from crisis and home treatment teams and psychiatrists. Support is based on identified need and aims to maintain and maximise independence and function. The service provides short to medium term interventions, Occupational Therapy, activity planning, social support, and employment advice and support. The service also runs a post-natal MH support group, working closely with the peri-natal MH team.

The Advice and Guidance team at ARC provide direct access for the community and receives contacts directly from members of the public looking for support. In 2021-22, 1,187 people contacted this part of the service for advice and information, with the majority presenting with stress/anxiety and low mood caused by issues such as bereavement, family and work stress and personal trauma.

Commissioning Intentions:

Our commissioning intention is to improve the design, range, quality and impact of our services. We plan to implement changes through the following activities:

- Consider and develop aspects of service design following the recent Opportunity Assessment undertaken.
- Work with BCBC corporate teams (whole council approach) to optimise existing BCBC Hubs and assets to be used creatively with local partners to offer a wider range of appropriate and accessible daytime or evening sessions, including weekends.
- Work with the Wellbeing Team to scope and map other accessible/community locations to be considered as a potential 'contact centre' for people who may need help or support or a safe meeting space.
- Community Hubs to offer targeted support to people with autism and neurodiversity, e.g., providing a venue for peer support groups; post-diagnosis support, in partnerships with Health and other agencies; IAA services inc employment, social activities and independent living; activities for personal development, including information and advice to aid physical and mental health, positive relationships, and personal wellbeing; and Referral Pathways to other support services (e.g. MH / LD) or to suitable accommodation as needed.

- Develop more age and condition-appropriate daytime opportunities, e.g., building on 'Discovery Days' activities for the younger Transition age group, or support for cognitive impairment/brain injury.
- Review options for the expansion of the Mental Health Wellbeing Retreat as a crisis support centre, e.g. more options for self-referral.
- Community Hubs to offer greater access for Mental Health Support within local areas: e.g., this might include Maesteg Hospital / Cwm Calon or other re-development plans.
- Extend services from ARC as part of a community outreach programme to reach people where they live.
- Review and consider options for offering preventative and early interventions in the community for people with lower-level learning difficulties that also need access to MH services.
- Further develop partnerships with Community Navigators, the Wellbeing Team, and external agencies to facilitate access to mainstream community groups and activities.

The improvement programme as proposed is not expected to require additional resources, but instead generate efficiencies required as part of MTFS plans and proposals.

Prevention & Wellbeing

8. Skills for Independence and Employability

Rationale:

The regional CTM Population Needs Assessment, the Regional Area Plan 2023-2028, and other stakeholder feedback has identified a priority to support people with help towards employment opportunities. This has a significant benefit in maintaining or increasing people's ability to live more independently, giving them personal skills and meaningful activity in the local community. This also potentially reduces demand on other social services, e.g. day services.

There is also potential to explore social enterprise opportunities providing benefits for the individuals involved as well as striving for a beneficial social or environmental impact within the local economy.

Current Position:

A part of day opportunities in Bridgend includes two longstanding training/employment skills projects delivered via BCBC's partner Awen Trust.

There are currently around 20 trainees with a learning disability attending **Wood B**, a carpentry skills enterprise. Most of these trainees are relatively independent in managing their own care and support needs. They attend between 1 and 4 days/week Monday to Friday.

The **B-Leaf** horticultural project allows people with higher levels of support needs to attend a bespoke centre based in Bryngarw Park. This project can support up to 30 people who might attend between 1 and 5 days/week.

In terms of capacity, Wood-B has seen a small increase over recent years, although current numbers attending B-Leaf are lower following the pandemic. Together, these projects enable up to 50 individuals to access some work-related daytime activity.

Awen Trust has secured feasibility funding to explore the replacement of the buildings that house the work projects. However, no capital funding has been identified at this stage.

Commissioning Intentions:

Our commissioning intention is to review our current services and implement a revised model for supporting employability and independence. It will involve:

- Building on the LD employment projects currently run by Awen Trust, review the merits and relative benefits of the two current projects with regard to the running costs and skill requirements of staff, and consider whether other service models, e.g. social enterprise, may be more beneficial.
- Increase the focus on accredited learning and develop better future links with further education providers.
- Scope opportunities to expand the remit and capacity to offer activities and learning opportunities to help a wider group of people (MH, PD, SI) move towards independence, with a focus on supported voluntary work or access to employment.
- Identify employment, volunteering and training opportunities within other Council contracts and partnerships to support personal learning and development towards employment or meaningful activity (e.g., libraries, food and beverage, customer service).
- Work with partners, e.g. Employability, to identify other employers in the local community who may support work placements.

Introduction

Bridgend County Borough Council has developed 3 Commissioning Strategies looking at how current services will need to change and develop over the next 5 years, in order to continue to meet the needs of people in Bridgend County. This strategy describes how we will contribute to the wider health and wellbeing agenda by promoting independence and choice for individuals living in the County Borough. These strategies reflect the 7 wellbeing objectives laid out in the Council's Corporate Plan 2023-2028, which aim to have, a county borough:

- Where we protect our most vulnerable
- With fair work, skilled, high-quality jobs and thriving.
- With thriving valleys and communities
- Where we help people meet their potential
- That is responding to the climate and nature emergency.
- Where people feel valued, heard and part of their community.
- Where we support people to live healthy and happy lives

Our approach to commissioning recognises the importance of modern public services in meeting the needs of vulnerable people in our communities and of managing growing demands and expectations. There are increasing numbers of vulnerable people with complex needs who require support and care that will be delivered by a range of statutory agencies such as health, leisure housing and social services, and by the voluntary and independent sectors. There are benefits to be gained by actively coordinating and co-producing our responses with others in a cost effective and efficient manner.

It is our aim to make our approach citizen centred, accessible, flexible and responsive for those in greatest need and to enable people to maintain their independence for as long as possible in their own homes and local communities. We are committed to providing quality responses for our existing customers whilst also ensuring that support will be both sustainable and flexible to meet the needs of our future customers. As such, this Commissioning Strategy is both ambitious and far reaching.

Overall, we want to ensure we are investing in the right things, that will make the biggest difference and be of the value to the people of Bridgend. We will always ensure that we commission services in a way that involves us working with other organisations, and most importantly local people. We all need to work together to get the best outcomes, and this way of working is at the core of this Commissioning Strategy.

Financial context

The SSWB directorate is projecting a considerable overspend position in 2023/24 – which is estimated to be more than £12M at quarter 3 – which is over 12.5% of the annual budget. The overspend position is mainly due to the pressures of work to meet statutory duties against a backdrop of an exponential increase in demand. The directorate is also expected to make cost reductions/savings from 2024/25 as part of BCBC's MTFS plans.

This will mean that any of the priority areas and commissioning intentions proposed within this strategy must be subject to a rigorous business justification and decision-making process, where there will be a clear intention of reducing costs and making efficiencies, as well as providing creative and innovative services which will deliver the best possible outcomes for the citizens of Bridgend.

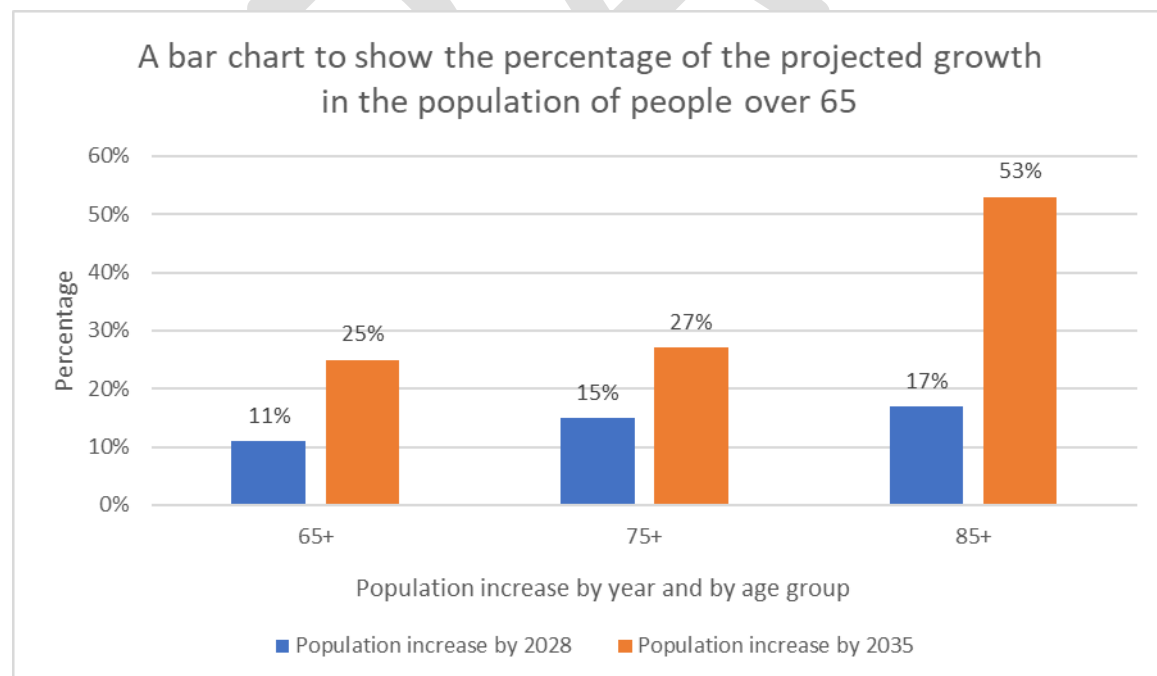
Bridgend County Borough Council sets out its future commissioning intentions for social care as statements highlighting priorities for local services to meet need and demand alongside the opportunities that are likely to be available for both existing and prospective providers. The commissioning intentions below outline our goals and planned activity during 2024 to 2029.

Background

Increasing population

Between the last two censuses (held in 2011 and 2021), the population of Bridgend increased by 4.5%, from just under 139,200 in 2011 to around 145,500 in 2021. Bridgend's population saw the third-greatest increase in Wales, behind Newport (where the population increased by 9.5%) and Cardiff (4.7%). Overall, in Wales, there has been an increase of 17.7% in people aged 65 years and over, and within Bridgend an increase of 21.5% of people aged 65 years and over.

Projections



The Demographic Challenge

As the number of older people living longer rises, there will also be an increase in the period of time in which an older person lives with life-limiting health conditions. By 2040 there will be:

- 45% more people aged 75-79 in need of help with daily living tasks.
- 57% more people over 80 in need of help with daily living tasks.
- There is also likely to be a 70% increase in number of people aged over 65 with dementia.

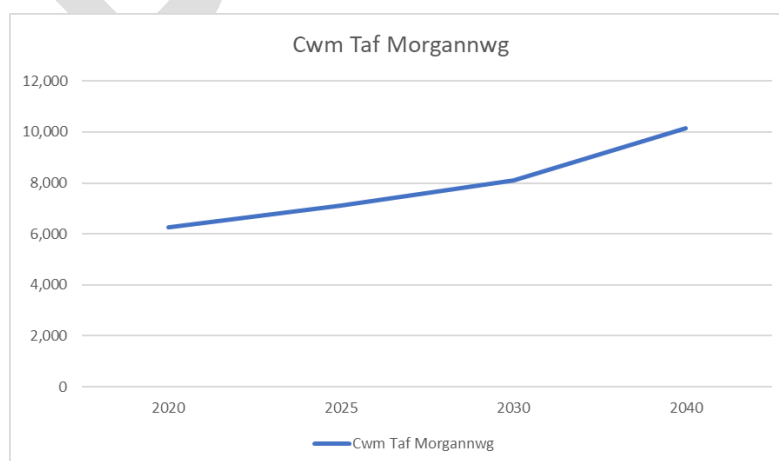
This aging population is going to have a considerable effect on the communities and the services that support them. In 2017 Bridgend provided services to more than three quarters of the over 85 population. If the current proportion of over 85 population requiring services continues, then we should expect the demand for services to increase from 2,850 people in 2017 to nearly 4,000 by 2025.

Life and Healthy Life Expectancy

The average life expectancy for people born in the Cwm Taf Morgannwg region (of which Bridgend is part) is 79.1 (2017-19 figures), which is below the Wales average of 80.4. In addition to simple life expectancy, when looking at care services it is important to consider healthy life expectancy (the number of years a person might expect to live in good or very good health). Across the Cwm Taf Morgannwg region males can expect to live in good or very good health until they are 61.1 years old and females until they are 62.8 years old. For both genders it is considerably lower than the Wales average of 65.3 and 66.7 respectively.

Dementia

The number of people living with dementia across Cwm Taf Morgannwg is expected to increase by 62% by 2040. The number of people in Cwm Taf Morgannwg with severe dementia is forecast to increase from 3,742 in 2020 to 6,832 in 2040, an increase of 83%. Projections of people aged 65+ living with mild, moderate, and severe dementia in Cwm Taf Morgannwg from 2020–2040 are shown on this graph:



These regional rates break down as follow:

Local authority	2020	2025	2030	2035	2040	% change 2020 v 2040
RCT	3,319	3,724	4,207	4,765	5,193	+56%
Bridgend	2,139	2,457	2,841	3,274	3,639	+70%
Merthyr Tydfil	813	931	1,063	1,209	1,308	+61%
CTM	6,271	7,112	8,111	9,248	10,140	+62%

Source: Social Care Wales

Perhaps not surprisingly the cost of social care for older people with dementia in Wales (publicly and privately funded) is forecast to increase from £770 million in 2019 to £2.13 billion in 2040, an increase of 176%.

Regional work is currently underway to develop and implement new Dementia Standards. In addition, Dementia services (both preventative) and regulated care continue to be commissioned by BCBC and will be embedded within the priority areas identified within this report. The scope and purpose of Bridgend's Adult Services Commissioning Strategy for Regulated Community Care for the next 5 years is to identify and develop services to meet future demand. To achieve this, we will co-produce and re-shape services within the county to ensure we commission high quality services within the social care market.

Accommodation-based Services



Develop Housing with Care and "Extra Care" Provision sufficient to meet future need and demand

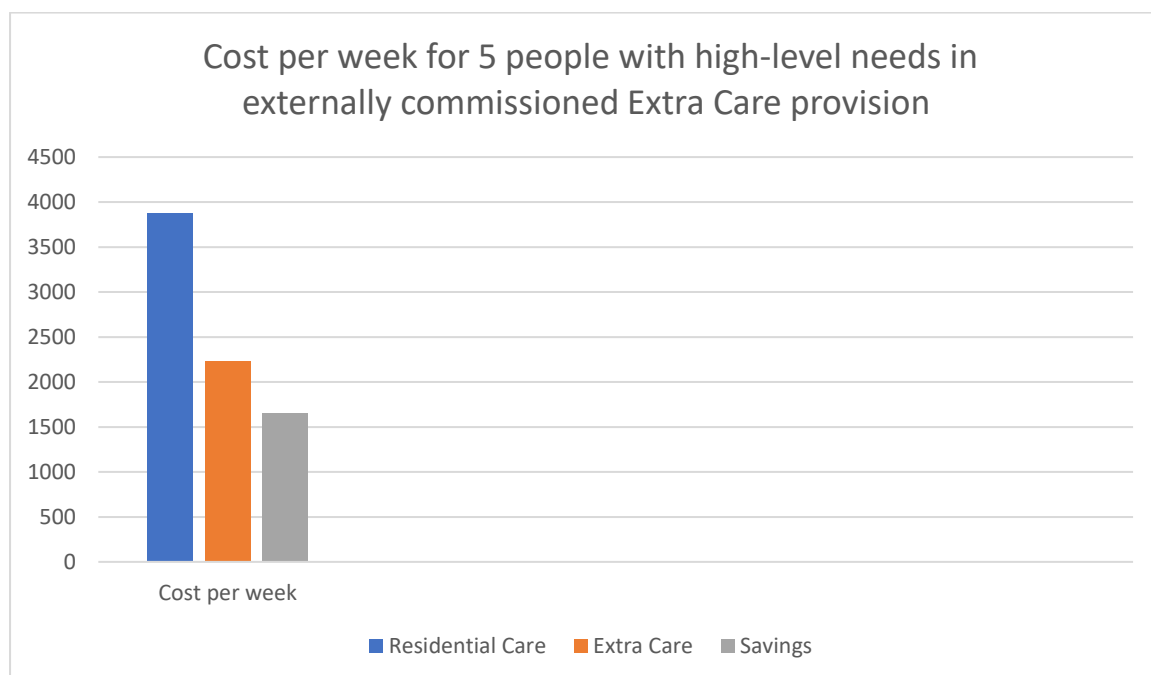
Rationale

Extra Care Housing (ECH) is housing with care, a community-based alternative to residential care. Tenants have their own self-contained dwellings and maintain their own tenancies. Planned care and support is normally available 24 hours a day, 7 days a week; schemes provide communal facilities such as a café, laundry and communal space, plus social activities for tenants.

Care and support is normally provided by an on-site team, but tenants can choose to have them provided by an external agency. Extra care housing tends to be much more flexible and responsive to a person's changing needs and contributes to people being able to remain much more part of the local community than in residential care.

The Market Stability Report 2022 and the HICO Older Persons Housing, Care and Support Strategy Report 2022 have projected a shortfall in available Extra Care provision over the next ten years, where current stock will not meet future demand. In addition, ECH can produce financial savings when compared to the cost of standard residential care (Figure 1)

Figure 1(August 2023)



This is a potential saving of 42% per week when compared to standard residential care for “high-level” placements. There are 3 schemes currently in Bridgend and they cater at the current time primarily for people with relatively low needs. It is reasonable to assume that these needs will increase over time given the demographics of people in them.

Current Extra Care tenancies (3 schemes) percentages by need(02/03/2024):

High (14hrs/wk +)	18%
Medium (7-14hrs/wk)	38%
Low (less than 7hrs/wk)	44%

Current position: Currently the three Extra Care schemes in Bridgend have a total of 84 units, and feedback from a variety of key stakeholders suggests they could be developed further in both capacity and approach to better meet the needs of people with higher level needs in the future. On the basis of population projections, we estimate that net demand will continue to grow.

The additional build needed by 2025 and then 2030 is likely to be:

Type of Accommodation	No of additional units 2025	No of additional units 2030
Housing with Care/Extra Care for rent	51	106

Commissioning intention:

Our commissioning intention is to work with partners to secure sufficient extra care units to meet demand and reduce reliance on residential provision by 2025 and 2030. To achieve this we will:

- Complete a comprehensive analysis of needs, finances and potential approaches to commissioning and delivery for future schemes and use this as the basis for a detailed service specification for a 4th extra care scheme to be delivered by September 2025.

At this point we are assuming that costs and income from these schemes will allow us to increase provision and meet future demands by matching the current financial commitment that the local authority makes to the provision of residential care, and that capital costs will be negotiated with partners. We therefore assume we will achieve the targets without additional resources to those already committed in existing budgets, but these will need to be tested in the initial comprehensive analysis and business justification stages.

2

Reprofile BCBC's accommodation-based services (both internally and externally delivered) to ensure the most appropriate and best levels of care can be achieved

Rationale:

While many people as they get frail are supported successfully in their own homes, there will always be those for whom accommodation-based support is needed. Traditional ideas about care home provision are rapidly changing and in Bridgend we want to ensure that there is both sufficient available accommodation-based support and that it meets the changing expectations that people have, particularly for those requiring nursing care. We also want to make sure that these services complement the investments we make in extra care in the Borough. The Market Stability Report 2022 and the HICO Older Persons Housing, Care and Support Strategy Report 2022 have projected an increase in the number of people with more complex needs needing this form of care.

Current position: Occupation levels within care homes (both residential and nursing) are currently in excess of 94% - which when accounting for turnover and closures means they are full to capacity. The below table shows the total number of Residential, Nursing and EMI placements (Long-Term Care) by category as of 29/02/2024, and the number of citizens awaiting care.

Category (65+)	No of Placements	No Awaiting Care
EMI Nursing	70	3
EMI Residential	116	3
Nursing	124	6
Residential	171	4
Total	481	16

EMI Care (Nursing/Residential) currently accounts for 39% of placements. To achieve any additional capacity means that we need to look at accommodation-based services we currently have and consider whether new and/or alternative models might need to be looked at to meet this need. On the basis of current trends and population projections we estimate that the following additional units will be needed in 2025 and then 2030:

Type of Accommodation	No of units 2025	No of units 2030
Nursing Care	117	192
Residential Care	0	0

We think that these units will be needed specifically in the nursing care sector as population needs for intensive care grow and extra care provision meets any additional less intensive support needs previously met by residential care.

Commissioning intention:

Our commissioning intention is to secure sufficient additional nursing care and maintain residential provision to ensure they meet needs and demand over the next 3 years. To achieve this we will:

- Complete a comprehensive analysis of needs, finances and potential approaches to commissioning and delivery for nursing and residential care and use this as the basis for negotiations and partnership work to maintain residential care provision and expand nursing care from September 2024. This will include an analysis of the needs for specific provision such as EMI provision, re-ablement and step up / step down care, respite care.
- Complete a further comprehensive analysis and specification for delivery of additional nursing care units from March 2025.

At this point we are assuming that income from these services will at least match the current income that the local authority receives, and that capital costs will be negotiated with partners. We therefore assume we will achieve the targets without additional resources to those already committed in existing budgets. These will need to be tested in the initial comprehensive analysis and overall costs will depend primarily on the level of demand from people with very limited resources drawing on local authority funding to meet their placement costs.

Non-accommodation-based services



Implement the 'reablement reset' programme in our internal homecare services

Rationale: Reablement offers a time-limited (up to 6 weeks), short period of therapeutic and social care support in a person's own home. People accessing these services receive support from a team of different professionals, such as Physiotherapists and Social Workers or solely from an Occupational Therapist.

Following assessment, goals that help the individual achieve what matters to them will be agreed. These will support them to regain/maintain their independence and live as safely as possible in their own homes. Progress will be monitored regularly, and the support provided will be adjusted accordingly.

The Market Stability Report 2022 has identified the need to increase reablement provision to meet future demand and ensure that all appropriate individuals benefit from reablement services in a timely and effective way.

The table below shows the effectiveness of BCBC's internal short-term/reablement services, where in the last year on average, where two-thirds of people who received a short-term reablement package did not require an on-going package of care:

	2019/20	2020/21	2021/22	2022/23	2023/24*
No. of Reablement Packages Completed	563	475	406	377	313
No. where there was no ongoing need for support following Reablement	323	247	288	252	202
% with no ongoing need for support following Reablement	57.37%	52.00%	70.94%	66.84%	64.54%

* 2023/24 figures are based on April to end of January figures.

Current position:

As of the start of March 2024, 207 hours of reablement per week are being provided, with 193 hours (out of a target of 400 hours per week of reablement) remaining to be filled. Staffing levels are almost back to pre-pandemic levels. Please note the hours could be (610.25 of 1080 If we include BridgeStart)

Commissioning intention:

As can be seen from the table above, the effectiveness of the reablement service is clear, and the intention is that 100% of individuals assessed who are eligible will receive reablement/short-term assessment services, prior to any long-terms packages of care being commissioned from the independent sector. Work is currently being undertaken to map existing capacity against future demand with a view to reshaping existing internal provision and increasing flow. The findings will inform any future commissioning intentions.

2

Review working arrangements with independent domiciliary care to take a more outcome-focused and strengths-based approach

Rationale:

Domiciliary services is typically personal care and support (example – washing/dressing) provided within a person’s home. The Market Stability Report 2022 identified the need to increase domiciliary care capacity to meet future demand. BCBC estimates:

- **4.5% annual pressure** on short-term services over the next 10-year period
- **1.5% annual pressure** on long-term services/Independent Domiciliary Care over the next 10-year period – which recognises the effectiveness of BCBC’s reablement services

	23/24	24/25	25/26	Moving forward
Independent Domiciliary Care – hours per week	8,842	9,617	10,428	> 1.5% growth

Current position:

Independent domiciliary care is still delivered in a traditional/time & task way, but recently commissioned service contracts allow for outcome-focussed and strength-based ways of working. A detailed breakdown of the current hours (as at end of February 2024) delivered within BCBC is shown below:

Homecare Service	Packages	Assessed Hours	
Long Term (Critical-complex)	44	950.5	
Long Term (Dementia care)	19	246.75	
Short Term & Better@Home	84	606	
Short Term (awaiting IDC’s)	18	126.25	Proportion
BCBC	165	1929.5	18%
IDC Total*	749	8842.75	82%
TOTAL HOMECARE	914	10,772.25	

*Independent externally commissioned domiciliary care

Commissioning intention:

During early market-shaping conversations, independent homecare providers have stated an intention to increase capacity by up to 3000 hours per week over the next 2 years. However, this is fully dependent on providers being able to recruit and retain the required workforce – where there are significant pressures currently across social care, but in particular for homecare services.

Current contractual arrangements with independent providers end in April 2026, at which point care at home services will need to be recommissioned. With this being the target date for initial transfer of all long-term hours to be delivered by independent providers, this will give BCBC the opportunity to assess if overarching contractual arrangements and/or the service model might need amending to help deliver the expected outcome(s).

The long-term Domiciliary Care Remodelling Plan vision is for:

- BCBC internal services to focus solely on short-term/reactive services; and
- All 'long-term' packages of care to be commissioned and provided by IDC's

In Autumn 2023, a workshop is taking place with IDC's and other care in the community providers to introduce the new strength-based model of practice adopted withing Adult Social Care. Following this workshop, a pilot will be developed and undertaken in order to define and set out how outcome-focussed working will need to work in BCBC, prior to a sector-wide roll-out.

Meeting of:	CABINET
Date of Meeting:	16 APRIL 2024
Report Title:	PROPOSALS FOR PROCUREMENT OF A REPLACEMENT SYSTEM FOR CAREDIRECTOR (WCCIS)
Report Owner / Corporate Director:	CORPORATE DIRECTOR, SOCIAL SERVICES & WELLBEING / CHIEF OFFICER, FINANCE, HOUSING & CHANGE
Responsible Officer:	DEBBIE MORGAN GROUP MANAGER, BUSINESS STRATEGY, PERFORMANCE & IMPROVEMENT
Policy Framework and Procedure Rules:	There is no effect upon the Policy Framework and Procedure Rules
Executive Summary:	<p>The Social Services and Wellbeing Directorate, along with key teams in the Education and Family Support Directorate, currently use the CareDirector (WCCIS) system to record key core data and service related information in relation to people and families who access their services. As the CareDirector (WCCIS) system will become end of life by January 2026, it is important that a replacement system is procured at pace.</p> <p>A new national programme called “Connecting Care” has been established and Welsh Government have appointed Digital Health Care Wales (DHCW) to act on their behalf. National funding for the regions has been agreed by Welsh Government and is currently awaiting allocation by DCHW, who were required to produce and submit a National Business Case to Welsh Government by the end of March 2024.</p> <p>This report is being presented for Cabinet to:</p> <ul style="list-style-type: none"> • Approve the procurement of a replacement system by another public body on behalf of the Council as a waiver under the Council’s Contract Procedure Rules; • Approve the Council entering into a Regional Agreement to work collaboratively to support the procurement and implementation of a replacement system;

	<ul style="list-style-type: none"> • Note that an update report will be brought back to Cabinet regarding the procurement process, the financial position and for approval to award a contract to the successful tenderer.
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1. Purpose of Report

1.1 The purpose of the report is to seek approval from Cabinet:

- for a waiver under Contract Procedure Rule 3.2.12 for another public body to procure an alternative system to replace the social care system for CareDirector (WCCIS) on behalf of the Council;
- to enter into a Regional Agreement to work collaboratively with Rhondda Cynon Taf County Borough Council (RCTCBC), Merthyr Tydfil County Borough Council (MTCBC) and Vale of Glamorgan Council (VoG) to support the procurement process and implementation of a replacement social care system for CareDirector (WCCIS)

1.2 Once a procurement option has been agreed, a further report will be presented to update Cabinet on the procurement strategy outlining the financial position.

2. Background

2.1 As of January 2026, the existing CareDirector system (WCCIS) will become end of life. It is therefore an essential requirement that all social care users and services are migrated from WCCIS to a new technology within stringent timescales. This will ensure that organisations will not be working on unsupported systems that pose a risk to citizens' safety and wellbeing.

2.2 The new National Programme will be known as Connecting Care. Welsh Government have appointed Digital Health Care Wales (DHCW) as the lead organisation for WCCIS and the new Connecting Care Programme on their behalf.

2.3 In October 2023, Channel 3 Consulting, in partnership with DHCW carried out an exercise to obtain the views of WCCIS stakeholders across Wales with regards to a draft architecture approach, proposed timelines and the associated procurement approach, along with seeking to understand the market capacity, capability and interest. In November 2023, a Request for Information (RFI) was published on Sell 2 Wales by Perago – a company commissioned on behalf of DHCW to undertake a market engagement exercise and to make recommendations on an approach (strategy) for procurement. This exercise has now concluded.

2.4 The recommended procurement approach is to adopt an assisted buying model using RM6259 the CCS VAS (Vertical Applications Solutions) Framework, and the Lead Authority will be using Lot 2 – Education, Community Health and Social Care Solutions. Several major social care IT technology providers (OLM: Eclipse, System C: Liquid Logic and Access Group: Mosaic) have been appointed to this framework.

- 2.5 The use of pre-existing frameworks saves time in the process of procurement and contract award, whilst ensuring that a robust process of evaluation has been carried out. The utilisation of a framework to support this complex procurement should offer the most cost-effective solution for engaging the market, whilst also allowing implementation timescales to be accelerated.
- 2.6 Engagement with front-line social care staff is essential in both the procurement readiness process and implementation; as such, product demonstrations were arranged by the Cwm Taf Morgannwg (CTM) Regional Team to enable front-line social care staff an opportunity to view a range of products on the market.

Summary of Proposed Procurement Timelines:

Stage 1: Procurement readiness (January to April 2024)

Stage 2: Social Care Procurement (April to July 2024 inc)

Stage 3: Social Care Implementation (August 2024 to December 2025 inc) – staggered across CTM region

3. Current situation/ proposal

- 3.1 A National Procurement Group has been established with a view to creating a standardised procurement pack (procedures, guidelines, Terms and Conditions, baseline specification, mandatory national requirements) that can be utilised locally to provide the necessary support and a standardised approach to the procurement process. Membership of the Group comprises representatives from each region's appointed lead authority who will adhere to a key set of procurement principles:

- Centrally led
- Locally delivered
- Produced once, used many times
- Pooled expertise across regions

- 3.2 As the only user of WCCIS within their region, Vale of Glamorgan Council (VoG) expressed an interest in collaborating closely with the CTM region to procure a replacement system. It was agreed by the CTM Regional Implementation Board that there are clear benefits to CTM and the VoG working together to procure a new system e.g. sharing resources and joint documentation. It was also decided that, dependent on the outcome of the procurement stage, there is potential for joint working to continue throughout implementation and post implementation.

- 3.3 Following work completed by the National Procurement Group, DHCW, as lead of the Connecting Care Programme, has proposed 2 options for procurement:

3.4 Option 1 – Regional Approach

- 3.4.1 This option proposes that each of the 7 clusters undertake separate procurement exercises with the final contract being awarded at the end of August 2024.

3.4.2 Rhondda Cynon Taf County Borough Council (RCTCBC) will act as the lead authority, acting on behalf of themselves plus Bridgend County Borough Council (BCBC), Merthyr Tydfil County Borough Council (MTCBC) and Vale of Glamorgan Council (VoG) with regards the regional approach to procurement. Details of the arrangement will be formally agreed by all the authorities.

3.4.3 The risks and benefits associated with this option 1 are:

Risks:

- The market is unable to respond to the number of requests in a short period of time, increasing the chance of a “no bid” situation.
- Regional groups are unable to agree readiness for Invitation to Tender (ITT) which will impact the timetable for future ITT issue.
- Regional groups are unable to establish evaluation panels before further competition issue.
- Some procurement activity will be undertaken across the summer period.

Benefits:

- The procurement option(s) and managed schedules are designed to spread the load amongst available resources (buyer & supplier) and to accommodate controlled slippage where a regional group is struggling with resources.
- The collaborative effort aligns with the market feedback obtained through the market engagement exercise.
- The procurement option(s) and schedules are designed to improve procurement timelines to fit with the strategic implementation plan and current system end-of-life date.
- The procurement options will eliminate the possibility of system outage and the need for an interim paper-based solution.

3.5 **Option 2 – National Approach**

3.5.1 The second option proposes that all 7 clusters enter into one national joint competition, administered by one of the local authorities. This option would only require one procurement exercise to be completed with a national evaluation panel being agreed by all clusters as well as regional evaluation panels. It is anticipated that the contract will be awarded early July 2024.

3.5.2 The risks and benefits associated with option 2 are:

Risks:

- The regional requirements are not agreed in the same timeframe.
- Regional groups are unable to evaluate responses concurrently.
- Not all authorities have the necessary approval to proceed to market at the same time.

Benefits:

- Reduced impact on market capacity, therefore reducing the risk of a “no bid” situation.
- Improved procurement timeline, avoiding procurement across the summer period.
- If successful, suppliers are able to focus resources on planning to implement as opposed to preparing another bid.
- Regional groups can prepare for market readiness together aligned with the proposed windows of activity.
- Single working groups can focus and complete agreed tasks together.
- Bids can be evaluated and awarded regionally to multiple suppliers.

- 3.6 Due to the benefits noted above, Option 2, the National Approach, is the preferred option for Bridgend County Borough Council (BCBC). Each local authority must inform DCHW of their preferred option by no later than 12th April 2024. If the National Approach does not go ahead, Bridgend will go forward with the Regional Approach with Rhondda Cynon Taf County Borough Council (RCTCBC) as the lead authority.
- 3.7 Following receipt of the responses, DCHW will meet with the Association of Directors of Social Services (ADSS) Cymru to agree the way forward.
- 3.8 The Council’s Contract Procedure Rules (CPRs) advise that a waiver from the requirement for the Council to go out to tender is required:

“Where goods, services and works are procured by another public body on behalf of the Council” CPR 3.2.12

Approval must be obtained from Cabinet, if the value of the contract is over £100,000 (CPR 3.2(a)). If a Regional Approach is adopted, this will be led by RCTCBC. At this point in time, it is not clear which local authority will take the lead if a National Approach is adopted.

4. Equality implications (including Socio-economic Duty and Welsh Language)

- 4.1 An initial Equality Impact Assessment (EIA) screening has identified that there would be no negative impact on those with one or more of the protected characteristics, on socio-economic disadvantage or the use of the Welsh Language. It is therefore not necessary to carry out a full EIA on this policy or proposal.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

- 5.1 A summary of the Well-being of Future Generations (Wales) Act 2015 assessment is listed below:
- **Long Term / Prevention:** Social Services is demand led and, in line with the Social Services and Well-being (Wales) Act 2014, is focused on sustainable prevention and well-being outcomes for the future. In order to continue to meet the needs of people longer term it is important that the Council has a fully supported social care information system to enable the monitoring of key activity to develop and target services accordingly.

- **Integration:** The Council and regional partners will work with DHCW to ensure that the procurement and implementation of a new system is achieved by January 2026.
- **Collaboration:** The Council will work collaboratively with the Cwm Taf regional authorities, the VoG and DCHW to procure a replacement system for CareDirector (WCCIS),
- **Involvement:** The Corporate Director of Social Services and Wellbeing is a member of the Regional Implementation Board and has established a local WCCIS Replacement Group. The local group has identified key leads from Children's and Adult Services. Business Support, Family Support, ICT and members of the regional team.

6. Climate Change Implications

- 6.1 There are no climate change implications associated with this report.

7. Safeguarding and Corporate Parent Implications

- 7.1 As the current CareDirector (WCCIS) system comes to end of life by January 2026, failure to procure and implement a replacement system by this date will have serious implications on safeguarding arrangements to support vulnerable children, young people and adults.
- 7.2 It is absolutely imperative that the Council has a robust electronic case management system in place to ensure it can effectively monitor and record service delivery to ensure the right services are delivered at the right time to prevent risk.
- 7.3 Failure to replace the current CareDirector (WCCIS) system by January 2026 will result in the Social Services and Wellbeing Directorate having to revert to manual systems which as noted above, will have highly significant safeguarding implications.

8. Financial Implications

- 8.1 Welsh Government are currently reviewing the opportunity to provide funding for 2024-25 to support the transition to the new system and, once confirmed, the funding will be allocated by DCHW on a regional basis. For Bridgend County Borough Council this will be the Cwm Taf Morgannwg region.
- 8.2 Whilst the costs of a replacement system will not be known until the completion of the procurement exercise, the 2023-24 costs for the current CareDirector (WCCIS) system were £84k, funded from the ICT software budget.
- 8.3 DHCW are working with Welsh Government to determine financial support for the transition, however the level of funding is still to be confirmed. If funding is available this will be used to support the costs of additional resources identified by each region to support the implementation of the new system.
- 8.4 The procurement process has not yet commenced, therefore costs associated with the replacement of the existing WCCIS system (including implementation costs) and ongoing charges are currently unknown. Costs will also be dependent on the term of

the new contract, which has yet to be decided. Where costs exceed the current budget then additional funding will be sought via a future budget pressure bid through the Medium Term Financial Strategy process.

9. Recommendations

9.1 It is recommended that Cabinet:

- approves a waiver under Contract Procedure Rule 3.2.12 for another local authority to procure a replacement to the CareDirector system (WCCIS) on behalf of the Council;
- delegates authority to the Corporate Director of Social Services and Wellbeing in consultation with the Chief Officer – Legal and Regulatory Services, HR and Corporate Policy and Chief Officer – Finance, Housing and Change, to negotiate and agree final terms and to arrange execution of a Regional Agreement with RCTCBC (or another authority if required under Option 2 above) on behalf of the Council, to support the procurement process and implementation of any new system.
- notes that an update report will be brought back to update Cabinet regarding the procurement process, the financial position and for approval to award a contract to the successful tenderer.

Background documents

None

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Meeting of:	CABINET
Date of Meeting:	16 APRIL 2024
Report Title:	BUILDING AND IMPROVEMENT LINES
Report Owner / Corporate Director:	CORPORATE DIRECTOR – COMMUNITIES
Responsible Officer:	GROUP MANAGER – HIGHWAYS AND GREEN SPACES
Policy Framework and Procedure Rules:	There is no effect upon the Policy Framework and Procedure Rules.
Executive Summary:	To seek Cabinet approval for the Building and Improvement lines outlined in Appendix 1 to be revoked and rescinded.

1. Purpose of Report

- 1.1 The purpose of this report is to seek Cabinet approval for the Building and Improvement lines outlined in **Appendix 1** to be revoked and rescinded and removed from the Register of Local Land Charges and to delegate authority to the Corporate Director – Communities to authorise the revocation of any other historic Building Improvement lines that may be identified in consultation with Legal Services.

2. Background

- 2.1 The Public Health Act 1925 and the Roads Improvement Act 1925 empowered the Highway Authority of the day to prescribe, in relation to one side or both of any Highway Maintainable at Public Expense, an improvement line the effect of which is to protect land, which may eventually be needed for road widening, from the erection of buildings.
- 2.2 Upon Local Government Re-organisation, the Council inherited various building and improvement lines most of which were prescribed in the 1920s and 1930s. All building and improvement lines are protected by registration in the Council's Register of Local Land Charges (LLC) and are revealed in replies to searches. Most of the Orders are historic and unable to be located and it would therefore be difficult, to enforce if thought necessary.

3. Current situation / proposal

- 3.1 A report was presented to Cabinet on 15 November 2022 outlining the Local Land Charges National Programme and the schedule for Bridgend County Borough

Council (BCBC) to migrate across its Local Land Charges data. BCBC continues to work with HMLR to maintain the smooth data transitions required to coordinate the move of the LLC data to the national digital register. As part of the migration process, a review of building and improvement lines within the area of BCBC has been undertaken.

- 3.2 It is considered that the historic improvement, building and visibility lines in the Register of Local Land Charges summarised in **Appendix 1** are now obsolete by virtue of the changes to road layout or traffic patterns over the years, the powers contained in current Planning Legislation, or there is no prospect of the identified highway improvement being progressed. It is therefore recommended that the detailed lines should be revoked and rescinded and removed from the Register of Local Land Charges.

4. Equality implications (including Socio-economic Duty and Welsh Language)

- 4.1 The protected characteristics identified within the Equality Act 2010, Socio-economic Duty and the impact on the use of the Welsh Language have been considered in the preparation of this report. As a public body in Wales, the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services and functions. It is considered that there will be no significant or unacceptable equality impacts as a result of this report.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

- 5.1 The well-being goals identified in the Act were considered in the preparation of this report. It is considered that there will be no significant or unacceptable impacts upon the achievement of well-being goals/objectives as a result of this report.

6. Climate Change Implications

- 6.1 There are no climate change implications.

7. Safeguarding and Corporate Parent Implications

- 7.1 There are no safeguarding and corporate parent implications.

8. Financial Implications

- 8.1 There are no financial implications arising from this report. The modifications to the Register of Local Land Charges will be undertaken by existing staff.

9. Recommendations

Cabinet is recommended to:

- 9.1 Approve that the Building and Improvement lines as outlined in **Appendix 1** be revoked and rescinded and removed from the Local Land Charges Register;
- 9.2 Delegate authority to the Corporate Director – Communities to authorise the revocation of any other historic Building Improvement lines that may be identified in consultation with Legal Services.

Background documents:

None

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Building and Improvement Lines

Ref.	Location	Description	Observations	Recommendation
1	A473, Waterton R'b't to Coychurch	Old line of A473 to junction with Bryn Road	Most now dualled. Village section not required	Revoke entire order
13	A473/A48, Cowbridge Road,.	Nolton Street to Brocastle Jct	Part in Vale of Glamorgan	Revoke BCBC section of order. Inform V of G.
39	B4181, Coychurch Road	Whole length		Revoke entire order
49	B4265/B4254, Ewenny Road	From A48 jct to Corntown jct	Part in Vale of Glamorgan	Revoke BCBC section of order. Inform V of G
50	CI3/A473, Pencoed, Penybont Road	From 108 Penybont Road to Pen Prysg Farm		Revoke entire order
61B	B4181, Coity Road	Railway bridge to hospital jct.	Duplicates southern part of No. 62	Revoke entire order
61C	B4181, Coychurch Road,	Cowbridge Road jct to Masonic Hall	Duplicates western end of No. 39	Revoke entire order
62	A4061, Bridgend to Bryncethin Sq.	Whole length of road	Part diverted Part bypassed by BNDR	Revoke entire order
63	A4106, Redhill to Tythegston	Site of Penyrheol at Tythegston		Revoke entire order
64	A473/A48, Broadlands jct. to Stormy Down	Mynydd Herbert on Stormy Down		Revoke entire order
65	CI3/A473, Coychurch <i>to Pencoed</i>	Through village to Pontycyrrff (?), nr. Fairview <i>(sw end of Penyrheol)</i>	Part dualled Village length not required	Revoke entire Order
105	North Cornelly to Mawdlam	Heol Las, whole length	Severed by M4	Revoke entire Order

107	Penyfai	Bend at church		Revoke entire order
113	B4283, North Cornelly	Cross roads northwards to main line		Revoke entire order
119	B4181, Coity Road	Mackworth Street to Green Street	Duplicates southern part of No.62	Revoke entire order
120	A4063, Tondy Road	Main line bridge (old line) to Swan Inn, Aberkenfig	Part diverted	Revoke entire order

Meeting of:	CABINET
Date of Meeting:	16 APRIL 2024
Report Title:	FUTURE WASTE SERVICE OPTIONS POST 2026
Report Owner / Corporate Director:	CORPORATE DIRECTOR COMMUNITIES
Responsible Officer:	Zak Shell, Head of Operations – Community Services
Policy Framework and Procedure Rules:	There is no impact on the policy framework or procedure rules.
Executive Summary:	<p>The purpose of the report is to share the finding of the Eunomia Research and Consulting Report and Subject Overview and Scrutiny Committee 3 (SOSC3) Recommendations with Cabinet on the preferred option for delivering the future waste services post 2026.</p> <p>The Eunomia Report set out that either a re-procurement or the establishment of a Local Authority Trading Company (LATCo) , is the least risk and operating cost option for the Council.</p> <p>SOC3 recommended exploring the LATCo or In-house option further.</p> <p>In view of the recommendations in the Eunomia report, the risks outlined and the Council's current financial challenges, it is recommended by Officers that the Council re-procure a waste services contract post 2026.</p> <p>It is also recommended that the Council looks at a rolling waste fleet replacement programme commencing in this financial year.</p>

1. Purpose of Report

- 1.1 The purpose of the report is to share with Cabinet, the findings of the commissioned report from Eunomia Research and Consulting (Eunomia) on future recycling and waste options from April 2026, following the two-year contract with Plan B Management Solutions which ends on 31st March 2026.
- 1.2 The report also feeds back to Cabinet the recommendations and observations following a Subject Overview and Scrutiny Committee 3 (SOSC3) meeting which took place on 19th March 2024 which took place to allow Scrutiny members the opportunity to understand the advantages and disadvantages of the three service delivery methods that the independent consultants considered, that is:-

- Bring the waste services in-house
- Transfer the waste collection into a Local Authority Trading Company (LATCo)
- Re-procurement of a waste services contract

This Scrutiny session was intended to give recommendations for Cabinet consideration and approval regarding the above.

- 1.3 It is important to note that neither the Eunomia nor Cabinet Report looks at the details of the future service delivery, including items such as frequency of collection or materials collected. This is the next stage of the waste services workflow and will be brought to SOS3 and Cabinet for discussion and consideration at a date later this year and will be informed by a proposed public consultation exercise.

2. Background

- 2.1 The Council has outsourced its recycling and waste contract to a commercial contractor since 2003. The contract has been renewed every 7 years and the Council has had three contractors fulfil that service. Prior to the recent contract to Plan B, the outsourced waste contract was delivered by Kier Environmental Services since April 2017. Contextually it is important to recognise that this has been a very well performing contract in the main, with BCBC being in the top three performing local authorities in Wales for recycling levels, at over 71% of waste recycled compared to the Welsh Government Target of 68%. The missed collection rate, which is a national indicator, is under 50 per 100,000 collections and is considered exemplar in Wales, and the overall cost of the contract is regarded as competitive, as demonstrated in Welsh Governments annual waste service comparison statistics. Additionally, the last time this matter was considered by the Citizens Panel in 2021, over 76% of respondents stated the waste service was good or very good, with a further 13% saying the service was 'average'. Only 9 % of respondents regarded the service as poor or very poor. These results demonstrate that overall, the vast majority of our residents regard the service provided to be good or very good, albeit it is recognized that there remain some small areas of performance that need to improve. The nature of waste collection services in all local authorities, with effectively a transactional engagement with each household every week, means that however the service is provided there will always be some room for performance improvement in how waste is collected and recycled, and there is an opportunity to address some of the residual concerns about the current service when any new specification is put together for the service. The Kier contract ended on the 31st March 2024, and this has been replaced by an interim contract with Plan B Management Solutions, for a period of two years, approved by Cabinet in June 2022, which largely uses the same methodology and specification as the Kier service. This commenced on the 1st April 2024 and will run until the 31st March 2026.

- 2.2 The reasons for the short-term duration of the interim contract, were twofold: -

- The interim contract would allow time for the development of the Ultra Low Emission Vehicles (ULEV) marketplace and an opportunity for future decisions to be made with regards to decarbonisation and the selection of future vehicle technology from 2026, when the market was more mature.
- The contract would allow time for Welsh Government future recycling targets and linked forthcoming relevant legislation to be published, thus informing service models and, in turn, fleet configuration from 2026.

2.3 To ensure continuity of service post 2026, when the Plan B contract ends, decisions are now required on how the Council will provide the waste service in the future. This may be done via a re-procured service, by bringing the waste services back in-house or the establishment of a Council owned arm's length company or LATCo. This was the subject of the report presented to the Subject Overview and Scrutiny Committee 3 meeting held on 19th March 2024. The detailed recommendations from this committee are included in section 3.11 below.

2.4 Shortly after confirming this direction, further decisions will also be required on the model of service to be provided, which will consider items such as frequency of collections and the materials to be collected, and these matters will be subject to a public consultation exercise. This is the next stage of the waste services workflow and will be brought to SOSC3 for discussion and consideration and then Cabinet at a date later this year.

2.5 Prior to commissioning the Eunomia report, consideration was given as to whether to investigate collaborative working arrangements, potentially with other neighbouring local authorities. However, this was explored at length previously and there was limited benefit or interest from neighboring authorities being identified. This is because of no perceived cost savings or significant efficiencies and some of the neighbouring local authorities undertaking very different collection methodologies. It was decided, therefore, that this would not be included in the Eunomia commission, although this does not preclude this being explored further in the future.

3. Current situation / proposal

3.1 Eunomia Research and Consulting (Eunomia) was commissioned by the Council to undertake a detailed qualitative risk assessment and financial modelling of the commissioning options for future waste collection service delivery. The report, included as **Appendix A**, examines the comparative cost and key risks and opportunities associated with each of the future commissioning options.

3.2 The three options were assessed from a financial and qualitative perspective and the findings are detailed in full in the attached report. In summary the report found the following: -

RISK ASSESSMENT OF FUTURE OPTIONS

- 3.3 Each of the three future commissioning options that the Council is considering were evaluated qualitatively from a risk perspective. This qualitative assessment involved assessing each of the available future commissioning options against certain criterion. This included financial and commercial risk, operational risk, market conditions implementation risk, service quality and control and ability to change. The criterion being assessed, and their weightings, were agreed with council officers and are outlined in full in section **Error! Reference source not found.** of the Eunomia report.
- 3.4 In summary, the analysis from a qualitative perspective is that the re-procurement route received the highest score at 66% and was ranked first in terms of mitigating risk. Whilst both the in-house option and LATCo receiving very similar scores, came second and third ranked with a score of 58% and 56% respectively. However, the re-procurement option does require careful consideration and immediate implementation due to the very limited window in which the contract can be re-procured prior to the 2026 interim contract expiry date. If preferred this re-procurement activity would need to commence with some expediency, unless there was an appetite to extend the current Plan B contract for a further year.
- Re-Procurement Option Scored 66% and is ranked 1st.
 - In House Option Scored 58% and is ranked 2nd.
 - LATCo Option Scored 56% and is ranked 3rd.

FINANCIAL MODELLING

- 3.5 The three options were also assessed from a financial perspective. The results of the cost modelling are presented in the report as total annual costs. The baseline used for the assessment, £7.19m, reflects the 2022-23 budget position (latest figures available at the time of Eunomia report compilation) and cost of the contract to the Council. The detail of this is outlined in section 3.1.2 of the report but in summary, with regards to the financial modelling, the LATCo option is marginally the cheapest of the three, though the re-procurement option is only slightly more expensive. The annual cost of bringing the provision in house is the most expensive by an additional £340K per annum.
- LATCo Option Modelled Annual Cost of £9.02m, ranked 1st.
 - Re-Procurement Option Modelled Annual Cost of £9.03m, ranked 2nd.
 - In-House Option Modelled Annual Cost of £9.37m, ranked 3rd
- 3.6 It is worth noting that indexation has been applied to the future options to account for a start date in 2026-27, hence why all the options have significantly higher costs than the Baseline which reflects 2022-23 costs.

- 3.7 Also, for clarity the profit margin applied to the re-procurement option in the model was set at realistic market expectation of 12%, which is higher than the existing contractor receives at 8%. This could be subject to fluctuation, which may have a betterment impact on the costs of this option. Furthermore, the costs of the LATCo option have in order to reflect best value, been based on the assumption that the terms and conditions of employees would not be based on standard Local Authority terms and conditions and pension arrangements. Should these be deemed to be required and paid the overall cost of the LATCo option would rise significantly, by £660K and become by some distance the most expensive option with an annual cost of £9.68m.
- 3.8 It should also be noted that a sickness level of 6% has been applied to all three options. However, the Council's current average sickness level is at 11%, so if this was modelled into the in-house provision, then the costs of this option per annum would rise by a further £250K..
- 3.9 Finally, It should be noted that that all of the options are based on 'modelling' and therefore the final costs of each may in due course differ, for example, as a result of market conditions.

TRANSITION AND MOBILISATION COSTS

- 3.10 The Eunomia report also outlines the costs of transitioning and mobilisation (T&M) of each of the three options. That is, the work that is required to be undertaken to bring the option forward. This is detailed in section 3.1.3 of the Eunomia report and includes items such as legal support, financial support, procurement technical support, compliance, mandatory training, digital platforms, or equipment and then the costs associated with the Depot and any workforce onboarding.
- 3.11 In summary, it found that the costs associated with transitioning into a LATCo are the highest at £0.97m. In this option, a new entity is being created which will require a significant amount of internal support, such as legal and finance, and other set-up costs such as development of a business plan and branding. Both the in-house and LATCo options include mobilisation costs that do not apply to the re-procurement option, such as terms and conditions, compliance work and purchase of applications. These two options also require a high level of resources ahead of the start of the new service delivery to support the transition, including resources for the onboarding of the workforce. Re-procurement costs include legal and technical support for the re-procurement process, other initial costs, including digital and depot, apply to all options. The estimated identified costs for all options are a combination of utilising internal resource and specialist advisors where necessary.

- Re-Procurement Option T&M Costs of £529K ranked 1st.
- In House Option T&M Costs of £765K ranked 2nd.
- LATCo Option T&M Costs of £971K ranked 3rd.

- 3.12 It is worth noting that for the in-house and LATCo options these would be one off costs (assuming that there is no other service delivery change in the future), however for the re-procurement these costs would be incurred when the contract expired and needed to be re-procured.
- 3.13 Given the requirement to have continuity of service, preparatory work will need to commence with expediency. All options require significant lead in time to allow the process to be undertaken and ensure sufficient a sufficient mobilisation period. There is provision in the current interim contract for a one-year extension however, this would need to be mutually agreed by both parties.
- 3.14 The re-procurement option represents the simplest option in terms of Council Officer involvement and transition. . It is a process that the Council has considerable experience in, having done it on three separate occasions over the past 20 years and has less impact on the roles and capacity of relevant officers across the Council. There is unavoidable opportunity cost in pursuing the in-house or LATCo options as they require significant internal management resource to be dedicated to the process both from the Communities Directorate and Corporate Support Departments such as Human Resources, Legal, Finance and ICT, and as such will have an impact on overall capacity from senior managers to pursue other initiatives and transformation at a time of very limited overall capacity.

SUBJECT OVERVIEW & SCRUTINY COMMITTEE 3 - 19TH MARCH 2024

- 3.15 The Eunomia Report and analysis of each option was presented to the Council's Subject Overview and Scrutiny Committee 3 on 19th March 2024 and the Committee was asked to look at the analysis of the three options in the report at Appendix 1, and to offer their recommendations, regarding the above, for the consideration of Cabinet.
- 3.16 The Committee discussed in detail the three service delivery options in the report and the findings of the commissioned report from Eunomia. Members were interested to understand more regarding the option of a (LATCo), they discussed the ability to create funds within a LATCo and whether an offer of an affordable package of waste collection for businesses could provide the potential to offer the same pension scheme and terms and conditions as Bridgend County Borough Council staff, by offsetting the cost with the potential additional revenue streams. Members expressed concern that staff should not be disadvantaged regarding the Local Government Pension Scheme (LGPS).
- 3.17 Officers would advise that, following the scrutiny meeting, Eunomia were asked to provide financial information on the performance of existing waste LATCos in the UK. This information is included below. It is noted that despite Liverpool Streetscene

Services showing significant losses over the 2-year period shown, the Liverpool local authority is happy with the overall operational performance of the LATCo. It should be noted that this particular LATCo in Liverpool covers a range of service areas beyond the waste service.

Name	Services	21/22 Financial Results	22/23 Financial Results
Liverpool Streetscene Services	Waste collections, street cleansing, grounds maintenance, highways services	£1.4m loss	£1.6m loss
Cumbria Waste Management	Waste disposal and recycling services	£3.7m loss	£2.8m profit
Cheshire West Recycling	Refuse, recycling, and garden waste collections	£526k profit	£207k profit
Norse Environmental Waste Services (NEWS)	Waste collections for several LAs	£573k profit (£1.4m loss in 20/21)	£184k profit

- 3.18 In terms of a new LATCo in Bridgend, the potential to generate increased income via a commercial waste service to significantly make a profit would be difficult prior to 2030 as the authority is in a contract for waste disposal with the Materials Recycling and Energy Centre (MREC) in Neath Port Talbot. The contract for the period up to 2030 is fixed with high disposal costs, so it would be extremely difficult for the service to be competitive in this area for the initial 4 years of the proposed contract period.
- 3.19 Following the scrutiny meetings and queries around LGPS pension being available for LATCo employees, , Eunomia have confirmed, as earlier highlighted in paragraph 3.7, that this would be more expensive than any of the three options presented, with costs of the LATCo increasing from £9.02m to £9.68m per annum This would have the effect of taking a LATCo model from the lowest cost per annum to the highest and more expensive than the in-house model, which was £9.62m. Requiring a LATCo to operate using Local Government terms and conditions also negates some of the benefits of a LATCo in terms of ability to match market salaries and operate in a more dynamic and commercial fashion. The overall package of terms and conditions should be considered.
- 3.20 Officers believe that all necessary information has been provided to make a meaningful decision on the options discussed in the Eunomia report and in subsequent meetings. Any additional information, while potentially interesting, would be suggestive and not necessarily reflect the service being delivered in this way in Bridgend. The Eunomia commission has now ended and the necessary timelines to move this situation on to ensure a waste contract is in place for April 2026 mean that any further delay in making a decision on the future service delivery would represent a significant risk to the authority.
- 3.21 In all scenarios modelled by Eunomia they have recognised that the preferred option for the procurement of vehicles is for the authority to purchase these due to their borrowing ability and preferential rates. This would also allow the authority to move

away from the current model of an entirely new fleet being procured every 7-8 years to a rolling fleet replacement system.

- 3.22 With the above in mind, it would make sense for the authority to look to bring in a proportion of new vehicles over the next 2 years and, where appropriate, invest in the current fleet to increase the lifespan of those vehicles not currently being replaced. This will ensure costs are spread over several financial years and strengthen the robustness of the service.
- 3.23 In conclusion, from the detailed qualitative and financial analysis by Eunomia, it was recommended that the Council considers either the re-procurement or LATCo options going forward, with the re-procurement option appearing to be the most favorable should the timeline for a future procurement be feasible and practicable.
- 3.24 It is advised at this point that Cabinet accept Officers and Eunomia's recommendations and pursue a re-procurement of the waste services contract post 2026. This is considered both the least cost and risk option in the short term, at a time when the local authority is faced with pressing financial constraints. Also, when compared to the LATCo option, it would be significantly less demanding on internal resources. From the report provided by Eunomia there is not a significant difference in the total annual costs for running the service between the Re-Procurement and the LATCo.
- 3.25 Neither the LATCo nor the in-house option, are recommended by Officers due to the cost and resource implications as outlined above and below.

4. Equality implications (including Socio-economic Duty and Welsh Language)

- 4.1 The protected characteristics identified within the Equality Act, Socio-economic duty and the impact on the use of the Welsh Language have been considered in the preparation of this report. As a public body in Wales the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services, and functions. As this report does not deal with changes to how the waste services are operationally provided to the public. It is considered that there will be no significant or unacceptable equality impacts because of this report.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

- 5.1 The well-being goals identified in the Act were considered in the preparation of this report. It is considered that there will be no significant or unacceptable impacts upon the achievement of well-being goals/objectives, as a result of this report.

6. Climate Change Implications

- 6.1 There are no Climate Change Implications from this report as this does not deal with service changes to the waste service.

7. Safeguarding and Corporate Parent Implications

7.1 There are no safeguarding or corporate parent implications arising from this report.

8. Financial Implications

8.1 Eunomia have provided the financial information below comparing the three service options, modelling the cost over 14 years. The actual contract period has not yet been determined but could potentially be based on an initial 7 year, plus 7 year option basis.

	Re-procurement	In-house	LATCo
Total Annual Costs	£9.03m	£9.37m	£9.02m
Mobilisation Costs	£0.53m	£0.77m	£0.97m
Total Costs over 14 years	£127.47m	£132.00m	£127.20m
Qualitative Risk Assessment	66.0%	58.0%	56.0%

8.2 As set out in paragraph 3.8 above, the figures above are modelled using a sickness figure of 6% across all options. However, based on the Council's current sickness levels across the organisations, 11% is more reflective of current In-house figures. It should be noted that using this figure for the in-house option would result in increased figures of total annual costs of £9.62m and total cost over 14 years of £135.38m for the in-house option only. This then makes the in-house option some £8.18m more expensive than the LATCo model and £7.91m more expensive than a re-procured option, based over a 14-year operating period. Again, this assumption can only be based on sensible modelling but both the in-house and LATCo options significantly increase the risks of increased sickness levels and any industrial relations issues directly to the Council, whereas they currently lie in an outsourced model with the contractor. Full financial information is included in the report at Appendix 1.

8.3 The move to the local authority purchasing fleet on a rolling program as outlined in section 3.14 will need financial recognition through investment via the Council's capital programme, which itself is facing significant pressures and lack of funding, and whilst not changing the overall future costs of fleet investment requirements of the council, as would be experienced on a typical 7-year replacement cycle as at present, it would require a re-profiling of spend.

- 8.5 The Council's current extremely difficult financial position means that overall affordability of each option inevitably becomes a crucial factor in determining the preferred option and way forward. An earmarked reserve of circa £300k currently exists to provide legal and technical support to re procure the waste contract based on the original assumption that the Council would once again seek to procure a commercial partner. Any additional one-off funding to bring the service in-house or to form a LATCo would need to be identified, probably from reserves, on a one-off basis at a time when there is significant pressure on all Council funding and when reserves are likely to be reduced significantly to offset the Council's current overspend position for 2023-24
- 8.5 Furthermore, any additional annual costs to provide the waste contract would need to be the subject of a budget growth bid for the 2026-27 financial year onwards. It should be noted that over the course of an initial 7 year contract period from 2026 onwards, the difference in costs between the least expensive options - LATCo [not paying LGPS] and Re -procurement of an external contract - compared to bringing the service in-house are between £2 million - £3 million. At a time of huge pressure on all Council budgets, both revenue and capital, and with projected Council budgets unlikely to improve significantly for the foreseeable future, this will require other budget reductions to offset those costs should the more expensive option be preferred.

9. Recommendations

It is recommended that Cabinet: -

1. Note the contents of this report and the qualitative and financial analysis undertaken by Eunomia and the Officer recommendation that the Council proceeds with the re-procurement option.
2. Delegate authority to the Corporate Director – Communities, in consultation with the Chief Officer - Legal & Regulatory Services, HR & Corporate Policy and the Chief Officer, Finance, Housing & Change, to commence work immediately and undertake a procurement exercise for a new 7-year waste service contract post 2026.
3. Agree that a further report will be brought for Cabinet approval on the details of that waste collection service, prior to a public consultation in the summer of 2024.
4. Agree that a subsequent report will be brought for Cabinet approval to award any new waste service contract post 2026, after a successful procurement exercise is completed.

Note the intent to move to a new rolling fleet replacement programme for waste service vehicles from 2024. This will need to be through a separate report to Council for approval for inclusion in the Council's capital programme.

Background documents

Appendix 1 – Eunomia Report

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Commissioning Options - Qualitative Assessment

Primary Criteria	Secondary Criteria	Assessment Question	Weighting	Option A - Bring service In-House		Option B - LATCo	Option C - Re-
				Score Awarded	Weighted Score	Weighted Score	Weighted Score
Quality	Capacity and Capability	Does the entity delivering the service have the capacity/capability to do so to a high standard? Can this be acquired?	10.0%	3	6.0%	4.0%	10.0%
	Financial and Commercial Risk	Does the option pose an increased financial risk to the authority?	20.0%	1	4.0%	8.0%	16.0%
	Market Conditions	Are the market conditions supporting this option?	10.0%	5	10.0%	10.0%	4.0%
	Operational Risk	Does the option pose an increased operational risk of failure to the authority?	15.0%	2	6.0%	6.0%	12.0%
	Implementation Risk	Does the option present implementation risk?	15.0%	2	6.0%	6.0%	6.0%
	Control and Ability to Change	Does the option allow Bridgend County Borough Council to control and develop services?	20.0%	5	20.0%	16.0%	12.0%
	Service Quality	Does the option improve the quality of service offered to residents?	10.0%	3	6.0%	6.0%	6.0%
Total Score			100.0%		58.0%	56.0%	66.0%
Rank			TRUE		2	3	1

Criteria	Question Being Asked	1	2	3	4	5
Capacity and Capability	Does Bridgend County Borough Council have the capacity to deliver?	No, significant expertise required to manage the service - specialism of need will make this hard in time scales	No, significant expertise required to manage the service - this should be achievable in timescales	Yes, more extensive recruitment would be required to manage services	Yes, some recruitment required into existing teams	Yes, no concerns
Financial & Commercial Risk	Does the option pose an increased financial risk to the authority?	Yes, high probability of unacceptable financial risk to the authority	Yes, high probability of acceptable financial risk to the authority	Yes, low probability of acceptable financial risk to the authority	No change from current operation	No, the risk position would be more favourable to the authority than current operations
Market Conditions	Are the market conditions able to support this option?	No, the market would not support the option	No, there would be significant concerns	Yes, although there are some substantial risks with approach	Yes, although there are some minor risks	Yes, no concerns
Operational Risk (post mobilisation and initial three months of the contract)	Does the option pose an operational risk to the authority?	Yes, high probability of high operational risk	Yes, low probability of high operational risk	Yes, high probability of low operational risk	Yes, low probability of low operational risk	No, no concerns
Implementation Risk (during mobilisation and the initial three months of the contract)	Does the option present an implementation risk?	Yes, high probability of high implementation risk	Yes, low probability of high implementation risk	Yes, high probability of low implementation risk	Yes, low probability of low implementation risk	No, no concerns
Control and Ability to Change	Does the option allow Bridgend County Borough Council to increase control and develop services?	No, services would be very unlikely to increase Bridgend County Borough Council's ability to control change	No, services would be unlikely to increase Bridgend County Borough Council's ability to control change	No change from current operation	Yes, services would be likely to increase Bridgend County Borough Council's ability to control change	Yes, services would be very likely to increase Bridgend County Borough Council's ability to control change
Service Quality	Does the option improve the quality of service offered to residents?	No, quality of service would probably be negatively affected	No, quality of service would be affected slightly negatively	No, quality of service remains as current	Yes, quality would be slightly improved	Yes, quality of service would be strongly improved

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Commissioning Options

Bridgend County Borough
Council

Prepared March 2024



Report For

Bridgend County Borough Council

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Executive Summary

E1 Overview

Bridgend County Borough Council (Bridgend CBC) currently runs an outsourced waste collection service. This service is currently operated by Kier, though the provider will switch to Plan B as of April 2024. The waste collection and cleansing services are the only function any authority delivers which every resident and visitor to the borough experiences daily. Therefore, the quality of these services and the value for money they represent to any Council is of paramount importance. Given this importance, the Council is currently considering which future commissioning options are most suitable going forwards for the waste service in particular (as street cleansing services are already operated in-house).

Eunomia Research & Consulting Ltd (Eunomia) was commissioned by Bridgend CBC to undertake a detailed qualitative risk assessment and financial modelling of the commissioning options for future waste collection service delivery. As such, this report examines the comparative cost and key risks and opportunities associated with each of the future commissioning options. The future commissioning options being assessed are as follows:

- Option A: Bring the waste collection service in-house.
- Option B: Transfer the waste collection into a Local Authority Trading Company (LATCo).
- Option C: Re-procure the waste services via a private sector contractor.

E2 Risk Assessment of Future Commissioning Options

Each of the three future commissioning options that Bridgend CBC is considering were evaluated qualitatively from a risk perspective.

This qualitative assessment involved assessing each of the available future commissioning options against certain criterion. The criterion being assessed, and their weightings, were agreed with Bridgend CBC and are outlined in section 2.1. When assessing each future commissioning option against the seven criteria, their score for each element was based upon a clear evaluation scheme to ensure transparency in how each option was assessed (provided in Appendix A.1.0). This score was then multiplied by the agreed weighting to give a weighted score, which was then added together with the other weighted scores to give a total for that service delivery option. The detailed evaluation framework model can be seen in Appendix A.2.0.

The commissioning options analysis has identified that from a qualitative perspective, the commissioning option which receives the highest score is that of the re-procurement route, with both the LATCo and In-house option receiving very similar scores, that of 56% and 58% respectively. The re-procurement option however needs careful consideration due to the very limited window in which the contract can be re-procured prior to the 2026 expiry date (assuming no extensions are taken).

Table 1-1: Summary of Qualitative Commissioning Options Assessment

Criteria	Weighting	Option A – In-House	Option B – LATCo	Option C – Re-procurement
Capacity and Capability	10.0%	6.0%	4.0%	10.0%
Financial and Commercial Risk	20.0%	4.0%	8.0%	16.0%
Market Conditions	10.0%	10.0%	10.0%	4.0%
Operational Risk	15.0%	6.0%	6.0%	12.0%
Implementation Risk	15.0%	6.0%	6.0%	6.0%
Control and Ability to Change	20.0%	20.0%	16.0%	12.0%
Service Quality	10.0%	6.0%	6.0%	6.0%
Total Score		58.0%	56.0%	66.0%
Rank		2	3	1

E2.1 Key risks

Capacity and Capability

The main risk within this criterion is the recruitment required for some of the more specialist or senior roles, which would be unlikely to transfer over in the in-house or LATCo options. These roles can be difficult to fill based on the skills required. The contractor will have significant expertise already and so this is not seen as a risk in the re-procurement option.

Financial and Commercial Risk

The main financial and commercial risk for the in-house option relates to the Local Government Pension Scheme as it is a significant financial liability that the council will have to take on. In both the in-house and LATCo options, the financial risks associated with staff shortages, sickness, vehicle damage, rising fuel

costs are ultimately shifted to the council, given the direct and arm's length ownership of the service for the in-house and LATCo options respectively.

Market Conditions

The in-house and LATCo options do not require any testing with the market, which is why they are seen to not pose a risk for this element. For the re-procurement option, the main risk is the timeline. The contract with Kier is coming to an end in March 2024 and Plan B have been awarded a 2-year contract, meaning Bridgend CBC will need to re-procure by March 2026. This is an extremely tight timeline to go through the procurement procedure (assumed to be Competitive Dialogue due to the market's preference for a procure with an element of negotiation) and leaves minimal time for mobilisation (estimated to be ~3 months). Upon speaking to contractors as part of this process, this was flagged as a significant risk.

Operational Risk

For both the in-house and LATCo options, the operational risk fundamentally shifts to Bridgend CBC. Furthermore, these options are also subject to a key operational risk relating to IT infrastructure requirements. The key risk in re-procurement is associated with a potential change in contractors, however the procurement process is expected to mitigate this risk to some extent.

Implementation Risk

The key risk for the in-house and LATCo options are very similar, with there being risks relating to the TUPE of staff and the requirement to procure and implement IT systems for the day one operation of the service. The main risk in the re-procurement option relates to the timeline and the short mobilisation period.

Control and Ability to Change

The re-procurement is seen as the least flexible option of the three as the Council will have to negotiate any changes of the contract with the contractor, and accordingly negotiate any costs incurred as a result of the changes. There will still be an element of this in the LATCo option as the relationship between the Council and LATCo will still be governed by a contract, however there will be increased ability to enact change compared to an external contractor. The in-house option is seen as the most flexible option of the three.

Service Quality

It is not possible to confidently say that under these options the quality of the services delivered would be impacted. This is because there is likely to be no difference to staff training, or the level of management or supervision. What may change in these options is the focus of the service on this, however, these are large and complex operational services and measuring improvement in service quality with the same resource base as currently will be difficult.

E3 Financial Modelling

The three options were also assessed from a financial perspective. The results of the cost modelling are presented as total annual costs. The baseline reflects the 2022/2023 budget position. The changes in each of the three future options are detailed below:

- **In-House:** in this option, there is a significant change in the terms and conditions of employment, including salary increases (for some roles only) and increased employer pension contributions. In addition to this there is a change in management structure required which impacts costs, these are

somewhat offset by the absence of a margin being included. There are also additional costs needed for the purchase of digital applications.

- **LATCo:** in this option there are no changes to the terms and conditions of employment, as staff will transfer across on TUPE terms and the working assumption is that the LATCo would operate with the same terms and conditions as the current contractor. As with the in-house option, there is a change to the management structure (for example the recruitment of a Managing Director and Operations Director) and a 3% margin has also been built in as contingency (which is not accounted for in the in-house option). The additional costs needed for the purchase of digital applications are also included.
- **Re-procurement:** as TUPE applies, the terms and conditions of employment are maintained in this option. There are no changes to the management structure compared to the baseline, nor are there added costs for the purchasing of digital applications. There is a 12% margin and overheads included, which is higher than what the current contractor achieves.

The breakdown of results can be seen in Table 1-2.

Table 1-2: Modelled Annual Costs for Each Option

Cost Centre	Baseline 22/23	Re-procurement	In-house	LATCo
Margin and Overheads	£1.25m	£1.79m	£1.26m	£1.58m
Other Costs	£1.32m	£1.43m	£1.52m	£1.52m
Material Sales & Waste Disposal	-£0.65m	-£0.78m	-£0.78m	-£0.78m
Vehicles and Equipment	£1.98m	£2.55m	£2.65m	£2.65m
Frontline Staff	£3.29m	£4.04m	£4.72m	£4.04m
Total	£7.19m	£9.03m	£9.37m	£9.02m

E4 Summary

In summary, the analysis shows that from a qualitative perspective, the re-procurement option is the most favourable, followed by the in-house and LATCo options respectively. However, the timeline for the re-procurement option is a real risk (as outlined in section 2.4.3) and could deter market operators from engaging in a procurement exercise should it not afford sufficient time for them to robustly bid, and also mobilise, should they win the contract. Extending the current contract with Plan B may help to mitigate this risk, alternatively the council can seek to begin a re-procurement as soon as possible to afford the procurement and mobilisation processes as long as possible. It would be vital to engage with the market on these timelines to understand if this would be feasible should Bridgend CBC take this option forwards.

With regards to the financial modelling, the LATCo option is the cheapest of the three, though the re-procurement option is only marginally more expensive (in the region of ~£0.01m per annum). Given this very slight variation, it is difficult to say with certainty which option would be preferable from a financial perspective and ultimately will come down to the council's affordability considerations, as well as political drivers and appetite towards risk management.

When the qualitative and financial elements are taken together, Eunomia would recommend that Bridgend CBC considers either the re-procurement or LATCo options going forward, with the re-procurement option appearing to be the most favourable should the timeline for a future procurement be feasible and practicable.

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1.0 Introduction

Bridgend County Borough Council (Bridgend CBC) currently run an outsourced waste collection service, covering both waste collection and community recycling centre services. This service is currently operated by Kier, though the provider will switch to Plan B as of April 2024. The authority is currently considering which future potential waste collection methodologies are most suitable going forwards. Eunomia Research & Consulting Ltd (Eunomia) was commissioned by Bridgend CBC to undertake a detailed qualitative risk assessment and financial modelling of the commissioning options for future service delivery. As such, this report examines the comparative cost and key risks and opportunities associated with each of the commissioning options.

The report is broken into the following sections:

- Section 2.0 outlines the qualitative assessment undertaken for each of the commissioning options and clearly identifies the rationale for each respective score.
- Section 3.0 outlines the financial modelling undertaken for each of the commissioning options.
- Section 4.0 summarises all elements of the work completed as part of this project.

2.0 Risk Assessment of Future Commissioning Options

2.1 Risk Assessment Overview

Waste, recycling and street cleansing services are the only function any authority delivers which every resident and visitor to the borough experiences daily. Therefore, the quality of these services and the value for money they represent to any Council is of paramount importance. As part of this project Eunomia has undertaken a risk-based evaluation of the future service commissioning options being considered by Bridgend for the waste service in particular (street cleansing services are already operated in-house). These are:

- Option A: Bring the waste collection service in-house.
- Option B: Transfer the waste collection service into a Local Authority Trading Company (LATCo).
- Option C: Re-procure the waste service via a private sector contractor.

Eunomia's approach to the risk assessment involved assessing each of the commissioning options against an agreed set of criterion. The criterion selected as the basis for the evaluation are based upon Eunomia's experience of the key factors which impact decision making regarding services of this type and scale. The criterion being assessed, and their weightings, were agreed with Bridgend CBC and are outlined in Table 2-1.

Table 2-1: Assessment Criteria Weighting

Primary Criteria	Secondary Criteria	Assessment Question	Weighting
Quality	Capacity and Capability	Does the entity delivering the service have the capacity/capability to do so to a high standard? Can this be acquired?	10.0%
	Financial and Commercial Risk	Does the option pose an increased financial risk to the authority?	20.0%
	Market Conditions	Are the market conditions supporting this option?	10.0%
	Operational Risk	Does the option pose an increased operational risk of failure to the authority?	15.0%

Primary Criteria	Secondary Criteria	Assessment Question	Weighting
	Implementation Risk	Does the option present implementation risk?	15.0%
	Control and Ability to Change	Does the option allow Bridgend CBC to control and develop services?	20.0%
	Service Quality	Does the option improve the quality of service offered to residents?	10.0%
Total Score			100.0%

When assessing each commissioning option against the seven criteria, their score for each element was based upon a clear evaluation scheme to ensure transparency in how each option was assessed (provided in Appendix A.1.0). This score was then multiplied by the agreed weighting to give a weighted score, which was then added together with the other weighted scores to give a total for that option. The detailed evaluation framework model can be seen in Appendix A.2.0.

2.2 Overview of the Commissioning Options Assessed

The following section of the report summarises each of the commissioning options explored in more detail, to provide a strategic context to the results of the risk assessment.

2.2.1 In House Service Delivery

This option represents a significant change to Bridgend CBC. Within this option, all staff are employed directly by the Council and the responsibility for service delivery and the quality of the service provided also sits directly with the Council. The council's cleansing service is currently in-house.

One of the key advantages of an in-house service over the other options is the level of control the Council has over the service and how it is delivered. Typically, in-house services are inherently more flexible, as the Council is not constrained by the terms of a contract with a third party.

The in-house service option also avoids the cost of meeting a contractor's corporate overhead and profit margin cost, albeit this saving is countered by the additional staff costs incurred in an in-house model, the main one being the public sector pension costs.

The main negative that stems from this option is that Bridgend CBC will take on the Local Government Pension Scheme (LGPS) liabilities, which will represent a significant financial burden compared to the existing service. Additionally, in this option all risk will transfer to the council (away from the contractor) which represents a significant shift from the current service model.

2.2.2 Local Authority Trading Company (LATCo)

Delivering services using a LATCo model would be a significant change from the current approach of delivering an outsourced service.

Over recent years, LATCos have becoming a more popular vehicle for providing local authority services. With regards to waste and recycling services, these have been established both at the end of existing contract terms (LB Hounslow, LB Redbridge) and following early contract exit (Bristol Waste Company, Cheshire West Recycling, North Somerset Environment Company). A LATCo is an independent legal entity which is wholly owned and ultimately controlled by one or more shareholding local authorities. For this project we have assumed that the LATCo would be wholly owned by Bridgend CBC. The principal benefits of adopting this option include the ability to:

- Operate in a more culturally distinct way than many in-house services are able to do, perhaps including being more commercially driven and structured.
- Deliver services more flexibly compared to a contracted-out service.
- Offer workers membership of a lower-cost pension scheme, as opposed to the LGPS.

The legal framework under which LATCos can be established was primarily based on case law, but this has changed with the introduction of the Public Contract Regulations 2015, with updates included in the Procurement Act 2023 (which achieved royal assent in October 2023). This legislation clarifies the legal aspects of creating and managing a LATCo and provides important guidance on how to comply with the requirements of the law. Key elements to consider include:

- If Bridgend CBC were to move to this model, staff currently employed by the contractor would transfer to the LATCo in compliance with the Transfer of Undertakings (Protection of Employment) Regulations 2006 (TUPE). This would mean all transferring staff retaining their current terms and conditions of employment. The LATCo is not however obliged to offer these to new staff and could, over time, significantly reduce the cost of service delivery as for example there is no legal requirement to pay into the LGPS.
- As with the in-house service delivery model, by delivering services via a LATCo, the Council as the shareholder ultimately assumes the full risk of any service failures (even though the service is delivered by an arm's length company). This also includes any staff or management disputes, as well as commercial risk related to any increase in operational costs.
- This option also suffers the risk around recruiting suitably skilled individuals to act in the role of Managing Director and Operations Director.
- Although LATCos are primarily designed to provide services to the authority/authorities that own it, this does not preclude them from making a profit from providing commercial services to third party customers. This is encouraged to ensure the financial viability of the organisation. There are limitations on the proportion of revenue that a LATCo can obtain through third-party trading, and this should be monitored to ensure compliance with the legal framework. Furthermore, the LATCo must ensure that any services provided to third-party customers are of the same high standard as those provided to the authority.

2.2.3 Outsourcing Services

As Bridgend CBC's current waste service is outsourced, tendering this service does not represent a significant change in service delivery option for the authority.

The current marketplace for collections contracts is constrained to six main bidders and there is a substantial number of contracts being re-tendered across the next three years. It is worth noting that the six main bidders will actually be shrinking in 2024 as FCC are in the process of acquiring Urbaser. Therefore, if this is an option Bridgend CBC would like to move forward with, we would

recommend a robust procurement strategy is developed to manage these risks. Furthermore, engagement with the market operators will be vital to ensure their interest and participation in any future procurement.

It should be noted that within this option, as with the LATCo, all staff employed by Plan B (as of April 2024) would transfer to the new operator in compliance with the Transfer of Undertakings (Protection of Employment) Regulations 2006 (TUPE).

The key advantage to outsourcing services is the transfer of financial and operational risk. Assuming the contract and associated payment and performance mechanism are well designed, this option provides relative certainty of service cost for the life of the contract. Furthermore, open competition can ensure best value for the commissioning process; transparency in the process also allows for informed decision-making and trust from stakeholders. This can result in better outcomes for all parties involved.

A disadvantage to this option is that if Bridgend CBC were to want any changes made to the service, there will have to be a negotiation with the contractor. This then opens the council up to negotiations with the contractor on the contract cost as a result.

Outsourcing (if done well) enables access to specialist resources and knowledge, as well as economies of scale that can lead to cost savings, increased market confidence and improved delivery of services. It can also offer increased resilience, flexibility, and innovation. However, it is important to consider the risks and challenges associated with the approach, such as legal and financial obligations, and ensuring effective contractual management.

A factor in many outsourced contracts awarded over the last five to ten years is the winning bidder under-estimating the resources that are required to deliver the services to the required specification (especially so within output-based contracts). This is a risk that can be mitigated to some extent through the procurement process, but ultimately the resource risk is the contractors. Whilst the contracting authorities who have dealt with this have the right to make financial deductions for defaults and the right to terminate for significant and sustained poor performance, in practice, the issue tends to be focussed on whether contracting authorities are realistically in a position to act on the termination clauses and whether the specification and deduction method is clear enough to avoid dispute.

2.3 Summary of Risk Assessment Results

The results of the risk evaluation and associated ranking of each option is outlined in Table 2-2.

Table 2-2: Risk Assessment Summary

Primary Criteria	Secondary Criteria	Assessment Question	Weighting	Option A - Bring service In-House		Option B - LATCo		Option C - Re-procurement	
				Score Awarded	Weighted Score	Score Awarded	Weighted Score	Score Awarded	Weighted Score
Quality	Capacity and Capability	Does the entity delivering the service have the capacity/capability to do so to a high standard? Can this be acquired?	10.0%	3	6.0%	2	4.0%	5	10.0%
	Financial and Commercial Risk	Does the option pose an increased financial risk to the authority?	20.0%	1	4.0%	2	8.0%	4	16.0%
	Market Conditions	Are the market conditions supporting this option?	10.0%	5	10.0%	5	10.0%	2	4.0%
	Operational Risk	Does the option pose an increased operational risk of failure to the authority?	15.0%	2	6.0%	2	6.0%	4	12.0%
	Implementation Risk	Does the option present implementation risk?	15.0%	2	6.0%	2	6.0%	2	6.0%
	Control and Ability to Change	Does the option allow Bridgend County Borough Council to control and develop services?	20.0%	5	20.0%	4	16.0%	3	12.0%
	Service Quality	Does the option improve the quality of service offered to residents?	10.0%	3	6.0%	3	6.0%	3	6.0%
Total Score			100.0%		58.0%		56.0%		66.0%
Rank			TRUE		2		3		1

2.4 Risk Assessment Scores

The following sections of this report detail the scores allocated for each option under each criterion within the evaluation framework model and provides a rationale for Eunomia's assessment of each option.

2.4.1 Capability and Capacity

Table 2-3 provides a summary of the evaluation scoring for each option when considering the criteria of capability and capacity. A detailed rationale for this evaluation can be found below Table 2-3.

Table 2-3: Options Evaluation – Capability and Capacity

Criteria:		Capability and Capacity	Weighting:	10%
Option	Score	Description		
A	3	Bring service in-house		
B	2	Bringing the waste service into a LATCo		
C	5	Re-procurement of the waste service		

When assessing the capacity and capability of the authority or another operator to deliver each option, we have considered the following key questions:

- Is there the necessary capacity and capability within the Council or an outsourced waste contractor in the re-procurement option to deliver and manage these services?
- Will the transferring staff have the necessary capability, skills, and experience to deliver the service and is there a risk they will not transfer?
- If the capability or capacity does not exist, can the organisation recruit this? If so, how is easy is this to do and the time to recruit an issue?

Option A receives a score of 3, as whilst additional recruitment will be required to facilitate this commissioning option, Bridgend CBC will benefit from the street cleansing service already being in-house. Option A poses less of a risk than Option B as a result. As street cleansing is already in-house, it is assumed that suitably senior officers (Head of Service level as a minimum) and a dedicated Transport Manager will be in place and can oversee both waste and street cleansing services. However, given the increase in responsibility, additional support may need to be sought and recruited to support these roles. As the street cleansing operations are currently in-house, the council further benefits as support functions such as IT, HR, and Health and Safety can be expected to also support the waste service – though, as before for the more senior roles, additional support (and resulting requirement) may be required.

With regards to Option B, the council does not have the specialist capability or capacity internally to manage the waste service and would require substantial recruitment to facilitate this approach. As a result, this option receives a score of a 2. Under this option we have assumed that the LATCo will have both a Managing Director and Operations Director. These posts would need to be in place at the beginning of the mobilisation period as it is likely that senior Plan B staff would not transfer. This poses a substantial risk to the authority. For these two positions (Managing Director and Operations Director), the skills and experience required to fulfil these roles are not common and the positions will be challenging to recruit into, though ultimately this is felt to be achievable within the

timeframes. Furthermore, the LATCo may be required to recruit into support roles such as HR, IT and Health and Safety – though such services could be purchased from the council directly to avoid the need to recruit.

Option C has been given a score of 5 as an incoming contractor will have the capacity and capability within the organisation and transferring staff to manage the services in-scope. This would also be tested through the procurement process. As such, there are no concerns around the capability and capacity in this option.

It is important to recognise the requirement to manage the sale of materials under the contract. This would pose a risk in particular to Options A and B should the relevant staff not TUPE from Plan B. In this assessment, we have assumed that such specialist staff would TUPE and as such have not factored that into the scores given. With regards to Option C, it is assumed that the market operators have the relevant capability and capacity to manage this contract function.

2.4.2 Financial and Commercial Risk

Table 2-4 provides a summary of the evaluation scoring for each option when considering the criteria of financial and commercial risk. A detailed rationale for this evaluation can be found below Table 2-4.

Table 2-4: Options Evaluation – Financial and Commercial Risk

Criteria:		Financial and Commercial Risk	Weighting:	20%
Option	Score	Description		
A	1	Bring service in-house		
B	2	Bringing the waste service into a LATCo		
C	4	Re-procurement of the waste service		

When assessing the financial and commercial risks for the relevant options, we have considered the following key questions:

- What financial and commercial risks would be incurred by the authority as a result of this option?
- What is the severity of the financial and commercial risks faced by the authority under each option and are the risks acceptable?

Option A has been given a score of 1 and it is seen as posing a high probability of unacceptable financial risk to the council. This is because in this option all the financial responsibility and associated risks will be transferred directly to the council. This is a substantial shift in Bridgend's financial risk position, and includes issues such as staff shortages, sickness, vehicle damage, rising fuel costs and the requirement to manage the sale of materials, some of which the authority is currently protected from within the contract. In addition, the authority would also need to purchase additional IT infrastructure and licences, and the mobilisation and on-going management of this, even if budgeted as effectively as possible, results in a financial risk. One of the greatest shifts in financial risk under this scenario will result from the requirement for the council

to then pay into a Local Government Pensions Scheme (LGPS) for staff, which will represent a significantly higher contribution rate than the pension rates provided by contractors or in a LATCo. This LGPS liability is however seen as acceptable as the street cleansing service is already in-house, and as such, Bridgend CBC already bears this liability for a key front-line service. The other key financial risk under this option, which when considered alongside the LGPS liability, results in this option receiving a score of 1, is the requirement for the council to then manage the sale of materials. This poses a significant risk to the council given the possible volatility of the materials markets. This volatility can of course cut both ways, and the council may in fact benefit should material prices increase. However, this is a level of uncertainty that is difficult to predict.

Option B has been given a score of 2, as with option A, Bridgend CBC will be directly responsible for delivery of a very large front-line service and all of the budget uncertainty this brings, even when it is operated via an arms-length company arrangement. As with Option A, Option B will also incur similar costs around IT infrastructure and licences and mobilisation of these elements. However, in this option the council will not have to pay LGPS which is a significant financial contribution. Nonetheless, even without the LGPS liability incurred under Option A, Option B is still seen as posing a high probability of financial risk to Bridgend CBC as the council ultimately remains liable for the LATCo's costs, including the volatile costs relating to the management of material sales under the contract.

Option C is seen as the most financially beneficial option available to the council and has been given a score of 4 accordingly. Under this option, Bridgend CBC can negotiate with the market and seek a potentially improved financial position compared to the existing contract, however this cannot be guaranteed. This will be made more achievable as during a competitive procurement, bidders are incentivised to provide commercially astute bids. Should Bridgend CBC seek to re-procure the waste contract, they should anticipate a cost increase as bidder's costs have increased since the existing contract was awarded.

2.4.3 Market Conditions

Table 2-5 provides a summary of the evaluation scoring for each option when considering the criteria of market conditions. A detailed rationale for this evaluation can be found below Table 2-5.

Table 2-5: Options Evaluation – Market Conditions

Criteria:		Market Conditions	Weighting:	10%
Option	Score	Description		
A	5	Bring service in-house		
B	5	Bringing the waste service into a LATCo		
C	2	Re-procurement of the waste service		

When assessing the market conditions for the relevant options, we have considered the following key questions:

- Would this option interest the market and relevant market operators?
- What risks would this option pose to Bridgend CBC should it be chosen?
- What perceived issues would this option pose market operators?

Options A and B have a score of 5 as there is no requirement to test these options within the marketplace.

Option C has been given a score of 2, as whilst the market is being formally tested through a procurement process, there is a substantial risk associated with the current timelines for procurement. The contract with Kier is coming to an end in March 2024 and Plan B have been awarded a 2-year contract, meaning Bridgend CBC will need to re-procure by March 2026. This is an extremely tight timeline to go through the procurement procedure (assumed to be Competitive Dialogue due to the market's preference for a procure with an element of negotiation) and leaves minimal time for mobilisation (estimated to be ~3 months). Upon speaking to contractors as part of this process, this was flagged as a significant risk with some stating such a timeline could deter them from participating as they want a procurement process to allow for sufficient time to engage well with the council in a meaningful way. Additionally, one contractor said that due to their geographic coverage they would not bid for the contract as they have no nearby contacts and no associated support network. For another contractor the nervousness around bidding was because Bridgend CBC run a kerbside sort service, with this specific contractor noting that should the calculations be incorrect regarding the volumes/tonnages in the stillages in the Romaquips it will cause a major operational issue. Another market operator also noted that the inclusion of material sales (tied to the operation of the Community Recycling Centres) within the contract would be seen as a possible risk and could have an impact upon the market's interest in the opportunity.

Finally, it should be noted that as of 12th December 2023, FCC Environment has formally agreed to acquire Urbaser's UK businesses. This means that the market (should this acquisition be approved by the Competition and Markets Authority – which it appears to have been as of February 2024) will shrink to five major operators: Biffa, FCC, Serco, SUEZ and Veolia.

Following the engagement with the market, the levels of interest for each market operator (with the exception of SUEZ who were unable to be contacted in time) has been given a RAG rating, with complimentary commentary being provided to summarise their key thoughts on the contract. This is detailed in Table 2-6: RAG Rating of Market Operator Interest

. It is key to note that the RAG ratings are only indicative at this stage, and the market operators' interest and engagement in a future procurement will be dictated by their internal resources, clashing procurements and the overall attractiveness of the opportunity. As such, those who have indicated an interest (e.g. FCC), may not be in a position to engage in a procurement for example.

Table 2-6: RAG Rating of Market Operator Interest

Contractor	Commentary	RAG Rating
Biffa	Biffa did note that they had considered bidding for the 2-year contract but decided against it due to the short contract length and clashing opportunities. They also noted that they had the impression (due to a comment made by a councillor) that the council was only utilising the 2-year contract to afford them time to bring the services in-house. They did explain that a longer-term contract (8-years) would be of more interest. Biffa expressed concerns regarding the indicative re-procurement timeline in respect to vehicle lead times and the mobilisation window. The inclusion of the CRC's could also be a slight deterrent to Biffa.	
FCC	FCC also considered bidding for the 2-year contract but were again put off by the length of term and the perceived intention of the council to bring the service in-house (as Biffa also mentioned). They stated that if the contract was longer, they would have bid. The fleet was also seen as a risk for FCC as they were at the end of their life, and they would be nervous about taking them over. If a future contract were for 8-years FCC would consider bidding. FCC also explained there was a concern regarding the risk relating to the management and sale of the materials. FCC indicated a preference for the Competitive Dialogue procedure to be used in a future re-procurement due to the nuances of the kerbside sort service and risk relating to the material sales.	
Serco	Serco indicated that the contract would be unlikely to be of interest due to the geographical location and lack of neighbouring contracts which could provide support.	
SUEZ	Discussions were not held with Suez, however FCC stated that Suez might be interested in the opportunity, and Veolia stated that Suez did have experience with kerbside sort methodology, so again they thought this may be of interest to them.	N/a

Urbaser	<p>Bridgend was on Urbaser's pipeline when the council issued the previous tender, however they did not bid due to internal resourcing. The contract would be of interest due to their nearby Cheltenham contract. Urbaser did state that if the existing vehicles are taken over then mobilisation in 5-6 months is possible, they also said that if street cleansing was included it would be a more interesting opportunity. However, it must be acknowledged that Urbaser is in the process of being bought by FCC, and so will not exist as a distinct market operator should the council re-procure. Urbaser noted the proposed timelines would be tight and could result in clashes with other procurements.</p>	
Veolia	<p>Veolia noted they do not have extensive experience in kerbside sort systems and do have operational and H&S concerns regarding the methodology Veolia expressed a concern regarding the capacities in the stillages of the Romaquips when bidding, as if they bid it incorrectly there will be significant operational issues. They also had concerns on the timeline for re-procurement. Furthermore, Veolia indicated that there were other opportunities on their pipeline which they view as of more interest, and as such they would be unlikely to bid should the council re-procure.</p>	

Should Bridgend CBC decide to re-procure the waste contract, it is advised to start the procurement process as soon as possible to allow sufficient time to undertake a robust procurement process and facilitate a reasonable mobilisation window. Furthermore, it would also be worth the council considering extending the Plan B contract to allow additional time to undertake the procurement and mobilisation activities. This being said, extending into 2027 may cause further clashes with other waste contracts which expire in 2027.

The anticipated procurement timeline can be seen in Appendix A.3.0. This excel also provides high-level timelines for the in-house and LATCo commissioning options approaches in addition.

2.4.3.1 Procurement Considerations

Should Bridgend CBC decide to outsource their waste services to the private sector, certain key elements must be considered. A brief summary has been provided below to highlight these considerations:

- Timing of any re-procurement:
 - The Plan B contract will expire in March 2026 and the Council will be under pressure to procure a new waste contract prior to the expiration of the current contract. This does not afford the Council the ability to plan any procurement exercise so as to avoid clashes with other known procurements.
 - The timing of a procurement exercise is vital to ensure enough market interest is achieved. As has been seen recently in the case of the disintegration of the South London Waste Partnership contract, multiple procurements which have clashing timeframes can cause an issue for contractors as their bidding resources are limited. This leads to those opportunities which are seen as less appealing receiving less interest from the market, which reduces to the competition and onus on those bidders in the exercise to price as effectively as possible.
 - A timeline for the procurement can be found in Appendix A.3.0, with a breakdown of potential procurement clashes. A summary of the number of contracts expiring in 2026 can be seen in Table 2-7.

Table 2-7: Expiring Contract in 2026

Contractor	Number of Contracts
Amey	0
Biffa	8
Serco	2
SUEZ	2
Urbaser	3
Veolia	2
Hills Municipal Collections Limited	1
Plan B	1
Total	19

- Procurement procedure:
 - Bidders typically prefer the use of procedures which allow an element of negotiation to support open discussion about what the Council is asking for and the commercial impact of this. As previously mentioned, the Procurement Act 2023 has recently received Royal Assent. This Act aims to provide local authorities with greater flexibility in terms of the procurement procedure used, and advice would need to be sought on the most suitable procedure or approach to take. This is certainly something that would benefit from market operator input.
 - However, this negotiation/dialogue process creates a significant resource pressure on the Council due to their lengthy nature and periods of particularly intensive time requirements. This in itself could further exacerbate the timeline pressures faced in a procurement procedure.
- Market engagement:
 - It is important to engage early with the market and utilise soft-market testing to seek the market's view on particular elements such as procurement procedure, timeline, and areas of commercial risk. Biffa in particular suggested a 'light-touch' market engagement exercise be undertaken to lessen the timelines required.
- Financial and commercial terms:
 - Should the Council decide to go out to market, the financial and commercial terms on which bidders are bidding must be carefully considered. Certain elements are known to be red lines for bidders, with these including pension liabilities and performance mechanisms which are seen as unfair or punitive.
- Policy uncertainty:
 - At the moment, there is a high level of uncertainty within the market regarding key government policies, including Extended Producer Responsibility, Deposit Return Scheme and 'Simpler Recycling. When procuring an outsourced waste service, Change in Law and Qualifying Change in Law provisions within a contract will be seen as vital from a bidder's perspective as they will want certainty on how certain elements of policy uncertainty are managed and where the associated risk sits.
 - It is possible to request unmarked method statements from bidders regarding key elements of uncertainty e.g. free garden waste collections. This would allow the Council to review a proposed methodology and gain an understanding of likely costs should the 'anticipated change' be introduced during the course of the contract.

2.4.4 Operational Risk

Table 2-8 provides a summary of the evaluation scoring for each option when considering the criteria of operational risk. A detailed rationale for this evaluation can be found below Table 2-8.

Table 2-8: Options Evaluation – Operational Risk

Criteria:		Operational Risk	Weighting:	15%
Option	Score	Description		
A	2	Bring service in-house		
B	2	Bringing the waste service into a LATCo		
C	4	Re-procurement of the waste service		

When assessing the operational risks for the relevant options, we have considered the following key questions:

- What operational risks are likely to be incurred by each of the relevant options?
- How likely are the operational risks to lead to failure for Bridgend CBC?

Options A and B have been given a score of 2. In both options the operational risk fundamentally shifts to Bridgend either directly or through a LATCo. Both options are subject to a key operational risk relating to the IT infrastructure which will be required to deliver the services. Should Bridgend CBC not continue with the same systems as used by Plan B from the start of the new operational model, this would increase the risk to the authority. As street cleansing is already delivered in-house, Bridgend CBC have experience of operating a front-line service, which will be of use when operating the waste service. This prior experience prevents Option A and B as being seen as posing a high probability of high operational risk.

Option C has been given a score of 4, this reflects the fact that should the procurement lead to a new contractor delivering the services, there is a low probability of operational risk associated with a change in contractor. This is seen as a low probability of risk as the procurement process will allow the new contractor to be tested to provide the council with confidence in their ability to deliver the services. Should the procurement result in Plan B retaining the contract, this would assist in this matter as they will be the incumbent provider. However, it must be acknowledged that Plan B are newcomers to the market from a waste collection perspective, and this has in recent years proven to result in operational issues, as happened with Countrystyle in the London Borough of Bexley.

2.4.5 Implementation Risk

Table 2-9 provides a summary of the evaluation scoring for each option when considering the criteria of implementation risk. A detailed rationale for this evaluation can be found below Table 2-9.

Table 2-9: Options Evaluation – Implementation Risk

Criteria:		Implementation Risk	Weighting:	15%
Option	Score	Description		
A	2	Bring service in-house		
B	2	Bringing the waste service into a LATCo		
C	2	Re-procurement of the waste service		

When assessing the implementation risks for the relevant options, we have considered the following key questions:

- What implementation risks are likely to be incurred by each of the relevant options?
- How likely are the implementation risks to impact Bridgend CBC?

Options A and B have also both been given a score of 2, representing a low probability of high implementation risk due to the bringing of the waste service either in-house, or into a LATCo. Whilst most staff would TUPE from Plan B under these scenarios, there is the risk that senior staff would not. This risk can be reduced as senior roles can be recruited into either permanently or temporality as part of the mobilisation process. Within these options there is also a substantial implementation risk surrounding IT systems as these would need to be specified, procured, and implemented to support day one operations. The transfer (TUPE) of staff either in-house or into a LATCo is a key risk for Option A and B respectively, given that typically 60-70% of a contract value will stem from the staffing costs. Should this process be poorly handled, there is a risk that staff leave the contract, which would drastically impact the start of the service and ongoing operations. Furthermore, under these options, it should be noted that as Plan B will be aware they are losing the contract (and Bridgend CBC would be unlikely to reprocure the contract in the near future), they may potentially be somewhat obstructive during the demobilisation of the contract. This would have to be managed carefully so as not to cause additional implementation risk and it should be noted that there is no guarantee that Plan B would act in this way. Despite the implementation risks faced in these options, Bridgend CBC would have sufficient time to mobilise both an in-house and LATCo operation. High-level mobilisation timelines have been mapped and can be seen in Appendix A.3.0.

Option C has been given a score of 2. Should Plan B not be successful in the re-tendering process there is an implementation risk during the contract mobilisation whilst the new service provider beds in. In particular, in the modelled procurement timeline (see Appendix A.3.0) there are only three months in which to mobilise. Whilst this is only indicative, this is a very short timeframe in which to mobilise and poses a significant risk. It is unlikely that any new vehicles could be procured during this timeframe. Such a short mobilisation can, and has been, achievable, but would be best avoided. Should the provider not change from Plan B, or the mobilisation window be extended, then the risk would be reduced significantly. Furthermore, if Bridgend CBC can utilise the existing

fleet and make these available to the new contractor, this will help mitigate the risk of vehicles not being available for the start of the contract.

2.4.6 Control and Ability to Change

Table 2-10 provides a summary of the evaluation scoring for each option when considering the criteria of control and the ability to enact change. A detailed rationale for this evaluation can be found below Table 2-10.

Table 2-10: Options Evaluation – Control and Ability to Change

Criteria:		Control and Ability to Change	Weighting:	20%
Option	Score	Description		
A	5	Bring service in-house		
B	4	Bringing the waste service into a LATCo		
C	3	Re-procurement the waste service		

When assessing the impact of each option on Bridgend CBC's control over services and ability to change aspects of delivery, for the relevant options we have considered the following key questions:

- Do the options provide Bridgend CBC with the same, more, or less control than currently?

Option A has been given the highest score of 5 as all services are directly managed by Bridgend CBC and so the council has a high level of control over, and ability to change, the services. However, this does not mean that changes can be made to the service as an when the council would like to, as any service changes would need to be planned in and arranged in order to be successful. Furthermore, this option does not allow the council officers or councillors to dictate where waste rounds are sent on a daily basis, as they will still have the standard round structure you would see under either of the other two options.

With regards to Option B, whilst the services will be delivered by a LATCo which will be wholly owned by the council, the LATCo will still be a separate legal and commercial entity and any changes to the contract or services will still need to be negotiated, likely using the Change clause in the contract (as with Option C). Nonetheless, this option is still seen as providing Bridgend with an increase in their ability to enact change compared to an external contractor.

Option C has been given a score of 3. In this option, the relationship between the Council and the service contractor is managed via a contract. This means that should the Council wish to enact any change to the services, they must first negotiate and agree the changes with the service provider. It is anticipated that this would be managed via a 'Change' clause within the contract, which is assumed to be applicable for the outsourced contract in the re-procurement option. As such, this results in there being no change from the current operation.

2.4.7 Service Quality

2.4.8 T

Table 2-11 provides a summary of the evaluation scoring for each option when considering the criteria of service quality. A detailed rationale for this evaluation can be found below Table 2-11.

Table 2-11: Options Evaluation – Service Quality

Criteria:		Service Quality	Weighting:	10%
Option	Score	Description		
A	3	Bring service in-house		
B	3	Bringing the waste service into a LATCo		
C	3	Re-procurement of the waste service		

The quality of service delivered to residents is based upon the following factors:

- The training of staff.
- The quality and proactiveness of management and supervision.
- The ability of the contract or other KPIs to monitor and manage issues.

Within this assessment a score of 3 represents no change from the current position for Bridgend CBC. It is not possible to confidently say that under these options the quality of the services delivered would be impacted. This is because there is likely to be no difference to staff training, or the level of management or supervision. What may change in these options is the focus of the service on this, however, these are large and complex operational services and measuring improvement in service quality with the same resource base as currently will be difficult.

3.0 Financial Modelling

3.1.1 Approach to Financial Modelling

The objective of the financial modelling task was to understand the relative affordability of each delivery option in relation to the baseline (the existing Kier budget). In Eunomia's experience, large financial savings are rarely observed unless the design of the service fundamentally changes. The outcomes of this options appraisal could lead to a fundamental change in the way in which services are delivered within the borough, and therefore a detailed, transparent, and robust financial analysis has been carried out.

Eunomia's established service delivery options model firstly builds up operational costs from first principles to ensure that the nuance of cost in each option is fully reflected, and then compares the operational cost of each option to the current amount paid for the service (the baseline). This allows a comparison of resourcing levels within each option to understand where savings are made, or where additional cost centres created.

For Bridgend, the first step in the process was to calibrate the 2022/2023 baseline costs. The purpose of this exercise was to ensure that all costs are captured in the baseline as accurately as possible. To develop the baseline position, Eunomia worked closely with Bridgend and Kier to gather detailed employee data and cost information regarding vehicle and overhead costs. All data provided by Kier was clearly labelled within the model alongside Eunomia assumptions, and the basis for these assumptions. Detailed inputs and assumptions are included in Appendix A.4.0.

The next step in the process was to model each future delivery option. Future options were modelled for the 2026/27 financial year, which matches with the end of the Plan B contract (excluding possible extensions), so all costs were uplifted using indexation to reflect inflationary impacts between 2022/23 and 2026/27. It is important to note that the inflation rate between 2024 and 2026 was estimated and the future actual inflation may be higher or lower than the estimate. However, for the purpose of this project this is not a concern as a change in the inflation will not change the order of the financial results.

3.1.2 Cost Modelling Results

The results of the cost modelling are presented as total annual costs. The baseline reflects the 2022/2023 budget position. The changes in each of the three future options are detailed below:

- **In-House:** in this option, there is a significant change in the terms and conditions of employment, including salary increases (for some roles only) and increased employer pension contributions. In addition to this there is a change in management structure required which impacts costs, these are somewhat offset by the absence of a margin being included. There are also additional costs needed for the purchase of digital applications.
- **LATCo:** in this option there are no changes to the terms and conditions of employment, as staff will transfer across on TUPE terms and the working assumption is that the LATCo would operate with the same terms and conditions as the current contractor. As with the In-house option there is a change to the management structure (for example the recruitment of a Managing Director and Operations Director) and a 3% margin has also been built in as contingency (which is not accounted for in the in-house option). The additional costs needed for the purchase of digital applications are also included.
- **Re-procurement:** as TUPE applies, the terms and conditions of employment are maintained in this option. There are no changes to the management structure compared to the baseline, nor

are there added costs for the purchasing of digital applications. There is a 12% margin and overheads included, which is higher than what the current contractor achieves (8%).

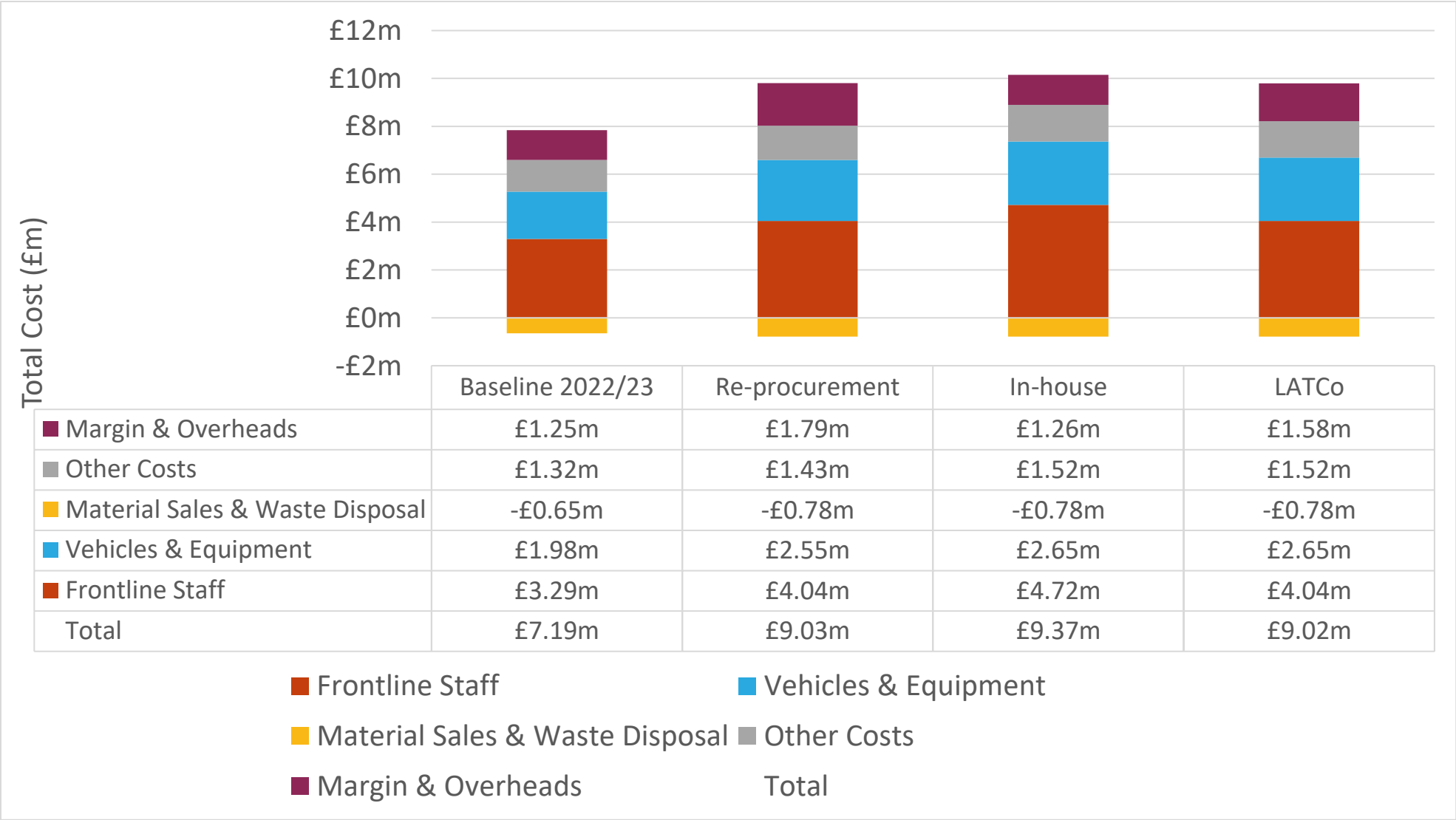
Table 3-1 provides a summary of total annual costs for the baseline and the future service delivery options. Transition and mobilisation costs are not included as there are one-off costs. They are presented separately in section 3.1.3.

Table 3-1: Modelled Annual Costs for Each Option

Cost Centre	Baseline 22/23	Re-procurement	In-house	LATCo
Margin and Overheads	£1.25m	£1.79m	£1.26m	£1.58m
Other Costs	£1.32m	£1.43m	£1.52m	£1.52m
Material Sales & Waste Disposal	-£0.65m	-£0.78m	-£0.78m	-£0.78m
Vehicles and Equipment	£1.98m	£2.55m	£2.65m	£2.65m
Frontline Staff	£3.29m	£4.04m	£4.72m	£4.04m
Total	£7.19m	£9.03m	£9.37m	£9.02m

It is worth noting that indexation has been applied to the future options to account for a start date in 2026/27, hence why all options have significantly higher costs than the Baseline which reflects 2022/23 costs.

Figure 3-1: Modelled Annual Costs of Baseline and Service Delivery Options



As shown in Figure 3-1 and Table 3-1, the most expensive option is the In-House option (£9.37m), with the cheapest being the LATCo (£9.02m), and re-procurement slightly more expensive than the LATCo (£9.03m). A breakdown of the differences in costs is provided below.

Frontline staff:

The in-house option is the most expensive option, this is primarily due to the contributions needed for the Local Government Pension Scheme (LGPS), which is currently assumed at 20%, compared to the LATCo and re-procurement options which range from 3% to 5%. TUPE would apply to any transferring staff, so where the Kier salaries are higher these have remained as is, but where the Council salaries are higher an uplift has been applied, which increases the financial contributions from the Council as well.

Frontline staff costs are the same in the re-procurement and LATCo options due to TUPE applying and not requiring any change to pension contributions.

Following Bridgend CBC's conversations with unions, it appears that there is likely to be an uplift in council staff salaries in the near future, which would then increase the cost for the in-house options (for the avoidance of doubt, this salary uplift has not been included in the modelled costs). For information, and to put a potential uplift in perspective with regards to the results of the financial modelling, a salary increase of 1-5% in the in-house option compared to the other options would lead to an additional extra cost of £60k-£290k per year for the in-house option.

Vehicles and Equipment:

Vehicle costs for re-procurement (£2.55m) are lower than for the In-house and LATCo options (£2.65m). It was assumed in all future options that the Council would provide the capital for the vehicles, however in the re-procurement option the contractor would purchase the vehicles on behalf of the Council and would be able to use their buying power to leverage lower vehicles prices than if the Council were to purchase the vehicles directly, which would be the case in the in-house and LATCo options. A 5% uplift in vehicle capital costs was applied to both the in-house and LATCo options to reflect this.

Material Sales and Waste Disposal:

There is no difference in costs between the three future options for material sales and waste disposal. There could have been an argument to assume that for the in-house and LATCo options the Council would not be able to secure the same material prices than the contractor in the re-procurement option. However, Eunomia reviewed data available internally which showed that there is no tendency for contractors to achieve better prices for material sales than councils, and Bridgend CBC would benefit from WRAP Cymru's help to secure material contracts, therefore no difference in costs was assumed in this section. Indexation has been applied to the Baseline to account for the Baseline being the year 2022/23 and the options being the year 2026/27, which is why there is an uplift in the costs from the Baseline.

Other Costs:

When looking at Other Costs, re-procurement has the lowest costs at £1.43m and in-house and LATCo are slightly more expensive at £1.52m. This is due to the Council getting an annual revenue of approximately £25k through contractor's defaults in the re-procurement option, which would not apply in the in-house and LATCo options. Additionally, in both these options the Council will need to purchase and pay an annual fee for digital applications such as asset management system, fuel management system, health and safety system, etc.

Margin & Overheads:

In this cost category the re-procurement option has the highest costs at £1.79m, the in-house option is the lowest at £1.26m and the LATCo option is in-between at £1.58m. In the re-procurement option, a 12% margin has been applied which is the typical target margin for contractors in waste contracts and includes profit and overheads such as payroll and other centralised functions. In the in-house option there is no margin, however there are changes in the management structure which impact the costs. Similarly, in the LATCo option there is a change in management structure, and a

3% margin has also been built into account for any unplanned expenditure and to provide risk contingency.

The difference in management structure is outlined in Table 3-2.

Table 3-2: Management Staff Differences in the Options

Staff	Baseline 2022/23	Re- procurement	In-house	LATCo
Business Manager	1	1	1	1
LATCo Managing Director	-	-	-	0.5
LATCo Operations Director	-	-	-	1
LATCo Finance Director	-	-	-	1
Group Manager	-	-	0.5 (shared with street cleansing)	-
HR Manager			0.5	0.5
Payroll Officer			1	1
Transport Manager	-	-	1	1
Procurement Manager			0.5	0.5
HSEQ Manager	-	-	0.5	0.5
Performance Manager	-	-	0.5	0.5

Bridgend CBC indicated that the Business Manager played an important role in the current contract and would be expected to carry on with this role in all future options, as the above table demonstrates. For the in-house option, the waste service would be overseen by a Group Manager who would be shared with the street cleansing service. The Council would need to appoint a Managing Director, Operations Director and Finance Director for a LATCo. It was assumed that a part-time role would be sufficient for the Managing Director due to the relatively small size of the service. It is common for this role to be part time and should not be an issue for recruitment.

Other roles required in the in-house and LATCo options are a part-time HR Manager and full-time Payroll Officer as the Council HR team does not have capacity to absorb extra work. The Council would also need a full-time Transport Manager as the additional number of vehicles required cannot be absorbed by the current Council's Transport Manager. Finally, three other part-time roles are needed for the in-house and LATCo options: Procurement Manager, HSEQ Manager and Performance Manager.

3.1.3 Transition/ Mobilisation Costs

The costs associated with transitioning to the options and mobilisation costs, which are all one-off costs, have also been modelled. The outcome of this can be seen in the Table 3-3 below.

Table 3-3: Costs associated with transition and mobilisation for the three future options

Item	Re-Procurement	In-house	LATCo
Legal Support	£140,000	£10,000	£100,000
LATCo Set Up	£0	£0	£55,000
Procurement Technical Support	£100,000	£0	£15,000
Compliance	£0	£19,800	£19,800
Mandatory Training	£20,000	£20,000	£20,000
Digital	£50,000	£330,000	£330,000
Depot	£77,500	£77,500	£77,500
Contingency	£58,125	£68,595	£92,595
Resource Costs – Workforce onboarding	£0	£60,000	£60,000
Resource Costs - Other	£84,167	£179,167	£201,667
Total	£529,792	£765,062	£971,562

The costs associated with transitioning into a LATCo are the highest at £0.97m. In this option a new entity is being created which will require a significant amount of legal support and other LATCo set-up costs such as development of a business plan and branding. Both the in-house and LATCo options include mobilisation costs that do not apply to the re-procurement option, such as terms and conditions legal support, compliance work and purchase of applications. Those options also require a high level of resources ahead of the start of the new service delivery to support the transition, including resources for the onboarding of the workforce. Re-procurement mobilisation costs include legal and technical support for the re-procurement process, as well as other initial digital and depot costs that apply to all options.

It is worth noting that for the in-house and LATCo options these would be one off costs (assuming that there is no other service delivery change in the future), however for the re-procurement, these costs would be incurred every ~eight years for every new procurement.

4.0 Conclusion

4.1 Risk Assessment of Future Commissioning Options

The commissioning options assessment undertaken as part of this work is summarised in Table 4-1. This analysis has identified that from a qualitative perspective, the commissioning option which receives the highest score is that of the re-procurement route, with both the LATCo and In-house option receiving very similar scores, that of 56% and 58% respectively. With regards to the re-procurement option, the main risk highlighted is the timeline and market interest which needs careful consideration. There is the ability to mitigate this risk if extending with Plan B for 1 year, though consideration would then need to be given to procurement clashes for contracts then expiring in 2027.

Table 4-1: Summary of Qualitative Commissioning Options Assessment

Criteria	Weighting	Option A – In-House	Option B – LATCo	Option C – Re-procurement
Capacity and Capability	10.0%	6.0%	4.0%	10.0%
Financial and Commercial Risk	20.0%	4.0%	8.0%	16.0%
Market Conditions	10.0%	10.0%	10.0%	4.0%
Operational Risk	15.0%	6.0%	6.0%	12.0%
Implementation Risk	15.0%	6.0%	6.0%	6.0%
Control and Ability to Change	20.0%	20.0%	16.0%	12.0%
Service Quality	10.0%	6.0%	6.0%	6.0%
Total Score		58.0%	56.0%	66.0%
Rank		2	3	1

4.2 Financial Modelling

The cost analysis evaluated three waste management options: in-house (£9.37 m), LATCo (£9.02m), and re-procurement (£9.03m). The in-house choice emerges as the most expensive, primarily due to its higher LGPS contributions, set at 20%. Frontline staff costs vary, with re-procurement and LATCo aligning due to compliance with TUPE regulations.

In terms of vehicles, re-procurement stands out as the more economical choice (£2.55m) compared to the in-house and LATCo options (£2.65). This stems from the assumption that the contractor, in the re-procurement option, would leverage its buying power to secure better vehicle prices, as opposed to the Council directly purchasing the vehicles in the other options. Management roles differ across the options, with in-house requiring a Group Manager shared with street cleansing, the LATCo option needing a part-time Managing Director and full-time Operations

Director and Finance Director, whilst for the re-procurement those high-level managing roles are covered in the overheads included in the contractor's margin.

Material Sales and Waste Disposal costs are consistent across all options, adjusted for indexation. Moving to Other Costs, re-procurement emerges as the most cost-effective option (£1.43m), In-house and LATCo options are slightly more expensive (£1.52m) due to additional expenses mainly related to digital applications.

Examining Margin & Overheads, re-procurement incurs the highest costs (£1.79m) due to a 12% margin, which includes profit and overheads. In-house presents the most economical choice (£1.26m) with no margin applied, while LATCo is in-between the two (£1.58m) with a 3% margin factored in for risk contingency.

Overall, the LATCo option is the cheapest, however it does incur high mobilisation and transition costs (close to £1m) compared to both the in-house (£770k) and re-procurement (£530k) options. It is worth noting that for the in-house and LATCo options these mobilisation and transition costs would be one off costs (assuming that there is no other service delivery change in the future), however for the re-procurement these costs would be incurred every ~eight years for every new procurement.

4.3 Summary

In summary, the analysis shows that from a qualitative perspective, the re-procurement option is the most favourable, followed by the in-house and LATCo options respectively. However, the timeline for the re-procurement option is a real risk (as outlined in section 2.4.3) and could deter market operators from engaging in a procurement exercise should it not afford sufficient time for them to robustly bid, and also mobilise, should they win the contract. Extending the current contract with Plan B may help to mitigate this risk, alternatively the council can seek to begin a re-procurement as soon as possible to afford the procurement and mobilisation processes as long as possible. It would be vital to engage with the market on these timelines to understand if this would be feasible should Bridgend CBC take this option forwards.

With regards to the financial modelling, the LATCo option is the cheapest of the three, though the re-procurement option is only marginally more expensive (in the region of ~£0.01m per annum). Given this very slight variation, it is difficult to say with certainty which option would be preferable from a financial perspective and ultimately will come down to the council's affordability considerations, as well as political drivers and appetite towards risk management.

When the qualitative and financial elements are taken together, Eunomia would recommend that Bridgend CBC considers either the re-procurement or LATCo options going forward, with the re-procurement option appearing to be the most favourable should the timeline for a future procurement be feasible and practicable.

Appendices

A.1.0 Evaluation Scoring Guidance

Criteria	Question Being Asked	1	2	3	4	5
Capacity and Capability	Does Bridgend CBC have the capacity to deliver?	No, significant expertise required to manage the service - specialism of need will make this hard in time scales	No, significant expertise required to manage the service - this should be achievable in timescales	Yes, more extensive recruitment would be required to manage services	Yes, some recruitment required into existing teams	Yes, no concerns
Financial & Commercial Risk	Does the option pose an increased financial risk to the authority?	Yes, high probability of unacceptable financial risk to the authority	Yes, high probability of acceptable financial risk to the authority	Yes, low probability of acceptable financial risk to the authority	No change from current operation	No, the risk position would be more favourable to the authority than current operations

Criteria	Question Being Asked	1	2	3	4	5
Market Conditions	Are the market conditions able to support this option?	No, the market would not support the option	No, there would be significant concerns	Yes, although there are some substantial risks with approach	Yes, although there are some minor risks	Yes, no concerns
Operational Risk (post mobilisation and initial three months of the contract)	Does the option pose an operational risk to the authority?	Yes, high probability of high operational risk	Yes, low probability of high operational risk	Yes, high probability of low operational risk	Yes, low probability of low operational risk	No, no concerns
Implementation Risk (during mobilisation and the initial three months of the contract)	Does the option present an implementation risk?	Yes, high probability of high implementation risk	Yes, low probability of high implementation risk	Yes, high probability of low implementation risk	Yes, low probability of low implementation risk	No, no concerns
Control and Ability to Change	Does the option allow BRIDGEND CBC to increase	No, services would be very unlikely to increase	No, services would be unlikely to increase	No change from current operation	Yes, services would be likely to increase	Yes, services would be very likely to

Criteria	Question Being Asked	1	2	3	4	5
	control and develop services?	BRIDGEND CBC's ability to control change	BRIDGEND CBC's ability to control change		BRIDGEND CBC's ability to control change	increase BRIDGEND CBC's ability to control change
Service Quality	Does the option improve the quality of service offered to residents?	No, quality of service would probably be negatively affected	No, quality of service would be affected slightly negatively	No, quality of service remains as current	Yes, quality would be slightly improved	Yes, quality of service would be strongly improved

A.2.0 Commissioning Options Evaluation Model



Commissioning%20
Options%20Evaluatio

A.3.0 Indicative High-Level Timelines and Market Analysis



Bridgend%20-%20In
dicative%20Detailed%

A.4.0 Financial Modelling Inputs and Assumptions

A.4.1 Staff Assumptions

Table A 1: Baseline Staff Inputs - Staff Numbers

Service	Staff Role	Numbers
Refuse Collections	HGV Driver	5
	Loader	13
Recycling Collections	HGV Driver	20
	7.5t Driver	3
	Loader	30
Bulky Waste Collections	7.5t Driver	1
AHP Collections	7.5t Driver	2
Container Deliveries	3.5t Driver	2
Missed Collections	3.5t Driver	1
CRC Service	HGV Driver	2
	Team Leader	5
	Recycling Advisor	13
Transfer Station	HGV Driver	1
	Yard Driver	1
	Yard operative	7
Management	Business Manager	1
	Operations Manager	1
	Supervisors	5
Admin	Senior Administrator	1
	Administrator	5
Finance	Accountant	1
TOTAL		120

Table A 2: Options Staff Assumptions - Staff Salaries for new roles

Staff Role	Annual Salary for 1 FTE
LATCo Managing Director	£80,000
LATCo Operations Director	£60,000
LATCo Financial Director	£60,000
Group Manager	£68,000
HR Manager	£40,000
Payroll Officer	£25,000
Transport Manager	£35,000
Procurement Manager	£40,000
HSEQ Manager	£35,000
Performance Manager	£35,000

A.4.2 Vehicle Assumptions

Table A 3: Baseline Vehicle Input – Vehicle Numbers

Service	Vehicle Type	Frontline Numbers	Spare Numbers
Refuse Collections	26t RCV	5	1
	12t RCV	1	-
Recycling Collections	12t RRV	15	3
	7.5t RRV	2	-
Communal Recycling	22t RCV	1	-
Garden Collections	26t RCV	-	1
Bulky Waste Collections	7.5t Box Vehicle with tail lift	1	-
AHP Collections	7.5t Vehicle	2	-
Container Deliveries	3.5t Vehicle	2	-
CRC Service	32t Hook Loader	2	-
	Material Handler	3	-
Transfer Station	Baler	1	-
	Fork Truck	3	-
	Telehandler	1	-
TOTAL		39	5

Table A 4: Baseline Vehicle Costs Inputs and Assumptions

Vehicle Type	Capital Cost	Annual Hire Cost
26t RCV	£180,000	£36,000
22t RCV	-	£44,370
12t RCV	-	£31,546
12t RRV	£155,000	-
7.5t RRV	£130,000	-
7.5t Box Veh.	£55,000	-
3.5t Veh.	£30,000	-
32t Hook Loader	£135,000	-
Material Handler	£145,000	-
Baler	£350,000	-
Fork Truck	-	£10,375
Telehandler	-	£32,500

	Provided by Kier
	Eunomia Assumption

- Those prices are 2017/18 prices as most vehicles were purchased in 2017/18
- Interest rate for capital repayment applicable for Kier assumed at 7.0% (Eunomia assumption)
- Other Vehicle costs:

Fuel	Maintenance, Tyres and Damage costs	Insurance
£1.24/l	£450k/year	2% of capital costs

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Meeting of:	CABINET
Date of Meeting:	16 APRIL 2024
Report Title:	PORTHCAWL GRAND PAVILION LEVELLING UP FUND PROJECT UPDATE
Report Owner / Corporate Director:	CORPORATE DIRECTOR COMMUNITIES
Responsible Officer:	DELYTH WEBB GROUP MANAGER STRATEGIC REGENERATION
Policy Framework and Procedure Rules:	This report includes a proposal to suspend the requirements of the Council's Contract Procedure Rules.
Executive Summary:	The purpose of the report is to provide an update to Cabinet on progress made in relation to the Porthcawl Grand Pavilion project and to seek Cabinet approval for the further suspension of the Council's Contract Procedure Rules to allow AWEN to increase the fee related to the design commission agreed by Cabinet in October 2023.

1. Purpose of Report

- 1.1 The purpose of the report is to provide an update to Cabinet on progress made and decisions taken in relation to the design, procurement and programme of the Porthcawl Grand Pavilion project. The report also seeks approval from Cabinet to the further suspension of the Council's Contract Procedure Rules to allow AWEN to increase the fee for the commission between Awen and Purcell to cover the costs of the design changes as part of a recent value engineering exercise.

2. Background

- 2.1 In January 2023, the Council were informed that a bid to the UK Government's Levelling Up Fund (LUF) for the Bridgend Constituency was successful and that the

Council would be awarded £17,998,316 towards the redevelopment of the Grand Pavilion Porthcawl.

- 2.2 The approved bid for the redevelopment of the Grade II Listed Grand Pavilion in Porthcawl is to address the existing issues of risk to the building fabric whilst also meeting the needs and aspirations of local people for extended and improved arts and cultural spaces, business and workshop opportunities and improved welfare and function spaces.
- 2.3 It is worth noting that there have been delays to progressing the project, which include delays in the initial decision making process by UK Government from October 2022 until January 2023, and subsequently in the receipt of monitoring guidance from UK Government until May 2023. It is also the case that the required documentation for submission changed between rounds one and two, in addition to a change in the statutory regime on subsidy control. All of these have meant that it has been very difficult to progress work on the project as it would have been at risk to the Council.
- 2.4 Current terms of the grant award set out that the project will be completed by Spring of 2025. Several conversations have now taken place with the LUF Monitoring team about extending the deadline and informal agreement has now been given to reprofile the delivery and finance up to March 2026. It is now imperative that the project progresses at pace, that the detailed design stage is completed, planning permission approved, and that the procurement of a professional services team and main contractor is in place to enable works on the building itself to commence in the Winter of 2024.
- 2.5 On 17th October 2023 Cabinet approved the suspension of the authority's Contract Procedure Rules (CPR) to allow our cultural partner AWEN, to procure the RIBA Stage 4 design work for the Grand Pavilion Porthcawl with Purcell's Architects in order to progress with the design process. This report now provides an update on the design and procurement work which is progressing at pace.

3. Current situation / proposal

- 3.1 Since October 2023 design work has been progressing well and a review of the work which has informed the RIBA stage 3 designs and LUF application has been completed. This included a design freeze which took place during December 2023. A review of design costs was required to account for cost price inflation and the change in the construction market since the initial designs were costed. Subsequently, we have undertaken a value engineering exercise to reconsider and review the design, programme and costs associated with progressing to tender for the main works contract within the existing budget.
- 3.2 Design amendments and costs have been reviewed and agreed by Programme Board and were also presented to Cabinet and Corporate Management Board (CCMB) on February 6th 2024. It is important to note that no design changes have impacted on the LUF approved outputs.

- 3.3 Following this work updated plans have also been submitted to Planning and will be presented to Development Control Committee (DCC) for approval on April 29th 2024.
- 3.4 A Grand Pavilion Programme Manager has been appointed to oversee the programme and support the delivery of the project.

Procurement

- 3.5 An invitation to tender for an Enabling Works Contract is currently being advertised on Sell2Wales. The tender process closes on the 8th April 2024, with the enabling works expected to start on the 28th May 2024. A number of surveys are currently being undertaken in preparation for the enabling works and to inform the tender process for the main works contract.
- 3.6 This work is being carried out following lessons learned from a previous project which identified the undertaking of extensive pre-contract surveys as a means of mitigating against unforeseen works post contract award, to avoid scope creep and cost increases. The enabling work will comprise of stripping out the inner part of the Grand Pavilion building. The benefit of completing this work will be to expedite work within the main works contract by adding detail to the requirements of the main contract and to provide greater cost certainty.
- 3.7 In line with the authority's CPRs a tender process is also currently underway via a ESPO Framework Agreement to procure professional services consisting of a multi-disciplinary project management team to support the delivery of the works on Grand Pavilion Porthcawl Project for RIBA Stages 4B – 7.
- 3.8 On 21st November 2023 Cabinet delegated authority to the Director of Communities, in consultation with the Chief Officer - Legal & Regulatory Services, HR & Corporate Policy and Chief Officer – Finance, Performance and Change, to progress the invitation to tender for the construction works following the completion of the design process.
- 3.9 To progress this a procurement sub-group, which includes programme board members, procurement and legal officers, are currently taking advice from both our external project manager and legal advisors to determine the most appropriate programme and procurement route for the construction works contract. The two options for consideration are a single stage design and build contract or two stage traditional contract. Appointed cost consultants, Focus, will be providing a report with the options and recommendations on procurement route for the construction phase. After a review of the proposal by our external legal support, Programme Board will be presented with the report recommendations to approve a final procurement route and which contract to take forward for the construction works.
- 3.10 An urgent Cabinet member decision made in August 2023 (decision CMM-PRU- 23-30) and Cabinet decision dated 17th October 2023 gave approval to suspend the requirements of the Council's CPRs and to appoint our cultural services partner

AWEN to procure the services of Purcell's Architect's for the RIBA Stage 4 design appointment via the PAGABO framework.

- 3.11 The initial contract value of the RIBA Stage 4 design appointment was £750,000 which is being met by LUF Funding on an at risk basis. The Council's CPRs ensure that procurement exercises are lawful and carried out in compliance with the requirements of the Public Contracts Regulations 2015 and satisfy principles of transparency, non-discrimination and equal treatment. In agreeing to suspend the CPRs the Council is exposed to the risk of potential challenge from other providers of such services on the basis that the award breaches regulatory requirements. Suspending the requirements of the Council's CPRs also presents a potential risk of funding clawback as the LUF funding conditions contain a requirement that the Council ensure that all legal and other statutory obligations and consents be adhered to including procurement duties.
- 3.12 As a result of the extensive review and value engineering exercise which has taken place to ensure that an affordable design is being progressed, Purcell have incurred additional costs related to the design changes, at a total cost of £80,418.56. Approval is therefore sought for the continued suspension of the requirements of the Council's CPRs and approval to appoint AWEN to procure services on behalf of the Council for the additional service requirement and associated costs.

Governance

- 3.13 External legal advisors have been appointed to provide a subsidy control opinion setting out the options available to award a subsidy to AWEN through the grant of a lease for the newly refurbished Grand Pavilion and a future report will be presented to Cabinet setting out those options.

Communications

- 3.14 A Grand Pavilion Stakeholder Group has been established as a conduit to ensure the local community is aware of progress on the project. The group met in February and will continue to meet throughout the project. Neighbouring residents have also been engaged with and information communicated to ensure any concerns are responded to.
- 3.15 A dust monitoring survey will be taking place over a 13 week period at the Grand Pavilion to monitor the air quality and establish a baseline from which any adverse impact from the main construction can be monitored.

4. Equality implications (including Socio-economic Duty and Welsh Language)

- 4.1 An initial Equality Impact Assessment (EIA) screening has identified that there would be no negative impact on those with one or more of the protected characteristics, on socio-economic disadvantage or the use of the Welsh Language. It is therefore not necessary to carry out a full EIA on this policy or proposal.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

5.1 The Well-being of Future Generations (Wales) Act 2015 Assessment based on the 5 ways of working has been considered:

- Long Term - Investment in, and redevelopment of, major infrastructure is critical to developing confidence in and growing the economy, ensuring local investment while providing the ability to operate across the region and beyond. Investment in some of our major assets is also essential to secure their long term sustainability and contribution to the reduction in carbon emissions of our infrastructure and assets.
- Prevention - Investment in assets now will prevent further decline in the integrity of our structures. It will also prevent a decline in local environment and the quality of cultural and business facilities within our communities.
- Integration - This project will ensure that local cultural facilities will be provided and integrated into the local community. The public will be able to make better use of existing facilities and will be provided with greater social opportunity, employment and pride in their community.
- Collaboration - The success of the project will be founded on cross sector working and collaborative effort with our delivery partners, stakeholders and professional advisors to use creative and cultural activity to improve population well-being.
- Involvement - The success of this project will rest of the effective engagement with key public and operational stakeholders. This will be through formal channels such as the planning process and on-going public and stakeholder conversations during design and delivery.

5.2 There are no significant or unacceptable impacts upon the achievement of the Council's well-being goals/objectives.

6. Climate Change Implications

6.1 Taking action to support decarbonisation is critically important in order to protect and sustain the environment over the long term. The proposed development at the Grand Pavilion Porthcawl will consider all available options within its design and delivery to meet a reduction in carbon emissions aligned with the Council's wider decarbonisation commitment. This is a Grade II listed building, with significant value in its original design and construction. However significant emphasis will be placed on mitigating and reducing the carbon emissions of our heritage infrastructure and assets.

7. Safeguarding and Corporate Parent Implications

- 7.1 Due regard has been paid to the Council's Safeguarding Policy which seeks to safeguard and promote the wellbeing of children, young people and adults at risk of abuse or neglect and to ensure that effective practices are in place throughout the Council and its commissioned services. Given the subject matter of this report no negative safeguarding implications have been identified.

8. Financial Implications

- 8.1 The financial position relating to the overall project cost has not changed since the submission of the LUF project application, and since previous Cabinet and Council reports.
- 8.2 The LUF application encouraged a minimum 10% match funding requirement for each project. This was set out in a report to Council in July 2022. At the meeting Council approved a £1,999,800 contribution from Bridgend Council towards the scheme.
- 8.3 The anticipated overall project costs are as follows:

<i>Porthcawl Grand Pavilion redevelopment</i>	
Levelling up Fund	£17,998,316
Match funding requirement	£1,999,800
Total Project Cost	£19,998,116

- 8.4 The reasons for the variation to the costs relating to the design process have been set out in 3.12. The additional costs of £80,418.56 can still be met within the total project budget approved within the LUF grant.
- 8.5 By progressing with the tender process for the main works contract for this project, consideration of the financial implications, project cost and programme can be assessed and considered in due course by officers, Cabinet and, if necessary, Council.

9. Recommendations

- 9.1 It is recommended that Cabinet: -
- Note that progress has been made in connection with the design of the project, procurement, communications and any future activity.
 - Agree to the further suspension of the Council's CPR's to allow AWEN to procure the remainder of the RIBA Stage 4 design work for the Grand Pavilion with Purcell's Architects at an additional value of up to £80,418.56.

- Note that a report will be presented to Cabinet to award the main contract in due course.

Background documents:

None

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Meeting of:	CABINET
Date of Meeting:	16 APRIL 2024
Report Title:	STRATEGIC DEVELOPMENT PLAN (SDP) INITIAL RESOURCING APPROACH
Report Owner / Corporate Director:	CORPORATE DIRECTOR - COMMUNITIES
Responsible Officer:	RICHARD MATTHAMS, STRATEGIC PLANNING AND TRANSPORTATION MANAGER
Policy Framework and Procedure Rules:	There is no impact on the policy framework or procedure rules.
Executive Summary:	For Cabinet to delegate authority to the Strategic Planning and Transportation Manager to act as a Corporate Joint Committee Liaison Officer in regard to regional spatial planning for the Corporate Joint Committee (CJC) and to prepare the Strategic Development Plan (SDP) Delivery Agreement (DA) which is a public statement that contains the Community Involvement Scheme (CIS) setting out how and when stakeholders and the community can become involved in the plan making process and a timetable for preparing the SDP.

1. Purpose of Report

- 1.1 The purpose of the report is to delegate authority to the Strategic Planning and Transportation Manager to act as the Corporate Joint Committee Liaison Officer in regard to regional spatial planning for the Cardiff Capital Region (CCR).

2. Background

- 2.1 The Local Government and Elections (Wales) Act 2021 puts forward a more coherent, consistent, simplified and democratically controlled mechanism for regional working, by establishing Corporate Joint Committees (CJCs). The ambition is for a strategic approach to both land-use and transport planning that aligns tightly to ambitions around economic development. To that end, CJCs are required via statutory instruments to promote economic wellbeing, spatial planning and regional transport planning.
- 2.2 In regard to spatial planning, the statutory duty to prepare both a Local Development Plan (LDP) and a Strategic Development Plan (SDP) is set out in the Planning and Compulsory Purchase Act 2004 (as amended). The Town and Country Planning (Strategic Development Plan) (Wales) Regulations 2021 (the 2021 Regulations) enable CJCs to prepare an SDP. Advisory notes were issued in August 2021 covering

governance and the plan preparation process, and a draft SDP Manual was issued to all Local Planning Authorities (LPAs) in autumn 2022. The draft Manual provides high-level timelines.

- 2.3 It is not anticipated that the SDP will be adopted until 2029 earliest, and LDPs must be kept up to date, ensuring, for example, that investment and sustainable development can continue to take place in a Plan-led way, providing confidence to all stakeholders including investors, developers and communities.
- 2.4 Given this context, a paper was submitted to the South East Wales CJC (SEWCJC) outlining a proposed approach to the initial development stages of the Regional Transport Plan and Strategic Development Plan. In the case of preparing the SDP, the approach is to seek an appropriate officer from the CCR LPA network to be the CJC Liaison Officer in regard to regional spatial planning. This would ensure representation for local authority and regional interests, allied to subject matter expertise.

3. Current situation/ proposal

- 3.1 The CJC Liaison Officer role is critical to ensure strategic alignment at a regional and local level and will be the regional lead in discussions and negotiations with Welsh Government (WG), as regards spatial planning.
- 3.2 This role will be on a temporary basis with a specific remit to:
- Prepare the Delivery Agreement (DA) which is a public statement that contains the Community Involvement Scheme (CIS) setting out how and when stakeholders and the community can become involved in the plan making process and a timetable for preparing the SDP in accordance with the 2021 Regulations.
 - Analyse the requirements of the SDP.
 - Develop a report detailing how these requirements can (or cannot) be met and a high-level view of the resources required to develop the SDP in the short-medium term.
 - Relay information and seek input from CJC LPA Officers via South East Wales Planning Officers Society (SEWPOS) and South East Wales Strategic Planning Officers Group (SEWSPG) networks and relevant Officers in other specialisms (such as, Regional Transport and Economic Development).
 - Lead in discussions with WG, regarding the requirements of the SDP and the proposed CJC approach.
 - Liaise with the Welsh Local Government Association (WLGA) and other CJC's on possible areas of collaboration.
 - Brief the region's directors via the South East Wales Directors Economic and Regeneration Group (SEWDER) group.
 - Present the report and associated recommendations for development of the SDP to the SEWCJC Board.
- 3.3 This position will function on a task-based approach and will not have any adverse effects on the Strategic Planning and Transportation Manager role. CJC will provide reimbursement to Bridgend County Borough Council at his standard hourly rate.

4. Equality implications (including Socio-economic Duty and Welsh Language)

4.1 Information / Administrative report – EIA not needed.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

5.1 The SDP will contribute to the full suite of goals within the Well-being of Future Generations (Wales) Act 2015, most notably:

- A prosperous Wales – sustainable, placemaking-led development will reduce the reliance on costly transport, promote active travel opportunities, enable new jobs and support town centres within the county borough.
- A resilient Wales – provision of good quality market and affordable housing alongside new employment provision will increase the resilience of both individuals and communities.
- A Wales of cohesive communities – enabling well-connected, mixed-use and multi-tenure developments will foster sustainable, socially cohesive communities.

6. Climate Change Implications

6.1 The SDP will set a framework at a regional scale for mitigating the impacts of climate change.

7. Safeguarding and Corporate Parent Implications

7.1 There are no Safeguarding and Corporate Parent Implications from this report.

8. Financial Implications

8.1 There are no financial implications arising from this report. This work will be funded through the CJC budget.

9. Recommendation

9.1 Cabinet is recommended to delegate authority to the Strategic Planning and Transportation Manager to act as the Corporate Joint Committee Liaison Officer in regard to regional spatial planning.

9.2 Cabinet is recommended to note that the CJC Liaison Officer will provide update reports to Cabinet about the progress of the Strategic Development Plan and any changes to the role of CJC Liaison Officer, should it change, so that any impact to the Council can be considered.

Background documents

None.

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Meeting of:	CABINET
Date of Meeting:	16 APRIL 2024
Report Title:	ALLOCATIONS UNDER TOWN AND COMMUNITY COUNCIL CAPITAL GRANT SCHEME 2024-25
Report Owner / Corporate Director:	CORPORATE DIRECTOR COMMUNITIES
Responsible Officer:	IEUAN SHERWOOD GROUP MANAGER ECONOMY, NATURAL RESOURCES AND SUSTAINABILITY
Policy Framework and Procedure Rules:	There is no effect upon the Council's policy framework or procedure rules as a result of this report.
Executive Summary:	<p>The purpose of this report is to seek Cabinet approval to allocate capital funding to Town and Community Councils to develop projects in line with the recommendations contained within this report from the Town and Community Council (T&CC) Capital Grant scheme for 2024-25.</p> <p>The following projects are proposed for approval:</p> <ul style="list-style-type: none"> • Coity Higher Community Council • Garw Valley Community Council • Brackla Community Council

1. Purpose of Report

- 1.1 The purpose of this report is to seek Cabinet approval to allocate capital funding to Town and Community Councils to develop projects in line with the recommendations contained within this report from the Town and Community Council (T&CC) Capital Grant scheme for 2024-25.

2. Background

- 2.1 Since 2017-18 funding under the T&CC Capital Grant scheme has prioritised applications supporting projects directly linked to the Council's Community Asset Transfer (CAT) programme in recognition of reducing Bridgend County Borough Council's (BCBC's) resources and the options available to T&CCs to deliver alternative services, and increasingly the scheme will seek to support proposals that align with BCBC's Decarbonisation Net-Zero 2030 agenda. In addition, the Council's seven corporate priorities have also been considered when assessing applications

submitted for 2024-25 as recommended by Cabinet when allocating funding under the scheme in 2023-24, and these are summarised below:

1. A County Borough where we protect our most vulnerable
2. A County Borough with fair work, skilled, high-quality jobs and thriving towns
3. A County Borough with thriving valleys communities
4. A County Borough where we help people meet their potential
5. A County Borough that is responding to the climate and nature emergency
6. A County Borough where people feel valued, heard and part of their community
7. A County Borough where we support people to live healthy and happy lives

2.2 With the stated desire to more closely align the T&CC Capital grant scheme with the CAT and Decarbonisation Net-Zero, the approvals in 2023-24 under the T&CC scheme were as follows:

Applicant	Project Cost	TCC Fund Contribution	CAT alignment	Net-Zero alignment	Summary of proposal
Coychurch Lower	£5,634.50	£2,814.00	Yes	Limited	Upgrade Coychurch Play Park inc. new play equipment, bench & bike stands
Porthcawl	£150,000.00	£20,000.00	Yes	Yes	Additional DDA compliant play/exercise equipment in Griffin Park
Pyle 1	£63,013.00	£20,000.00	Yes	Yes	Creation of Edible Forest Garden to rear of Pyle Swimming Pool
Pyle 2	£183,350.00	£20,000.00	Yes	Yes	New play park to rear of Ty Talwyn Avenue, Kenfig Hill
Total	£401,997.50	£62,814.00			

3. Current situation / proposal

- 3.1 BCBC has £50,000 allocated for 2024-25 and subsequent years in the Council approved Capital Programme to support applications from T&CCs for capital projects. With the carry forward funds from previous years the budget available for 2024-25 is £219,186.00.
- 3.2 Town and Community Councils were made aware of the T&CC Capital Grant, 2024-25 and the new basis of assessment which included the Council's seven corporate priorities on 25 October 2023. The grant closed for applications on 29 February 2024.
- 3.3 Funding of up to £219,186.00 is available for allocation under the T&CC Capital scheme in 2024-25.
- 3.4 A total of five applications were returned by T&CCs by the deadline:

Table 1: 2024-25 T&CC Capital Grant applications

Ref	T&CC	Project Cost	TCC Fund Contribution	Summary of proposal
A	Coity Higher 1	£29,745.00	£14,872.50	Creating a toddler/infant play area in Llys Gwyn Pendre
B	Coity Higher 2	£27,042.00	£13,521.00	Install All-Weather Surfacing at Coity Play Park
C	Garw Valley	£29,207.00	£14,603.50	Refocusing Parc Calon Lan as a Green Initiative Hub
D	Brackla	£20,000.00	£10,000.00	Urban Tree Planting Scheme around Brackla
E	St Brides Minor	£52,351.00	£20,000.00	Multi-Use Games Area adjacent to Sarn Life Centre
Total		£158,345.00	£72,997.00	

- 3.5 The returned funding applications and supporting information were assessed by a funding panel formed by the Cabinet Member for Climate Change and the Environment, the Head of Community Services, the Group Manager Economy, Natural Resources and Sustainability, the CAT Officer, the Finance Manager (Communities, Education and Family Support) and the Governance and Compliance Project Officer.
- 3.6 The proposals received from T&CCs for the 2024-25 T&CC Capital Grant allocation are outlined at Table 1 below, along with comments from BCBC officers who assessed the applications returned:

Table 2: Assessment by T&CC Funding Panel

Ref	Assessment Criteria / Alignments			Comments of Panel
	CAT	Net-Zero	Corporate Priorities	
A	Yes	Limited	7	Furniture not DDA compliant, recommend assistance from Green Spaces team and resubmit

B	Yes	Limited	5 & 7	Approve subject to a site safety inspection, and a review by Green Spaces team
C	Partly	Yes	1, 3, 4, 5, 6 & 7	None of note – approve.
D	No	Yes	2, 5, & 7	Approve subject to additional information on whereabouts of planting and permissions required, and confirmation that planting will attempt to offset Ash Dieback. Also recommend applicant contacts Countryside and Parks teams for advice.
E	No	Limited	4,6 & 7	CAT expression of interest submitted but decision deferred by CAT Steering Group until the future of Sarn Life Centre is decided.

A further application was received after the closing date for the fund and, as such, was not considered by the panel for support through this round of funding.

- 3.7 It is proposed that based upon the assessment of the T&CC Funding Panel that the applications in Table 3 below are approved.

Table 3: 2024-25 T&CC Capital Grant proposed approvals

Ref	T&CC	Project Cost	TCC Fund Allocation
B	Coity Higher 2	£27,042.00	£13,521.00
C	Garw Valley	£29,207.00	£14,603.50
D	Brackla	£20,000.00	£10,000.00
Total		£76,249.00	£38,124.50

- 3.8 It is proposed that the Council's CAT Officer engages with those T&CCs whose funding applications have been unsuccessful so that appropriate support can be provided to ensure that the proposals achieve better alignment with the Council's corporate priorities and themes for possible funding bids in the future.

4. Equality implications (including Socio-economic Duty and Welsh Language)

- 4.1 An initial Equality Impact Assessment (EIA) screening has identified that there would be no negative impact on those with one or more of the protected characteristics, on socio-economic disadvantage or the use of the Welsh Language. It is therefore not necessary to carry out a full EIA on this policy or proposal.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

- 5.1 BCBC is committed to promoting sustainable development and to discharge its duties under the Well-being of Future Generations (Wales) Act 2015. A summary of relating to the five ways of working and how they connection to the Corporate Well-being Objectives is below:

- Long-term: The projects proposed for support are those that have been identified by T&CCs themselves in response to current need and therefore propose to implement action that meets the requirements of current generations. A process of local needs identification followed by local led delivery in response to it will enhance the capacity of local organisations to take forward further schemes in the future.
- Prevention: The projects that are proposed for support if left undelivered may create a worsening of conditions currently being experienced by local residents. In addition, if the schemes were to be delivered in future years any further deterioration may result in increased costs.
- Integration: The T&CC Capital grant scheme will achieve this way of working by recognising the projects that are proposed for support are those that have been identified by the T&CCs themselves as best placed to utilise available funding to meet local needs in a holistic way.
- Collaboration: The proposals have been developed and will be delivered through a strong partnership between BCBC and those T&CCs that have applied for funding.
- Involvement: The T&CC Capital grant scheme is delivered in close partnership with a range of local stakeholders. Discussions and development with the T&CCs have taken place through BCBC's CAT Officer and information about the funding opportunity was provided to all T&CCs in the County Borough.

6. Climate Change Implications

- 6.1 The T&CC Capital grant scheme has criteria specifically designed to support BCBC Climate Change and Decarbonisation ambitions. Assessment of applications considered the relevance of proposals to the criteria and the proposed approved schemes have been agreed by the Cabinet member for Climate Change and the Environment.

7. Safeguarding and Corporate Parent Implications

- 7.1 There are no safeguarding or corporate parent implications arising from this report.

8. Financial Implications

- 8.1 Funding of up to £219,186.00 is available for allocation under the T&CC Capital scheme in 2024-25.
- 8.2 Taking into account the information provided in the applications the proposed approvals under the T&CC Capital scheme 2024-25 are detailed at Table 3 above, totalling £38,124.50. It is proposed the remaining allocation of £181,061.50 can be made available later in the 2024-25 financial year for a second round of funding under the T&CC capital grant scheme.
- 8.3 Funding offers will be conditional on compliance with the stated terms and conditions of the T&CC Capital Grant scheme and feedback will be available to the applicants.

9. Recommendations

It is recommended that Cabinet approves:

- 9.1 The allocation of capital funding within the existing Capital Programme of £38,124.50 under the T&CC Capital Grant scheme 2024-25 to develop projects in line with the specific applications detailed at Table 3.
- 9.2 A second round of the T&CC Capital Grant to be made available in the 2024-25 financial year to enable T&CCs to have the opportunity to access the remaining funding of £181,061.50 for projects aligning to corporate priorities and themes.

Background documents: None

Meeting of:	CABINET
Date of Meeting:	16 APRIL 2024
Report Title:	SCHOOL MODERNISATION PROGRAMME BRYNTIRION COMPREHENSIVE SCHOOL – FOUR- CLASSROOM BLOCK – HIGHWAY WORKS
Report Owner / Corporate Director:	REPORT OF THE CORPORATE DIRECTOR, EDUCATION AND FAMILY SUPPORT AND THE CHIEF OFFICER – FINANCE, HOUSING AND CHANGE
Responsible Officer:	GAYNOR THOMAS – SCHOOLS PROGRAMME MANAGER
Policy Framework and Procedure Rules:	There is no effect upon policy framework or procedure rules.
Executive Summary:	<p>Active travel/highway improvements have been conditioned as part of the planning consent in respect of a scheme for additional accommodation at Bryntirion Comprehensive School.</p> <p>A funding bid for these works was submitted to Welsh Government. However, the bid was unsuccessful. Consequently, the local authority will need to fund the works so that the building can be brought into beneficial use.</p> <p>Cabinet approval is sought to make a recommendation to Council to vire School Modernisation budgets within the capital programme for this purpose and to include the active travel/highway improvements as a separate scheme in the capital programme.</p>

1. Purpose of Report

1.1 This report seeks Cabinet approval for the following recommendations to be made to Council:

- to vire £141k of capital budgets detailed in this report for the purpose of active travel/highway improvements associated with the delivery of a four-classroom block at Bryntirion Comprehensive School; and

- include a scheme for active travel/highway improvements in respect of Bryntirion Comprehensive School in the capital programme with a budget of £141k.

2. Background

- 2.1 The availability of school places at Bryntirion Comprehensive School is an issue. Based on Welsh Government's Circular number 021/2011 'Measuring the capacity of schools in Wales' the school is currently operating at capacity.
- 2.2 There are a number of housing developments within the school's catchment area that have been/are in the process of being built. The local authority has entered into Section (s) 106 agreements and has secured education contributions for pupil places to serve those developments. A scheme for additional accommodation at Bryntirion Comprehensive School, which is partly funded by s106, is included in the approved capital programme and the construction element of the project is currently subject to a tender process.

3. Current situation / proposal

- 3.1 Planning approval for the teaching block stipulated that active travel/highway improvements shall be implemented in permanent materials before the accommodation is brought into beneficial use. The estimated cost of the scheme (that is, works and professional fees) is £121k.
- 3.2 Active travel/highway improvement grant funding opportunities were identified and the Communities Directorate submitted a funding bid to Welsh Government which included the improvements identified in the planning conditions, as part of a wider bid in respect of the Bryntirion area. However, officers have now advised that the improvements associated with the Bryntirion Comprehensive School scheme cannot be incorporated into the wider active travel programme in the Bryntirion area this financial year. Notwithstanding this, as active travel/highway improvements are a planning condition, the local authority will need to progress those works so that the teaching block can be brought into beneficial use.
- 3.3 There are a number of school modernisation schemes within the capital programme, and technical officers have advised that no further expenditure is anticipated on these projects:

Gateway to the Valleys	£32k
Garw Valley primary highways	£30k
Mynydd Cynffig Primary School – mobile classrooms	£79k
Total	£141k

- 3.4 In January 2024, Cabinet/Corporate Management Board (CCMB) was advised of the funding bid (detailed in paragraph 3.2) and agreed that, should the funding bid be unsuccessful, school modernisation budgets could be re-purposed to address the active travel/highway improvements, subject to Council approval.
- 3.5 Construction of the additional accommodation at Bryntirion Comprehensive School is anticipated to be completed by January 2025, with the building being available for occupation in February 2025.

4. Equality implications (including Socio-economic Duty and Welsh Language)

- 4.1 A full equality impact assessment (EIA) has been conducted as part of the development of this proposal. The full EIA considers the impact of the proposal on the nine protected characteristics, the Socio-economic Duty, and the use of the Welsh Language.
- 4.2 The EIA has identified that there would be no negative impact on those with one or more of the protected characteristics, on socio-economic disadvantage or the use of the Welsh Language.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

- 5.1 The Well-being of Future Generations (Wales) Act 2015 Assessment provides a comprehensive summary of the outcomes expected from the implementation of the service.

Long-term	This scheme has been identified through a collaborative strategic approach with officers from key departments of the Council including the Education and Family Support Directorate and Corporate Landlord Department. A strategic group considered the fit with local and national strategy, outcomes for learners and families, and economic considerations. The scheme addresses the Council's statutory duty to provide pupil places and support the day-to-day operation of the school.
Prevention	Provision of places at schools is reviewed on an annual basis to ensure there is a sufficient overall supply and there is suitable accommodation to deliver the curriculum effectively. This scheme aims to address capacity issues arising from additional housing being constructed within the immediate and surrounding areas and has been identified to ensure that pupil places can be delivered in the future. The Council has a statutory duty to ensure there are a sufficient supply of school places, and this scheme will safeguard the Council's position in terms of any potential legal challenge in this regard.
Integration	Providing sufficient places at Bryntirion Comprehensive School ensures that the curriculum can be delivered and meets the social, environmental, and cultural objectives of pupils and the community it will serve. This scheme will promote inclusion. Construction was competitively tendered to achieve best value for money via a procurement process conducted on Sell2Wales in accordance with the local authority's contract procedure rules and managed on ETenderWales. Tenders will be based on the 'most economical and advantageous tender' (that is, 30% quality and 70% cost). This approach provides opportunities for local companies to engage, thus supporting economic activity in the area. Community benefits will be maximised.

Collaboration	The local authority collaborates effectively with stakeholders which includes schools, Estyn, Central South Consortium, and many internal and external partners to ensure that the building meets needs of the users and the community which it will serve. Officers have collaborated with technical colleagues developing the scheme to ensure that the building design is sustainable and energy efficient. The project team will ensure that the scheme will work effectively, to maximise the use of resource and capitalise on the expenditure ensuring it meets the needs of current and future generations.
Involvement	Stakeholders include Cabinet, members, school governors, staff, pupils, the community, and internal and external partners. Regular email updates and Microsoft Teams meetings, as well as in-person meetings have been held with stakeholders, as required.

6. Climate Change Implications

- 6.1 The local authority's 'Bridgend 2030 – Net Zero Carbon Strategy' and Welsh Government's carbon reduction commitments will also be addressed through the School Modernisation Programme, as all new provision will be designed to ensure that it is Net Zero Carbon 'in operation' and embodied carbon targets are achieved.

7. Safeguarding and Corporate Parent Implications

- 7.1 Bridgend County Borough Council is committed to promoting equality and valuing diversity through all our services and dedicated to treating all citizens, employees and visitors with respect, while providing services which respond to people's individual needs.
- 7.2 The Education and Family Support Directorate (EFS) Strategic Plan 2023-2026 ensures that equality and fairness remain firmly at the heart of how the council plans, provides, and delivers important services to the people of Bridgend County Borough.

8. Financial Implications

- 8.1 Active travel and highway improvements (consisting of a number of dropped kerbs and signage) have been conditioned through the planning process. Technical officers have advised that a budget of £121,000 for works, professional fees and an allowance for inflation is required to deliver active travel/highway improvements relating to the Bryntirion Comprehensive School scheme. The proposed virement of uncommitted school modernisation budgets of £141k, as detailed in paragraph 3.3 of this report, is considered sufficient to meet the anticipated cost of these improvements along with a contingency sum of £20k.

9. Recommendations

- 9.1 Cabinet is requested to give approval for the following recommendations to be made to Council:
- to vire £141k of capital budgets detailed in this report for the purpose of active travel /highway improvements associated with the delivery of the four-classroom block at Bryntirion Comprehensive School; and
 - include a separate scheme for active travel/highway improvements in respect of Bryntirion Comprehensive School in the capital programme, with a budget of £141k.

Background documents

None

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Meeting of:	CABINET
Date of Meeting:	16 APRIL 2024
Report Title:	CORPORATE PLAN / DELIVERY PLAN FOR 2024 / 25
Report Owner / Corporate Director:	CHIEF OFFICER – LEGAL AND REGULATORY SERVICES, HR AND CORPORATE POLICY
Responsible Officer:	ALEX RAWLIN POLICY AND PUBLIC AFFAIRS MANAGER
Policy Framework and Procedure Rules:	Council's priorities in the Corporate Plan / Delivery Plan inform Service Plans which form part of the Policy Framework. The Performance Framework forms part of the Policy Framework.
Executive Summary:	<p>This report sets out a draft Corporate Plan Delivery Plan for 2024-25 to reflect agreed budgets. It asks Cabinet to consider –</p> <ul style="list-style-type: none"> • The proposed 1-year draft delivery plan • Work required to improve the council's use of service user perspectives.

1. Purpose of Report

- 1.1 The purpose of this report is to propose a draft 1-year Corporate Plan Delivery Plan for 2024-25 for Cabinet approval.

2. Background

- 2.1 Bridgend County Borough Council (BCBC) currently has a high level, five-year Corporate Plan 2023-28. The Council took a new approach for 2023-24 and did not include commitments or performance indicators in the Corporate Plan. Instead, the Council developed a one-year delivery plan so it could be more agile and flexible to the changing operating environment.

3. Current situation / proposal

- 3.1 Council approved the Medium-Term Financial Strategy 2024-25 to 2027-28 at its meeting on 28 February 2024, including a detailed budget for 2024-25. Council officers have used the budget information to review the Corporate Plan Delivery Plan for 2023-24 and propose the draft Corporate Plan Delivery Plan for 2024-25 in **Appendix 1**. The Plan has been scrutinised by Corporate Overview and Scrutiny Committee (COSC) twice, at their meetings of 31 January 2024 and 19 March 2024.

- 3.2 To prepare the updated delivery plan, Directorate Management Teams (DMTs) reviewed the 2023-24 Corporate Plan Delivery Plan (CPDP) to identify –
- Unfunded commitments for removal
 - Partly funded commitments for updating
 - Unfunded / unstaffed areas of business as usual where performance indicators should be removed
 - Unfunded / unstaffed areas of business as usual where performance indicators' targets will need to be changed
 - New priority areas of work to be added (from within the directorate or from previous COSC feedback)
- 3.3 Their findings were discussed and moderated at a meeting of Heads of Service / Corporate Management Board on 31 January 2024. Further changes were made and incorporated into the Plan.
- 3.4 This process has led to a small number of elements of the CPDP for 2023-24 being removed. The plan is now made up of:
- 7 wellbeing objectives
 - 42 aims, supported by:
 - 84 commitments
 - 88 performance indicators.
- 3.5 In addition to the review of priorities in light of financial pressures, Corporate Overview and Scrutiny Committee also considered:
- The committee's proposals for additional indicators throughout the year
 - Audit Wales' views of the council's use of service user perspectives.
- 3.6 COSC agreed to work with the Corporate Performance Team during the early part of 2024-25 to consider how best to improve the council's use of service user perspectives to inform decision making, by developing a small suite of service user perspective performance indicators.
- 4. Equality implications (including Socio-economic Duty and Welsh Language)**
- 4.1 An initial Equality Impact Assessment (EIA) screening included at Appendix 2, has identified that there would be no negative impact on those with one or more of the protected characteristics, on socio-economic disadvantage or the use of the Welsh Language. It is therefore not necessary to carry out a full EIA on this policy or proposal.
- 5. Wellbeing of Future Generations implications and connection to Corporate Wellbeing Objectives**

5.1 This report proposes updates to the following corporate well-being objectives under the Well-being of Future Generations (Wales) Act 2015 that form part of the Council's Corporate Plan 2023-28:

1. A County Borough where we protect our most vulnerable
2. A County Borough with fair work, skilled, high-quality jobs and thriving towns
3. A County Borough with thriving valleys communities
4. A County Borough where we help people meet their potential
5. A County Borough that is responding to the climate and nature emergency
6. A County Borough where people feel valued, heard and part of their community
7. A County Borough where we support people to live healthy and happy lives

5.2 The 5 ways of working set out in the Well-being of Future Generations (Wales) Act have also contributed to the Council developing its own five ways of working. The ways of driving and measuring those ways of working is also contained in the proposed draft Corporate Plan Delivery Plan.

6. Climate Change Implications

6.1 There are no specific implications of this report on climate change. However, the proposed draft Corporate Plan Delivery Plan proposes measures and targets to help us assess the Council's performance on areas including climate change.

7. Safeguarding and Corporate Parent Implications

7.1 There are no specific implications of this report on safeguarding or corporate parenting. However, the proposed draft Corporate Plan Delivery Plan proposes measures and targets to help us assess the Council's performance on areas including safeguarding and corporate parenting.

8. Financial Implications

- 8.1 Review of the Corporate Priorities has been undertaken in line with the Medium Term Financial Strategy 2024-25 to 2027-28 including detailed budgets for 2024-25.

9. Recommendations

- 9.1 It is recommended that Cabinet:

- Approves the proposed draft Corporate Plan Delivery Plan for 2024-25 as set out in **Appendix 1**.
- Considers the proposed work of Corporate Overview and Scrutiny Committee to support the Corporate Performance Team looking at how best to measure service user perspectives as part of the Council's performance management framework.

Background documents

None

Appendix 1 - Corporate Delivery Plan 2024-25

How we will measure our 7 Wellbeing Objectives

WBO1 - A County Borough where we protect our most vulnerable

Aim	Performance indicators	Commitments / projects
1.1 Providing high-quality children's and adults social services and early help services to people who need them	<p>Carers</p> <ul style="list-style-type: none"> SSWB55 - Percentage of eligible carers who were offered a carer's assessment (SSWB) <p>Children's social care</p> <ul style="list-style-type: none"> SSWB78 - Timeliness of visits to <ul style="list-style-type: none"> a) children who are care experienced b) children on the child protection register (SSWB) SSWB39 - Safe reduction in the number of care experienced children (SSWB) CH/026 - Safe reduction in the number of children on the child protection register (SSWB) <p>Adult social care</p> <ul style="list-style-type: none"> SSWB57 - Percentage of enquiries to the Adult Social Care front door which result in information and advice only SSWB76 - Number of packages of reablement completed during the year (SSWB) SSWB38 - Percentage of reablement packages completed that <ul style="list-style-type: none"> a) reduced the need for support b) maintained the same level of support c) mitigated need for support (SSWB) SSWB61 - Number of people who access independent advocacy to support their rights with <ul style="list-style-type: none"> a) Children's Social Care b) Adult Social Care (SSWB) 	<p>1.1.1 Continue to improve early help services by increasing the number of team around the family (TAF) interventions that close with a positive outcome (SSWB)</p> <p>1.1.2 Help communities become more resilient, so more people will find help / support they need in their community. (SSWB)</p> <p>1.1.3 Support the wellbeing of unpaid carers, including young carers, to have a life beyond caring. (SSWB)</p> <p>1.1.4 Improve Children's Services by delivering the actions in our three-year strategic plan. (SSWB)</p> <p>1.1.5 Improve adult social care with a new three-year strategic plan to tackle physical and mental health impacts of Covid-19 on people with care and support needs, and our workforce. (SSWB)</p> <p>1.1.6 Change the way our social workers work to build on people's strengths and reflect what matters to our most vulnerable citizens, the relationships they have and help them achieve their potential. (SSWB)</p> <p>1.1.7 Address the gaps in social care services such as care and support at home, specialist care homes for children and adults and recruiting more foster families. (SSWB)</p>

	<p>Early help</p> <ul style="list-style-type: none"> • DEFS29 Percentage of completed Team Around the Family (TAF) plans closed with a successful outcome (SSWB) 	
1.2 Supporting people in poverty to get the support they need / help they are entitled to	<ul style="list-style-type: none"> • CED43 - Percentage of people supported through FASS (Financial Assistance and Support Service) where support has resulted in increased income through claims for additional/increased benefits and allowances (CEX) • CED44 - Percentage of people supported through FASS who have received advice and support in managing or reducing household debt (CEX) 	<p>1.2.1 Support eligible residents to receive financial help through the Council Tax Reduction Scheme. (CEX)</p> <p>1.2.2 Raise awareness of financial support available to residents. (CEX)</p>
1.3 Supporting people facing homelessness to find a place to live	<ul style="list-style-type: none"> • PAM/012- Percentage of households threatened with homelessness successfully prevented from becoming homeless (CEX) • DOPS39 - Percentage of people presenting as homeless or potentially homeless for whom the Local Authority has a final legal duty to secure suitable accommodation (CEX) 	1.3.1 Continue to improve our housing and homelessness service to reduce homelessness across the borough through implementation of the agreed action plan (CEX)
1.4 Supporting children with additional learning needs to get the best from their education	<ul style="list-style-type: none"> • NEW - Percentage of new local authority Individual Development Plans (IDPs) delivered via the online IDP system (EFS) 	1.4.1 Implement the online IDP (Individual Development Plan) system for local authority and school-based IDPs.(EFS)
1.5 Safeguarding and protecting people who are at risk of harm	<ul style="list-style-type: none"> • CORPB1 - Percentage of council staff completing safeguarding awareness training (CEX/All) • SSWB77 - Percentage of Adult safeguarding inquiries which receive initial response within 7 working days (SSWB) • CH/003 - Percentage of Childrens referrals where decision is made within 24 hours (SSWB) 	<p>1.5.1 Work as One Council to effectively safeguard children and adults at risk</p> <p>1.5.2 Safeguard children, young people and adults at risk of exploitation. (SSWB)</p>

Page 323	<ul style="list-style-type: none"> SSWB62 - Percentage of child protection investigations completed within required-timescales (SSWB) SSWB63 Average waiting time on the Deprivation of Liberty Safeguards (DoLS) waiting list (SSWB) 	
1.6 Help people to live safely at home through changes to their homes	<ul style="list-style-type: none"> CED45 - Average number of days taken to deliver a Disabled Facilities Grant for: <ol style="list-style-type: none"> low level access showers stair lifts ramps extensions (CEX) DOPS41 - Percentage of people who feel they can live more independently as a result of receiving a DFG in their home (CEX) 	1.6.1 Improve the process and access to grants for older and disabled people who need to make changes to their home (CEX)
1.7 Support partners to keep communities safe	<ul style="list-style-type: none"> CORPB2 - Percentage of council staff completing Violence Against Women, Domestic Abuse and Sexual Violence (VAWDASV) training (Level 1) (CEX/All) CED46 - Number of instances where CCTV supports South Wales Police in monitoring incidents (CEX) New - Percentage of Assia service users reporting increased feelings of safety at their exit evaluation New – Percentage of high risk domestic abuse victims / public protection notices received by the service contacted within 48 hours. New – Percentage of medium risk domestic abuse victims / public protection notices received by the service contacted within 72 hours. 	<p>1.7.1 Regionalise the Community Safety Partnership (CSP), creating a single CSP covering the three respective local authority areas, providing strategic oversight for VAWDASV, Contest & Serious Violence (CEX)</p> <p>1.7.2 Identify children who are more likely to offend and provide them with support to reduce offending behaviour. (EFS)</p>

WBO 2 - A County Borough with fair work, skilled, high-quality jobs and thriving towns

Aim	Performance indicators	Commitments / projects
<p>2.1 Helping our residents get the skills they need for work</p>	<ul style="list-style-type: none"> DEFS82 - Number of participants in the Employability Bridgend programme going into employment (COMM) 	<p>2.1.1 Invest £22m of Shared Prosperity Funding in projects in the County Borough by 2025, with third sector partners, including in people and skills, supporting local businesses, and developing communities and place. (COMM)</p> <p>2.1.2 Employability Bridgend will work with funders and partners, including the Inspire to Work Project to deliver a comprehensive employability and skills programme (COMM)</p>
<p>2.2 Making sure our young people find jobs, or are in education or training</p>	<ul style="list-style-type: none"> DEFS80 - The number of participants in the Employability Bridgend programme supported into education or training (COMM) PAM046 - Percentage of Year 11 leavers not in education, training, or employment (NEET) in the careers Wales annual destination statistics (EFS) 	<p>2.2.1 Increase employment and training opportunities in the County Borough for young people aged 16 to 24 years old. (COMM)</p> <p>2.2.2 Employ and develop a well-motivated, well supported, qualified social care workforce in the Council and with partners. Fill vacancies in our social care services and reduce dependence on agency workers. (SSWB)</p> <p>2.2.3 Bridgend Music Service will further develop links with partners to explore income generation opportunities and broaden the learning offer where appropriate. (EFS)</p>
<p>2.3 Improving our town centres, making them safer and more attractive</p>		<p>2.3.1 Deliver a further £1.3m of Transforming Towns investment across our town centres in partnership with Welsh Government over the next two years to improve the economic sustainability of our town centres.(COMM)</p> <p>2.3.3 Redevelop Bridgend Central Station including improving the front public area and consider the feasibility of developing a transport interchange at the rear, providing links between bus services and trains, in partnership with Welsh Government and Network Rail. (COMM)</p>
<p>2.4 Attracting investment and supporting new and</p>	<ul style="list-style-type: none"> DCO23.03 - Number of businesses receiving support through Shared Prosperity Funding (COMM) 	<p>2.4.1 Invest in business start-ups in the County Borough by providing both professional and grant support, supporting key</p>

<p>existing local businesses</p>	<ul style="list-style-type: none"> DCO23.04 - Number of business start-ups assisted (COMM) 	<p>growth sectors like research and development, finance and the green economy. (COMM)</p> <p>2.4.3 Work with the Cardiff City Region (CCR) and its 10 local authorities to transition to the Corporate Joint Committee (CJC) and to continue to work regionally on strategic planning, transport and economic development (COMM)</p>
<p>2.5 Making the council an attractive place to work</p>	<ul style="list-style-type: none"> CED29 - Percentage of staff reporting through survey that they agree or strongly agree with the statement: <ul style="list-style-type: none"> a) I feel every department is working towards the same common goal b) I am satisfied with BCBC as an employer c) Working here makes me want to perform to the best of my ability d) I feel that BCBC values its employees' ideas and opinions e) Do you think there are opportunities for two-way communication to discuss and raise ideas and issues? (CEX) CED49 - Percentage of staff reporting through survey that they agree or strongly agree with the statement: <ul style="list-style-type: none"> a) I feel supported to manage my personal wellbeing whilst in work b) The council is dedicated to taking positive action to support employees achieve a positive sense of wellbeing in their working lives. (CEX) CED50 - Number of sign up of new subscribers to the staff extranet (CEX) 	<p>2.5.1 Improve the Council 's culture as an employer, offering fair work opportunities to current and potential employees. Use the views of our workforce to make improvements, develop and motivate employees and improve staff retention. (CEX)</p>
<p>2.6 Ensuring employment is fair, equitable and pays at least the real living wage</p>	<ul style="list-style-type: none"> CED54 - Number of real living wage employers identified (CEX) 	<p>2.6.2 Encourage employers to offer growth/ training options to employees (CEX)</p>

WBO3 - A County Borough with thriving valleys communities

Aim	Performance indicators	Commitments / projects
3.1 Investing in town centres, including Maesteg town centre	<ul style="list-style-type: none"> DCO23.01 - Number of commercial properties assisted through the enhancement grant scheme (COMM) 	<p>3.1.1 Complete a Placemaking Strategy for Maesteg town centre to improve the environment and support future investment bids. (COMM)</p> <p>3.1.2 Develop a commercial property enhancement grant for all valley high streets, to make them look better and bring properties back into commercial use. (COMM)</p>
3.2 Creating more jobs in the Valleys		<p>3.2.1 Develop funding bids for our valleys, to enhance the economy and stimulate new job opportunities. (COMM)</p> <p>3.2.2 Increase the amount of land and premises available for businesses, including industrial starter units, in the Valleys. (COMM)</p>
3.4 Improving education and skills in the Valleys		<p>3.4.1 Establish three new Flying Start provisions, offering free childcare for two-year-olds in Nantymoel, Ogmore Vale and Pontycymmer. (EFS)</p> <p>3.4.2 Open Welsh-medium childcare in the Ogmore Valley and Bettws, with 32 full-time-equivalent childcare places. (EFS)</p>
3.5 Investing in our parks and green spaces and supporting tourism to the valleys		<p>3.5.1 Develop a regeneration strategy for the valleys (including Ogmore and Garw Valleys).(COMM)</p> <p>3.5.2 Work with the Cwm Taf Nature Network Project to improve access to high quality green spaces (COMM)</p>
3.6 Encourage the development of new affordable homes in the valleys	<ul style="list-style-type: none"> CED55 - Number of additional affordable homes provided by Registered Social Landlords (RSLs) in the Valleys (CEX) 	<p>3.6.1 Promote and encourage the development of new social housing in the valleys. (CEX)</p> <p>3.6.2 Redevelop the Ewenny Road site, including new and affordable homes, an enterprise hub, open space and green infrastructure, in partnership with the adjoining landowner. (COMM)</p>

WBO4 - A County Borough where we help people meet their potential

Aim	Performance indicators	Commitments / projects
<div data-bbox="56 197 100 375" data-label="Page-Header">Page 327</div> <p>4.1 Providing safe, supportive schools with high quality teaching</p>	<ul style="list-style-type: none"> • DEFS156 – Number of schools judged by Estyn to be in ‘significant improvement’ or ‘special measures’ (EFS) • PAM032 - Average ‘Capped 9’ score for pupils in Year 11 (EFS) • EDU016a/PAM007 - Percentage of pupil attendance in primary schools • EDU016b/PAM008 - Percentage of Pupil attendance in secondary schools (EFS) • EDU010a - Percentage of school days lost due to fixed-term exclusions during the school year in primary schools (EFS) • EDU010b - Percentage of school days lost due to fixed-term exclusions during the school year in secondary schools (EFS) • DEFS155 - Percentage of schools that have self-evaluated themselves as ‘green’ as part of their annual safeguarding audit (EFS) 	<p>4.1.1 Help schools achieve their improvement plans by analysing needs and offering training to address this, ensuring that all schools will be judged by Estyn as ‘not requiring any follow-up’ (EFS)</p> <p>4.1.2 Ensure all local schools are rated as green following their safeguarding audit and provide support they need to improve (EFS)</p> <p>4.1.3 Make additional digital learning training available to all school staff to improve teaching and learning in our schools (EFS)</p> <p>4.1.4 Improve the digital offer to young people, including youth led interactive website (EFS)</p>
<p>4.2 Improving employment opportunities for people with learning disabilities</p>		<p>4.2.1 Improve the offer to adults with Learning Disabilities to enable them to develop new skills and deliver their potential (SSWB)</p>
<p>4.3 Expanding Welsh medium education opportunities</p>	<ul style="list-style-type: none"> • DEFS138 - Percentage of Year 1 pupils taught through the medium of Welsh (EFS) • DEFS157 - Percentage of learners studying for assessed qualifications through the medium of Welsh at the end of Key Stage 4 (EFS) 	<p>4.3.1 Deliver the actions in the Welsh in Education Strategic Plan (WESP) (EFS)</p>

<div>Page 328</div>	<ul style="list-style-type: none"> DEFS158 - Number of learners studying for Welsh as a second language (EFS) 	
4.4 Modernising our school buildings		4.4.1 Enlarge Ysgol Gymraeg Bro Ogwr to a 2.5 form-entry new-build school. (EFS) 4.4.2 Provide a new-build for Mynydd Cynffig Primary School. (EFS) 4.4.3 Enlarge Ysgol Ferch o'r Sgêr to a two form-entry new-build school. (EFS) 4.4.4 Provide a new two-form entry English-medium school to replace the existing Afon Y Felin and Corneli Primary Schools. (EFS) 4.4.5 Relocate Heronsbridge School to a new-build 300-place school. (EFS)
4.5 Attract and retain young people into BCBC employment	<ul style="list-style-type: none"> DOPS36 - Number of apprentices employed across the organisation (CEX) CED56 - Percentage of those concluding apprenticeships and obtaining a non-apprentice role (CEX) 	4.5.1 Work with local schools to promote the Council as an employer and promote apprenticeships (CEX)
4.6 Offering youth services and school holiday programmes for our young people	<ul style="list-style-type: none"> SSWB66 - Participation in targeted activities for people with additional or diverse needs (SSWB) SSWB67 - Participation in the national free swimming initiative for 16 and under (SSWB) 	4.6.1 Make our leisure and culture programmes more accessible to children with additional needs (SSWB) 4.6.2 Enlarge the Food and Fun Programme for summer 2024. (EFS)
4.7 Work with people to design and develop services		4.7.1 Work co-productively with people to develop their own solutions (SSWB)
4.9 Being the best parents we can to our care experienced children	<ul style="list-style-type: none"> SSWB48 - Percentage of care leavers who have completed at least 3 consecutive months of employment, education or training in the a)12 months since leaving care 	4.9.1 Give care experienced children love, care, safe homes to live in and opportunities to try new activities, gain new skills and fulfil their potential working across the Council and partners (SSWB)

	<p>b)13- 24 months since leaving care (SSWB)</p> <ul style="list-style-type: none">• CH/052 - Percentage care leavers who have experienced homelessness during the year (SSWB)	<p>4.9.2 Work with partners to deliver improved outcomes for care experienced children through the delivery of actions in the corporate parenting action plan and informed by the views of our children and young people (SSWB)</p> <p>4.9.3 - Support the implementation of the Corporate Parenting Strategy in schools.(EFS)</p>
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WBO5 - A County Borough that is responding to the climate and nature emergency

Aim	Performance indicators	Commitments / projects
<p>Page 330</p> <p>5.1 Moving towards net zero carbon, and improving our energy efficiency</p>	<ul style="list-style-type: none"> • DCO23.05 - Reduction in emissions (across our buildings, fleet & equipment, streetlighting, business travel, commuting, homeworking, waste, procured goods and services) (COMM) • DCO20.01 - Annual Gas Consumption across the Authority (kWh) (COMM) • DCO20.02 - Annual Electricity Consumption across the Authority (kWh) (COMM) • DCO20.03 - Annual CO2 related to gas consumption across the Authority (tonnes) (COMM) • DCO20.04 - Annual CO2 related to electricity consumption across the Authority (tonnes) (COMM) • CED57 - Levels of nitrogen dioxide (NO2) pollution in the air (micrograms per m3) (CEX SRS) 	<p>5.1.1 Keep reducing our carbon footprint by changing our Council vehicles to electric and further energy efficiency schemes. (COMM)</p> <p>5.1.2 Continue work to finalise and implement our Air Quality Action Plan, and start work on the measures to improve air quality along Park Street (CEX SRS)</p> <p>5.1.3 Ensure all new build schools meet the requirement for net zero carbon (EFS)</p> <p>5.1.5 Invest in energy efficiency improvements to Council buildings including schools. (COMM)</p>
<p>5.2 Protecting our landscapes and open spaces and planting more trees</p>	<ul style="list-style-type: none"> • DCO23.07 - The number of green flag parks and green spaces (COMM) • DCO23.06 - The number of blue flag beaches (COMM) 	<p>5.2.1 Deliver projects such as woodland protection, develop and protect our natural environment in partnership with our communities as part of our Bridgend Biodiversity Plan. (COMM)</p> <p>5.2.2 Work with the Cwm Taf Nature Network Project to enhance and improve access to high quality green spaces in our County Borough. (COMM)</p> <p>5.2.3 Deliver 5 tree planting schemes, seeking to promote maximum carbon sequestration based on the principle of 'right tree in the right place' (COMM)</p>

<p>5.3 Improve the quality of the public realm and built environment through good placemaking principles</p>	<ul style="list-style-type: none"> • PAM/018 Percentage of all planning applications determined within 8 weeks (COMM) • PAM/019 Percentage of planning appeals dismissed (COMM) 	<p>5.3.1 Adoption of the Replacement Local Development Plan (COMM)</p>
<p>5.4 Reducing, reusing or recycling as much of our waste as possible</p>	<ul style="list-style-type: none"> • DCO20.05 – Percentage of street cleansing waste prepared for recycling (COMM) • PAM/030 – Percentage of municipal waste collected by local authorities <ul style="list-style-type: none"> ○ prepared for reuse, and/or recycled, including source segregated biowastes that are composted or treated biologically in any other way ○ prepared for reuse ○ prepared for being recycled ○ as source segregated biowastes that are composted or treated biologically in another way (COMM) • PAM/043 - Kilograms of residual waste generated per person (COMM) • PAM/010 – Percentage of highways land inspected by the Local Authority to be found to be of a high / acceptable standard of cleanliness (COMM) 	<p>5.4.1 Develop our Future Waste Services Model and seek to improve our recycling rates further in line with Welsh Government targets. We will consult on the options with residents in 2024 (COMM).</p>
<p>5.5 Improving flood defences and schemes to reduce flooding of our homes and businesses</p>	<ul style="list-style-type: none"> • DCO23.08 - Percentage of statutory sustainable drainage systems (SuDS) applications processed within 7 weeks from receipt of appropriate scheme drawings (COMM) 	<p>5.5.1 Invest in and improve flood mitigation measures throughout our communities to reduce flood risk. (COMM)</p>

WBO6 – A County Borough where people feel valued, heard and part of their community

Aim	Performance indicators	Commitments / projects
<p>6.1 Celebrating and supporting diversity and inclusion and tackling discrimination</p>	<ul style="list-style-type: none"> CORPB3 - Percentage of council staff completing Introduction to Equality and Diversity E-Learning (CEX/All) 	<p>6.1.1 Implement the agreed action plan supporting Welsh Government on race equality and LGBTQ+ (CEX)</p> <p>6.1.2 Establish new BCBC staff groups for people with protected characteristic (CEX)</p>
<p>6.2 Improving the way we engage with local people, including young people, listening to their views and acting on them.</p>	<ul style="list-style-type: none"> CED58 - Percentage of consultation participants who answered positively: How effective do you think we have been in meeting our aim of being citizen-focused over the last 12 months? (CEX) CED59 - Level of engagement (Welsh / English) <ul style="list-style-type: none"> a) across consultations b) with corporate communications to residents c) across all corporate social media accounts (CEX) 	<p>6.2.1 Review how we communicate and engage with residents, including children and young people to help us become more customer focused and responsive. (CEX)</p> <p>6.2.2 Provide new opportunities for the community to engage with us on our regeneration plans, holding workshops with key stakeholders including town councils, learners and community groups. (COMM)</p>
<p>6.3 Offering more information and advice online, and at local level, and making sure you can talk to us and hear from us in Welsh</p>	<ul style="list-style-type: none"> CED5 - Percentage first call resolutions (via Customer Contact Centre) (CEX) CED51 - Number of online transactions using the digital platform (CEX) CED52 - Number of hits on the corporate website (CEX) CED53 - Percentage of staff with Welsh language speaking skills (CEX) CORPB4 - Percentage of council staff completing Welsh Language Awareness E-Learning (CEX/All) 	<p>6.3.1 Continue to evaluate and review the communication options available to ensure information is available to all residents across the borough (CEX)</p>

<p>6.4 Helping clubs and community groups take control of and improve their facilities and protect them for the future.</p>	<ul style="list-style-type: none"> • DCO16.8 - Number of council owned assets transferred to the community for running (CATs) (COMM) • SSWB69 - Number of people supported to have their needs met in their communities by local community co-ordinators and community navigators (SSWB) 	<p>6.4.1 Invest in Community Asset Transfers and support clubs and Community Groups with equipment grants to improve and safeguard the facilities. (COMM)</p>
<p>6.5 Becoming an age friendly council</p>		<p>6.5.1 To work towards becoming an accredited Age Friendly Council. (SSWB)</p>

WBO7 - A County Borough where we support people to be healthy and happy

Detail / aim	Performance indicators	Commitments / projects
7.1 Improving active travel routes and facilities so people can walk and cycle	<ul style="list-style-type: none"> DCO23.17 - New active travel routes (length in linear metres) (COMM) 	7.1.1 Improve sustainable and active travel choices, including the Metrolink bus facility in Porthcawl, to increase connectivity and greener travel choices. (COMM)
7.2 Offering attractive leisure and cultural activities	<ul style="list-style-type: none"> SSWB70 - Number of visits by older adults to physical activity opportunities supported (SSWB) 	<p>7.2.1 Redevelop Porthcawl Grand Pavilion to increase the use of the new facilities and extend social and leisure facilities, in partnership with Awen Cultural Trust.(COMM)</p> <p>7.2.2 Develop an active leisure offer for older adults to improve physical and mental wellbeing. (SSWB)</p> <p>7.2.4 Maintain performance against welsh public library standards. (SSWB)</p> <p>7.2.5 Develop a long-term Active Bridgend plan and leisure strategy. (SSWB)</p>
7.3 Improving children's play facilities and opportunities	<ul style="list-style-type: none"> DCO23.09 - Value of investment in play areas (COMM) DCO23.10 - Number of play areas that have been refurbished (COMM) 	7.3.1 Improve the quantity and quality of play opportunities. We will Invest in children's play areas throughout the Borough and make sure inclusive play equipment is provided to allow opportunities for all. (SSWB/COMM)
7.4 Providing free school meals and expanding free childcare provision	<ul style="list-style-type: none"> DEFS163 - Percentage of nursery, reception, year 1 and year 2 learners offered a free school meal (EFS) DEFS162 - Percentage of non-maintained settings that are judged by Care Inspectorate Wales as at least 'good' (EFS) DEFS160 Number of two-year-olds accessing childcare through the Flying Start programme (EFS) 	<p>7.4.1 Provide free school meals to all primary school learners by September 2024. (EFS)</p> <p>7.4.2 Work with childminders, nurseries and others to roll-out universal childcare for all two-year-olds. (EFS)</p>

<p>7.5 Integrating our social care services with health services so people are supported seamlessly</p>	<ul style="list-style-type: none"> SSWB75 - Number of people delayed in their transfer of care on the 'discharge to recover and assess' pathways (SSWB) 	<p>7.5.1 Work even more closely with the NHS so all people receive the right health or care service at the right time. (SSWB)</p>
<p>7.6 Improving the supply of affordable housing</p>	<ul style="list-style-type: none"> CED60 - Number of completed affordable new build dwellings provided by RSLs (CEX) CED61 - Total number of empty properties returned to use with local authority intervention (CEX) 	<p>7.6.1 Increase the number of affordable homes in Bridgend County Borough in partnership with Welsh Government and social landlords. (CEX)</p> <p>7.6.2 Get a better understanding of housing and support needs and work with social landlords to provide homes to suit those needs. (CEX)</p> <p>7.6.3 Continue to target those long-term empty properties that have the most detrimental impact on the community, focusing on the Top 20. (CEX)</p>

Demonstrating our 5 Ways of Working (WOWs)

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WOW	Performance indicators	Commitments / projects
1) Better and more targeted use of resources	<p>Workforce Data</p> <ul style="list-style-type: none"> CORPB5 - Percentage of staff that have completed a Personal Review/Appraisal (excluding school staff) PAM/001 - Number of working days/shifts per full-time equivalent (FTE) Local Authority employee lost due to sickness absence <p>Asset management data (capital receipts, building compliance, carbon etc)</p> <ul style="list-style-type: none"> DCO16.9 - Realisation of annual capital receipts targets (COMM) DCO19.02 – Percentage of full statutory compliance across BCBC operational buildings DCO23.14 - Percentage of statutory compliance across BCBC operational buildings - Big 5 (COMM) <p>Business continuity / resilience</p> <ul style="list-style-type: none"> DOPS34abc Network Availability (CEX) <p>Finance measures</p> <ul style="list-style-type: none"> DRE6.1.1 Percentage of budget reductions achieved 	<p>Develop clear and agreed actions to address recommendations from regulators, including</p> <ul style="list-style-type: none"> Workforce strategy (and specific social services recruitment) Asset management improvements Procurement review Audit Wales Performance management improvement plan Digital strategy MTFS / Capital Strategy
2) One council, working well together with partners		<ul style="list-style-type: none"> A collaborative approach to achieving aims through support of regional PSB Town and Community Council Review
3) Improving communication, engagement and responsiveness	<ul style="list-style-type: none"> Customer service measures (including resolution at first point of contact) Customer satisfaction measures (measures to be added) 	<ul style="list-style-type: none"> Implement recommendations of communications peer review - including officer and member relations Implement Public participation strategy

Page 337	Supporting and empowering communities	<ul style="list-style-type: none"> SSWB69 - Number of people supported to have their needs met in their communities by local community co-ordinators and community navigators (SSWB) 	
	Protecting the services that matter to you the most	<ul style="list-style-type: none"> Budget and staff survey PIs 	<ul style="list-style-type: none"> Encourage people, communities, children and young people to talk to the Council about issues that are important to them, and influence the decisions that affect their lives

Appendix 2 - Equalities Impact Assessment (EIA) Screening Form

This document is a multi-purpose tool ensuring the appropriate steps are taken to comply with the [Public Sector Equality Duty](#) Equality Impact Assessment legislation and to demonstrate that we have shown due regard to the need to reduce inequalities of outcome resulting from socio-economic disadvantage when taking strategic decisions under the [Socio-economic Duty](#). It also ensures consideration of the [Welsh Language Standards](#). [Click here to access more information and guidance to help you complete this EIA.](#)

- **This assessment should be carried out during the formation stage of your policy or proposal. Any negative impact identified will support you to devise engagement strategies for further evidence gathering.**
- **If you are undertaking a full public consultation as part of your policy or proposal this form should be completed before the consultation begins and used as a tool to inform your consultation questions and engagement activities.**
- **All sections and all questions require a response and must not be left blank even if they are ‘not applicable’ or ‘subject to further consultation’.**

Name of project, policy, function, service or proposal being assessed:	Corporate Plan Delivery Plan 2024/25
Brief description and aim of policy or proposal:	Bridgend County Borough Council (BCBC) currently has a high level, five-year Corporate Plan 2023-28. The Council took a new approach for 2023-24 and did not include commitments or performance indicators in the Corporate Plan. Instead, the Council developed a one-year delivery plan so it could be more agile and flexible to the changing operating environment.
Who is responsible for delivery of the policy or proposal?	Chief Executive, Mark Shephard
Date EIA screening completed:	03/04/2024
Does this policy or proposal relate to any other policies? (please state)	Bridgend County Borough Council Corporate Plan 2023-28
Who is affected by this policy (e.g. Staff, residents, disabled people, women only?)	All Bridgend County Borough Council staff and residents within the County Borough

Is the policy related to, influenced by, or affected by other policies or areas of work (internal or external)? <i>Note: Consider this in terms of statutory requirements, local policies, regional (partnership) decisions, national policies, welfare reforms.</i>	Relates to the Bridgend County Borough Council Corporate Plan 2023-28. Influenced by MTFS 2024-25 and other plans, strategies and policies named within the plan.
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Assessment of Impact

Protected characteristics

Is it possible that any aspect of the policy or proposal will have a positive or negative impact on people from different groups in different ways?

***Please note: If you identify a negative impact for any protected characteristics you will need to undertake further evidence gathering to complete a full EIA.**

	Please place an X in the relevant box			Explanation of impact
	Positive impact(s)	Negative impact(s)	No impact	
Gender	X			<p>From the 2021 census, there were 145,500 people living in the county borough comprising of a gender split of 49.4% male (71,800) and 50.6% (73,600) female.</p> <p>For the year ending March 2023, the Crime Survey for England and Wales (CSEW) estimated that 1.4 million women and 751,000 men aged 16 years and over experienced domestic abuse in the last year. This is a prevalence rate of approximately 6 in 100 women and 3 in 100 men.</p> <p>There are performance indicators in the Corporate Plan Delivery Plan 2024 - 25 that measure gender specific training programmes such as the percentage of council staff completing Violence Against Women training. It is possible that this performance indicator may have a differing positive impact on women. There are unlikely to be any further positive or negative gender-specific implications because no other commitment, performance indicator, or aim specifically targets a particular sex.</p>
Disability	X			<p>From the 2021 census, 11% of Bridgend residents were identified as being disabled and limited a lot. There are commitments and performance indicators that have been created to improve the health and wellbeing of disabled people within the borough. The Corporate Plan Delivery Plan 2024 - 25 seeks to improve through an improved Disabled Facilities Grant process and improving employment opportunities for those with learning</p>

				disabilities. Subsequently, this group may be positively impacted by the Corporate Plan Delivery Plan 2024 – 25.
Race	X			From the 2021 census there are 4,691 BAME people living in Bridgend comprising of 3.2% of the total population. It is unlikely that any negative implications will arise for this group. Aims are included within the Corporate Plan Delivery Plan 2024 – 25 that seek to celebrate and support diversity and inclusion and tackling discrimination. This includes implementing the agreed action plan supporting Welsh Government on race equality and LGBTQ+. This action plan has been created with the intent of positively impacting and celebrating the different races within the borough.

Religion and belief			X	From the 2021 census, 52.3% of residents reported having 'No religion', 40.4% described themselves as Christian, and 5.6% did not state their religion. It is unlikely that the Corporate Plan will have any negative or positive impact on individuals from different beliefs. Any negative impacts identified will need to be monitored and remedied by services.
Sexual Orientation	X			It is unlikely that any negative implications will arise for this group. Aims in the Corporate Plan Delivery Plan 2024 – 25 that seek to celebrate and support diversity and inclusion and tackling discrimination. This includes implementing the agreed action plan supporting Welsh Government on race equality and LGBTQ+. This action plan has been created with the intent of positively impacting and celebrating the different races within the borough.
Age	X			<p>From the 2021 census the age breakdown of people living in Bridgend is:</p> <ul style="list-style-type: none"> • 0 – 14 = 16.7% (24,300) • 15 – 64 = 62.6% (91,100) • 65+ - 20.7% (30,200) <p>Due to the wide range of commitments and services covered by the plan it is likely that there will be differences in the way the commitments will impact on different age groups. Whilst many of the commitments are focused on improving outcomes and accessibility of services for all residents, others are more focused on certain age groups, such as improving learner outcomes for young people, increase employment / training opportunities in BCBC for young people, free school meals etc, and making Bridgend a</p>

				great place to grow old, working with partners to improve leisure activities, accessible housing, care and support as an Age Friendly Council.
Pregnancy & Maternity			X	It is unlikely that the Corporate Plan Delivery Plan will have any specific impact on individuals who are pregnant but there may be benefits from commitments to improve or extend services provided to assist and support families and improve health outcomes for residents.
Transgender	X			It is unlikely that any negative implications will arise for this group. Aims are included within the Corporate Plan Delivery Plan 2024 – 25 that seek to celebrate and support diversity and inclusion and tackling discrimination. This includes implementing the agreed action plan supporting Welsh Government on race equality and LGBTQ+. This action plan has been created with the intent of positively impacting / celebrating different races within the borough.
Marriage and Civil partnership			X	There is not expected to be an impact on marriage and civil partnership as a result of the proposed Corporate Plan Delivery Plan.

Socio-economic impact

Is it possible that any aspect of the policy or proposal will have a positive or negative impact on people or communities experiencing socio-economic disadvantage?

***Please note: If you identify a negative socio-economic impact you will need to undertake further evidence gathering to complete a full EIA.**

	Please place an X in the relevant box			Explanation of impact
	Positive impact(s)	Negative impact(s)	No impact	
Socio-economic disadvantage	X			The Corporate Plan Delivery Plan shares the aim of the Socio- economic duty which is to deliver better outcomes for those experiencing socio economic disadvantage. We are supporting these residents through the CPDP by including commitments such as supporting eligible residents to receive financial help, increasing employment opportunities for young people, and supporting residents to become more resilient. We seek to improve development opportunities in our valleys communities and providing free school meals.

Welsh Language

Is it possible that any aspect of the policy or proposal will have a positive or negative impact for persons to use the Welsh language and in treating the Welsh language less favourably than the English language?

***Please note: If you identify a negative impact for persons to use the Welsh language and in treating the Welsh language less favourably than the English language you will need to undertake further evidence gathering to complete a full EIA.**

	Please place an X in the relevant box			Explanation of impact
	Positive impact(s)	Negative impact(s)	No impact	
Will the policy or proposal impact on opportunities for people to use the Welsh language	X			Opportunities for Welsh speakers within the borough should improve as commitments include; opening Welsh- medium childcare in Bettws; making sure you can contact us in Welsh; and expanding Welsh medium education opportunities. It is likely these contributions will impact those who speak the Welsh language positively.
Will the policy or proposal treat the Welsh language no less favourably than the English language	X			Opportunities for Welsh speakers within the borough should improve as commitments include; opening Welsh- medium childcare in Bettws; making sure you can contact us in Welsh; and expanding Welsh medium education opportunities. It is likely these contributions will impact those who speak the Welsh language positively.

Public Sector Equality Duty

The Public Sector Equality Duty consists of a general equality duty and specific duties, which help authorities to meet the general duty. The aim of the general equality duty is to integrate considerations of the advancement of equality into the day-to-day business of public authorities. In summary, those subject to the equality duty, must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct that is prohibited by the Act.
- Advance equality of opportunity between people who share a characteristic and those who don't
- Foster good relations between people who share a characteristic and those who don't

The Corporate Plan Delivery Plan has been produced to assist us in achieving the aims of our Corporate Plan. It is an attempt at approving services and outcomes for residents and staff in the Borough. As the plan seeks to make improvements, it should not have a negative impact on anyone that resides within the area. We have considered our Public Sector Equality Duty when creating the document as we seek to celebrate and champion diversity, empowering our communities through the commitments that we create. Consideration has been given to those who could be negatively impacted by decisions made and we have sought to protect these groups to make positive improvements.

How does this policy or proposal demonstrate you have given due regard to the general equality duty?

Procurement and partnerships

The Public Sector Equality Duty (PSED) requires all public authorities to consider the needs of protected characteristics when designing and delivering public services, including where this is done in partnership with other organisations or through procurement of services. The Welsh Language Standards also require all public authorities to consider the effects of any policy decision, or change in service delivery, on the Welsh language, which includes any work done in partnership or by third parties. We must also ensure we consider the Socio-economic Duty when planning major procurement and commissioning decisions to consider how such arrangements can reduce inequalities of outcome caused by socio-economic disadvantage.

Will this policy or proposal be carried out wholly or partly by contractors or partners?

	Please place an X in the relevant box:
Yes	
No	X

If yes what steps will you take to comply with the General Equality Duty, Welsh Language Legislation and the Socio-Economic Duty in regard to procurement and/or partnerships?

	Steps taken to ensure compliance:
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General Equality Duty	N/A
Welsh Language legislation	N/A
Socio-economic duty	N/A

What have you decided to do?

Record of decision based on assessment of impact on protected characteristics, socioeconomic impact and Welsh Language. Please place an X in the relevant box.

If you identify negative impact on one, some or all protected characteristics, socioeconomic duty or Welsh Language you will MUST complete a full EIA.

Impact identified	Next steps:	Please place an X in the relevant box:
No negative impact identified		X
One or more negative impact identified		
Please explain the reasons for this decision. If you have 'screened out' you must include information and evidence to justify your decision.		

Approval:

Date EIA screening completed:	04/04/2024
Approved by (Head of Service):	Kelly Watson
Date of approval by HoS:	04/04/24

If this screening has identified that a full EIA is needed, who will carry out the full EIA?	N/A
If this screening has identified that a full EIA is needed when will	N/A

the Full EIA be completed by (Date):	
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When complete, this form must be retained by the service, a copy should also be sent to equalities@bridgend.gov.uk

The EIA screening should be referenced and summarised in the relevant cabinet report for this policy. Where a full EIA is needed this should be included as an appendix with the cabinet report and therefore available publically on the we

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Meeting of:	CABINET
Date of Meeting:	16 APRIL 2024
Report Title:	AMENDMENT TO THE SCHEME OF DELEGATION OF FUNCTIONS
Report Owner / Corporate Director:	REPORT OF THE MONITORING OFFICER
Responsible Officer:	JANE DESSENT - SOLICITOR
Policy Framework and Procedure Rules:	The Council's Scheme of Delegation of Functions will be updated accordingly.
Executive Summary:	To seek an amendment to the Scheme of Delegation of Functions in relation to establishment, alteration and removal of pedestrian crossing facilities in accordance with the Road Traffic Regulation Act 1984 – Section 23.

1. Purpose of Report

- 1.1 The purpose of the report is to seek Cabinet approval to amend the Council's Scheme of Delegation of Functions in relation to the establishment, alteration and removal of pedestrian crossing facilities in accordance with the Road Traffic Regulation Act – Section 23.

2. Background

- 2.1 At present paragraph 6.19 of the Council's Scheme of Delegation of Functions makes provision for the making of orders as follows:

To authorise the making of orders relating to highways (other than Orders under s. 257 of the Town and Country Planning Act 1990) and the confirmation, modification or variation thereof in accordance with the provisions contained in the following enactments:

Cycle Tracks Act 1984

Highways Act 1980

Road Traffic Act 1991

Road Traffic Regulation Act 1984

Road Traffic Regulation (Special Events) Act 1994

Town and Country Planning Act 1990

Town Police Clauses Act 1847

Wildlife and Countryside Act 1981

- 2.2 In the case of Pedestrian Crossings that are introduced under Section 23 of the Road Traffic Regulation Act 1984, it is not necessary to make an order to implement the proposals and therefore it is considered that a new paragraph is appropriate to accurately to reflect this requirement.

3. Current situation/ proposal

- 3.1 It is proposed that a new paragraph be added to the Cabinet functions of Scheme B2 of the Scheme of Delegation of Functions delegated to the Corporate Director – Communities as follows:

6.37	Pedestrian Crossings – To make arrangements for the establishment, alteration and removal of pedestrian crossing facilities in accordance with Section 23 of the Road Traffic Regulation Act 1980.
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4. Equality implications (including Socio-economic Duty and Welsh Language)

- 4.1 An initial Equality Impact Assessment (EIA) screening has identified that there would be no negative impact on those with one or more of the protected characteristics, on socio-economic disadvantage or the use of the Welsh Language. It is therefore not necessary to carry out a full EIA on this policy or proposal.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

- 5.1 The well-being goals identified in the Act were considered in the preparation of this report. It is considered that there will be no significant or unacceptable impacts upon the achievement of well-being goals/objectives as a result of this report.

6. Climate Change Implications

- 6.1 There are no implications on climate change in relation to the amendment to the scheme.

7. Safeguarding and Corporate Parent Implications

- 7.1 There are no safeguarding and corporate parenting implications as a result of the content provided within this report.

8. Financial Implications

- 8.1 There are no financial implications arising from this report.

9. Recommendation

- 9.1 Cabinet is recommended to approve the amendment to the Scheme of Delegation of Functions as set out in paragraph 3.1 of this report.

Background documents

None

By virtue of paragraph(s) 14 of Part 4 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

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