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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.
We welcome correspondence in Welsh. Please let us know if your language choice is Welsh.

Cyfarwyddiaeth y Prif Weithredwr / Chief Executive's Directorate
Deialu uniongyrchol / Direct line /: 01656 643148 / 643694 / 643513
Gofynnwch am / Ask for: Democratic Services

Dyddiad/Date: Tuesday, 13 October 2026

Dear Councillor,

CABINET

A meeting of the Cabinet will be held Hybrid in Committee Rooms 1/2/3 - Civic Offices, Angel Street, Bridgend, CF31 4WB / remotely via Microsoft Teams on **Tuesday, 20 October 2026** 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 Approval of Minutes 5 - 18

To receive for approval the Minutes of 22/09/26.

4 Supplementary Planning Guidance (SPG): Parking Standards 19 - 116

5 Draft Biodiversity Supplementary Planning Guidance/
Draft Green Infrastructure Supplementary Planning Guidance 117 - 234

By receiving this Agenda Pack electronically you will save the Authority approx. £11.96 in printing costs

6	Bridgend County Borough Council's Electric Vehicle Charging Strategy Post Consultation	235 - 310
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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The following items are not for publication as they contain exempt information as defined in Paragraphs 14 and 16 of Part 4 and Paragraph 21 of Part 5, Schedule 12A of the Local Government Act 1972, as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 these items in private, the public will be excluded from the meeting during such consideration.

17	Exempt Report - School Modernisation Programme - Bridgend West	583 - 598

Note: This will be a Hybrid meeting, and Members and Officers will be attending in the Committee Rooms, 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 would like to view this meeting live, please contact cabinet_committee@bridgend.gov.uk or tel. 01656 643148 / 643694 / 643513 / 643159.

Yours faithfully
K Watson
Chief Officer Legal, Regulatory and Electoral Services

Councillors:

E L P Caparros
C Davies
M J Evans
J Gebbie
GC Haines
M Jones
JC Spanswick
HM Williams

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MINUTES OF A MEETING OF THE CABINET HELD HYBRID IN COMMITTEE ROOMS 1/2/3, CIVIC OFFICES ANGEL STREET BRIDGEND CF31 4WB ON TUESDAY, 22 SEPTEMBER 2026 AT 14:30

Present

Councillor JC Spanswick – Chairperson

GC Haines	J Gebbie	HM Williams	E L P Caparros
M J Evans	M Jones	C Davies	

Officers:

Jake Morgan	Chief Executive
Stacey Forde	Head of Performance & Workforce Cultural Change
Lindsay Harvey	Corporate Director – Education, Early Years & Young People
Janine Nightingale	Corporate Director – Communities
Laura Mumford	Group Manager – Legal, Democratic Services & Emergency Planning
Adam Provoost	Strategic Planning & Transportation Manager
Gayle Shenton	Head of Learning
Gail Biggs	Group Manager - Inclusion
Darren Jones	Group Manager – School Improvement
Becca Avci	Welsh in Education Strategic Plan Co-ordinator
Claire Marchant	Corporate Director – Social Services & Wellbeing
Carys Lord	Corporate Director – Finance & Transformation
Michael Pitman	Technical Support Officer – Democratic Services
Oscar Roberts	Democratic Services Officer – Committees

662. Apologies for Absence

Decision Made	Apologies for absence were received from the Chief Officer – Legal, Regulatory and Electoral Services.
Date Decision Made	22 September 2026

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

663. Declarations of Interest

Decision Made	There were no declarations of interest.
Date Decision Made	22 September 2026

664. Approval of Minutes

Decision Made	RESOLVED: That the minutes of a meeting of Cabinet dated 21/07/2026 be approved as a true and accurate record.
Date Decision Made	22 September 2026

665. Corporate Plan Delivery Plan For 2026-27

Decision Made	The purpose of this report, presented by the Cabinet Member for Corporate Services, was to present the updated Corporate Plan and Corporate Plan Delivery Plan (CPDP) for 2026-27. Members posed questions on: • How staff can ensure a One Team approach to delivering the Council's objectives. • Whether the Council's recent Panel Performance Assessment shows that BCBC is meeting its targets. These questions were addressed by the Head of Performance & Workforce Cultural Change and the Chief Executive. RESOLVED: that Cabinet considered and agreed the proposed CPDP for 2026-27 in Appendix 1 to the report.
Date Decision Made	22 September 2026

666. Corporate Transformation Governance and Operating Model

Decision Made	The purpose of this report, presented by the Cabinet Member for Finance and Transformation, was to seek Cabinet approval of the Corporate Transformation Governance and Operating Model and the Transformation Board Terms of Reference (Appendix 1 to the report). RESOLVED: That Cabinet: a) Approved the Corporate Transformation Governance and Operating Model set out in this report and its immediate mobilisation; b) Approved the establishment of the Transformation Board as an advisory and oversight forum, its membership, and approved its Terms of Reference at Appendix 1 to the report; c) Noted that the Transformation Board will not exercise Executive, Council or delegated officer functions and that all formal decisions will remain with the appropriate body or officer in accordance with the Council's Constitution, Scheme of Delegation of Functions, Financial Procedure Rules and Contract Procedure Rules; d) Noted that a review of the model will be undertaken after six months, with the outcome reported back to CMT, the Transformation Board, Cabinet and COSC.
Date Decision Made	22 September 2026

667. Supplementary Planning Guidance (SPG): Educational Facilities and Residential Development

Decision Made	The purpose of this report, presented by the Cabinet Member for Regeneration and Housing, was to inform Cabinet of the outcome of the public consultation exercise on the draft Educational Facilities and

	Residential Development SPG document. RESOLVED: That Cabinet: a) Noted the contents of the Report and the consultation responses received on the draft SPG for Educational Facilities and Residential Development, together with resultant amendments, attached as Appendix 2. b) Approved presenting the final form Educational Facilities and Residential Development SPG (**Appendix 1**) to Council to seek its adoption.
Date Decision Made	22 September 2026

668. Supplementary Planning Guidance (SPG): Planning Obligations and Infrastructure

Decision Made	The purpose of this report, presented by the Cabinet Member for Regeneration and Housing, was to seek Cabinet approval to consult on a draft Planning Obligations and Infrastructure Supplementary Planning Guidance (SPG) document (Appendix 1 to the report) and Non-Technical Guide (Appendix 2 to the report). Members posed a question on the consultation period for planning. This question was addressed by the Strategic Planning & Transportation Manager and the Cabinet Member for Regeneration and Housing. RESOLVED: That Cabinet: a) Approved a public consultation period of 6 weeks on the draft Planning Obligations and Infrastructure SPG (Appendix 1 to the report) and Non-Technical Guide (Appendix 2 to the report); b) Delegated authority to the Corporate Director -

	Communities and Group Manager - Planning and Development Services to make minor presentational changes, typographical or factual corrections as necessary prior to public consultation; c) Noted that the results of the public consultation will be presented back to Cabinet for approval to send the final form SPG to Council for adoption.
Date Decision Made	22 September 2026

669. Public Space Protection Order (PSPO) Consultation Outcome

Decision Made	The purpose of this report, presented by the Cabinet Member for Communities & the Environment (Job Share), was to consider the results of the public consultation on the creation of a Public Space Protection Order (PSPO) for dog control, and to consider creating a new PSPO as set out in Appendix 1 to the report (Dog Control) and detailed in paragraph 3.3. Members posed questions on: • The proposed timetable of this consultation. • Any locations that have been identified for consideration of future restrictions. • The difficulty of identifying areas covered within the report. • The number of dog bins throughout these areas. • Whether any further consultation is required. • Whether facilities owned by Town and Community Councils can be covered under this order. These questions were addressed by the Corporate Director – Communities and the Group Manager – Legal, Democratic Services & Emergency Planning. The Corporate Director – Communities agreed to investigate whether facilities owned by Town and Community Councils could be covered by this order. RESOLVED: That Cabinet: a) Noted the outcome of the PSPO consultations and the support

	for dog control as detailed. b) Approved the creation of a Public Space Protection Order, for Dog Control, as outlined in paragraph 3.3 of this report. c) Due to a number of concerns being raised regarding dog fouling on playing surfaces used by children and sports clubs, Cabinet approved a further consultation to take place on implementing a separate PSPO relating to prohibiting dogs from specified areas. This will include the mapping of suggested areas where dogs could be prohibited from if approved.
Date Decision Made	22 September 2026

670. Future Waste Service - Update on Insourcing of Waste Services

Decision Made	The purpose of this report, presented by the Cabinet Member for Communities & the Environment (Job Share), was to share an update on the progress of the insourcing of the waste service overseen by the waste project board, and to highlight the potential risks caused by substantial supplier change linked to the waste insourcing project and for Cabinet to note, that in order to mitigate against these risks, that where operationally necessary, authority will be sought to suspend the requirement to competitively procure service provision set out in the Council's Contract Procedure Rules (CPRs) in accordance with paragraph 1.10 of Scheme A of the Council's Scheme of Delegation to permit officers to negotiate terms directly with existing suppliers where appropriate to ensure smooth transition and ensure continuity of service. RESOLVED: That Cabinet: a) Noted the progress to date on the waste insourcing. b) Noted that there will be some instances where key suppliers will need to be utilised without a compliant competitive tendering procedure and that, where deemed necessary and agreed by the Waste Transition Board, in such instances authority will be sought to suspend the requirement to

	competitively procure service provision set out in the Council's CPRs in accordance with paragraph 1.10 of Scheme A of the Council's Scheme of Delegation. This will be subject to the prior approval of the Monitoring Officer and in consultation with the Cabinet Member Finance and Transformation and subject to the value of the Contract not exceeding £1,000,000.
Date Decision Made	22 September 2026

671. 3G Pitch Improvement Project 2026-2027

Decision Made	The purpose of this report, presented by the Cabinet Member for Communities & the Environment (Job Share), was to request Cabinet approval for Bridgend County Borough Council (BCBC) to enter into any necessary management agreements with Porthcawl Comprehensive School, for the management and maintenance of an upgraded 3G pitch for both school and community use. RESOLVED: That Cabinet: a) Considered the contents of this report and confirm approval of the project and the entering into of an appropriate management agreement. b) Delegated authority to the Corporate Director – Communities to negotiate the final terms of the management agreement in consultation with the Chief Officer Finance and the Director Education, Early Years and Young People to enter into the management agreement and any supplementary agreements and to grant any necessary consents required on behalf of the Council.
Date Decision Made	22 September 2026

672. Proposal to Increase the Number of Learning Resource Classes in

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

Bridgend

Decision Made	The purpose of this report, presented by the Cabinet Member for Education and Young People, was to seek Cabinet approval to consult formally on the proposal to establish six new Learning Resource Centres (LRCs) and change the purpose of one already established LRC. RESOLVED: That Cabinet: a) Approved the commencement of consultation on the proposals to establish additional LRCs and changes to existing provision as outlined within the report; b) Noted that a Consultation Report will be presented back to Cabinet following the consultation period so that Members can consider the findings and determine next steps.
Date Decision Made	22 September 2026

673. Approval to Establish a Temporary (Shadow) Governing Body for the New School Replacing Afon-y-felin Primary School and Corneli Primary School

Decision Made	The purpose of this report, presented by the Cabinet Member for Education and Young People, was to seek Cabinet approval to establish a temporary (shadow) governing body for the new school to be created through the amalgamation of Afon-y-Felin Primary School and Corneli Primary School. The shadow governing body will provide strategic oversight during the transition period and support preparations for the opening of the new school from 1 September 2027. Members posed questions on: • Passing on experience from existing schools into the new school's structure. • Planned engagement with parents and other stakeholders. • Current recruitment to the Shadow Governing Body. These questions were addressed by the Corporate Director – Education, Early Years & Young People and

	the Group Manager – School Improvement. RESOLVED: That Cabinet: a) Approved the establishment of a temporary (shadow) governing body for the new school to be created through the amalgamation of Afon-y-Felin Primary School and Corneli Primary School, in accordance with the relevant Welsh education regulations; b) Approved the size and composition of the temporary (shadow) governing body for the new school, that has been determined including its responsibilities and the appointment of the Clerk, as outlined at section 3 of the report, having regard to the relevant statutory requirements; c) Authorised the temporary (shadow) governing body to undertake all necessary pre-opening activities, including the commencement of the recruitment and appointment process for the Headteacher and the development and agreement of the new staffing structure noting that any appointments will be made in accordance with applicable statutory requirements and agreed policies and procedures; d) Noted that Afon-y-Felin Primary School and Corneli Primary School will formally close on 31 August 2027, and that the new amalgamated school and permanent governing body will formally come into existence on 1 September 2027. e) Delegate authority to the Corporate Director – Education and Family Support, in consultation with the Cabinet Member – Education and Young People, to take any necessary consequential actions and make any necessary arrangements arising from the establishment of the temporary (shadow) governing body, provided that such actions are consistent with the decisions of Cabinet and relevant statutory requirements.

q	22 September 2026

674. Welsh in Education Strategic Plan (2022-2032)

Decision Made	The purpose of this report, presented by the Cabinet Member for Education and Young People, was to update Cabinet on the implementation and progress of the Welsh in Education Strategic Plan (WESP) 2022-2032 during the 2025-2026 reporting period, highlighting key statutory achievements, and capital programme timelines. Members posed questions on: • Welsh medium catchment area consultations and potential financial implications. • Potential measures to encourage teachers to transfer to Welsh-medium schools. These questions were addressed by the Corporate Director – Education, Early Years & Young People, the Group Manager – School Improvement and the Head of Learning. RESOLVED: that Cabinet noted the progress made in implementing the Welsh in Education Strategic Plan (2022-2032). Cabinet further thanked the Welsh in Education Strategic Plan Co-ordinator and her team for their work implementing the Welsh in Education Strategic Plan.
Date Decision Made	22 September 2026

675. Social Services Representations and Complaints Annual Report 2025-26

Decision Made	The purpose of this report, presented by the Deputy Leader / Cabinet Member Social Services, Health and Wellbeing, was to present to Cabinet the 2025/26 Annual Report on Social Services Representations and Complaints for approval. The Annual Report is attached as Appendix 1 to the report.

	RESOLVED:	That Cabinet approved the Annual Report attached as Appendix 1 however, later noted that this was the incorrect document. They therefore deferred consideration of the correct document to a future meeting.
Date Decision Made	22 September 2026	

676. Treasury Management Report Quarter 1 2026-27

Decision Made	The purpose of this report, presented by the Cabinet Member for Finance and Transformation, was to update the Cabinet on the treasury management activities for the quarter ending 30 June 2026. The Corporate Director – Finance & Transformation detailed the rationale for repaying a loan which had increased its interest rate. Members posed questions on: • The reasoning behind the loan's interest rate revision. • Expected changes in investment balances. • Expected returns from investments in the future. These questions were addressed by the Corporate Director – Finance & Transformation and the Chief Executive. RESOLVED: That Cabinet: a) Noted the treasury management activities for the quarter ending 30 June 2026. b) Noted the Treasury Management Indicators for the period 1 April 2026 to 30 June 2026 against those approved in the Treasury Management Strategy 2026-27.
Date Decision Made	22 September 2026	

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677. Data Protection

Decision Made	The purpose of this report, presented by the Cabinet Member for Corporate Services, was to seek Cabinet approval of the revised Data Protection Policy and Data Retention Policy. RESOLVED: That Cabinet: a) Approved the revised Data Protection Policy (Appendix 1) and Data Retention Policy (Appendix 2 to the report); b) Noted the Code of Practice for Data Breaches (Appendix 3); c) Delegated authority to the Data Protection Officer in consultation with the Information Governance Board to make minor variations to comply with any legislative provision.
Date Decision Made	22 September 2026

678. Cabinet, Council and Overview and Scrutiny Committees Forward Work Programmes

Decision Made	The purpose of this report, presented by the Cabinet Member for Corporate Services, was to seek Cabinet approval for items to be included on the Cabinet Forward Work Programme for the period 1 September 2026 to 28 February 2027 and for Cabinet to note the Council and Overview and Scrutiny Committees' Forward Work Programmes for the same period. RESOLVED: That Cabinet: a) Approved the Cabinet Forward Work Programme for the period 1 September 2026 to 28 February 2027 at Appendix 1 to the report;

	b) Note the Council and Overview and Scrutiny Committees' Forward Work Programmes for the same period, as shown at Appendix 2 to the report and Appendix 3 to the report, respectively.
Date Decision Made	22 September 2026

679. Urgent Items

Decision Made	There were no urgent items.
Date Decision Made	22 September 2026

680. Exclusion of the Public

Decision Made	RESOLVED:	The following item is not for publication as it contains exempt information as defined in Paragraphs 14 and/or 16 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. Following the application of the public interest test, Cabinet resolved pursuant to the Act to consider these items in private, with the public being excluded from the meeting during such consideration.
Date Decision Made	22 September 2026	

681. Approval of Exempt Minutes

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

Decision Made	RESOLVED:	That the exempt minutes of a meeting of Cabinet dated 21/07/2026 be approved as a true and accurate record.
Date Decision Made	22 September 2026	

To observe further debate that took place on the above items, please click this link

The meeting closed at 16:19.

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

Meeting of:	**CABINET**
Date of Meeting:	**20 OCTOBER 2026**
Report Title:	**SUPPLEMENTARY PLANNING GUIDANCE (SPG): PARKING STANDARDS**
Report Owner: Cabinet Member / Responsible Chief Officer	**CABINET MEMBER FOR REGENERATION AND HOUSING** **CORPORATE DIRECTOR – COMMUNITIES**
Responsible Officer:	**LEIGH TUCK** **STRATEGIC TRANSPORTATION AND HIGHWAYS DEVELOPMENT CONTROL TEAM LEADER**
Policy Framework and Procedure Rules:	**There is no impact on the policy framework or procedure rules.**
Executive Summary:	**The purpose of this report is to seek Cabinet approval to undertake public consultation on a draft Parking Standards Supplementary Planning Guidance (SPG) document. Subsequent adoption of this SPG will support the effective implementation of the existing planning policy framework contained within the Replacement Local Development Plan adopted March 2024 (RLDP), the Council's statutory land-use Planning document.**

1. Purpose of Report

1.1 The purpose of this report is to seek Cabinet approval to consult on a draft Parking Standards Supplementary Planning Guidance (**SPG**) document (**Appendix 1**) and associated Parking Zone Maps (**Appendix 2**).

2. Background

2.1 The Replacement Local Development Plan (RLDP), adopted in March 2024, seeks to enable the continued development of a safe, healthy and inclusive network of communities that connect more widely with the regions to enable sustainable economic growth. In order to achieve this Vision, the RLDP seeks to direct inward investment, sustainable development and regeneration activities to the most appropriate places. Transport and accessibility are key considerations in achieving

this, including the provision and management of parking associated with new development.

2.2 The Council's existing Parking Standards SPG (SPG 17) was adopted in September 2011 and is based upon parking guidance originally prepared by the County Surveyors Society Wales. The existing SPG has provided the basis for considering parking provision associated with development across the County Borough for approximately 15 years.

2.3 Since the adoption of SPG17 there have been significant changes to national and local planning and transport policy, including increased emphasis on placemaking, active travel, accessibility, decarbonisation and electric vehicle infrastructure. The adoption of the RLDP has also established an updated local planning policy framework, including specific policies relating to sustainable transport, parking standards and active travel. The Parking Standards SPG therefore requires updating to support implementation of the adopted RLDP and reflect current transport and development considerations.

2.4 The review of the Parking Standards has provided an opportunity to comprehensively reassess the Council's approach to parking provision associated with new development, taking account of current planning and transport policy, local accessibility, highway conditions and the practical operation of development across the County Borough.

3. Current situation / proposal

3.1 A draft version of the Parking Standards SPG has been prepared in readiness for public consultation. It seeks to support and expand upon the policies, but does not create new policy, contained within the RLDP relevant to parking provision, sustainable transport and accessibility.

3.2 The draft SPG retains a zonal approach to parking standards which reflects differing levels of accessibility across the County Borough. The standards have been reviewed to ensure that they provide an appropriate and proportionate basis for assessing parking demand, sustainable travel opportunities and the potential impacts of development on the highway network within the Bridgend County context.

3.3 The draft SPG provides updated standards and guidance for residential and non-residential development, electric vehicle charging, disabled and accessible parking, cycle parking and powered two-wheel vehicles. It also provides more detailed guidance on parking layout and design, including provision for walking, wheeling and cycling, operational and servicing requirements.

3.4 The revised approach introduces Zonal Maximum Parking Standards for non-operational vehicle parking. These provide a clear maximum level of parking appropriate to the relevant land use and location, while allowing lower levels of provision where this can be properly justified. Provision below the applicable maximum will not automatically be considered acceptable where it would be likely to result in unacceptable parking displacement, highway safety concerns or impacts upon the safe and efficient operation of the highway network.

3.5 The draft SPG therefore seeks to balance the objectives of supporting sustainable travel and reducing unnecessary reliance on private car journeys with the need to provide appropriate levels of parking and avoid adverse consequences arising from parking displacement. The updated guidance will provide greater clarity and consistency for applicants, developers and decision makers when considering parking provision associated with new development.

3.6 Prior to seeking Council approval for adoption, the draft Parking Standards SPG will be subject to a public consultation exercise. Consultation responses will be sought to influence and shape the final version of the SPG. A consultation report will be reported back to Cabinet then Council, to document a general summary of comments, the issues raised, the Local Planning Authority's response and how those comments have influenced the final version of the SPG.

3.7 If then adopted, the SPG will support the effective implementation of the existing planning policy framework, provide more detailed advice and guidance to applicants preparing planning applications and will become a material consideration in the determination of planning applications.

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 on 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 (Wales) Act 2015 implications and connection to Corporate Well-being Objectives

5.1 The new Parking Standards SPG will provide additional guidance and material weight to support adopted RLDP Policies. It seeks to provide clarity in respect of their future interpretation, setting out what the Council expects from applicants in respect of satisfying those policies' detailed criteria. The SPG will support the delivery of accessible and sustainable development and contribute towards Local Well-being Objective One: "A prosperous place with thriving communities".

5.2 The SPG will also contribute to the following goals within the Well-being of Future Generations (Wales) Act 2015:

- A prosperous Wales – The provision of appropriate parking, electric vehicle infrastructure and facilities for walking, wheeling and cycling will support sustainable development and accessibility to employment, services and facilities.

- A resilient Wales – The integration of sustainable transport, green infrastructure and appropriate surface water management within parking areas will support more resilient and sustainable places.

- A healthier Wales – Greater emphasis on walking, wheeling and cycling provision will support opportunities for active travel and healthier travel choices.

- A Wales of cohesive communities – Appropriate parking and accessible transport provision will support the creation of inclusive places and help ensure that new development integrates effectively with existing communities.

6. Climate Change and Nature Implications

6.1 There are no direct Climate Change and nature implications arising from this report, although the additional guidance will support sustainable development grounded in placemaking principles. The updated SPG promotes walking, wheeling and cycling, supports electric vehicle infrastructure and provides guidance on the integration of landscaping, green infrastructure and sustainable drainage within parking areas.

7. Safeguarding and Corporate Parent Implications

7.1 There are no safeguarding and corporate parent implications arising from this Report.

8. Financial Implications

8.1 There are no financial implications arising from this Report.

9. Recommendations

9.1 It is recommended that Cabinet:

(a) Approve a public consultation period of 6 weeks on the draft Parking Standards SPG (**Appendix 1**) and Parking Zone Maps (**Appendix 2**);

(b) Delegate authority to the Corporate Director - Communities and Group Manager - Planning and Development Services to make minor presentational changes, typographical or factual corrections as necessary prior to public consultation;

(c) Note that the results of the public consultation will be presented back to Cabinet for approval to send the final form SPG to Council for adoption.

Background documents

None

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Bridgend County Borough
Local Development Plan 2018-2033

Draft Parking Standards
Supplementary Planning Guidance
October 2026

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

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Executive Summary

This Supplementary Planning Guidance (SPG) has been prepared to replace extant SPG17: Parking Standards, which was adopted by Bridgend County Borough Council on 21st September 2011. This was based upon the initial guidance and good practice prepared by the County Surveyors Society (CSS).

SPG 17 has served as a guide to development for 15 years, where it has been a material consideration in the determination of planning applications for development. In the time that has passed since adoption of SPG17, Welsh Government has updated planning policy and UK national policy has also changed in its approach to travel and transport. Welsh Government created the Active Travel (Wales) Act in 2013 which was accompanied by two statutory guidance documents in 2014, and a further guidance document was issued in 2021. The adoption of the Bridgend Replacement Local Development Plan (RLDP) also established an updated local planning policy framework, including specific policies relating to sustainable transport, parking standards and active travel. This updated draft Parking Standards SPG has therefore been produced to support implementation of the adopted RLDP and reflect current transport and development considerations.

The parking standards contained within this document have been prepared following extensive research locally and nationally, including reviewing standards recently adopted by neighbouring Authorities, while recognising the specific Bridgend context. The parking standards now align with the latest policy context, while working to support active travel and provide appropriate levels of parking for land uses and for multiple modes of travel including electric vehicles and for use by people of all abilities. The parking standards will expand upon the parking policies set out in the adopted RLDP and support its implementation.

This draft SPG retains a zonal approach to parking standards which reflects differing levels of accessibility across the County Borough. The standards have been reviewed to ensure that they provide an appropriate and proportionate basis for

assessing parking demand, sustainable travel opportunities and the potential impacts of development on the highway network within the Bridgend County Borough (CBC) context.

The draft SPG provides updated standards and guidance for residential and non-residential development, electric vehicle charging, disabled and accessible parking, cycle parking and powered two-wheel vehicles. It also provides more detailed guidance on parking layout and design, including provision for walking, wheeling and cycling, operational and servicing requirements.

The revised approach introduces Zonal Maximum Parking Standards for non-operational vehicle parking. These provide a clear maximum level of parking appropriate to the relevant land use and location, while allowing lower levels of provision where this can be properly justified. Provision below the applicable maximum will not automatically be considered acceptable where it would be likely to result in unacceptable parking displacement, highway safety concerns or impacts upon the safe and efficient operation of the highway network.

The draft SPG therefore seeks to balance the objectives of supporting sustainable travel and reducing unnecessary reliance on private car journeys with the need to provide appropriate levels of parking and avoid adverse consequences arising from parking displacement. The updated guidance will provide greater clarity and consistency for applicants, developers and decision makers when considering parking provision associated with new development.

Once adopted, the parking standards SPG will be a material consideration in the determination of all planning applications for development with the BCB Council area. The Council's parking zone plans are appended to this SPG; applicants must confirm the applicable zone with the Local Planning Authority (LPA).



Commercial Street, Maesteg

1.0 Introduction

1.1 The use of parking standards plays a critical role in managing transport impacts and supporting the decarbonisation of transport. By managing and controlling the amount and type of parking that is provided as part of developments, local authorities can influence travel behaviour positively and encourage a shift away from private car use towards more sustainable modes such as wheeling, cycling, walking and public transport.

1.2 To accord with and support the current requirements of Welsh Government policy, including Planning Policy Wales (PPW) and the Active Travel (Wales) Act, parking standards are increasingly being aligned with climate goals and placemaking principles, seeking to reduce car dependency. Reductions in parking provision can help reduce congestion, improve air quality, and instead offer space for the provision of public realm or green infrastructure. These priorities will need be balanced against the impacts of inconsiderate and illegal parking practice and the need to maintain accessibility for all.

1.3 The purpose of this Supplementary Planning Guidance (SPG) is to support and provide further direction on implementation of the Parking Standards policies contained within the adopted (March 2024) RLDP. It seeks to ensure a transparent and consistent approach to the provision of parking standards, travel plans and sustainability considerations that will inform developers, designers and builders of what is expected of them at an early stage of the development process.

1.4 This SPG sets out the updated parking standards which are applicable to BCB. The document sets out parking standards for vehicles and bicycles, whilst also providing guidance on the suitable location, layout and design of parking areas. Once adopted, this SPG will be a material consideration in determining planning applications, including applications for renewal of consents.

1.5 Anyone wishing to submit an application for development within BCB is urged to consider this SPG and to contact the LPA in advance of submitting an application, to discuss the issues that are raised in this document on a site-specific basis.



Newcastle Hill, Bridgend

2.0 Legislative and Policy Context

Legislation

2.1 The **Active Travel (Wales) Act 2013** sets out the requirement for Local Authorities to continuously improve and develop infrastructure for walking, wheeling, and cycling, which includes provisions and design guidance related to cycle parking and tackling obstructive vehicle parking.

2.2 The Act is supported by Active Travel Act Guidance (2021), which sets out how walking and cycling infrastructure should be planned, designed and maintained across Wales.

National Policy

2.3 **Future Wales: The National Plan** is the national development framework setting out the direction for development in Wales to 2040. In relation to parking, Future Wales instructs planning authorities to actively reduce car parking levels in urban areas in order to support car-free developments in accessible locations.

2.4 **PPW (Edition 12)** PPW sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.

2.5 In relation to transport, and specifically the promotion of "Active and Social Streets", PPW states that *"new development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities"* as well as providing cycle parking at home, near destinations and public transport interchanges. PPW signposts to the Active Travel Act Guidance (which is reviewed below) in terms of specific guidance to the provision of cycle parking within these settings.

2.6 Paragraph 4.1.35 of PPW confirms that planning authorities may wish to adopt locally specific minimum cycle parking standards and guidance.

2.7 In relation to car parking, paragraphs 4.1.50 and 4.1.51 recognise that car parking provision is a major influence on both how people choose to travel

and the quality of place. PPW recommends a design-led approach to the provision of car parking to ensure car parking is integrated in a way which does not dominate the development. Car parking should be informed by the local context, accounting for factors such as public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. The needs of disabled people must be recognised, and adequate parking should be provided.

2.8 Paragraph 4.1.52 states that *"planning authorities must require good standards of car parking design, which do not allow vehicles to dominate the street or inconvenience people walking and cycling. This includes preventing pavement parking through the design of the street. Car parking should be overlooked by surrounding properties to provide natural surveillance".*

2.9 Paragraph 4.1.53 states that "*local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan*". It goes on to highlight the role of joint working with neighbouring authorities, including in relation to parking issues and the setting of maximum levels of parking for broad classes of development. These maximum standards should be set in collaboration with interested organisations and should reflect local transport provision. Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places.

2.10 **TAN 18: Transport** provides detailed guidance on integrating transport considerations into the planning process in Wales. It supports the implementation of PPW by promoting sustainable travel, reducing car dependency, and ensuring transport systems contribute to a healthier, more inclusive society. As part of the Welsh Government's planning framework, TAN 18 is a material consideration in both plan-making and decision-taking.

2.11 Paragraph 2.3 of TAN 18 states that the *"integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development".* Managing parking

provision is identified as a key mechanism to achieve this integration, along with wider sustainable transport initiative.

2.12 Chapter 4 of TAN 18 relates to parking provision. Paragraph 4.1 states that "*the availability and price of car parking are key elements in managing car use and a major influence on the choice of means of transport. Car parking can take up large amounts of space in developments, which decreases density and therefore can represent an inefficient use of land. It can also generate considerable additional trips if located in an area without public transport. Poor design and layout of car parking can also make it more difficult to provide effective, walking, cycling and public transport links"*.

2.13 TAN 18 promotes maximum car parking standards, stating that *"maximum car parking standards should be used at regional and local level as a form of demand management"*. When determining maximum car parking standards for new development, regard should be given to:

- Public transport accessibility and opportunities or proposals for enhancement;
- Targets and opportunities for walking and cycling;
- Objectives for economic development including tourism;
- The availability in the general area of safe public on- and off- street parking provision; and
- Potential for neighbouring or mixed-use developments sharing parking spaces, for example at different times of the day or week.

2.14 TAN 18 goes on to suggest that turning minimum standards into maximum standards will not always be appropriate, and therefore *"evidence based on the likely effects of different parking levels for each land use should be considered, including consideration of the relative locations of land uses and their consequent accessibility*". Paragraph 4.13 goes on to state that maximum standards should allow developers the discretion to reduce parking levels and that maximum parking standards should not be applied so rigidly that they become minimum standards.

2.15 TAN 18 also highlights a particular concern with reduced on-site parking as there is the potential for highway safety and free flow of traffic issues arising from associated 'over-spill' parking on local highways. The extent of existing on-street parking pressures and the impact of new development should be assessed. In paragraph 4.16, TAN 18 states in relation to residential development that local planning authorities should *"give greater weight to the potential adverse impacts likely to result from on-street parking when the design and layout of the street is unlikely to satisfactorily cope with additional residential parking pressures".*

2.16 Paragraph 4.6 states that required parking for those with disabilities should be fully specified in any adopted parking strategy in terms of space dimensions and proportions of the total number of spaces.

2.17 Paragraph 4.15 promotes the consideration for car free development which may be appropriate in locations with good walking, cycling and public transport links and in areas where parking is controlled, although cycle and parking provision for those with disabilities will still be required.

2.18 In relation to street design, TAN 18 states that *"the layout and detailed design of development can be critically important in providing genuine alternatives to car travel and achieving quality in the environment as a whole*". It goes on to highlight that parking is a principal function of a street, and that the location of both on- and off-street car parking spaces is critical to the design quality of the street. Where on-street car parking is not controlled, planning authorities should recognise that residents will seek to park as close to their homes as possible and should ensure the street layout mitigates against inappropriate parking and avoids the obstruction of pedestrians or emergency access. TAN 18 recommends the following key principles when considering the design and location of car parking:

- The important role of the street in creating a liveable neighbourhood;
- There is no single best solution; a combination of on-plot, off-plot and on-street parking will often be appropriate;

- The street can provide a very good car park. On-street parking is efficient, understandable and can increase vitality and reduce speeds;
- Parking in the back of a block is recommended only after the provision of parking at the front and on-street has been fully considered. Rear courtyards need to support on-street parking, not replace it; and
- Car parking needs to be designed with security in mind.

2.19 In relation to cycle parking, paragraph 6.4 states that *"development plans, design guidance, and master plans should encourage cycling through securing provision of secure cycle parking and changing facilities in all major employment developments, including retail and leisure uses, town centres, transport interchanges, educational and health institutions".* Cycle parking should be provided as minimum standards. For commercial premises, it should include provision for both employees and visitors.

2.20 **Llwybr Newydd: The Wales Transport Strategy (2021)** sets out the Welsh Government's vision for how the transport system will help to deliver priorities in Wales, helping to create a pathway to a more prosperous, green and equal society. As well as setting out short-term priorities and long-term ambitions, the Wales Transport Strategy includes nine "miniplans" which explain how the Welsh Government will deliver for different transport modes and sectors.

2.21 Section 7.4 of the Strategy outlines the "miniplan" in relation to 'roads, streets and parking'. This states that parking policies will be developed *"for all vehicle types to drive a modal shift towards public transport and active travel taking equality into account for example, ensuring that parking provision for disabled people is maintained in the design of new schemes and road layouts".* The Strategy also includes a plan up to 2040 to tackle pavement parking in residential areas and to ensure that optimum levels of parking and effective parking management has been implemented.

2.22 **The National Transport Delivery Plan 2022 to 2027** is the first five-year plan by the Welsh Government to implement Llwybr Newydd: The Wales Transport Strategy.

2.23 Priority 3 of the Delivery Plan relates to 'Behaviour Change'. In relation to parking matters, this states that businesses have an important role to play in supporting active travel, by offering secure cycle parking and changing facilities, and considering the decarbonisation of fleets through the use of cargo bikes. It also raises the possibilities of local authorities being able to consider workplace charging levies.

2.24 In relation to the provision for active travel, the Delivery Plan commits to providing secure cycle facilities. This includes targeting cycle storage improvements at railway stations and key interchanges and the implementation of ancillary facilities such as cycle repair stands, e-cycle charging and retail offers etc.

2.25 The Delivery Plan includes a commitment to develop programmes to install Electric Vehicle (EV) charging at public sector workplaces, tourism sites, transport hubs and provide for the delivery and operation of charging points, including training, maintenance and back-office systems. EV charge points will also be provided at many more station car parks on the Transport for Wales (TfW) network and local authorities will be supported to deliver public and on-street charging via the Welsh Government Ultra-Low Emission Vehicle (ULEV) Charging Fund.

2.26 **The Electric Vehicle Charging Strategy for Wales** sets out the current provision for EVs in Wales, the future and emerging needs for EVs, and how these needs will be met. The Strategy is provided within a wider framework and ambition for the decarbonisation of transport in Wales. The vision of the Strategy is that by 2025 all users of electric vehicles in Wales are confident that they can access EV charging infrastructure when and where they need it.

2.27 In terms of action planning, the Electric Vehicle Charging Strategy for Wales states the following key points (relevant to the setting of parking standards for new development):

- All new homes with an associated car parking space will have electric vehicle charging infrastructure pre-installed.

- Homeowners and occupiers with off-street parking will be encouraged and supported to charge at home.
- New non-residential buildings with more than 10 parking spaces will have an EV charge point from 2025.
- Businesses to provide charging facilities at places of work for the use of staff and visitors.
- Destination sites to provide EV charging facilities for customer use which may act as a means of improving customer experience.
- EV charging facilities on-street and in car parks will be encouraged in villages, towns and cities throughout Wales; with a view to installing on average one charge point for one in every three electric vehicles that cannot charge at home.
- Charging hubs, including out of town park and ride, and supporting active travel will feature in enabling decarbonised multi-modal journeys across Wales.



Maesteg Sports Centre

3.0 Background

3.1 The RLDP was adopted on 13th March 2024 and covers the period 2018-2033. The Plan is centred on a Vision that seeks continued development of a safe, healthy and inclusive network of communities that connect more widely with the South East and South West Wales Regions to catalyse sustainable economic growth. In order to achieve this Vision, the RLDP seeks to direct the majority of inward investment, sustainable development and regeneration activities to the most appropriate places. While new development can bring many benefits, it can also have impacts, which create the need for new infrastructure provision or enhancements to existing infrastructure provision.

3.2 Parking standards play a critical role in managing transport impacts and supporting the decarbonisation of transport. By managing and controlling the amount and type of parking provided within new developments, local authorities can influence travel behaviour positively and encourage a shift away from private car use towards more sustainable modes such as wheeling, cycling, walking and public transport.

3.3 Excessive provision and over-prioritisation of car parking stimulates demand for car travel and perpetuates reliance on private vehicle modes of travel. However, insufficient and poor parking design can lead to illegal, indiscriminate and inconsiderate on-street parking practices, leading to negative impacts including congestion, hazards, visual intrusion and harm to residential amenity. Suitable provision and design of parking should be considered for all modes of transport. Provision of sufficient and well-designed cycle parking is essential for encouraging and enabling a higher uptake of cycle modes of travel. It is also important to consider the needs of disabled people and the continuing growth in the use of electric vehicles when considering the parking needs for new development.



ULEV Charging, Parc Plaza, Bridgend

4.0 Planning Requirements

4.1 The RLDP is clear that a placemaking approach must be adopted in the identification, design and delivery of all transport measures in order to maximise the sustainability of developments. The location, scale, density, mix of uses and design of all developments should be carefully considered in a manner that reduces transport demand and enhances the scope for sustainable transport choices. The strategic planning framework is set out within Strategic Policy 5 (SP5) and supported by Development Management Policies PLA 6-12:

SP5: Sustainable Transport and Accessibility

PLA6: Development in Transport Corridors

PLA7: Development West of the Railway Line, Pencoed

PLA8: Transportation Proposals

PLA9: Development Affecting Public Rights of Way

PLA10: Safeguarding of Disused Railway Infrastructure

PLA11: Parking Standards

PLA12: Active Travel

4.2 SP5 emphasises that movement, connectivity and legibility of transport links are critical components in the creation of a successful, sustainable place. An efficient, integrated transport network that prioritises sustainable transport is critical to contributing to decarbonisation and supporting economic growth. SP5 requires all development proposals to consider improving and/or expanding corresponding active travel and public transport networks. This will prove fundamental in ensuring the increasing attractiveness of active travel as a credible alternative to the private car, thereby encouraging modal shifts away from unsustainable forms of transportation, helping to promote physical activity and reducing the impact of transport based emissions.

4.3 Policy PLA11 states that all development must be served by appropriate levels of parking in accordance with the adopted SPG on parking standards and consideration must be given to electric and Ultra Low Emission Vehicles.

This SPG provides specific detail on what is considered to be appropriate levels of parking for different land uses and how this is applied within different zones across BCB.



The Rhiw, Bridgend

5.0 Approach to Parking Standards

5.1 These parking standards should be referred to for all categories of development for which planning permission is required (including new builds, conversions, change of use etc.) within the respective local authority areas, as well as for all appropriate land uses.

5.2 Whilst these parking standards do not cover every possible land use or type of development, the **absence of parking standards for a specific use does not mean that zero parking provision will be required or that levels of parking provision are unrestricted.**

5.3 In accordance with the above, any proposed land use or development without a dedicated parking standard will be considered on a site specific basis, with suitable levels of parking being identified in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the uptake of sustainable modes of travel.

5.4 Evidence based justification should be provided to justify the level of parking as part of a planning application submission (i.e. a Transport Assessment, Transport Statement, or similar document, in accordance with the scale of the development proposal).

5.5 In exceptional circumstances, standards may be applied flexibly, where the specific use or nature of development or its occupation or management warrants this. In these instances, planning conditions may be applied to limit permitted development rights or to control management and occupancy.

5.6 Each application will be considered on its merits, having regard to the size, nature, location, density, employment and traffic-generation characteristics of the development and its effects on the local and wider transport network. The Zonal Maximum Parking Standard is applied with the site-specific highway test set out in paragraph 5.12; it is not a minimum requirement.

Material Change of Use Applications

5.7 Proposed material changes of use will generally be subject to the same parking requirements as that of a new development, for the same use class.

5.8 Where the proposed use has been demonstrated to be less traffic intensive than the previously approved use, a reduction in the number of parking spaces will be sought. Similarly, additional parking will be sought where the proposed use is demonstrably more traffic intensive than the previously approved use, to ensure that the proposals do not result in unacceptable highway impacts.

Mixed Use Developments

5.9 For mixed use developments, the standards relating to each type of use included in the scheme should be used to calculate the overall total parking level, in the first instance. Following this, the scale of parking should then be rationalised in order to reduce the overall number of spaces required. This should be based on factors such as the timing of parking demand, the sustainable transport vision for the site, travel plan requirements etc., with justification and evidence provided within the planning submission.

Local Context

5.10 Local context is addressed through the Parking Zones in Section 6 and the Sustainability and Parking Reduction Assessment in Appendix A. The zone reflects broad accessibility. Any proposed reduction must identify site-specific circumstances and must not count the same accessibility benefit twice.

5.11 **The regional framework describes six Parking Zones, but only Zones 2, 3, 4 and 5 apply in BCB. There are no Zone 1 or Zone 6 locations in BCB. A parking standard does not establish that a particular land use is acceptable in planning terms.**

5.12 The non-operational car-parking figures are Zonal Maximum Parking Standards: the maximum provision normally acceptable for the relevant land use and Parking Zone. Provision below that level must be justified by the accessibility, likely parking demand, use and management of the development and the highway test below. The maximum is neither an entitlement to provide the full allowance nor a minimum to be met. Operational parking, servicing, loading and manoeuvring requirements remain minimums. Disabled parking,

EV charging and cycle parking must meet their separate requirements in Section 7.

5.13 The applicant must demonstrate, with evidence which is proportionate to the proposal, that the proposed parking provision and any displaced demand can be accommodated without unacceptable effects on highway safety, accessibility or the safe and efficient operation of the transport network. The assessment must address existing highway concerns and the arrangement and function of the road; carriageway and footway widths; traffic management issues, known speeding and traffic speeds; visibility; junctions and crossings; wheeling, cycling and walking routes; bus routes and stops; turning areas and manoeuvring space; access for emergency, refuse, servicing and delivery vehicles; existing parking demand and pressure; parking restrictions and enforcement arrangements; and the availability, accessibility, capacity and management of alternative parking. Existing safety or operational difficulties must be considered alongside the additional effects of the proposal. Where displaced parking is likely, representative parking surveys and an assessment of accumulation and available capacity must be supplied where needed to establish the effects. Uncontrolled, obstructive or unsafe parking cannot be counted as available capacity. Necessary mitigation must be shown to be deliverable and secured. Compliance with the numerical maximum alone does not demonstrate acceptability, and a favourable sustainability score cannot override an unacceptable highway impact.

5.14 Appendix A provides the method for assessing reductions. A lower provision will be supported only where the Highway Suitability Gateway is satisfied and the evidence supports the reduction sought. If unacceptable effects remain, the parking, access, layout or management proposals must be revised; where those effects cannot be resolved, the proposal will not be supported on highway grounds. Any exceptional provision above a Zonal Maximum Parking Standard requires a specific, evidenced justification and express agreement by the LPA in consultation with the Local Highway Authority (LHA).

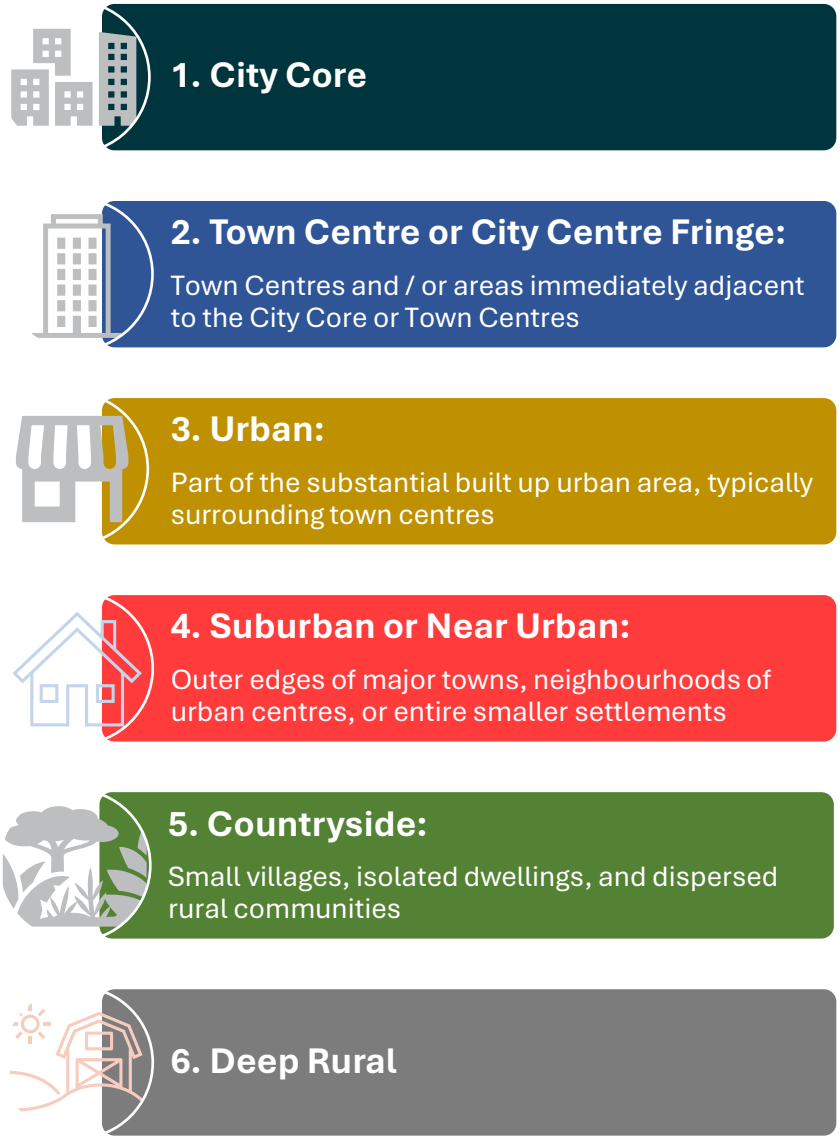
6.0 Parking Zones

6.1 Figure 1 illustrates the regional Parking Zone framework, from the most accessible City Core to the least accessible Deep Rural area. Only Zones 2 to 5 apply in BCB. Zonal Maximum Parking Standards generally allow more car parking in less accessible locations, subject to the land-use tables and the site-specific highway test set out in paragraph 5.12.

6.2 The extent of the Parking Zones is shown in the Council's parking zone plans. Applicants must establish the applicable zone with the LPA. **There are no Zone 1 or Zone 6 locations in BCB.**

6.3 Further description of each area is provided in the following sections.

Figure 1: Parking Standard Areas



Zone 1 – City Core

6.4 Zone 1 is limited to the central cores of the largest conurbations and cities, such as Cardiff, Newport and Swansea. Town centres are addressed under Zone 2. **There are no Zone 1 locations in BCB.**

Zone 2 – Town Centre or City Centre Fringe

6.5 This Zone includes areas immediately adjacent to City Cores (Zone 1) and the centre of towns, which are the destinations for most activity not met within local neighbourhoods. The areas included within Zone 2 will typically have a full range of retail activity and many commercial businesses, all within walking distance. The area is the focus of the local bus network and is likely to contain a railway station. Built density is high with little private car parking. There are significant parking restrictions and substantial amounts of off-street car parking available to the public.

Zone 3 – Urban

6.6 This Zone includes substantial built up areas with several basic local facilities within 400m walking distance. It would typically include areas with a range of bus routes offering up to 6 buses per hour; the range of destinations offering practical access to most but not all essential facilities. The curtilage of sites within this Zone will restrict, to an extent, what car parking can be provided. There are likely to be some restrictions with on-street parking and other available off-street parking is severely limited or non-existent.

Zone 4 – Suburban or Near Urban

6.7 This Zone comprises the outer edges of the largest towns; suburban locations in towns; and smaller settlements offering a range of local facilities. There is typically at least an hourly bus service to the town centre and there may also be a railway station in the town. Local facilities include a local centre within 400m walking distance. Some other basic amenities such as a doctor's surgery are also available within the same walking distance.

Zone 5 – Countryside

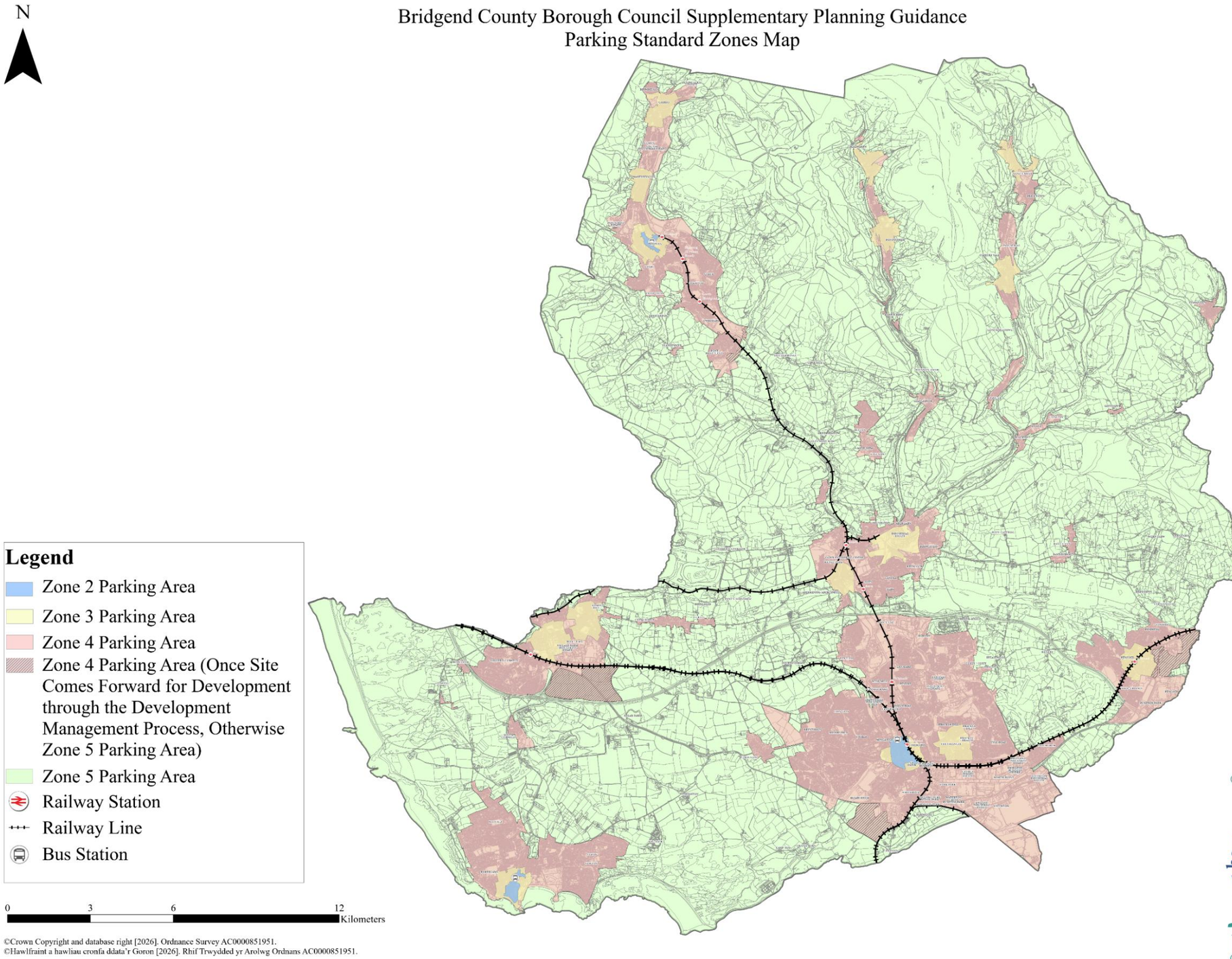
6.8 Zone 5 encompasses areas, including small villages, with a few local facilities within walking distance. Motorised travel is required for most journeys, although there is some local employment. Public transport services have less than an hourly frequency and only route to one local centre. There is no shortage of land for parking provision within the site but the adjacent highway system offers limited opportunities to park cars.

Zone 6 – Deep Rural

6.9 Zone 6 describes deep rural areas with scattered buildings and no local facilities within walking or wheeling distance. **There are no Zone 6 locations in BCB.**

6.10 An illustrative map showing the extent of the Parking Zones is provided in Figure 2, with a larger map attached at Appendix 1.

Figure 2: Parking Standard Zones Map



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

7.0 The Parking Standards

7.1 The Parking Standards are outlined in the tables included over the following pages. The following sections provide further information as to the types of standard provided, their application and mode-specific matters which should be taken into consideration.

7.2 Guidance on the suitable location, layout and design of car and cycle parking is provided in Section 8.

Types of Standard

7.3 Parking standards have been provided for a range of vehicle and cycle modes for a range of land uses. The parking standards for vehicles have been provided as:

- Non-operational parking – this is parking associated with non-operational purposes. This is typically defined as long-term parking (e.g. for residents or staff) or short-term parking (e.g. for customers, visitors, clients).
- Operational parking – applies to non-residential development only. The parking standard is to ensure that there is sufficient space to accommodate vehicles which may need to be stored or access the site (e.g. for the purposes of deliveries, services or to carry-out day to day operations). In addition to parking space, there is also a need to demonstrate space for such vehicles to access, manoeuvre and egress the site in forward gear.
- Visitor parking – applies to residential development only. This is to accommodate visitors outside of standard residential parking requirements.

7.4 Non-operational car parking is expressed as a **Zonal Maximum Parking Standard**, applied in accordance with paragraphs 5.11–5.13 and Appendix A. Disabled and electric vehicle parking normally form part of the total car-parking provision, not an addition to it. Their prescribed proportions and any dedicated accessible-space requirements must still be met. Operational parking and cycle parking remain minimum provisions. Motorcycle parking is calculated separately under paragraph 7.24.

7.5 The parking standards for bicycles are expressed as a minimum level. This means that cycle parking for new development must not be lower than the stated level. Cycle parking standards include dedicated provision for both long-stay and short-stay parking and should include sufficient provision which is accessible for adaptive cycles.

7.6 A cycle parking space accommodates one cycle; a stand is the fixture to which a cycle is secured. A correctly spaced Sheffield stand can serve two standard cycles only where both sides are independently accessible and the required clearances are maintained. Where a table specifies stands, provide the stated number of stands with usable capacity; where it specifies spaces, provide the stated number of independently usable cycle positions. Short-stay parking serves visitors and brief trips and must be convenient and visible near entrances. Long-stay parking serves residents, employees and other extended stays and must be secure and weather-protected.

7.7 The required provision for accessible and non-standard cycles applies to both types, with adequate ground-level spaces, circulation and locking facilities. Layouts must demonstrate usable capacity for adaptive cycles, tricycles, cargo cycles and e-bikes. Residential cycle storage must be accessible from the street without requiring a cycle to be carried or dragged through living accommodation; use a direct external route or a suitably designed communal route. Section 8 provides the location, layout and design guidance.

Application of the Standards

7.8 Apply the relevant table to the scale and type of development. Residential standards depend on the dwelling type and bedroom band; non-residential standards use the stated floorspace, bedroom, staff, pupil or other measure. Unless otherwise stated, floorspace means gross floor area (GFA), including external walls. Dining area and public area, including the servery, are distinct measures and must not be replaced with GFA. Where a standard contains more than one component, add those components. For an office exactly 1,000 sqm, apply the up-to-1,000 sqm band. Distribution centres of 1,000 sqm use the 25% operational-area band.

7.9 Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded as per standard mathematical convention (i.e. .0 to 0.49 rounded down to the nearest integer, 0.505 to 0.99 rounded up to the nearest integer).

Disabled Parking

7.10 The quantity of parking to be allocated for disabled users has been set out for each land use. The percentage of disabled parking falls within the total maximum vehicle parking standard (i.e. disabled parking is not additional to the total spaces).

7.11 All parking spaces provided for the charging of electric vehicles are to be provided as fully accessible for disabled people. Up to 10% of the disabled parking standard can be met through the provision of electric vehicle parking, subject to agreement with the Highway Authority.

7.12 For some developments, bespoke provision of disabled parking will be necessary to address specific requirements of a site or future user groups. In such cases, the prescribed standards should be referred to as a guide for determining suitable provision, with departures proposed with due consideration to the mobility needs of all users. Appropriate justification should be provided to set out how these mobility needs are being addressed.

7.13 In some cases, a nil value for the provision of disabled parking has been specified. Typically, this applies in settings where either no vehicle parking is to be provided (i.e. car-free development) or where the application of total vehicle parking standards to a small quantum of development provides insufficient parking to warrant a dedicated provision for disabled people.

7.14 In these instances it is considered likely that there will be existing public provisions available for disabled users of the site (e.g. central urban car parking facilities). However, provision of suitable parking for disabled people will still need to be demonstrated through relevant evidenced-based planning submissions.

7.15 Guidance on the suitable location, layout and design of disabled parking is provided in Section 8, including bay dimensions, access margins, surfaces,

signs and safe, convenient, unobstructed routes to accessible building entrances. Proposals must demonstrate how that guidance and the needs of the intended users are addressed.

Electric Vehicle Parking

7.16 The amount of parking to be allocated for electric vehicles and other ultra-low emission vehicles has been defined for each land use.

7.17 The percentage of electric vehicle parking falls within the total maximum vehicle parking standard (i.e. electric vehicle parking is not additional to the total spaces). The proportion of electric vehicle parking specific should be considered as a minimum standard, and additional parking may be provided subject to agreement from the LHA.

7.18 Electric vehicle parking standards includes both “active” and “passive” charging facilities. Active provision is the implementation of fully connected “ready to use” charging infrastructure for electric vehicles. Passive provision is the implementation of underlying infrastructure to enable the future charging of electric vehicles, including but not limited to cable routes, ducting, draw pits and chambers etc., in addition to space considerations such as maintenance / installation margins.

7.19 Section 8 provides additional guidance regarding the suitable location, layout and design of electric vehicle parking. This relates both to the provision of private and public electric vehicle parking.

7.20 All parking spaces provided for the charging of electric vehicles are to be provided as fully accessible for disabled people.

Residential Electric Vehicle Parking

7.21 Table 1 sets out the requirements for new residential electric vehicle parking in accordance with the Welsh Government’s ‘Electric Vehicle Charging Strategy for Wales’. These requirements have also been developed with consideration for Bridgend’s Electric Vehicle Charging Strategy, as well as the Draft Building Regulations Part S ‘Electric vehicle charging in residential and non-residential buildings’.

7.22 Table 1 also provides guidance as to the management of electric vehicle parking, following occupation of a new development. Where electric vehicle parking is provided within a communal parking area, a management company / third party or similar other structure should be used to ensure supply and maintenance.

7.23 Where planning applications seek alterations to an existing residential use, it may not always be possible to retrofit electric vehicle parking into existing parking spaces, either provided on or off-street. As an example, this is likely to be the case on existing narrow streets with terraced housing where it is unlikely that suitable on-street electric vehicle parking could be provided using currently known infrastructure availability. It is expected that the constraints to this will decrease and more opportunities will be created during the lifetime of this SPG.

7.24 Where an application for alteration, change of use or retrofit cannot accommodate the applicable EV charging provision, the applicant must submit evidence of the physical or technical constraints and agree an alternative with the LPA in consultation with the LHA. Where a communal charging solution is necessary to make the development acceptable, directly related to it and fairly and reasonably related in scale and kind, the applicant must secure the required contribution or provision through an appropriate planning obligation. The submission must identify the scheme, delivery arrangements, maintenance responsibilities and timing. Inability to provide charging within the site does not automatically waive the requirement. A contribution must not be sought where those planning-obligation tests are not met.

Table 1: Residential Development Electric Vehicle Parking Standard

Development Type	Building Type	Parking Provision	Electric Vehicle Provision	Management Structure
New Residential Development	Houses	On-plot (e.g. driveway)	Minimum of 1 space per dwelling.	Private management.
	Apartments	On-site (e.g. parking courts / car parks)	Minimum of 10% of total parking to be active provision. Remainder to be passive provision.	Management company or similar. EV parking is an unallocated and shared for all residents / visitors.
	Houses	On-street (e.g. dedicated bays on-street within the street design)	Minimum of 10% of total parking to be active provision. Remainder to be passive provision.	Management company or similar. EV parking is publicly accessible (including to residents / visitors)
	Apartments	On-street (e.g. dedicated bays on-street within the street design)	Minimum of 10% of total parking to be active provision. Remainder to be passive provision.	Management company or similar. EV parking is publicly accessible (including to residents / visitors)
Existing / Change of Use / Retrofit of Residential Buildings	Houses	On-plot (e.g. driveway)	To be discussed with the LHA.	Private management (if provided).
	Apartments	On-site (e.g. parking courts / car parks)	Minimum of 10% of total parking to be EV enabled. 90% passive.	Management company or similar. EV parking is an unallocated and shared for all residents / visitors.
	Houses	On-street (e.g. dedicated bays on-street within the street design)	To be discussed with the LHA.	Management company or similar (if provided) EV parking is publicly accessible (including to residents / visitors)
	Apartments	On-street (e.g. dedicated bays on-street within the street design)	To be discussed with the LHA.	Management company or similar (if provided) EV parking is publicly accessible (including to residents / visitors)

Powered Two-Wheel Parking

7.25 For all classes of development, motorcycle and powered two-wheeler parking must be provided at 5% of the car-parking provision. These are dedicated motorcycle spaces and do not substitute for the car spaces in the agreed layout. Apply paragraph 7.8 when rounding the calculation. Provide safe, secure and convenient facilities in accordance with Section 8, including provision for riders with reduced mobility.

Visitor Parking

7.26 The parking standards for residential development include a requirement for visitor parking. Parking for visitors should be accommodated within dedicated parking spaces within the site of the proposed development and must not be allocated to any particular dwelling. Visitor parking must be designed as an integral part of any development where it is required and must consider the needs of disabled people and well as the safe and suitable operation of the internal highway network and parking layouts.

Operational Parking, Access and Circulation

7.27 Operational vehicle parking standards have been specified for non-residential land uses. Operational vehicle parking is provided to accommodate vehicles which may need to be stored or access the site (e.g. for the purposes of deliveries, services or to carry-out day to day operations).

7.28 Operational vehicle parking requirements are set out as a minimum standard to ensure that sufficient space is retained within a site layout to accommodate operational vehicles and associated movements. In some cases, it may be appropriate / necessary to increase the amount of space dedicated to operational vehicles owing to the nature, scale or purpose of the site. The operational vehicle requirements should be discussed and agreed with the LHA.

7.29 For all development, including where car-free development is promoted, there remains a requirement to provide sufficient space for the access, circulation and parking of operational, servicing and delivery vehicles. Operational parking may not need to be comprised of a dedicated parking space within the

curtilage of the site, however in some cases, this will be a necessary requirement.

7.30 For some developments, provision of short-term, high-turnover parking may be necessary to address specific requirements of a site or future user groups. This includes developments which will offer courier takeaway services (i.e. food, hot-food and non-food retail) where a significant increase in the number of motorcycle and cycle movements has been observed following recent rises in popularity of online order delivery / courier services.



Nolton Street, Bridgend

Table 2: A1 Shops

Table 2 sets out parking standards for supermarkets, predominantly food superstores and other A1 shops, including commercial servicing spaces. The non-operational supermarket rate includes employees and assumes a 75:25 retail / non-retail floorspace ratio; a different ratio requires assessment. Servicing vehicles must be able to enter and leave in forward gear. Apply the disabled, electric vehicle and cycle parking standards for the corresponding zone and development-size band.

Types of Development: Shops, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners and funeral directors.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Other A1 shops	2. Town Centre or City Centre Fringe	All	Nil	Nil (see note c)	Nil	Nil	Nil (see note d)	1 space per 25 sqm	1 space per 50 sqm
Other A1 shops	3. Urban	≤200 sqm	1 space	Nill (see note c)	Nil	Nil	Nil (see note d)	1 stand per 50sqm	1 stand per 100sqm
Other A1 shops	3. Urban	201sqm - 2,000 sqm	1 space per 40 sqm	6%	10%	20%	2 spaces	1 stand per 50sqm	1 stand per 100sqm
Other A1 shops	3. Urban	>2,000 sqm	1 space per 15 sqm	6%	10%	20%	3 spaces	1 stand per 50sqm	1 stand per 100sqm
Other A1 shops	4. Suburban or Near Urban	≤200 sqm	1 space	Nill (see note c)	Nil	Nil	Nill (see note d)	1 stand per 100sqm	1 stand per 500sqm
Other A1 shops	4. Suburban or Near Urban	201sqm - 2,000 sqm	1 space per 20 sqm	6%	10%	20%	2 spaces	1 stand per 100sqm	1 stand per 500sqm
Other A1 shops	4. Suburban or Near Urban	>2,000 sqm	1 space per 15 sqm	6%	10%	20%	3 spaces	1 stand per 100sqm	1 stand per 500sqm
Other A1 shops	5. Countryside Zone 6 does not apply in BCB	All	1 space per 15 sqm	6%	10%	20%	1 space (see note d)	1 stand per 500sqm	1 stand per 750sqm
Supermarkets / food superstores	2. Town Centre or City Centre Fringe	≤200 sqm	1 space per 60 sqm	Nil (see note c)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 50 sqm
Supermarkets / food superstores	2. Town Centre or City Centre Fringe	201–1,000 sqm	1 space per 40 sqm	Nil (see note c)	Nil	Nil	2 commercial vehicle spaces	1 space per 25 sqm	1 space per 50 sqm
Supermarkets / food superstores	2. Town Centre or City Centre Fringe	1,001–2,000 sqm	1 space per 40 sqm	Nil (see note c)	Nil	Nil	3 commercial vehicle spaces	1 space per 25 sqm	1 space per 50 sqm
Supermarkets / food superstores	2. Town Centre or City Centre Fringe	>2,000 sqm	1 space per 14 sqm	Nil (see note c)	Nil	Nil	3 commercial vehicle spaces	1 space per 25 sqm	1 space per 50 sqm
Supermarkets / food superstores	3. Urban	≤200 sqm	1 space per 60 sqm	Nill (see note c)	Nil	Nil	1 commercial vehicle space	1 stand per 50sqm	1 stand per 100sqm
Supermarkets / food superstores	3. Urban	201–1,000 sqm	1 space per 40 sqm	6%	10%	20%	2 commercial vehicle spaces	1 stand per 50sqm	1 stand per 100sqm
Supermarkets / food superstores	3. Urban	1,001–2,000 sqm	1 space per 40 sqm	6%	10%	20%	3 commercial vehicle spaces	1 stand per 50sqm	1 stand per 100sqm

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Supermarkets / food superstores	3. Urban	>2,000 sqm	1 space per 14 sqm	6%	10%	20%	3 commercial vehicle spaces	1 stand per 50sqm	1 stand per 100sqm
Supermarkets / food superstores	4. Suburban or Near Urban	≤200 sqm	1 space per 60 sqm	Nill (see note c)	Nil	Nil	1 commercial vehicle space	1 stand per 100sqm	1 stand per 500sqm
Supermarkets / food superstores	4. Suburban or Near Urban	201–1,000 sqm	1 space per 20 sqm	6%	10%	20%	2 commercial vehicle spaces	1 stand per 100sqm	1 stand per 500sqm
Supermarkets / food superstores	4. Suburban or Near Urban	1,001–2,000 sqm	1 space per 20 sqm	6%	10%	20%	3 commercial vehicle spaces	1 stand per 100sqm	1 stand per 500sqm
Supermarkets / food superstores	4. Suburban or Near Urban	>2,000 sqm	1 space per 14 sqm	6%	10%	20%	3 commercial vehicle spaces	1 stand per 100sqm	1 stand per 500sqm
Supermarkets / food superstores	5. Countryside Zone 6 does not apply in BCB	≤200 sqm	1 space per 60 sqm	6%	10%	20%	1 commercial vehicle space	1 stand per 500sqm	1 stand per 750sqm
Supermarkets / food superstores	5. Countryside Zone 6 does not apply in BCB	201–1,000 sqm	1 space per 20 sqm	6%	10%	20%	2 commercial vehicle spaces	1 stand per 500sqm	1 stand per 750sqm
Supermarkets / food superstores	5. Countryside Zone 6 does not apply in BCB	1,001–2,000 sqm	1 space per 20 sqm	6%	10%	20%	3 commercial vehicle spaces	1 stand per 500sqm	1 stand per 750sqm
Supermarkets / food superstores	5. Countryside Zone 6 does not apply in BCB	>2,000 sqm	1 space per 14 sqm	6%	10%	20%	3 commercial vehicle spaces	1 stand per 500sqm	1 stand per 750sqm

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision nearby. In some cases, some disabled parking may be required within the curtilage of, or dedicated to, a proposed development in addition to the non-operational vehicle maximum.

d) All development, including where the parking standard is “nil” must still provide suitable facility for loading / unloading and servicing, although this need not be a dedicated parking space within the curtilage of the site.

e) The operational parking requirement is a minimum. Additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

f) All cycle parking should include a minimum of 30% of the provision total for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

g) Convenience stores located at petrol filling stations will attract customers who do not also purchase petrol and will therefore require parking space provision. The additional requirement for this must be assessed as a small shop and should not rely on parking in the filling bays or circulatory areas.

Table 3: A2 Financial and Professional Services

Table 3 sets out vehicle, disabled, electric vehicle and cycle parking standards for A2 uses. For office premises up to 200 sqm, a one-off extension of up to 20% is allowed without additional parking, with displaced parking relocated. Relaxation for a ground-floor A1-to-A2 change in a shopping area is subject to the site-specific highway test.

Types of Development: Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies (excludes betting offices).

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
All A2	2. Town Centre or City Centre Fringe	≤1,000 sqm	1 space per 35 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	Servicing space to suit the operation	1 space per 30 sqm	1 space per 500 sqm
All A2	2. Town Centre or City Centre Fringe	>1,000 sqm	1 space per 60 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	Servicing space to suit the operation	1 space per 30 sqm	1 space per 500 sqm
All A2	3. Urban	≤1,000 sqm	1 space per 35 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	Servicing space to suit the operation	1 stand per 50 sqm	1 stand per 750 sqm
All A2	3. Urban	>1,000 sqm	1 space per 60 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	Servicing space to suit the operation	1 stand per 50 sqm	1 stand per 750 sqm
All A2	4. Suburban or Near Urban	All	≤1,000 sqm: 1 space per 25 sqm >1,000 sqm: 1 space per 40 sqm	≤150 sqm = Nil (see note d) >151 sqm – 500 sqm = 1 space >500 sqm = 5%	10%	20%	Servicing space to suit the operation	1 stand per 100 sqm	1 stand per 1,000 sqm
All A2	5. Countryside Zone 6 does not apply in BCB	All	≤1,000 sqm: 1 space per 25 sqm >1,000 sqm: 1 space per 40 sqm	≤100 sqm = Nil (see note d) >101 sqm – 350 sqm = 1 space >350 sqm = 5%	10%	20%	Servicing space to suit the operation	1 stand per 100 sqm	1 stand per 750 sqm

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.
b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document).
c) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision nearby. In some cases, some disabled parking may be required within the curtilage of, or dedicated to, a proposed development in addition to the non-operational vehicle maximum.
d) The operational parking requirement is a minimum. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.
e) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

Table 4: A3 Food & Drink

Staff and customer parking components must be added, and service vehicles require space to enter and leave in forward gear. For takeaways, nearby customer parking must be demonstrably available, lawful and safe under paragraph 5.12. Apply the disabled, electric vehicle and cycle parking standards in the corresponding rows; transport cafés use the corresponding café provisions. Pre-1914 public houses are allowed a one-off extension of up to 20% in GFA without additional parking. Restaurant/café parking in established shopping areas can be considered flexibly where incidental use or evening capacity is evidenced and staff parking is addressed. This relaxation does not apply to transport cafés.

Types of Development: restaurants (including drive-thru), snack bars, cafes, drinking establishments, takeaways.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Restaurants	2. Town Centre or City Centre Fringe	All	1 per 3 non-resident staff + 1 per 7 sqm dining area	Nil (see note c)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 50 sqm
Restaurants	3. Urban	All	1 per 3 non-resident staff + 1 per 7 sqm dining area	≤200 sqm = 1 space >200 sqm = 6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Restaurants	4. Suburban or Near Urban	All	1 per 3 non-resident staff + 1 per 7 sqm dining area	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Restaurants	5. Countryside Zone 6 does not apply in BCB	All	1 per 3 non-resident staff + 1 per 7 sqm dining area	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Public houses / licensed clubs	2. Town Centre or City Centre Fringe	All	1 per 3 non-resident staff + 1 per 5 sqm public area including servery	Nil (see note c)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 50 sqm
Public houses / licensed clubs	3. Urban	All	1 per 3 non-resident staff + 1 per 5 sqm public area including servery	≤200 sqm = 1 space >200 sqm = 6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Public houses / licensed clubs	4. Suburban or Near Urban	All	1 per 3 non-resident staff + 1 per 5 sqm public area including servery	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Public houses / licensed clubs	5. Countryside Zone 6 does not apply in BCB	All	1 per 3 non-resident staff + 1 per 3 sqm public area including servery	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Cafés	2. Town Centre or City Centre Fringe	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	Nil (see note c)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 50 sqm
Cafés	3. Urban	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	≤200 sqm = 1 space >200 sqm = 6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Cafés	4. Suburban or Near Urban	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Cafés	5. Countryside Zone 6 does not apply in BCB	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Hot food takeaways	2. Town Centre or City Centre Fringe	All	1 space for non-resident staff + suitable customer parking nearby (see notes)	Nil (see note c)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 50 sqm
Hot food takeaways	3. Urban	All	1 space for non-resident staff + suitable customer parking nearby (see notes)	≤100 sqm = Nil (see note c) 100 sqm – 250 sqm = 1 space >250 sqm = 6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Hot food takeaways	4. Suburban or Near Urban	All	1 space for non-resident staff + suitable customer parking nearby (see notes)	≤100 sqm = Nil (see note c) 100 sqm – 250 sqm = 1 space >250 sqm = 6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Hot food takeaways	5. Countryside Zone 6 does not apply in BCB	All	1 space for non-resident staff + suitable customer parking nearby (see notes)	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Drive-through restaurants	2. Town Centre or City Centre Fringe	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	Nil (see note c)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 50 sqm
Drive-through restaurants	3. Urban	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Drive-through restaurants	4. Suburban or Near Urban	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Drive-through restaurants	5. Countryside Zone 6 does not apply in BCB	All	1 per 3 non-resident staff + 1 per 14 sqm dining area	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Transport cafés	2. Town Centre or City Centre Fringe	All	1 per 3 non-resident staff + 1 commercial vehicle space per 2 seats	Nil (see note c)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 50 sqm
Transport cafés	3. Urban	All	1 per 3 non-resident staff + 1 commercial vehicle space per 2 seats	≤200 sqm = 1 space >200 sqm = 6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Transport cafés	4. Suburban or Near Urban	All	1 per 3 non-resident staff + 1 commercial vehicle space per 2 seats	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm
Transport cafés	5. Countryside Zone 6 does not apply in BCB	All	1 per 3 non-resident staff + 1 commercial vehicle space per 2 seats	6%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 100 sqm

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision nearby. In some cases, some disabled parking may be required within the curtilage of, or dedicated to, a proposed development in addition to the non-operational vehicle maximum.

d) All development, including where the parking standard is “nil” must still provide suitable facility for loading / unloading and servicing, although this need not be a dedicated parking space within the curtilage of the site.

e) The operational parking requirement is a minimum. Additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

f) Drive-through facilities must have a segregated internal access and at least six waiting spaces. Queue storage and circulation must be assessed for the expected demand and must not obstruct parking, servicing, active travel routes or the highway. Provide additional queue capacity where necessary. Consider dedicated spaces for food couriers, including cycles and powered two-wheelers.

Table 5: B1 Business

The table sets out parking standards for offices, call centres and other B1 uses. The office extension allowance described under A2 also applies. The operational one-space minimum below applies to other B1 uses; office and call-centre servicing must be demonstrated from the actual operational needs. Apply the disabled, electric vehicle and cycle parking standards in each corresponding row, including call centres.

Types of Development: Offices, research and development, light industry appropriate in a residential area.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Offices	2. Town Centre or City Centre Fringe	≤1,000 sqm	1 space per 35 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 space per 30 sqm	1 space per 100 sqm
Offices	2. Town Centre or City Centre Fringe	>1,000 sqm	1 space per 60 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 space per 30 sqm	1 space per 100 sqm
Offices	3. Urban	≤1,000 sqm	1 space per 35 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 50 sqm	1 stand per 500 sqm
Offices	3. Urban	>1,000 sqm	1 space per 60 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 50 sqm	1 stand per 500 sqm
Offices	4. Suburban or Near Urban	All	≤1,000 sqm: 1 space per 25 sqm >1,000 sqm: 1 space per 40 sqm	≤150 sqm = Nil (see note d) >151 sqm – 500 sqm = 1 space >500 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 100 sqm	1 stand per 1,000 sqm
Offices	5. Countryside Zone 6 does not apply in BCB	All	≤1,000 sqm: 1 space per 25 sqm >1,000 sqm: 1 space per 40 sqm	≤100 sqm = Nil (see note d) >101 sqm – 350 sqm = 1 space >350 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 100 sqm	1 stand per 1,000 sqm
Call centres	2. Town Centre or City Centre Fringe	≤1,000 sqm	1 space per 25 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 space per 30 sqm	1 space per 100 sqm

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Call centres	2. Town Centre or City Centre Fringe	>1,000 sqm	1 space per 40 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 space per 30 sqm	1 space per 100 sqm
Call centres	3. Urban	≤1,000 sqm	1 space per 25 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 50 sqm	1 stand per 500 sqm
Call centres	3. Urban	>1,000 sqm	1 space per 40 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 50 sqm	1 stand per 500 sqm
Call centres	4. Suburban or Near Urban	All	≤1,000 sqm: 1 space per 20 sqm >1,000 sqm: 1 space per 25 sqm	≤150 sqm = Nil (see note d) >151 sqm – 500 sqm = 1 space >500 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 100 sqm	1 stand per 1,000 sqm
Call centres	5. Countryside Zone 6 does not apply in BCB	All	≤1,000 sqm: 1 space per 20 sqm >1,000 sqm: 1 space per 25 sqm	≤100 sqm = Nil (see note d) >101 sqm – 350 sqm = 1 space >350 sqm = 5%	10%	20%	Servicing space to suit the operation (see notes)	1 stand per 100 sqm	1 stand per 1,000 sqm
Other B1 uses	2. Town Centre or City Centre Fringe	≤1,000 sqm	1 space per 250 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	1 space (see note d)	1 space per 30 sqm	1 space per 100 sqm
Other B1 uses	2. Town Centre or City Centre Fringe	>1,000 sqm	1 space per 150 sqm	≤750 sqm = Nil (see note d) 751 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%	1 space (see note d)	1 space per 30 sqm	1 space per 100 sqm
Other B1 uses	3. Urban	≤1,000 sqm	1 space per 150 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	1 space (see note d)	1 stand per 50 sqm	1 stand per 500 sqm

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Other B1 uses	3. Urban	>1,000 sqm	1 space per 75 sqm	≤450 sqm = Nil (see note d) 451 sqm – 1,100sqm = 1 space >1,100 sqm = 5%	10%	20%	1 space (see note d)	1 stand per 50 sqm	1 stand per 500 sqm
Other B1 uses	4. Suburban or Near Urban	All	1 space per 50 sqm	≤150 sqm = Nil (see note d) >151 sqm – 500 sqm = 1 space >500 sqm = 5%	10%	20%	1 space (see note d)	1 stand per 100 sqm	1 stand per 1,000 sqm
Other B1 uses	5. Countryside Zone 6 does not apply in BCB	All	1 space per 35 sqm	≤100 sqm = Nil (see note d) >101 sqm – 350 sqm = 1 space >350 sqm = 5%	10%	20%	1 space (see note d)	1 stand per 100 sqm	1 stand per 1,000 sqm

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document).

c) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision nearby. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum.

d) The operational requirement for other B1 uses is a minimum of one space. Offices and call centres must provide sufficient servicing and manoeuvring space for their operational needs. Additional operational space must be provided where needed to accommodate vehicles safely within the site.

e) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

Table 6: B2 Industrial

Table 6 sets out parking standards for all industrial B2 uses. The operational parking requirement is a minimum of 1 space. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site. Apply the disabled, electric vehicle and cycle parking standards in each corresponding row.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
All B2	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note c)	Nil	Nil	1 space (see note d)	1 space per 30 sqm	1 space per 100 sqm
	2. Town Centre or City Centre Fringe	<300 sqm	1 space	≤400 sqm = Nil (see note c) 401 sqm – 1,500sqm = 1 space >1,500 sqm = 5%	10%	20%			
		≥300 sqm	1 space per 150 sqm						
	3. Urban	<300 sqm	1 space	≤400 sqm = Nil (see note c) 401 sqm – 1,500sqm = 1 space >1,500 sqm = 5%				1 space per 50 sqm	1 space per 500 sqm
		≥300 sqm	1 space per 150 sqm						
	4. Suburban or Near Urban	<100 sqm	1 space	≤300 sqm = Nil (see note c) 301 sqm – 1,150sqm = 1 space >1,150 sqm = 5%				1 space per 100 sqm	1 space per 1,000 sqm
		101 sqm – 240 sqm	2 spaces						
		>240 sqm	1 space per 120 sqm						
	5. Countryside Zone 6 does not apply in BCB	<100 sqm	1 space	≤200 sqm = Nil (see note c) 201 sqm – 750 sqm = 1 space >750 sqm = 5%				1 space per 150 sqm	1 space per 1,000 sqm
		101 sqm – 240 sqm	2 spaces						
		>240 sqm	1 space per 80 sqm						

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum.

d) The operational parking requirement is a minimum of 1 space. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

e) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

Table 7: B8 Distribution and Storage

Industrial warehouses require the following minimum operational areas, with interpolation between the listed points: GFA 100 sqm → 70 sqm; 250 sqm → 85 sqm; 500 sqm → 100 sqm; 1,000 sqm→ 150 sqm; 1,001 sqm → 150 sqm; 2,000 sqm→ 200 sqm. Above 2,000 sqm, provide 10% of GFA. Distribution centres must additionally accommodate commercial vehicles parked overnight. Servicing and turning areas must enable entry and exit in forward gear. Any special servicing arrangement proposed in place of the normal operational area must be evidenced and agreed. For premises up to 235 sqm, a one-off extension of up to 20% is allowed without additional parking, with displaced parking relocated.

Types of Development: Storage, distribution centre, open air storage.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Industrial warehouses	2. Town Centre or City Centre Fringe	All	1 space per 140 sqm	≤650 sqm = Nil (see note d) 651 sqm – 2,500 sqm = 1 space >2,500 sqm = 5%	10%	20%	Operational area: see the area schedule in the B8 introduction	1 space per 30 sqm	1 space per 250 sqm
Industrial warehouses	3. Urban	All	1 space per 140 sqm	≤350 sqm = Nil (see note d) 351 sqm – 1,350 sqm = 1 space >1,350 sqm = 5%	10%	20%	Operational area: see the area schedule in the B8 introduction	1 space per 50 sqm	1 space per 500 sqm
Industrial warehouses	4. Suburban or Near Urban	All	1 space per 140 sqm	≤350 sqm = Nil (see note d) 351 sqm – 1,350 sqm = 1 space >1,350 sqm = 5%	10%	20%	Operational area: see the area schedule in the B8 introduction	1 space per 100 sqm	1 space per 1,000 sqm
Industrial warehouses	5. Countryside Zone 6 does not apply in BCB	All	1 space per 140 sqm	≤200 sqm = Nil (see note d) 201 sqm – 750 sqm = 1 space >750 sqm = 5%	10%	20%	Operational area: see the area schedule in the B8 introduction	1 space per 150 sqm	1 space per 1,000 sqm
Distribution centres	2. Town Centre or City Centre Fringe	All	1 space per 120 sqm	≤650 sqm = Nil (see note d) 651 sqm – 2,500 sqm = 1 space >2,500 sqm = 5%	10%	20%	<1,000 sqm: 35% of GFA ≥1,000 sqm: 25% of GFA	1 space per 30 sqm	1 space per 250 sqm
Distribution centres	3. Urban	All	1 space per 120 sqm	≤350 sqm = Nil (see note d) 351 sqm – 1,350 sqm = 1 space >1,350 sqm = 5%	10%	20%	<1,000 sqm: 35% of GFA ≥1,000 sqm: 25% of GFA	1 space per 50 sqm	1 space per 500 sqm
Distribution centres	4. Suburban or Near Urban	All	1 space per 120 sqm	≤350 sqm = Nil (see note d) 351 sqm – 1,350	10%	20%	<1,000 sqm: 35% of GFA ≥1,000 sqm: 25% of GFA	1 space per 100 sqm	1 space per 1,000 sqm

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
				sqm = 1 space >1,350 sqm = 5%					
Distribution centres	5. Countryside Zone 6 does not apply in BCB	All	1 space per 80 sqm	≤200 sqm = Nil (see note d) 201 sqm – 750 sqm = 1 space >750 sqm = 5%	10%	20%	<1,000 sqm: 35% of GFA ≥1,000 sqm: 25% of GFA	1 space per 150 sqm	1 space per 1,000 sqm
Storage warehouses / self-storage	2. Town Centre or City Centre Fringe	All	Nil (see customer-access note)	Nil (see note d)	Nil	Nil	1 commercial vehicle space per 500 sqm	1 space per 30 sqm	1 space per 250 sqm
Storage warehouses / self-storage	3. Urban	All	Nil (see customer-access note)	≤350 sqm = Nil (see note d) 351 sqm – 1,350 sqm = 1 space >1,350 sqm = 5%	10%	20%	1 commercial vehicle space per 500 sqm	1 space per 50 sqm	1 space per 500 sqm
Storage warehouses / self-storage	4. Suburban or Near Urban	All	Nil (see customer-access note)	≤350 sqm = Nil (see note d) 351 sqm – 1,350 sqm = 1 space >1,350 sqm = 5%	10%	20%	1 commercial vehicle space per 500 sqm	1 space per 100 sqm	1 space per 1,000 sqm
Storage warehouses / self-storage	5. Countryside Zone 6 does not apply in BCB	All	Nil (see customer-access note)	≤200 sqm = Nil (see note d) 201 sqm – 750 sqm = 1 space >750 sqm = 5%	10%	20%	1 commercial vehicle space per 500 sqm	1 space per 150 sqm	1 space per 1,000 sqm

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Storage warehouses have a nil non-operational vehicle standard. Where self-storage attracts customers, their access, waiting, loading and unloading must nevertheless be demonstrated through the site-specific highway and operational assessment. A nil figure does not permit unsafe queuing or displacement. Apply the disabled, electric vehicle and cycle parking standards in the corresponding rows. Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum.

d) The operational parking requirement is a minimum provision. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

e) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

Table 8: C1 Hotels

Table 8 sets out parking standards for all C1 Hotel uses. The operational parking requirement is a minimum of 1 space. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site. Apply the disabled, electric vehicle and cycle parking standards in each corresponding row.

Types of Development: Hotels, boarding and guest houses, hostels.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
All C1	2. Town Centre or City Centre Fringe	All	1 per bedroom + 1 per 3 non-resident staff	≤10 rooms = Nil (see note e) 10 – 40 rooms = 1 space >40 rooms = 6%	10%	20%	1 commercial vehicle space	1 space per 2 beds	1 per 50 sqm
All C1	3. Urban	All	1 per bedroom + 1 per 3 non-resident staff	≤5 rooms = Nil (see note e) 5 – 20 rooms = 1 space >20 rooms = 6%	10%	20%	1 commercial vehicle space	1 space per 5 beds	1 per 100 sqm
All C1	4. Suburban or Near Urban	All	1 per bedroom + 1 per 3 non-resident staff	≤5 rooms = Nil (see note e) 5 – 20 rooms = 1 space >20 rooms = 6%	10%	20%	1 commercial vehicle space	1 space per 5 beds	1 per 100 sqm
All C1	5. Countryside Zone 6 does not apply in BCB	All	1 per bedroom + 1 per 3 non-resident staff	1-5 rooms = 1 space >5 rooms = 6%	10%	20%	1 commercial vehicle space	1 space per 10 beds	1 per 1,000 sqm

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) The C1 land use as defined by The Town and Country Planning (Use Classes) Order 1987 (as amended) excludes hostels. However, these parking standards are considered appropriate for the design of parking associated with hostels, subject to discussion with the Highway Authority.

d) The hotel vehicle standard is one space per bedroom plus one space per three non-resident staff. Assess restaurant, bar, conference or other facilities open to non-residents under the relevant use category, allowing for demonstrable sharing and different peak demands. Apply the disabled, electric vehicle and cycle parking standards in the corresponding rows.

e) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum. There should be one designated disabled parking space per dedicated accessible bedroom.

f) The operational parking requirement is a minimum provision. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

g) Dedicated arrangements should also be provided for drop off / pick up (including coaches, mini-buses and private-hire vehicles).

h) There is a distinction between “per bedroom” and “per bed”. The number of bedrooms is used to determine vehicle parking as this reflects that multiple room occupants would be expected to travel by a single vehicle. The number of beds has been used to determine cycle parking standards on the basis of the number of beds given that bicycles are typically single-person modes, and a bedroom can accommodate more than one bed.

i) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

j) The number of staff should be enumerated as Full-Time Equivalent.

Table 9: C2 Residential Institutions

Table 9 sets out parking standards for all C2 Residential Institution uses. Apply the disabled, electric vehicle and cycle parking standards in each corresponding row.
Types of Development: Care homes, nursing homes, boarding schools, residential colleges and training centres.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Visitor Vehicle Parking (Maximum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Nursing and Care Homes	1. City Core NOT APPLICABLE IN BCB	All	Nil (see note d)	Nil (see note e)	Nil	Nil	Nil	1 space per 1 staff	1 space per bed
	2. Town Centre or City Centre Fringe	All	Nil (see note d)						
	3. Urban	All	1 space per 4 staff	≤10 staff = Nil (see note e) 10 – 40 staff = 1 space >40 staff = 5%	10%	20%	1 space per 4 beds	1 space per 2 staff	1 space per 2 beds
	4. Suburban or Near Urban	All	1 space per 2 staff	≤5 staff = Nil (see note e) 5 – 20 staff = 1 space >20 staff = 5%			1 space per 4 beds	1 space per 4 staff	1 space per 4 beds
	5. Countryside Zone 6 does not apply in BCB	All	1 space per 1 staff	≤10 staff = 1 space >10 staff = 5%			1 space per 2 beds	1 space per 10 staff	1 space per 10 beds

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Parking standards for C2 exclude hospitals, boarding schools, residential colleges and training centres. Suitable levels of parking for these type of development should be proposed in accordance with the transport vision and the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission.

d) All development, including where the parking standard is “nil” must also provide suitable parking provision for operational vehicles (e.g. loading / unloading, servicing).

e) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum. There should be one designated disabled parking space per dedicated accessible bedroom.

f) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

g) In respect of residential homes for the older person and residential and nursing care homes, sufficient operational space must be provided close to the building to enable ambulance access and egress in a forward gear.

h) The number of staff should be enumerated as Full-Time Equivalent.

Table 10: C3 Dwellinghouses / C4 Houses in multiple occupation

Table 10 sets out parking standards for all C3 and C4 Dwellings and House in multiple occupation. Apply the disabled, electric vehicle and cycle parking standards in each corresponding row.

Types of Development: dwellings, sheltered housing, houses of multiple occupation (HMO)

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Visitor Vehicle Parking (Maximum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Dwellings	1. City Core NOT APPLICABLE IN BCB	All	Nil (see note e)	1 space per designated accessible unit (see note g)	Nil	Nil	Nil	1 space per bedroom	1 space per 10 dwellings
	2. Town Centre or City Centre Fringe	All	1 space per unit		See Table 1				
	3. Urban	1 bedroom	1 space					2 spaces	
		≥2 bedrooms	2 spaces					2 spaces	
	4. Suburban or Near Urban	1 bedroom	1 space				0.2 spaces per dwelling	1 space	
		2 bedrooms	2 spaces					2 spaces	
		≥3 bedrooms	3 spaces					1 space per bedroom	
	5. Countryside Zone 6 does not apply in BCB	1 bedroom	1 space				0.2 spaces per dwelling	1 space	
		2 bedrooms	2 spaces					2 spaces	
		≥3 bedrooms	3 spaces					3 spaces	
Elderly / Sheltered Accommodation	1. City Core NOT APPLICABLE IN BCB	All	Nil (see note e)	1 per dedicated accessible unit (see note g)	Nil	Nil	Nil	1 per dwelling	1 space per 15 dwellings
	2. Town Centre or City Centre Fringe	All	1 space per 4 units 1 space per 2 staff		See Table 1		Nil		
	3. Urban	All	1 space per 4 units 1 space per 2 staff				0.2 spaces per unit	1 per 2 dwellings	
	4. Suburban or Near Urban	All	1 space per 2 units 1 space per 2 staff				0.2 spaces per unit		
	5. Countryside Zone 6 does not apply in BCB	All	1 space per 2 units 1 space per 2 staff				0.2 spaces per unit	1 per 5 dwellings	

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Visitor Vehicle Parking (Maximum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
HMO	1. City Core NOT APPLICABLE IN BCB	All	Nil (see note e)	1 per designated accessible bedroom (see note g)	Nil	Nil	Nil	1 space per bedroom	2 spaces
	2. Town Centre or City Centre Fringe	≤ 6 residents	1 space per 2 bedrooms		See Table 1		Nil		
		> 6 residents	1 space per 2 bedrooms (up to 3 spaces) then 1 space per additional bedroom.						
	3. Urban	≤ 6 residents	1 space per 2 bedrooms				Nil		
		> 6 residents	1 space per 2 bedrooms (maximum of 3 spaces) + 1 space per additional bedroom.						
	4. Suburban or Near Urban	≤ 6 residents	1 space per 2 bedrooms				0.2 spaces per unit	1 space per 2 bedrooms	1 space
		> 6 residents	1 space per 2 bedrooms (maximum of 3 spaces) + 1 space per additional bedroom.						
	5. Countryside Zone 6 does not apply in BCB	≤ 6 residents	1 space per 2 bedrooms				0.2 spaces per unit		
		> 6 residents	1 space per 2 bedrooms (maximum of 3 spaces) + 1 space per additional bedroom.						

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded up the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document).

c) The above parking standards are related to residential use only. The total parking requirement for a proposed development will be subject to reconsideration if additional / alternative land uses are proposed, i.e. home-based businesses.

d) Rooms designated as studies/offices or similar should be included in the total bedroom where they comply with the minimum dimensions of a bedroom (a floor area of at least 6.5m2 and a width of at least 2.1m) as outlined in the Welsh Development Quality Requirements – see Appendix A of that document.

e) The standards for HMO dwellings apply both to HMOs which have up to six residents (and as such fall into the C4 land use) as well as for HMOs with over six residents (and as such fall into the “unique use” land classification).

f) All development, including where the parking standard is “nil” (i.e. Urban Core) must provide suitable parking provision for operational vehicles (e.g. loading / unloading, servicing).

g) Disabled parking requirement is met within the requirement for total vehicles. For each residential unit which is designated as ‘accessible’ there should be at least 1 space provided in accordance with disabled parking dimension requirements. For Elderly Accommodation, there may be a need to increase the proportion of disabled parking or provide more spaces to a larger dimension to aid in access to / from parked vehicles.

h) Garages may only be counted as parking spaces if they have clear internal dimensions, as suggested by Manual for Streets, for a single garage of 6m x 3m. However, these dimensions must be increased to 6m x 3.8m if disabled person’s access is specifically required. All properties with a garage must also have a 6m long driveway which has a width of not less than 3.6m.

i) Short stay cycle parking applies to developments of 10 or more dwellings only. Minimum of 2 spaces.

j) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

k) The number of staff should be enumerated as Full-Time Equivalent.

Table 11: D1 Non-Residential Institutions

Assess staffing and pupil/student numbers at full capacity and aggregate part-time staff to full-time equivalents. For colleges with a high proportion of part-time/day-release students, the student component is one space per three students. Apply the disabled, electric vehicle and cycle parking standards for the corresponding education category. The table also sets out the parking standards for health centres and surgeries.

Types of Development: clinics, health centres, creches, day nurseries, day centres, school, non-residential education and training centres.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long - Stay	Short-Stay
					Active	Passive			
Health Centres & Surgeries (excluding hospitals and hospital sites)	2. Town Centre or City Centre Fringe	All	1 space per 100 sqm	1 space (see note g)	10%	20%	1 space	1 space per 30 sqm	1 space per 100 sqm
Health Centres & Surgeries (excluding hospitals and hospital sites)	3. Urban	Al	1 space per 35 sqm	≤300 sqm = Nil (see note f) 300 sqm – 800 sqm = 1 space >800 sqm = 5%	10%	20%	1 space	1 space per 50 sqm	1 space per 500 sqm
Health Centres & Surgeries (excluding hospitals and hospital sites)	4. Suburban or Near Urban	All	1 space per 30 sqm	6%	10%	20%	1 space	1 space per 100 sqm	1 space per 1,000 sqm
Health Centres & Surgeries (excluding hospitals and hospital sites)	5. Countryside Zone 6 does not apply in BCB	All	1 space per 25 sqm	6%	10%	20%	1 space	1 space per 100 sqm	1 space per 1,000 sqm
Day nurseries / crèches	2. Town Centre or City Centre Fringe	All	1 per 2 full-time staff	Nil (see note f)	Nil	Nil	New build: 1 commercial space Conversion: included in non-operational provision	1 space per 25 sqm	1 space per 5 pupils / children
Day nurseries / crèches	3. Urban	All	1 per 2 full-time staff	5%	10%	20%	New build: 1 commercial space Conversion: included in non-operational provision	1 space per 50 sqm	1 space per 5 pupils / children
Day nurseries / crèches	4. Suburban or Near Urban	All	1 per 2 full-time staff	5%	10%	20%	New build: 1 commercial space Conversion: included in non-operational provision	1 space per 50 sqm	1 space per 5 pupils / children
Day nurseries / crèches	5. Countryside Zone 6 does not apply in BCB	All	1 per 2 full-time staff	5%	10%	20%	New build: 1 commercial space Conversion: included in non-operational provision	1 space per 50 sqm	1 space per 5 pupils / children

Nursery, infant and primary schools	2. Town Centre or City Centre Fringe	All	1 per teaching staff member + 3 visitor spaces	Nil (see note f)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 5 pupils / children
Nursery, infant and primary schools	3. Urban	All	1 per teaching staff member + 3 visitor spaces	5%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 5 pupils / children
Nursery, infant and primary schools	4. Suburban or Near Urban	All	1 per teaching staff member + 3 visitor spaces	5%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 5 pupils / children
Nursery, infant and primary schools	5. Countryside Zone 6 does not apply in BCB	All	1 per teaching staff member + 1 per 2 ancillary staff + 3 visitor spaces	5%	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 5 pupils / children
Secondary schools	2. Town Centre or City Centre Fringe	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 20 students aged 17 + 3 visitor spaces	Nil (see note f)	Nil	Nil	1 commercial vehicle space; bus parking as required	1 space per 25 sqm	1 space per 5 pupils
Secondary schools	3. Urban	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 20 students aged 17 + 3 visitor spaces	5%	10%	20%	1 commercial vehicle space; bus parking as required	1 space per 50 sqm	1 space per 5 pupils
Secondary schools	4. Suburban or Near Urban	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 20 students aged 17 + 3 visitor spaces	5%	10%	20%	1 commercial vehicle space; bus parking as required	1 space per 50 sqm	1 space per 5 pupils
Secondary schools	5. Countryside Zone 6 does not apply in BCB	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 10 students aged 17 + 3 visitor spaces	5%	10%	20%	1 commercial vehicle space; bus parking as required	1 space per 50 sqm	1 space per 5 pupils
Colleges of higher / further education	2. Town Centre or City Centre Fringe	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 8 students + 5 visitor spaces	Nil (see note e)	Nil	Nil	1 commercial vehicle space	1 space per 25 sqm	1 space per 5 students
Colleges of higher / further education	3. Urban	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 8 students + 5 visitor spaces	5% of staff parking 6% of student parking	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 5 students
Colleges of higher / further education	4. Suburban or Near Urban	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 8 students + 5 visitor spaces	5% of staff parking 6% of student parking	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 5 students
Colleges of higher / further education	5. Countryside Zone 6 does not apply in BCB	All	1 per teaching staff member + 1 per 2 ancillary staff + 1 per 5 students + 5 visitor spaces	5% of staff parking 6% of student parking	10%	20%	1 commercial vehicle space	1 space per 50 sqm	1 space per 5 students

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Parking standards for D1 excludes SEN Schooling. Suitable levels of parking for this type of development should be proposed in accordance with the transport vision and the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification of the operational needs of the school should be provided as part of a planning application submission.

d) Parking standards for D1 exclude University uses. Parking in, at and around university premises / campuses should be proposed in accordance with the transport vision and the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission.

e) In addition to the school vehicle standards, provide safe areas for pupil drop-off and collection and off-street parking for the school bus services expected to serve the development, excluding passing service buses. Turning and circulation must avoid reversing through pupil routes and must protect wheeling, cycling and walking access. A provision of 15 car spaces is a guide to the scale of parking at a typical school, with lower provision for some specialised catchments or greater provision, up to 50 spaces, for larger schools. The appropriate provision must be assessed through paragraph 5.12; these figures are contextual guidance and must not be applied as an automatic minimum overriding the Zonal Maximum Parking Standard. Where schools have dual community or adult-education use, suitable hard playground areas can be assessed for parking outside pupil use, subject to safe management.

f) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum.

g) Where the disabled parking standard is states as “one space” this is stated as a minimum level of provision. In some cases, additional disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum.

h) The operational parking requirement is a minimum provision. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

i) All development, including where the parking standard is “nil” must still provide suitable parking provision for loading / unloading and servicing.

j) Cycle parking for Primary Schools should include a mixture of cycle and scooter parking.

k) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

l) The number of staff should be enumerated as Full-Time Equivalent.

Table 12: D2 Assembly and Leisure

Table 12 sets out parking standards for all D2 Assembly and Leisure uses. Apply the disabled, electric vehicle and cycle parking standards in each corresponding row.

Types of Development: Swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreation.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long - Stay	Short-Stay
					Active	Passive			
Leisure Centre	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note c)	Nil	Nil	Nil	1 per 30 sqm	1 per 50 sqm
	2. Town Centre or City Centre Fringe	All							
	3. Urban	Al	4 spaces per 0.1 ha	6%	10%	20%	1 space	1 per 50 sqm	1 per 100 sqm
	4. Suburban or Near Urban	All	5 spaces per 0.1 ha					1 per 100 sqm	1 per 500 sqm
	5. Countryside Zone 6 does not apply in BCB	All							
Sports and Leisure Premises / Clubs	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note c)	Nil	Nil	Nil	1 per 30 sqm	1 per 50 sqm
	2. Town Centre or City Centre Fringe	All							
	3. Urban	All	8 spaces per 0.12 ha	6%	10%	20%	1 space	1 per 50 sqm	1 per 100 sqm
	4. Suburban or Near Urban	All	10 spaces per 0.12 ha					1 per 100 sqm	1 per 500 sqm
	5. Countryside Zone 6 does not apply in BCB	All	12 spaces per 0.12 ha						

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum.

d) The operational parking requirement is a minimum provision. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

e) All development, including where the parking standard is “nil” must still provide suitable parking provision for loading / unloading and servicing.

f) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

Table 13: Unique Uses

Table 13 sets out parking standards for unique uses. Apply the disabled, electric vehicle and cycle parking standards in each corresponding row.

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Car Sales	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note d)	Nil	Nil	Nil	1 space per 30 sqm	1 space per 100 sqm
	2. Town Centre or City Centre Fringe	All	1 space per 50 sqm retail area (internal / external	6%	10%	20%	1 space for a car transporter		
	3. Urban	All						1 space per 50 sqm	1 space per 500 sqm
	4. Suburban or Near Urban	All						1 space per 100 sqm	1 space per 1,000 sqm
	5. Countryside Zone 6 does not apply in BCB	All						1 space per 150 sqm	1 space per 1,000 sqm
Purpose Built Student Accommodation	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note d)	Nil	Nil	Nil	1 space per bedroom	1 space per 5 bedrooms
	2. Town Centre or City Centre Fringe	All							
	3. Urban	All	1 space per 10 beds	1 per designated accessible bedroom (see note e)	10%	20%	1 space per 25 beds	1 space per 2 bedrooms	1 space per 10 bedrooms
	4. Suburban or Near Urban	All							
	5. Countryside Zone 6 does not apply in BCB	All							
Cinemas, Theatres & Conference Centres	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note d)	Nil	Nil	1 commercial vehicle space	1 space per 30 sqm	1 space per 50 sqm
	2. Town Centre or City Centre Fringe	All	1 space per 5 seats	6%	10%	20%			
	3. Urban	All						1 space per 50 sqm	1 space per 100 sqm
	4. Suburban or Near Urban	All	1 space per 3 seats					1 space per 100 sqm	1 space per 500 sqm
	5. Countryside Zone 6 does not apply in BCB	All							

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Assembly Halls, e.g., Bingo Hall	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note d)	Nil	Nil	1 commercial vehicle space	1 space per 30 sqm	1 space per 50 sqm
	2. Town Centre or City Centre Fringe	All	1 space per 8 sqm	6%	10%	20%			
	3. Urban	All						1 space per 50 sqm	1 space per 100 sqm
	4. Suburban or Near Urban	All						1 space per 100 sqm	1 space per 500 sqm
	5. Countryside Zone 6 does not apply in BCB	All							
Stadia	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note d)	Nil	Nil	1 commercial vehicle space	1 space per 30 sqm	1 space per 50 sqm
	2. Town Centre or City Centre Fringe	All	1 space per 15 seats	6%	10%	20%			
	3. Urban	All						1 space per 50 sqm	1 space per 100 sqm
	4. Suburban or Near Urban	All						1 space per 100 sqm	1 space per 500 sqm
	5. Countryside Zone 6 does not apply in BCB	All							
Churches & Places of Worship	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note d)	Nil	Nil	1 commercial vehicle space	1 space per 30 sqm	1 space per 50 sqm
	2. Town Centre or City Centre Fringe	All	1 space per 10 seats or 1 space per 8 sqm	6%	10%	20%			
	3. Urban	All						1 space per 50 sqm	1 space per 100 sqm
	4. Suburban or Near Urban	All						1 space per 100 sqm	1 space per 500 sqm
	5. Countryside Zone 6 does not apply in BCB	All							

Development Type	Zone	Threshold	Non-Operational Vehicle Parking (Maximum)	Of which:			Operational Vehicle Parking (Minimum)	Cycle Parking (Minimum)	
				Disabled Parking	Electric Vehicle Parking			Long -Stay	Short-Stay
					Active	Passive			
Libraries	1. City Core NOT APPLICABLE IN BCB	All	Nil	Nil (see note d)	Nil	Nil	1 commercial vehicle space	1 space per 30 sqm	1 space per 50 sqm
	2. Town Centre or City Centre Fringe	All	1 space per 45 sqm	6%	10%	20%			
	3. Urban	All						1 space per 50 sqm	1 space per 100 sqm
	4. Suburban or Near Urban	All						1 space per 100 sqm	1 space per 500 sqm
	5. Countryside Zone 6 does not apply in BCB	All							

Notes:

a) Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

b) Any proposed development not specifically provided with a dedicated standard should be considered on a site specific basis. Suitable levels of parking should be proposed in accordance with the transport vision of the proposals, the prevailing policy context and to maximise the opportunity for sustainable modes of travel. Evidenced based justification should be provided as part of a planning application submission (i.e. a Transport Assessment or similar document). Where the parking standards calculation does not result in a whole number of spaces, the number of spaces should be rounded to the nearest whole parking space.

c) Car sales excludes parking required for vehicles under sale – i.e. the standard applies to staff / customer parking.

d) Where the disabled parking standard is stated as “nil”, there remains a requirement to provide suitable parking provision for disabled people although this provision need not be within the curtilage of any proposed development if there is an existing and accessible provision. In some cases, some disabled parking may be required within the curtilage of a proposed development in addition to the non-operational vehicle maximum.

e) Disabled parking requirement is met within the requirement for total vehicles. For each residential unit which is designated as ‘accessible’ there should be at least 1 space provided in accordance with disabled parking dimension requirements.

f) The operational parking requirement is a minimum provision. However additional operational parking may be proposed / required / requested to ensure suitable accommodation for operational vehicles within the curtilage of the site.

g) All development, including where the parking standard is “nil” must still provide suitable parking provision for loading / unloading and servicing.

h) All cycle parking should include a minimum of 30% of the provision for non-standard bicycles (i.e. electric bikes, accessible cycles, tricycles, and cargo bikes).

8.0 Parking Layout and Design Guidance

8.1 Parking layout and design should ensure that provision for all modes of transport is secure, accessible, sustainable and well-integrated within the development and surrounding environment. Parking provision should be provided in accordance with Bridgend's wider transport and placemaking objectives by promoting active travel, reducing car dependency, and enhancing safety, accessibility, and sustainability. Parking design should reflect the user hierarchy, as set out in this SPG and in the Wales Transport Strategy, giving first priority to wheeling, cycling and walking, followed by public transport, ahead of private motor vehicles.

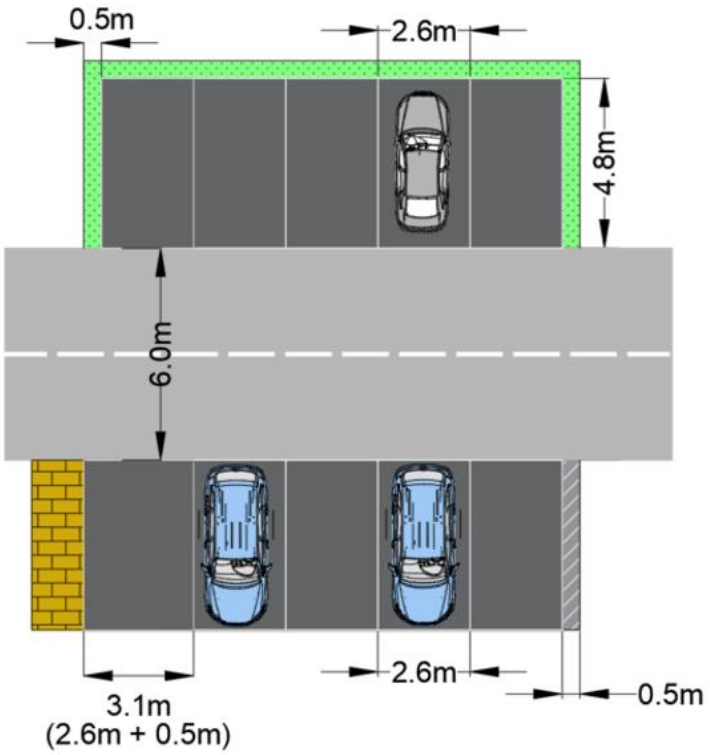
8.2 This section provides parking layout and design guidance for cars, bicycles, electric vehicles, powered two-wheelers, and for accessible spaces. The guidance aims to effectively integrate parking into developments whilst ensuring that provision is inclusive, efficient, and aligned with national and local policy objectives.

Standard Vehicle Parking

8.3 **Car parking spaces should have minimum clear dimensions of 2.6m (width) x 4.8m (length).**

8.4 When spaces are perpendicular to the carriageway, a minimum distance of 6.0m aisle / carriageway width should be provided behind the parking space to allow sufficient room for a vehicle to turn into / out of the space. The typical arrangements for parking bays perpendicular to the carriageway are shown in Figure 3.

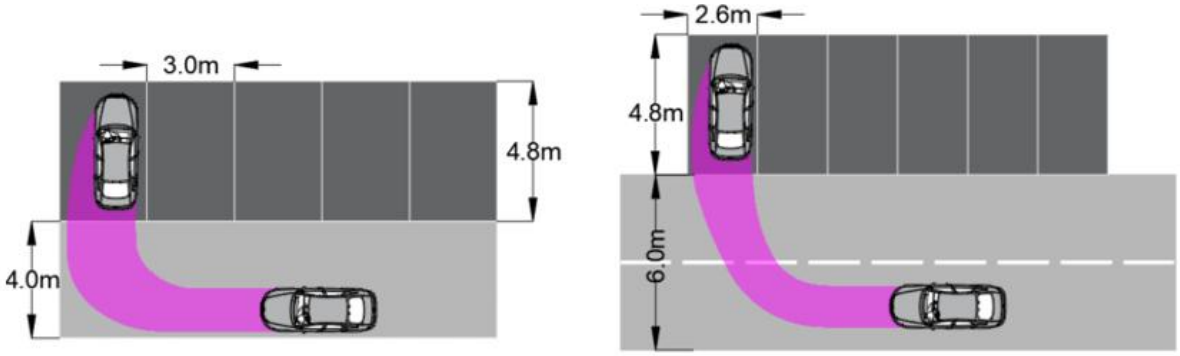
Figure 3: Perpendicular Parking Arrangement



8.5 Where a space lies adjacent to a wall, vertical structure or other obstructions (such as dense vegetation) the parking bay width should be increased by 0.5m to allow sufficient room for vehicle occupants to access / egress a vehicle. This can be accommodated within the width of a parking bay by increasing the width to 3.1m, or provided as a separate 0.5m strip.

8.6 The aisle width can potentially be reduced from 6.0 metres down to 4.0 metres by increasing the parking bay width from 2.6m to 3.0m. This allows room for a vehicle to turn in / out of the space without the potential for collision with adjacent vehicles or structures. This arrangement is shown in Figure 4.

Figure 4: Perpendicular Parking Arrangement (Alternative)

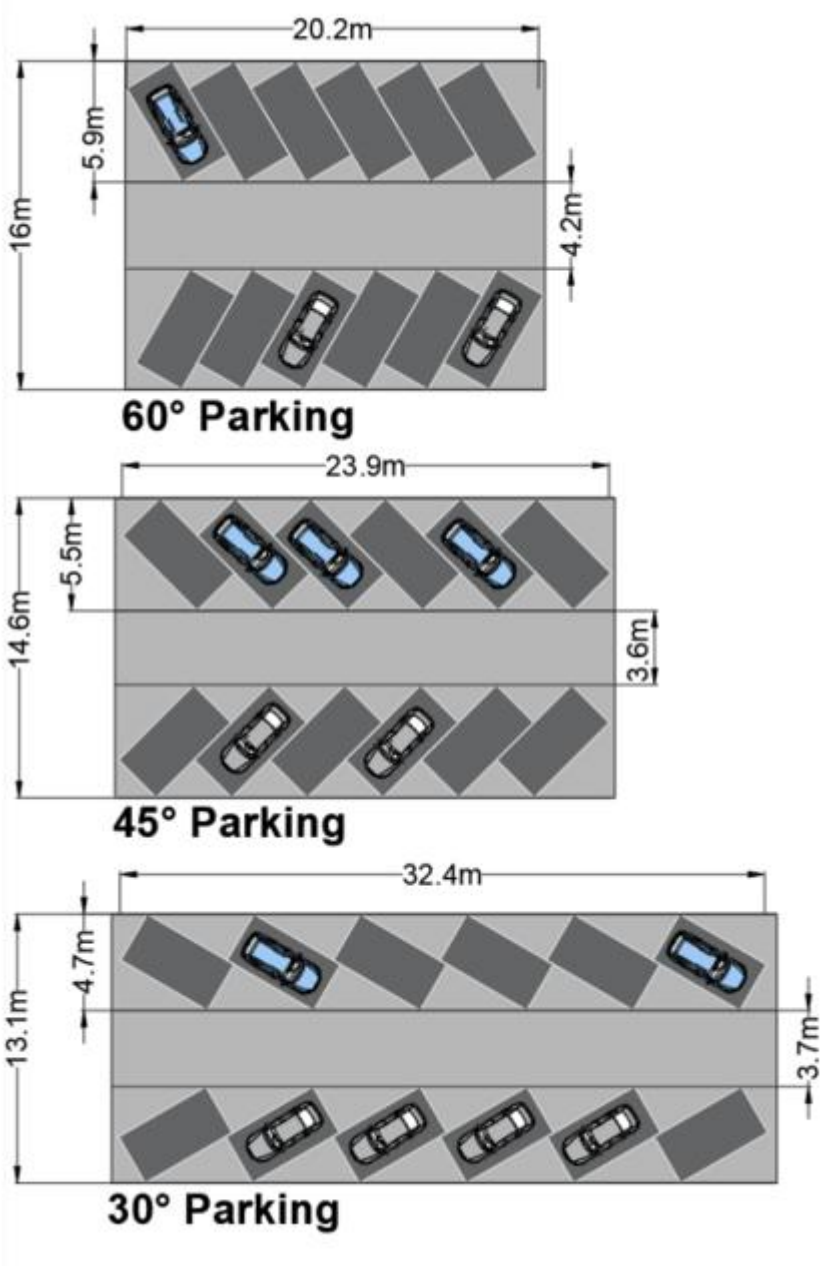


8.7 Where required, For some parking areas, the aisle widths can be reduced within parking layouts by positioning the parking bays at an angle, as illustrated in Figure 5. Angled spaces are not accepted on general access carriageways and will only be permitted within parking areas where conditions allow without compromising highway safety.

- At a 60 degree angle the carriageway width may be provided at 4.2m, with bays protruding 5.9m into the carriageway;
- At a 45 degree angle the carriageway width may be provided at 3.6m, with bays protruding 5.5m into the carriageway; and
- At a 30 degree angle the carriageway width may be provided at 3.7m with bays protruding 4.7m into the carriageway.

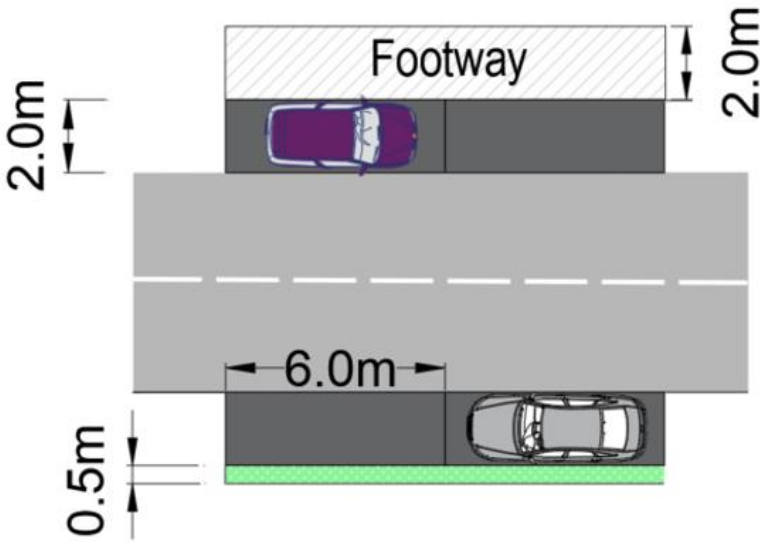
8.8 Angled parking can be more challenging for pedestrians to access and use depending on the space provided between vehicles. This should be considered when preparing parking layouts.

Figure 5: Angled Parking Arrangement



8.9 Parallel parking bays which are against a footway or suitable pedestrian provision should have minimum dimension of 2.0m (width) x 6.0m (length). This length allows vehicles to manoeuvre forwards and backwards within the bay as required. Spaces are required to be 0.5m wider (i.e. up to 2.5m) when located adjacent to an obstacle or vertical structure. The typical arrangement of parallel bays is shown in Figure 6.

Figure 6: Parallel Parking Arrangement



Disabled Parking

8.10 The location, layout and design of disabled parking is an important consideration when preparing proposals for parking areas. The provision of fully accessible parking is a fundamental element of providing suitable access to buildings for people with disabilities.

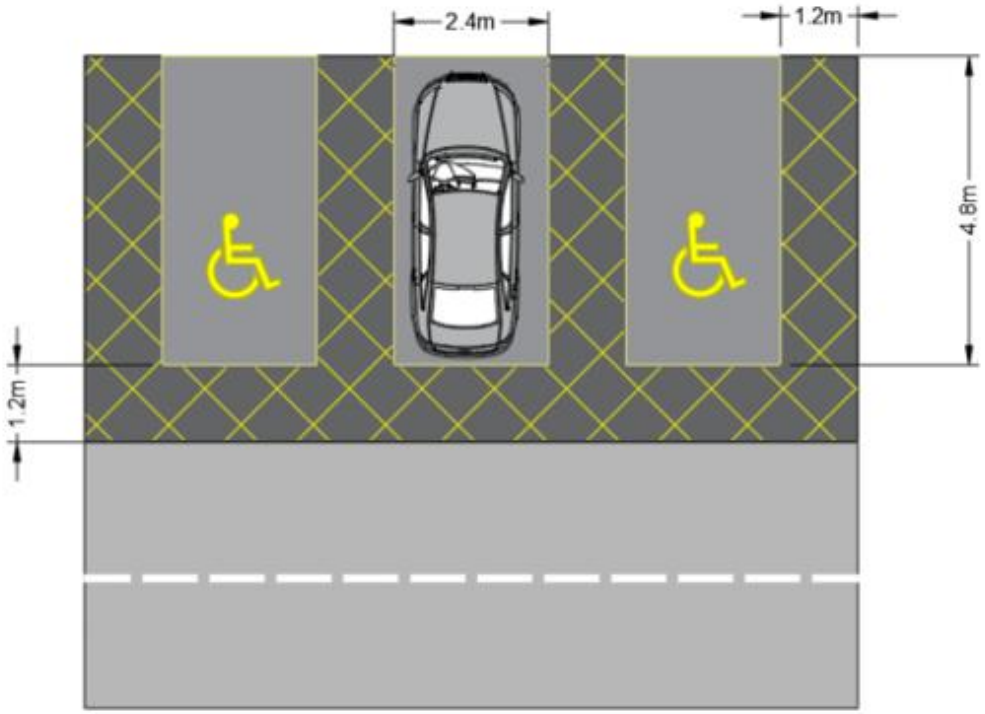
8.11 Designers should refer to '*Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'* when preparing car park layouts for people with disabilities.

8.12 Disabled spaces should be located as close as possible to building entrances, ideally within 50m. Accessible spaces should be located adjacent, or as close as possible, to the entrance to the facility they serve, and no more than 50m away. The route between parking and the facility entrance venue should be free of obstructions, level or ramped and easy to navigate.

8.13 Disabled parking spaces should be located on firm and level ground. The surface of such spaces should be located on surfaces which are even and stable, with any variation of surface profile not exceeding ± 5mm (e.g. between paving, surface features or different surfaces). Parking bays should ensure that both drivers and passengers can enter and exit vehicles., either of whom may have a disability.

8.14 As demonstrated in Figure 7, disabled parking spaces should have minimum dimensions of 2.4m (width) x 4.8m (length) with an additional 1.2m margin around three sides, as shown in Figure 7. The margin can be shared between adjacent bays.

Figure 7: Disabled Parking Arrangement



Cycle Parking

8.15 This guidance which is set out in this document on the suitable design and layout of cycle parking builds upon, and should be read in conjunction with, the Welsh Government's 'Active Travel Act Guidance' (July 2021)'.

8.16 The provision of convenient, secure, and high-quality cycle parking is essential for enabling cycling modes. In addition, locating cycle parking conveniently, close to destinations and / or transport interchanges, plays a vital role in prioritising active travel modes over other forms of transport as well as reducing overall journey times and effort by bike. Wherever possible, the walking distance between cycle parking and journey origins / destinations should be as short as possible. Cycle parking should be designed to be found to be more convenient to access than vehicle parking.

8.17 Developers and their designers should be mindful of security and personal safety implications. Providing secure parking facilities at both ends of a journey reduces the risk of theft and vandalism. Parking which is safe (and is also perceived to be safe) provides confidence to undertake a journeys by bicycle.

8.18 The design and implementation of high-quality infrastructure which is attractive as well as being easily useable and to both existing and potential cyclists is essential to ensure the uptake of cycling modes at new development.

Location of Cycle Parking

8.19 The following typical key considerations should be used when determining the suitable location of cycle parking:

- Security – cycle parking must allow users to secure their cycle with a variety of lock types.

- Lighting – essential for personal security and for parking after dark.

- Weather protection – careful consideration of surroundings can provide beneficial coverage whilst still allowing transparency for personal safety and security, for example roof overhangs, rather than having to install specific shelters. Dry cycle storage is important for long-stay parking facilities.

- Obstruction – parked cycles should not obstruct routes used by pedestrians and can be a hazard to blind and partially sighted people. Visual aids such as high visibility markings on the outer stands in a row or contrasting colour/texture paving may be used to delineate cycle parking areas, in addition to tapping rails.

- Integration - potential to integrate with existing street furniture, urban realm, signing or planting.

- Accessible - located on level ground or, if this cannot be achieved, perpendicular to the slope to avoid cycles rolling down the slope.

- Safety - Located in obvious, clean, maintained and overlooked areas to deter vandalism/theft, and to make users feel safe and welcome.

- Convenience - Located where a safe, comfortable, coherent, attractive and direct route is available to/from the facility.

Short Stay and Long Stay Cycle Parking

8.20 All development is required to provide both long-stay and short-stay cycle parking to accommodate the range of cycle parking needs for users of a new development. These are distinct types of cycle parking provision which have different design and layout requirements:

- Long-stay parking is intended for those such as residents and / or employees. It should be fully secure and provided undercover within the curtilage of the development.
- Short stay cycle parking is intended for those such as visitors and / or customers who may be staying for a few hours. Short-stay parking should therefore be located conveniently, as close as possible to building entrances (ideally within 30m) and be positioned to benefit from natural surveillance.

8.21 A key distinction in the infrastructure and located requirements for long-stay and short-stay parking will affect the difference in the risk of theft and / or vandalism. In long-stay cycle parks thieves / vandals may have the opportunity to work undisturbed for longer. Measures such as limiting access to registered keyholders should be considered.

8.22 In short-stay cycle parking, there is a natural trade-off between convenience of access and security which means that cycles are more visible to thieves / vandals. These differences will need to be carefully considered in the preparation of cycle parking proposals.

8.23 In the case of some development proposals, it may be appropriate to co-locate short and long stay cycle parking or share parking facilities with either existing developments or as part of a mixed-used proposal. Where this is planned, suitable justification and evidence should be provided that the needs of all users have been successfully met.

8.24 All development is also required to provide at least 30% of the provision of both short and long stay cycle parking as accessible by a range of "non-typical" bicycles (including, but not limited to, adaptive cycles, electric bicycles, tricycles, and cargo bikes used for transporting goods or children). Further details as to the appropriate design of accessible cycle parking are provided below.

Layout and Design Requirements

8.25 For clarity, a "cycle parking bay" refers to the amount of space which should be set aside within a design for accommodating a parked bicycle with associated stand. Default dimensions should be the first consideration for the design / layout of cycle parking. In some instances, and only by agreement with the Council, the permissible minimum dimensions can be used.

8.26 The BCB "default" and "permissible minimum" space requirements for a standard cycle parking "bay" are detailed in Table 14. These dimensions apply to both long and short stay cycle parking layouts.

8.27 The space requirements for accessible cycle parking are also provided in Table 14. At least 30% of the provision of all long and short stay parking should be accessible. No minimum dimensions for accessible parking are permitted.

Table 14: Standard Cycle Parking Dimension Requirements

Dimension	Standard		Accessible
	Default	Permissible Minimum	
Bay Length	2.0m	1.8m	3.0m
Distance between stands	1.2m	1.0m	1.2m
Distance to structure	0.9m	0.7	1.5m
Aisle Width	3.0m	1.8m	4.0m

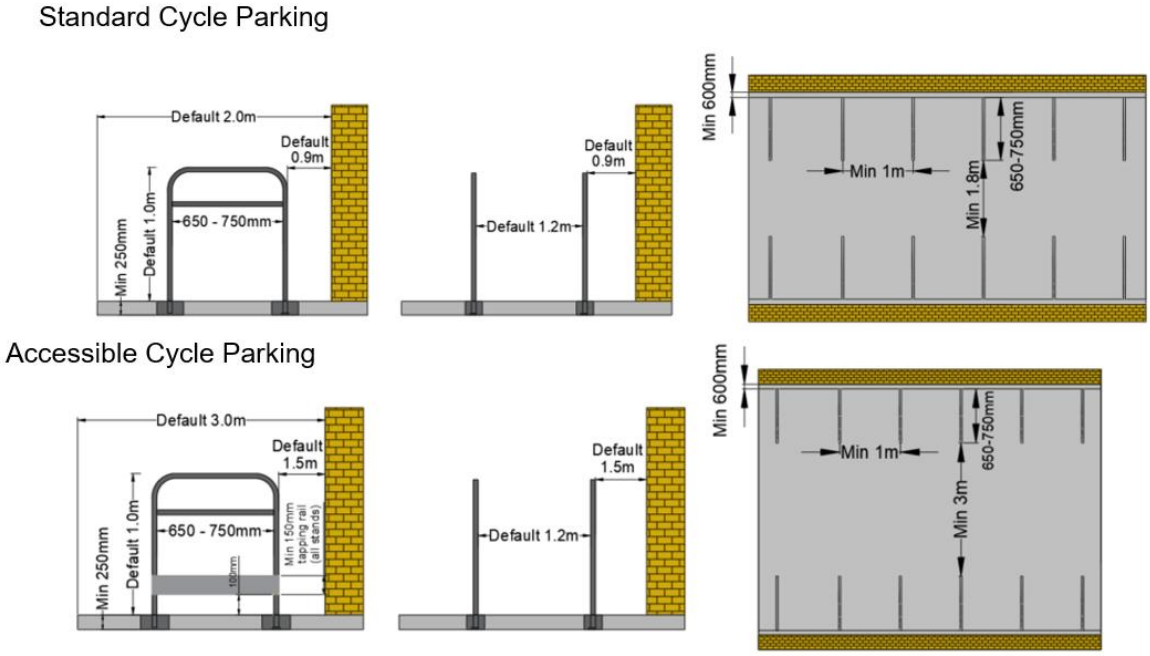
Note: The distance between stands can be shared where adjacent to another bay. Otherwise, the distance to structure measurement should be used.

8.28 Sheffield-type stands are typically preferred by local authorities as a suitable form of cycle parking infrastructure to comply with these dimensions for both long and short-stay parking. Other stand types can be used, and their design and layout should demonstrate how they comply with requirements. Sheffield-type stands are suitable for all forms of cycle parking because they are:

- Able to provide two cycle parking spaces per stand;
- Secure, allowing locking of both frame and wheels to anchor points within the ground;
- Adaptable to a variety of layouts and scales of cycle parking;
- Suitable for most types of cycle, including e-bikes, adaptive cycles and cargo bikes;
- Easy to install, use and maintain; and
- Ubiquitous, universally recognised as cycle parking by both cyclists and non-cyclists.

8.29 Sheffield type stands can be arranged either in a parallel configuration or positioned at a 45-degree angle relative to an adjacent wall. Further details, along with the arrangements of Sheffield-type cycle parking is illustrated in Figure 8.

Figure 8: Typical Standard and Accessible Cycle Parking Arrangement



8.30 The provision of a crossbar is essential to accommodate smaller bicycles within locations where children are expected to be frequent users, such as educational institutions, libraries, and recreational facilities. Additionally, tapping rails must be installed at both ends of on-street Sheffield stand runs to aid visually impaired pedestrians.

8.31 Proposals for alternative cycle parking solutions are permissible where they are shown to be suitable in terms of useability capacity, durability and security. In space-limited, or high-density settings like student housing and offices, two-tier parking systems may be appropriate for use. Two-tier systems must allow frame locking and meet minimum dimensions of a 2.5m aisle width (3.5m for double-sided), 2.7m vertical clearance, and 0.5m between stands.

8.32 Where alternative cycle parking arrangements are proposed, at least 30% should still be suitable for accessible cycle parking, which is considered to be most appropriately met through the provision of Sheffield-type stands.

8.33 The design of cycle parking layouts should ensure that there is sufficient space to enable cyclists to conveniently access parked bicycles. This includes provision of the specified aisle width in Table 14, but also in relation to routes to / from cycle parking. Overly cluttered or densely designed parking solutions will not be accepted. The co-location of bicycle and refuse storage is not suitable for making cycling an attractive mode of transport and should be avoided wherever possible.

8.34 The access routes between cycle parking facilities and the public highway must be provided without obstructions or obstacles, for example stepped routes, navigation between parked vehicles etc. The number of doorways or gateways which a cyclist would need to wheel / carry a bicycle through should be minimised to only those required to provide security. Whilst some cyclists may be able to carry bicycles over or around obstacles, this can be a significant barrier to the uptake of cycling and the use of larger or non-standard cycles and therefore is unlikely to be suitable for accessible cycle parking. Cycle parking should occur on level ground wherever practicable. In instances where this is not achievable, stands must be oriented perpendicular to the gradient to mitigate the risk of bicycle movement.

8.35 Long-stay cycle parking should be provided within a dedicated bicycle storage facility located within the curtilage of the proposed development for the purpose of safety and security.

8.36 Within residential developments, the storage of cycles within buildings, communal facilities, sheds, outbuildings or garages is acceptable only where it meets the dimensions in Table 14 and is conveniently accessible. Access must not require residents to carry or drag cycles through living accommodation. An external door or a suitable communal route must provide direct, unobstructed access, with sufficient width, turning space and door clearance for accessible and non-standard cycles. Garages must accommodate cycle storage without compromising any car-parking space counted towards the agreed provision.

8.37 Within workplaces, facilities such as changing rooms, showers, and lockers play a vital role in encouraging cycling and in meeting Travel Plan

requirements. Facilities should be adequate to meet current demand as well as accommodating future growth in active travel.

8.38 Cycle parking layouts should include the necessary facilities and infrastructure to enable the charging of e-bikes. The power-assistance provided by an e-bike enables a wider range of users to make more journeys by bicycle, and as such are supported by the Council. It is therefore important that e-bike charging is suitably accommodated within cycle parking design.

8.39 The majority of e-bikes require a standard 230V power socket to enable charging, however more efficient / formal arrangements are likely to be required for most publicly accessible parking. The relevant Fire Authority should be consulted in relation to the proposed location and arrangement of e-bike charging facilities.

Electric Vehicle Parking

Location of Electric Vehicle Parking

8.40 The design layout and location of electric vehicle parking should ensure that it:

- Is provided in line with the requirement for disabled parking (i.e. has routes from bays to building entrances which are safe, convenient, and fully accessible, and no more than 50m in length);
- Has good levels of mobile telephone signal coverage at the site, as many charge points require a mobile signal to process payments;
- Is well lit, and where possible subject to natural or CCTV surveillance
- Has sufficient room for maintenance;
- Will not result in an obstruction to the highway (including carriageway, footways or cycleways etc.); and
- Has sufficient protection from damage, for example from vandalism, tree roots, suspectable to floodings etc.

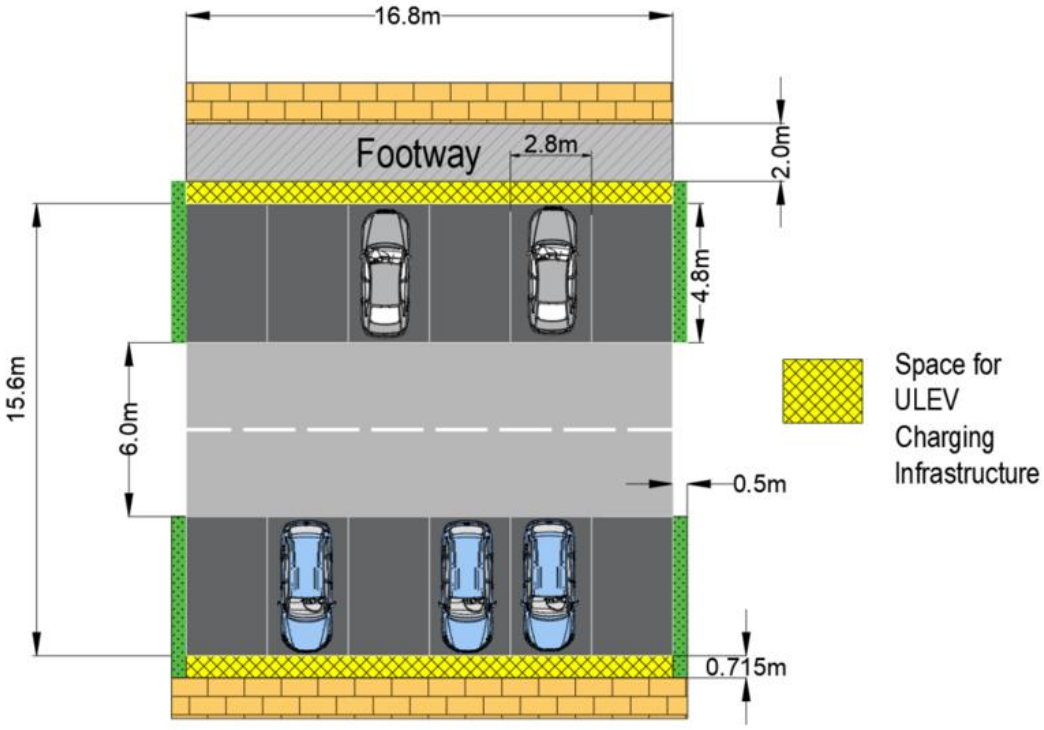
Dimensions of Electric Vehicle Parking Bays

8.41 The dimensions of electric vehicle parking bays are as per a standard vehicle bay (4.8m x 2.6m) with a preferred provision of 1.2m margin on all sides (i.e. as per a disabled parking bay).

8.42 In order to accommodate side charging and pedestrian access, an absolute minimum margin of 0.6m is required on each side of an electric vehicle space. In instances where electric vehicle parking bays are provided adjacent to each other, the margin can be shared.

8.43 An illustrative arrangement of electric vehicle parking is provided in Figure 9.

Figure 9: Electric Vehicle Parking Arrangement



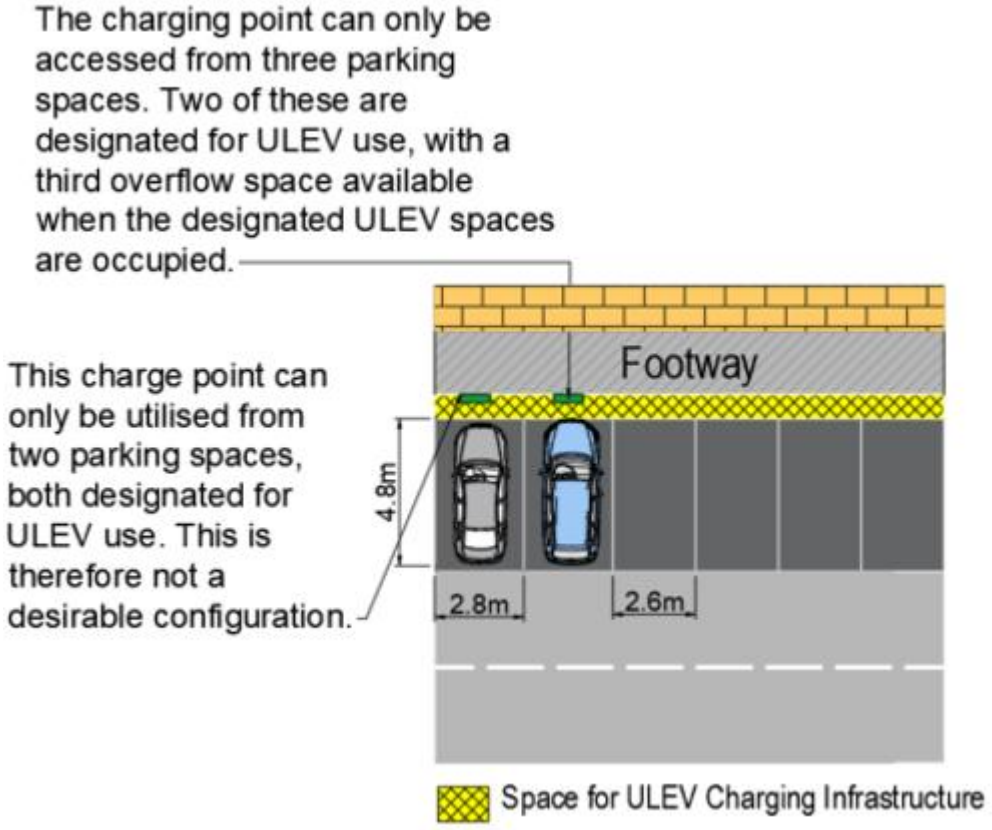
Positioning of Chargepoints

8.44 The location and position of charging infrastructure should never require vehicles to be parked on the footway or across a number of spaces in order for cables to reach. Chargepoints should not be positioned in a way where the cable will cause obstruction to the highway (including footways and other pedestrian / cycle routes).

8.45 In typical situations, a minimum clearance of 715mm should be retained between the edge of the parking bay and any other structure (i.e. building, wall etc.) to allow sufficient space for the provision of charging infrastructure. A preferred minimum of 1.2m should be provided between the chargepoint infrastructure and parking bay to enable access for all users.

8.46 The chargepoints should be positioned so as to serve as many spaces as possible. The majority of charging cables are between 4m and 8m in length and therefore charge points should be considered to have a nominal reach of 5m. The ideal positioning of chargepoints would be such that in the event that all dedicated charging spaces are filled, electric vehicle users can still access the charging facilities from adjacent 'standard spaces', as is demonstrated in Figure 10.

Figure 10: Positioning of Charging Points

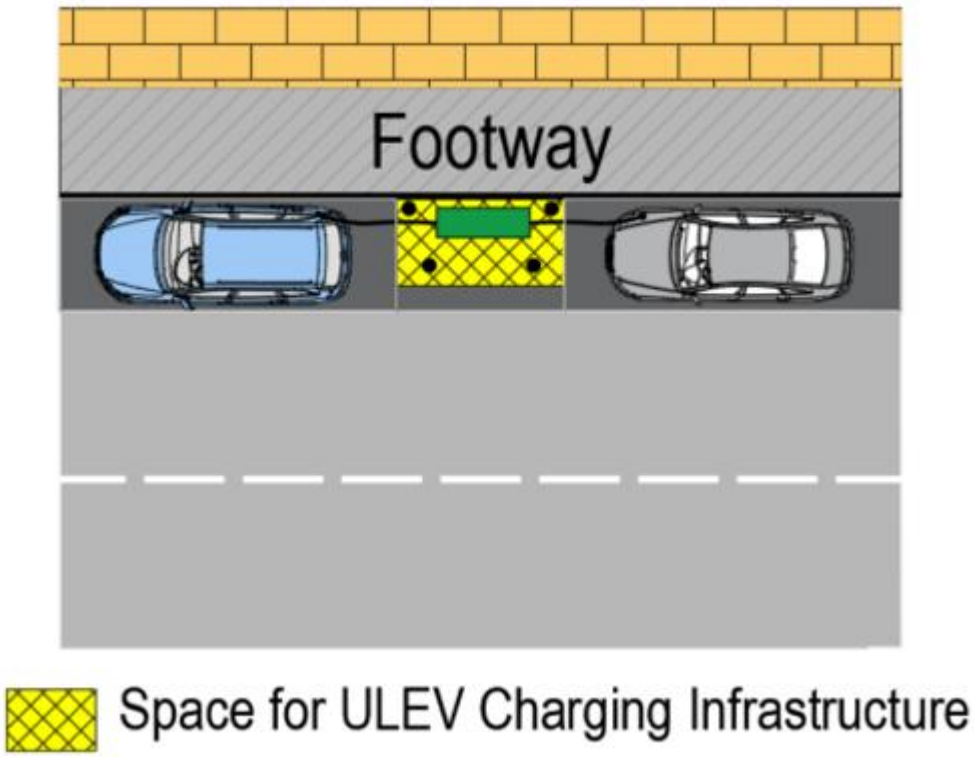


On-Street Electric Vehicle Parking

8.47 Chargepoints for on-street electric vehicle parking can be positioned within the footway or carriageway, however there should be no obstruction to the safe and suitable operation of the highway for all users. The position should not result in localised narrowing of footways and should not be located on the far side of the footway to the parking bay (i.e. on a wall mounting or similar) as this will lead to cables trailing over the footway.

8.48 Where the chargepoint is to be provided in the carriageway, or would otherwise obstruct the footway, it should be installed within a dedicated kerb build-out. A typical arrangement for “on-street” electric vehicle charging is provided in Figure 11. In cases where footway widths are less than 1.5m, the chargepoint should be positioned within the carriageway.

Figure 11: Electric Vehicle Parking Arrangement (On-street)



Residential Electric Vehicle Parking

8.49 Where electric vehicle charging is provided on driveways, chargepoints are typically positioned on a structure adjacent to the parking location. The installation of electric vehicle chargepoints at a residential properties falls under permitted development where the following criteria are met:

- More than 2m from the highway; and
- Under 1.6m in height, or 0.2m^3 if wall mounted.

Passive Electric Vehicle Parking

8.50 The location, layout and design of passive electric vehicle provision should be provided during the early design stages and detailed within planning application submissions.

8.51 The location of passive electric vehicle parking should have the same considerations as active facilities, although it is acknowledged that passive provision by definition may not be as accessible or desirable as the active provision allocated from the outset of the design.

8.52 Spaces designated as having passive provision can be provided as standard size parking bays from the outset. Upon conversion from passive provision to active provision, the size of the parking space will need to increase to incorporate the necessary margins. As a result, developers should be aware that this may lead to a reduction in the total number of parking spaces. The design of car parks should also account for the changes in kerbs and lining which may be required. The future arrangement of the car park will be subject to agreement with the LHA at the time passive provision is brought into use.

Powered Two-Wheel Parking

8.53 Parking for powered Two-Wheel vehicles should be located in a safe, secure and convenient location where other vehicles cannot encroach or obstruct the parking area.

8.54 Motorcycles are known to be prone to theft. Therefore, parking facilities should be located in areas that benefit from natural surveillance. In certain

instances, the introduction of CCTV or other security means could be necessary.

8.55 The effective dimensions of motorcycles can vary from between 1.6m to 2.3m in length and 0.65m to 0.9m in width. A bay size of 2.8m x 1.3m will accommodate most powered two-wheel parking requirements in most instances.

8.56 Robust anchor points must be provided, accommodating a range of motorcycle wheel sizes and allowing secure locking without creating trip hazards. Layouts should include larger marked bays for riders with reduced mobility; stable surfaces resistant to stands sinking in hot weather; and consideration of covered long-stay parking, clothing and helmet lockers and litter bins. Locate parking where larger vehicles cannot screen theft. Further guidance is available in Manual for Streets.

Operational Parking

8.57 The typical parking dimensions required for common operational vehicles are provided in Table 15, although the precise requirements for operational vehicle parking will vary from site to site and should be subject to discussion and agreement with the LHA.

Table 15: Operational Vehicle Parking Dimensions

Vehicle Type	Bay Dimensions
Articulated Vehicles	16.5m x 2.55m
Articulated Low Loader Vehicles	18.0m x 2.55m
Rigid Vehicles	12.0m x 2.55m
Buses and Coaches (two-axle)	13.5m x 2.55m
Buses and Coaches (three-axle)	15.0m x 2.55m
Buses and Coaches (Articulated)	18.75 x 2.55m

8.58 In most cases, it will not be necessary to provide parking spaces specifically for service vehicles, such as delivery vans, which are normally stationary for a relatively short time. Sufficient space should be provided in order to allow a vehicle to load / unload without compromising the operation of the highway Parking bays may be required if a vehicle is expected to be located on-site for a significant period of time (for example if stored overnight). If such parking bays are considered necessary, provision may be required to prevent these spaces from being used by other vehicles.

8.59 In some cases, the provision of operational parking spaces will be permitted on-street, for example through the provision of a layby. Such provision should be secured through a Traffic Regulation Order.

Appendix A

Sustainability and Parking Reduction Assessment

Purpose

The parking standards within this SPG already take account of the broad accessibility characteristics of different parts of BCB through the Parking Zone system. This Assessment therefore considers whether the specific characteristics of an individual site justify provision below the applicable Zonal Maximum Parking Standard.

The Assessment should not simply repeat the characteristics which resulted in the allocation of a particular Parking Zone. It should identify whether the development has accessibility, parking management or travel characteristics which are materially better than would normally be expected within that Zone.

A favourable sustainability score does not create an automatic entitlement to reduced parking. Before any reduction is applied, the Highway Suitability Gateway below must be satisfied.

Highway Suitability Gateway

A reduction below the Zonal Maximum Parking Standard will only be supported where the LPA, in consultation with the Local Highway Authority, is satisfied that likely parking displacement would not result in an unacceptable impact upon highway safety or the safe and efficient operation of the highway.

- Consideration will include:
- existing parking demand and parking stress;
- carriageway and footway widths;
- visibility requirements and junction operation;
- pedestrian crossing points and pedestrian desire lines;
- wheeling and cycling routes;
- bus routes and bus stops;
- access for emergency and service vehicles;
- turning areas and manoeuvring space;
- existing Traffic Regulation Orders and parking controls;

- known speeding or traffic management concerns;
- the existing arrangement and function of the highway;
- existing or known highway safety issues;
- the availability, suitability and management of alternative public or private parking.

Where surrounding streets are likely to accommodate displaced demand, proportionate parking survey evidence may be required.

Failure to satisfy the Highway Suitability Gateway means that the sustainability score will not, by itself, justify reduced parking provision.

Sustainability Assessment

A maximum score of 10 points is available.

Award only the highest evidenced score in each criterion, with a maximum of two points per criterion and ten overall. Count services only where they offer a practical journey for the intended users during the relevant operating, commuting and return periods. The completed assessment must explain how the claimed benefit is materially better than the normal conditions in the applicable zone; the same measure must not score twice.

Table 1: Sustainability Assessment

Criterion	0 points	1 point	2 points
Access to everyday facilities	Fewer than two relevant everyday facilities within 800m walking distance	At least two relevant everyday facilities within 800m walking distance	At least two relevant everyday facilities within 400m walking distance
Public transport accessibility	No appropriate regular bus or rail service within 800m walking distance	Regular bus or rail service within 800m walking distance	Regular bus or rail service within 400m walking distance with practical access to key destinations
Public transport frequency	Fewer than two services per hour, or materially limited service	At least two services per hour during the principal operating or commuting period	At least four services per hour during the principal operating or commuting period, or

Criterion	0 points	1 point	2 points
			equivalent high-frequency rail provision
Wheeling and cycling connectivity	No suitable direct connection	Suitable walking, wheeling or cycling connection to a relevant destination or Active Travel Network route within 800m	Direct, coherent and usable walking, wheeling or cycling connection within 400m which materially improves access to key destinations
Parking management and demand reduction	No substantive measures proposed	One substantive measure secured	Two or more substantive measures secured, or robust site-specific evidence demonstrates materially lower parking demand

Relevant everyday facilities may include food shops, schools, healthcare facilities, local centres, employment, community facilities and other destinations likely to reduce the need to travel by private car.

Walking and wheeling distances must be measured along routes which are genuinely available to users and not as straight-line distances. The quality, gradient, crossing provision, lighting, continuity and accessibility of the route should also be considered.

A route should not score solely because it exists geographically. It must be reasonably direct, usable and appropriate for the likely users of the development.

Parking Management and Demand Reduction Measures

Measures which may contribute towards the parking management and demand reduction score include:

- controlled or managed shared parking;
- car-club provision;
- demonstrably effective Travel Plan measures;

- public transport incentives;
- secure cycle facilities materially exceeding the minimum standard;
- shared vehicle arrangements;
- workplace or residential parking management measures;
- evidence of demonstrably lower parking demand associated with the proposed use or management model;
- other secured measures which can reasonably be expected to reduce private car parking demand.

Measures which merely repeat minimum requirements elsewhere in this SPG should not normally attract additional sustainability points.

Parking Reduction

Subject to the Highway Suitability Gateway being satisfied, the following reductions from the Zonal Maximum Parking Standard may normally be considered:

Table 2: Parking Reductions

Sustainability Score	Maximum Reduction
0–3 points	No reduction demonstrated through this Assessment
4–5 points	Up to 10%
6–7 points	Up to 20%
8–10 points	Up to 30%

The percentage reduction represents the maximum reduction that may be justified through this Assessment and does not create an entitlement to that reduction.

The appropriate reduction will be determined having regard to the nature of the development, likely parking demand, the characteristics of the site and the conclusions of the Highway Suitability Gateway.

Residential Development

For residential development outside Zone 2, application of the Assessment should not normally result in provision of fewer than one vehicle parking space per dwelling.

Provision below one space per dwelling may be considered only in exceptional circumstances where the development is demonstrably car-free or very low-car, has excellent access to alternative modes of travel, appropriate management arrangements are secured and there is no unacceptable consequential impact upon surrounding streets or the wider highway network.

Any reduction in residential parking must also have regard to visitor parking demand and the ability of surrounding streets to safely accommodate any displaced parking.

Exclusions

- Reductions through this Assessment do not apply to:
- minimum cycle parking requirements;
- minimum operational parking, servicing, loading or manoeuvring requirements;
- disabled parking provision identified as necessary for the development;
- any dedicated accessible parking requirement;
- any other minimum provision specifically identified elsewhere in this SPG.

Application

The applicant should submit sufficient evidence to allow the Sustainability Assessment and Highway Suitability Gateway to be verified.

The level of evidence should be proportionate to the scale and nature of the development. This may include walking and wheeling route plans, public transport timetables, parking surveys, parking accumulation assessments, Travel Plan measures, details of parking controls or other relevant transport evidence.

Where the Local Planning Authority or Local Highway Authority considers that the evidence does not accurately represent the likely parking or transport effects of the development, a lower reduction, or no reduction, may be applied.

Example Methodology

All distance-based assessment should be as travelled and not as the ‘crow flies’, this includes cycle and walking distances. Ilustrative examples are provided in Figure 1 (correct methodology) and Figure 2 (incorrect methodology) for walking to facilities.

Figure 1: Walkable Routes Distance-Based Assessment



✓

Total distance: 232 meters

Figure 2: 'As the Crow Flies' Distance-Based Assessment



✗

Total distance: 94 meters

Note: Example based on a calculation of walking distance between Derwen Road and Bridgend Railway Station.


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Please refer to additional attachment for Appendix 2

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Meeting of:	**CABINET**
Date of Meeting:	**20 OCTOBER 2026**
Report Title:	**DRAFT BIODIVERSITY SUPPLEMENTARY PLANNING GUIDANCE / DRAFT GREEN INFRASTRUCTURE SUPPLEMENTARY PLANNING GUIDANCE**
Report Owner: Responsible Chief Officer / Cabinet Member	**CABINET MEMBER FOR REGENERATION AND HOUSING** **CORPORATE DIRECTOR - COMMUNITIES**
Responsible Officer:	**JACK DANGERFIELD** **PRINCIPAL STRATEGIC PLANNING POLICY OFFICER**
Policy Framework and Procedure Rules:	**There is no effect upon the policy framework and procedure rules.**
Executive Summary:	**The purpose of this report is to seek Cabinet approval to consult on both the draft Biodiversity Supplementary Planning Guidance (SPG) and draft Green Infrastructure (GI) SPG documents. Subsequent adoption of these SPGs will enable effective implementation of the biodiversity and GI policies contained within the adopted Replacement Local Development Plan (RLDP), the Council's statutory land-use planning document.**

1. Purpose of Report

1.1 The purpose of this report is to seek Cabinet approval to consult on both the draft Biodiversity and GI SPG documents (**Appendices 1 & 2**).

2. Background

2.1 The adopted RLDP (March 2024) plays a key role in enabling sustainable, mixed and balanced communities, including in the protection and enhancement of GI and biodiversity.

2.2 GI is the network of multifunctional green spaces, natural and semi-natural features, such as trees and hedgerows, rivers, and woodlands that intersperse and connect places. GI functions at different scales which, together, support natural ecosystems. Individual GI elements/assets, such as parks, trees or sustainable drainage systems, can be designed and managed to provide multiple benefits or 'functions' for people and wildlife, such as (but not limited to):

- Climate change mitigation;
- Climate change adaptation;
- Biodiversity/Environmental protection;
- Access, recreation, play, movement and leisure;
- Reducing health inequalities;
- Supporting food sustainability; and
- Enhancing opportunities for active travel.

2.3 Biodiversity relates to the variety of living organisms, including plants, animals, fungi and micro-organisms, together with the habitats and ecosystems they form. It underpins and supports natural environmental systems. Strengthening biodiversity is essential to maintain the stability, resilience, and health of the natural environment.

2.4 The RLDP seeks to maximise the benefits provided by high-quality multifunctional GI and help reverse the decline of biodiversity through new development. The effective integration of GI into new development, together with the implementation of measures to enhance biodiversity and ecosystem resilience, can help to ensure that a 'Net Benefit for Biodiversity' (NBB) is achieved. Developments are required to follow a 'step-wise' approach to this end, which is a decision-making hierarchy outlined in national planning policy that guides developers and authorities on how to avoid, minimise, mitigate, and compensate for environmental impacts.

2.5 The existing *SPG 19: Biodiversity and Development* was adopted in July 2014 and was prepared to supplement policies contained within the previous Local Development Plan. There have since been significant changes to Planning Policy Wales (PPW), alongside the adoption of the new RLDP. These changes have necessitated a review and update of the SPG to ensure that it provides current and appropriate supplementary guidance on biodiversity and GI.

2.6 The Development Control Committee was informed of the need to revise SPG 19: Biodiversity and Development on 23rd July 2026. The proposed GI and Biodiversity SPGs will together replace this existing SPG by providing additional planning guidance to support adopted RLDP policies. By separating the existing SPG into two documents, this complex policy area will be more accessible to the public, planning applicants, officers and elected members. The draft SPGs attached to this report (**Appendices 1 & 2**) represent the culmination of this workstream.

3. Current situation / proposal

3.1 The draft Biodiversity SPG (**Appendix 1**) aims to support and provide further direction on the implementation of RLDP policies SP17, DNP5 and DNP6, which relate to the protection and enhancement of habitats and environments. It outlines how development proposals should protect, maintain and enhance biodiversity, and secure NBB in accordance with the requirements of the RLDP and national planning policy. Its purpose is to clarify how applicants, developers, and decision-makers should interpret and apply the policies' requirements relating to biodiversity throughout the planning, design, assessment and delivery of development proposals.

3.2 The draft Biodiversity SPG provides specific guidance on:

- Applying the biodiversity requirements of the RLDP to development proposals;
- Applying the step-wise approach (mitigation hierarchy) to avoid, minimise, restore and, where necessary, compensate for unavoidable impacts on biodiversity;
- Protecting, maintaining and enhancing biodiversity, including habitats, species, and ecological networks;
- Delivering NBB through good design and multifunctional GI;
- Applying the DECCA framework (Diversity, Extent, Condition, Connectivity and Adaptability of ecosystem resilience) to help create more resilient, better connected and climate-adapted ecosystems; and
- Preparing and submitting ecological information and evidence required to support planning applications and demonstrate policy compliance.

3.3 The draft GI SPG (**Appendix 2**) aims to provide additional detail on how Policy DNP8 should be interpreted and applied in practice. It clarifies the policy's requirements and details how proposals will be assessed to ensure they protect existing GI and integrate new high-quality GI throughout the county borough.

3.4 The GI SPG provides specific guidance on:

- The principles of GI, including what it is, why it is important, and the range of assets and features that contribute to GI networks;
- The strategic and DM policy framework for GI; including the requirements of Policy DNP8 of the RLDP;
- Planning requirements for new development, including how to:
    - Develop a detailed understanding of existing GI assets within and adjacent to a site;
    - Understand, integrate, protect and maintain existing GI assets and features within and adjacent to development sites;
    - Enhance and strengthen the extent, quality, connectivity and multifunctionality of GI through development proposals; and
    - Mitigate and compensate for unavoidable impacts on, or loss of, GI assets and features;
    - Produce a GI Statement (template provided).

3.5 These two SPGs together provide a clear, practical and step-by-step framework for members of the public, planning applicants, officers and elected members to follow, supporting the consistent interpretation and effective implementation of what can be a complex policy area.

3.6 Prior to seeking Council approval for adoption of each of these SPGs, they will be subject to a public consultation exercise. This will be enabled by utilising the Council's online consultation portal, direct targeting of stakeholders (including all elected members and town and community councils), and a social media campaign. Consultation responses will be sought to influence and shape the final versions of the SPGs. Consultation reports for each SPG will then be presented back to Cabinet, and then to Council. These reports will document a general summary of comments, the issues raised and the local planning authority's responses, while detailing how those comments have influenced the final versions of each SPG. Once adopted, the final SPGs will add weight to the interpretation of the policies contained within the RLDP, provide more detailed advice to planning applicants, and will become a material consideration in the determination of planning applications.

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 SPGs aim to enable development while protecting and enhancing biodiversity and the benefits delivered by GI for people and wildlife. The SPGs will support the delivery of sustainable development and contribute towards Local Well-being Objective One: "A prosperous place with thriving communities".

5.2 The SPGs will also contribute to the following goals within the Well-being of Future Generations (Wales) Act 2015:

- *A prosperous Wales* – The SPGs will support this goal by promoting sustainable resource use, climate action, resilient ecosystems and low-carbon development.
- *A resilient Wales* – The SPGs will support this goal by protecting and enhancing biodiversity, strengthening ecological networks and promoting resilient, multifunctional ecosystems that can adapt to climate change.
- *A more equal Wales* – The SPGs will support this goal by promoting equitable access to high-quality GI and green and semi-natural spaces, helping to reduce inequalities in access to healthy and sustainable environments.
- *A Healthier Wales* – The SPGs will support this goal by promoting access to high-quality natural and semi-natural green spaces that encourage physical activity, support mental well-being and contribute to healthier communities.

- *A Wales of cohesive communities* – The SPGs will support this goal by promoting attractive, well-connected and multifunctional green spaces that contribute to the quality, safety and connectivity of communities.
- *A Wales of vibrant culture & thriving Welsh Language* – The SPGs will support this goal by promoting high-quality green spaces and natural environments that provide opportunities for recreation, sport and community participation.

6. Climate Change and Nature Implications

6.1 The draft Biodiversity and GI SPGs support the Council's response to climate change by providing guidance on how biodiversity and GI should be protected, enhanced and integrated into development proposals. The protection, enhancement and creation of habitats, ecological networks and connected, multifunctional GI can contribute to both climate change mitigation and adaptation. This includes through carbon storage and sequestration, supporting biodiversity and ecosystem resilience, reducing surface water runoff, providing shade, and improving the resilience of the natural environment to the impacts of climate change. The SPGs therefore support the delivery of more resilient, healthy and attractive places and contribute to the Council's wider objectives for addressing 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.

9. Recommendations

9.1 It is recommended that Cabinet:

(a) Approve a public consultation period of 6 weeks on the draft Biodiversity SPG (**Appendix 1**) and draft GI SPG (**Appendix 2**);

(b) Delegate authority to the Corporate Director - Communities and Group Manager - Planning and Development Services to make minor presentational changes, typographical or factual corrections as necessary prior to public consultation;

(c) Note that the results of the public consultations will be presented back to Cabinet for approval to send the final form SPGs to Council for adoption.

Background documents

None.

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Bridgend County Borough
Local Development Plan
2018-2033

Draft Biodiversity
Supplementary Planning Guidance
October 2026

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

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Glossary of Terms

Conserve	To maintain, to protect from harm or destruction.
Construction Environmental Management Plan (CEMP)	Provides details and specifications for practical measures intended to avoid or minimise adverse effects on biodiversity during the construction process. Normally such reports are prepared in support of a planning application where the Local Planning Authority (LPA) requires management as a formal requirement e.g. for biodiversity mitigation, compensation or enhancement purposes. The CEMP may form a part of the information originally submitted with the application (e.g. as part of the Ecological Impact Assessment (EcIA)) or its provision and delivery may be secured through planning conditions or obligations. The appropriate content of such a report is set out in BS42020 clause 10.2.
Compensation	To offset unavoidable damage as a result of development.
Ecology	The scientific study of how living things relate to each other and to their physical surroundings.

Ecological Impact Assessment	An assessment to identify, evaluate, and mitigate a development's impacts on habitats, species, and ecosystems.
Ecological feature	An element of the environment that is of biodiversity value, including sites designated for their nature conservation importance; priority habitats; priority species; habitats that provide corridors or stepping-stones across the landscape and urban area; and the wider landscape.
Ecosystem	A community made up of living organisms and non-living components such as air, water, and mineral soil.
Ecosystem resilience	The ability of ecosystems to cope with pressures, disturbances and change – either by resisting them, recovering from them or adapting to them. Achieving ecosystem resilience is about working at larger scales, promoting functional connections between natural places, ensuring they have high natural diversity, are in good condition and increasing their extent.
Ecosystem services	The 'services' or benefits to people and wildlife delivered by healthy ecosystems. These can include climate regulation, food production, and fresh drinking water, for example. Healthy ecosystems are essential to ensuring

	that we continue to benefit from these ecosystem services into the future.
Ecosystems approach	The ecosystem approach provides a framework for the integrated management of land, water and living resources that promotes conservation and sustainable land use in an equitable way. National legislation requires that the ecosystem approach must be applied to the consideration of all new development.
Ecological Monitoring Plan (EMP)	Provides detailed and structured proposals for the preparation of a monitoring strategy, in advance of the commencement of development, that will be used to establish whether proposed mitigation, compensation and enhancement measures have been effective over a specified period. The strategy may also be used to provide early warning of when contingencies and/or remedial measures will be 'triggered' in the event that ecological objectives are not being achieved. Implementation of the strategy over time will be informed by periodic 'ecological monitoring reports'. The strategy may form a part of the information originally submitted with the application (e.g. as part of the EcIA) or its provision and implementation may be secured through

	planning conditions or obligations. Preparation of the strategy should, where appropriate, follow the general guidance set out in Section 5.0 below. The appropriate content of such a report is set out in BS42020 clause 11.2.3.4.
Ecological Monitoring Report (EMR)	Provides the results of post construction monitoring for a development project as a 'snap-shot' at a particular period in time, as required by a planning condition/obligation or by a protected species licence. The report will include a description of the methods used as well as the detailed results of the survey, and interpretation/assessment of the results. The appropriate content of such a report is set out in BS42020 clause 11.2.3.4. A monitoring 'report' is distinct from an ecological monitoring 'plan'. The former provides the methods and results of monitoring, whereas the latter provides an agreed set of aims, objectives and processes for monitoring and review.
Ecological Constraints and Parameters Plan (ECoPP)	A spatial map used to identify environmental constraints and to set clear boundaries for development.
Enhancement	To make something better, stronger, or more valuable.

Environmental Impact Assessment (EIA)	A means of drawing together, in a systematic way, an assessment of the likely significant environmental effects arising from a proposed development.
Fungi	Fungi are a group of living organisms found on land, in the water, in the air, in plants and animals. They vary widely in size from microscopically small to several square miles. There are more than 100,000 different identified species of fungi.
Green Infrastructure (GI)	A network of multifunctional green spaces, natural features and environmental management systems – from country parks, rivers, watercourses, lakes and woodlands to urban interventions such as green roofs and street trees - which help to provide a natural life support system for people and wildlife.
Habitat	Refers to a natural/ecological feature, or set of features, that provide a stable environment for wildlife to live.
Habitat Regulations Assessment (HRA)	A process that determines whether or not development plans could negatively impact local plans on a recognised protected European site beyond reasonable scientific doubt.

Invasive Non-Native Species (INNS)	Any non-native animal or plant that has the ability to spread causing damage to the environment, the economy, health and the way people live. A list of INNS is provided in schedule 9 of the Wildlife and Countryside Act 1981.
'Important' species or habitats/biodiversity	The LPA will follow a process to reach a judgement about the biodiversity present on the site, having regard to legal protections, statutory and non-statutory designations and all the other relevant considerations to determine ecological value.
Landscape and Ecological Management Plan (LEMP)	Provides instructions and processes for the management and operations of a site. The instructions in this site-specific document are provided to ensure the protection and enhancement of the ecology and biodiversity on, and around a development site.
Local Biodiversity Action Plan (LBAP)	A Plan to identify local priorities for biodiversity conservation together with agreed actions and targets for priority habitats and species and locally important wildlife and sites.
Local Nature Reserves (LNR)	Areas of natural heritage that are at least locally important.
Maintain	No net biodiversity loss.

Mitigation	To take measures to minimise unavoidable damage to biodiversity.
Natural heritage	In the context of this SPG, natural heritage refers to biodiversity, natural beauty and amenity. It embraces the relationships between landform and landscape, habitat and wildlife, and their capacity to sustain economic activity and to provide enjoyment and inspiration. It includes statutorily designated sites, urban areas, the countryside, the coast and open water features.
Plants	This includes: (i) lower plants which include bryophytes (mosses and liverworts), lichens, and algae (including diatoms); and (ii) higher plants or vascular plants which include trees, shrubs, flowering herbs and ferns, etc.
Sustainable Management of Natural Resources (SMNR)	Management of land, water, soil, plants and animals, with a particular focus on providing nature-based solutions which deliver improved quality of life for both present and future generations by maintaining biodiversity value and ecological resilience (stewardship).

Placemaking	Is both a process and a tool to collectively design and manage the public realm to create quality places that people want to live and work in, that are appealing, accessible, safe and support social interaction and amenities.
Preliminary Ecological Appraisal (PEA)	The term used to describe a rapid assessment of the ecological features present, or potentially present, within a site and its surrounding area (the zone(s) of influence in relation to a specific project (usually a proposed development)).
Priority habitats and species	Those included in the list of habitat and species identified under section 7 of the Environment (Wales) Act 2016.
Regionally Important Geological Sites (RIGS)	Sites of regional and local importance for their geology that have not been designated a Site of Special Scientific Interest.
Sites of Importance for Nature Conservation (SINCs)	Sites designated in the Replacement Local Development Plan based on their substantive local value for wildlife, biodiversity, or geological features.
Sites of Special Scientific Interest (SSSIs)	A formal conservation designation for an area that's of particular interest to science due to the rare species of fauna or flora it contains or important

	geological or physiological features that may lie in its boundaries.
Special Areas of Conservation (SACs)	Protected areas designated under national regulations. They form part of a network of important high-quality conservation sites that make a significant contribution to conserving the habitats and species identified within the Habitats Directive. These can be on land or at sea. They form part of the 'national site network', along with 'special protection areas' (SPAs).
Special Protection Areas (SPAs)	Protection areas for birds in the UK classified under national regulations. They form part of the 'national site network' together with SACs.
State of Natural Resources Report (SoNaRR)	An evidence base for Welsh Government ministers to use when preparing or revising the Natural Resources Policy, for Natural Resources Wales when preparing area statements, and for local planning authorities when refreshing local development plans.
Suitably qualified ecological consultant	Refers to professional individuals that can provide a suitable level of expert guidance on biodiversity and ecological issues. This SPG is unable to make individual recommendations for ecological consultants, however the

	Chartered Institute of Ecology and Environmental Management (CIEEM) is one of the main professional bodies that promotes good practice and professionalism in ecology and should be contacted when seeking professional ecological advice.
Sustainable Drainage Systems (SuDS)	Are designed to both manage the flood and pollution risks resulting from urban runoff and to contribute, wherever possible, to environmental enhancement and placemaking. With this in mind, the multifunctionality of SuDS should always be considered.
Sustainable development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Acronyms

CEMP	Construction Environmental Management Plans
CIEEM	Chartered Institute of Ecology and Environmental Management
DAS	Design and Access Statement
DECCA	Diversity, Extent, Condition, Connectivity and Adaptability Framework
DM	Development Management
EcIA	Ecological Impact Assessment
ECOP	Ecological Constraints and Opportunities Plan
ECoPP	Ecological Constraints and Parameters Plan
EIA	Environmental Impact Assessment
EPS	European Protected Site
GI	Green infrastructure
HRA	Habitats Regulations Assessment
INNS	Invasive Non-Native Species
LBAP	Local Biodiversity Action Plan
RLDP	Replacement Local Development Plan
LEMP	Landscape and Ecological Management Plan
LPA	Local Planning Authority
LNRAP	Local Nature Recovery Action Plan
NRAP	Nature Recovery Action Plan
NRW	Natural Resources Wales
PEA	Preliminary Ecological Appraisal
PPW	Planning Policy Wales
SAB	SuDS Approval Body
SAC	Special Area of Conservation
SEWBRec	South-East Wales Biodiversity Record Centre
SINC	Site of Importance for Nature Conservation
SMNR	Sustainable Management of Natural Resources

SoNaRR	State of Natural Resources Report Wales
SPA	Special Protection Area
SPG	Supplementary Planning Guidance
SSSI	Sites of Special Scientific Interest
SuDS	Sustainable Drainage Systems
TAN	Technical Advice Note
WBFG Act	Well-being of Future Generations Act 2015
WG	Welsh Government



River Ogmore at Glanrhyd

1.0 Introduction

1.1 The purpose of this Supplementary Planning Guidance (SPG) is to support and provide further direction on the implementation of policies within the adopted Replacement Local Development Plan (RLDP) (March 2024), relating to the protection and enhancement of habitats and environments that enable wildlife to flourish. It outlines how development proposals should protect, maintain and enhance biodiversity, secure Net Benefit for Biodiversity (NBB) in accordance with the requirements of the RLDP and national planning policy. Its purpose is to clarify how applicants, developers, and decision-makers should interpret and apply the policies' requirements relating to biodiversity throughout the planning, design, assessment and delivery of development proposals.

1.2 Once adopted, this SPG will become a material consideration in the determination of all planning applications for development, including applications for renewal of consents.

1.3 Anyone wishing to submit an application for development within Bridgend County Borough is urged to consider this SPG and to contact the local planning authority (LPA), in advance of submitting an application, to discuss the issues that are raised in this document on a site-specific basis.

1.4 This SPG provides specific guidance on:

- **Applying the biodiversity requirements** of the RLDP to development proposals.
- **Applying the stepwise approach (mitigation hierarchy)** to avoid, minimise, restore and, where necessary, compensate for unavoidable impacts on biodiversity.
- **Protecting, maintaining and enhancing biodiversity**, including habitats, species, and ecological networks.
- **Delivering NBB** through good design and multifunctional green infrastructure (GI).

- **Applying the DECCA framework (Diversity, Extent, Condition, Connectivity and Adaptability of ecosystem resilience)** to help create more resilient, better connected and climate-adapted ecosystems.
- **Preparing and submitting ecological information and evidence** required to support planning applications and demonstrate policy compliance.



Small Tortoiseshell on Buddleia davidii

2.0 Policy and Legislative Context

2.1 The national planning policy context for the provision and management of biodiversity through the planning system is set out in Future Wales: The National Plan 2040, Planning Policy Wales (PPW) and Technical Advice Notes (TANs) 5 (Nature Conservation and Planning), 6 (Planning for Sustainable Rural Communities) and 12 (Design). In addition to national planning policy, there are several key pieces of legislation that underpin biodiversity conservation and enhancement and are material to the preparation and determination of development proposals.

National Legislation

2.2 **Well-being of Future Generations Act 2015** outlines a definition of "sustainable development" as 'the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.'

2.3 **Environment (Wales) Act 2016** is the legal framework that underpins the drive for NBB, including the Biodiversity and Resilience of Ecosystems Duty ('Section 6 Duty') in which public authorities must maintain and enhance biodiversity and the resilience of ecosystems. The Act's Section 6 Duty is supported by the DECCA framework, which includes diversity, extent, condition, connectivity, and adaptability of ecosystems. Section 7 contains a statutory list of habitats and species of principal importance for maintaining and enhancing biodiversity in Wales.

2.4 **The UK Climate Change Act 2008** requires the UK Government to report on climate change adaptation at minimum 5 yearly intervals. GI forms a key element of this climate change adaptation response, while also protecting, enhancing and restoring biodiversity through the creation and management of multifunctional habitats and ecological networks.

2.5 **The Conservation of Habitats and Species Regulations 2017 (as amended)** aims to protect hundreds of wildlife sites throughout the UK as well as the protected species that occupy these areas.

2.6 **Wildlife and Countryside Act 1981 (as amended)** makes it an offence to intentionally kill, injure or take any wild animal listed under Schedule 5 of the Act, and prohibits interference with, or disturbance of, animals. The Act also prohibits certain methods of killing, injuring, or stealing wild animals.

National Planning Policies

2.7 **Future Wales: The National Plan 2040** is the national development framework, setting the direction for development in Wales to 2040. Policy 9 'Resilient Ecological Networks and Green Infrastructure' seeks to ensure that action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and GI assets are demonstrated as part of development proposals through innovative, nature-based approaches to site planning and the design of the built environment.

2.8 **PPW (Edition 12)** was subject to targeted updates in 2023 to strengthen the protection and enhancement of biodiversity in new development. Key changes include a requirement for all proposals to demonstrate a NBB using a step-wise approach (avoid, minimise, mitigate, compensate), stronger safeguards for designated sites such as Sites of Special Scientific Interest (SSSIs), and the integration of GI, trees and woodlands into development design. The updates also encourage nature-based solutions to support ecosystem resilience, align development with local biodiversity priorities, and ensure long term ecological management.

2.9 **TAN 5: Nature Conservation and Planning (2009)** defines how development should contribute to protecting and enhancing biodiversity and geological conservation.

2.10 **TAN 6: Planning for Sustainable Rural Communities (2010)** provides guidance for developers to support the establishment of sustainable rural communities, including supporting biodiversity.

2.11 **TAN 12: Design (2009)** provides advice on 'promoting sustainability through good design'; and on the preparation and validation of mandatory Design and Access Statements (DAS).

Local Policies, Plans and Strategies

2.12 **Bridgend County Borough Council's Corporate Plan 2023-28** contains 'Wellbeing Objective 5', which aims to respond to the climate and nature emergency, by:

- Moving towards net zero carbon;
- Improving the energy efficiency of buildings and services;
- Protecting the County Borough's landscapes and open spaces and planting more trees;
- Reducing, reusing or recycling as much waste as possible; and improving flood defences and schemes to minimise flooding of homes and businesses.

2.13 **Local Biodiversity Action Plan** (LBAP) is a County Borough-wide assessment of biodiversity and opportunities to focus action to protect, restore and enhance biodiversity locally.



Common Toad (Bufo bufo)

3.0 Background

3.1 A thriving natural environment is fundamental to creating sustainable, healthy and resilient places where people are able to live well. Biodiversity – the variety of living organisms, including plants, animals, fungi and micro-organisms, together with the habitats and ecosystems they form – underpins and supports natural environmental 'systems'. These include air, water, fertile soils, food production, natural flood regulation, climate regulation, pollination, and opportunities for recreation and education within the natural environment.

3.2 In Wales, one in six species are currently threatened with extinction and in 2021, the Senedd declared a 'nature emergency' in recognition of this. The nature emergency is compounded by the climate emergency, with the two crises intrinsically linked and mutually reinforcing. Climate change is accelerating biodiversity loss by rapidly altering the environmental conditions to which species have adapted, while the degradation and loss of ecosystems can release stored carbon and reduce their capacity to absorb carbon dioxide from the atmosphere, further exacerbating climate change.

3.3 The planning system has a key role to play in enabling the reversal of biodiversity decline shaping how new development is designed and implemented. In Wales, NBB is a national planning policy that requires all new developments to leave biodiversity and ecosystems in a measurably better state than before. PPW requires developments to apply both the 'stepwise approach' and the 'DECCA Framework', as these provide a method through which NBB can be achieved. The stepwise approach is a step-by-step process for avoiding, minimising, mitigating, and compensating for any damage to biodiversity caused by development. Developers are also encouraged to seek opportunities to enhance biodiversity at every stage of the process. The DECCA Framework sets out five core attributes that, together, support ecosystem resilience; diversity, extent, condition, connectivity, and adaptability. Applying these policy approaches to development can begin to slow, and eventually reverse, biodiversity decline.

4.0 Planning Framework

4.1 The RLDP emphasises the importance of the planning system's role in the preservation and enhancement of biodiversity and ecosystem resilience. The strategic planning framework for maximising benefits for biodiversity is set out within Strategic Policy 17 (SP17) and supported by Development Management (DM) Policies DNP1 – DNP9:

SP17: Conservation and Enhancement of the Natural Environment
DNP1: Development in the Countryside
DNP2: Conversion of Rural Buildings
DNP3: Replacement Dwellings in the Countryside
DNP4: Special Landscape Areas
DNP5: Local and Regional Nature Conservation Sites
DNP6: Biodiversity, Ecological Networks, Habitats and Species
DNP7: Trees, Hedgerows and Development
DNP8: Green Infrastructure
DNP9: Natural Resource Protection and Public Health

4.2 Strategic Policy SP17 requires development to avoid adverse impacts on biodiversity, natural habitats and natural resources, including water, air and soil. Proposals likely to affect Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites must be subject to a Habitat Regulations Assessment (HRA). Proposals will only be permitted where the HRA demonstrates no adverse effects, or where adverse effects cannot be avoided, that there are no alternatives, the development is of overriding public interest and appropriate compensatory measures are provided. Proposals within or affecting a Site of Special Scientific Interest (SSSI) must safeguard, support or, where possible, enhance its identified special features.

4.3 The supporting DM policies require developers to conserve and enhance green and blue infrastructure to support biodiversity, and to protect designated sites of value for wildlife. Biodiversity should be considered at the earliest stages of development to ensure its protection and enhancement over the long-term.

4.4 Policy DNP5 requires development within or adjacent to Local Nature Reserves (LNRs), SINCs and Regionally Important Geological Sites (RIGS) to be compatible with their nature conservation or scientific interest and to promote their educational role. Development adversely affecting these sites will not be permitted unless the benefits outweigh the harm and/or the harm can be avoided, reduced or addressed through appropriate mitigation or compensation.

4.5 Policy DNP6 requires all development to provide a NBB and improve ecosystem resilience. Existing biodiversity and GI features should be retained, enhanced or created wherever possible through appropriate site design and GI principles. Development must maintain, protect and enhance biodiversity, ecological networks and ecosystem services, with particular emphasis on maintaining connectivity for protected and priority species. Where development would adversely affect ecological connectivity or significantly affect the resilience of protected habitats or species, it must be demonstrated that the need for development outweighs the nature conservation value, there is no satisfactory alternative location, and a functional and connected element of the natural resource is retained and enhanced. Unavoidable harm must be minimised through effective mitigation; where this is not feasible, compensation must provide comparable or greater ecological value, including through habitat creation or long-term habitat management, to ensure a NBB.

4.6 Developments should refer to the latest Bridgend Green Infrastructure Assessment (GIA) to establish where existing habitats are located, as well as the opportunities for protecting and enhancing GI and biodiversity within and adjacent to the development site.



Horses at Ewenny River

5.0 Planning Requirements

5.1 This section of the SPG provides detailed guidance on how developments should protect, conserve and enhance biodiversity in line with the adopted RLDP policies. It begins by introducing the DECCA framework and the stepwise approach, which are both endorsed by PPW as tools for protecting and enhancing biodiversity and improving the resilience of ecosystems. While the stepwise approach explains *how* biodiversity impacts should be addressed, the DECCA framework explains *what* resilient ecosystems look like and the types of measures that improve them.

5.2 This section also sets out how the stepwise approach aligns with the DM process.

The DECCA Framework

5.3 The Environment (Wales) Act 2016 and the WBFG Act both frame biodiversity enhancement in the context of ecosystem resilience. The DECCA Framework specifies five attributes of ecosystem resilience which, if measures are designed to enhance, the health of ecosystems will be improved. These attributes include:

- **Diversity** – Retain / create / restore a range of habitats and native species i.e. increasing vascular and non-vascular plant richness, creating new habitats and restoring existing ones, opening mosaics and delivering 'messy' / patchwork landscapes.
- **Extent** – Retain habitat area and expand / create additional habitat i.e. restoring unfavourable habitats (such as intensively managed or disturbed features), expanding the size of existing woodland and grassland, providing nest boxes and additional shelter for species, maintaining the largest possible area of existing habitat supporting biodiversity, particularly priority habitats and species (as per section 7 of the Environment (Wales) Act 2016).
- **Condition** – Improve habitat quality and manage it appropriately i.e. enhancing habitat structure, controlling Invasive Non-Native Species (INNS), removing undesirable features, erosion control, pollution prevention, flood regulation and improving soil health.

- **Connectivity** - Maintain / strengthen / create links between habitats – i.e. linking woodlands with hedgerows, softening 'groomed edges', introducing successional habitats and features, creating vegetated buffers, restoring riparian corridors, installing green roofs and walls, restoring stone walls, etc.
- **Adaptability** - Design for climate change, disturbance and future management, i.e. using nature-based solutions such as SuDS, woodland creation and peatland restoration and taking the above attributes into account to enable ecosystems to recover from environmental pressures and resist future disturbance.

The Stepwise Approach

5.4 PPW promotes the stepwise approach as a means of demonstrating the steps that must be taken towards securing a NBB. Developers can minimise harm to existing natural habitats and species by following these steps, which include:

- **STEP 1: Avoid** – Avoid loss of any existing habitats or species; or fragmentation of ecological connectivity.
- **STEP 2: Minimise** – Minimise any unavoidable impact on existing ecological features.
- **STEP 3: Mitigate** - Mitigate for any unavoidable harm or loss to important habitats or species or the fragmentation of ecological connectivity.
- **STEP 4: Compensate On-Site (or off-site if on-site provision cannot be achieved)** – Offset the residual impacts of a proposal after avoidance and mitigation have been considered.
- **STEP 5: Long-term Management** – Ensure long-term management arrangements are put in place.
- **STEP 6: Refuse Planning Permission** – Where the adverse effect on biodiversity and ecosystem resilience clearly outweighs other material considerations, the development should be refused.

5.5 At every stage, applicants should consider opportunities to enhance biodiversity and ecosystem resilience, proportionate to the scale and nature of the proposal.

STEP 1: Avoid

5.6 The priority for any development must be to avoid causing damage to, and retain, existing or potential features of biodiversity/ecological value. The principle of avoidance is embedded within RLDP Policy DNP6, which requires development to retain existing biodiversity features and ecological networks on-site, wherever possible. Developments must demonstrate that every effort has been taken to select a site that avoids damage to biodiversity and ecosystem functioning, while recognising the principle of development has already been established on allocated sites.

5.7 The principle of avoidance (and retention) of existing biological features must be considered in the early stages of the development design process. For example, if a planning application site contains a woodland, damage to this woodland should be avoided, in the first instance. Professional assessments of the site in question must be undertaken, with the view to identifying any 'priority habitats', 'priority species', and statutory and non-statutory designations. Priority should be given to the retention and/or integration of habitats and features that are most difficult to recreate, such as ancient woodlands, as damage to these cannot be compensated for. A list of priority species and habitats commonly found in Bridgend County Borough can be found within the Bridgend Local Biodiversity Action Plan: Biodiversity and Ecosystem Services Assessment and Revision 2014. Developers should also refer to the priority species and habitats listed in Section 7 of the Environment (Wales) Act 2016 to ensure that all species and habitats of importance are accounted for. By establishing which of these, if any, exist on-site, the developer can begin to take steps to avoid damage to them as a result of the development.

5.8 Where there are harmful environmental effects, the LPA will need to be satisfied that any reasonable alternative sites (including alternative siting and design options) that would result in less harm, no harm or benefit have been fully considered.

5.9 Proposals in statutory designated sites are, as a matter of principle, unacceptable and therefore must be excluded from site searches undertaken

by developers. This principle also extends to those sites containing protected species and habitats which are irreplaceable and must be safeguarded. Such sites form the heart of resilient ecological networks and their role and the ecosystem services they provide must be protected, maintained and enhanced and safeguarded from development. It will be wholly exceptional for development to be justifiable in such instances.

STEP 2: Minimise

5.10 After all locational, siting and design options for avoiding damage to biodiversity have been exhausted, every effort should be made to minimise damage to biodiversity. At this stage, applicants must consult with the LPA to ensure that measures taken:

- Maintain the largest possible area of existing habitat supporting biodiversity and functioning ecosystems, particularly Section 7 habitats and species where they are present, by minimising development size and appropriate orientation on-site, paying due regard to the potential for continued long term maintenance and management of retained areas to benefit biodiversity;
- Ensure that retained habitats continue to be well connected to adjacent habitats to provide opportunities for wildlife to move through the landscape. This is essential to enable wildlife to flourish.
- Retain existing features, developing a management plan for future care, and introducing appropriate buffers to ensure protection, both during construction and into the future; and
- Use creative solutions to minimise damage and maintain existing biodiversity features and ecosystems.

STEP 3: Mitigate/Restore

5.11 Where, after measures to minimise damage to biodiversity and ecosystems have been exhausted, and there is still a risk posed to existing biodiversity, proposals must implement measures to mitigate any damage caused as far as possible. Following the consideration of Steps 1 and 2, effective mitigation or restoration measures should be incorporated into the proposal's design. These measures must be designed to address the specific negative effects by

repairing any damaged habitats to support disturbed species. Restoration will be sought to enhance biodiversity over and above its original state. Mitigation measures should be embedded into the design of the development proposal, wherever possible, which is usually more effective than responding at a later stage. With regards to mitigation measures, it will be necessary for applicants to seek the advice of relevant experts and statutory and non-statutory consultees to ensure these are implemented effectively. In each case, mitigation measures should seek to build ecosystem resilience within the site and, where possible, the wider area.

STEP 4: Compensate On-Site (or off-site if on-site provision cannot be achieved)

5.12 Where like-for-like mitigation measures are not possible, particularly in relation to restoration measures, it may be necessary to consider on-site compensation measures, in the first instance. Only when all the above steps have been exhausted, and where modifications, alternative sites, conditions or obligations are not sufficient to secure biodiversity outcomes further on-site/immediately proximate, as a last resort, off-site compensation for unavoidable damage must be provided.

5.13 Compensation describes measures taken to offset residual impacts on biodiversity (despite mitigation) by providing biodiversity enhancements of an equivalent value. Compensation must first be provided on-site; if this cannot be achieved, then off-site compensation measures may be acceptable. Off-site compensation measures will only be acceptable if they are supported by evidence demonstrating that on-site compensation measures are not possible.

5.14 Compensation measures should be focussed on providing similar types of ecological features they are replacing. A suitably qualified professional should be employed to advise on how new habitats should be created to ensure longevity and suitability for the species it is intended to support. Compensation measures should also be provided as close as possible to the replaced ecological feature and must be guided by place-based evidence.

STEP 5: Long-term Management

5.15 Each stage of the stepwise approach must be supported by a long-term management plan, including for any enhancement measures. The management plan should set out the immediate and long-term management of the site, future monitoring measures for all measures introduced as part of the scheme, as well as identifying the funding mechanisms in place to meet the management plan objectives. The management plans must also specify how a NBB will be achieved in as short a timeframe as possible.

STEP 6: Refuse Planning Permission

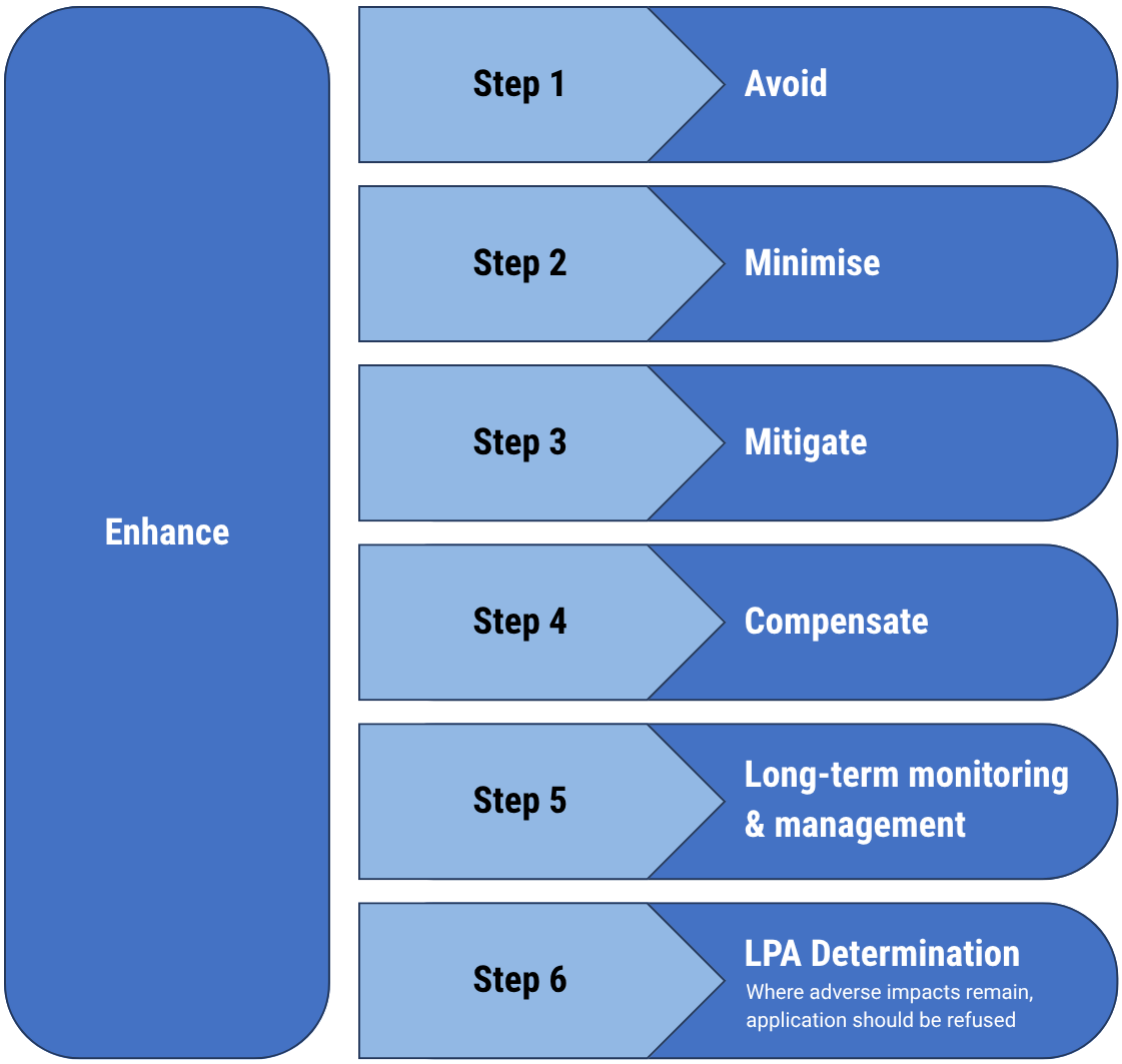
5.16 Lastly, in cases where all the above steps have been exhausted and the resulting damage to biodiversity clearly outweighs other material considerations associated with the scheme, the planning application should be refused.

The Stepwise Approach and the DM Process

5.17 This section of the SPG provides a general outline of the DM process and how this aligns with the various stages in the stepwise approach.

5.18 The stepwise approach clarifies how impacts on biodiversity should be dealt with throughout the planning process and is applicable to all types and scales of development. However, it should be noted that the actions required to fulfil the stepwise approach should be proportionate to the nature and scale of the proposal, and the level of biodiversity impact it has.

Figure 1. The Stepwise Approach



5.19 Accordingly, this SPG explains how the relevant RLDP policy requirements should be addressed at each stage of the process, from site selection and evidence gathering through to design, determination and long-term management, rather than treating them as a separate assessment undertaken at the end of the process. This section also signposts best practice guidance contained within the British Standard for Biodiversity (BS 42020:2013) 39 and supporting CIEEM guidance such as its net benefits for biodiversity briefing paper. These provide detailed guidance on ecological appraisal and the information that should be submitted as part of a planning application. Site survey and assessment data is essential to effectively establish the potential impact of a proposal, providing evidence to guide the implementation of the stepwise approach, and identify the opportunities to achieve biodiversity enhancements which deliver a net benefit to resilient ecological networks.

5.20 **When submitting a planning application, applicants are expected to complete and submit all required ecological surveys and reports.**

5.21 In terms of the LPA's approach to biodiversity and development, the key overarching principles set out in this section are:

- Biodiversity and resilient ecological networks should be considered at the earliest stage in the DM process.
- Integration of biodiversity and resilient ecological networks measures are an integral part of sustainable placemaking.
- Submission of timely and appropriate ecological information is crucial. In particular, where a suitably qualified ecologist has identified that a Preliminary Ecological Assessment (PEA) is required alongside any additional species surveys identified in the PEA, failure to submit with an application could lead to the application being refused. The LPA will refer to the relevant CIEEM guidance in determining whether submitted ecological information has been carried out by an appropriate ecological consultant following the appropriate ecological reporting methodologies.
- All applicants should consider where surveys, assessments and eradication plans are required.
- Survey information is essential to inform the avoidance or minimisation of impact or loss of protected species or habitats, and the negotiation of appropriate mitigation. Applicants are required to demonstrate how the proposal has responded to the ecological information.
- The Council will only consider negotiating compensation measures where it has been clearly and robustly demonstrated that avoidance and mitigation cannot be achieved.
- Compensation will not be acceptable for irreplaceable habitats (e.g. ancient woodlands).
- The Council will seek to achieve a NBB in all developments proportionate to the scale of the development and having regard to the submitted evidence regarding biodiversity and resilience of ecosystems both within and adjacent the site.
- Where approval from the SuDS Approval Body (SAB) is required, early and parallel engagement with the SAB process is strongly advised. This

will maximise opportunities to achieve an integrated and multifunctional design and layout of all elements of GI within a site to meet national and local planning policies and the WG Sustainable Drainage Standards for Wales which require the design of SuDS to take into consideration water quality and biodiversity. The Council's Climate and Nature (Countryside) team may be consulted on SAB planning applications. Where this is the case, they will advise on the information required from applicants to demonstrate how the planting and maintenance of SuDS proposals will maintain and enhance biodiversity and ecosystem resilience. Evidence will also be required of the impact of the proposal on the existing connectivity of ecosystems and opportunities to provide enhancements.

Key Milestones in DM Process

Development Management Stage	Relevant Stepwise Steps
Pre-Application – Site Assessment	**Avoid, Identify Opportunities for Enhancement**

5.22 The potential for biodiversity and ecological features to be affected by a development must be considered at the earliest stage of any proposal. Failure to do so may lead to delays in the planning process or refusal of an application. It is therefore advisable to gain a clear understanding of the biodiversity features and GI assets and ecosystem resilience of a site at the earliest possible stage of any development project. This will improve the quality of initial site designs, provide valuable information to guide initial discussions with the LPA and ensure that issues are considered and addressed from the outset. This will help achieve the best outcome for biodiversity and avoid additional costs or delays to a development. This advice is applicable to all types and scales of development.

5.23 The following steps can provide an early indication of the potential impacts and opportunities presented by a site and ensure that proposals have appropriate regard to the relevant environmental and legislative context.

Appendix A comprises a range of sources of relevant information to assist with assessing and understanding the site.

5.24 As specified by RLDP Policy DNP6, development proposals that result in an adverse effect on the connectivity of biodiversity and ecological networks and/or have a significant adverse effect on the resilience of protected habitats and species will only be permitted where it can be demonstrated that there is no satisfactory alternative location for the development which avoids damage to biodiversity and ecosystem functioning. If this is the case, evidence will need to be provided to demonstrate such an assessment has been conducted.

Development Management Stage	Relevant Stepwise Steps
Pre-Application – Understanding Your Site	**Avoid, Identify Opportunities for Enhancement**

5.25 A baseline understanding of the impacts and opportunities presented by a development should have been undertaken at the previous stage. Any proposal presented to the LPA at the pre-application stage should therefore be informed by a basic ecological assessment of the site.

5.26 Initial data sources for establishing site-specific and local biodiversity and GI features, include (but are not limited to):

- **The latest Bridgend GIA:** This provides a detailed assessment of the existing GI baseline for each sub-area identified within the RLDP. It also lists key opportunities for enhancing GI and ecological habitats in each sub-area. It can be used to identify which key GI features lie on and adjacent to a development site.
- **South-East Wales Biodiversity Record Centre (SEWBReC):** Screening to determine the presence of protected species and habitats should be carried out based on data provided by SEWBReC.

- **DataMapWales**: a wide variety of publicly available data that could support in understanding the GI / biodiversity baseline. DataMapWales contains datasets that include priority habitats, the ancient woodland inventory, habitat networks, among others.
- **NRW datasets**: NRW datasets provide environmental information on habitats, species, designated sites, woodland, water, flood risk and other natural resources, which can be used to identify ecological constraints and sensitivities.
- **Bridgend RLDP Proposals Map**: This map contains the location of all statutory designations and SINCs.

5.27 Appendices B and C provide a survey checklist of species and habitats most likely to be affected by specific types of development, the surveys required, and the recommended survey seasons.

5.28 Natural habitats that are deemed irreplaceable (i.e. ancient woodlands, veteran/ancient trees, peatlands, wetlands, etc.) must be identified and protected as part of the development's design. For example, the presence of those listed in Section 7 of the Environment (Wales) Act 2016 should be considered.

5.29 The LPA will co-ordinate appropriate engagement of the Council's Countryside Team on biodiversity issues at the pre-application stage. There are considerable benefits in seeking professional ecological advice *before* making an application, including:

- It provides the opportunity to understand how policies and guidance will be applied to the proposed development;
- It can identify at an early stage where there is a need for biodiversity surveys and assessments;
- It will ensure that project timescales have appropriate regard to the seasonal nature of the ecological surveying and avoid lengthy delays;
- It will identify the need for other specialist input (i.e. ecologists, landscape architects, sustainable drainage engineers);
- It can avoid potential breaches of environmental protection legislation;

- It may lead to a reduction in time spent preparing proposals, identifying issues to be addressed and opportunities to be explored for biodiversity protection and enhancement to be integrated into wider GI designs at the earliest possible stages;
- It may indicate that a proposal is completely unacceptable, saving the time spent, and cost of, pursuing a formal application;
- It provides opportunities to identify shared solutions for SuDS and biodiversity;
- It will clarify all the necessary information and drawings required to enable the application to be registered and validated; and
- It will ensure that all ecological surveys required in support of a planning application are valid at the time of submission. **Ecological surveys are generally considered to be valid for a period of 2 years, after which time updated surveys will be required.**

5.30 The types of impacts on biodiversity and ecosystem resilience as a result of the development will vary in both scale and nature. For example, a development could result in:

- Direct loss of habitats or important species on-site;
- Fragmentation or loss of connectivity between habitats or species populations either on-site, or off-site connectivity to the wider ecological network (such as through natural and semi-natural features, green spaces, rivers, lakes, fields, parks, ponds, hedgerows, street trees, roadside verges, etc.);
- Alteration of regimes such as hydrology that an ecosystem is reliant upon;
- Air, noise and light pollution; and
- Disturbance from recreation and/or predation for pets.

5.31 Understanding the specific issues relating to both the type of development and its location is therefore fundamental.

5.32 Early engagement with a suitably qualified ecologist/consultant will identify the need for and potential content of a PEA. A PEA of a proposed development should identify any biodiversity features which may be affected by it and any additional surveys that will need to be undertaken. Applications likely to affect

any designated sites or priority habitats or species must include a survey and assessment for the relevant habitats and species. It may also be necessary to conduct ecological surveys even in the absence of any identified designated sites and/or priority species and habitats. Survey requirements should be proportionate to the development's type and size and based on the potential for the development to affect any sensitive ecological feature, including priority habitats, species, ecosystem services and ecological connectivity, for example. The initial survey and any additional detailed surveys form constituent parts of the PEA, in accordance with guidelines for ecological reports set out in the British Standard 42020 and in the CIEEM guidelines.

5.33 The survey checklist in Appendix B assists in identifying applications that will need survey work, and details of the information that will need to be considered during the design stage and submitted with the planning application.

5.34 Applicants should also be aware that additional information may be requested. The LPA can direct the applicant to supply any further information which is considered reasonably necessary for the purpose of determining the planning application.

5.35 Applicants required to submit ecological information will need to employ a suitably qualified ecological consultant. These specialists should work closely with planners, architects and engineers responsible for the proposal's delivery to ensure that biodiversity considerations are fully integrated within the proposal's design from the outset. Using this approach will help ensure landscape and biodiversity aspects of the development are fully considered and successfully integrated with all other aspects of the development.

5.36 The LPA supports the best practice approach of sharing ecological information with SEWBReC. This approach improves the quality of information for future applications. Applicants are therefore strongly advised to discuss with their ecological consultant the inclusion into their contracts the clause below:

> 'Applicants or their consultants agree to proactively share with South-East Wales Biodiversity Records Centre (SEWBReC) any biological records made during the process of ecological appraisal at the same

time as report submission to the LPA. The Council considers all parts of ecological reports submitted to it as part of the planning process which are not specifically marked as sensitive, to be in the public domain.'

5.37 Applicants must also include within survey and assessment specifications identification of the presence of any INNS of flora listed in Schedule 9 Part II section 14(2) of the Wildlife and Countryside Act 1981 (as amended).

5.38 In some cases, there may not be a reasonable likelihood for a wildlife feature to be affected so survey work will not be required. Where this is the case, the applicant will need to provide sufficient evidence to demonstrate this.

5.39 It is also important to develop an understanding of the development site's role in supporting ecosystem resilience by applying the DECCA framework. This will also provide an indication of possible measures to enhance ecosystem resilience within the site's red line boundary.

5.40 It should be noted that impacts on biodiversity can extend beyond site boundaries in unexpected ways, for instance through noise or light pollution, surface water run-off, or predatory behaviour of domestic pets. Relatively small developments can also have larger impacts on the wider landscape, for example, removing a hedgerow or line of trees could break up a bat-foraging or commuting route, negatively affecting a breeding colony some distance from the planning application site.

5.41 A development may also have an adverse impact on biodiversity either during the construction phase or during the operational phase (post-construction), or both, and the survey work needs to fully consider the possible impacts of these.

5.42 Additional surveys, assessments or licences may be legally required. When undertaking surveys and assessments for a planning application, the applicant's qualified ecologist, NRW, or the Council's ecologist should advise whether the following are required:

1. **Environmental Impact Assessment (EIA)** - if the proposal would trigger the need for an EIA, the submission of a 'screening opinion' may be advisable.

2. **NRW Protected Species Licence** – if the proposal would trigger the need to apply to NRW for any of the below licences. The consideration and granting of licences is separate from the process of applying for planning permission. However, the LPA must take account of the legislation throughout the DM process.
    - **European Protected Species (EPS) Development Licence**: NRW issues Protected Species licences for any development that would affect an EPS protected under the Conservation of Habitats and Species Regulations 2017; or
    - **UK Protected Species Licence**: NRW issues development licences for species protected under the Wildlife and Countryside Act 1981, for example, reptiles (all UK species) and water voles. NRW is also responsible for issuing licences under the Protection of Badgers Act 1992 where it is necessary to interfere with badger and/or their setts in the course of development.
3. **National Vegetation Classification (NVC) survey:** NVC surveys often obtain a level of detail more valuable to support an ecosystems approach than broad habitat surveys. It is also important for any habitat surveys to collect sufficient information on their condition, structure, vascular plant diversity and connectivity to surroundings.
4. **Habitats Regulations Assessments:** HRAs are normally required where a development proposal has the potential to affect a European ecological designated site, either alone or in combination with other projects or plans, as set out in the Conservation of Habitats and Species Regulations 2017. RLDP Policy SP17 also specifies that proposals likely to have direct or indirect adverse effects on SACs, SPAs or Ramsar sites, or that affect the habitat of marsh fritillary butterfly within 2km of Cefn Cribwr Grasslands SAC, must be subject to an HRA. In such cases, the applicant is expected to provide a ‘shadow’ HRA that provides the data and evidence to enable the LPA to conduct a full HRA. Failure to provide sufficient evidence/data as part of this process is likely to delay the application process. When conducting a shadow HRA, applicants should refer to the appropriate management plan relevant to the designated site to identify its qualifying features. Refer also to Welsh Government’s HRA Guidance (2025).

5.43 The policy framework for the SMNR in Wales should be considered by applicants for an indication of potential issues and opportunities. The framework includes:

- NRW SoNaRR Report;
- NRW Area Statements;
- Section 7 List of Habitats and Species in Wales (Env Act 2016);
- DataMapWales
- Bridgend SINC Review (2011)
- Bridgend SINC Survey (Review) (2020)
- Bridgend's LBAP;
- Bridgend Local Nature Recovery Action Plan (LNRAP)
- Bridgend Biodiversity Duty Plan
- Cwm Taf Morgannwg Well-being Plan

5.44 **Note**: The Bridgend Local Biodiversity Acton Plan should be used to understand the availability of ecosystem services in proximity to their proposed site. The 'Technical Document' provides a list of habitats and their ecosystem services at Table 2 which would further support the understanding of a site's ecosystems and ecosystem services. This will enable developers to ensure they are actively engaging in the regulation of these services and not causing detrimental impacts on natural resources.

Development Management Stage	Relevant Stepwise Steps
Pre-Application – Evidence-Led Design	**Avoid, Minimise, Mitigate, Compensate (On-Site Then Off-Site), Only If Necessary); Enhance Throughout**

5.45 The pre-application stage is the most appropriate stage to consider how the proposal will address the impacts identified in the PEA and any additional species surveys carried out.

5.46 The applicant should seek to establish at the pre-application stage how the proposal will maintain and enhance biodiversity, ecological connectivity and resilience.

5.47 It is important to ensure that the findings of any ecological surveys are given due consideration at the design stage to ensure that biodiversity constraints are fully integrated into the early designs of proposals as part of the wider placemaking approach.

5.48 For major applications, a multi-disciplinary design team should be engaged at the earliest possible stage, which should include a suitably qualified ecologist. This team should have a sound understanding of the ecological survey work and produce design solutions that respond to the identified opportunities to secure biodiversity enhancements and integrate ecosystem resilience into the development having regard to the 5 principles of resilience / DECCA framework. CIEEM's Net Benefits for Biodiversity Briefing Paper provides a simplified approach to how DECCA can be considered to ensure ecosystem functioning is safeguarded and its resilience maintained, whilst contributing to the delivery of GI provision, and ultimately a NBB. Best practice principles of placemaking and GI demand that these issues are no longer retrofitted into the established/standard designs and layouts of development. It is strongly recommended that design teams provide an 'Ecological Constraints and Opportunities Plan' (ECOP), as set out in the British Standard. The ECOP is an efficient and effective way to communicate the key issues raised in the detailed technical ecological reports. This can be a simple traffic light plan which communicates the location of issues and design responses. Where appropriate, it can signpost to detailed sections of survey reports. If prepared at an early stage, the ECOP is a useful tool to inform both pre-app discussions and updated designs at subsequent stages of the development design and planning process. It provides a useful way to demonstrate how the design process has taken into account the most valuable natural assets and that developments result in a NBB.

5.49 Policy DNP5 of the RLDP requires that developments located either within or adjacent to an LNR, SINC or RIGS must be compatible with the nature

conservation or scientific interest of the area, whilst promoting their educational role. To achieve this, proposals should:

- Retain and protect the features for which the site is designated;
- Maintain ecological or geological connectivity;
- Incorporate appropriate buffers and ensure sensitive siting of the development, access, lighting and drainage;
- Avoid disturbance, fragmentation, pollution and changes to hydrology;
- Incorporate habitat enhancement measures that complement the scientific interest of the site;
- Provide appropriate opportunities for education, interpretation and appreciation of its nature conservation or scientific interest;
- Where relevant, demonstrate how construction and long-term management will avoid adverse effects on the site and its features of interest, and will promote further enhancement, including to the condition of the site.

5.50 Development proposals that have an adverse effect on the connectivity of the ecological network should ensure that a functional connected element is maintained and enhanced in support of biodiversity and resilient ecological networks. For guidance on how to achieve this, applicants should refer to NRW's Practitioner's Guide to Resilient Ecological Networks.

5.51 The special features of SSSIs and SINCs should be safeguarded and supported as part of development. SSSIs are designated due to specific features (i.e. habitat types), which can be identified for specific sites via NRW records. For identifying features within individual SINCs, applicants should refer to the Bridgend SINC Review (2011).

5.52 The RLDP promotes placemaking, and the creation of places which maintain and enhance biodiversity forms part of the plan's wider placemaking approach. The LPA will therefore expect proposals to demonstrate how designs:

- Respond to all available evidence relating to identified biodiversity and GI features; and
- Evolved in line with the stepwise approach.

5.53 Where no biodiversity issues have been identified, the DAS should contain a clear statement of the steps taken to establish biodiversity and resilient ecological networks of the site and an explanation of why no further measures are considered necessary. For example, the applicant should provide evidence of completion of a SEWBReC desktop search by provision of the relevant case reference number or correspondence evidencing consultation with either privately engaged suitably qualified ecologists or the Council's ecologist.

5.54 Where avoidance is not feasible, the design should aim to mitigate any detrimental effects. For example, if the development is designed to include an existing pond, a certain amount of mitigation for the developed area would be achieved by ensuring that the pond is physically connected to terrestrial habitat and not isolated by the development.

5.55 Special regard should be given to protecting and enhancing SSSIs as part of the stepwise approach, such as by:

- Protecting areas of important habitats suitability, connecting core habitat within ecological networks and introducing buffers, corridors, stepping-stones;
- Safeguarding areas of unprotected high value habitat or habitat with a long ecological history of non-intensive land management; and
- Avoiding fragmentation of ecological connectivity to prevent disruption to species functioning and their favourable conservation statuses.

5.56 Ongoing dialogue with the LPA throughout the design process will ensure that modifications to proposals take appropriate account of biodiversity information as it emerges throughout the development process.

5.57 Pre-application discussion with statutory consultees such as NRW is also recommended, together with non-statutory consultees, where appropriate. NRW have an environmental regulatory function and information on the NRW website provides details of consents, licences and permissions which applicants may need to obtain.

5.58 Where loss of habitat needs to be compensated for, compensation measures of equivalent or greater ecological value should be provided on-site. Only

where it is not possible to provide this on-site, then off-site provision should be considered, preferably adjacent to the development site.

5.59 **SAB Pre-Application:** Where a pre-application submission is made under the SAB process, it is advisable to carry this out in parallel with the planning pre-application process in order that all opportunities for achieving biodiverse SuDS solutions can be fully explored.



Merthyr Mawr Village

Development Management Stage	Relevant Stepwise Steps
Application – Submission of Surveys & Reports	**Demonstrate application of the Entire Stepwise Approach**

5.60 By the time a planning application is ready for submission, the ecological features present on the site should have been fully considered and the stages of the stepwise approach followed. Any identified impacts should have been avoided, minimised or mitigated in the design of the proposal presented and fully justified in the application. As part of the planning application the applicant must demonstrate how each stage of the stepwise approach has been followed. It should also be demonstrated how the relevant policy criteria have been complied with through supporting evidence. The Green Infrastructure Statement (a template for which can be found in Appendix B of the draft Bridgend County Borough Green Infrastructure SPG) submitted with the application should detail how the stepwise approach has been followed and a NBB has been achieved.

5.61 Any relevant ecological surveys or assessments required should be submitted with the application. The ecologist employed by the applicant or their agent should always work to the relevant recognised survey and mitigation guidelines and industry standards and should give an evidence-based justification for any deviation from these guidelines.

5.62 Where applications are submitted without ecological information, they may be validated but cannot be determined until any necessary ecological work has been undertaken, submitted and approved. Where surveys and reports are submitted that recommend further survey work is carried out, and this is not submitted, the LPA may refuse the application.

Development Management Stage	Relevant Stepwise Steps
Application – Consideration of Proposals	**Assessment of Avoid, Minimise, Mitigate, Compensate, Enhance, Manage, Monitor**

5.63 The ecological information submitted to support an application will be assessed to ensure that it:

- Is up-to-date (ecological surveys submitted in support of planning applications are generally considered to be valid for a period of up to 2 years, after which time, updated surveys could be required);
- Clearly demonstrates the current biodiversity and ecology baseline of the development site, its value, connectivity to the wider ecological network, how the proposed development will affect these, and how all unavoidable negative impacts have been mitigated and/or compensated for. Robust justification should be provided for where any step within the stepwise approach is considered not achievable. All proposed avoidance, mitigation, compensation and enhancement measures must be clearly defined;
- Provides full and clear justification of the implementation of the stepwise approach, and specifically that any compensation proposed is residual, having first fully considered avoidance, minimisation and mitigation of identified negative effects; and
- Describes how the proposed biodiversity enhancements will achieve resilient ecological networks in accordance with the 5 attributes of resilience (See DECCA framework above).

5.64 To ensure decisions are based upon adequate information in accordance with BS42020 the LPA will consider the information submitted against CIEEM's EcIA checklist. The checklist signposts to all relevant CIEEM and NRW guidance relating to carrying out surveys.

5.65 The LPA will also assess the application and supporting information submitted to establish:

- Compliance with the relevant legislation and policy with reference to this SPG;
- The current ecosystem resilience of the site which PPW requires must be maintained and enhanced post development;
- The appropriateness of mitigation and compensation measures proposed;
- The appropriateness of enhancement measures proposed;
- The integration of biodiversity measures as part of good placemaking and the provision of quality GI;
- The need for planning obligations to secure biodiversity measures and interventions;
- The need to attach conditions to make the development acceptable; and
- The need to attach informatives to the consent.

5.66 SuDS Approval: The details of any parallel SAB approval will be considered.



Garw Circular Walk

Development Management Stage	Relevant Stepwise Steps
Application – Decision	**Assess, Avoid, Design, Mitigate, Compensate, Enhance, Manage, Monitor**

5.67 All biodiversity measures agreed should be incorporated into the design of the development at the earliest stage and shown on all plans submitted for approval. Consent will be conditional upon approval in accordance with approved plans.

5.68 WG have clarified that, where biodiversity enhancement is not proposed as part of an application, significant weight will be given to its absence, and unless other significant material considerations indicate otherwise, it will be necessary to refuse permission. The Council considers that the lack of ecological evidence of a negative effect on biodiversity or ecosystem resilience which is directly related to the development to be a significant material consideration in this regard.

5.69 Where the Council concludes that it is reasonable to require mitigation, compensation, or enhancement measures, and this cannot be integrated into the design of the development or created on site, it may still seek to secure these measures off-site.

Enhancement

5.70 In accordance with PPW and the Section 6 duty, the LPA will seek to ensure that development provides a NBB. The LPA will therefore explore with the applicant what opportunities exist within or outside the development to provide enhancements to biodiversity and ecosystem resilience, having regard to the SMNR framework and any up-to-date ecological surveys submitted with the application. Proposals for enhancements to biodiversity are expected to form part of the application. If the LPA is satisfied that the proposed enhancements can be achieved, these should be included in a Biodiversity Enhancement Plan, which together with all relevant details, including long-term maintenance

and management of such measures, may be conditioned as part of the planning permission.

5.71 Introducing small individual enhancement measures such as installing bird boxes, planting trees or creating wildflower areas, for example, will not necessarily make a scheme that otherwise makes a poor contribution to biodiversity acceptable if important habitats and/or species are being adversely affected.

S106 Agreements and Conditions

5.72 The LPA may recommend approval subject to conditions and/or planning obligations secured by way of s106 agreement. Where a condition could be used to secure the same outcome as a legal agreement, it will be used in preference to a planning obligation in accordance with the tests set out in Circular 13/97 and the Conditions Circular (WGC 016/2014). Conditions are typically used to restrict development, control timing for implementation of works and/or require on-site actions to make development acceptable. In contrast, planning obligations are typically used to secure financial contributions, requirements for future management and/or transfer of public open space and off-site works, and bind the development land. They are normally secured through s106 legal agreements between a planning authority and a landowner/developer, or undertakings offered unilaterally by a landowner/developer, that ensure certain obligations related to a development are complied with. Where appropriate, planning conditions will be used in the first instance in preference to planning obligations, although larger and more complex sites will often require a combination of both.

5.73 Ecological planning obligations will normally be required where off-site compensation provisions are necessary or financial contributions are needed to ensure that there are no detrimental impacts on biodiversity.

5.74 Ordinarily, the LPA does not condition protected species surveys and would typically not consider doing so for any scheduled development works. In accordance with the stepwise approach, survey work should be undertaken at the earliest possible stage in order that measures to maintain and enhance biodiversity are integrated into the design of the development. The LPA may,

however, condition plans concerning mitigation, compensation and biodiversity enhancements, as well as recommendations made within a specific survey, if necessary. For example, conditions may be sought by the LPA relating to requirements around landscaping, habitat creation, enhancement measures, lighting plans, long-term management, clearance methodologies, Construction Environmental Management Plan (CEMPs) and Landscape and Ecological Management Plan (LEMPs).

5.75 Where an INNS of flora listed in Schedule 9 Part II section 14(2) of the Wildlife and Countryside Act 1981 (as amended) is present on a planning application site, (e.g. Japanese Knotweed) an INNS (flora) condition will be placed upon that application to secure the appropriate management and ongoing monitoring of that INNS.

Development Management Stage	Relevant Stepwise Steps
Application – Management & Monitoring	**Manage, Monitor**

5.76 By this stage, the planning consent and associated conditions will have established the requirements of management and monitoring before, during and after construction. The preparation and implementation of the appropriate management and monitoring plan will usually be agreed as part of the plans required to be submitted to grant consent. However, in some cases, it may be appropriate to condition the preparation and implementation of a management and monitoring plan after consent.

5.77 The plan will detail management objectives for habitats and species present, both retained and created, and will include details for ongoing management and monitoring prescriptions as required. The plan will often include an 'Ecological Constraints and Parameters Plan' (ECoPP) which will demonstrate that appropriate ecological features are integrated into the development.

Applicants should note that larger developments, particularly those subject to an EIA, will require a CEMP. 'Construction Industry Research and Information Association' set out guidance for methods and measures of working a development site where biodiversity is present, including suggested contents for CEMPs and risk assessments, details on setting out no-go zones, protective fencing and other practical measures. The management plan should clearly identify long-term funding mechanisms, state which parties are responsible for its implementation, and include clear measures for success.

5.78 Monitoring is intended to both check compliance with conditions or planning obligations and to establish whether the measures undertaken are effective and are successfully delivering the intended outcomes.

5.79 During construction, the management of the site should follow appropriate guidelines for the protection of habitats and species, including trees and ecological features to be retained on site which will form part of the overall management and monitoring plan. Where appropriate, protection will be in the form of development licences granted by NRW.

Appendix A – External Resources

1. BSI - BS42020:2013 - British standard for Biodiversity – Code of Practice for Planning and development
2. BSI - BS8683:2021 - Process for designing and implementing Biodiversity Net Gain – Specification
3. CIRIA - B£ST – Benefits Estimation Tool
4. Building Research Establishment (BRE) - Home Quality Mark guide
5. Sintali - Building with Nature – the defining standard of high-quality green infrastructure
6. Valuing Nature Network - Demystifying Series
7. IEMA - Environmental Impact Assessment Guide to Delivering Quality Development
8. National Biodiversity Network
9. CIEEM - Registered ecological consultants directory
10. CIEEM – Guidelines for Preliminary Ecological Appraisal (GPEA)
11. CIEEM - Ecological Impact Assessment (EcIA) Checklist
12. Biodiversity in Planning - Wildlife Assessment Check
13. CIEEM - Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine
14. CIEEM - Advice Note on the lifespan of ecological reports and surveys
15. Natural Resources Wales (NRW) – Advice on Permits and Permissions
16. NRW - State of Natural Resources Report (SoNaRR) 2025
17. NRW – South Central Wales Area Statement
18. Buglife - Creating green roofs for invertebrates: Best practice guidance
19. Bat Conservation Trust - Designing for Biodiversity: a technical guide for new and existing buildings

20. TCPA - Green Infrastructure and Biodiversity. PERFECT Fact Sheet
21. CIRIA, CIEEM, IEMA - Biodiversity Net Gain: Good practice principles for development.
22. The Wildlife Trusts - Homes for People and Nature: How to build housing in a nature friendly way
23. Bat Conservation Trust - Landscape and Urban Design for Bats and Biodiversity
24. Plantlife - Managing Grassland Road Verges: Best practice guidance
25. Trees and Design Action Group (TDAG) - Trees Species selection for Green Infrastructure
26. Local Nature Partnerships (LNPs) Cymru
27. National Wildlife Crime Unit
28. Partnership for Action Against Wildlife Crime (PAW)
29. Welsh Government - Statutory National Standards for Sustainable Drainage
30. SusDrain - National Standards for Sustainable Drainage
31. Ciria - SuDS Manual (Chapter 6 part B - Designing for Biodiversity)
32. Freshwater Habitats Trust - The Pond Creation Toolkit
33. Bat Conservation Trust - Planning and the law
34. Wales Biodiversity Partnership - Biodiversity in Wales guidance, including S6 duty biodiversity guidance and the Action Plan for Pollinators
35. RSPB, CIEEM and RTPI - Planning naturally: Spatial planning with nature in mind in the UK and beyond
36. TCPA - Planning for green and prosperous communities. Guide 7 Practical Guides for Creating Successful New Communities
37. Design Commission for Wales – Placemaking Wales Guide
38. Welsh Government - Building Better Places: The Planning System Delivering Resilient and Brighter Futures

39. NRW - Terrestrial and Freshwater Resilient Ecological Networks: a guide for practitioners in Wales

40. BS - British Standard for Biodiversity (BS 42020:2013)

41. Institution of Lighting Professionals / Bat Conservation Trust – Bats and Artificial Lighting Guidance Note

42. Welsh Government – Planning policy and guidance: green infrastructure

43. NRW – Green Infrastructure Assessments: how to use NRW datasets as part of a GI Assessment

44. Welsh Government – Section 7 list of species and habitats of principal importance in Wales

45. Swift Conservation – Swift bricks and development

46. Hedgehog Street – Hedgehogs and development

47. Eryri National Park – Biodiversity and planning resources

48. Amphibian and Reptile Conservation – Planning & development

Appendix B – Checklist for Protected/Priority Species Surveys Likely to be Required for Terrestrial Development Sites

Development types	Type of Species survey likely to be required	Checklist
Conversion, modification, demolition or removal of buildings:		
1.a Agricultural buildings (e.g. farmhouses, barns and outbuildings) of traditional brick or stone construction and/or with exposed wooden beams*	Barn owls, bats, breeding birds	
1.b Buildings and structures with weather boarding and/or hanging tiles; or 1.c Pre-1960 detached buildings and structures - that are within 200m of woodland and/or water 1.d pre-1914 buildings and structures – that are within 400m of woodland and/or water*	Bats, amphibians, barn owls, great crested newts, nesting birds, otters	
1.e pre-1914 buildings and structures with gable ends or slate roofs, regardless of location	Bats, nesting birds	
2. Development affecting built structures:		
2.a. tunnels, mines, kilns, ice-houses, military fortifications, air raid shelters, cellars and similar underground ducts and structures	Bats	
2.b. bridge structures, aqueducts and viaducts (especially over water and wet ground)	Bats, breeding birds, otters, water voles	
3. Illumination/floodlighting of:		
3.a churches and listed buildings, green space (e.g. sports pitches) within 50m of woodland, water, field hedgerows or lines of trees with connectivity to woodland or water	Bats, badgers, barn owls, breeding birds, otters	

Development types	Type of Species survey likely to be required	Checklist
3.b. agricultural buildings (e.g. farmhouses, barns and outbuildings) of traditional brick or stone construction and/or with exposed wooden beams	Bats, barn owls, breeding birds	
3.c. rivers, streams, canals, lakes, ponds or other aquatic habitats (water bodies)	Amphibians, bats, breeding birds, otters, water voles, fish, aquatic invertebrates	
3.d. areas of scrub or woodland	Barn owls, bats, breeding birds, dormouse, otters	
4. Felling, removal or lopping of:		
4.a. woodland 4.b hedgerows and/or lines of trees with connectivity to woodland or water bodies	Bats, badgers, dormice, otters, plants, breeding birds	
4.c. old and veteran trees that are older than 100 years 4.d. mature trees with obvious holes, cracks or cavities (and also large dead trees)	Bats, barn owls, breeding birds, plants, invertebrates	
4.e. removal of mature/semi-mature trees on riverbanks	Bats, breeding birds, otters	
5. Proposals affecting ponds with respect to		
5.a. applications within 500m of a pond marked on an OS map	Great crested newts, amphibians, aquatic	

Development types	Type of Species survey likely to be required	Checklist
5.b. applications which directly impact on any pond	invertebrates, water voles, otters, fish	
6. Proposals affecting water bodies:		
6.a. in or within 200m of rivers, streams, canals, lakes, reedbeds or other aquatic habitats (water bodies)	Bats, otters. great crested newts, amphibians, breeding birds, plants, reptiles, water voles, fish, aquatic invertebrates	
7. Proposals located in or immediately adjacent to:		
7.a. quarries 7.b. natural cliff faces and rock outcrops with crevices or caves (see also specific guidance on marine/coastal developments).	Bats, breeding birds	
7.c. derelict land (brown field sites), allotments and railway land 7.d arable or pasture land 7.e apparently unmanaged habitats (e.g. scrub, rank grassland)	Bats, badgers, breeding birds, brown hare, plants, reptiles	
8. Renewable energy		
8.a. Multiple wind turbines 8.b. Single wind turbines 8.c. Solar arrays	Bats, breeding birds, nesting birds, vantage	

Development types	Type of Species survey likely to be required	Checklist
	point bird surveys	
9. Householder Development		
	Bats, barn owls, breeding birds, great crested newts	

Appendix C – Ecological Survey Seasons – Terrestrial Species

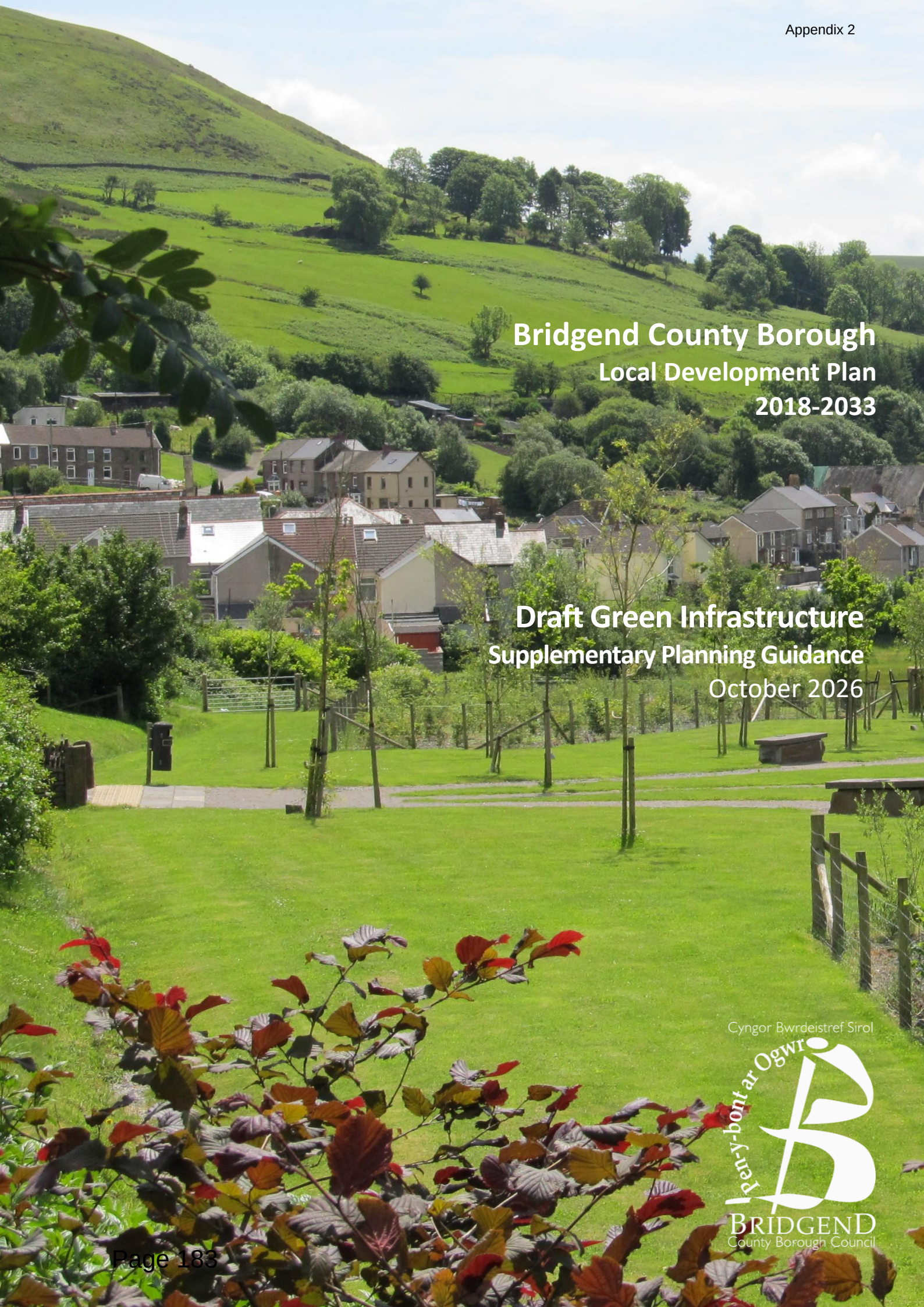
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Badgers												
Bats (hibernation roosts)												
Bats (summer roosts)												
Bats (foraging/commuting)												
Birds (breeding)												
Birds (over-wintering)												
Dormice												
Great Crested-Newts Terrestrial												
Great Crested Newts Aquatic												
Other amphibians												
Invertebrates												
Otters												
Reptiles												
Water voles												
Habitats/Vegetation												

KEY:

Optimal survey time

Sub-optimal survey time


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



Bridgend County Borough
Local Development Plan
2018-2033

Draft Green Infrastructure
Supplementary Planning Guidance
October 2026

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

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Cover photo Parc Calon Lan, Blaengarw



Beacon Brazier, The Graig, Newcastle Hill, Bridgend

1.0 Introduction

1.1 The purpose of this Supplementary Planning Guidance (SPG) is to support and provide further direction on the implementation of the policies associated with the protection, enhancement and provision of green infrastructure (GI) contained within the adopted (March 2024) Replacement Local Development Plan (RLDP). It outlines how development proposals throughout Bridgend County Borough should integrate, protect and maintain existing GI assets while enhancing the extent, quality, connectivity and multi-functionality of the GI network. Its purpose is to clarify how applicants, developers, and decision-makers should interpret and apply the policies' requirements for embedding GI, ensuring that new developments contribute positively to biodiversity, climate resilience and the health and well-being of Bridgend County Borough's residents.

1.2 Once adopted, this SPG will be a material consideration in the determination of all planning applications for residential development, including applications for renewal of consents.

1.3 Anyone wishing to submit an application for development within Bridgend County Borough is urged to consider this SPG and to contact the local planning authority (LPA), in advance of submitting an application, to discuss the issues that are raised in this document on a site-specific basis.

1.4 This SPG provides specific guidance on:

- The principles of GI, including what it is, why it is important, and the range of assets and features that contribute to GI networks;
- The strategic and development management policy framework for GI; including the requirements of Policy DNP8 of the RLDP;
- Planning requirements for new development, including how to:
    - Develop a detailed understanding of existing GI assets within and adjacent to a site's red line boundary;
    - Understand, integrate, protect and maintain existing GI assets and features within and adjacent to development sites;

- Enhance and strengthen the extent, quality, connectivity and multifunctionality of GI through development proposals; and
- Mitigate and compensate for unavoidable impacts on, or loss of, GI assets and features;
- Produce a Green Infrastructure Statement (GIS) tailored to each development proposal.



Bedford Ironworks, Cefn Cribwr

2.0 Policy and Legislative Context

2.1 National planning policy guides the provision and management of GI through the planning system. This is set out in Future Wales: The National Plan 2040, Planning Policy Wales (PPW) and Technical Advice Notes (TANs) 5 (Nature Conservation and Planning), 12 (Design), 15 (Development, Flooding and Coastal Erosion), and 16 (Sport, Recreation and Open Space).

Legislation

2.2 **Well-being of Future Generations Act 2015** outlines a definition of "sustainable development" as 'the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.'

2.3 It places a duty on public bodies to align with the 'sustainable development principle' meaning that any bodies must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

2.4 **Environment (Wales) Act 2016** is the legal framework that underpins the drive for Net Benefit for Biodiversity (NBB), including the Biodiversity and Resilience of Ecosystems Duty ('Section 6 Duty') in which public authorities must maintain and enhance biodiversity and the resilience of ecosystems. The Act's Section 6 Duty is supported by the DECCA framework, which includes diversity, extent, condition, connectivity, and adaptability of ecosystems.

2.5 **The UK Climate Change Act 2008** requires the UK Government to report on climate change adaptation at minimum 5 yearly intervals. GI forms a key element of this climate change adaptation response.

2.6 **The Conservation of Habitats and Species Regulations 2017 (as amended)** aims to protect hundreds of wildlife sites throughout the UK as well as the protected species that occupy these areas.

National Planning Policy

2.7 **Future Wales: The National Plan 2040** is the national development framework, setting the direction for development in Wales to 2040. Policy 9 'Resilient Ecological Networks and Green Infrastructure' seeks to ensure that "action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and GI assets must be demonstrated as part of development proposals through innovative, nature-based approaches to site planning and the design of the built environment".

2.8 **PPW (Edition 12)** was subject to targeted updates in 2023 to strengthen the protection and enhancement of biodiversity in new development. Key changes include a requirement for all proposals to demonstrate a NBB using a step-wise approach (avoid, minimise, mitigate, compensate), stronger safeguards for designated sites such as Sites of Special Scientific Interest (SSSIs), and the integration of GI, trees, and woodlands into development design. The updates also encourage nature-based solutions to support ecosystem resilience, align development with local biodiversity priorities, and ensure long term ecological management.

2.9 Chapter 6 of PPW requires that a GI Statement must be submitted with all planning applications. It also advises that all development must deliver a NBB and ecosystem resilience from the baseline state (proportionate to the scale and nature of the development proposed). Even if the biodiversity value has been maintained, there must still be a proactive process to look for and secure enhancement through the design and implementation of the development.

2.10 **TAN 5: Nature Conservation and Planning (2009)** defines how development should contribute to protecting and enhancing biodiversity and geological conservation.

2.11 **TAN 12: Design (2009)** provides advice on 'Promoting sustainability through good design'; and on the preparation and validation of mandatory design and access statements. It encourages design that supports biodiversity and climate adaptation, such as by incorporating green roofs on buildings and integrating natural features into development design.

2.12 **TAN 15: Development, Flooding and Coastal Erosion (2025)** advises on development and flood risk and provides a framework within which the flood risks arising from rivers, the sea and surface water, and the risk of coastal erosion can be assessed. It also provides advice on the consequences of the risks and adapting to and living with flood risk. TAN 15 encourages the use of 'site-level resistance and resilience measures, such as incorporating GI, to help reduce the amount of flood water that can enter a site.

2.13 **TAN 16: Sport, Recreation and Open Space (2009)** guides local authorities in meeting the PPW requirement to "provide a framework for well-located sport, recreation and leisure facilities which should be sensitive to the needs of users, attractive, well designed, well maintained, safe and accessible to all".

Local Plans and Strategies

2.14 **Bridgend County Borough Council's Corporate Plan 2023-28** contains 'Wellbeing Objective 5', which aims to respond to the climate and nature emergency, by:

- Moving towards net zero carbon;
- Improving the energy efficiency of buildings and services;
- Protecting the County Borough's landscapes and open spaces and planting more trees;
- Reducing, reusing or recycling as much waste as possible; and
- Improving flood defences and schemes to reduce flooding of homes and businesses.

2.15 The Plan states that the Council aim to deliver projects such as woodland protection, develop and protect the natural environment in partnership with communities as part of the Bridgend Biodiversity Plan.

2.16 **Local Biodiversity Action Plan (LBAP) (2014)** is a County Borough-wide assessment of the biodiversity in Bridgend. It highlights opportunities to focus action to protect, restore and enhance biodiversity.



Newbridge Fields, Bridgend

3.0 Background

3.1 The adopted RLDP seeks to maximise multi-functional GI coverage throughout the County Borough. It recognises the importance of protecting, enhancing and integrating GI networks as a fundamental component of creating resilient, healthy and attractive places. GI is an increasingly important element of sustainable development and placemaking, with its role now widely recognised as central to addressing the climate and nature emergencies, while also helping to create high-quality places that support health and wellbeing and enable people to live well. The RLDP therefore recognises that the effective integration of GI within both existing and new development is vital to strengthening these networks and ensuring their multiple benefits are embedded within the wider built and natural environment.

3.2 This SPG provides further information on the role of GI, the types of assets that contribute to GI networks, and the range of functions and benefits that GI can provide, if planned effectively.

What is Green Infrastructure and Why is it Important?

3.3 GI is a network of multifunctional green spaces, natural features and environmental management systems – from country parks, rivers, watercourses, lakes and woodlands to urban interventions such as green roofs and street trees - which help to provide a natural life support system for people and wildlife.

3.4 PPW describes GI as:

"…the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places. Component elements of green infrastructure can function at different scales and some components, such as trees and woodland, are often universally present and function at all levels. At the landscape scale green infrastructure can comprise entire ecosystems such as wetlands, waterways, peatlands and mountain ranges or be connected networks of mosaic habitats, including grasslands. At a local scale, it might comprise parks, fields, ponds, natural green spaces, public rights of way, allotments, cemeteries and gardens or may be designed or managed features such as sustainable drainage systems. At smaller scales, individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/walls can all contribute to green infrastructure networks."

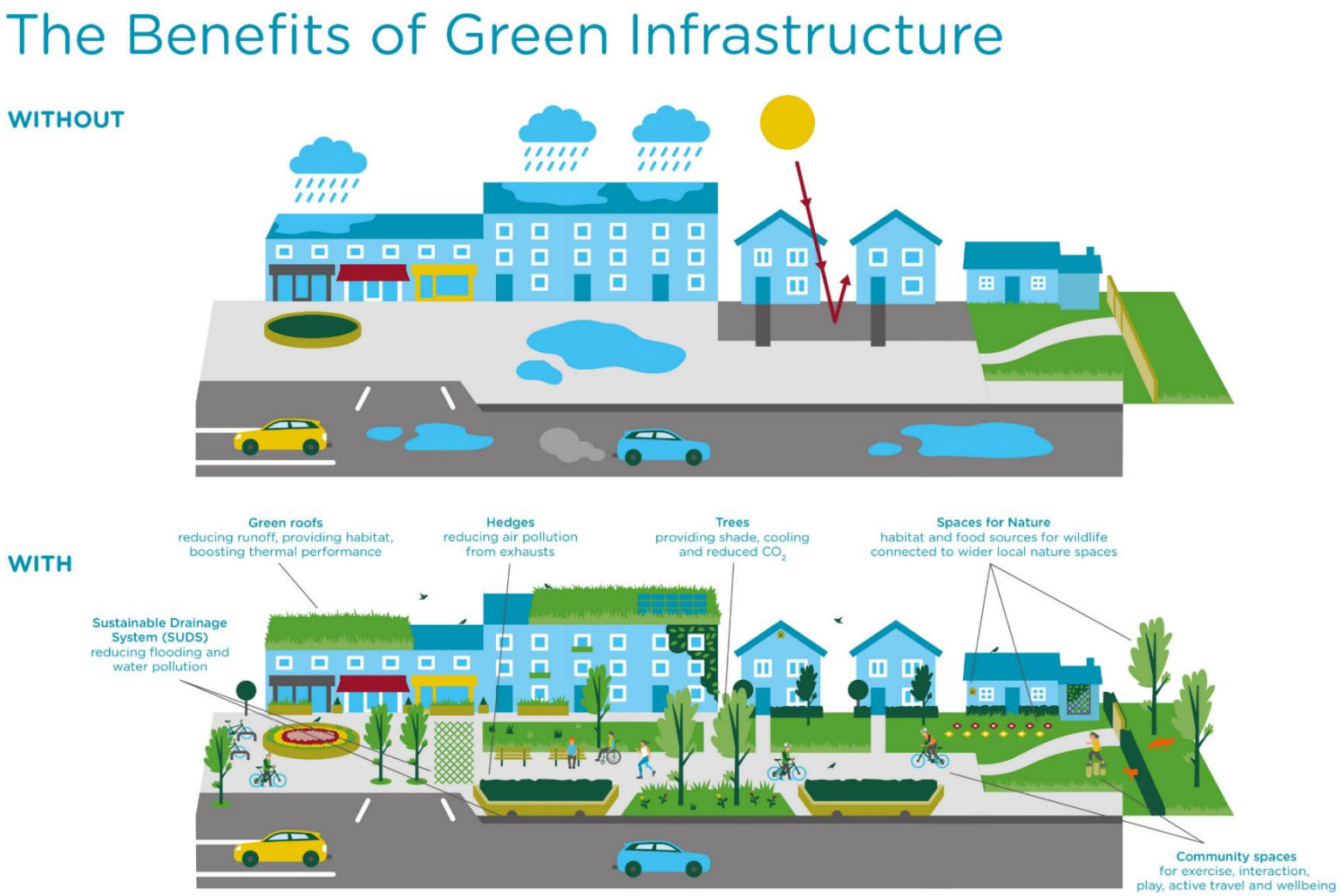
3.5 Depending on how it is designed, GI can provide a range of important benefits to people and wildlife; for example, improved connectivity through footpaths and cycle routes; space for nature that contributes to the local or sub-regional pattern of connected habitat; imaginative recreational facilities that give educational and physical health benefits to local people; and places that will be more resilient to the impacts of a changing climate. By framing the integration and management of 'natural' features in this way, it is possible to maximise the numerous benefits it delivers to both people and wildlife. Specifically, the benefits that GI can deliver, include (but are not limited to):

- **Climate change mitigation** – GI can help to absorb carbon dioxide from the atmosphere. For example, planting new trees and preserving mature trees can help to maximise the amount of carbon absorbed (sequestered

from the atmosphere), thus reducing the overall long-term impact of climate change.

- **Climate change adaptation** – GI can be designed to support people and wildlife to better adapt to the current and future impacts of climate change, by providing permeable surfaces to minimise the impact of flooding when it occurs, providing shading (through street trees) and helping to mitigate the urban heat island effect during warm weather.
- **Biodiversity/Environmental protection** – High-quality networks of multifunctional GI (as opposed to fragmented natural habitats) support wildlife to move through the urban landscape, which is essential for enabling species to flourish. GI can also be designed to provide new natural habitats thus supporting NBB, wherever possible.
- **Access, recreation, play, movement and leisure** – GI can provide people with the spaces to exercise, play, socialise, experience and care for nature, among other activities that support health and well-being.
- **Landscape setting and context** – GI can help to support and reinforce local landscape character, contributing to a sense of place and natural beauty.
- **Reducing health inequalities** – By improving access to high-quality GI for all, LPAs, communities and developers can help to tackle health inequalities.
- **Increasing food sustainability** – GI can be designed to provide spaces for people to grow and produce food close to where they live, which helps to reduce the carbon emissions associated with the transportation of food.
- **Supporting economic sustainability** – GI can drive economic prosperity and regeneration, helping to create high-quality environments where businesses want to trade and people want to live.
- **Supporting active travel** – GI can be integrated with active travel links, which can help to encourage more people to walk, wheel and cycle to key destinations.

Figure 1. The Benefits of Green Infrastructure



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3.6 GI should be seen as critical infrastructure in the same way as 'grey' infrastructure is used to build utilities, transport networks schools and hospitals. If it is possible to integrate it into a development's design at the start of a project, there is potential for achieving significant cost savings long term through the delivery of multiple benefits.

Green Infrastructure Assets

3.7 GI can be planned for at a range of scales; from buildings, streets, and neighbourhoods, to the wider landscape. GI assets can therefore be planned/designed at each scale. Below, we list some of the types of GI assets that can be integrated at each scale.

3.8 **Buildings:**

- Green roofs
- Green walls
- Gardens
- Rainwater collection systems
- Permeable driveways

3.9 **Streets:**

- Boundary features (hedges)
- Street trees
- Grass verges
- Green bus shelters
- Sustainable Drainage Systems (SuDS)
- Porous/Permeable paving
- Pocket parks
- Planters

3.10 **Neighbourhoods:**

- Amenity greenspaces
- Public parks and gardens
- Play areas (ie. Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs), and Neighbourhood Equipped Areas for Play (NEAPs)

- Allotments & community growing spaces
- Playing fields & sports pitches
- Cemetries & churchyards
- Swales, reeds
- Urban woodlands
- Ponds & watercourses
- Urban nature reserves

3.11 **Wider Landscape:**

- Historic parks & gardens
- Ecological designated sites i.e. Sites of Special Scientific Interest (SSSI), Local Nature Reserves (LNR), Sites of Importance for Nature Conservation (SINC), etc.
- Green corridors connecting key GI assets and sites
- Country parks
- Forests and woodlands
- Grasslands, heathlands and wetlands
- Community woodlands
- Nature reserves
- Farmland

3.12 The GI concept reconciles the seemingly ‘competing’ objectives of ‘development’ and ‘nature conservation’ and introduces a new approach to the way these are perceived and how they interact. It provides an approach that moves away from the historical view of the environment and development being in conflict to viewing the natural environment as an ‘asset’ that is seen as an essential part of development process.

4.0 Planning Framework

4.1 The RLDP sets the framework to provide an appropriate and sustainable supply of housing land to deliver inter-connected, balanced communities that form the basis enabling everyone to live well. The strategic planning framework is set out within Strategic Policy 17: Conservation and Enhancement of the Natural Environment (SP17), which is supported by Development Management (DM) Policies DNP1 – DNP9:

SP17: Conservation and Enhancement of the Natural Environment
DNP1: Development in the Countryside
DNP2: Conservation of Rural Buildings
DNP3: Replacement Dwellings in the Countryside
DNP4: Special Landscape Areas
DNP5: Local and Regional Nature Conservation Sites
DNP6: Biodiversity, Ecological Networks, Habitats and Species
DNP7: Trees, Hedgerows and Development
DNP8: Green Infrastructure
DNP9: Natural Resource Protection and Public Health

4.2 Policy DNP8 provides specific policy criteria to assess how development proposals are protecting existing GI and integrating new high-quality GI throughout the County Borough. It requires proposals to integrate, protect and maintain existing GI assets, and to enhance the extent, quality, connectivity and multifunctionality of both existing and new GI. Where damage to existing GI is unavoidable, Policy DNP8 requires proposals to introduce appropriate mitigation and compensation measures. All developments are required to submit a GIS. The aim of the policy is to ensure that the benefits of GI are maximised through the DM process.

5.0 Planning Requirements

5.1 This section of this SPG provides detailed guidance for planning applicants, officers and other key stakeholders on the interpretation and application of Policy DNP8 of the RLDP, by outlining key considerations that should be addressed through the planning process. Reflecting the requirements of Policy DNP8, this section sets out five distinct steps that applicants should follow. By carefully following and applying these steps to proposals, applicants can reduce the likelihood of delays during the planning process. They are set out as follows:

Step 1: Establish the Baseline – Understand the existing GI assets, function, condition and connectivity.

Step 2: Integrate and Protect – Design development around existing GI, protect sensitive assets and maintain connectivity.

Step 3: Enhance and Strengthen – Improve the extent, quality, connectivity and multifunctionality of GI, with appropriate planting and long-term protection.

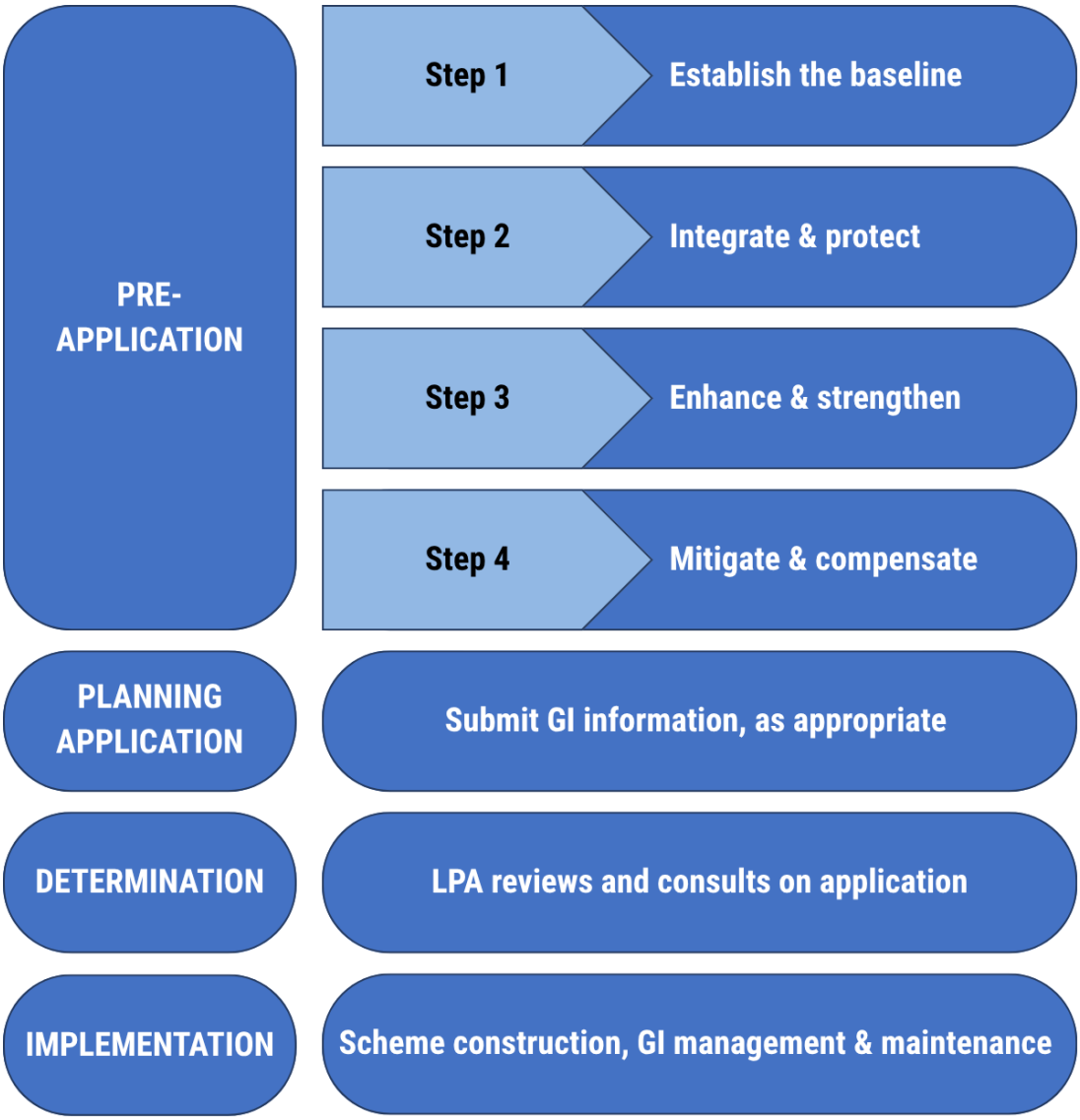
Step 4: Mitigate and Compensate – Avoid and minimise harm, mitigate unavoidable impacts and compensate for unavoidable loss.

5.2 Compliance with DNP8 should be demonstrated through the submission of a GIS, following the detailed guidance in the following steps. A template GIS is provided in Appendix B. Since the time of drafting the RLDP, an updated iteration of PPW has been published which clarifies the precise meaning of a GI Assessment in the Welsh planning context. **It should be noted that the reference to 'Green Infrastructure Assessment' (GIA) within Policy DNP8 should instead be interpreted as a 'Green Infrastructure Statement' as defined within this SPG and PPW. A GIS should be proportionate to the scale and nature of the development proposed.**

5.3 GI should be designed alongside all other development features at the pre-application stage to ensure it is given equal weight in the design process. Applicants are expected to follow the step-by-step process set out in the

following sections, with the outcomes clearly evidenced and demonstrated through the GIS.

Figure 2. GI Planning and Design Guidance – Key Steps



5.4 Step 1: Establish the Baseline

5.5 Policy DNP8 requires development proposals to integrate, protect and maintain existing GI assets on-site. This is important as, most often, existing GI assets deliver the most benefits to people and wildlife. For example, mature trees sequester significantly more carbon dioxide from the atmosphere than a newly planted tree. They will also provide significantly greater biodiversity value. It is

therefore important to begin by developing a thorough understanding of the existing GI features on-site so they can be protected.

Understanding Existing Green Infrastructure Assets

5.6 It is necessary to develop a comprehensive understanding of the site's existing GI assets, functions, sensitivities and connections *before* design work is commenced. Before opportunities for protection, enhancement and long-term management can be identified, applicants should first develop a clear understanding of the GI assets, functions and networks present within and adjacent to the site.

Review Existing Strategic Evidence

5.7 Applicants should first review the LPA's latest GIA and other relevant strategic evidence to understand the wider GI context of the site and the surrounding area.

5.8 Relevant evidence may include, but is not limited to:

- The Council's latest GIA;
- Ecological network mapping;
- Landscape character assessments;
- Habitat inventories;
- Flood risk and drainage mapping;
- Open space assessments;
- Access and active travel networks;
- Nearby environmental designations.

5.9 Key information can be sourced from, but is not limited to:

- **SEWBReC:** Screening to determine the presence of protected species and habitats should be carried out on the basis of data provided by SEWBReC.
- **DataMapWales:** A wide variety of publicly available data that could support in understanding the GI / biodiversity baseline. DataMapWales contains datasets that include Priority Habitats, the Ancient Woodland Inventory, habitat networks, among other useful datasets.

- **NRW datasets:** NRW datasets provide environmental information on habitats, species, designated sites, woodland, water, flood risk and other natural resources, which can be used to identify ecological constraints and sensitivities.

5.10 Planning applicants should begin by referring to the sub-area and/or strategic site maps contained within the latest GIA for the location of the proposal. These maps should be used to identify and map the existing GI assets within and



Hillside, Pen-y-fai

adjacent to the development site, providing an initial understanding of the site's GI baseline. The GIA identifies key assets (e.g. ancient woodlands, watercourses, hedgerows, local wildlife sites, etc.) and considers their ecological, social and functional value. The GIA will be periodically reviewed and updated; therefore, applicants should ensure that the most up-to-date version is used to inform the assessment and design of proposals.

Undertake a Site-Specific GI Audit

5.11 Reference to the GIA should be considered a starting point only. Applicants are expected to supplement this data with their own detailed audit of existing GI assets both within and adjacent to the site's red line boundary. This analysis should identify and assess:

- Existing GI assets within and adjoining the site;
- Topography and landform;
- Trees, hedgerows, woodland, and habitats;
- Watercourses and blue infrastructure;
- Public Rights of Way (PRoWs) and access routes;
- Landscape features and local character areas;
- Ecological corridors and stepping stones;
- Existing condition, sensitivity and value; and
- Relevant local and national designations.

5.12 The scope and type of surveys required should be proportionate to the site context, characteristics, and sensitivities. For all major development, it is recommended that planning, landscape, arboricultural and ecological consultants should be used to provide guidance on the type and location of GI appropriate within the proposal. For minor schemes within sensitive locations, it may also be appropriate to seek specialist expertise.

5.13 Engineers, architects and planners should also be engaged with the same development project, to ensure that landscape and biodiversity aspects are fully considered throughout the development process. Using this approach will help ensure landscape and biodiversity aspects of the development are fully

considered and successfully integrated with all other aspects of the development.

5.14 For major developments near the County Borough boundary, the analysis should extend to include any GI assets in neighbouring authority areas that could be affected. In this context, “within the vicinity of the site” refers to these cross-boundary considerations.

5.15 The GI audit should identify and map assets in and around the site, providing as much detail as possible. The GI audit should be proportionate to the size and scale of the proposed development. Smaller sites will usually only require limited appraisals whereas larger sites may require extensive and complex audits, identifying sensitive GI assets and corridors further from the site’s red line boundary.

Assess Functionality, Connectivity and Ecosystem Resilience

5.16 The GI audit should not only assess the presence and location of GI assets, but also:

- Their multifunctional role;
- Ecological value;
- Recreational and amenity function;
- Drainage and climate resilience function;
- Connectivity for people and wildlife; and
- Relationship to wider GI networks.

5.17 Applicants should use the ‘DECCA Framework’ to assess the resilience of ecosystems on, and adjacent to, the site. Developed by NRW, the framework provides a system for understanding and improving ecosystem resilience. It specifies five attributes of ecosystem resilience which, if measures are designed to enhance, the health of ecosystems will be improved. These attributes include:

- **Diversity** – i.e. increasing vascular and non-vascular plant richness, creating new habitats and restoring existing ones, opening mosaics and delivering ‘messy’ / patchwork landscapes.

- **Extent** – i.e. restoring unfavourable habitats (such as intensively managed or disturbed features), expanding the size of existing woodland and grassland, providing nest boxes and additional shelter for species, maintaining the largest possible area of existing habitat supporting biodiversity, particularly 'Section 7' (of the Environment (Wales) Act 2016) priority habitats and species.
- **Condition** – i.e. Enhancing habitat structure, controlling INNS, removing undesirable features, erosion control, pollution prevention, flood regulation and improving soil health.
- **Connectivity** – i.e. linking woodlands with hedgerows, softening 'groomed edges', introducing successional habitats and features, creating vegetated buffers, restoring riparian corridors, installing green roofs, restoring stone walls.
- **Adaptability** – i.e. Using nature-based solutions such as SuDS, woodland creation and peatland restoration and taking the above attributes into account to enable ecosystems to recover from environmental pressures and resist future disturbance.

5.18 By assessing the extent to which the site's existing GI supports each of the above five criteria, it is possible to establish the site's contribution to ecosystem resilience. GIS submitted with proposals should demonstrate how the development supports ecosystem resilience in accordance with the DECCA framework. When applying the DECCA Framework to a development, it may be useful to refer to CIEEM's 'Net Benefit for Biodiversity Briefing Paper'.

5.19 As part of this process, applicants should complete an assessment of the connectivity of each asset for people and wildlife, not just about that asset in isolation, but also how it 'connects' with high-quality assets both on-site and within the vicinity of the red line boundary. Greater importance will be placed upon the protection of assets that provide connectivity to other assets.

5.20 Once a thorough understanding of existing GI assets has been established, site visits should be conducted to assess the range of functions/benefits (ecosystem services) delivered by each GI asset within and adjacent to the development site.

5.21 During the site visit, particular consideration should be given to:

- Ecological corridors;
- Habitat fragmentation;
- Movement routes;
- Links to surrounding green spaces; and
- Opportunities to strengthen network connectivity.

Prepare a Green Infrastructure Context Plan

5.22 The findings of the GI Audit should be visually presented through the preparation of a GI Context Plan to inform site layout design for maximising the benefits delivered by existing GI assets in and adjacent to the development site. The GI Context Plan can help inform discussions around site design at pre-application stage.

5.23 This should:

- Identify existing GI assets and constraints;
- Map corridors and connections;
- Identify sensitive features requiring protection;
- Highlight opportunities for enhancement and integration; and
- Demonstrate the site's relationship to the wider GI network.

5.24 The GI Context Plan should be completed as part of the GIS and used to inform the site layout and design.

5.25 Step 2: Integrate and Protect

5.26 Once a detailed understanding of the existing GI assets and the functions they deliver on and adjacent to the development site has been established, the next step is to put strategies in place to integrate these into the development's design and to protect them. The GI Context Plan prepared as part of the GI Audit should be used to inform this stage.

5.27 Development should aim to reflect and reinforce the local area's distinctive character by conserving and integrating the existing landscape features (i.e. ancient woodland, important historical/cultural features, hedgerows, etc.). In doing this, GI can be designed to reinforce the area's unique character, an

important contributor to effective placemaking. The existing GI assets identified as part of the GI Audit must, wherever possible, be conserved and integrated into the design of the development. This should be considered at an early stage in the development design process to ensure assets are an integral part of the development's design. Consideration should also be given to the range of functions each GI asset delivers, and measures to protect these should also be incorporated into the development's design.

5.28 Below, several principles are listed which, by following, developments can ensure that existing GI assets are fully integrated into the site's design.

Design Development around Existing GI Assets

5.29 Existing GI assets should inform site layout from the earliest design stages. The GI Context Plan should be used as a primary design tool when preparing design proposals.

5.30 Every effort should be made to retain existing GI assets within a layout as they form vital biodiversity and GI connectivity and are an intrinsic characteristic of the landscape. Such assets include mature trees, veteran trees, hedgerows, woodland, grasslands, watercourses, ponds, wetlands and species-rich habitats. GI should not be treated as residual space left over after development footprints have been established, only as an integral part of the development's design.

Trees

5.31 Refer to SPG 07: Trees and Development and Policy *DNP7: Trees, Hedgerows and Development* of the RLDP. Existing - particularly mature - trees should be protected from development as these serve important functions in terms of providing shading during hot weather, biodiversity value and carbon sequestration. Existing trees should be fenced off (in accordance with BS5837:2012) during construction works. A plan showing trees proposed for retention and removal should be submitted in draft during any pre-application discussions with the Council. Care should be taken to ensure that any ground works do not disturb/damage each tree's underground rooting system. For any trees lost, PPW requires replacement planting at a ratio equivalent to the quality, environmental and ecological importance of the tree(s) lost and this

must be preferably on-site, or immediately adjacent to the site, and at a minimum ratio of at least 3 trees of a similar type and compensatory size planted for every 1 lost.

Hedgerows

5.32 The Hedgerow Regulations (1997) provide some protection for those hedgerows considered to be 'ancient and/or species rich hedges'. The regulations exclude those hedgerows forming a domestic curtilage, however all hedgerows should be prioritised for retention due to their potential for making a valuable contribution to biodiversity, connectivity and landscape character. It is vital to assess the condition and significance of existing hedgerows prior to making a decision on whether to remove them. As for trees, hedgerows should



Near St Teilo's Church, Merthyr Mawr

be adequately fenced off and protected during construction works and incorporated into the design of the development. Adequate space either side of hedgerows should be provided to protect their root systems and ecological functionality, and ensure they can be properly maintained. Pathways/cycleways can be integrated with existing hedgerows where this will not compromise their ecological functionality, including through inappropriate lighting, disturbance or loss of connectivity.

Species-Rich Grassland

5.33 Species rich, or naturally occurring, grassland should be prioritised for retention as these habitats are difficult to recreate successfully. Preference should be given to managing and conserving existing species rich grasslands over planting/seeding due to their biodiversity value.

Other Habitats

5.34 All ecological habitats (including those listed above) should be assessed, retained and incorporated into the proposal, wherever possible. Loss of habitat fragmentation should be avoided, particularly where they support priority habitats, protected/priority species (as listed in Section 7 of the Environmental (Wales) Act 2016), or form part of the wider GI networks.

<u>Protect Sensitive GI Assets</u>

5.35 Once sensitive GI assets have been identified, every effort should be made to protect these from a) construction activities; and b) operational activities throughout the development's lifetime. Below, are some principles developers are expected to follow when considering this.

5.36 **Design Around GI Rather than Retrofit** – Development proposals must protect existing GI assets, wherever possible. Existing GI should inform the design of the site. This is significantly more cost-effective, yields greater ecological benefits, and avoids the structural and spatial limitations of grey infrastructure. Retrofitting GI should be considered as a last resort.

5.37 **Avoid Fragmentation of Existing GI Networks** – Development should ensure that, where it is not possible to avoid the loss of GI assets, developments should avoid fragmentation of the GI network. For example, connectivity of the

GI network must be prioritised, and developments should avoid creating unconnected ‘islands’ of GI.

5.38 **Align Streets, Buildings and Other Infrastructure with Existing Landscape Features** – Development proposals should be designed to respond positively to existing landscape features and GI assets, with streets, spaces, and building layouts aligned to and integrated with the existing landscape structure.

5.39 **Retain and Buffer Sensitive Assets** – Sensitive GI assets, such as ancient woodland, veteran trees, priority habitats, watercourses and other ecological features, should be protected through the provision of appropriate buffer zones. Development proposals should be designed to maintain a suitable buffer surrounding sensitive GI assets in order to avoid adverse impacts on their integrity, function, connectivity, and ecological value. The advice of a suitably qualified ecologist/arborist should be sought to establish the appropriate buffer around each asset.

5.40 **Construction Exclusion Zones (CEZs)** – Sensitive GI assets identified on the GI Context Plan should be adequately protected from construction works. For example, CEZs should be identified from the base of the tree’s trunk as per S5837:2012 Trees in relation to design, demolition and construction– Recommendations. The CEZ should be protected with substantial fencing and excluded from the rest of the construction site area. If works are necessary within the CEZ, the Council’s Ecologist must be contacted at the design and implementation stages to identify measures to minimise damage.

5.41 **Root Protection Areas (RPA)** – Development proposals should protect the roots of existing trees and woodlands from encroachment, excavation, compaction, level changes and other harmful impacts arising from development. The RPA is normally calculated by measuring the trunk diameter at 1.5 metres above ground level, and then multiplying this distance by 12 and converting the result into a radius centred on the tree. The design of RPAs should be confirmed by a suitably qualified arborist.

5.42 **Managing Construction Works During Bird Nesting Season** – Construction activities should be planned to avoid impacts on nesting birds, wherever

possible. While the main bird nesting season is typically March to August, nesting activity may occur earlier, including during February. Where vegetation clearance, demolition, or other potentially disturbing works are proposed, appropriate ecological surveys and pre-works checks should be undertaken. The presence of nesting birds does not necessarily prevent development from proceeding but works must be managed in accordance with the advice of a suitably qualified ecologist to avoid harm or disturbance to nesting birds and comply with relevant legislation.

5.43 **Pollution Prevention Measures** – Measures such as controlling surface water runoff into nearby watercourses, preventing watercourses, ponds and wetlands and groundwater from contamination from sediment, chemicals and fuels, minimising air pollution impacts on sensitive habitats and vegetation, managing dust generation as a result of construction works, preventing soil contamination and compaction, storing fuels, oils and chemicals appropriately, and incorporating SuDS that help to absorb/treat runoff before discharge into the surrounding natural environment, can all help to minimise the impacts of pollution on local wildlife and GI.

5.44 **Lighting Impacts** – Measures should be taken to protect existing natural habitats from lighting, both during construction works and during the lifetime of the development. Temporary and permanent lighting installed should be placed away from sensitive natural habitats, and kept to a minimum. As a minimum, all lighting should be downward facing and avoid light-spill onto habitats used by nocturnal wildlife such as trees, hedges and bat boxes. Bat-sensitive lighting can be installed to help minimise disruption to nocturnal wildlife. Appropriate lighting plans and lux diagrams, for both construction and operational activities of a development, may also be required through the planning process; these should demonstrate how lighting disturbance to GI and wildlife has been avoided/minimised. For further information on lighting impacts on wildlife, refer to Bat Conservation Trust Guidance ‘Bats and Artificial Lighting in the UK' Guidance Note GN 08 / 23’.

5.45 **Construction Environmental Management Plans (CEMPs)** – Where appropriate, development proposals should prepare CEMPs to ensure that GI is adequately protected during development construction.

5.46 **Incorporate Existing Drainage/Natural Features** – Development proposals should incorporate existing natural features and drainage patterns into the design and layout of the scheme, wherever possible.

5.47 **Construction Management** – During construction works, GI should be protected by fencing off sensitive areas and works should be carefully timed to avoid times of the year where particular species may be disturbed (i.e. during nesting season).

5.48 **Long-term Management and Maintenance** – Appropriate long-term management and maintenance plans for existing GI assets should be submitted with the planning application. These should include details of measures to protect retained GI assets throughout the construction and operational lifetime of the development. This should include appropriate construction management measures, long-term maintenance and management arrangements, and replacement provisions, if required.

Maintain and Strengthen Existing Connectivity

5.49 Where key habitat connections/corridors have been identified in the GI Context Plan, steps should be taken to ensure that these are maintained and strengthened as far as possible. These corridors should be left unbroken and enhanced, wherever possible. Such linear corridors may include hedgerows, woodlands, riverbanks, and canals acting as ‘highways’ for species movement and genetic flow, which is essential for enabling wildlife to thrive.

5.50 Where new infrastructure is proposed that will break an identified corridor, alternative natural habitats should be put in place to provide new connectivity across that infrastructure. For example, for a new building, green walls and roofs, tree lined streets, or linear green corridors along rivers, canals, roads and railways, can all help to provide the connections that wildlife need to move through the landscape. Ecological ‘bridges’ over or underneath new

infrastructure can help wildlife overcome the barriers created by roads, railways and new buildings.

5.51 Step 3: Enhance and Strengthen

5.52 Having addressed the protection and integration of existing GI assets in the previous step, this section of the SPG outlines how development proposals can enhance the extent, quality, connectivity, and multifunctionality of GI in order to deliver wider environmental, social, economic, and placemaking benefits.

5.53 It is important that any GI provision and biodiversity design as part of a development appropriately integrates the DECCA framework attributes (as



Newcastle Castle, Bridgend

described above). When designing measures to enhance GI, applicants should ensure that they support each of the five attributes (diversity, extent, condition, connectivity, adaptability) that, together, support and strengthen ecosystem resilience.

Enhancing Extent

5.54 Development proposals must maximise GI coverage across the development site area. While each development will have its own constraints, development proposals should seek to maximise the extent of GI and permeable soft landscaping across the site, while minimising the use of unnecessary hard surfacing. Where feasible, green walls and green roofs should be constructed.

5.55 Opportunities should be sought to maximise tree coverage across the development site, through the planting of new trees. New habitats should be created, wherever possible, providing they don't conflict with the primary use created by the proposal. SuDS should be installed to minimise the impact of surface-water flooding while also providing biodiversity and recreational value.

5.56 The GIA identifies local opportunities for GI expansion (e.g. gaps in the network, underutilised land, etc.). Developments should align proposals with the opportunities listed within the latest GIA for the sub-area they are located in.

5.57 Integrating a range of GI measures within the design of a scheme can help to increase overall green coverage, strengthen multifunctionality, and deliver wider environmental and placemaking benefits. Measures that may contribute towards enhancing the extent of GI include:

- Semi-natural vegetation (e.g. trees, woodland, species-rich grassland) maintained or established on-site;
- Wetland or open water (semi-natural; not chlorinated) maintained or established on-site;
- Intensive green roof or vegetation over structure; substrate minimum settled depth of 150mm;
- Standard trees planted in connected tree pits with a minimum soil volume equivalent to at least two-thirds of the projected canopy area of the mature tree;

- Extensive green roof with substrate of minimum settled depth of 80mm;
- Flower-rich perennial planting;
- Rain gardens and other vegetated sustainable drainage elements;
- Hedges;
- Standard trees planted in pits with soil volumes less than two-thirds of the projected canopy area of the mature tree;
- Green wall – modular system or climbers rooted in soil (see NBS Guide to Façade Greening); and
- Groundcover planting – All new planting should be native species of local provenance.

Enhancing Quality

5.58 Enhancing the quality of GI is not solely dependent upon maximising the quantity across the development site, but on how effectively it functions, performs, and contributes to the character, resilience, biodiversity value, and liveability of a place. Its quality is also dependent upon how well it is designed to ensure its longevity. High-quality GI should be multi-functional, well-connected, accessible where appropriate, resilient to the future impacts of climate change, and designed to provide long-term environment and social benefits.

5.59 The nature of enhancements will depend on the nature, scale and location of the development proposal and the type of GI within and adjacent to the site. New GI assets introduced as part of the design of a development should:

- Respond positively to local landscape character and context;
- Provide year-round colour and interest, minimal maintenance and be appropriate for the required use/function;
- Support biodiversity and ecological resilience;
- Contribute to climate adaptation and urban cooling (i.e. provide appropriate shading, permeable surfaces to absorb stormwater, etc.);
- Incorporate diverse and climate-resilient planting;
- Support sustainable drainage and natural water management;
- Be accessible, usable, and safe where appropriate;

- Contribute positively to health, well-being, and placemaking;
- Be designed for long-term establishment, management, and maintenance; and
- Function as part of an integrated and connected GI network (both within and beyond the site's red line boundary).

Plant Selection

5.60 Planting proposals should take account of projected future climate conditions, with species selection and landscape design carefully managed to enhance resilience to heat stress, drought, pests, disease, and an increasing prevalence of extreme weather events. For developments close to the coast, plant species should be carefully chosen to be resilient to coastal salt exposure. As mentioned above, all new planting should be native species of local provenance. Any wildflower seed mixes used should also be native perennials.

Tree Planting in Built-Up Areas

5.61 New tree species should be selected so that their canopies are visible on the skyline above buildings so that they fully contribute towards the creation of the urban woodland. Species should include a variety of native species. Development proposals should avoid using large numbers of the same tree species to achieve adequate screening.

5.62 To enable trees to grow to full height, careful consideration should be given to providing appropriate rooting environments underground following up-to-date guidance to enable them to grow to full height and survive long-term. Trees should also be carefully sited to avoid conflict with underground utilities and other infrastructure. They should be planted a minimum of 6m from buildings. Where required, a structural soil system, such as the Stockholm Tree Pit (an innovative solution for providing enough space for tree roots to grow underground in dense, built-up areas) is advised, to maximise potential rooting areas for new planting whilst minimising the negative impacts associated with tree root systems on the urban setting. Details of all tree planting will be required to include detailed tree pit designs and target soil volumes for tree pits.



Land at Tondu Road, Maesteg

Building with Nature Standards (BWN)

5.63 PPW states that the BWN standards represent good practice and are an effective prompt for developers to improve the quality of their schemes and demonstrate the sustainable management of natural resources. The BWN standards are the UK's first GI benchmark for the UK built-environment sector and are good practice guidelines to deliver high-quality and defined GI. The BWN framework is made up of 12 standards that sit under 4 different categories; 'Core Standards'; 'Well-being Standards'; 'Water Standards'; and 'Wildlife Standards'. The framework claims that, through assessment and accreditation, a BWN Award offers a means of recognising and valuing policy and development that goes beyond standard practice to deliver high-quality multifunctional spaces for new and existing communities that:

- Optimise multifunctionality and connectivity;
- Positively respond to the climate emergency;
- Maximise environmental net gains;
- Champion a context-driven approach;
- Create distinctive places;
- Secure effective place-keeping;
- Bring nature closer to people;
- Support equitable and inclusive places;
- Deliver climate resilient water management;
- Bring water closer to people;
- Deliver wildlife enhancement; and
- Underpin nature's recovery.

5.64 BWN accreditation for developments should be pursued, wherever possible, running concurrently with the planning application process, including future management and maintenance of the site.

Enhancing Connectivity

5.65 Development should make every effort to design to enhance connectivity of GI both within the red line boundary and to those assets adjacent to the site. That is to design development to keep habitat connections and allow wildlife to move

through the site. GI should be designed to maintain and enhance ecological connectivity across development sites and the wider landscape. This may include the provision of continuous vegetated corridors spanning the site or, where physical breaks are unavoidable, the incorporation of suitable crossing points, gaps or tunnels to facilitate species movement. GI networks should, where practicable, connect off-site habitats and ecological features in order to support wider habitat permeability and resilience. Reference should be made to the latest GIA to assess which opportunities there are to link new GI on-site with GI within the site's vicinity.

5.66 For major developments, a suitably qualified ecologist should be employed to assess opportunities for enhancing connectivity, and improvements to connectivity must be demonstrated through the GIS.

5.67 Green spaces should be designed within the layout of developments to form a connected network, joining up habitats within the site and with the wider landscape. Boundaries should allow the movement of wildlife. Where close-board fencing is required, gaps must be included to allow wildlife such as hedgehogs to move between gardens.

5.68 Wherever possible, isolated GI assets should be connected with other GI assets on-site and adjacent to the red line boundary through the provision of new GI.

5.69 Developments should improve connectivity by:

- Creating green corridors;
- Ensuring permeability for wildlife; and
- Aligning with the GIA's strategic GI network map to identify key connections.

Enhancing Multifunctionality

5.70 Wherever possible, landscaping and design choices should deliver multiple benefits for people and wildlife.

5.71 However, care should be taken to ensure that functions do not conflict with each other. For example, recreational activities can result in disturbance to

sensitive habitats and wildlife if not carefully planned and managed. Potential conflicts between functions should therefore be identified at an early stage, with the design seeking to balance competing demands and, where necessary, separated incompatible uses through appropriate zoning, buffering or management measures.

5.72 Opportunities to 'layer' GI functions should be considered at the earliest stages of development proposals, as an integral part of development, taking into account existing natural assets.

5.73 It is recognised that smaller development sites may find it more challenging to combine multiple functions, however even small-scale GI can provide cumulative benefits. Developments should focus on maximising opportunities within the site's constraints.

Secure Long-Term Management and Maintenance of New and Enhanced GI Assets

5.74 New and enhanced GI assets should be supported by robust long-term management and maintenance arrangements to ensure they continue to deliver their intended functions and benefits throughout the lifetime of the development. Management responsibilities, funding mechanisms, maintenance requirements, and monitoring arrangements should be clearly defined from the outset and secured through appropriate legal, planning or adoption mechanisms.

5.75 A site-specific GI Management and Maintenance Plan should be prepared for all significant GI assets across the site. The plan should identify management objectives, maintenance operations, inspection requirements, performance standards, responsibilities and review mechanisms, ensuring that GI assets remain functional, resilient and capable of delivering biodiversity, landscape, drainage, climate adaptation, and recreational benefits over the long term. The advice of a suitably qualified ecologist should be sought on the level and type of management and maintenance arrangements necessary to secure the long-term survival of GI assets. Some key questions concerning the management and maintenance of existing GI assets that should be considered as part of any development proposal include:

- Who will be responsible for the long-term management of GI?
- How will appropriate access for maintenance be retained?
- How will retained GI remain functional, resilient, in good condition, and deliver their intended ecological, social and environmental benefits throughout the lifetime of the development?
- How will management support biodiversity value and deliver biodiversity enhancement?

5.76 Step 4: Mitigate and Compensate

5.77 Where it is not possible to avoid the loss of existing GI (i.e. due to site constraints), these impacts must be mitigated and compensated.

5.78 Where harm to the integrity of the GI network is wholly or partially unavoidable, development should seek to minimise the harm through re-design or use of effective mitigation measures.

5.79 Where, despite mitigation, there would be significant residual harm to the integrity of the GI network, as a last resort, development should compensate for the harm by providing GI assets of an equivalent or greater value secured by planning conditions or obligations, as necessary.

5.80 Any mitigation or compensation proposals must be carefully thought through to guarantee that they will be effective and implementable. This can often require protracted negotiation between developers, planners, nature conservation bodies and landowners. Skilled negotiation can identify proactive solutions which meet the needs of all parties and enable development while safeguarding sites.

5.81 Where planning permission is to be granted that results in unavoidable loss or deterioration because wholly exceptional reasons for the development are demonstrated, planning conditions or obligations will be used to make sure the developer:

- Avoids damage;
- Mitigates against damage; and
- Compensates for loss or damage (used as a last resort).

When is Loss Unavoidable?

5.82 Loss of GI should only be considered ‘unavoidable’ where the element of the development giving rise to that loss delivers overriding social, economic, environmental, infrastructure, or public health benefits, and where it has been robustly demonstrated that all reasonable alternatives to avoid the loss have been fully explored and exhausted.



Maesteg Welfare Park

Design Principles for Compensatory Measures

5.83 When introducing compensatory measures, developments should follow these principles (advice should be sought from a suitably qualified ecologist):

- Compensation should be a last resort, only after avoidance and mitigation have been exhausted;

- Compensation should seek to maintain or enhance the overall integrity, functionality and connectivity of the GI network (refer back to GI Context Plan);
- Compensation should be provided as close as possible to the location of loss unless there is a clear justification for delivering it elsewhere;
- Compensation should provide benefits that are equivalent to or greater than those lost. Careful consideration should be given to the functions/benefits previously delivered and the need to replicate or improve upon these; and
- Compensation should be secured and managed for the long-term. Details for securing their long-term maintenance must be included within the Management and Maintenance Plan submitted with the GIS.

Compensation Options

5.84 Compensatory measures may include, but are not limited to:

- Creation of new GI assets on-site;
- Enhancement of existing on-site GI assets;
- Creation of new GI assets off-site where on-site provision is not feasible;
- Enhancement or restoration of existing off-site GI assets;
- Removal of physical barriers and strengthening of ecological or recreational connectivity within the wider GI network (within the vicinity of the site);
- Delivery of strategic GI projects identified by the LPA; and
- Long-term habitat restoration and other measures to enhance the GI network.

5.85 There may be some circumstances where a financial contribution is considered acceptable in place of physical compensatory measure provided, however this should only be considered in exceptional circumstances.

Appendix A – External resources

1. BSI - BS42020:2013 - British standard for Biodiversity – Code of Practice for Planning and development
2. BSI - BS8683:2021 - Process for designing and implementing Biodiversity Net Gain – Specification
3. CIRIA - B£ST – Benefits Estimation Tool
4. Building Research Establishment (BRE) - Home Quality Mark guide
5. Sintali - Building with Nature – the defining standard of high-quality green infrastructure
6. Valuing Nature Network - Demystifying Series
7. IEMA - Environmental Impact Assessment Guide to Delivering Quality Development
8. Biodiversity in Planning - Wildlife Assessment Check
9. NRW - State of Natural Resources Report (SoNaRR) 2025
10. NRW – South Central Wales Area Statement
11. Buglife - Creating green roofs for invertebrates: Best practice guidance
12. Bat Conservation Trust - Designing for Biodiversity: a technical guide for new and existing buildings
13. TCPA - Green Infrastructure and Biodiversity. PERFECT Fact Sheet
14. CIRIA, CIEEM, IEMA - Biodiversity Net Gain: Good practice principles for development.
15. The Wildlife Trusts - Homes for People and Nature: How to build housing in a nature friendly way
16. Plantlife - Managing Grassland Road Verges: Best practice guidance
17. Trees and Design Action Group (TDAG) - Trees Species selection for Green Infrastructure
18. Local Nature Partnerships (LNPs) Cymru
19. Welsh Government - Statutory National Standards for Sustainable Drainage
20. SusDrain - National Standards for Sustainable Drainage
21. Ciria - SuDS Manual (Chapter 6 part B - Designing for Biodiversity)
22. Freshwater Habitats Trust - The Pond Creation Toolkit
23. Bat Conservation Trust - Planning and the law

24. Wales Biodiversity Partnership - Biodiversity in Wales guidance, including S6 duty biodiversity guidance and the Action Plan for Pollinators
25. RSPB, CIEEM and RTPI - Planning naturally: Spatial planning with nature in mind in the UK and beyond
26. TCPA - Planning for green and prosperous communities. Guide 7 Practical Guides for Creating Successful New Communities
27. Design Commission for Wales – Placemaking Wales Guide
28. Welsh Government - Building Better Places: The Planning System Delivering Resilient and Brighter Futures
29. NRW - Terrestrial and Freshwater Resilient Ecological Networks: a guide for practitioners in Wales
30. BS - British Standard for Biodiversity (BS 42020:2013)
31. Welsh Government – Planning policy and guidance: green infrastructure
32. NRW – Green Infrastructure Assessments: how to use NRW datasets as part of a GI Assessment
33. Welsh Government – Section 7 list of species and habitats of principal importance in Wales

Appendix B – Green Infrastructure Statement Template

Full name	
Company Name (if applicable)	
Date Form Completed	
Address of Application Site	
Grid Reference	
Description of Proposal	
Description of Surrounding Land Use. Please include the location of any other buildings and land	
Planning Reference (if you have one)	

Existing Green Infrastructure (GI) On-Site

This section should demonstrate that existing GI has been understood before design decisions are made.

	All Existing GI on and adjacent to site	Has this GI already been removed?	Will this GI need to be removed?
Example	*Non-native hedge*	*Partially – gap widened from 3m to 5m for access*	*No further removal required*
Boundary 1			
Boundary 2			
Boundary 3			
Boundary 4			
Front garden			

Rear garden			
Other			

How are the retained features being protected during development (provide as much detail as possible)? You should consider:

- Which GI assets are being retained.
- How the layout has been designed around retained assets.
- Measures to protect sensitive assets during construction and occupation.
- How existing ecological and recreational connections have been maintained.

Example	*Hedge protected using Heras fencing*
Boundary 1	
Boundary 2	
Boundary 3	
Boundary 4	
Front garden	
Rear garden	
Other	

Describe what has been/will be done to avoid any impacts as far as possible.

Example: Footprint of the extension has been considered to avoid removal or impacts to the rear hedgerow.

If necessary, describe what will be done to mitigate (minimise) any impacts. You should describe:

- Description of unavoidable impact; and
- Mitigation measures.

Example: Vegetation will be removed between September and February to avoid the bird nesting season.

If necessary, describe what will be done to compensate for (replace) any losses.

Example: A new native hedgerow will be planted to compensate for the loss of lawn and shrubs. Any lawn that is damaged will be re-seeded with a species-rich grass seed.

What measures are being implemented to enhance GI? Applicants should explain how the development enhances:

- The diversity of species;
- The extent of GI;
- The quality of GI;
- Condition;
- Adaptability;
- Connectivity; and
- Multifunctionality.

Example: New native tree

How will the new planting/habitat creation works be implemented, managed and/or maintained? You should consider:

- Responsibilities for management;
- Maintenance arrangements for retained and new GI assets; and
- Long-term funding mechanisms secured.

Example: Any trees or plants which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Biodiversity Enhancements

Use the table below to describe biodiversity enhancements which will be included. Note that GI enhancements should also provide a net benefit for biodiversity, but additional measures that aren't strictly GI (such as bat and bird boxes) are also encouraged.

Biodiversity Enhancement	Yes, we will provide this	Location	Info (e.g. type of bird box)
Bat box			
Bird box			
Hedgehog hole			
Hedgehog nest box			
Area of wildflower planting			

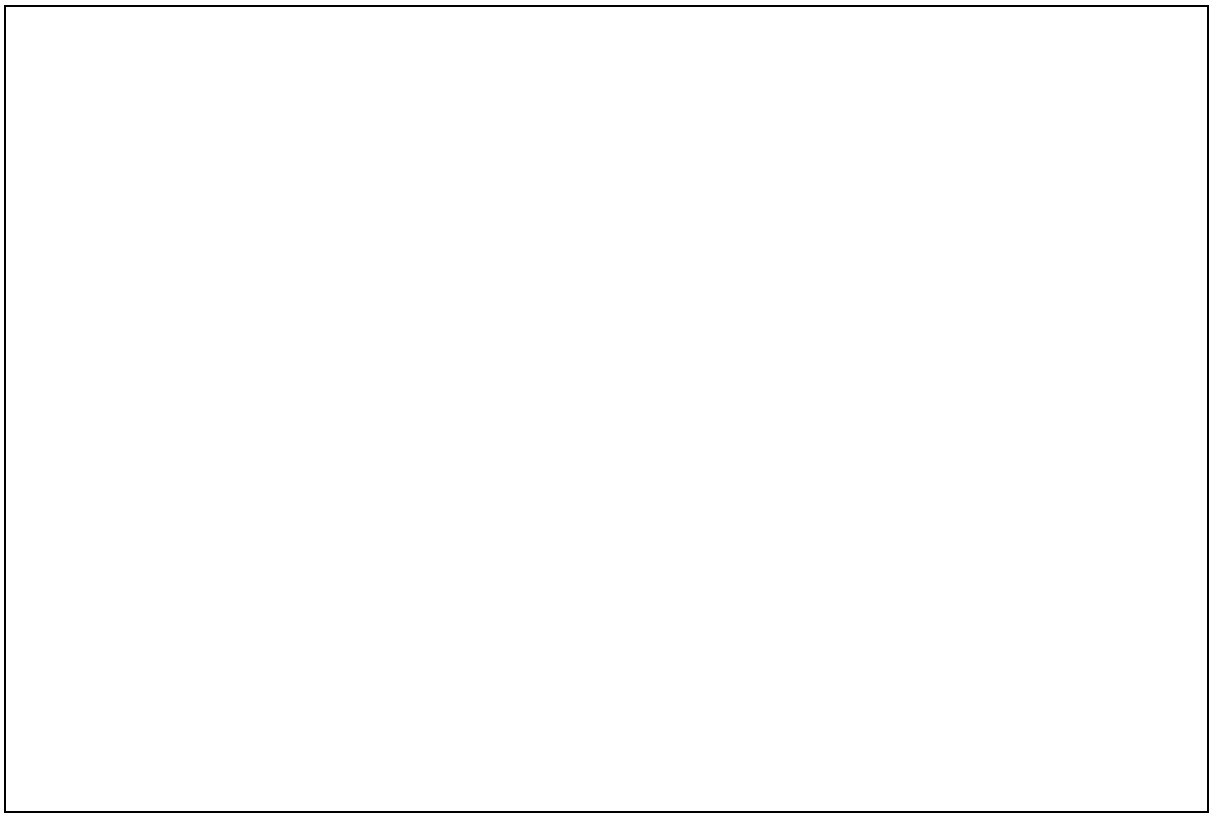
Wildlife pond			
Plant a new native hedgerow, or remove existing low value hedgerow and replace with a native hedgerow			
Insect box			
Bee mound			
New native planting			
Other (please state):			

Conclusion
Based on the information provided above, this development will result in a GI and biodiversity net benefit upon completion.

You should also provide sketched plans and any photographs you have. There is space for this on the following pages.

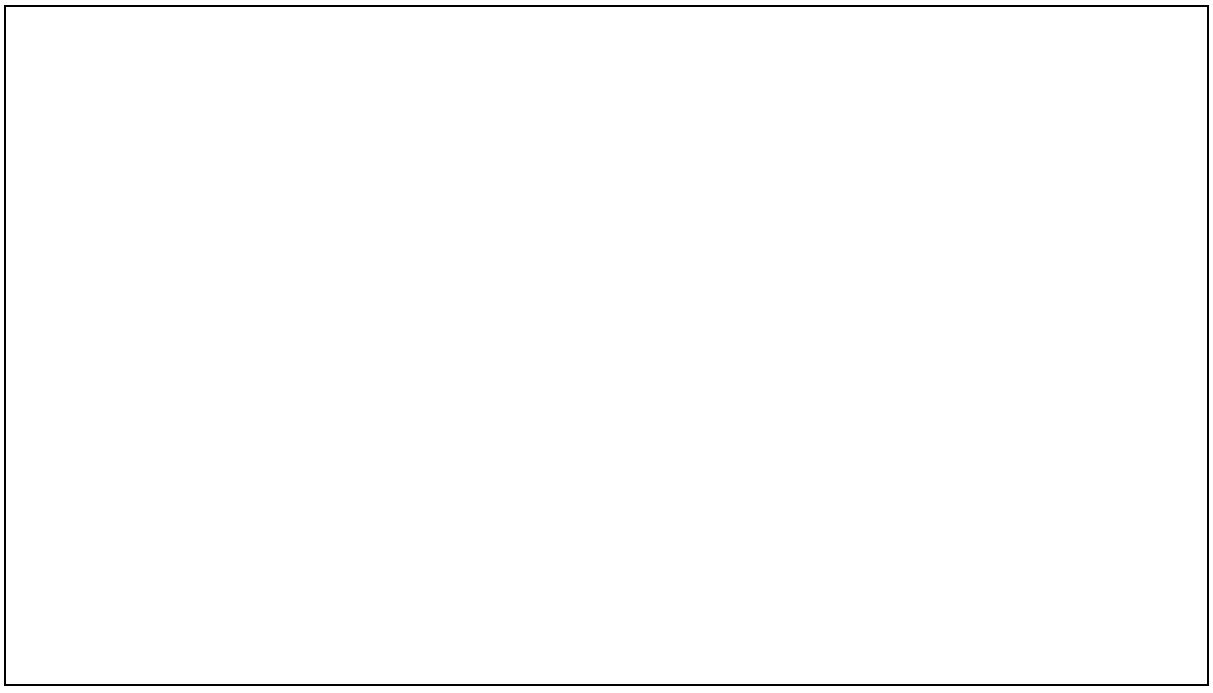
GI Context Plan
Please provide a sketch of the existing layout, which should be informed by your GI audit of your development site and its surroundings. You should include location of boundaries, buildings and planting.

Existing:



Please provide a sketch of the proposed layout. You should include location of boundaries, buildings and planting and the proposed new features.

Proposed:



Site Photos (if applicable)


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

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Meeting of:	**CABINET**
Date of Meeting:	**20 OCTOBER 2026**
Report Title:	**BRIDGEND COUNTY BOROUGH COUNCIL'S ELECTRIC VEHICLE CHARGING STRATEGY POST CONSULTATION**
Report Owner: Responsible Chief Officer / Cabinet Member	**CORPORATE DIRECTOR COMMUNITIES CABINET MEMBER FOR COMMUNITIES AND ENVIRONMENT (JOB SHARE)**
Responsible Officer:	**CORPORATE DIRECTOR COMMUNITIES JANINE NIGHTINGALE**
Policy Framework and Procedure Rules:	**Corporate Plan Delivery Plan 2025/26 Bridgend 2030 Net Zero Carbon Strategy Bridgend Local Area Energy Plan Bridgend Local Development Plan 2018-2033 Bridgend Local Transport Plan 2015-2030 Cardiff Capital Region Emerging ULEV Strategy Cardiff Capital Regional Transport Plan Cardiff Capital Region Development Plan Cardiff Capital Region Energy Strategy Welsh Government EV Strategy Welsh Government EV Action Plan Welsh Government Climate Emergency Prosperity for All: A Low Carbon Wales Wales Transport Strategy Planning Policy Wales: 2024 Transport for Wales Corporate Strategy**
Executive Summary:	**This report presents the Bridgend County Borough Council Electric Vehicle (EV) Charging Strategy following completion of public consultation and consideration of the feedback received. The Strategy sets out the Council's vision, priorities and proposed actions to facilitate and enable the development of an accessible, reliable and inclusive EV charging network across Bridgend County Borough. The Strategy supports the transition to low-emission transport, contributes towards the Council's Decarbonisation commitments, and aligns with Welsh Government policy and regional transport and energy strategies.**

	Public consultation demonstrated strong support for the expansion of EV charging infrastructure across the County Borough, particularly for residents without access to off-street parking. The Strategy has been updated to reflect consultation responses where appropriate. Cabinet is requested to consider the findings of the consultation and approve the adoption of the Bridgend County Borough Council Electric Vehicle Charging Strategy.

1. Purpose of Report

1.1 The purpose of this report is to present the Bridgend County Borough Council Electric Vehicle Charging Strategy following public consultation, summarise the feedback received, and seek Cabinet approval for the adoption of the Strategy as the Council's framework for supporting and facilitating the development of electric vehicle charging infrastructure across Bridgend County Borough.

2. Background

2.1 The United Kingdom (UK) Government has pledged to achieve net zero emissions across all transport modes by 2050, as detailed in the documents 'Decarbonising Transport: A Better Greener Britain' and 'Powering up Britain'.

2.2 The 'Taking Charge' plan outlines a national strategy for implementing Electric Vehicle (EV) charge point infrastructure. The goal is to eliminate barriers to EV adoption by making charge points more affordable and convenient, ensuring that everyone can easily find and access reliable public charge points with both on street and off-street options.

2.3 In September 2023, the UK Government announced that new petrol and diesel cars and vans can continue to be sold until 2035, extending the previous deadline which required all new car and vans to be zero emission at the tailpipe by 2030.

2.4 The Public Charge Point Regulations 2023 aim to enhance the EV user experience by setting standards for contactless payment.

2.5 The Welsh Government declared a climate emergency in 2019 and have committed to delivery of Wales' target of net zero by 2050.

2.6 Welsh Government published an Electric Vehicle Charging Strategy in 2022, which sets out an objective that 'by 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it'. Wales' EV strategy followed from UK government guidance.

2.7 It is considered that The Welsh Government position on EV charging is synonymous with UK Government, with a targeted transition to EV being central to transport decarbonisation, removing charging infrastructure as a perceived and real

barrier to EV adoption.

2.8 At a local level, Cardiff Capital Region (CCR) and Bridgend County Borough Council's (BCBC) existing policies have net-zero ambitions and sustainability embedded within them, which it is suggested will enable and support the delivery of any Bridgend County Borough Council Electric Vehicle Charging Strategy.

2.9 In 2024 BCBC was chosen as one of 7 councils to be the first to receive grant funding from Welsh Government for the creation of an EV strategy that would be created by Transport for Wales and AECOM. The strategy was directly supported by Transport for Wales and no funding for the strategy was received by BCBC.

2.10 Working with AECOM and Transport for Wales, an internal officer working group was established in October 2024 to collaborate in the development of a draft Strategy.

2.11 A working group was formed that included 17 officers from multiple areas within BCBC such as members from the Highway's team, Active Travel Team, Street Lighting and many more. The draft Strategy also went to the Decarbonisation Program Board.

2.12 On 22nd July 2025 Cabinet approved public consultation for a 10 week period.

2.13 On 3rd November 2025 the Electric Vehicle Charging Strategy was presented to Communities, Environment and Housing Overview and Scrutiny Committee prior to public consultation.

2.14 The Council has now completed the public consultation process, which ran from 23 November 2025 to 19 January 2026, and the summary of the consultation responses is included as **Appendix 2.** 88 residents returned responses to the consultation.

2.15 Following public consultation and residents views the draft Electric Vehicle Charging Strategy was presented to Communities, Environment and Housing Overview and Scrutiny Committee on 13th July 2026 with no significant changes required.

2.16 Public consultation has demonstrated a clear and significant public mandate for the expansion of EV charging infrastructure across Bridgend County Borough, with particular emphasis placed on residential and on-street charging provision. When considered collectively, the consultation responses indicate strong support for the continued development of an accessible, inclusive and comprehensive charging network across the County Borough. More than 80% of respondents believe that charging infrastructure should be prioritised for residents without access to off-street parking, underlining the importance of ensuring a fair and equitable transition to electric vehicles for all residents.

2.17 Consultation Theme Summary

Overall Consultation Theme	Support	Neutral/Unsure	Opposed
Expansion of EV Charging Infrastructure	77%	8%	15%
Residential and On-Street Charging Provision	65%	20%	15%
Charging Provision for Residents Without Driveways	83%	5%	12%
Mixed Charging Network Across the County	72%	8%	20%
New Charging Technologies (Lamppost, Hubs, Gullies etc.)	59%	25%	16%

2.18 Within Bridgend County Borough, BCBC has already delivered a number of chargers over more than 30 sites, and there are more than 2,900 electric vehicles now registered in the County. The County currently has 12 public charge points that have been commissioned by the Council, 52 that have been commissioned by the CCR on our estate as well as public charge points, alongside an additional 44 chargers that are operated independently at locations, such as supermarkets.

3. Current situation/ proposal

3.1 The purpose of the Bridgend County Borough Council EV Charging Strategy (**Appendix 1**) is to set out a vision and plans for delivering an inclusive charging network in the future, building on work to date.

3.2 The vision is to facilitate and enable the provision of accessible, reliable and inclusive Electric Vehicle charge points across urban, rural and coastal areas, which is fairly priced, to all residents, visitors and businesses.

3.3 The Strategy sets out the following priority action areas, each with a range of sub-actions and details on the role of BCBC and proposed timescale:

- Increase awareness and knowledge of EVs across the County
- Develop a network of public charge points that achieve appropriate levels of coverage
- Ensure the EV charge point network is inclusive, reliable and accessible
- Develop an EV charge point network which is sustainable economically, technically and fairly priced for users
- Facilitate a transition to EVs for both private and commercial users while encouraging walking and cycling, reducing car ownership and car mode share

3.4 When all consultation responses are considered collectively, approximately 71% of respondents expressed support for the expansion of EV charging infrastructure across Bridgend County Borough, whilst 13% remained neutral or undecided and only 16% expressed opposition. This demonstrates a clear public mandate for the continued development of an accessible and inclusive EV charging network across the County Borough.

3.5 Across all consultation responses, the strongest support was recorded for providing charging infrastructure for residents without access to private driveways, with 83% of respondents supporting additional provision in these areas.

3.6 As a result of these responses officers have advertised on social media to gain a greater understanding of the needs of residents particularly in relation to cross pavement solutions for those without off street parking.

3.7 At the time of production of this report 50 residents have expressed an interest in trialing cross pavement solutions.

3.8 Officers in the climate change response team have worked with officers in Highways and Infrastructure to develop appropriate processes and paperwork to ensure the authority is appropriately covered and protected in the installation of cross pavement solutions.

3.9 Officers will also continue the development of on-street charging trials and pilots to further develop and build evidence of residents' requirements.

3.10 Governance and oversight of this strategy and actions will continue to be reported to the EV Charging working group, Decarbonisation Programme Board and CE&H Overview and Scrutiny Committee.

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 This project aligns with the principles of the Well-being of Future Generations (Wales) Act 2015, supporting a more resilient, sustainable, and inclusive future. Below is a summary of how the five ways of working under the Act have been applied in the development and implementation of the EV Charging Strategy.

- Long Term - The strategy addresses immediate infrastructure needs for electric vehicle (EV) adoption while laying the groundwork for a low-carbon future. It supports a strategic transition away from fossil fuels, recognising the long-term environmental and societal benefits of reduced emissions, improved air quality, and sustainable transport access. By making EV charging more accessible today, it helps ensure future generations inherit a healthier environment and a more resilient transport system.
- Prevention - The project proactively reduces the environmental and public health issues associated with petrol and diesel vehicles. It helps prevent worsening air pollution, noise pollution, and climate change impacts by facilitating a shift to cleaner transport modes. Early investment in EV infrastructure also mitigates

future economic pressure to retrofit or correct inequitable access to charging, ensuring that sustainability and inclusion are addressed from the outset

- Integration - The strategy supports economic, social, environmental, and health goals collectively. It contributes to decarbonisation targets, enhances public health through improved air quality, supports financial well-being through reduced transport costs, and promotes inclusive access to technology. This integrated approach helps meet multiple well-being objectives in tandem and aligns with national and local sustainability targets, benefiting both current and future communities.
- Collaboration - The strategy has been developed and implemented through collaboration with internal departments, local authorities, and external stakeholders such as EV suppliers and community organisations. This cooperative approach ensures that the infrastructure is both technically sound and socially equitable. Ongoing partnerships continue to support broader climate and mobility goals across sectors.
- Involvement - The project has engaged with residents, community groups, and stakeholders across diverse demographic and geographic areas to ensure inclusive access to EV infrastructure. Special focus has been given to underrepresented and lower-income communities to prevent disparities in access. This ensures the strategy reflects the diversity of the population and fosters shared ownership of the transition to sustainable transport.

6. Climate Change and Nature Implications

6.1 The Residential EV Charge point strategy is designed to significantly reduce greenhouse gas emissions by promoting the adoption of electric vehicles (EVs) which produce far fewer emissions compared to traditional petrol or diesel vehicles. By encouraging a shift to EVs, the strategy supports both local and national efforts to meet greenhouse gas reduction targets contributing meaningfully to the broader fight against climate change.

6.2 In addition to lowering emissions, the strategy promotes cleaner energy use and reduces dependence on fossil fuels thereby minimising the waste generated through their extraction and consumption. This helps address the transport sector's substantial contribution to environmental waste. Furthermore, by replacing internal combustion engine vehicles with EVs the project lessens harmful by-products such as nitrogen oxides and particulate matter, leading to improved air quality.

6.3 The strategy also positively affects biodiversity and ecosystem resilience. The reduced use of fossil fuels helps protect water sources from pollution caused by runoff from spills, while the quieter operation of EVs leads to a noticeable decrease in noise pollution benefiting both human communities and wildlife. Improved air and noise conditions support healthier ecosystems and contribute to the preservation of biodiversity. Overall, the strategy takes a comprehensive approach to environmental sustainability, delivering tangible benefits to both local environments and broader ecological systems.

7. Safeguarding and Corporate Parent Implications

7.1 There are no Safeguarding or Corporate Parent implications associated with this report in line with the risks identified in the Safeguarding Policy.

8. Financial Implications

8.1 The development of the Strategy was funded via an external grant which was commissioned directly by Transport for Wales on behalf of Welsh Government.

8.2 The co-ordination of the officer working group and monitoring of delivery will be supported via existing funds within the Green Spaces and Sustainability Service. As specific actions set out within the Strategy are taken forward their financial implications and funding requirements will be considered on a case-by-case basis and subject to necessary funding being in place.

9. Recommendations

9.1 It is recommended that Cabinet note the outcome of the public consultation exercise as detailed in the summary consultation report at **Appendix 2** and adopt the Bridgend County Borough Council Electric Vehicle Charging Strategy at **Appendix 1**.

Background documents

None

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Bridgend County Borough Council



Bridgend Electric Vehicle Charging Strategy

December 2024

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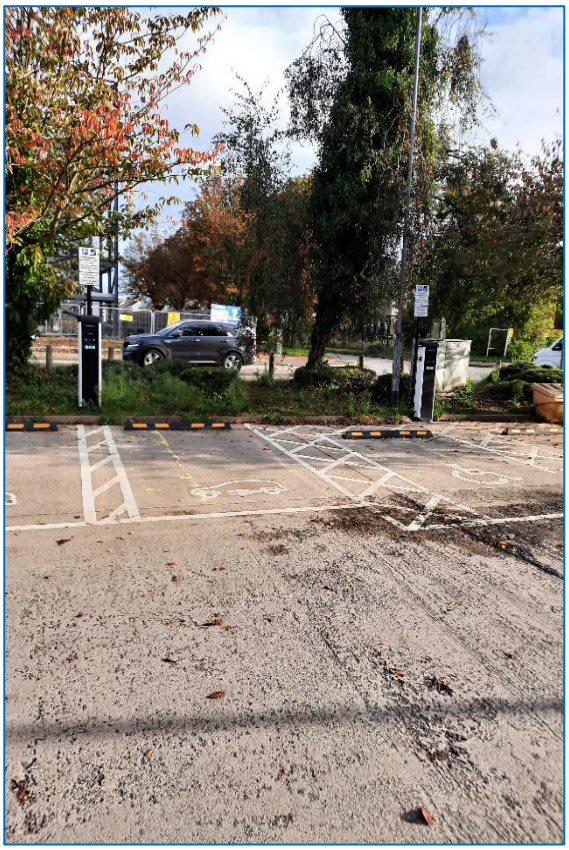
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Glossary

Battery Electric Vehicle (BEV)	A vehicle powered entirely by electricity stored in batteries.
Charge Point Operator (CPO)	An entity responsible for the operation and maintenance of EV charging stations.
Department for Transport (DfT)	The UK government department responsible for transport policy and regulation.
Distribution Network Operator (DNO)	A company that operates the electricity distribution network in a specific area.
Electric Vehicle (EV)	A vehicle that uses one or more electric motors for propulsion.
Kilowatt (kW)	A unit of power equal to 1,000 watts.
Kilowatt per hour (kWh)	A unit of energy representing one kilowatt of power used for one hour.
Local Area Energy Plans (LAEP)	A strategic plan for energy infrastructure and services within a local area.
Light Goods Vehicle (LGV)	A commercial vehicle with a gross weight of 3,500 kilograms or less, such as a van or pick-up truck.
Plug-in Hybrid Electric Vehicle (PHEV)	A vehicle that can be powered by both an internal combustion engine and an electric motor, with batteries that can be recharged by plugging into an external source.
Zero Emission Vehicle (ZEV)	A vehicle that produces no tailpipe emissions.

Executive Summary

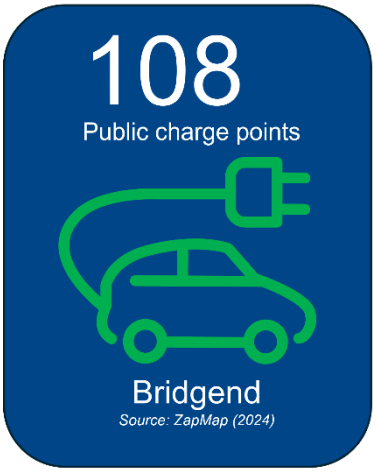
Bridgend County Borough Council declared a Climate Emergency in June 2020, setting out ambitions to significantly decarbonise the Council's operations and support wider decarbonisation across the borough. Transport remains the largest domestic sector for emissions in the UK at more than 25%, with Bridgend attributing 51% of its emissions to transport. Transitioning to cleaner road transport is crucial for the UK to meet its net zero emissions target by 2050. The recent surge in both the supply of and demand for Electric Vehicles (EVs) has highlighted charging infrastructure as a key challenge in supporting this transition.



This EV Strategy has been created to facilitate a scalable shift to Zero Emission Vehicles, as part of Bridgend's commitment to addressing the climate emergency. This strategy aligns with the Welsh Government's Electric Vehicle Charging Strategy, which aims to ensure that by 2025, all users of electric cars and vans in Wales can access charging infrastructure when and where they need it. We are committed to consulting on this EV Strategy and use the actions to support our funding applications to Welsh Government which will "turbo-boost" investment and delivery of EV infrastructure in Bridgend.

Bridgend's strategy aims to provide accessible, reliable, and inclusive EV charging infrastructure for all residents, visitors, and businesses. This ensures that everyone will have access to dependable, inclusive and affordable EV charging facilities.

This strategy includes an action plan detailing how the EV strategy will be implemented, supporting the delivery of our key objectives and the realisation of our vision. Proposed actions for each objective are categorised over the next 3-5 years.



Bridgend have been actively increasing its public EV charging network over recent years, particularly in public community spaces such as leisure facilities, and are committed to developing this network further. The County currently has 12 public chargepoints that have been commissioned by the Council, 52 that have been commissioned by the Cardiff Capital Region (CCR), alongside an additional 44 chargers that are operated independently at locations such as supermarkets.

The main focus for the next five years is delivering a public charging network aimed at residents, with the right types of chargers in the right locations.

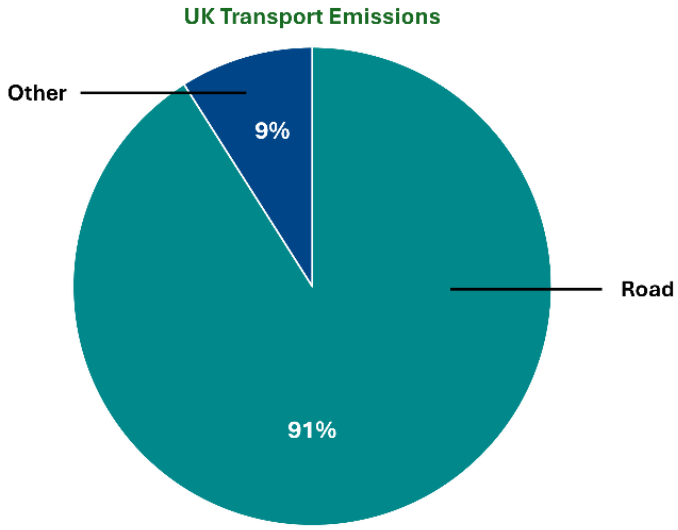
1. The purpose of this strategy

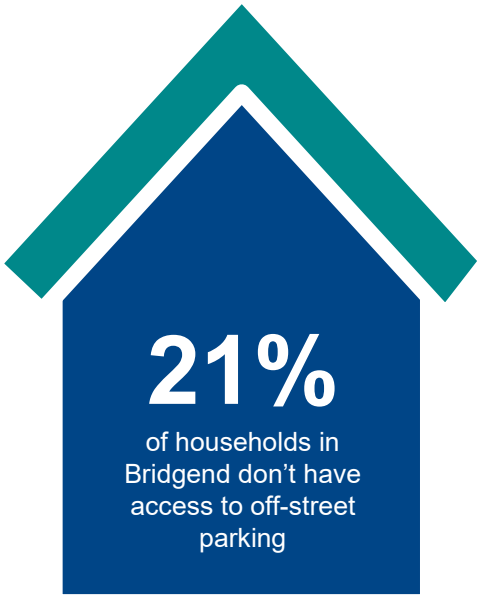
Bridgend County Borough Council is committed to delivering an accessible and affordable EV ChargePoint network for everyone who lives, works and visits Bridgend. This is in line with our commitment to decarbonise Council operations, and our ambition to support wider decarbonisation across the borough supporting our wider decarbonisation strategy. This will involve enhancing the EVCI provision across the County, building on the more than 60 chargers already delivered by us and CCR.

The purpose of this strategy is to set out our vision and plans for delivering an inclusive charging network, so that we can get your feedback and secure the necessary public and private funding to meet our future needs. This includes using the actions to support our funding request to Welsh Government to “turbo-boost” delivery of EV infrastructure in Bridgend.

In the UK, transport is the largest emitting domestic sector, with road transport accounting for the majority of these emissions. In order for the UK to achieve the UK governments mandate of net zero emissions by 2050, there needs to be widespread transport Decarbonisation.

In order to support and facilitate this transition to EV and encourage EV adoption, an expansion of public EV charging infrastructure in Bridgend is required. EVs will play a crucial role in supporting transport Decarbonisation, although this is only one part of Bridgend’s and Wales’s approach to tackling transport emissions.





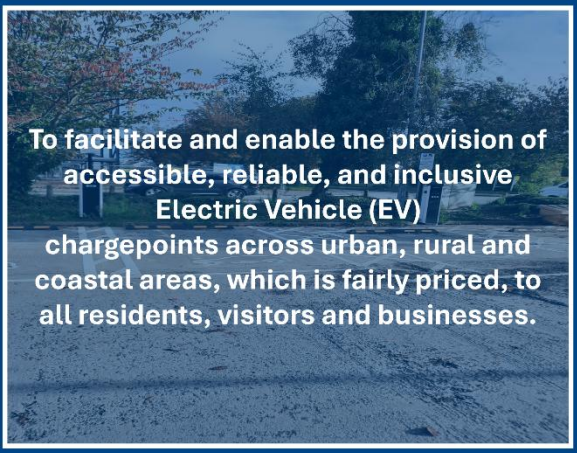
Bridgend has a large variety of housing types, with the more urban areas of Bridgend town Centre, Maesteg, Pontycymer, Ogmore Vale, alongside some areas of the coastal resort of Porthcawl, having greater proportions of dense terraced housing that typically do not have access to off street parking. The delivery of accessible and convenient public charging infrastructure is key to overcoming barriers to EV adoption and encouraging EV uptake. It is important that no household is left behind in the transition to transport Decarbonisation and that all households have equitable access to the Bridgend EV public ChargePoint network.

This EV Strategy has been developed in collaboration with Bridgend County Borough Council officers, council members and key stakeholders. We will continue to update and engage with these stakeholders throughout implementation of the strategy to ensure that the needs of those who live, work and visit Bridgend are considered. The EV Strategy is underpinned by previous experience gained through the delivery of public EV chargepoints and best practice from other local authorities developing an EV Strategy.

Our vision for EV charging in Bridgend

Our strategy is built on a vision, alongside clear aims and objectives, to successfully deliver EV ChargePoint infrastructure over the next three to five years up to 2030. Our ambitions do not stop then, and Bridgend County Borough Council will review progress against the planned actions in the Strategy by 2030.

Our Vision



Aims



Objectives

1. Increase awareness and knowledge of EVs across the county
2. Develop a network of public chargepoints ensuring appropriate coverage of the right type of chargepoints across the county
3. Ensure the EV chargepoint network is inclusive, reliable and accessible
4. Develop an EV chargepoint network which is sustainable economically, technically and fairly priced for users
5. Facilitate a transition to EVs for both private and commercial users while encouraging walking and cycling reducing car ownership and car mode share

2. What is driving the EV transition?



Political

In order to achieve the Council's ambition to decarbonise its operations.



Environmental

EVs are a crucial part of reducing the transport sectors UK greenhouse gas emissions.



Community

Reducing air pollution will benfit public health and investing in public chargepoints will support a fair transition.



Technological

Consumers have a wider choice of EVs as vehicle manufactuers ramp up production alongside a growing second hand EV market.



Regulatory

The UKs net zero target by 2050 is legally binding and the Zero Emission Vehicle Madate comes into force from 2035.



Economic impact

Local benefits range from job creation and chargepoints can help attract visitors and tourists to destinations.

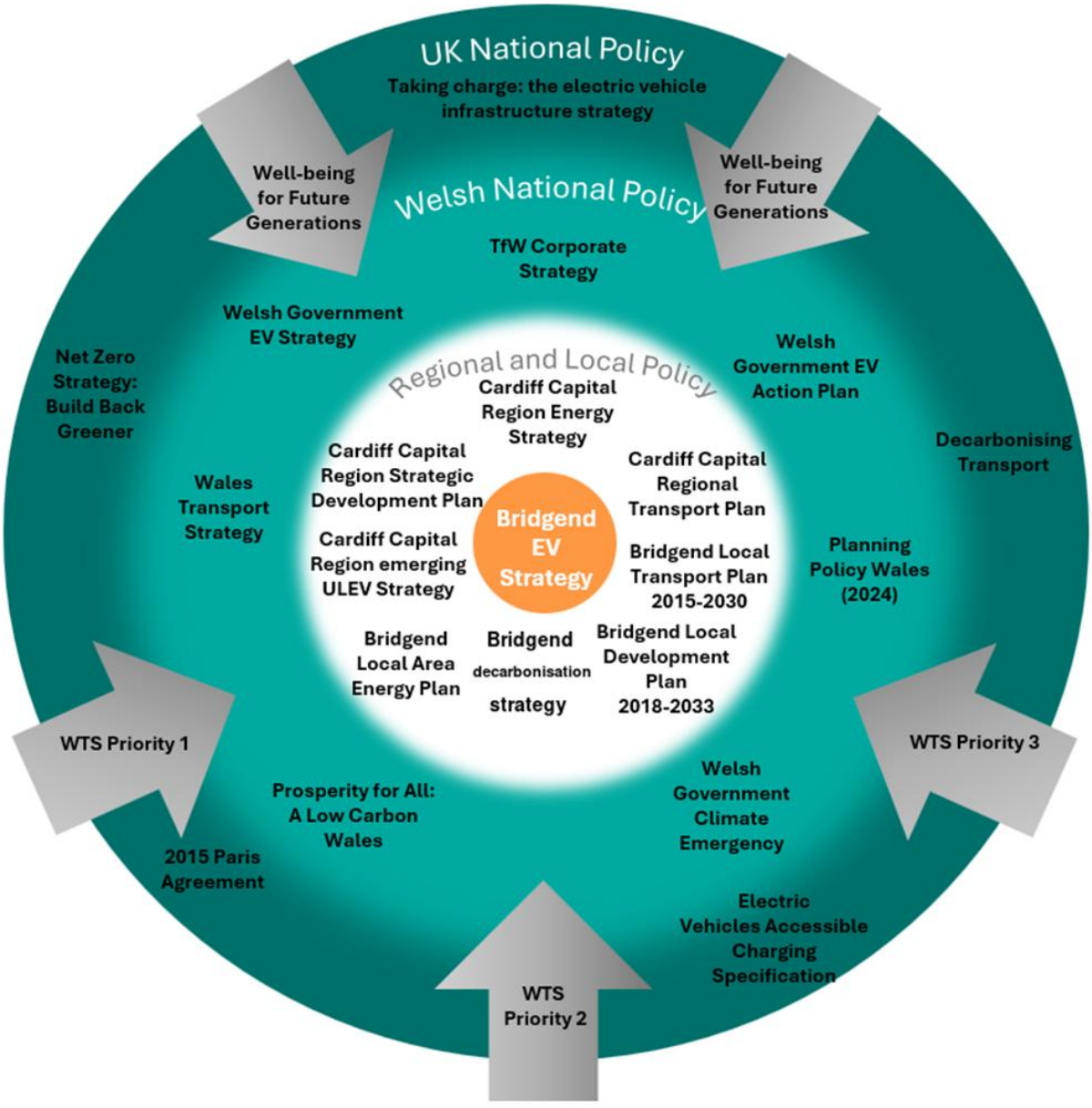
3. Where are we now?

Bridgend's EV strategy is building on the ambitions, commitments and progress of the UK and Welsh Governments (see Figure 1). Since 2019, local authorities across Wales have delivered over 100 EV charging projects, with commercial Charge Point Operators (CPOs) delivering many times more. This was supported by Transport for Wales's (TfW) early interventions to ensure the most rural sites on the Strategic Road Network had rapid chargers, building on the base network to ensure 50kW charging at least every 25 miles.

Across the County, we have already delivered more than 60 chargers over more than 30 sites, and there are more than 2,900 electric vehicles now registered in our area.

Policy position

Figure 1 National, Regional and Local Policy Context

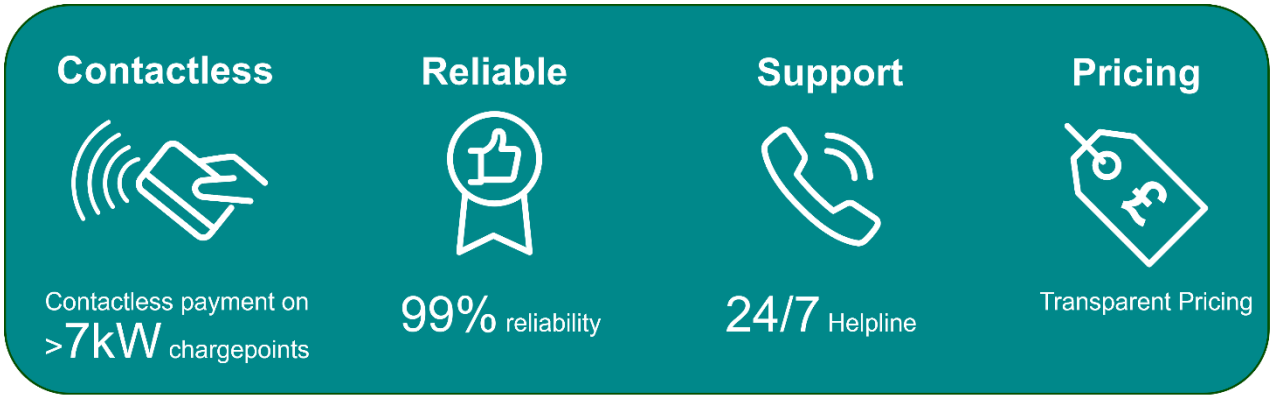


UK National Policy

The UK Government has pledged to achieve net zero emissions across all transport modes by 2050, as detailed in the documents 'Decarbonizing Transport: A Better Greener Britain' and 'Powering up Britain'.

The 'Taking Charge' plan outlines a national strategy for implementing EV ChargePoint infrastructure. The goal is to eliminate barriers to EV adoption by making chargepoints more affordable and convenient, ensuring that everyone can easily find and access reliable public chargepoints with both on-street and off-street options. In September 2023, the UK Government announced that new petrol and diesel cars and vans can continue to be sold until 2035, extending the previous deadline which required all new car and vans to be zero emission at the tailpipe by 2030.

The 'Public Chargepoint Regulations' introduced in 2023 aim to enhance the EV user experience by setting standards for contactless payment. These include:



Welsh Government Policy

Welsh Government declared a climate emergency in 2019 and have committed to delivery of Wales's target of net zero by 2050. Wales's EV strategy followed from UK government guidance, with a host of other policy documents that support or relate to this EV strategy as demonstrated in Figure 1.

Welsh Government published an Electric Vehicle Charging Strategy in 2022, which sets out an objective that ***'by 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it'***



The Welsh Government position on EV charging is synonymous with Central Government messaging and policy around the topic, with a targeted transition to EV being central to transport Decarbonisation, removing charging infrastructure as a perceived and real barrier to EV adoption.

Local Policy

Both Cardiff Capital Region and Bridgend County Borough Council's existing policies have Decarbonisation ambitions and sustainability embedded within them, which will support the emerging Bridgend EV strategy. CCR's emerging ULEV Strategy seeks to reduce emissions and improve charging infrastructure, with a reduction in road transport emissions of 60% by 2035 across the region targeted as part of the CCR Energy Strategy.

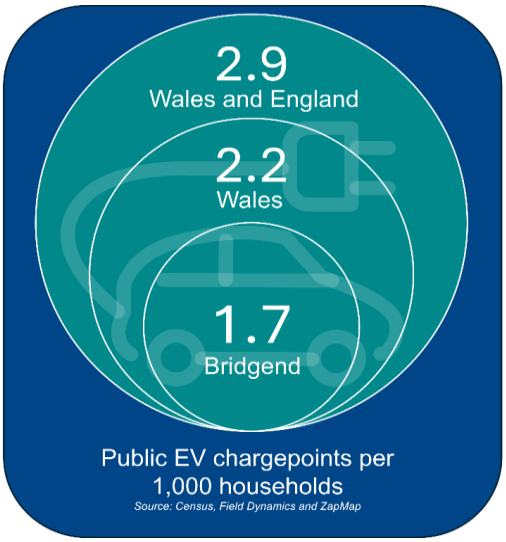
The Corporate Joint Committee (CJC)se has been actively involved in advancing the Strategic Development Plan (SDP), which is currently at the delivery agreement stage, and the Regional Transport Plan (RTP), which is out for consultation.

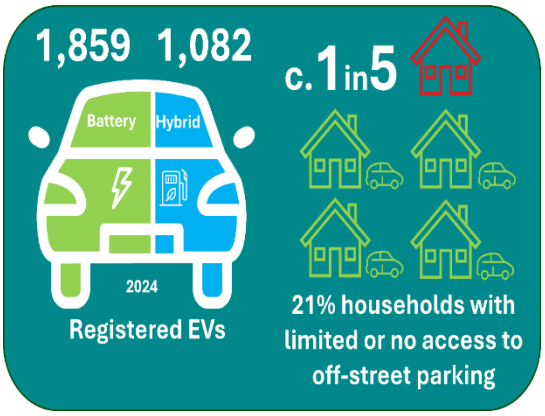
Further information on relevant policy from the UK Government, Welsh Government and Bridgend County Borough Council is outlined in Appendix A.

Current progress

To date, public EV charging deployment that has been led by Bridgend County Borough Council has been focused on public places such as council owned car parks in leisure centers and facilities. This has created 12 EV chargepoints across these locations. There are also 52 chargepoints that have been installed by CCR at a number of Council car parks and on-street locations.

Chargepoints are also available at a variety of private premises such as the supermarkets in Bridgend and Maesteg. These provide a combined total of 108 public EV chargepoints across Bridgend at present.

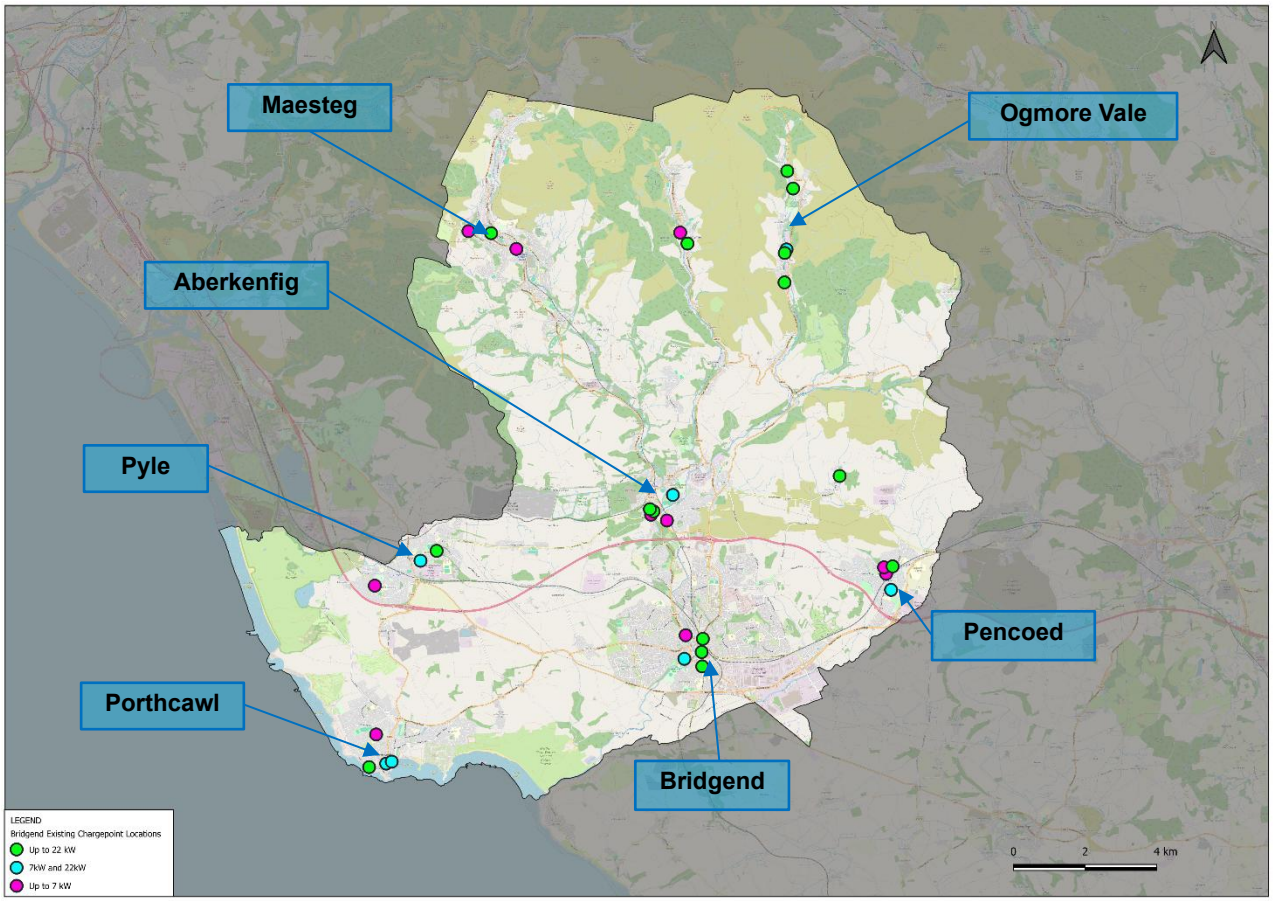




Existing infrastructure, which includes two chargepoints at each of the 6 sites mapped in Figure 2, has been commissioned by Bridgend County Borough Council and are operated by a private operator on our behalf. All current chargepoints are slow to fast chargers that deliver up to 7kW only, 7kW and 22kW depending on the socket used and to 22kW.

Figure 7 in Section 6 provides further information on the types of charging speeds currently available and the potential scenarios best suited to each speed.

Figure 2 Map of Bridgend's Existing Council Commissioned EV Chargepoints



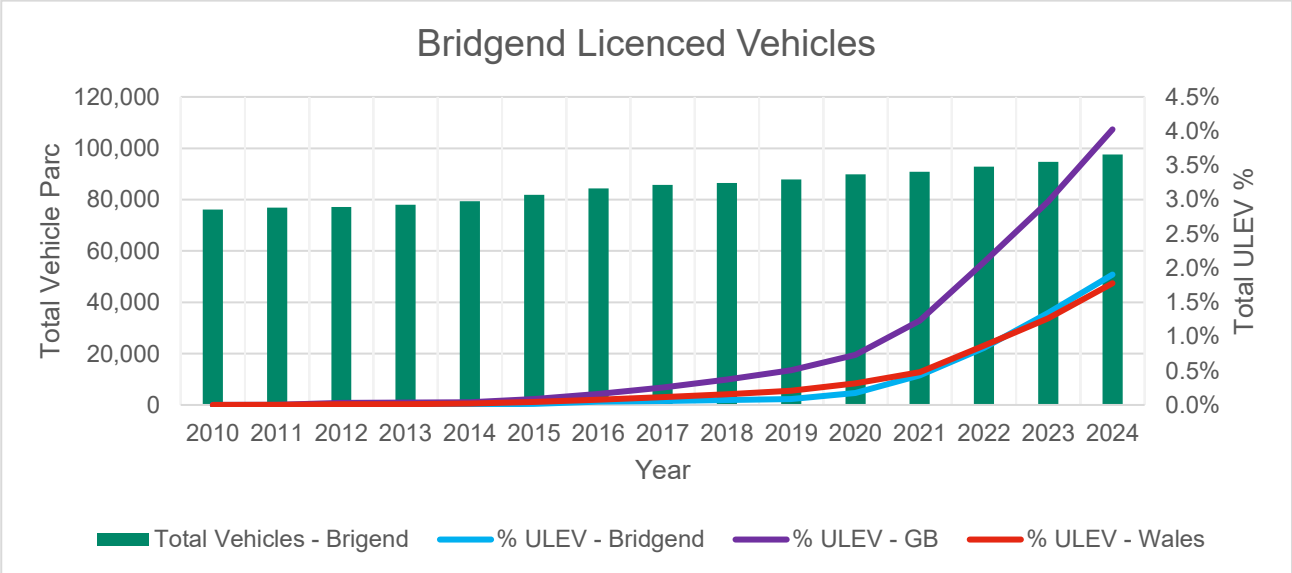
The coverage these Council commissioned chargepoints provide across the County is equivalent to 26% of the population within a 5-minute walk as shown in Figure 3. The chargepoints at Maesteg Row, 2 Heol Llan and Tremains Road Car Park in Bridgend currently serve the greatest number of households, with approximately 1000, 880 and 870 households within a 5-minute walk of each respectively.

Figure 3 Current extent of ChargePoint coverage within a 5-minute walk across Bridgend



Understanding how the current ChargePoint provision reflects the overall percentage of EVs as a proportion of all vehicle types is also a key consideration. Using registered vehicles across the County, Figure 4 shows an increase in BEVs/PHEVs as a proportion of the overall number of registered vehicles in Bridgend, as well as the Welsh National and Great Britain trends, since 2010. Bridgend is currently falling behind in EV uptake compared to trends across the whole of Great Britain.

Figure 4 Number of registered EVs in Bridgend compared to Great Britain and Wales (correct to the time of writing)



To ensure the number of EVs continue to grow and does not plateau, it is vital there is an equitable network of public EV chargepoints across the Bridgend area which serve the needs of all of those who live, work in, travel through and visit Bridgend.

The role of the Council

Bridgend County Borough Council will play a crucial role in helping our residents, businesses, and visitors make more sustainable travel choices by providing new infrastructure such as additional EV chargepoints. In 2020, we declared a climate emergency, and as part of our response, we are taking steps to reduce transport-related carbon emissions from our services.

As a Council, we must thoughtfully consider the social, financial, and technical aspects and implications of EV charging infrastructure. Numerous stakeholders will play a role in the transition to EVs, and we aim to ensure our actions are supportive and well-coordinated to achieve the best outcomes for the County.

We will carefully select locations for EV chargers, taking into account placemaking principles to avoid street clutter and minimise the impact on heritage assets like listed buildings and conservation areas. This will ensure that our installations enhance the community's environment without detracting from its historical and visual appeal. Engaging with the Local Planning Authority (LPA) early in the process will help us navigate planning permissions and align with local development plans.

Councils are not energy providers and generally lack dedicated budgets for EV charging infrastructure. Therefore, our role is to facilitate the deployment of slow, fast, rapid, and ultra-rapid chargepoints across the County through partnerships with the private sector and government-funded initiatives designed to kickstart the efforts of Councils, businesses, and residents.

This approach will involve direct collaboration with ChargePoint operators and other local landowners to identify and establish practical, accessible sites and affordable solutions that can deliver high-quality, reliable charging options for the future.

The role of the Council is summarised as being to:

- **Promote Equity**: Provide charging infrastructure in underserved and rural areas to ensure all communities have access to EV charging, promoting a fair transition to EVs.
- **Support Local Businesses**: Install charging points in commercial areas to attract EV drivers, boosting local businesses and encouraging economic growth.
- **Leverage Public Assets**: Utilise council-owned properties, such as car parks and public buildings, to host charging stations, optimising the use of existing resources.
- **Encourage Private Investment**: Create a favourable environment for private sector investment in EV infrastructure by demonstrating the council’s commitment and providing initial support.



4. Where are we going?

The number of EVs in Bridgend and Wales is expected to continue to rise. This will be accelerated by the UK Government ban on the sale of new petrol and diesel vehicles in 2035, with almost all vehicles forecast to be fully electric by 2050.

We have used a best practice EV uptake forecast methodology to develop our aspirations for EV ChargePoint growth in Bridgend based on a "medium" uptake scenario to best meet our vision for public EV charging. This will require a total of 332 chargepoints by 2030 to meet the "medium" scenario EV uptake demand (see Figure 6). This equates to an additional 224 public EV chargepoints that will be needed by 2030.

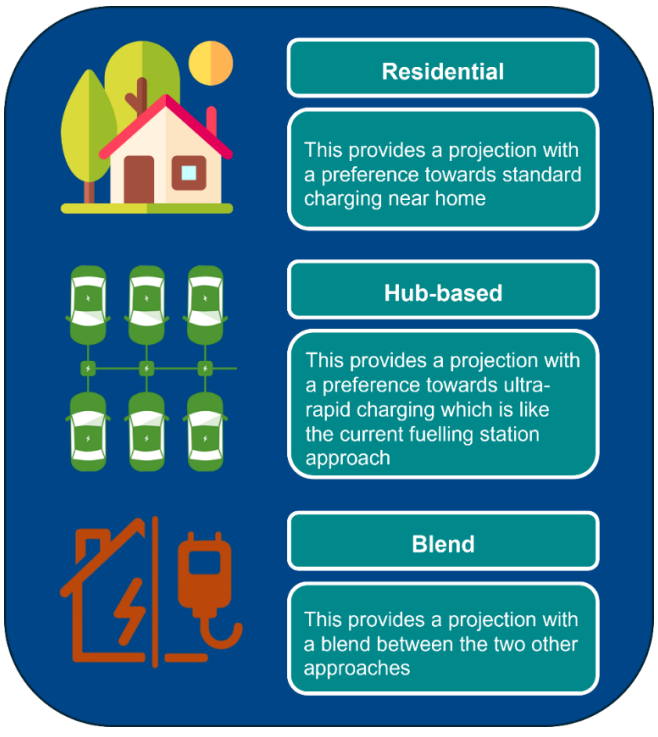
Modelling has been carried out using a best practice EV uptake forecast tool[1], to forecast the future number of EVs in the Bridgend area. As with any projection methodology these forecasts should be taken as indicative estimates which will need to be revisited and updated as and when new information becomes available.

The EV uptake scenarios define the proportion of new vehicle sales each year which are EV. Three scenarios are represented by the tool and are represented as slow, medium or fast electrification of the vehicle parc (e.g. all vehicles on the road). Further detail regarding the forecast uptake methodology can be found in Appendix B.

Utilising DfT vehicle registration and licensing data target points have been added to allow an adoption curve to be constructed from the historic data to the target. These target points are taken from existing policy positions:

- Low: low EV sales up to 80% of all sales by 2030 (70% for commercial vehicles)
- Medium: 2035 ban – 100% of new car and LGV sales are BEV by 2035
- Fast: 2030 ban – 100% of sales are EV by 2030, and 100% BEV by 2035

The forecasts also consider three EVI Strategy approaches:



[1] The National EV Insight & Support (NEVIS) tool. See Appendix B for further information.

Of the three approaches the “medium[2]” approach is being considered by Bridgend as this approach meets our aspirations and vision for public EV ChargePoint infrastructure in the area. Details outlining the forecast number of EV vehicles and the expected number of EV chargepoints under the “low” and “fast” uptake scenarios are outlined in Appendix C. The forecasts for the expected vehicle types and associated number of chargepoints required in Bridgend up to 2050 are shown in the figures below. These identify that an additional 18,575 EV vehicles are forecast within Bridgend by 2030, 39,572 by 2035 and 79,377 by 2050. These will require an additional 224 public chargepoints by 2030, 476 by 2035 and 872 by 2050 to serve this increase from current levels.

Figure 5 Forecast Vehicle Types Across Bridgend by 2050

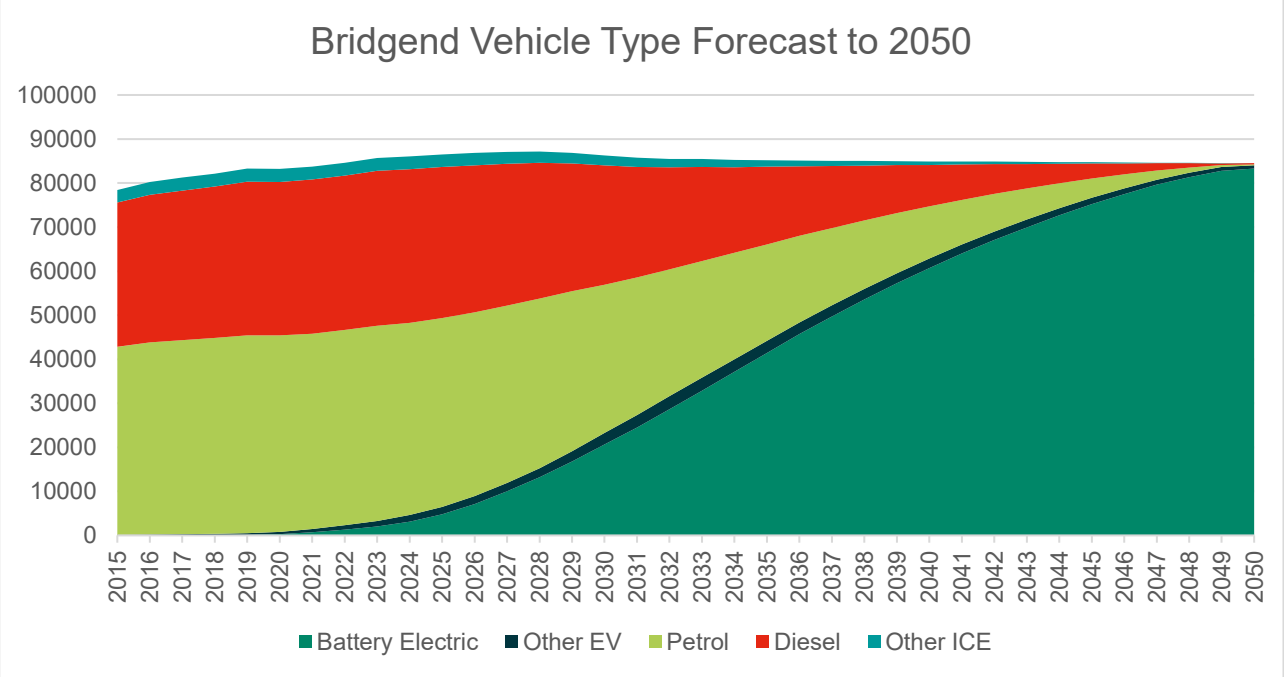
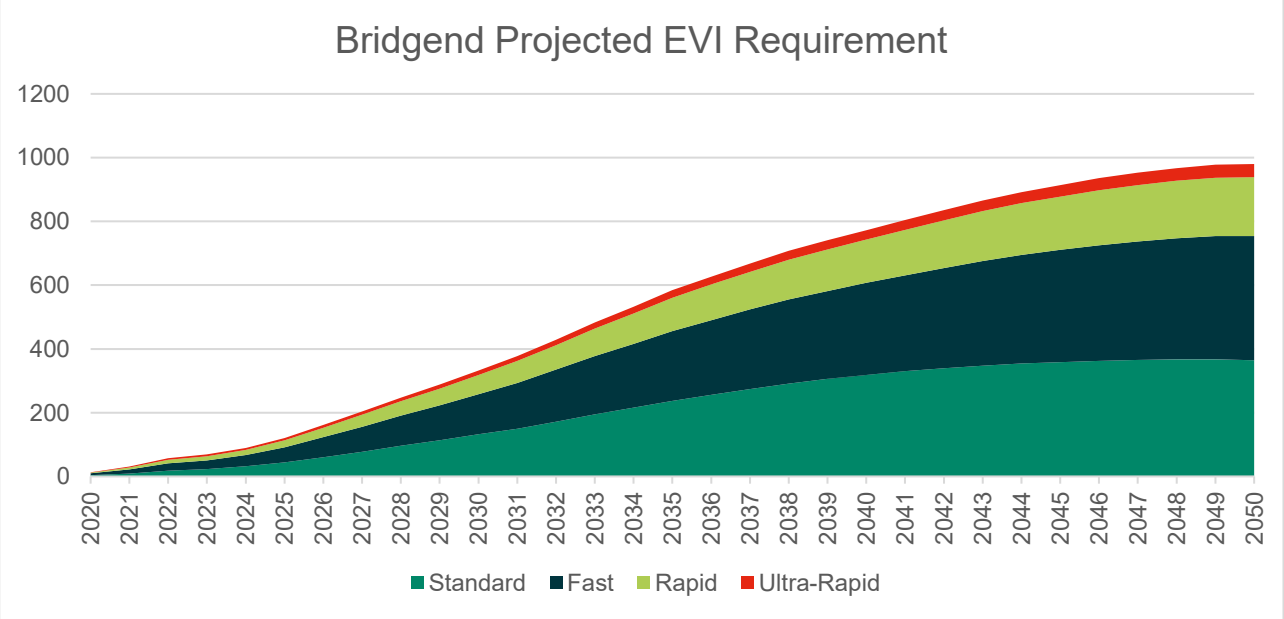


Figure 6 Forecast Required Chargepoints Across Bridgend by 2050



[2] The medium scenario corresponds to the 2035 phase-out of non-EVs

5. What are the drivers and barriers to EV uptake?

Drivers



Environmental Benefits

As a driver, knowing that switching to an EV helps reduce emissions and improve air quality can be a strong motivator. It's a way to contribute to a cleaner environment.



Cost Savings

Over time, EVs can be cheaper to run than petrol or diesel cars due to lower fuel and maintenance costs. Government incentives and grants can also make the initial purchase more affordable.



Technology and Performance

Modern EVs offer impressive performance, with quick acceleration and a quiet, smooth ride. The latest models also come with advanced technology features that can enhance the driving experience.

Barriers



Availability of Charging Infrastructure

As a driver, the availability of charging points is crucial. The high demand for on-street parking and issues with grid capacity limiting the number of charging stations can be a significant barrier.



Range Anxiety

The fear of running out of battery before reaching a charging point can be a major concern. This is especially true for longer journeys or in areas with fewer charging stations.



Upfront Costs

The initial cost of purchasing an EV can be higher than that of a traditional vehicle. Even with potential savings on fuel and maintenance, the upfront expense can be a deterrent for drivers.

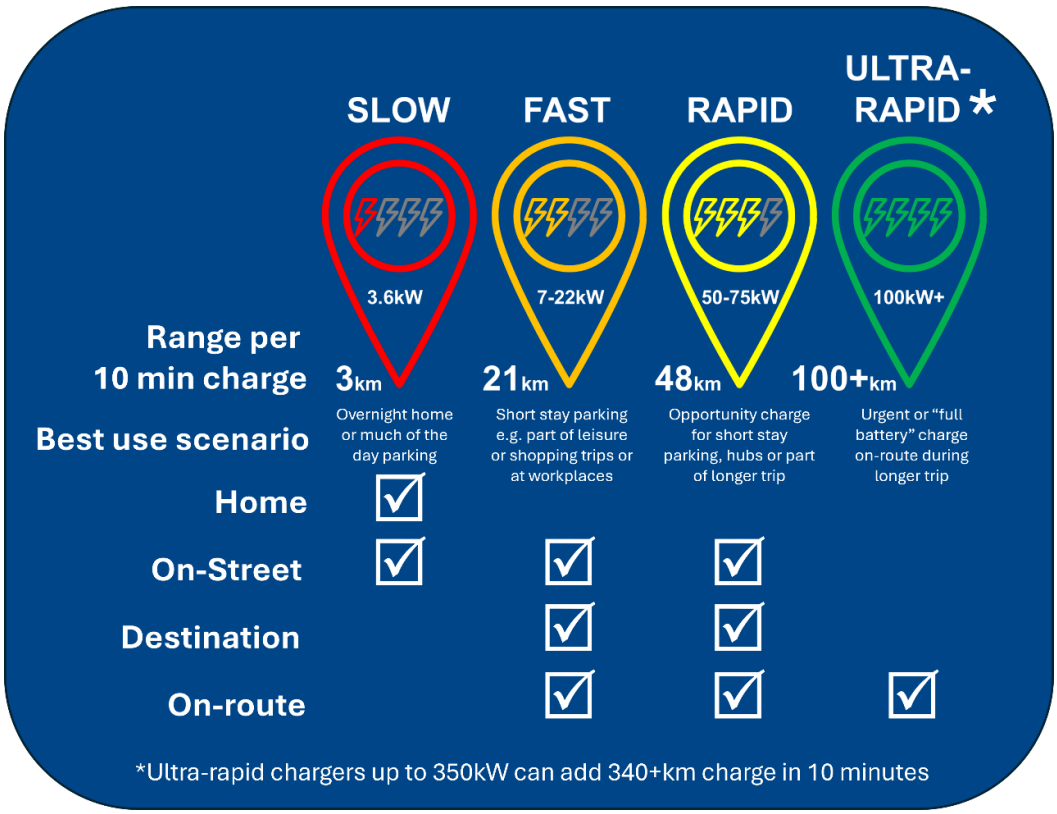
6. What are our ChargePoint options?

How should ChargePoint speeds be decided?

A number of ChargePoint speeds are possible to install at potential future ChargePoint sites as shown in Figure 7. These range from “slow” (3-7kW) to “ultra-rapid” (>100kW). The type of ChargePoint needed depends on the location. At homes or workplaces, where people spend longer periods, slower chargepoints are ideal. Conversely, rapid and ultra-rapid chargepoints are more suitable for destinations or on-route charging, such as motorway services or visitor hotspots including beach resorts like Porthcawl, alongside parks. Faster chargepoints generally require more space, are more expensive to install and use, and place a higher demand on the power grid. In rural areas, limited grid capacity can pose significant challenges and additional costs for installations. Therefore, having a mix of chargepoints in an area is beneficial to meet various user needs and site constraints.

The provision of charging infrastructure for LGVs will also be considered. For example, opportunities for fast and rapid chargepoints in business parks and commercial areas to serve as opportunity chargepoints will be considered, alongside ensuring slow chargers are available in residential areas that are able to accommodate van users.

Figure 7 Chargepoint Speed Options



In Bridgend, groups of people likely to be partly or fully reliant on public chargepoints or alternatives include:

- **Residents in urban areas** who don’t have access to off-street parking or park in nearby car parks, including those living in terraced homes and flats.
- **Visitors and tourists** who do not have access to a ChargePoint at their accommodation, especially those on longer journeys exploring the scenic landscapes.
- **Tenants in rented accommodation or developments** with communal car parks, where the property owner or manager has not installed chargepoints.
- **Travelers** on longer routes who need to ‘top up’ mid-journey, particularly at popular tourist destinations and service areas.

Given Bridgend's diverse community and the importance of tourism, having a variety of chargepoints is crucial. This approach ensures that the needs of both residents and visitors are met, while also addressing the challenges posed by rural grid capacity constraints.



What types of chargers are being developed?



Whilst EV charging technology for private driveways and car parks is well developed, on-street solutions are currently at an earlier stage of development. Across the market there is a range of upcoming ChargePoint innovations being trialed and piloted, predominantly for use in on-street settings. Bridgend will monitor the development of these technologies and trials to understand which solutions would be most appropriate to the County.

Wireless Charging

Wireless EV charging uses inductive charging technology to recharge the vehicle battery without the need for physical cables. The innovative technology is still being researched, tested and developed through a small number of pilots and trials globally. The technology is not currently commercially or technically ready.



Advantages

✓ No street clutter and trip free way to run cables across pavements, reducing the risk of accidents

✓ EV owners are able to charge at home on their own energy supply, utilising cheaper tariffs

✓ Easy installation

Disadvantages

× Vehicles will need to be retrofitted

× Low technology readiness level

× High cost of installation and maintenance

Cable Gully Charging

Cable gully provides a solution to households who do not access to off-street parking. Cable gullies are channels installed in the pavement that provide a discreet and safe way to extend charging cables from homes to the roadside. Installation does not require heavy machinery and can be done by LAs.



Advantages

✓ No street clutter and trip free way to run cables across pavements, reducing the risk of accidents

✓ EV owners are able to charge at home on their own energy supply, utilising cheaper tariffs

✓ Easy installation

Disadvantages

× Can be expensive, especially if extensive groundwork is required

× New form of infrastructure requirements for LAs to update local policy planning and process

× Limited use for flats and multioccupancy residential buildings

Pop-up Pavement Charging

Pop-up EV chargerpoints posts offer a solution to households who do not have off-street parking. They remain hidden in the pavement when not in use, keeping footways clear. Currently, they are mostly available in trial phases in select cities.



Advantages

- ✓ Minimised street clutter by promoting space efficiency due to being able to retract into ground when not in use
- ✓ They can be installed in clusters, allowing for multiple chargers in one area with extensive infrastructure changes
- ✓ Improved safety as they are flush in the pavement when not in use

Disadvantages

- × Initial high installation costs especially if groundwork is required
- × Installation can be complex due to groundworks
- × Not widely available, mostly in trial phases

Lamppost Charging

Lamppost charging, including the retrofitting of existing lampposts, provides a solution to households who do not access to off-street parking. New lampposts with integrated chargers or existing lampposts with a chargepoint fitted retrospectively can provide a new charging option without requiring additional street furniture. The installation does not require footways to be dug up and can charge up to 7.36kW.



Advantages

- ✓ No additional street clutter and trip free way to run cables across pavements, reducing the risk of accidents
- ✓ EV owners are able to charge at home on their own energy supply, utilising cheaper tariffs
- ✓ Easy installation

Disadvantages

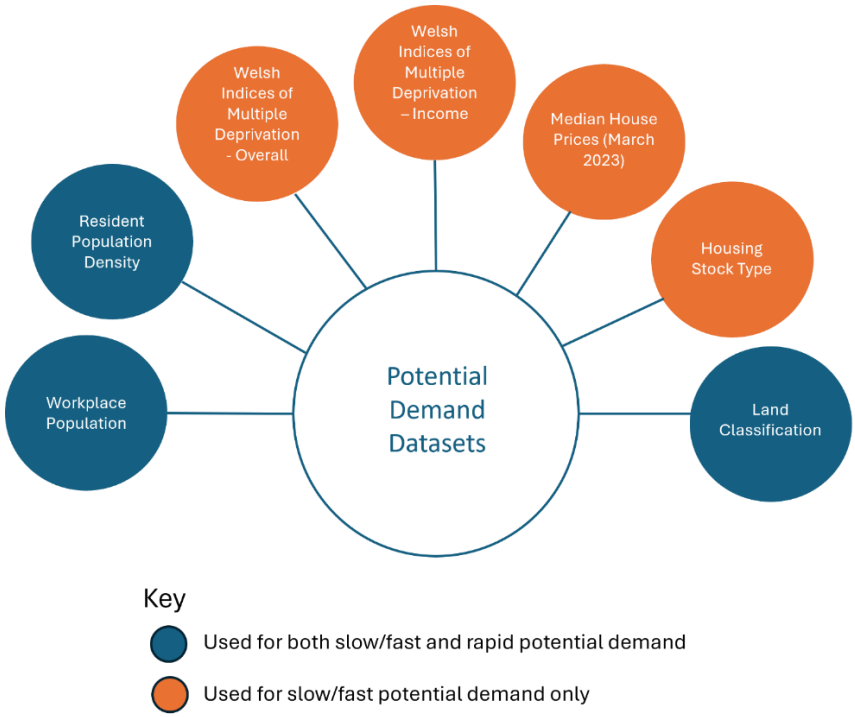
- × Can be expensive, especially if extensive groundwork is required
- × New form of infrastructure requirements for LAs to update local policy planning and process
- × Limited use for flats and multioccupancy residential buildings

7. Where will we need chargepoints by 2030?

To date, ChargePoint rollout undertaken by the Council has been undertaken based on identifying suitable Council owned car parks in leisure-based settings which provide suitable locations for fast chargers. The rollout of CCR chargers has similarly identified suitable Council owned car parks, as well as some on-street locations, to deliver a mixture of slow/fast chargers across the County. To deliver the future forecasted number of chargers that will be required in Bridgend by 2030 (as identified in Section 4), it is important to consider where and when they are needed across the whole County, including in on-street settings, using a more evidenced spatial approach. A demand led approach has therefore been used to determine particular areas within Bridgend which are likely to require the largest share of the expected number of chargepoints.

Using a demand led approach to identifying the need for chargepoints

To develop a proactive EV ChargePoint deployment strategy, we have evaluated the underlying potential demand for EV charging infrastructure across Bridgend. Several different indicators have been used to support this analysis including:



These indicators have been adapted based on charging speed. The demand potential for rapid chargers focuses on urban retail and manufacturing areas within the land classification indicator, excluding factors like housing stock type, deprivation, and house prices. Conversely, slow/fast charging demand focusses on residential and employment type areas. In both scenarios, areas with higher resident and workplace populations have been rated as having a greater potential for ChargePoint demand. However, only slow/fast charging has taken higher percentages of flats or terraced housing within the housing stock indicator, alongside lower levels of deprivation and higher house prices, to indicate a greater potential demand for chargepoints. Further detail regarding the appraisal process is included in Appendix D. The results of this analysis have been visualised using “hexcell” based GIS data analysis to estimate the underlying demand for:

- Slow/Fast charging focusing on charging needs of residents without access to a driveway to charge their vehicles at home, alongside employees with extended periods at one location; and
- Rapid charging at points of interest, for fast top-up charging by residents, visitors and customers.

As locations are identified, it may be necessary to adopt a mixture of charging point speed to factor for a variety of charging purposes. For example, if a mobility hub type facility consisting of features such as EV

charging bays, cycle storage and public transport connections is considered at a strategic site, both slow and rapid chargers will be considered. Slow chargers will serve employees commuting into an area of employment, whilst rapid chargers will better serve shorter stay visitors travelling for leisure or personal business. It is also worth considering "passive" provision[3] of infrastructure to support quick installation of future connections as demand grows.

Demand for Slow/Fast (7-22kW) EV chargepoints

The highest potential for on-street slow/fast chargepoints are in locations where there is high population density alongside lower access to off-street parking. Slow/Fast charging demand is currently solely met by 22 kW EV chargepoints that have been commissioned by Bridgend County Borough Council. As of November 2024, there are currently 6 Council and 26 CCR commissioned locations in Bridgend with slow/fast chargers. These are listed in Table 1:

Table 1 The 30 Current Council Commissioned Slow and Fast Chargers in Bridgend

Current Council Commissioned Slow & Fast EV Chargepoints	
Garw Valley Leisure Centre (Up to 7kW)	Five Bells Car Park, Bridgend Centre (Up to 22kW)
Ogmore Valley Life Centre (7kW and 22kW)	Station Yard Car Park, off Commercial Street, Ogmore Vale (Up to 22kW)
Pencoed Swimming Pool (7kW and 22kW)	Dinam Street, car Park, Nant y Moel (Up to 22kW)
Pyle Swimming Pool (7kW and 22kW)	Former Railway Yard, Commercial Street, Nant y Moel (Up to 22kW)
Ynysawdre Swimming Pool (7kW and 22kW)	Oxford Street, Car Park, Pontycymer (Up to 22kW)
Bridgend Bowls Club car park (7kW and 22kW)	Hope Street, Car Park, Aberkenfig (Up to 22kW)
Brackla Street Surface (Up to 22kW)	High Street, Car Park, Heol y Cyw (Up to 22kW)
Tremains Road Car Park (Up to 22kW)	Penprysg Car park, Pencoed (Up to 22kW)
Tondu Road Car Park (Up to 7kW)	Pisgah Street (off Park Street behind Heath Bridge Surgery), Kenfig Hill (Up to 22kW)
Sarn Station Park & Ride (Up to 7kW)	Heol y Llyfrau car Park, Aberkenfig (Up to 22kW)
Maesteg Multi-Story Car Park (Up to 22kW)	Maesteg Row, Maesteg (Up to 7kW)
Neath Road (Up to 7kW)	119 Bridgend Road, Aberkenfig (Up to 7kW)
Pencoed Railway Station Park & Ride Car Park (Up to 7kW)	2 Heol Llan, North Cornelly (Up to 7kW)
Porthcawl Seafront-on Street (Up to 22kW)	25 Green Valley, Pencoed (Up to 7kW)
Hillsboro Place Car Park, Porthcawl (7kW and 22kW)	5 Suffolk Close, Porthcawl (Up to 7kW)
Eastern Promenade, Porthcawl (7kW and 22kW)	Park Avenue Car Park, Ogmore Vale (Up to 22kW)

These, alongside the expected relative demand for slow/fast EV chargepoints by 2030, with a focus on on-street charging, are mapped in Figure 8. Highest potential demand is represented by the darkest areas and lowest by the lightest areas respectively. Figure 8 identifies that the south of the County currently has the greatest demand for an enhanced number of EV chargepoints up to 2030.

[3] Passive provision is when the necessary underlying infrastructure (e.g. cabling to parking spaces) is in place to ensure simple installation and activation of a charging point at a future date.

Figure 8 Potential Demand for Slow/Fast Chargepoints by 2030

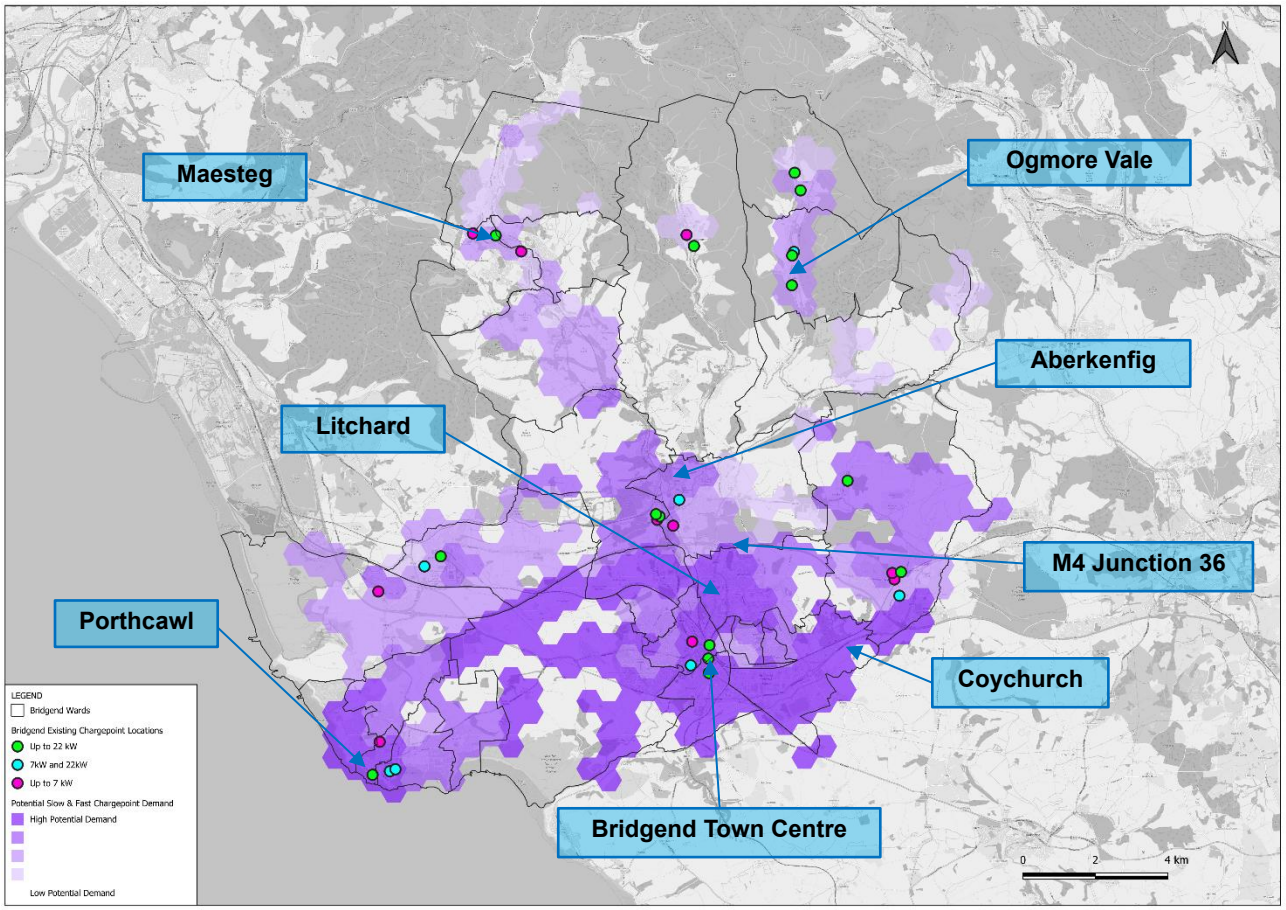


Table 2 further identifies a number of wards that have the greatest potential demand and key places and point of interest contained within them. These places will therefore be prioritised when identifying new EV chargepoints going forward. Consideration will also be given to valley communities such as Maesteg and Ogmore Vale where suitable locations can be identified, as these locations are shown to have a medium level of demand potential.

Table 2 Highest Priority Wards for Slow/Fast Chargepoints by 2030

Ward	Key Locations	Points of Interest
Brackla East and Coychurch Lower and Brackla West	• Brackla	
Coity Higher	• Coity • Litchard • Coychurch • Bridgend Industrial Estate	• Princess of Wales Hospital • Castell Coity • Bridgend Designer Outlet (Supermarket and Hotel)
Bryntirion, Laleston and Merthyr Mawr	• Broadlands • Laleston • Merthyr Mawr	
Bridgend Central	• Town Centre • Ystrad Fawr • Brynhyfryd • Newcastle • Wild Mill	• Bridgend and Wild Mill station • Bridgend Bowls Club
Porthcawl (East & West Central, Nottage and Rest Bay)	• Town Centre	• Rest Bay • Sandy Bay • Trecco Bay • Coney Beach Pleasure Park

		• Royal Porthcawl Golf Club
Oldcastle	• Oldcastle • Whiterock	
Pen-y-Fai	• Pen-y-Fai	• Glanrhyd Hospital
Pencoed and Penprysg	• Pencoed	• Pencoed Station • Pencoed Business Park • Bocam Park
Aberkenfig	• Aberkenfig	• Sarn Station (Park and Ride) • Parc Slip Visitor Centre and Café • Tondu Enterprise Centre

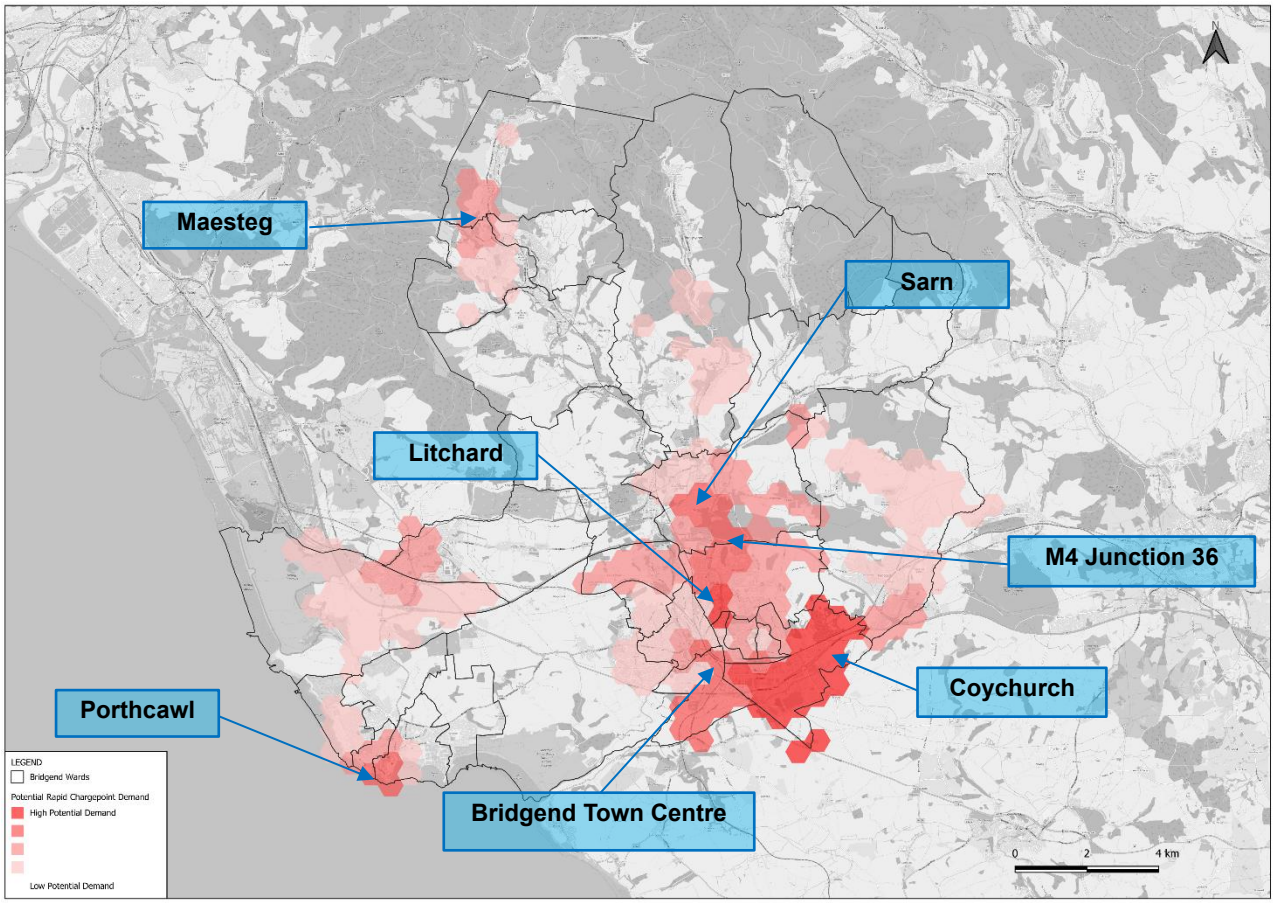
Note: Existing Council commissioned EV ChargePoint locations are highlighted in red.

Rapid (50-100kW) EV ChargePoint relative demand

Furthermore, key locations for potential rapid or ultra-rapid chargepoints have been identified, considering both the key destinations across Bridgend (i.e., locations with higher dwell time) and the availability of space to locate rapid chargepoints (either standalone or as a hub). These locations include high opportunity areas (e.g. retail, high-street, car parks, industrial areas and tourist locations). These chargepoints will help meet the need of residents for top-up charging, as well as that of visitors, small businesses, taxi and PHV drivers travelling into the borough.

Bridgend currently has no rapid chargers that have been commissioned by the Council or CCR. A number of third-party operators do however operate such chargers across the County. We are therefore looking to begin developing our own rapid network of chargers at key locations that have been identified in the heat demand map in Figure 9. Highest potential demand is represented by the darkest areas and lowest by the lightest areas respectively. Figure 9 identifies that the wards closest to Bridgend town centre have the greatest potential demand for rapid chargepoints, alongside the area surrounding Junction 36 for the designer outlet and Sarn Park service station. Notably, wards containing Porthcawl town centre, Cornelly and Maesteg town centre are also identified as having a potential demand for rapid chargepoints.

Figure 9 Potential Demand for Rapid Chargepoints by 2030



In addition to those highlighted in Figure 9, some further wards for rapid ChargePoint consideration are identified in Table 3, alongside some potential key locations and points of interest for consideration.

Table 3 Highest Priority Wards for Rapid Chargepoints by 2030

Ward	Key Locations	Points of Interest
Brackla East and Coychurch Lower and Brackla East Central	• Brackla	
Coity Higher	• Coity • Litchard • Coychurch	• Bridgend Industrial Estate • Princess of Wales Hospital • Castell Coity • Bridgend Designer Outlet (Supermarket and Hotel)
Oldcastle	• Oldcastle • Whiterock	
Bridgend Central	• Ystrad Fawr • Brynhyfryd • Newcastle • Wild Mill • Town Centre	• Bridgend Bowls Club
Porthcawl (East & West Central)	• Town Centre	• Coney Beach Pleasure Park • Sandy Bay • Trecco Bay
St. Bride's Minor and Ynysawdre	• Sarn • Brynmenyn	• Tondu Iron Park • Bridgend Designer Outlet (Stores) • Welcome Break Sarn Park Services M4 • Ynysawdre Swimming Pool • Sarn Station Park and Ride

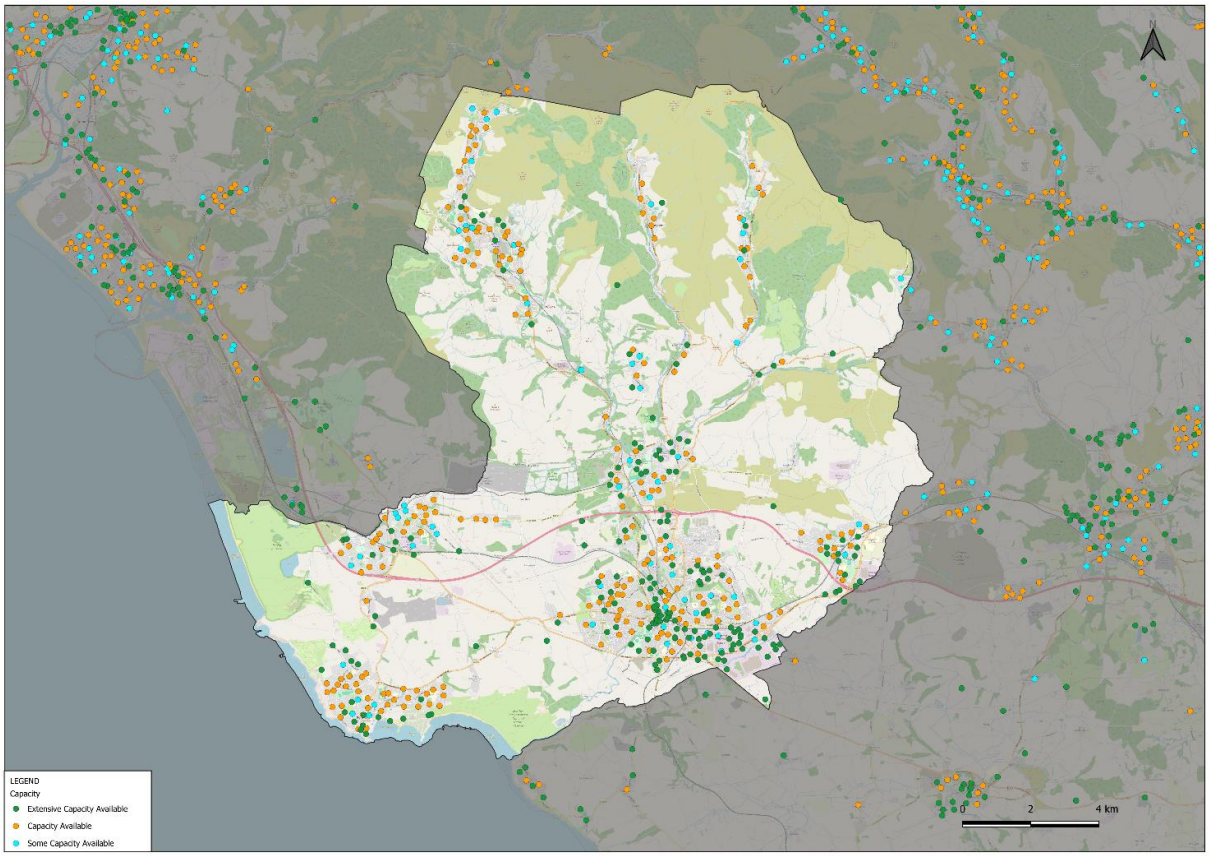
Caerau	• Caerau • Nantyffyllon • Spelter	
Pyle, Kenfig Hill and Cefn Cribwr	• Pyle • Kenfig Hill • Cefn Cribwr	• Village Farm Industrial Estate • Pyle Swimming Pool
Cornelly	• North Cornelly • South Cornelly	• Kenfig National Nature Reserve • Sker Beach
Pencoed and Penprysg	• Pencoed	• Pencoed Business Park • Bocam Park • Pencoed Swimming Pool • Pencoed Station
Maesteg West	• Maesteg • Town Centre	• Maesteg Community Hospital • Maesteg Ewenny Road Station
Pen-y-Fai	• Pen-y-Fai	• Glanrhyd Hospital

Note: Existing Council commissioned EV ChargePoint locations are highlighted in red.

Grid capacity and constraints

The identification of suitable EV ChargePoint locations will also consider distances to existing electricity sub-stations and their available or spare capacity, so the costs for grid connections and cabling to the EV chargepoints can be minimised. To deliver any potential rapid EV chargepoints or Charging Hubs where suitable capacity is currently unavailable, the Council will consider requesting new sub-stations and grid enhancements. Bridgend's current substation capacity and its ability to accommodate EVs across the County is shown in Figure 10. Where only some capacity is available, we may need to consider some management of charging, but we only expect this to be a reactive solution in certain cases whilst we create additional local capacity.

Figure 10 Bridgend Substation Capacity Available for EVs



Data Source: National Grid Electricity Distribution PLC EV Capacity Data[4]

[4] National Grid - EV capacity map

8. How will the chargepoints be delivered?

As the EV market has matured the range of potential operating models and funding opportunities for the deployment of public EVI has evolved. Commercial approaches adopted in the earlier stages of rollout have been refined to leverage greater private investment and reduce the risk to local authorities.

There are many variations to reflect the unique requirements of each local authority, taking into account socioeconomic and geographical challenges. Key differentials in the various commercial models focus on who owns it, who operates it, who is responsible for operation and maintenance costs, and who benefits and how. The table below outlined the five most common models. We as a Council are currently considering the potential delivery models that are available, with a preference towards the land lease model. Each delivery model comes with its own individual strengths and weaknesses, with risk apportionment distributed differently across each option. A careful balance is required between the opportunity to generate revenue for Bridgend and the potential risks and other commercial considerations. A full list of advantages and disadvantages for each option is included in Appendix E.

Delivery Models	Potential Control by Bridgend County Borough Council	Potential Risk to Bridgend County Borough Council
Own & Operate: (Contractor Supply and Install only) Paid for and owned by the public sector, with capital and maintenance costs recouped from usage charges. Operations are contracted to a CPO.	**Highest**	**Highest**
Joint Venture: A joint venture between a local authority and a partner business, sharing responsibilities, risks, and benefits, will establish a new entity to own and manage the ChargePoint network.	**High**	**High**
Public Private Commercial Partnership – External Operator: Capital costs are funded by the public sector, while the Charge Point Operator (CPO) covers some or all ongoing expenses in return for a share of the revenue.	**High**	**Medium**
Public Private Commercial Partnership – Concession: Capital costs are usually partially funded by the public sector, with the remaining costs covered by the Charge Point Operator (CPO). All operational costs and risks are transferred to the CPO.	**Medium**	**Low**
Land lease: All costs paid by CPO, which is granted a long-term lease/ license by the Local Authority, to allow the CPO to recover its costs.	**Low**	**Low**
TfW supply / install, LA operate: Paid for and owned by TfW, with capital and maintenance costs recouped from usage charges. Operations are carried out by LA.	**Medium**	**Low**

Current contract arrangements

For the majority of our EV chargepoints, Bridgend County Borough Council works with CCR and our ChargePoint operator (Connected Kerb) to identify suitable locations to deliver new EV chargepoints across the County. CCR are responsible for the delivery of these chargepoints and for their day-to-day operation. For the 6 current Council commissioned EV ChargePoint sites at leisure centres across the County, these have been delivered separately to the CCR chargepoints using an 'Own & Operate' contract model. Going forward, we are open to exploring a number of different contract and delivery options that deliver best value for money for the residents of Bridgend.

Funding opportunities

There are several funding schemes which can help with the rollout of EV ChargePoint infrastructure. The Council have previously successfully applied for funding grants from the UK Government and Welsh Government including the Welsh Government Local Transport Fund. This has included over £75,000 for active travel improvements in Bryntirion and over £55,000 for pedestrian and cycling safety schemes over the current 2024-25 financial year. Figure 11 summarises the funding opportunities available to Bridgend County Borough Council. Details on these funding opportunities can be found in Appendix F.



Car club permits

Alongside formal funding routes local authorities can also consider car club permit funding options. For example, some local authorities have combined their parking permit process for car clubs with a commitment to secure funding for an EV ChargePoint from operators (where feasible). In the London Borough of Kensington and Chelsea the Council offer a £0 permit fee to car club operators for up to three years in return for installing an EV ChargePoint.

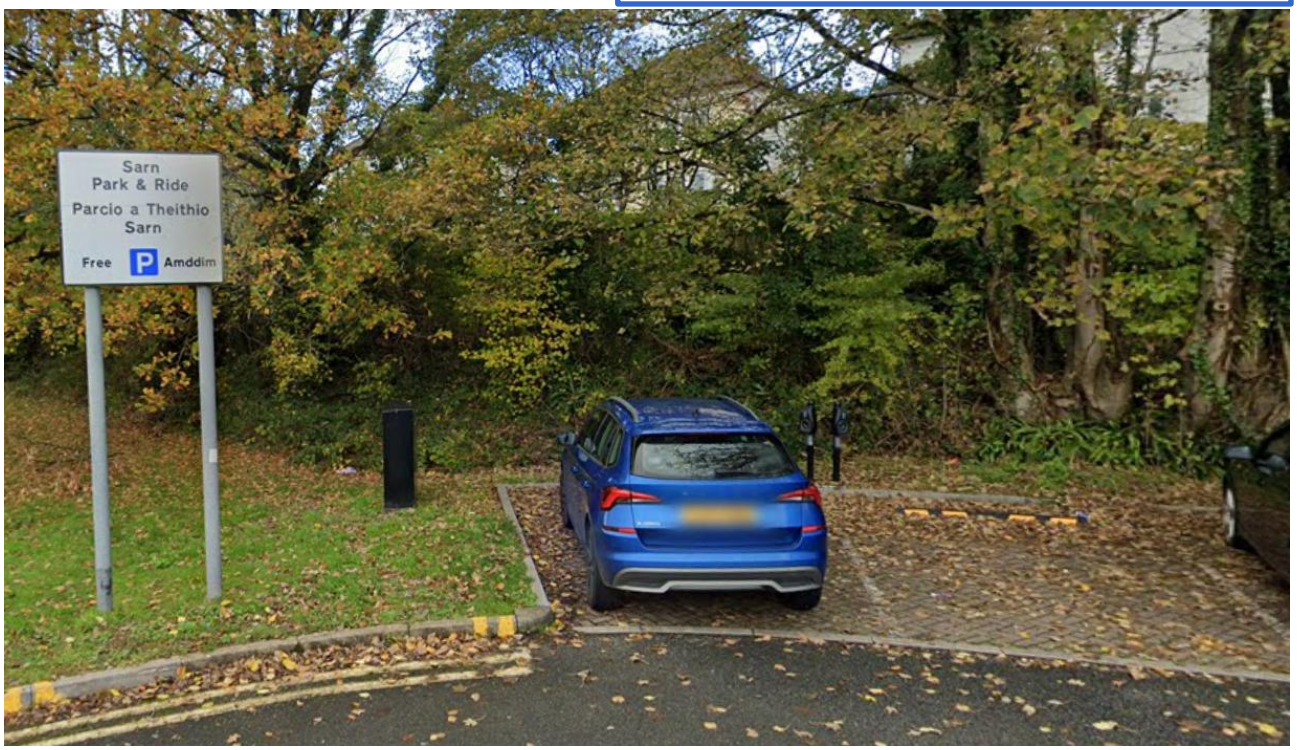
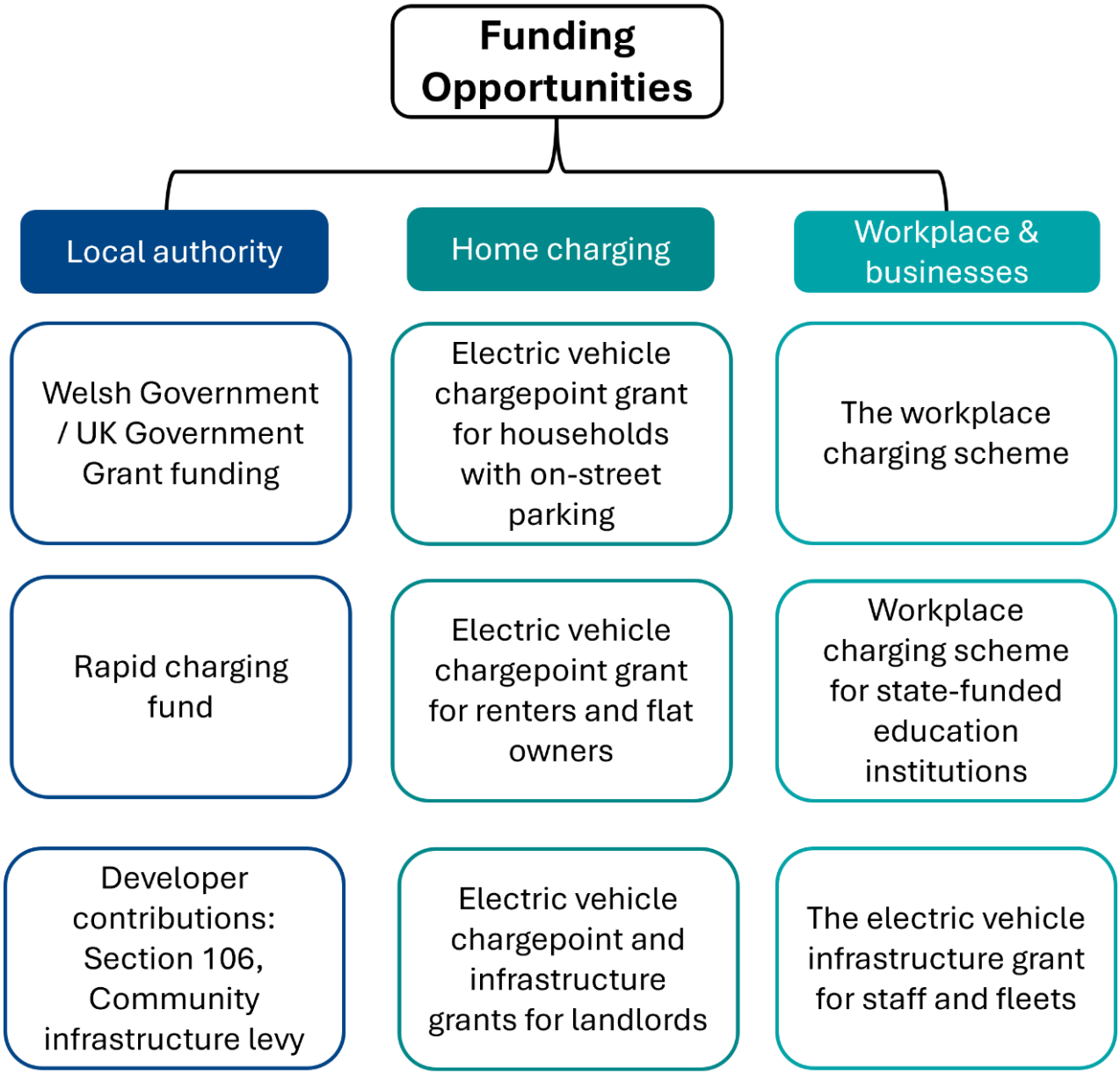


Figure 11 Funding Opportunities



9. When and how will chargepoints be delivered?

The Strategy has been prepared to help ensure Bridgend can bring the EV Strategy vision to life through delivering the required charging infrastructure to meet demand. This will enable an accelerated uptake of EVs up to 2030 and beyond. A list of actions has been identified over the following pages to support the achievement of the objectives and vision of the EV Strategy. The proposed actions provided a high-level implementation timeline and the corresponding role of the Council.

The timeframes listed in the table relate to the following years:

- **Short term** – between now and 2030
- **Medium term** – between 2030 and 2035
- **Long term** – 2035 and beyond.

	Priority Action Areas and Proposed Tasks	Bridgend County Borough Council role	Timescales
Action Area 1: Increase awareness and knowledge of EVs across the County			
1.1	Continue to use the existing Bridgend County Borough Council website as a mechanism to update, inform and highlight to residents, businesses and visitors' educational information on EV chargepoints.	Deliver	Ongoing
1.2	Support and promote local engagement activities (depending on the campaign and funding availability) to increase awareness of EVs and encourage uptake.	Deliver	Ongoing
1.3	Continue to highlight ways for the community to register expressions of interest for the installation of public EV chargepoints.	Deliver	Short
Action Area 2: Develop a network of public chargepoints that achieve appropriate levels of coverage			
2.1	Develop a prioritised roll-out plan for the procurement of EV chargepoints across Bridgend County Borough Councils' estate (such as Council car parks, community facilities and housing estates) based on underlying demand and utilisation data from existing chargepoints.	Deliver	Short/mid
2.2	Undertake a refinement of proposed locations for chargepoints, building on demand modelling findings	Deliver	Short/mid
2.3	Undertake design guide development with Bridgend planning and highways teams, to ensure a joined-up approach where the most appropriate types of public chargepoints are identified for different situations. This will factor for heritage / environment sensitive locations. Options for a residents' tariff will be considered within this.	Deliver	Short/mid
2.4	Work with stakeholders to add public chargepoints to third-party land e.g. large trip attracting sites such as Bridgend Designer Outlet, retail areas and leisure facilities	Engage	Short
2.5	Install more public EV charging stations at popular tourist destinations, hotels, and key locations such as parks and beaches.	Deliver	Mid/long
Action Area 3: Ensure the EV ChargePoint network is inclusive, reliable and accessible.			
3.1	Engage with Distribution Network Operators (DNOs) to identify rural areas with suitable grid capacity connections and understand where the Council may anticipate high upgrade costs.	Engage	Short
3.2	Facilitate peer-to-peer community charging schemes which allows residents with private home chargepoints to share these with other drivers.	Deliver	Mid/long
3.3	Where possible, continue to install charging hubs in car parks for residents which can serve EV drivers without access to off-street parking.	Deliver	Mid/long
3.4	Ensure contactless payments across all chargepoints over 7kW.	Deliver	Mid/long

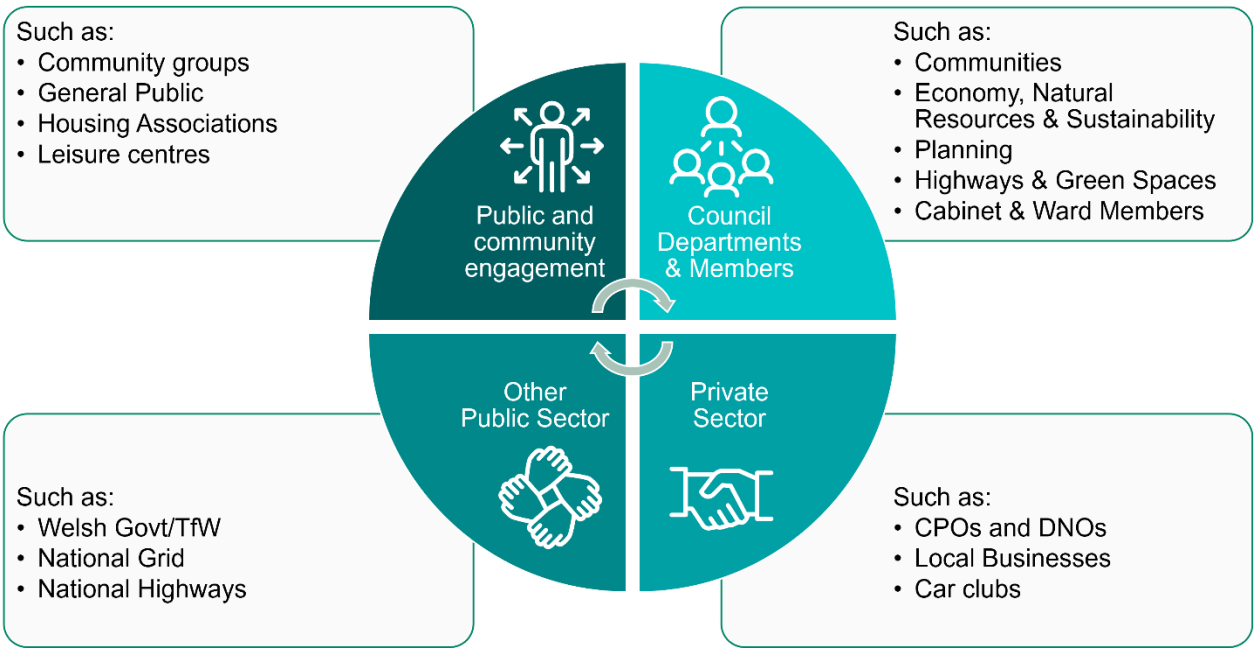
3.5	Ensure all new chargepoints meet the accessibility standards outlined in PAS 1899:2022 (or updated guidance if superseded) where possible based on location and space availability.	Deliver	Mid/long
Action Area 4: Develop an EV ChargePoint network which is sustainable economically, technically and fairly priced for users,			
4.1	Explore funding models that allow for consistency in fair pricing across Bridgend County Borough Council commissioned chargers.	Engage/deliver	Short/mid
4.2	Identify a funding and on-going commercial model with ChargePoint operators that ensures a fair roll out of future EV ChargePoint sites across the County that best serves the residents and visitors of Bridgend.	Engage/deliver	Short/mid
4.3	As new contractual arrangements are required, consider procuring a public-private partnership(s) with CPOs which allow the cross-subsidisation of profitable sites in urban areas with less profitable sites in rural locations, to achieve more equal access to chargepoints overall.	Deliver	Short/mid
4.4	Explore and create opportunities with the private sector to deliver chargepoints without using public funds.	Engage/deliver	Short/mid
4.5	Investigate offering discounts during off-peak hours to make charging more affordable for users.	Influence	Short/mid
Action Area 5: Facilitate a transition to EVs for both private and commercial users while encouraging walking and cycling reducing car ownership and car mode share.			
5.1	Develop mobility hubs where suitable location can be found to allow for strategic areas where individuals and businesses can charge EVs and utilise active travel and public transport as part of their journey to reduce vehicle miles driven.	Deliver	Mid/long
5.2	Investigate introducing car clubs with electric vehicles at appropriate sites to support residents to reduce car trips and car ownership.	Deliver	Mid/long
5.3	When developing new infrastructure and settlements, we will ensure active travel and public accessibility is jointly considered with the provision of EV charging to introduce habits of not requiring a vehicle for every journey early on.	Influence	Short/mid

10. What happens next?

Public consultation and strategy delivery

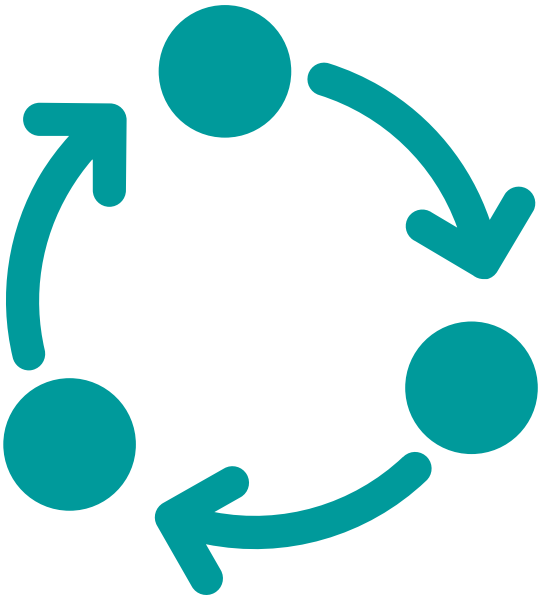
To ensure our EV strategy aligns with the needs of the community, we will be conducting a public consultation. This will provide residents, businesses, and other stakeholders with the opportunity to share their insights and feedback. Your input will be invaluable in shaping a strategy that meets the evolving needs of Bridgend. Additionally, we will adhere to necessary regulatory processes, such as Traffic Regulation Orders (TRO) and planning permissions, to ensure compliance and efficiency. These stakeholders will then be regularly consulted during the delivery of the strategy to ensure we can efficiently deliver EV chargepoints across the County. A summary of the individuals and groups that will be consulted is outlined in Figure 12 below.

Figure 12 Engagement and Delivery Partners



Monitoring and evaluation

Monitoring and evaluating the success of the EV transition in Bridgend will be crucial. This process will involve tracking the performance of the current scheme and integrating any lessons learned into future projects. Keeping an eye on developments elsewhere in the UK will also provide valuable insights.



The Council will implement a monitoring and evaluation plan to track how EV uptake and the roll-out of chargepoints are aligned with forecasts in this strategy and against the related actions.

The Council will continue to monitor the performance of the chargepoints it procures. Data could include ChargePoint use (such as ChargePoint

utilisation, number of charging sessions, energy delivered, duration of charging sessions, and ChargePoint downtime).

Additionally, feedback from residents through community panels will be essential for assessing the effectiveness of the existing infrastructure and suggesting improvements. This approach will ensure the continuous enhancement of Bridgend County Borough Council's EV Network.

Measuring success

Some examples of key performance indicators that may be included to measure success are:

- Number of registered EVs in Bridgend
- Number and utilisation of Council-owned EV charging stations
- Public EV charging density (per capita or per hectare)

Bridgend will implement a comprehensive approach that includes monitoring progress, planning initiatives, engaging stakeholders, and delivering results over the short, mid, and long term. This structured framework will ensure the effective execution and continuous improvement of the EV strategy, adapting to technological advancements and evolving national policies. By maintaining a dynamic and responsive strategy, Bridgend aims to meet the needs of its residents and support the widespread adoption of EVs.

Future updates of the strategy

The adoption of EVs continues to develop at pace and as a result the EV Strategy will need to be regularly reviewed and reassessed to ensure it remains fit for purpose and continues to meet the needs and priorities of the community and the Council.

The Council will review the EV Strategy in 2030, to ensure it continues to consider the local needs, most up to date policies and the EV ChargePoint infrastructure best practice. This will include sharing information and knowledge with neighboring local authorities and implementing lessons learnt.

Appendix A Policy Context



National Policy and Guidance

Welsh Government declared a climate emergency in 2019 and have committed to delivery of Wales's target of net zero by 2050. Two key documents effectively initiated the policy response to the demand for EV charging in Wales. **Prosperity for All: A Low Carbon Wales** sets out how Wales would address its carbon budget obligations, naming 76 existing policies from across the Welsh Government, UK Government and the EU plus 24 proposed further measures. Five of the existing policies and four of the proposals relate to EVs and associated charging infrastructure. Around the same time, the **Economy, Infrastructure and Skills Committee** published a **draft report on EV Charging in Wales** which urged accelerated progress on a number of measures, recommending seven interventions, all of which were taken forward.

Notable amongst these were, which have been acted upon strongly by TfW in the years since the report are:

- Ensuring effective stakeholder engagement in delivery of EVCI.
- Ensure lessons learned from the Superfast Cymru broadband project are learned; and
- Maximise uptake of UK Government grants by local authorities.

Welsh Government published an **Electric Vehicle Charging Strategy in 2022**, which sets out an objective that '*by 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it*'. This builds on the Planning Policy Wales (2018) statement that we should ensure our transportation infrastructure is adaptable to future advances in innovation (e.g. electric vehicles).

The Wales EV charging strategy identifies a need for:

- A substantial increase in the number of slow, fast and rapid/ultra-rapid chargers available in Wales.
- Better quality charging, to improve user experience for electric cars and vans; and
- Working with the current regulatory framework of electricity network owners so that the needs of charging will be met in a way that is efficient for network management incorporating smart technology.

The modelling for EV charging requirement predictions set out in the Welsh Government EV strategy is based on the adoption of fully electric private vehicles from the 'Leading the Way' Future Energy Scenario, modified to account for the 2030 ban on the sale of petrol and diesel cars and vans announced by the UK Government.

It is noted that the UK government have since announced in September 2023 that new petrol and diesel cars will continue to be sold in the UK until 2035. By 2030, 80% of new cars and 70% of new vans sold by vehicle manufacturers will need to be zero emission, and 100% of all sales by 2035.

The Welsh Government EV action plan sets out a series of outcomes and actions, with attributable KPIs, to achieve the ambitions set out within the EV charging strategy including achieving an increased total charging provision, improved quality outcomes, and realise localised benefits.

The Strategic Outline Business Case for EV Charging in Wales was published in 2023 and contains a number of specific actions for the Welsh Government, Transport for Wales, local authorities and other stakeholders. It outlines the scale of investment and growth needed in EVCI and the types of commercial models available to help facilitate their delivery. It is noted that the forecast demand for EVCI and their costs were able to be more accurately assessed than in the early market period of 2021 and indeed these SOBC forecasts remain as a benchmark against which delivery can be assessed today.

Supporting local authorities in addressing their actions are a number of bodies, including Transport for Wales who provide stakeholder engagement, particularly with commercial CPOs, as well as engagement with other organisations such as Cenex who provide various insights, forecasts and knowledge exchange activities to all Welsh LAs.

Further support for delivery in Wales is provided by the EVCI Welsh National Standards. This document remains as a key item of guidance in the delivery of EVCI in Wales, outlining in condensed form roles and responsibilities, appropriate types of charging, siting of charge points and accessibility[5], and navigating issues surrounding connections and planning.

Since 2019, local authorities have delivered over 100 projects, commercial CPOs many times more. This was supported by TfW's early interventions to ensure the most rural sites on the Strategic Road Network had rapid chargers, building on the base network to ensure 50kW charging at least every 25 miles.

The Welsh Government position on EV charging is synonymous with Central Government messaging and policy around the topic, with a targeted transition to EV being central to transport Decarbonisation, removing charging infrastructure as a perceived and real barrier to EV adoption.

[5] Published and partly superseded prior to the issuance of BSI PAS1899 (2022) accessibility standards

Regional and Local Policy and Guidance

Both Cardiff Capital Region and Bridgend County Borough Council's existing policies have Decarbonisation ambitions and sustainability embedded within them, which will support the emerging Bridgend EV strategy. CCR's emerging ULEV Strategy seeks to reduce emissions and improve charging infrastructure, with a reduction in road transport emissions of 60% by 2035 across the region targeted as part of the CCR Energy Strategy.

The Bridgend Decarbonisation Strategy includes a commitment to oversee the development of a best-practice approach to ULEV technology across the Council's own fleet, staff vehicles and public EV charging. This includes prioritising the development of an EV charging infrastructure network plan for the existing estate and ensuring EVs are prioritised as replacements for Council-owned cars and small vans in the short term, with all vehicles conforming to ULEV standards by 2025. The strategy further outlines the Council's intention to install EV charging points in new developments beyond minimum standards and to future-proof new car parking provision through the installation of cabling infrastructure for future charge points.

Additionally, Bridgend's 2021 Local Area Energy Plan (LAEP) sets out a vision to support Bridgend's transition to an affordable and decarbonised energy system and demonstrates the Council's commitment to facilitating EV uptake across the county borough. The plan identifies ambitions to support significant decarbonisation across the county borough towards 2040 and to reduce emissions associated with the Council's own operations towards 2030.

Appendix B NEVIS Modelling Methodology

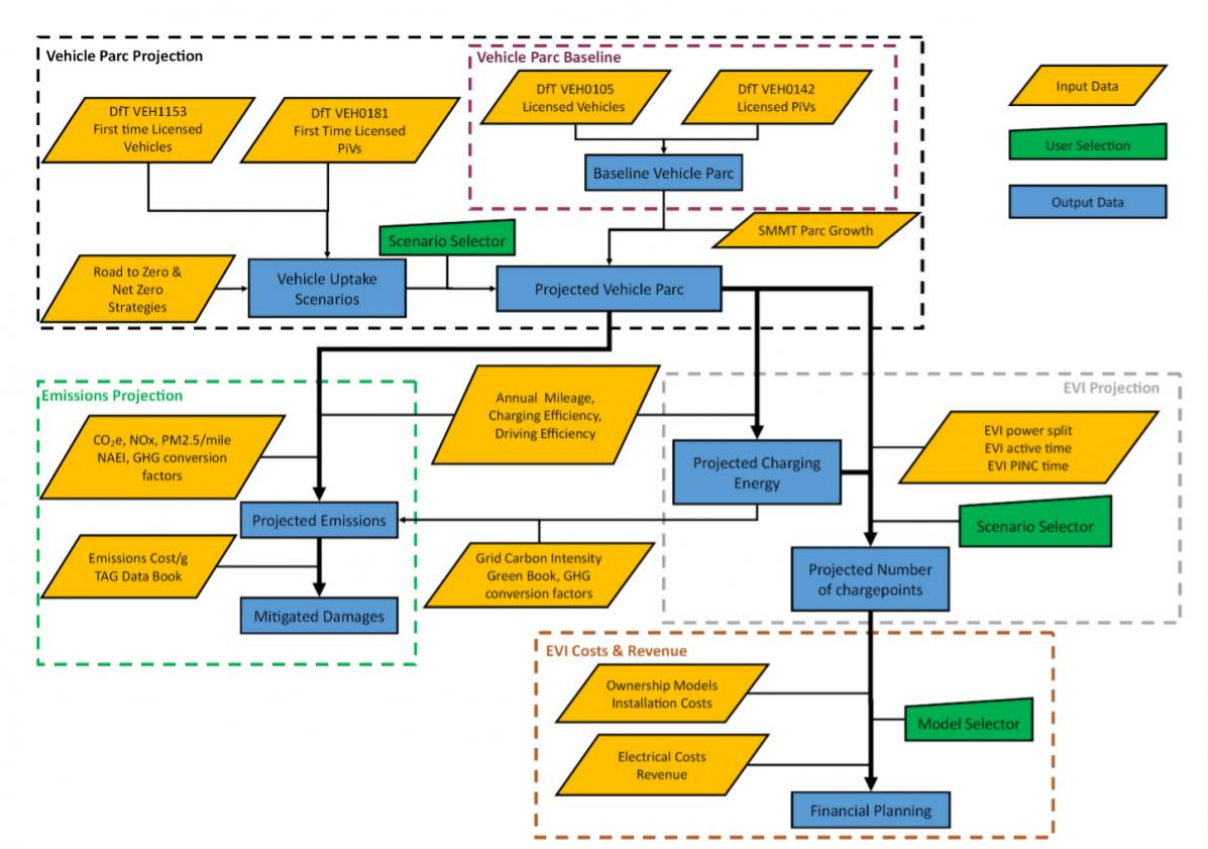
EV Forecast position methodology (adapted from NEVIS)

Utilising DfT vehicle registration and licensing data target points have been added to allow an adoption curve to be constructed from the historic data to the target. These target points are taken from existing policy positions:

- Low: ZEV mandate – Following minimum ZEV mandate BEV sales up to 80% at 2030 (70% for LCVs)
- Medium: 2035 ban – 100% of new car and LGV sales are BEV by 2035
- Fast: 2030 ban – 100% of sales are EV by 2030, and 100% BEV by 2035

In order to join the historic and target data points, an adoption curve is used for the different uptake scenarios (low, medium and fast). To determine the EV projection the total number of new vehicles was calculated as a percentage of the total vehicle parc. For reference, the average rate from 2015 to 2022 was 7% for cars and 8.8% for LGVs; this is assumed to remain constant through the model.

The model then multiplies the percentage of new vehicles by the current parc size for each new year projected. This provides the total number of new vehicles in the UK, where new EVs are split into BEV or Other but new ICE vehicles are split into Petrol, Diesel and Other ICE using an average ratio in the licensing data which remains constant in the model. Then vehicles are scrapped from the vehicle parc to obtain a target total parc size. To identify the total number of scrapped cars the SMMT vehicle parc size projections are used and LGVs using a projected growth from the government's road traffic forecasts. Any new vehicles are then added and scrapped vehicles are subtracted from the previous year's parc to determine the vehicle parc for the following year. A breakdown of the methodology including input data, user selection and output data can be found in the below figure.



EVI forecast position

The first step to determining the required EV ChargePoint infrastructure to meet the projected EV demand is to identify the required energy demand projection. The NEVIS tool uses average daily vehicle mileage data and multiplies this by the driving efficiency for each vehicle type and charging efficiency is then added at 90%. This determines the charging energy requirement per vehicle per day. The model multiples this by the number of BEVs from the vehicle parc projections to determine the total energy requirement per day. Whilst Other EVs are assumed to use their ICE capabilities for 68.2% of their mileage and their remaining electric driving energy is then added to the total energy requirement.

The model then accounts for the proportional amount of charging completed at home and on the public charging network. Roughly 68% of all households in the UK have the option for private off-street parking, so it is assumed where this is the case as it is most convenient and likely the cheapest option most will charge at home. Where local on/off-street parking ability is known this value is used and where it is unknown the national average is used.

It is important to account for the circumstances where these drivers may choose to use the public charging network. To account for this, the model assumes 6.31% of all charging demand from these drives is completed on the public charging network. Therefore, the total requirement for public EV ChargePoint infrastructure is based on the total charging demand of the vehicle parc minus the demand from those with off-street parking plus the 6.31% of the demand from those with off-street parking.

The EV ChargePoint demand is then split between the EV ChargePoint power ratings (standard, fast, rapid and ultra-rapid) according to the vehicle's capability (e.g. EV ChargePoint power output <vehicle accepted max rate of charge).

It is important to note that different local authorities have opted for different approaches to public charging with some choosing to focus on residential on-street charging and others choosing to focus on rapid charging solutions. Therefore, to allow for the different approaches, the three scenarios (blend, residential and hub) are available which determine the percentage energy demand that is met by EV ChargePoint infrastructure of a given power output.

Appendix C Additional EV Uptake Scenarios

Low Uptake Scenario

The forecasts for the expected vehicle types and associated number of chargepoints required in Bridgend up to 2050 under the 'low uptake[6]' scenario are shown in the figures below. These identify that an additional 15,102 EV vehicles are forecast within Bridgend by 2030, 32,240 by 2035 and 73,576 by 2050. These will require an additional 141 public chargepoints by 2030, 351 by 2035 and 804 by 2050 to serve this increase from current levels.

Figure C-1 Forecast Vehicle Types Across Bridgend by 2050 Under the 'Low Uptake' Scenario

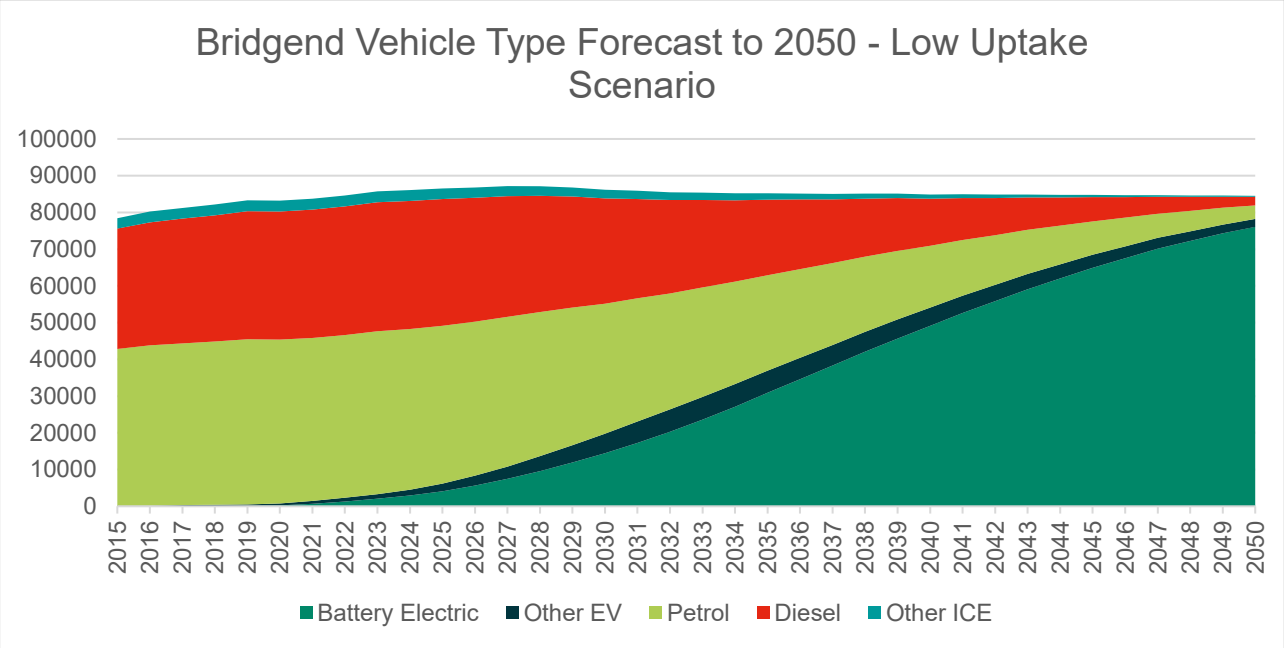
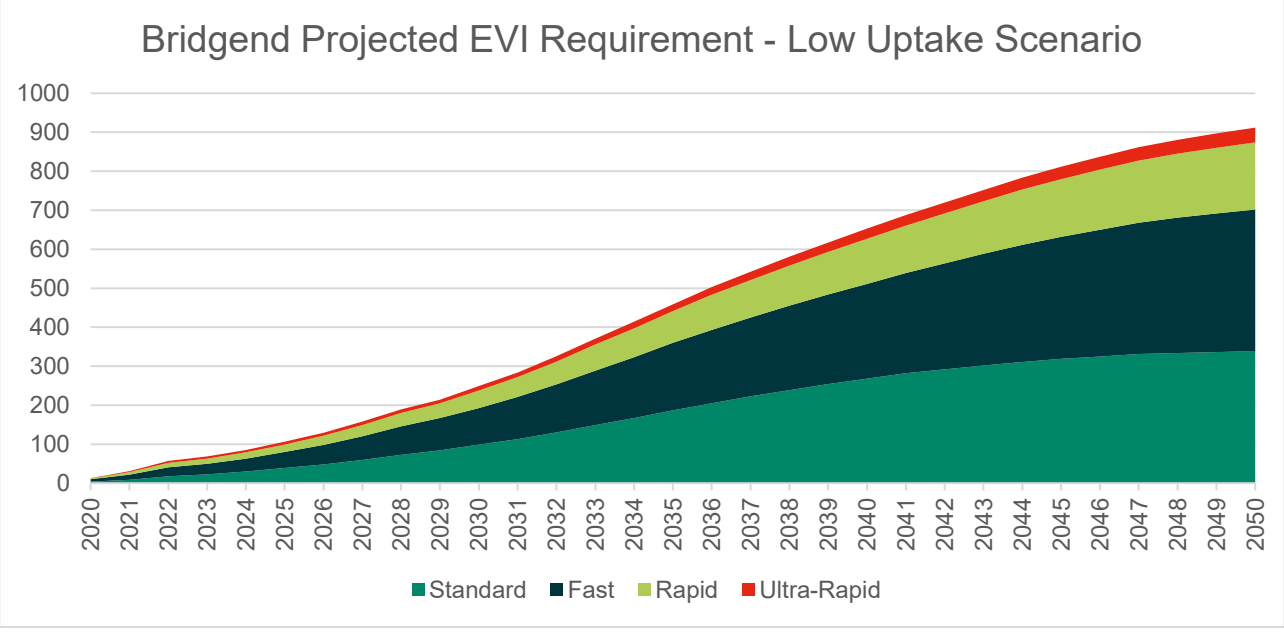


Figure C-2 Forecast Required Chargepoints Across Bridgend by 2050 Under the 'Low Uptake' Scenario



[6] Scenario is based on lower EV sales compared to the 'mid' scenario, equivalent to up to 80% of all sales by 2030 (70% for commercial vehicles).

Fast Uptake Scenario

The forecasts for the expected vehicle types and associated number of chargepoints required in Bridgend up to 2050 under the 'fast uptake[7]' scenario are shown in the figures below. These identify that an additional 25,007 EV vehicles are forecast within Bridgend by 2030, 47,876 by 2035 and 79,819 by 2050. These will require an additional 265 public chargepoints by 2030, 525 by 2035 and 868 by 2050 to serve this increase from current levels.

Figure C-3 Forecast Vehicle Types Across Bridgend by 2050 Under the 'Fast Uptake' Scenario

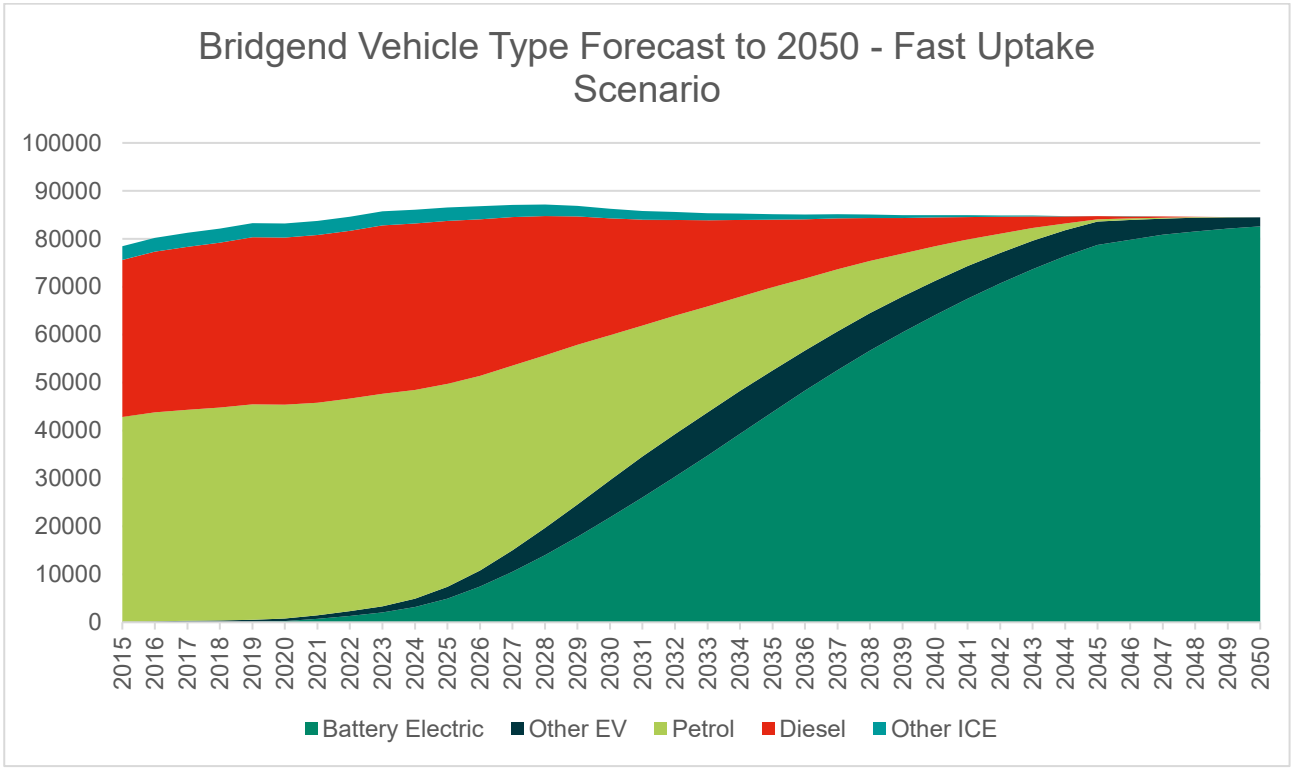
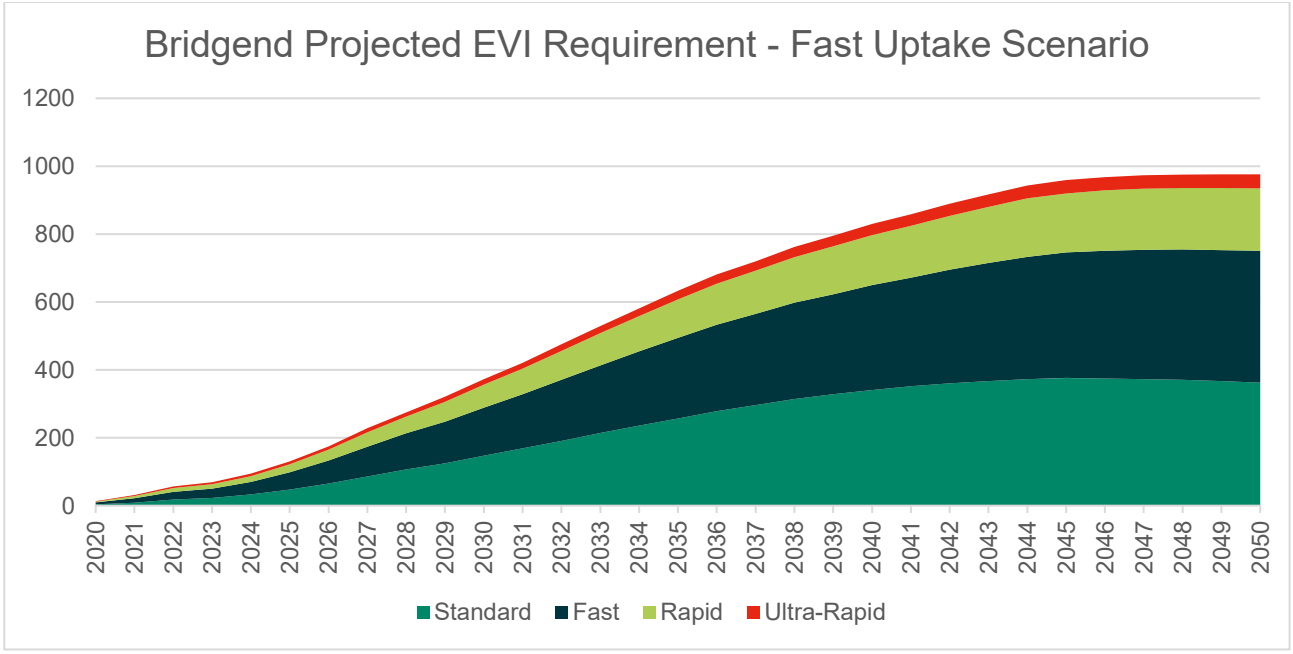
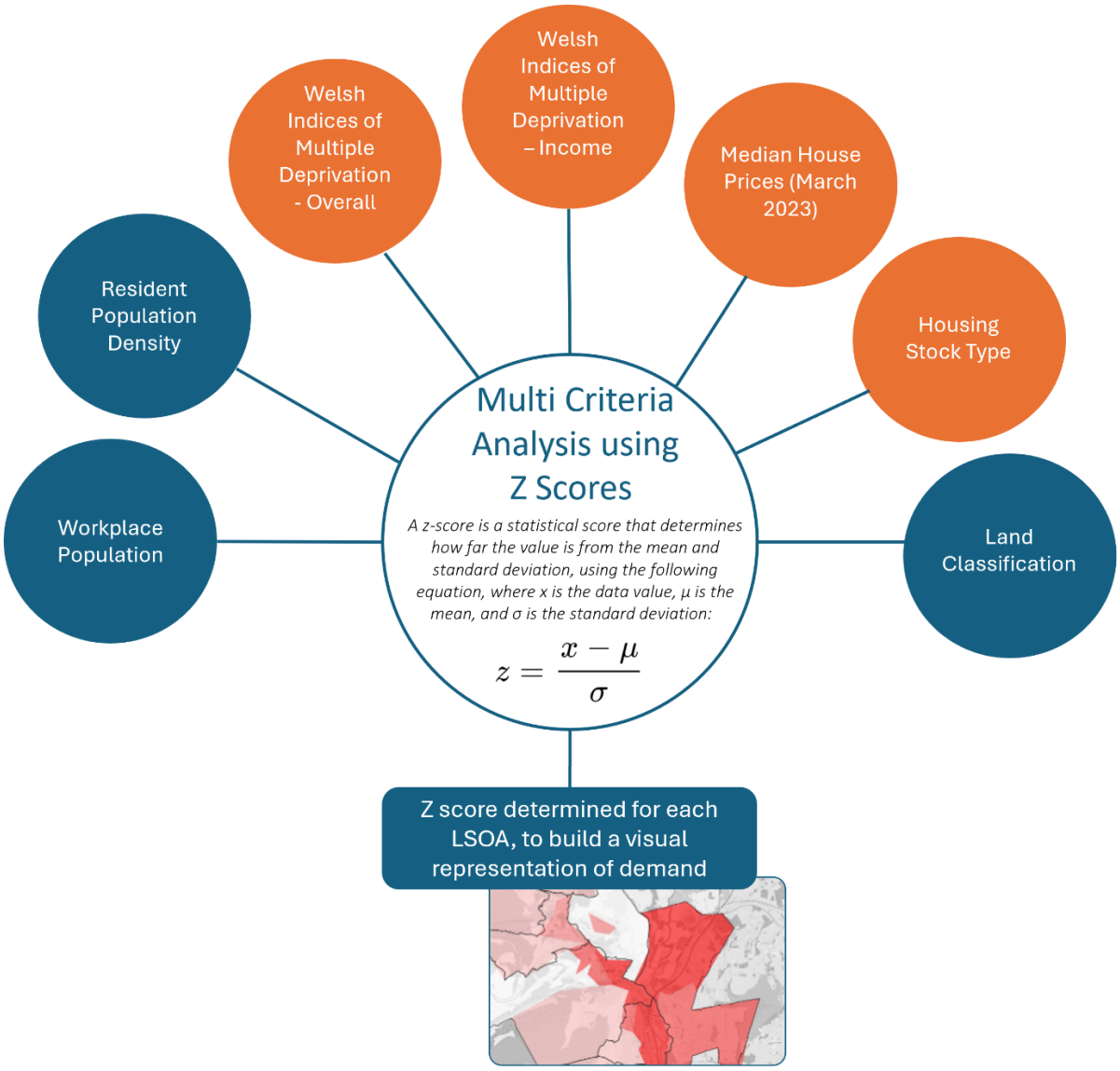


Figure C-4 Forecast Required Chargepoints Across Bridgend by 2050 Under the 'Fast Uptake' Scenario



[7] Scenario is based on a 2030 ban of ICE vehicles, where 100% of sales are EV by 2030 and 100% BEV by 2035.

Appendix D Demand Appraisal Methodology



To identify the potential EV demand, the raw indicator data dependent upon the ChargePoint speed being appraised for each LSOA has been converted into a z-score as part of a multi criteria analysis framework. This method of statical analysis standardises the normal distribution of the data within each criterion to ensure a fair comparison of each Lower Super Output Area (LSOA). Z Scores above the mean have positive standard scores, while those below the mean have negative standard scores.

A total Z Score is then extracted for each LSOA which is then used to visually categorise each LSOA in terms of their demand potential for EV chargepoints. The LSOA area is converted into 1km Hexcels for display in the output map.

Appendix E Delivery Models

Delivery Models	Potential Control by Bridgend County Council	Potential Risk to Bridgend County Council	Advantages	Disadvantages
Own & Operate: (Contractor Supply and Install only) Paid for and owned by the public sector, with capital and maintenance costs recouped from usage charges. Operations are contracted to a CPO.	Highest	Highest	• Highest potential income for the local authority • Full control over locations and tariffs	• Requires significant grant funding to cover all costs • Highest risk, in terms of ongoing liabilities, maintenance costs, upgrades, and stranded assets
Joint Venture: A joint venture between a local authority and a partner business, sharing responsibilities, risks, and benefits, will establish a new entity to own and manage the ChargePoint network.	High	High	• Innovative arrangement to fulfil complementary objectives • Higher levels of control over installations, tariffs and specification, compared to arm's length arrangements	• Resource intensive to establish, manage, finance and monitor a new legal entity, and the delivery of the associated ChargePoint network. • Exposure to investment and reputational risks
Public Private Commercial Partnership – External Operator: Capital costs are funded by the public sector, while the Charge Point Operator (CPO) covers some or all ongoing expenses in return for a share of the revenue.	High	Medium	• Reduced liability for operating costs • Retains high degree of control over ChargePoint operations	• Requires significant public sector funding to cover all capital costs
Public Private Commercial Partnership – Concession: Capital costs are usually partially funded by the public sector, with the remaining costs covered by the Charge Point Operator (CPO). All operational costs and risks are transferred to the CPO.	Medium	Low	• CPO incentivised and responsible for maintenance • Reduced risk for public sector	• Reduced income share • To be commercially attractive, needs to be a relatively large number of sites so that CPO can balance risk across sites,

			• Less public sector funding needed	and long-term contracts (e.g. 10-20 years
Land lease: All costs paid by CPO, which is granted a long-term lease/ license by the Local Authority, to allow the CPO to recover its costs.	Low	Low	• Lowest risk for the local authority • Rent paid to local authority by CPO provides some guaranteed income • CPO heavily incentivised to maintain chargepoints	• Many areas are currently commercially unviable • Lowest potential income for local authorities • Least control and inability to incorporate wider goals
TfW supply / install, LA operate: Paid for and owned by TfW, with capital and maintenance costs recouped from usage charges. Operations are carried out by LA.	Medium	Low	• Reduced risk for public sector • Less public sector funding needed	• Reduced income share • Resource intensive to manage operations

Appendix F Grant Funding

Funding Opportunities

Support for the installation of electric vehicle chargepoints is available through UK Government grant funding. These grants are designed to assist with the cost of installing EV charging infrastructure across a range of settings, including for individuals, landlords, businesses, the public sector, charities, and education institutions.

Access to this funding can help reduce the upfront costs associated with deploying chargepoints and support the continued expansion of EV infrastructure. Bridgend County Borough Council will continue to promote and signpost these opportunities to residents, organisations, and partners to help maximise uptake and enable delivery across the County.

Further information, including eligibility criteria and application details, is available at:

Electric vehicle chargepoint grants - GOV.UK

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Electric Vehicle Charging Strategy

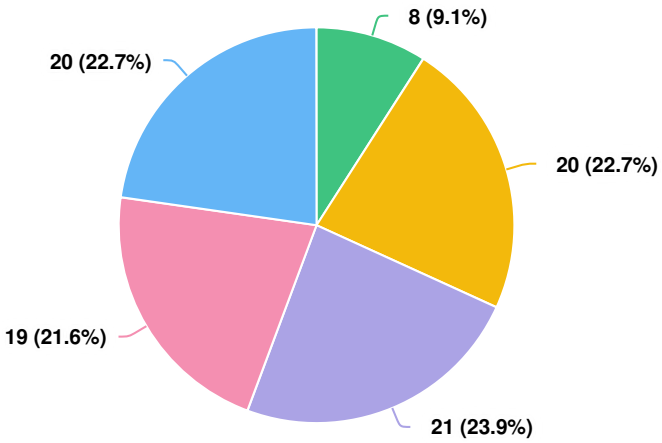
SURVEY RESPONSE REPORT
23 November 2025 - 19 January 2026

PROJECT NAME:
Electric Vehicle Charging Strategy

GRANICUS

SURVEY QUESTIONS

Q1 How well do you understand Bridgend Council's goals for transitioning to electric vehicles and achieving net zero by 2050?

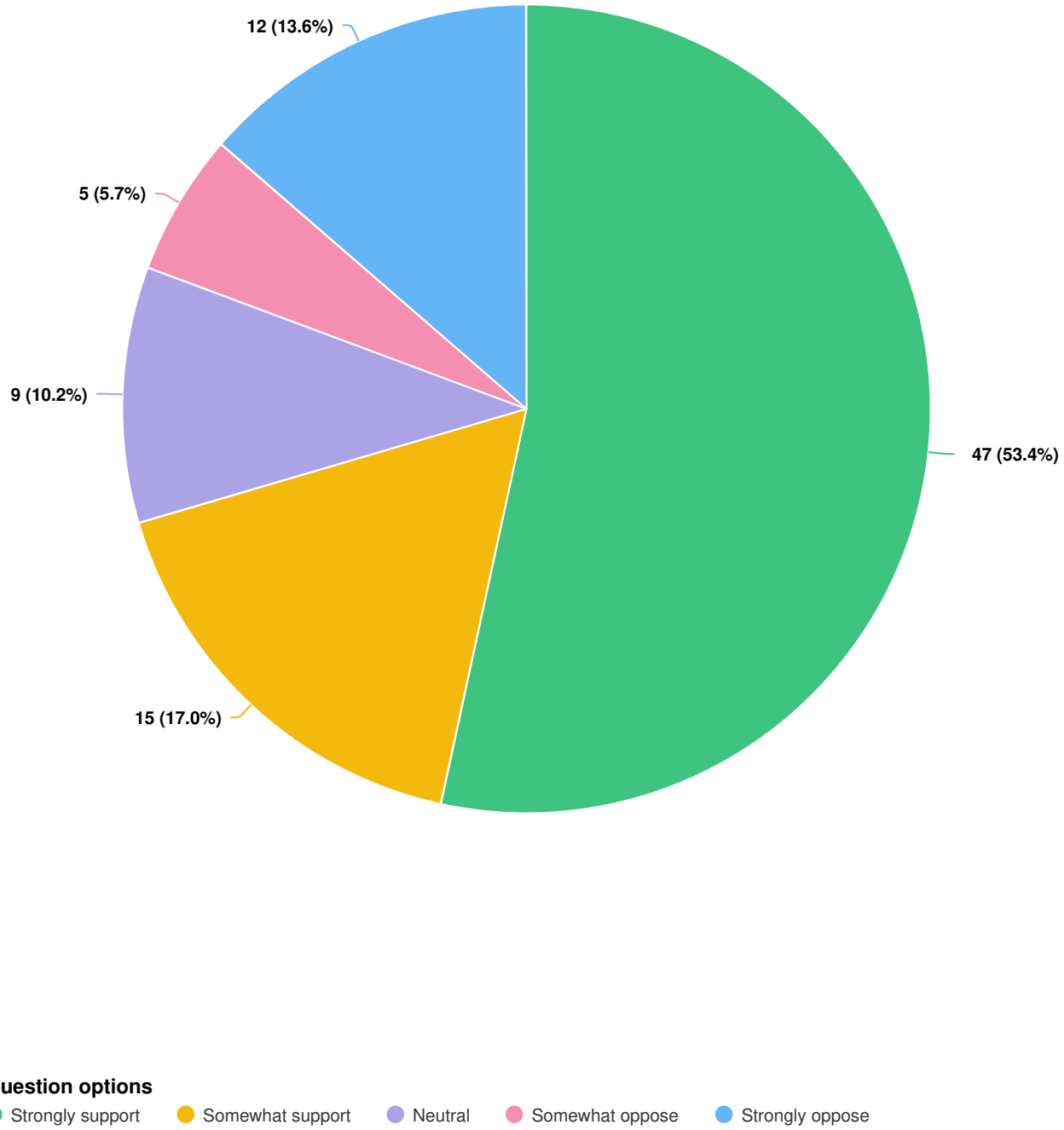


Question options

Very well | Fairly well | Somewhat | Not very well | Not at all

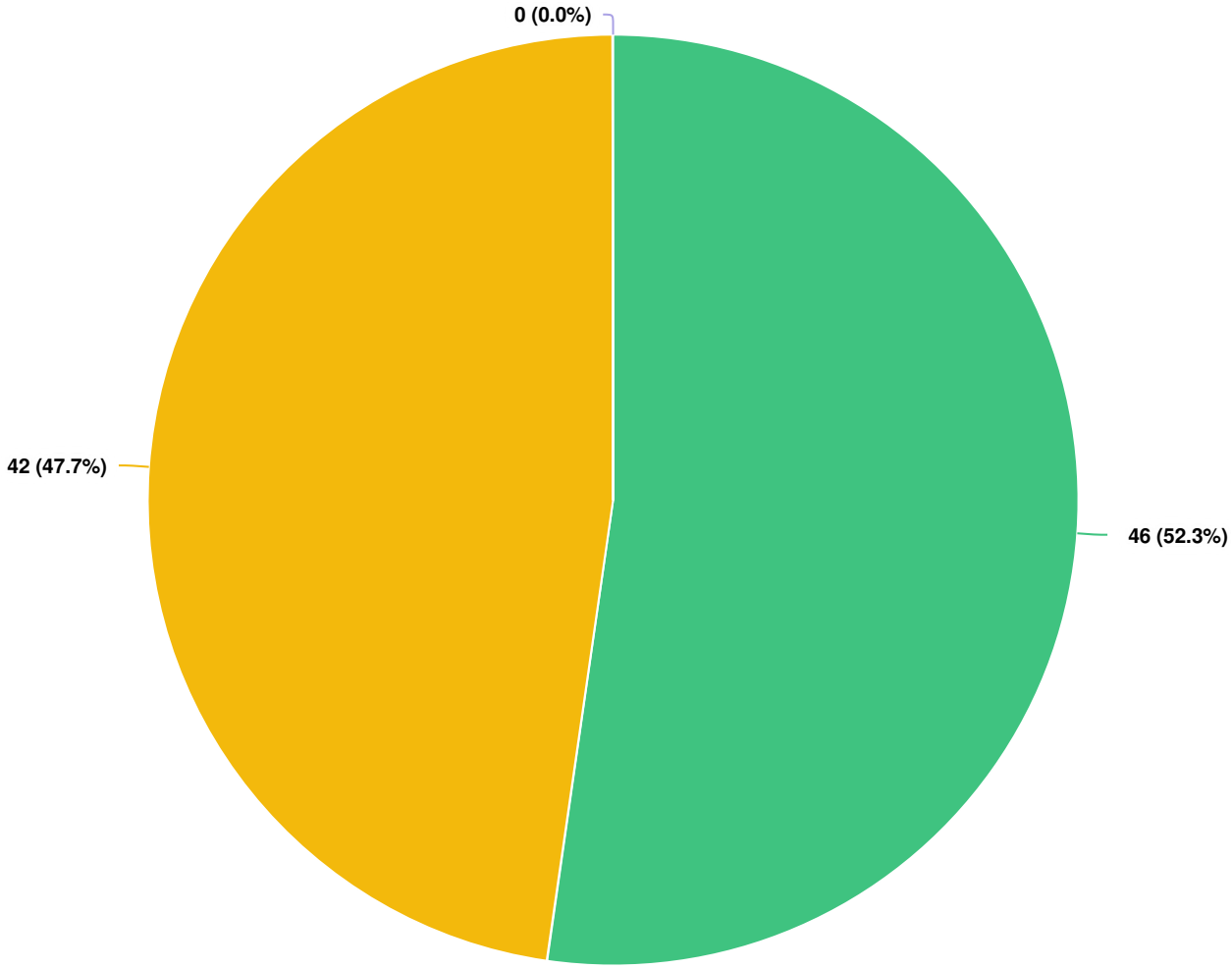
Optional question (88 response(s), 0 skipped)
Question type: Radio Button Question

Q2 To what extent do you support the council's aim to install an inclusive, accessible, and affordable public EV charging network by 2030?



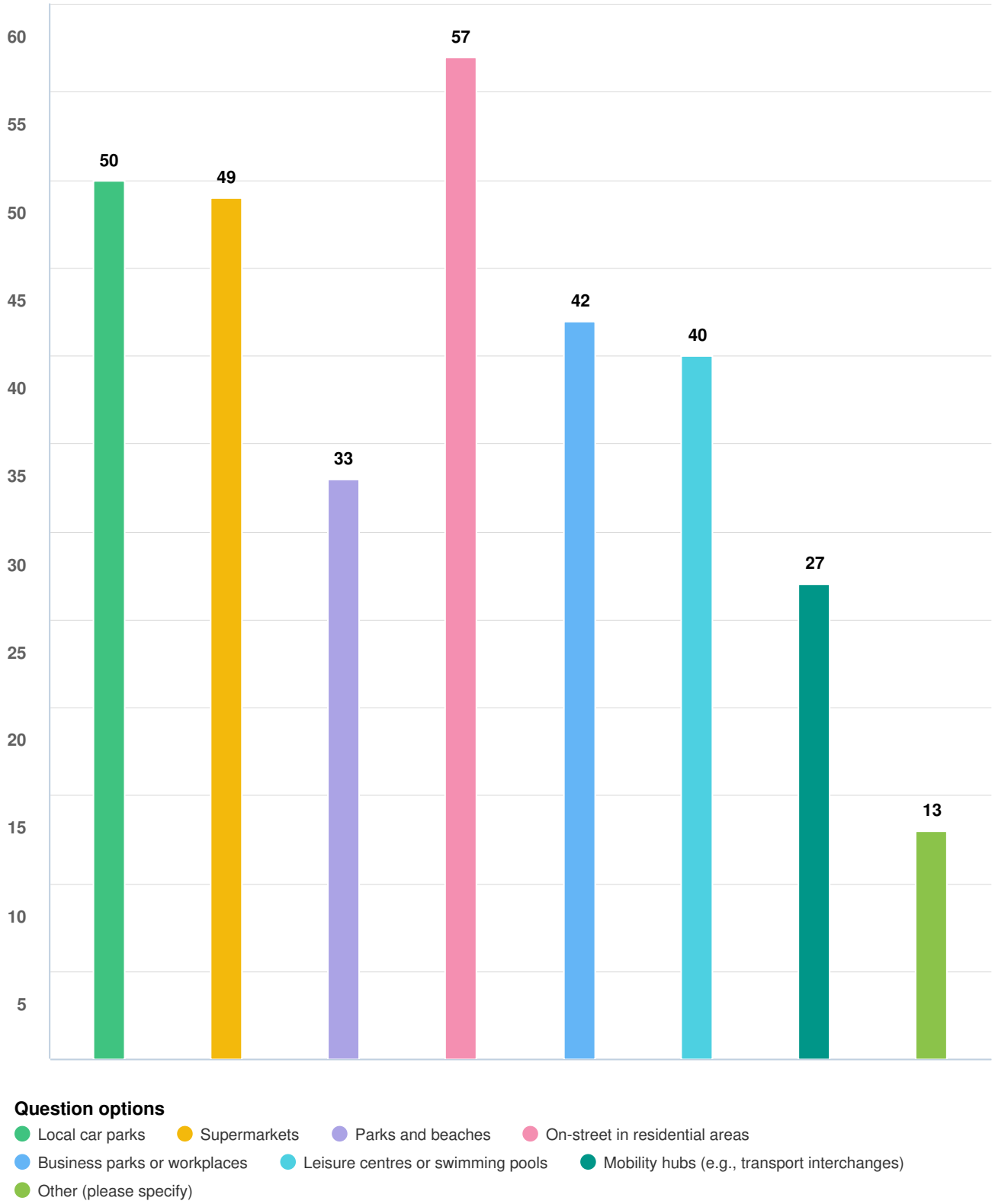
Optional question (88 response(s), 0 skipped)
Question type: Radio Button Question

Q3 **Do you or someone in your household currently have access to a private driveway or off-street parking suitable for EV charging?**



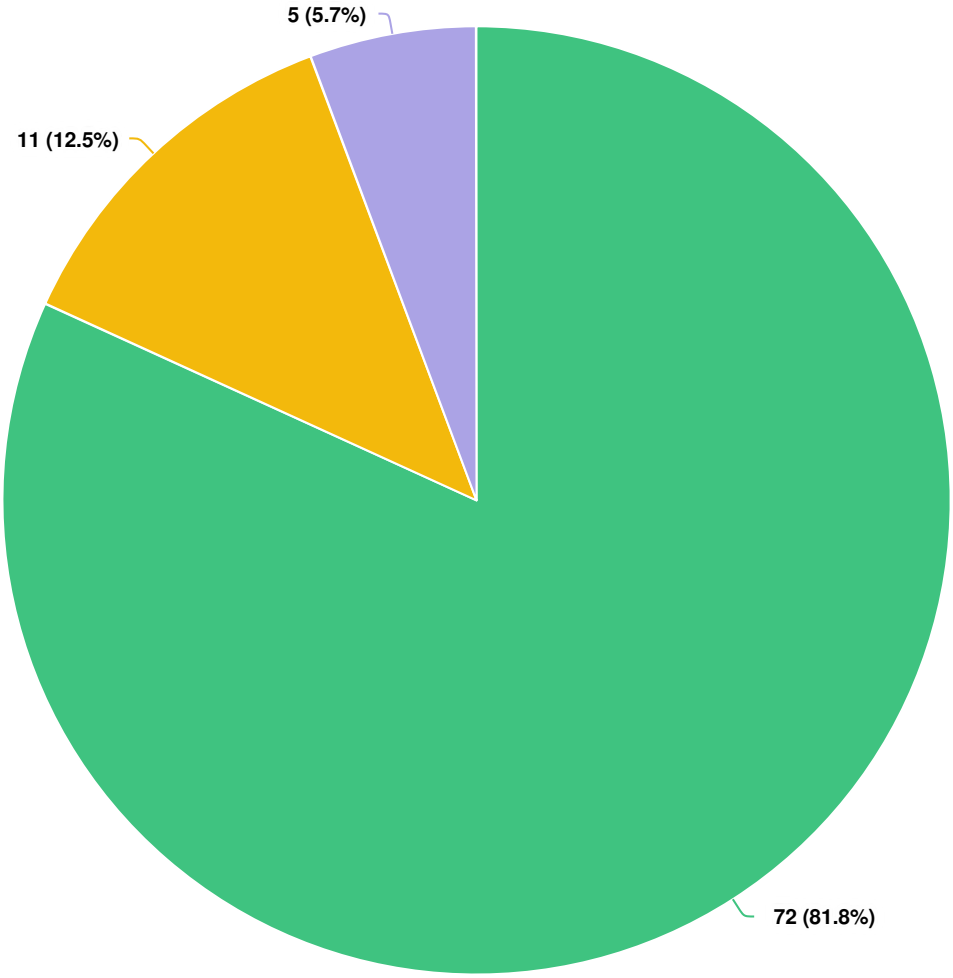
Optional question (88 response(s), 0 skipped)
Question type: Radio Button Question

Q4 Which of the following locations would you prefer to see new EV charging points installed? (Select all that apply)



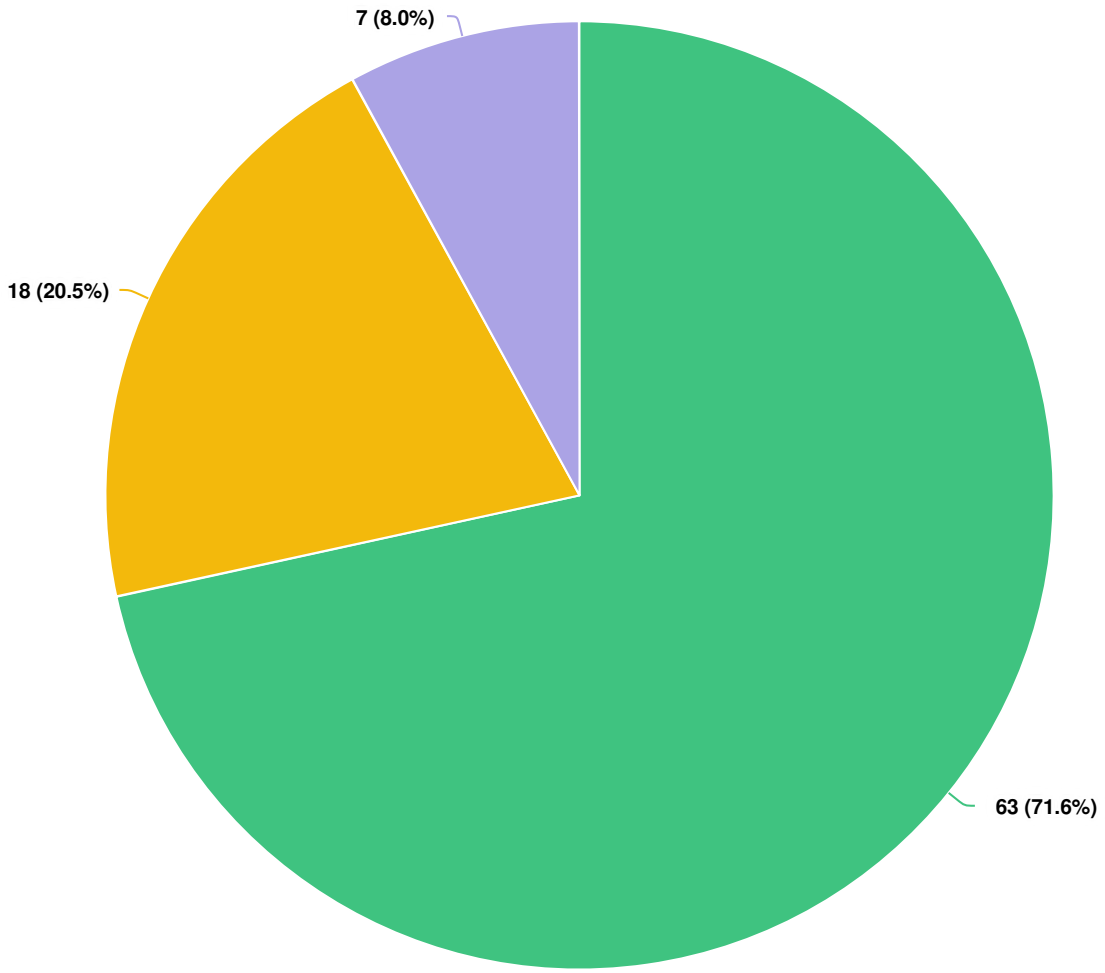
Optional question (87 response(s), 1 skipped)
Question type: Checkbox Question

Q5 **Do you think it is important that EV charging is made available in areas with lower access to off-street parking (e.g., terraced housing or flats)?**



Optional question (88 response(s), 0 skipped)
Question type: Radio Button Question

Q6 **Would you support having a mix of charging options (e.g., slow, fast, and rapid chargers) across the county to suit different users such as residents, commuters, and visitors?**

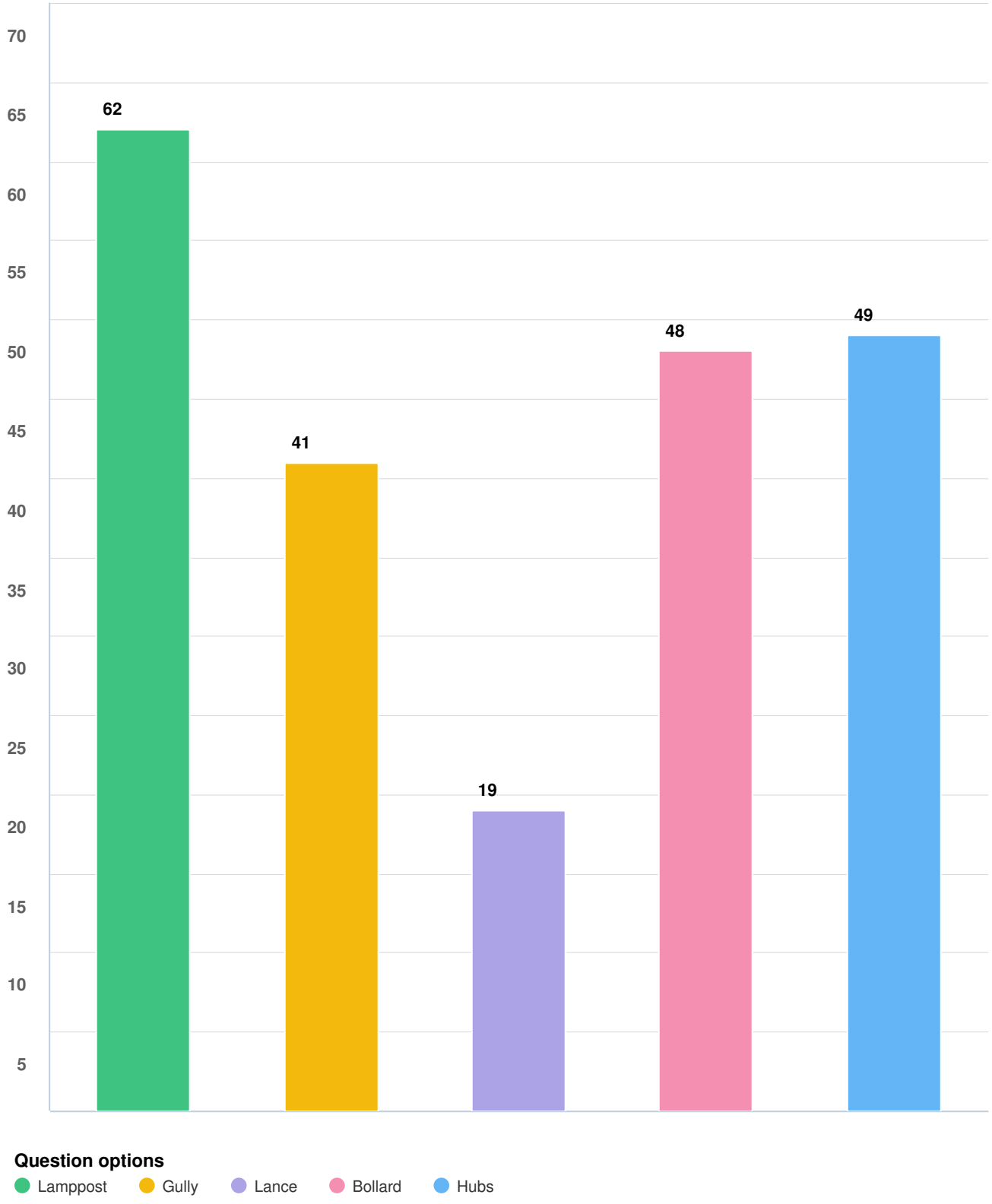


Question options

Yes – this ensures charging is accessible for everyone
No
Not sure

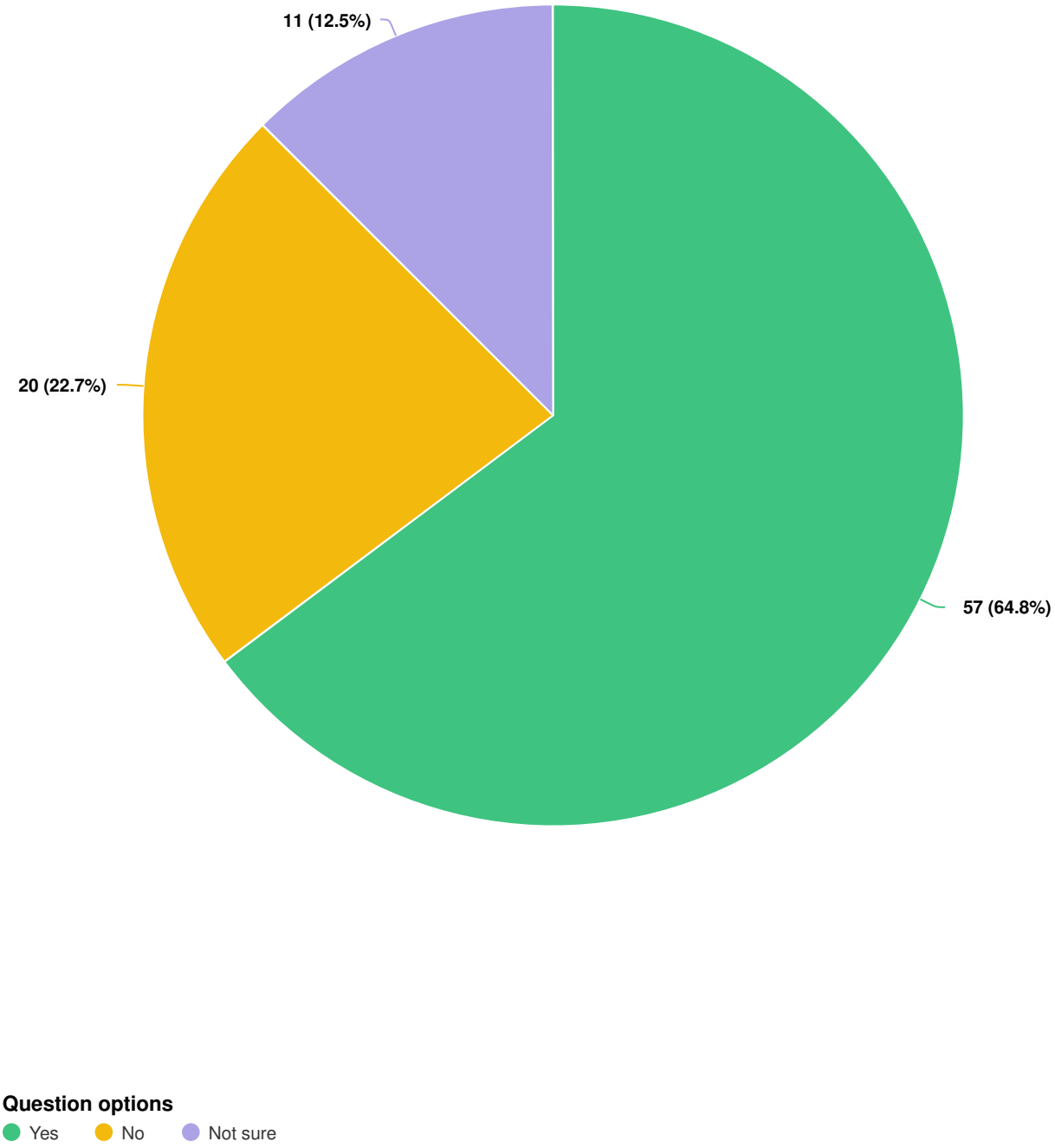
Optional question (88 response(s), 0 skipped)
Question type: Radio Button Question

Q7 What type of charge point/Technology would you like to see across Bridgend?



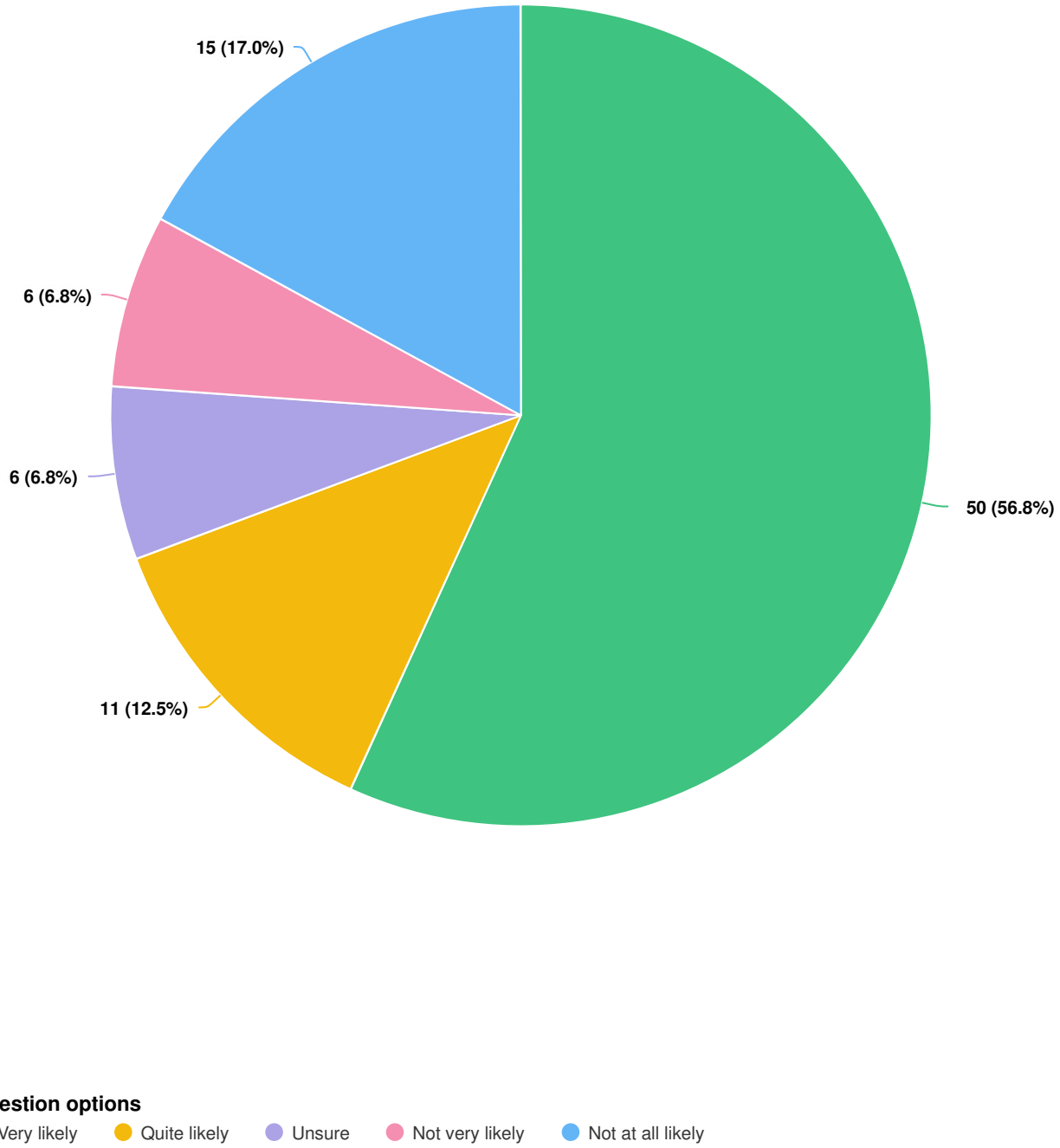
Optional question (82 response(s), 6 skipped)
Question type: Checkbox Question

Q8 **Would you be comfortable with the Council partnering with private companies to install and maintain EV chargers, as long as pricing remains fair and accessible?**



Optional question (88 response(s), 0 skipped)
Question type: Radio Button Question

Q9 **If more charge points were installed in convenient locations, how likely are you to switch to or consider an electric vehicle in the next 5 years?**



Optional question (88 response(s), 0 skipped)
Question type: Radio Button Question

Q10 **If you have any further suggestions or thoughts on the proposed EV charging strategy, please let us know here:**

Screen Name Redacted
11/24/2025 11:05 AM

I live in an area without off street parking and therefore I need better access to charging options before I buy an electric car. I am sure many people are in a similar position especially in town centres and the valley area.

Screen Name Redacted
11/24/2025 12:03 PM

I am considering an electrical vehicle for my next car as I only use it 2-3 times a week for small journeys. I would likely have a home charging point.

Screen Name Redacted
11/24/2025 12:40 PM

We are formally requesting approval for the installation of an electric vehicle (EV) charger on our business premises. This upgrade is essential to supporting our organisation’s commitment to environmental responsibility, operational sustainability, and our publicly stated goal of achieving Net Zero and B Corporation certification by 2027. The presence of the neglected highway adjacent to our premises—an area currently affected by antisocial behaviour, including drug use and public urination and defecation—should not be a determining factor in rejecting or delaying essential sustainability infrastructure. In fact, installing an EV charger represents a significant opportunity to enhance the area rather than be hindered by its existing condition. Improved infrastructure encourages increased footfall, legitimate activity, and responsible use of the surrounding environment. This directly supports broader community regeneration goals by promoting safety, investment, and positive social impact. Our request is not merely for operational convenience. Access to EV charging capability is now fundamental for any business taking genuine, evidence-based steps toward decarbonisation. Without this installation, our ability to reduce transport-related emissions, transition our fleet, encourage sustainable commuting for staff, and meaningfully progress toward Net Zero will be severely constrained. Our organisation is committed to being a leader in environmental and social good. Securing B Corp certification requires demonstrable and measurable action toward sustainability, reduced environmental impact, and improved community outcomes. The installation of an EV charger is one such action, directly contributing to both our internal performance targets and our wider responsibilities as a local employer. We therefore strongly urge that the EV charger fitting be granted without prejudice stemming from external challenges beyond our control. Supporting this installation is not only aligned with community improvement, environmental policy and BCBC EVCharging strategy; it is a

necessary step in enabling our business to meet its legally and ethically grounded sustainability commitments. We remain fully prepared to collaborate on any reasonable conditions or safeguards to facilitate the installation and ensure it benefits both our premises and the surrounding area.

Screen Name Redacted
11/24/2025 12:52 PM

Three weeks ago we got a fully electric car. Several times when needing to charge the car all local chargers have been in use. They are slow typically taking upto 11 hours to charge the car. We asked to install a gully cable to allow charging at home but have been told no option for that at the moment. The options here and consultation are likely to take a long g time. We need answers and solutions now not in one or two years time. Also when average public charging costs 40-60p per kWh it's not cheap compared to 5p per kWh at home. We want to swap our other car to electric but it's not cost effective at the moment. In addition my wife is a doctor and is often on call and needs the car close to home. I'm a search and rescue officer with the coastguard. I also need a car close to home. Having to run half a mile to get to the closest charging point is no good. We need a policy in place now to allow a pilot to install gullies. I would also add the a gulley outside our house would improve the pavement. Ours is awful and a trip hazard, putting a gully in would seriously improve it. I'd encourage the council to pass something g soon to address these issues. The document t shows Bridgend are behind national trends, do something about it now not in a years time.

Screen Name Redacted
11/24/2025 12:56 PM

Surrounding Councils are trailing the gulley solution for people living in terraced housing, I for one am willing to support this and indeed pay for it myself and have the correct insurance in place, if the council are willing to let me, but it seems they are not willing to listen to people in more rural areas that would have to travel to access rapid charging. It's ok saying 22 kw chargers are available within a 5 minute walk but a lot of people now are accessing electric vehicle through the mobility scheme and are not able to walk for 5 mins or able to sit in there cars for 8 hours waiting for it to charge.

Screen Name Redacted
11/24/2025 02:34 PM

The policy lacks vision and is way behind other local authorities. I own a EV live in Bettws with no charging point allowed at my home due to no driveway, medium to long term this will have a major financial impact on my family and will undoubtedly effect the long term value of my home. UK Government are pushing hard for on street parking. Whilst you are looking at new technologies what about MY SITUATION and others like me. Perhaps I should spend more cash have a driveway put in to stop cars parking outside my house then put a EV charger in. Instead of just allowing gulley charger across a

	path professionally fitted with no safety issues. I'm sorry BIG picture mentality without meeting the needs of 21% of households in your responsible area. You need a short to long term solution for EV CHARGING, but this time please include the 21% of your households allowing them to charge at home is vital. 0.79p per kWh SARN instead of home overnight charging. You will never reach your targets with your current policy.
Screen Name Redacted 11/25/2025 10:19 AM	When all new house in the BCBC area are built it should be a condition that charging points are provided for 2 cars per residence.
Screen Name Redacted 11/25/2025 12:10 PM	Costings need to be cheaper than petrol and diesel to make people comfortable with the change. Blaengarw electrical charging is very poor
Screen Name Redacted 11/25/2025 12:32 PM	Brewery lane / Old YMCA angel street would be good places to develop a charging hub as walking distance to the town center
Screen Name Redacted 11/25/2025 12:35 PM	More rapid chargers are more suitable that trickle 3-7kW ones but these need to be affordable as home charging around 6p kWh maybe discount for bcbc residents
Screen Name Redacted 11/25/2025 12:35 PM	There are more than enough in the local area, every car park has empty spaces for electric cars!
Screen Name Redacted 11/25/2025 12:39 PM	We need this across all of wales.
Screen Name Redacted 11/25/2025 12:48 PM	Living in housing association houes that have the potential for of road charging and not on street would be beneficial if v2c make the rear of houses accessible to a drive for charging. I have ask this but v2c are not interested in doing anything.
Screen Name Redacted 11/25/2025 01:14 PM	The council should take the lead from other countries and introduce solar panels at car parks as a canopy to shade the areas whilst also providing a source of generating income through charging facilities
Screen Name Redacted 11/25/2025 01:14 PM	Please have them at the back of car parks not at the front as this takes care of spaces away from people who don't have a blue badge but also can't walk far. Too many spaces near the shops taken up.

	Tesco on Cowbridge Road is a perfect example of the correct place to put them.
Screen Name Redacted 11/25/2025 01:39 PM	We do NOT want them anywhere!! Stick ypur EVs where the sun dont shine!!
Screen Name Redacted 11/25/2025 01:43 PM	Without facilitating access for residents of terraced housing and flats, the plan is unworkable. The availability of public chargers within a 5 minute walk is effectively irrelevant to the majority of people. I live only a few minutes from the Dinam Street charger and in no way does that incentivise me (nor does it appear to incentivise my neighbours) to go electric. Home-charging is a must. I am aware of an argument that suggests that fuel-consuming drivers don't have access to personal petrol pumps so the lack of a personal electric charger shouldn't be a dealbreaker for them adopting EVs. The simple fact is that home charging is one of the proposed benefits of EVs and, if that home charging is not available equitably, then this basically cancels out one of the key benefits of switching. It also serves to embolden a sort of class division where only people who bought homes with driveways (generally at a premium) get to charge their vehicle conveniently. The rest of us have to go hunt down a car park and sit in our car for +40 minutes. Being able to charge effortlessly at home is one of the main reasons I would consider buying an EV but, with only that Dinam Street charger available to me, I just don't see the benefit. People also don't like parking their car streets away because they like to be able to keep an eye on their vehicle; even if they can't park right outside their house, parking on one's street and within view is still the norm. One might also argue that the competition for EV bays is pretty comparable to how we "compete" for standard fuel station bays when it's busy with long queues. However, the difference is that fuelling up—providing there are no technical issues—takes a maximum of 10 mins including payment. For that reason, it is acceptable for the number of fuel pumps to be significantly lower than the number of vehicles because of the high turnover. However, competing for dedicated charging bays, even at the fastest speeds, just isn't comparable to filling up. The way around this is to allow people with terraced properties or other properties that don't have dedicated parking to have access to on-street parking. If gullies, pop up chargers, wireless chargers and (appointment-based) public chargers were available, I (and I'm sure many people) would probably switch tomorrow, even as a terraced home owner. However, until that happens, I would only consider a hybrid.
Screen Name Redacted	Ultimately it is safe to say all vehicles will be EV category at some

11/25/2025 01:46 PM	point in the future, to not assume this in the context of charging, is not good planning.
Screen Name Redacted 11/25/2025 01:51 PM	This head in the sand drive to electric transport will prove damaging to the planet. Cleaner air (maybe) in Bridgend but increases elsewhere around the globe is not a great strategy.
Screen Name Redacted 11/25/2025 01:59 PM	Already have an EV car would love more charging options
Screen Name Redacted 11/25/2025 03:03 PM	Hopefully this will be accelerated in the coming years.
Screen Name Redacted 11/25/2025 03:33 PM	Low price as possible as close to a residential would pay at Home for their electric charging Ev in particular people that live in social housing need cheap accessible charging stations
Screen Name Redacted 11/25/2025 04:05 PM	If Rachel Reeves puts charges on ev vehicles in terms of users pay by mile tax, this may affect usage
Screen Name Redacted 11/25/2025 04:10 PM	To many charging points are in area that were previously used by disabled drivers who now do not have close access to facilities. Charging bay users use these bays for longer periods. Please site them away from main entrances so that those with disabilities and young children take priority parking spots
Screen Name Redacted 11/25/2025 04:16 PM	Ev cars are heavier than current cars due to the weight of batteries and will therefore cause more damage to the road network, they are also far more expensive and are therefore inaccessible to most people . At end of life the batteries cannot be recycled therefore cause more toxic waste
Screen Name Redacted 11/25/2025 04:22 PM	V2C is my social landlord and I have been trying for 5 years to have access to a charger but they won't allow it. We need to be able to have parking bays near out home, ideally off road so we can have a EV charger installed, we use a motability vehicle who would install the charger for free but can not as we do not have off road access There is space by my house to allow off road access
Screen Name Redacted	We need fast charges at prices that match Tesla prices.

11/25/2025 04:32 PM

Screen Name Redacted
11/25/2025 04:59 PM

I already have an EV and home charging. Ne good to have fast / rapid chargers for business visitors and tourists. Cornwall has a great infrastructure

Screen Name Redacted
11/25/2025 05:07 PM

I cannot afford an electric vehicle at the current prices, the shifts I work (12hr days) I'm lucky to be able to park outside my house when I return home to charge my vehicle to be able to return to work the next morning, do we have the power infrastructure to supply the amount of vehicles that are going to be using grid. And look at what just happened in West Wales last week people had no electricity due to the snow

Screen Name Redacted
11/25/2025 05:22 PM

Low cost is very important

Screen Name Redacted
11/25/2025 06:14 PM

I haven’t got a drive or designated space to park but if I were to get an electric car would the council be willing to give me a space for a charger

Screen Name Redacted
11/25/2025 06:41 PM

Private companies charge a very high markup that also pays land owners for placing the chargers. Prices need to be kept low to be competitive with the cost of an ICE vehicle or they will not be used. A benchmark for prices could be the Tesla charger at sarn services currently 56p daytime and reduced during off peak hours. Allot of chargers in bridgend vharge about 20 to 30p more than this making it nonviable option to switch to electric.

Screen Name Redacted
11/25/2025 07:01 PM

We currently live in a detached property but no driveway. We have considered an EV on multiple occasions, especially on schemes such as NHS Fleet Solutions however the lack of charging facilities locally has been the ultimate factor in stopping progression to an EV. Some of the non-council chargers are very expensive vs home charging, e.g Sainsbury’s ultra rapid charging. The cost of any public charging will be the second deciding factor for us once there is enough availability of charging points.

Screen Name Redacted
11/25/2025 07:36 PM

Living in a terraced street, residents parking only, but still not able to park outside my own home! Every person who works 9-5 will be trying to book slots to charge cars after work, there will not be enough available, It will not work in this county. Plus electric can be more expensive than petrol.

Screen Name Redacted
11/25/2025 07:49 PM

The terraced houses in the area are not suitable for EV charging. My own street in particular has very poor parking spaces as it is without people using the street parking to charge their cars. Due to cost of living, my household has 4 working adults at home with 4 cars. 1 EV charger per 1/2 homes will not be enough, particularly if you're considering slower charging in residential areas. Having travelled a long distance with someone in an EV, I found the journey more stressful due to the driver having to stop to charge in a remote place. It's not the future you think it is.

Screen Name Redacted
11/25/2025 09:21 PM

Seeing the adoption of ev's as someone that is in the motor industry I see the vast majority of apposition to the transition in the Bridgend area is to do with the lack of local infrastructure and changing options this is particularly evident away from Bridgend centre itself as an example I live in the Maesteg area i live on a main road where the closest ev plug point is in Maesteg town centre nearly a 35 minute walk from home for me these are also slow chargers meaning an ev with a small battery would take around 4 hours to charge meaning I couldn't just wait around for the car to charge at that point my next best option is a fast chargers meaning in Sarn at double the cost just to get an level of usability from it this is all from my experience of trying to live with an ev for almost 6 months where it became very evident that it was costing me more in time and financially than both a diesel and petrol vehicle just in the change cost vs the fuel cost Just as a recommendation please reach out to people in the motor industry and the charging industry that are local to the area we see the problems on the ground day in and day out it may give you an outlook on things that we see that you may not have even thought of

Screen Name Redacted
11/25/2025 09:48 PM

Currently own a plug in hybrid and live in a terrace home where I am currently not able to legally charge my car…when the vast majority of homes are terraced with the same issue I'd like to see Bridgend council actually take note of this…with high council tax and lowering services I think this should be a given

Screen Name Redacted
11/26/2025 05:25 AM

I have an ev already. Would make no impact. Ok infrastructure already.

Screen Name Redacted
11/26/2025 07:13 AM

I already have an ev. The frustration comes when blue badge holders park in the ev allocated spots or the ev chargers don't work, then you are forced to look around town for another, which will usually direct you to out of town! The very few chargers in town are simply not

quick enough so if you want to 'pop into town' and conveniently charge your car at the same time then the chargers are not quick enough so you are forced to hang around for a lot longer and town doesn't have enough shops to keep you there! There's only so long you can spend in a cafe or pub drinking coffee…..

Screen Name Redacted
11/26/2025 09:55 AM

I am a new EV owner. I live in Pontycymer we currently have 2 charging locations within a few minutes of our house. There are 4 points in the car park of Halo and 2 in the car park of Oxford Street - both of these supplies are the slow charging units but offer the cheaper rate of 50p/kW. I have had my EV less than a week. Our plan was to trail how we get on with an EV with public charging before covering the cost of installing a home charger. I went to charge my EV for the first time on Monday lunchtime, 2 of the charging points in Halo were offline, the other 2 points in Halo and the 2 on Oxford street were ICE'd (used as a parking bay by an engine car). My suggestion is that there also needs to be provision given to enforcing the parking regulations on the EV charging spots as I can see this being an ongoing issue. In regards to installing home charging, I live on Alexandra Road in a terraced house. I have a pavement to cross at the front and the rear of the house backs onto someone else's land so we do not have right to access. I am aware of the need to install a cross-pavement solution if we were to having a charging point to the front and have tried to research this further but there is no guidance for this on the Bridgend Council website or that I can find on the Welsh Gov website. The proposed grants are great but more available information on the guidance for this would also be very valuable.

Screen Name Redacted
11/27/2025 08:54 AM

I have an electric vehicle but after the Labour budget yesterday will be switching back to diesel in the new year due to the increased costs

Screen Name Redacted
11/28/2025 10:30 AM

I don't like the idea of partnering with private companies. The question added "if the pricing was fair". Public charging points typically cost between 50-86p per KWH. Home charging is often below 5p per KWH. With all the good intentions in the world, when you add private companies in they will need to recoup costs and make a profit. This will increase costs for users of electric vehicles.

Screen Name Redacted
11/28/2025 10:46 AM

Having read through the policy I feel there are areas that you need to look at. Charging at home is always going to be best for car users and the local authority. Why? Cost to the motorist. My car to charge on public chargers is typically between £30-40. If I could charge at home it would cost less than £5. When charging twice a week the

cost savings are massive and outweigh any cost of installing a home charger. It also means I can keep my car close which is important as I am an emergency responder with the coastguards responding to over 100 incidents a year, my wife is a doctor and is occasionally on call and needs a car close by as well. The closest charger is 500m away. The cost to the council is massive. To install bollard chargers on residential streets would be a massive undertaking as would lamppost charging. All the lampposts where I Live are against peoples walls, so the lamp-posts would have to be move to the road side of the pavement oy you would also need to install gullies. That is a huge undertaking with a massive cost. If private companies were brought in they would need to recoup their costs and make a profit meaning higher costs. I would add that the government this week in the budget announced a 3p per mile tax on electric car users, this is also going to raise driving costs by around 10%. Much easier would be to allow homeowners permission to have gullies installed at their own cost. That way there is no cost to the council and the users could charge at home at a much reduced cost. These things need also to be looked at now and not in a year or two time. Several times in recent weeks all the local chargers have been in use and we have had to wait for a charger to become available. I would ask that you look at pilots in areas and see how things run. I would jump at this chance and be more than happy to have a gully installed at our cost outside our home. I would add that our pavement is in a dreadful state of repair and very uneven. I believe having a gully install may actually improve the pavement. I would be happy to be considered for this if you wish to contact me.

Screen Name Redacted
11/28/2025 02:40 PM

Hydrogen is better for the environment. One word BATERY! Furthermore, with the proposed site at Brynmenyn BCBC should be supporting that rather than encouraging EVs. The recent changes in the budget may impact on future EV and hybrid sales.

Screen Name Redacted
11/29/2025 06:31 AM

The more charging options I have near to where I live and where I work the more likely it is that I will buy electric.

Screen Name Redacted
11/30/2025 06:48 AM

It’s clearly obvious what’s currently going on regarding pricing at any public charging point. No profit should be made at all, the charge should cover cost of electric and a percentage for maintenance. If you want to make 2050 a realistic goal, take your greedy little paws out of the jar. But as anything in life, you’ll see this as a cash grab opportunity and that’s why you will fail.

Screen Name Redacted 12/02/2025 07:28 AM	the charging points are ugly and will corrode = high maintenance costs. needs to be easily integrated and blend in, like lampost ones
Screen Name Redacted 12/02/2025 09:57 AM	I have previously filled this in but wanted to make some additional points. I live in a house with no drive so have to use a public charging station which even if I choose the cheapest it's still expensive compared to home. I would prefer to fit a gully at my own cost but this is not an option yet. My local charging points are on West Road (seafront) in porthcawl. However since at least Sunday all four chargers are not working. I can't leave my car in Hills or Pugh car park overnight or on the road by Coney beach as firstly I need my car available 24 hours and secondly leaving over night in such areas is not safe. I've come this morning to the fast charge and that is not working. I'm being told it will take 8 hours 20 to charge my car. It's currently 1000 and I was meant to be in Swansea at 0900. Simply not acceptable. Let people put gully's in now and charge at home. This issue is a growing one and unless you can provide better facilities on masse and now you need to let people charge at home. Sorry for the rant but I am rather annoyed.
Screen Name Redacted 12/02/2025 02:08 PM	The council should own and control charging for residents, eg in lampposts. Most importantly, residents without off street parking need access to charging at rates comparable to those with off street parking e.g 8p/kWh without 20% vat (Charging at 5% vat as per home supply) Failing this guidance and planning need to be in place to allow charging from a residence, over / under / through public pathing to ensure residents have access. The current cost of charging at council car parking is way too high, and if the transition is to be taken seriously by the less advantaged, they need to see the same cost saving as those of us who have off street parking. Residents using fast charging during supermarket shops should be advantaged by having a local discount for keeping the local emissions down and spending money in the local economy.
Screen Name Redacted 12/08/2025 10:36 PM	I already drive electric, i have a charging port on the house however becaause i have to go over the path to get on my driveway i have been sent a letter saying that I have to pay for a dropped kerb which is taking the accessibility away as i will not be paying for a dropped kerb
Screen Name Redacted 12/09/2025 10:24 PM	The uk government part of the four that run Great Britain, the worst woman to hold office has decided to put up tax on all electric vehicles so why the hell would I buy one? Total waste of money and a total waste of tax payers money and a waste of council tax payers mineyy

Screen Name Redacted 12/16/2025 01:05 PM	In the whole of the Garw Valley we have only Two Charging Hubs, I live in a small street , 8 houses and three of them have electric vehicles . They desperately needed .
Screen Name Redacted 12/30/2025 08:57 PM	I am seething that Labour has bought into the climate Scam! CO2 does not cause climate change - it is all natural cycles of nature. I learned from a great physicist and astronomer, as a student in Cardiff. 30,000 US scientists signed the Oregon petition against this scam. Any scientist who spoke aaginst it in this country hasx been silenced. As was Dr David Bellamy the renowned botanist. Electric vehicles are far more harming to the environment, and will make cars unaffordable for working class people. But I guess this is all part of Labour's plan! I will NEVER vote Labour again and I speak as a former party member. CO2 is vital trace gas plant food - you have been sold a lie.
Screen Name Redacted 1/01/2026 12:03 PM	My Son has an electric car and frequently visits me from Abingdon where EV charging is excellent. In Porthcawl we find half the points are out of use and the remaining ones are already in use. I really think points should be checked frequently to ensure they are usable for visitors if you wish to encourage the use of electric cars. It is very inconvenient when people arrive late at night and are unable to charge their vehicles overnight.
Screen Name Redacted 1/03/2026 05:33 PM	Charging disk areas to drive on charge up and go. A place to pay in contactless and in cash.

Optional question (55 response(s), 33 skipped)
Question type: Essay Question

Meeting of:	**CABINET**
Date of Meeting:	**20 OCTOBER 2026**
Report Title:	**ESTABLISHMENT OF A COMMUNITY INFRASTRUCTURE FUND (CIF)**
Report Owner: Responsible Chief Officer / Cabinet Member	**CORPORATE DIRECTOR COMMUNITIES** **CABINET MEMBER FOR REGENERATION, ECONOMIC DEVELOPMENT AND HOUSING**
Responsible Officer:	**DELYTH WEBB** **GROUP MANAGER STRATEGIC REGENERATION**
Policy Framework and Procedure Rules:	**There is no effect upon the policy framework or procedure rules.**
Executive Summary:	**The purpose of this report is to seek Cabinet approval of the delivery mechanisms and proposed allocations for the Community Infrastructure Fund.** **This includes allocation of funding via two mechanisms, Bridgend County Borough Council (BCBC) delivered schemes and a CIF grant scheme.** **The report also recommends projects that would benefit from the funding and that governance is undertaken via the established Pride in Place Impact Fund Board.**

1. Purpose of Report

1.1 The purpose of the report is to set out the delivery mechanisms and proposed allocations for the Community Impact Fund (CIF) approved by Council in the updated Capital Programme on the 22 July 2026. The report also sets out the community projects that could benefit from this fund.

2. Background

2.1. Across the County Borough there continues to be a need for greater investment and development in infrastructure within our leisure and community facilities. This would facilitate increased participation, improved accessibility and deliver long term benefits to local residents in all parts of our county.

2.2. It became clear during the recent Pride in Place Impact Fund (PIPIF), part of the UK Government investment in local neighbourhoods, that there were a number of significant projects which required further or new investment in order to be able to support the wider needs of our local communities. Some of these projects were ineligible for PIPIF but would provide demonstrable local community benefit if progressed via an alternative funding route. In addition, the PIPIF small grants scheme was heavily oversubscribed with many valuable community projects that could not proceed due to the quantum of funding. So, an alternative funding route could also provide the ability to add additional resourcing to the PIPIF small grants scheme, in addition to those discussed above that were larger or previously ineligible under PIPIF.

2.3. The authority understands that community provision is provided by a wide range of local clubs and organisations, which support different opportunities across the County. This is in addition to larger, more strategic provision, provided by the authority and established partners whose offer is wider and more varied, such as the Life Centres and swimming pools provided in partnership with HALO and cultural venues such as Bryngarw Park and Maesteg Town Hall in partnership with AWEN.

2.4. To respond to the demand for investment in these valuable community projects, the Leader of the Council requested that a capital sum of £1.5m be made available from BCBC to compliment the UK Government PIPIF programme and be named the Community Infrastructure Fund (CIF). This allocation was approved by Council in the updated Capital Programme on 22 July 2026. This CIF fund, once established, could provide the much-needed financial support for several valuable and deliverable community projects.

3. Current situation / proposal

3.1 As the Community Infrastructure Fund (CIF), is not an externally grant funded scheme there is greater flexibility to be allocated throughout the County. There will be expectations that the fund will support community-based projects and organisations that have been able to show a demonstrable need for investment and can contribute a positive benefit to the wider community and residents across the County.

3.2 Therefore the aims and objectives of the CIF fund can be stated as follows: -

- To improve the quality and safety of community facilities.

- To increase opportunities for participation in sport and physical activity.
- To Improve accessibility and inclusion for all members of the community.
- To support environmental sustainability wherever possible.
- To encourage partnership working and community involvement.
- To protect and enhance community assets.
- To provide new facilities where there is a demonstrable community need currently unmet by existing assets.

3.3 It is proposed that the fund is allocated via two mechanisms. The first is that Cabinet, along with Leaders of the Opposition, propose schemes that meet the objectives set out in 3.2 and that those schemes are delivered by the Council. The second mechanism is that a CIF grant is provided to Community Organisations or Clubs, that were previously unsuccessful during the PIPIF grant scheme but have demonstrable community benefit. It would be for those organisations to deliver the project.

3.4 There would be an expectation that all the appropriate organisational details and relevant permissions are in place for a CIF grant award to be made and that this would also be based on the project being delivered within 12 months of the offer. Officers will undertake the necessary due diligence to ensure that this is in place before an offer is made. The grant will be based on an agreed viable financial allocation for the project; however the final grant amount will be based on actual project delivery costs. A variance is normal and expected on capital schemes and will be managed on a case by case basis.

3.5 Through preliminary discussions between the Leader and the Leaders of the opposition, the following projects or organisations have been identified as suitable to receive funding under this new Community Infrastructure Fund (CIF), should it be approved by Cabinet. This would be subject to further due-diligence, subsidy control assessment and detailed costings to support and/or supplement local schemes.

3.6 The proposed BCBC delivered CIF community projects are shown in **Table 1**.

TABLE 1 – BCBC CIF PROJECTS

Number	Project Name	Project Detail	CIF Amount
CIF1.	New and Replacement Skate Park projects	Investment in new and replacement skate parks. To include Bryntirion and Cornelly.	640K
CIF2.	Coity Community Centre Project	Improvements to Coity Community Centre	150K

CIF3.	Maesteg Market Square Greening Scheme	Green Infrastructure & Landscaping to market square	40K
CIF4.	Newbridge Fields North Pavilion Redevelopment	Redevelopment of North Pavilion to include new changing room & shower facilities.	230K
Proposed CIF BCBC Projects Allocation Total			**£1.060m**

3.7 The proposed CIF Grant Projects are shown in **Table 2**.

TABLE 2 – CIF GRANT PROJECTS

Number	Project Name	Project Detail	Delivered by	CIF Amount
CIF6.	Bridgend Ravens Pitch Renovation	Replacement of Grass pitch with a 3G Surface. Match funded via PIPIF & Welsh Rugby Union.	Bridgend Ravens RFC	150K
CIF7.	Penybont Football Club Access and Infrastructure	Improved access arrangements and car parking. Match funded by Club.	Penybont FC	150K
CIF8.	St Brides Minor and Ynysawdre Community Activity Scheme	Improved community facility, open space enhancements.	St Brides Minor and Ynysawdre CC	40K
CIF9.	Increased contribution to supplement the PIPIF small community grants	Allocate up to max of 10K for small Community Grants that were unsuccessful via PIPIF	Various Groups & Organisations (See Appendix 1)	100K
Proposed CIF Grant Allocation Total				**440K**

3.8 **Table 1** and **Table 2** set out the proposed allocation of the full £1.5m CIF fund, either delivered via BCBC projects or via the new CIF grant scheme. Any underspend would remain at the discretion of the Corporate Director – Communities and Cabinet Member to reallocate. Appendix 1 shows the distribution of both PIPIF and CIF allocated funds across the County.

3.9 The governance process to oversee the PIPIF programme has been set up with a Board which oversees the delivery and monitoring of projects. It is proposed that the same board be utilised to oversee the award of finance and that appropriate due diligence is carried out.

3.10 It is proposed that Cabinet agree the proposed CIF allocations as set out in **Table 1** and **Table 2** of this report to enable officers to commence further discussions, make grant offers and design schemes as appropriate. It is also proposed that the schemes are reported and monitored through the PIPIF Governance Board.

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. Further consideration will be taken as delivery proposals are progressed.

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 our town centre and community assets, 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 is essential to securing long term sustainability and contribution to the reduction in carbon emissions of our infrastructure and assets.

- Prevention - Investment in capital assets now will prevent further decline. It will also prevent a decline in local environment and the quality of cultural and business facilities within our communities.

- Integration – The funds will ensure that local facilities will be enhanced and will need to evidence integration within their local communities. Communities 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 on effective engagement with key public and operational stakeholders.

5.2 There are no significant or unacceptable impacts upon the achievement of the Council's well-being goals/objectives.

6. Climate Change and Nature Implications

6.1 Taking action to support decarbonisation is critically important in order to protect and sustain the environment over the long term. Delivery proposals will be asked to demonstrate how they will contribute to these goals.

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 There is maximum capital funding of £1.5m available for the Community Infrastructure Fund (CIF) with the expectation of projects being delivered within 12 months of the offer

8.2 All external organisation awarded financial assistance will need to demonstrate their compliance with all applicable funding conditions.

8.3 Match funding is not required in order to benefit from this fund although the local authority will always encourage local organisations to maximise the impact of the project by securing or contributing to the projects themselves.

9. Recommendations

It is recommended that Cabinet: -

1. Approve the delivery mechanisms and proposed allocations of the Community Infrastructure Fund as set out in section 3 of this report.

2. Delegate authority to the Director of Communities, in consultation with the Chief Officer – Legal, Regulatory and Electoral Services and HR, Corporate Director – Finance and Transformation, in consultation with the relevant Cabinet Member, to finalise the programme and delivery mechanisms.

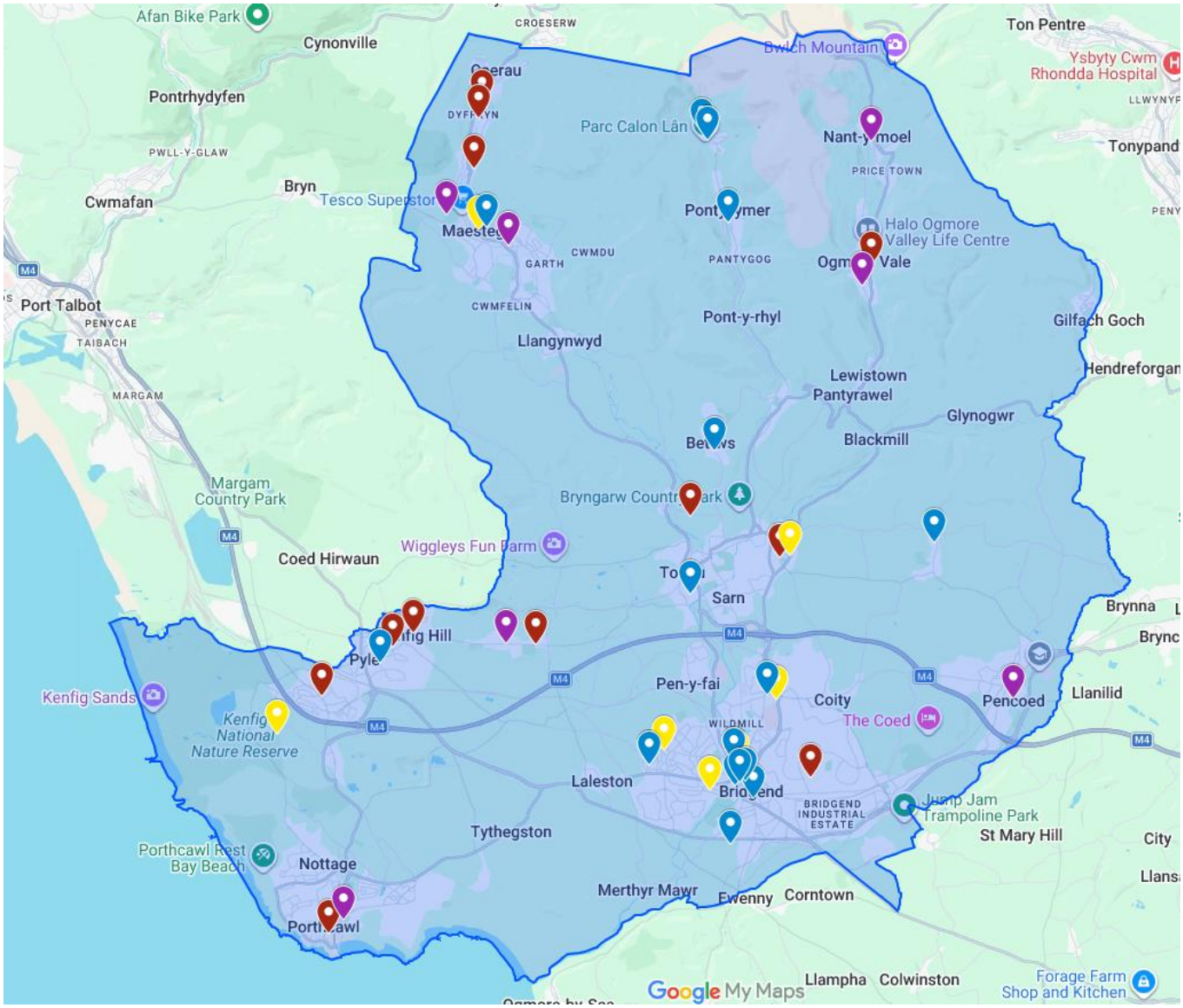
3. To receive a further report in due course to update on the outcomes achieved from the Community Infrastructure Fund.

Background documents:

None

Appendix 1

Distribution Map of PIPIF project and proposed CIF projects.



Key to projects

Colour	Fund
Red	PiPIF Small Grants
Blue	PIPIF Large Infrastructure Scheme (LIS) and Strategic Town Centre
Purple	PIPIF Sports and Community Facilities Improvement Project 2 (SCIFP2)
Yellow	Proposed CIF

Meeting of:	**CABINET**
Date of Meeting:	**20 OCTOBER 2026**
Report Title:	**BUDGET MONITORING 2026-27 – QUARTER 2 REVENUE FORECAST**
Report Owner/ Responsible Chief Officer / Cabinet Member:	**CABINET MEMBER FOR FINANCE AND TRANSFORMATION** **CORPORATE DIRECTOR – FINANCE AND TRANSFORMATION**
Responsible Officer:	**EILISH THOMAS** **INTERIM GROUP MANAGER – BUDGET MANAGEMENT**
Policy Framework and Procedure Rules:	**As required by section 3 (budgetary control) of the Financial Procedure Rules; Chief Officers in consultation with the appropriate Cabinet Member are expected to manage their services within the approved cash limited budget and to provide the Chief Finance Officer with such information as is required to facilitate and monitor budgetary control.**
Executive Summary:	• **The net revenue budget for 2026-27 is £408.149 million. The overall projected position at 30th September 2026 is a net over spend of £628,000 (0.15% of the net revenue budget).** • **The overall projected net over spend is mainly due to pressures within Adult Social Care in the Social Services and Wellbeing Directorate, and in the Additional Learning Needs budget in the Education, Early Years and Young People Directorate.** • **The budget approved for 2026-27 included budget reduction proposals totalling £2.348 million. The current position is a projected shortfall on the savings target of £290,000, or 12.35% of the overall reduction target.**

1. Purpose of Report

1.1 The purpose of this report is to provide Cabinet with an update on the Council's revenue financial position as at 30th September 2026.

2. Background

2.1 On 25th February 2026, Council approved a net revenue budget of £408.149 million for 2026-27. As part of the Performance Management Framework, budget projections are reviewed regularly and reported to Cabinet on a quarterly basis. The delivery of agreed budget reductions is also kept under review and reported to Cabinet as part of this process.

2.2 Following Council approving an update to the Senior Management Structure in November 2025 with the view to the new structure being fully rolled out and implemented throughout 2026, there have been some changes to the structure of Directorates. The previous Chief Executive Directorate has been renamed Corporate Services and now includes; Chief Executive Unit, Performance and Workforce, Legal, Democratic and Regulatory Services, Electoral Services, and Communications, Marketing and Corporate Policy. A new directorate has been created called Finance and Transformation to include Finance, Transformation, Partnerships, Customer Services and Engagement, ICT and Business Support. Housing and Homelessness has moved from the Chief Executive Directorate to the Social Services and Wellbeing Directorate to strengthen prevention and early intervention by bringing housing, homelessness, adult social care, and wellbeing services closer together, and improve support for vulnerable residents, particularly people experiencing homelessness, older people, people with disabilities, care leavers, and those with complex needs. Details of the service budget transfers related to these changes are included in Section 3.10. Section 3.3 of the report sets out the main variances under the new Directorates.

3. Current situation / proposal

3.1 Summary financial position at 30th September 2026

3.1.1 The Council's net revenue budget and projected outturn for 2026-27 is shown in **Table 1** below.

Table 1- Comparison of budget against projected outturn at 30th September 2026

Directorate/Budget Area	Original Budget 2026-27 £'000	Revised Budget 2026-27 £'000	Projected Outturn Q2 2026-27 £'000	Projected Over / (Under) Spend 2026-27 £'000	Projected Over / (Under) Spend Qtr 1 2026-27 £'000
Directorate					
Education, Early Years and Young People	163,622	163,781	164,258	477	711
Social Services and Wellbeing	124,237	130,338	133,194	2,856	1,502
Communities	36,825	37,094	36,595	(499)	(250)
Chief Executive's	28,724	0			(347)
Corporate Services		10,278	10,202	(76)	0
Finance and Transformation		13,897	14,294	397	0
Total Directorate Budgets	**353,408**	**355,388**	**358,543**	**3,155**	**1,616**
Council Wide Budgets					
Capital Financing	5,907	5,861	3,429	(2,432)	(1,012)
Levies	10,483	10,483	10,483	0	0
Apprenticeship Levy	869	869	869	0	0
Council Tax Reduction Scheme	17,804	17,804	17,806	2	151
Insurance Premiums	1,363	1,363	1,240	(123)	(122)
Repairs & Maintenance	670	670	670	0	0
Pension Related Costs	430	430	457	27	26
Other Council Wide Budgets	17,215	15,281	15,280	(1)	(53)
Total Council Wide Budgets	**54,741**	**52,761**	**50,234**	**(2,527)**	**(1,010)**
Total	**408,149**	**408,149**	**408,777**	**628**	**898**

3.1.2 The overall projected position at 30th September 2026 is a net over spend of £628,000 comprising £3.155 million net over spend on directorates and a net under spend of £2.527 million on Council wide budgets. A detailed analysis of the more significant projected under and over spends is set out in section 3.3.

3.1.3 During quarter 2, pay awards for 2026-27 were agreed for Joint Negotiating Committee (JNC) Chief Officers, National Joint Council (NJC) employees along with Soulbury employees. Further details on these are included in paragraph 3.1.10. Due to timing of the agreement of the NJC pay award, budget virements for directorate and school NJC employees will be actioned at the start of quarter 3 and will be set out in the next quarterly update to Cabinet.

3.1.4 The main financial pressures are currently in the Additional Learning Needs budget within the Education, Early Years and Young People (EEYYP) Directorate and Adult Social Care within the Social Services and Wellbeing (SSWB) Directorate.

3.1.5 Council approved budget pressures of £6.608 million for the SSWB Directorate in February 2026 as part of the Medium Term Financial Strategy.

3.1.6 As noted in the quarter 1 report reported to Cabinet in July 2026, there continues to be pressures across Adult Social Care driven by the complexity of need and demand across these services. The department is overseeing a number of actions

to address the pressure in the adult services budget, including a programme to manage the increasing demand for specialist accommodation (residential care /supported living for people with a learning disability/mental health need) and homecare for older people.

3.1.7 The projected net over spend for the EEYYP Directorate is mainly due to continuing significant demand for Additional Learning Needs support at schools. The demand is high in particular for pupils requiring neurodevelopmental, behavioural, communication and complex medical support.

3.1.8 It is too early in the financial year to provide a realistic indication of projected council tax income for this financial year, and whether the Council is likely to see a reduction in council tax income over the 2026-27 financial year as more people have suffered financial hardship due to the cost of living crisis, or whether additional income will be collected from council tax premiums on empty properties and second homes. A 1% reduction in the council tax income collection rate could result in an additional pressure to the Council of around £1 million. Council tax collection rates will be monitored continuously throughout the year and reported accordingly.

Budget virements/technical adjustments

3.1.9 There have been a number of budget virements and technical adjustments between budgets since the Medium Term Financial Strategy (MTFS) was approved by Council in February 2026. The budget position is reported on the assumption that these virements will be approved.

3.1.10 The main virements and technical adjustments are outlined below:

Budget Virements

Service vired from / to	Amount
Transfer of Finance, Transformation, Partnerships, ICT, Business Support and Customer Engagement service budgets from the Chief Executive Directorate to the new Finance and Transformation Directorate. (See Section 2.2)	£13,897,235
Transfer of HR, Legal Democratic & Regulatory, Elections, Comms Marketing & Corp Policy and Chief Executive service budgets from the Chief Executive Directorate to the newly named Corporate Services Directorate. (See Section 2.2)	£10,277,711
Transfer of Housing & Homelessness budgets from the Chief Executive Directorate to the Social Services & Wellbeing Directorate. (See Section 2.2)	£4,944,080
One off transfer of funding from Corporate Contingency to the Social Services and Wellbeing Directorate for one off costs associated with essential ICT Network Upgrades for staff within Health Sites.	£33,230
One off transfer of funding from Corporate Contingency to the Corporate Services Directorate to support costs associated with a Corporate Brand Refresh.	£10,000

Technical Adjustments

Service vired from / to	Amount
Transfer of inflationary uplifts not confirmed when the Medium Term Financial Strategy was agreed that are held centrally until evidence of the uplift is provided by the service areas (detailed in paragraph 3.1.11).	£1,279,827
Allocation of funding retained centrally in respect of Soulbury pay award for 2026-27 with effect from September 2026.	£32,279
Allocation of funding retained centrally in respect of the Joint Negotiating Committee (JNC) pay award for 2026-27 for Chief Officers – confirmed June 2026	£101,790

Pay/Price Inflation

3.1.11 When the budget was set, very little funding was allocated to directorates for pay and price inflation, as most had not been determined for the forthcoming year. The majority of the provision has been retained centrally within Council wide budgets, to be allocated as further information is known about specific contractual price increases. Amounts released during quarter 2 are shown in 3.1.10 and include £715,901 increase to Homes for Older People budgets, £397,616 for Prevention and Wellbeing contracts (Halo) and £38,370 for Home To School Transport contracts in line with the Consumer Price Index (CPI) increase.

3.1.12 There are ongoing discussions regarding pay claims for Teachers' pay from September 2026 onwards. Updates will be provided in future revenue monitoring reports.

3.1.13 Inflation rates were 3.0% when the budget was set, increasing to 3.3% in March 2026. Whilst we saw a reduction to 2.6% in June 2026, there was an increase back up to 3.1% in July 2026. The end of February 2026 saw the start of the war between US/Israel and Iran. The conflict has caused oil and other commodity prices to rise sharply and there is uncertainty over its impact on inflation going forward. Inflation is expected to rise, but how quickly and by how much depends on how long commodity prices remain elevated. There is a risk that there may not be sufficient funding available within these budgets for any unexpected major pay/price inflation increases. With this uncertainty the budget will need to be monitored closely during the remainder of the year.

Budget Reduction Proposals

3.1.14 The net budget for the financial year has been set assuming full implementation of the current year budget reduction requirements across the Council's budget, which amount to £2.348 million. Where proposals to meet this requirement have been delayed or are not achievable directorates have been tasked with identifying alternative proposals to meet their requirements such as holding additional vacancies, or bringing forward alternative budget reduction proposals.

3.1.15 In February 2026 Council approved the Medium Term Financial Strategy for 2026-27 to 2029-30. This identified the need to develop recurrent budget reduction proposals, based on the most likely scenario, amounting to £32.740 million over the

next four years. Against that background it is essential that expenditure is kept within the overall approved budget and that longer term proposals continue to be developed so that the Council has as much flexibility as possible to meet the challenges which lie ahead.

3.1.16 At year end consideration will be given to any budget over spends to determine whether these should be carried forward as a first call on the directorate budget for the following year. Similarly, consideration will be given to requests from directors to carry forward any planned directorate under spends for specific purposes into the following year, in line with the Council's Reserves and Balances Protocol, as long as these can be met from within the Council's cash limited budget for 2026-27. This is in line with the reports to Cabinet and Council on the MTFS, and the Council's Financial Procedure Rules.

3.2 Monitoring of Budget Reduction Proposals

Prior Year Budget Reductions

3.2.1 The Revenue Budget Outturn report was presented to Cabinet on 23rd June 2026. In the report it was highlighted that there were £2.823 million of prior year budget reduction proposals that were not met in full, with a total outstanding balance to be met of £889,000. In addition, of the 2025-26 budget reduction proposals of £8.379 million, it was reported that there was a total outstanding balance to be met of £1.134 million. Directors have been asked to identify if any of these proposals are still not likely to be achieved in full during the 2026-27 financial year, and to identify mitigating actions that will be undertaken to achieve them. All remaining outstanding prior year budget reductions are summarised in **Appendix 1** with a summary per directorate provided in **Table 2**.

Table 2 – Outstanding Prior Year Budget Reductions

	Total Budget Reductions Required	Total Budget Reductions Likely to be Achieved	Shortfall
DIRECTORATE /BUDGET REDUCTION AREA	**£'000**	**£'000**	**£'000**
Education, Early Years and Young People	548	406	142
Social Services and Wellbeing	815	263	552
Communities	570	443	127
Chief Executives	1,016	886	130
TOTAL	**2,949**	**1,998**	**951**

Note: The total budget reductions required in Table 2 represents the full original budget reduction targets. The budget reductions have been maintained under their original Directorate titles as approved by Council.

3.2.2 **Table 2** shows that of the £2.949 million outstanding reductions, £1.998 million is likely to be achieved in 2026-27 leaving a shortfall of £951,000. Proposals still not likely to be achieved (>£100,000) include:

- EDFS19 (2024-25) – Communication and Relationships Team (£142,000 shortfall). A review of CART ancillary support is underway with the aim to delegate some funding and responsibility to schools from April 2027. It is anticipated that this will reduce the high level of over spend in this area. In the meantime this will be closely monitored throughout the year with alternative savings having to be identified by the Directorate if shortfall is not reduced
- SSW13 (2024-25) Council to reduce its investment into cultural services (£295,000 shortfall). The shortfall of the remaining £295,000 will be covered by earmarked reserve funding for 2026-27. The work commissioned through Counterculture will support this process over the coming months and will help inform both the future direction of the partnership and the level of investment required so a recommendation can be made to Members regarding the £295,000 saving associated with the partnership remains within the Council's Medium Term Financial Strategy. Reconsideration of this position would need to be informed by the development of the Council's cultural strategy, Awen's role in delivering that strategy, and the agreed performance outcomes within the refreshed partnership agreement. An update will be provided in future monitoring reports.
- SSW8 (2025-26) – Reduction in provision of number of Supported Living Accommodation units (£190,000 shortfall). It has been determined that this saving proposal is no longer deliverable. A review of budgets is being progressed to identify alternative budgets for this proposal to be offset against. Updates will be provided in future revenue monitoring reports.

3.2.3 As outlined in the MTFS reports to Cabinet and Council, MTFS Principle 7 states that *"Savings proposals are fully developed and include realistic delivery timescales prior to inclusion in the annual budget. An MTFS Budget Reduction Contingency Reserve will be maintained to mitigate against unforeseen delays".* An MTFS Budget Reduction Contingency reserve is in place to offset shortfalls on specific budget reduction proposals on a one-off basis where circumstances to achieving them are outside of the directorate's control. During the financial year, the Section 151 Officer will consider applications from Directorates to the MTFS Budget Reduction Contingency reserve to mitigate some of the shortfalls.

Budget Reductions 2026-27

3.2.4 The budget approved for 2026-27 included budget reduction proposals totalling £2.348 million, which is broken down in **Appendix 2** and summarised in **Table 3** below. The current position is that £806,000 has been achieved to date with £2.058 million projected to be achieved by year end, leading to an overall projected shortfall on the savings target by year end of £290,000, or 12.35% of the overall reduction target.

Table 3 – Monitoring of Budget Reductions 2026-27

	Total Budget Reductions Required	Total Budget Reductions Achieved to date	Total Budget Reductions Likely to be Achieved	Shortfall
DIRECTORATE /BUDGET REDUCTION AREA	**£'000**	**£'000**	**£'000**	**£'000**
Education, Early Years and Young People	717	319	637	80
Social Services and Wellbeing	1,041	292	1,031	10
Communities	340	177	340	0
Chief Executive's	250	18	50	200
TOTAL	**2,348**	**806**	**2,058**	**290**

Note: The total budget reductions required in Table 2 have been maintained under their original Directorate titles as approved by Council.

3.2.5 The following budget reduction proposal is unlikely to be achieved in full (> £100,000 shortfall):-

- CEX1 – Review provision of the CCTV service (£200,000 shortfall). Discussions are underway with partners to explore the potential financial contributions, but nothing agreed yet. Updates will be provided to Cabinet in future revenue monitoring reports. Savings have been made elsewhere in the service i.e. staff vacancies to offset.

3.2.6 **Appendix 2** identifies the projected amount of saving against these proposals in detail and action to be taken by the directorate to mitigate the shortfall. Directors continue to work with their staff to deliver their proposals or alternatives and this is reflected in the forecast outturn for the year. During the financial year the Section 151 Officer will also consider applications from directorates to the MTFS Budget Reduction Contingency reserve to mitigate some of the shortfalls.

3.2.7 In the longer term, these proposals must be realised or must be met through alternative budget reduction proposals in order to deliver a balanced budget position.

3.3 Commentary on the financial position at 30th September 2026

Financial position at 30th September 2026

A summary of the financial position for each main service area is attached in **Appendix 3** to this report and comments on the most significant variances are provided below.

3.3.1 **Education, Early Years and Young People Directorate**

The net budget for the Education, Early Years and Young People Directorate, including school delegated budgets, for 2026-27 is £163.781 million. Current projections indicate an over spend of £477,000 at year end. The main variances are:

EDUCATION, EARLY YEARS AND YOUNG PEOPLE DIRECTORATE	Net Budget £'000	Projected Outturn £'000	Projected Variance Over/(under) budget £'000	% Variance
Inclusion Group	9,549	9,998	449	4.71%
Home to School Transport	10,509	10,589	80	0.76%
Catering Services	1,669	1,580	(89)	(5.32%)

Schools' delegated budgets

Total funding delegated to schools in 2026-27 is £130.551 million.

The schools' delegated budget is reported as balanced as any under spend or over spend is automatically carried forward into the new financial year before being considered by the Corporate Director - Education, Early Years and Young People in line with the 'Guidance and Procedures on Managing Surplus School Balances'.

The Financial Scheme for Schools requires schools to obtain permission from both the Corporate Director – Education, Early Years and Young People and the Section 151 Officer to set a deficit budget. Schools with deficits of greater than £50,000 in a primary school or greater than £150,000 in a secondary or special school are requested to attend termly support and challenge meetings with senior Local Authority officers. In addition, any unplanned deficits that occur within the financial year due to unforeseen circumstances must be reported as soon as they become known to the school.

At the start of 2026-27, projections indicated an overall deficit balance for school delegated budgets of £6.529 million at year end. At quarter 2 this has slightly increased to a projected deficit of £6.537 million. There are 39 primary schools, 6 secondary schools and 1 special school (78% of all schools) projecting a deficit balance (£7.672 million) at year end. There are 9 primary schools, 3 secondary schools and 1 special school (22% of all schools) projecting a surplus balance (£1.135 million) at year end. This information is set out in **Appendix 4**.

Central Education, Early Years and Young People Directorate budgets

Inclusion Group

- There is a projected net over spend of £449,000 across Inclusion Group budgets compared to a projected net over spend of £528,000 at quarter 1.
- The main reason for the projected over spend is the number of pupils requiring additional support which has increased from 357 in quarter 1 to 391 in quarter 2.
- Bridgend County Borough Council (BCBC) has been awarded an Additional Learning Needs (ALN) grant of £1.1 million in 2026-27 (£1.157 million in 2025-26). This is being utilised to support the work of the Communication and Relationships Team (CART) Ancillary Support Service, a specialist early years ALN Officer and specialist Post-16 ALN teacher. The CART Service provides one-to-one support for children with ALN where there are no places available in special schools in order to prevent high-cost external placements.
- Despite the support of the grant, Schools ALN budgets are projected to over spend by £282,000 the majority of which relates to the CART service which is projecting an over spend of £357,000 (£341,000 at quarter 1), due to the complexity of support provided and the use of agency staff to meet the increase in demand. The projected over spend on the CART service is partly mitigated by staffing vacancies (£75,000) – these posts have mostly been recruited to from September 2026.
- The projected over spend on the CART service demonstrates continuing significant demand for ALN support at schools. The demand is high in particular for pupils requiring neurodevelopmental, behavioural, communication and complex medical support.
- Cabinet approved a consultation exercise in September 2026 to increase the number of Learning Resource Classes (LRC) across Bridgend to ensure that pupils with ALN, where needs cannot be met in mainstream school, are fully supported. This proposal is in response to the increasing number of pupils who have complex ALN who require a more specialist setting for their learning needs to be met. In 2025-26 Council approved budget growth of £370,000 towards supporting an increasing number of pupils being referred for support and specialist provision. Council approved a further £800,000 in 2026-27 towards ALN pressures, of which £211,000 is proposed to be used to support the LRC proposals. The combined budget growth is sufficient to meet the cost of the proposed provision, including the six new LRCs and associated set-up costs.
- Recoupment expenditure is projecting an over spend of £330,500 compared to a projected over spend of £194,000 at quarter 1. This is despite the additional budget growth of £250,000 approved by Council as part of the MTFS. The Autumn term projections are based on 28 Out of Authority placements compared with 22 in Summer 2026, with additional mainstream support costs being funded, including additional one-to-one support Ysgol Bryn Castell (17) and Heronsbridge School (6). This approach prevents higher costs than would have been incurred with external providers.
- Recoupment income has a projected surplus of £138,000 in quarter 2 (£71,000 at quarter 1). Recoupment income pupil numbers have increased from 24 in the Summer term to 27 in the Autumn Term.

Home-to-school transport (HtST)

- There is a projected over spend of £80,000 on the HtST budget at quarter 2 compared to £236,000 at quarter 1.

- With the new academic year starting in September, a thorough review is completed and the contracts reflect the new pupil numbers that will vary from the summer term as there will have been both new starters and leavers in all schools.
- Whilst the revenue outturn report for 2025-26 highlighted a £213,000 under spend on the HtST budget the MTFS for 2026-27 has a budget reduction of £417,000 against the HtST budget.
- The saving is linked to the new Home to School Transport policy that was implemented on 1st September 2025. As noted in Appendix 2 it is currently anticipated that this will be partly achieved in 2026-27 with current projections indicating a shortfall of £80,000. The budget will require close monitoring as we progress through the year.

Catering Services

- Catering Services is projecting an under spend of £89,000 compared with the under spend of £24,000 reported at quarter 1.
- This small change is due to additional Universal Credit Free School Meal grant administration income.
- Council approved an MTFS budget reduction proposal for 2026-27 of £300,000 against the Catering budget which is projected to be achieved in full.
- The projected under spend continues to be based on the full implementation of the Universal Primary Free School Meals (UPFSM) by Welsh Government and the accompanying grant funding to support the initiative.
- The provision of UPFSM in 2026-27 will continue to be monitored closely as we progress through the year.
- There continues to be a projected over spend on the Free Breakfast Initiative budgets of £88,000 compared to the £82,000 at quarter 1, due to increased demand for the service including uptake by additional schools.

3.3.2 **Social Services and Wellbeing Directorate**

The Directorate's net budget for 2026-27 is £130.338 million. As referenced in 3.1.10 this includes the £4.944 million Housing and Homelessness budget which has transferred across from the former Chief Executive's directorate during quarter 2. Current projections indicate an over spend of £2.856 million at year end compared to the quarter 1 projected over spend of £1.502 million.

Council approved budget pressures of £6.608 million for 2026-27 as part of the Medium Term Financial Strategy (MTFS). These included £3 million - implications of Real Living Wage uplifts on commissioned contracts, £1.498 million - Childrens Services Residential Homes, £800,000 - Transition Learning Disabilities Residential, £250,000 - Adult Social Care residential pressures, £250,000 - Children's Supported Accommodation, £250,000 – Directorate Wide Accommodation Unit similar to the school modernisation team, £183,000 - Community Sports Development and £151,000 - Transition Independent Domiciliary Care.

There continues to be pressures in Adult Social Care services driven by the complexity of need and demand across these services. The department is overseeing a number of actions to address the pressure in the adult services budget, including a programme to manage the increasing demand for specialist

accommodation (residential care /supported living for people with a learning disability/mental health need) and homecare for older people.

The variances for the directorate are:

SOCIAL SERVICES AND WELLBEING DIRECTORATE	Net Budget £'000	Projected Outturn £'000	Projected Variance Over/(under) budget £'000	% Variance
Adult Social Care	82,662	86,057	3,395	4.11%
Prevention and Wellbeing	6,559	6,448	(111)	(1.69%)
Childrens and Family Services	36,173	36,450	277	0.77%
Housing and Homelessness	4,944	4,239	(705)	(14.26%)

Adult Social Care

There is a projected net over spend of £3.395 million on the Adult Social Care budget which is an increase of £1.667 million from the £1.728 million projected over spend at quarter 1.

The most significant variances contributing to the over spend are:

ADULT SOCIAL CARE	Projected Variance Over/(under) budget £'000
Older People Homecare	2,245
Homes for Older People	415
Mental Health Residential Care	342
Learning Disabilities Home Care	236
Physical Disability/Sensory Impairment Home Care	213
Learning Disabilities Day Opportunities	120
Mental Health Supported Accommodation	(212)

- Older People Homecare – there is a projected over spend of £2.245 million within this area compared to a projected over spend of £1.878 million at quarter 1. There has been an increase in the actual hours of care provided to Bridgend residents by independent domiciliary care providers between quarter 1 and quarter 2 – there were 9,850 hours of care being delivered to Bridgend residents at the end of quarter 1, which has increased to 10,235 hours at the end of quarter 2. There are underlying demographic pressures contributing to the increase in care and support at home but also significant pressures in the health and social care system,

including regular business continuity declared by the Health Board over the last 18 months. The need to discharge people rapidly from hospital has resulted in a lower proportion of people benefitting from reablement services which maximise their independence, and can mitigate and reduce the need for long term care. Adult social care has adjusted pathways so unless there are exceptional circumstances everyone will be supported via reablement services prior to the commissioning of long term care and support.

- There will also be a focus on reviewing new packages of support to 'right sizing' within 6 weeks and the development of a live dashboard to track demand and expenditure.

- Homes for Older People - there is a projected over spend of £415,000 at quarter 2 compared with a projected under spend of £288,000 at quarter 1. The movement is mainly due to an increase in the number of external residential and nursing placements being supported (355 at quarter 1 compared to 362 at quarter 2). BCBC remains in the lowest quartile in Wales for use of residential care. It is also linked to the level of client contributions in both our internal and external residential homes which have reduced by £242,000 during quarter 2.
- All contributions towards residential care are financially assessed in accordance with the Social Services and Well-being (Wales) Act 2014 but the average income received each year will vary in total depending on the financial position of the people needing care during the financial year – e.g. if there are a large number of people who have savings or assets and are therefore not reliant on the local authority paying their contribution in full, then this will increase the overall average income received per person.
- There is also a projected over spend of £227,000 on staffing within our internal residential homes following workforce challenges in Ty Cwm Ogwr. Agency cover has been required to cover both sickness absences and a number of vacancies within the service.

- Mental Health Residential Care – there is a projected over spend of £342,000 compared to the £121,000 projected over spend reported at quarter 1. There has been an increase of 5 placements since quarter 1. This increase is linked to the new Welsh Government Mental Health Strategy and increasing numbers of individuals being assessed as being in a position to step down from hospital accommodation. Enhanced governance and professional oversight has been implemented but this remains an area of significant risk.

- Learning Disabilities Home Care – there is a projected over spend of £236,000 compared to a projected over spend of £73,000 at quarter 1. This is primarily due to an increase of 9 individuals requiring domiciliary care.

- Physical Disability/Sensory Impairment Home Care - there is a projected over spend of £213,000 which is the same as the projected position at quarter 1. This continues to be based on the current demand for the service (90 current packages of support) and increased costs for existing placements, due to changing needs.

- Learning Disabilities Day Opportunities – there is a projected over spend of £120,000 which is comparable with the projected over spend reported at quarter 1 (£122,000). External day services and associated transport costs are projecting to over spend by £218,000 due to the current volume of demand for the service. There is also an MTFS saving proposal (SSW7 – review of day opportunity placements) of

£50,000 which is not yet achieved. This has been offset by a projected £71,000 under spend at Bridgend Resource Centre due to staff vacancies.

- Mental Health Supported Accommodation – there is a projected under spend of £212,000 which is comparable with the projected under spend at quarter 1 of £216,000. This is as a result of ongoing staffing vacancies within the service. Close monitoring of this under spend will continue throughout 2026-27 due to the uncertainties in grant funding in this service area going forward.

Prevention and Wellbeing

There is a projected under spend of £111,000 which is comparable to the projected £99,000 under spend at quarter 1. The main reason for the projected under spend is staff vacancies.

Children and Family Services

There is a projected net over spend of £277,000 on the Children and Family Service budget compared with the projected net under spend of £127,000 at quarter 1. The most significant variances contributing to this over spend are noted in the table below: -

CHILDREN AND FAMILY SERVICES	Projected Variance Over/(under) budget £'000
Care Experienced Children	501
Commissioning & Social Work	115
Children and Families Support Service	(375)

- There is a projected over spend of £501,000 for Care Experienced Children which has increased since the projected under spend of £83,000 at quarter 1. The projected over spend is due to a combination of factors:-

    - The Independent Residential Care budget has a projected over spend of £764,000 (quarter 1 projected over spend £460,000). This is based on 25 independent residential placements compared with 24 at quarter 1. In addition, there continues to be insufficient foster carer placements to meet needs and children requiring specialist provision, sometimes with high staffing ratios to keep them safe and protected. It should be noted that this budget area can be volatile and small changes in demand can result in relatively high costs being incurred.

    - Children's Internal Residential Care has a projected net under spend of £393,000 which is comparable to the projected net under spend of £383,000 at quarter 1. Council approved a £1.498 million budget pressure for 2026-27 linked to the opening of two additional Children's residential homes. The projected under spend is mainly due to vacancies across the service pending the homes being opened later in the year.

- Fostering - There is a projected under spend in this area of £380,000 compared to the £307,000 projected under spend reported in quarter 1. This is mainly due to under spends on general fostering based on 83 current placements. Cabinet approved the implementation of a revised Special Guardianship Order Financial Policy on 19 May 2026 and that the under spend within Fostering budgets would meet any additional costs arising from the revised model. Overall, the revised approach is financially sustainable and represents an invest-to-save model with the potential to reduce longer-term costs through increased permanence, reduced reliance on higher-cost placements and improved placement stability.

- Children's Supported Living – There is a projected over spend of £496,000 which has increased from the £281,000 projected over spend reported at quarter 1. This is due to two new high cost placements starting since quarter 1. There are plans in place to review these care packages with the aim of them stepping down before the end of the year. While this area benefitted from one off Housing Support grant in 2025-26 it is not clear if this will be available for the current financial year. However Council approved £250,000 budget pressure to support with ongoing demands in this area.

- Commissioning and Social Work – There is a projected over spend of £115,000 which is comparable to the projected over spend of £111,000 reported in quarter 1. The main reason for the projected over spend is due to increases in care support and placement costs across the service area – the majority of which relate to Care Experienced Children (£319,000). These have been partly mitigated by staff vacancies in this area (£257,000).

- Children and Families Support Service – There is a projected under spend of £374,000 in this area compared to the projected under spend of £200,000 reported at quarter 1. The underlying projected under spend is due to under spends on staffing budgets and running costs across the service while a review of the service is progressed. The improved position is due to confirmation of Children and Communities grant funding allocated since quarter 1 (£121,000).

Housing & Homelessness

- There is a projected net under spend of £705,000 on Housing & Homelessness compared to the net projected under spend of £649,000 at quarter 1.
- The increase in the projected under spend is due to a projected £93,000 increase in rental income generated through the Houses in Multiple Occupation (HMO).
- The projected spend on Homelessness accommodation in 2026-27 is £4 million, which is unchanged from what was projected at quarter 1. As well as the core budget for 2026-27 (£3.274 million) the service has also seen an increase in rental income for tenants who have been supported with homelessness accommodation - projected to receive £681,000 in rental income in 2026-27. The net impact is a projected under spend on accommodation of £7,000.
- There are projected under spends on the Brynmenyn Homeless Centre (£181,000) and the four new Houses in Multiple Occupation (HMO) properties (£176,000) relating to increases in Housing Benefit rental income.
- Further projected under spends include grant funding received for Asylum Seekers (£60,000) and maximisation of grant for Leasing Scheme Wales (£103,000).

- The balance of the under spend relates primarily to under spends on staffing budgets whilst a review of the service is being completed following its transfer to the Social Services and Wellbeing Directorate. The review is anticipated to be completed during quarter 3.

3.3.3 **Communities Directorate**

The net budget for the Directorate for 2026-27 is £37.094 million. The current projection is an anticipated under spend of £499,000 compared with the projected under spend of £250,000 at quarter 1. The main variances are:

COMMUNITIES DIRECTORATE	Net Budget £'000	Projected Outturn £'000	Projected Variance Over/(under) budget £'000	% Variance
Traffic and Transport	1,330	1,068	(262)	(19.70%)
Parks, Playing Fields and Bereavement	4,511	4,784	273	6.15%
Corporate Landlord	3,531	3,209	(322)	(9.10%)
Engineering Services	167	57	(110)	(65.87%)

Traffic and Transport

- There is a projected under spend of £262,000 across Traffic and Transport budgets compared to the projected under spend of £260,000 at quarter 1.
- The projected under spend is based on similar projections for car park income to that achieved in 2025-26, recognising that the Council continues to benefit from the temporary income raised from the Salt Lake Care Park in Porthcawl. This will be closely monitored as we progress through the year.

Parks, Playing Fields and Bereavement

- There is a projected over spend of £273,000 on Parks, Playing Fields and Bereavement budgets compared to the projected over spend of £135,000 at quarter 1.
- There is a projected shortfall on Bereavement Services income budgets (£52,000). As set out in **Appendix 1**, there is a projected shortfall of £55,000 against the 2025-26 MTFS budget reduction proposal based on a projected reduction in demand for burials.
- The balance is primarily due to a projected over spend on maintenance budgets on cemeteries and pavilions.

Corporate Landlord

- There is a projected under spend of £322,000 against Corporate Landlord budgets compared to the projected under spend of £125,000 at quarter 1.
- There is a projected under spend of £192,000 due to staff vacancies as the service continues to experience recruitment difficulties. Recruitment exercises are ongoing and it is anticipated that the vacant posts will be appointed to and there will be a reduction in the staffing under spend for 2027-28.
- There is also a projected under spend of £99,000 against the Capital Design and Delivery Team due to the level of fee earning jobs undertaken by the teams.

Engineering Services

- The projected under spend of £110,000 within Engineering Services is primarily due to an increase in the level of fee earning jobs (grant funded/non grant funded projects) and the differing chargeable rates allowed on the schemes.

3.3.4 **Corporate Services**

The net budget for the Corporate Services Directorate for 2026-27 is £10.277 million. Current projections anticipate an under spend against this budget of £76,000. The main variances are:-

CORPORATE SERVICES	Net Budget £'000	Projected outturn £'000	Projected Variance Over/(under) budget £'000	% Variance
Legal, Democratic and Regulatory Services	6,658	6,678	20	0.30%
Performance and Workforce	2,176	2,093	(83)	(3.82%)

Legal, Democratic and Regulatory Services

- There is a projected net over spend of £20,000 across Legal, Democratic and Regulatory Services which has improved since the projected over spend of £157,000 reported at quarter 1. The main reason for the improved projection is due an anticipated reduction in spend for legal expert fees for 2026-27 (£135,000) due to the timing of support required on specific cases being deferred from 2026-27 to 2027-28.
- There continues to be over spends projected on Shared Regulatory Services (£100,000) which is primarily due to a projected under achievement of income from taxi and other licensing services (£80,000). The Registrars Service is also projecting a shortfall in Registration Fee income based on current demand (**Appendix 1** sets out a shortfall of £29,000 against CEX 12 (2024-25) – Increased income from Registrars' Ceremonies).
- These have been partly mitigated by under spends on staffing budgets due to staff vacancies.

Performance and Workforce

- There is a projected net under spend of £83,000 across Performance and Workforce. This is primarily due to a projected under spend on the Apprentice budget (£71,000) due to current vacancies.

3.3.5 **Finance and Transformation**

The net budget for the Finance and Transformation Directorate for 2026-27 is £13.897 million. Current projections anticipate an over spend against this budget of £397,000. The main variances are:-

FINANCE AND TRANSFORMATION	Net Budget £'000	Projected outturn £'000	Projected Variance Over/(under) budget £'000	% Variance
Customer Services & Engagement	1,176	1,480	304	25.90%
Finance	4,778	4,971	146	4.06%

Customer Services & Engagement

- There is a projected over spend of £304,000 across this service area. This is mainly due to a projected over spend against the CCTV budget of £322,000.
- Council approved a £250,000 budget reduction for 2026-27 (CEX1) as part of the Medium Term Financial Strategy for the CCTV service area. **Appendix 2** sets out a shortfall of £200,000 against this proposal. The service is seeking financial support from Partners (i.e. South Wales Police), which has not yet been confirmed. In addition there is a reduction in projected income because of the contract for CCTV services with the Vale of Glamorgan ending as reported in the revenue outturn for 2025-26 (£71,000).

Finance

- There is a projected over spend of £146,000 at quarter 2 which is an increase of £102,000 from the £44,000 projected over spend at quarter 1.
- The main reason for the movement is a reduction to the projected Housing Benefit over payment recovery. Recovery has been dropping in recent years as a result of the caseload reduction and the volume of claimants migrating over to Universal Credit (£100,000).
- The balance of the projected over spend relates to the staffing budget linked to cover arrangements for staff absences.

3.3.6 **Council Wide budgets**

This section includes budgets, provisions and services which are council wide, and not managed by an individual directorate. The net budget for 2026-27 is £52.761 million. Current projections anticipate an under spend against this budget of £2.527 million. The main variances are:-

COUNCIL WIDE BUDGETS	Net Budget £'000	Projected Outturn £'000	Projected Variance Over/(under) budget £'000	% Variance
Capital Financing	5,861	3,429	(2,432)	(41.50%)
Insurance Premiums	1,363	1,240	(123)	9.03%

Capital Financing

- There is currently a projected under spend of £2.432 million on the Capital Financing budgets which primarily relates to projected additional interest from current investments. This is an increase compared with the projected under spend reported in quarter 1 of £1.012 million. due to the uncertain trajectory for interest

rates in 2026-27 as whilst interest rate reductions are expected, the timing of these are uncertain and are subject to economic factors, in particular the position of inflation against the Bank of England's 2% target.

Insurance Premiums

- There is currently a projected under spend of £123,000 on the Insurance Premiums budget due to a refund on the PFI insurance which occurs every other year.

Other Council wide budgets

- As referred to in paragraph 3.1.12 and 3.1.13, due to the ongoing discussions regarding pay claims and the risk on price inflation increases, at this point in the financial year, it is prudent to assume that the majority of Other Council wide budgets will be fully spent by the year end. Close monitoring of these budgets will be required for the remainder of 2026-27 with further updates provided in future revenue monitoring reports.

3.4 Earmarked Reserves

3.4.1 The cumulative revenue draw down by directorates is £1.420 million as shown in **Table 4** below. The majority of the draw down from earmarked reserves takes place in the later stages of the financial year, especially on capital and grant funded schemes. In addition, school balances are not adjusted until the year end – an overall draw down in year of £2.922 million from school balances is currently projected, which would continue to leave a negative balance to be managed by the Council.

Table 4 – Usable Revenue Earmarked Reserves (Excluding Council Fund) – Quarter 2

Opening Balance 01 Apr 2026	Reserve	Net Additions/ Reclassification	Draw-down	Unwound	Closing Balance Oct 2026
£'000		£'000	£'000	£'000	£'000
	Corporate Reserves:				
1,911	Asset Management Reserves	600	(58)	-	2,453
1,830	Major Claims & Insurance Reserves	-	-	-	1,830
1,893	Service Reconfiguration	-	-	-	1,893
2,136	Change Management/Digital Transformation	-	(27)	-	2,109
500	Economic and Future Resilience Fund	-	-	-	500
3,163	Other Corporate Reserves	(600)	-	-	2,563
11,433	**Total Corporate Reserves**	**-**	**(85)**	**-**	**11,348**
	Directorate Reserves:				
2,399	Education, Early Years and Young People	-	(357)	-	2,042
1,810	Social Services & Wellbeing	104	(363)	-	1,551
5,211	Communities	(36)	(68)	-	5,107
1,603	Finance & Transformation	(11)	(91)	-	1,501
690	Corporate Services	-	(104)	-	586
11,713	**Total Directorate Reserves**	**57**	**(983)**	**-**	**10,787**
	Equalisation & Grant Reserves:				
258	Education & Family Support	-	-	-	258
80	Social Services & Wellbeing	8	(49)	-	39
2,810	Communities	36	(303)	(93)	2,450
357	Finance & Transformation	(8)	-	-	349
3,505	**Equalisation & Grant Reserves:**	**36**	**(352)**	**(93)**	**3,096**
(3,615)	School Balances	-	-	-	(3,615)
23,036	**TOTAL RESERVES**	**93**	**(1,420)**	**(93)**	**21,616**

3.4.2 In addition to the usable revenue reserves in **Table 4**, there is currently £51.214 million of other earmarked reserves funding schemes within the capital programme.

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 Act provides the basis for driving a different kind of public service in Wales, with 5 ways of working to guide how public services should work to deliver for people. The well-being objectives are designed to complement each other and are part of an integrated way of working to improve well-being for the people of Bridgend. The allocation of budget determines the extent to which the Council's well-being objectives can be delivered. It is considered that there will be no significant or unacceptable impacts upon the achievement of the well-being goals or objectives as a result of this report.

6. Climate Change and Nature Implications

6.1 There are no direct implications arising from this report.

7. Safeguarding and Corporate Parent Implications

7.1 There are no direct implications arising from this report.

8. Financial Implications

8.1 These are reflected in the body of the report.

9. Recommendations

9.1 Cabinet is recommended to:

- note the projected revenue position for 2026-27

Background documents: Individual Directorate Monitoring Reports

PRIOR YEAR BUDGET REDUCTIONS CARRIED FORWARD INTO 2026-27

Ref.	Budget Reduction Proposal	Original Reduction and RAG £000	Total amount of saving likely to be achieved in 2026-27 £000	Reason why not achievable	Proposed Action in 2026-27 to achieve

RAG STATUS KEY	
RED	Not likely to be achieved **at all** in this financial year or less than 25%.
AMBER	Reduction not likely to be achieved in full in financial year but greater than 25%
GREEN	Reduction likely to be achieved in full

EDUCATION, EARLY YEARS AND YOUNG PEOPLE

EDFS19 (2024-25)	Communication and Relationships Team - Referrals only accepted for pupils who are at risk of permanent exclusion and placement breaking down. No longer completing observations for the ND Pathway	142	0	Saving not met in 2025-26 due to the delay in the consultation.	A review of CART ancillary support is underway with the aim to delegate some funding and responsibility to schools from April 2027. It is anticipated that this will reduce the high level of overspend in this area. In the meantime this will be closely monitored throughout the year with alternative savings having to be identified by the Directorate if shortfall is not reduced
EEYYP1 2025-26)	Cessation of the Meals-at-Home Service	56	56	The service has now terminated. There were some residual costs in 2025-26 in relation to termination costs for vehicles and staffing costs for the first part of the year.	None required - saving will be made in full in 2026-27
EEYYP5 (2025-26)	Reduction in Strategy, Performance and Support Group	146	146	Saving partly achieved in 2025-26 due to the timing of the implementation of the restructure	None required - saving will be made in full in 2026-27
EEYYP6 (2025-26)	Reduction in Pupil Services	35	35	Saving partly achieved in 2025-26 due to the timing of the implementation of the restructure	None required - saving will be made in full in 2026-27
EEYYP7 (2025-26)	Reduction in the Corporate Health and Safety Unit	76	76	Saving partly achieved in 2025-26 due to the timing of the implementation of the restructure	None required - saving will be made in full in 2026-27

Ref.	Budget Reduction Proposal	Original Reduction and RAG £000	Total amount of saving likely to be achieved in 2026-27 £000	Reason why not achievable	Proposed Action in 2026-27 to achieve
EEYYP8 (2025-26)	Reduction in Business Support	93	93	Saving partly achieved in 2025-26 due to the timing of the implementation of the restructure	None required - saving will be made in full in 2026-27
	Total Education, Early Years and Young People	**548**	**406**		

SOCIAL SERVICES AND WELLBEING

SSW13 (2024-25)	Council to reduce its investment into cultural services including the availability of buildings, services or resources relating to its libraries, supported employment, community venues and arts programmes	360	65	Cabinet report in May 2024 approved reductions of £65K, along with public engagement over how future savings can be achieved. Further reports will be presented to Cabinet to enable the outcome of consultation exercises to be taken into account when finalising any proposed changes.	The shortfall of the remaining £295,000 will be covered by earmarked reserve funding for 2026-27. The work commissioned through Counterculture will support this process over the coming months and will help inform both the future direction of the partnership and the level of investment required so a recommendation can be made to Members regarding the £295,000 saving associated with the partnership remaining within the Council's Medium Term Financial Strategy. Reconsideration of this position would need to be informed by the development of the Council's cultural strategy, Awen's role in delivering that strategy, and the agreed performance outcomes within the refreshed partnership agreement. An update will be provided in future monitoring reports.
SSW2 (2025-26)	Redevelop the indoor bowls arena space and explore redevelopment for other purposes that offer increased income generation	10	0	The feasibility study and capital works linked to external funding are in their final stages. The savings were therefore not delivered in 2025-26.	A review of budgets is being progressed to identify alternative budgets for this proposal to be offset against with updates provided to Cabinet in future revenue monitoring reports.
SSW7 (2025-26)	Implementation of the Home remodelling programme across adult services	198	198	Saving not met pending a review of the Support at Home Service.	None required - saving will be made in full in 2026-27

Ref.	Budget Reduction Proposal	Original Reduction and RAG £000	Total amount of saving likely to be achieved in 2026-27 £000	Reason why not achievable	Proposed Action in 2026-27 to achieve
SSW8 (2025-26)	Reduction in provision of number of Supported Living Accommodation units	190	0	It has been determined that this saving proposal is no longer deliverable	A review of budgets is being progressed to identify alternative budgets for this proposal to be offset against with updates provided to Cabinet in future revenue monitoring reports.
SSW13 (2025-26)	Removal of Safeguarding capacity	57	0	Whilst it was considered during 2025-26 that this saving would be made in full, recent reviews across Wales have demonstrated the need to strengthen corporate safeguarding responsibilities rather than reducing them.	A review of budgets is being progressed to identify alternative budgets for this proposal to be offset against with updates provided to Cabinet in future revenue monitoring reports.
	Total Social Services and Wellbeing Directorate	**815**	**263**		

COMMUNITIES

COM2 (2021-22)	Re-location of Community Recycling Centre from Tythegston to Pyle resulting in cessation of lease payments at existing site	60	60	The new site opened during quarter 4 of 2023-24. As the exit terms of the lease were still being worked through in 2025-26 the saving was not achieved.	None required - saving will be made in full in 2026-27

Ref.	Budget Reduction Proposal	Original Reduction and RAG £000	Total amount of saving likely to be achieved in 2026-27 £000	Reason why not achievable	Proposed Action in 2026-27 to achieve
COM4 (2022-23)	Remove Business in Focus from running Enterprise Centres in Bridgend	20	20	Review of Business in Focus operating model was explored to identify operating efficiencies with a view to restructuring the management agreement with Business in Focus to deliver this saving.	None required - saving will be made in full in 2026-27
COM2 (2023-24)	Charging Blue Badge Holders for parking	40	40	The Traffic and Transport Team are progressing with the order making process and have carried out an initial engagement on the proposal which is currently being evaluated prior to progressing.	Following the recent consultation, this budget reduction is no longer achievable. The saving will be met from parking income generated, based on historic levels achieved in the service, and therefore will be met in 2026-27.
COM10 (2024-25)	Review of Porthcawl Marina berthing fees with a view to it operating on a full cost recovery basis	32	32	The shortfall against the savings target in 2025-26 was due to one-off costs incurred to cover sickness within the service.	None required - saving will be made in full in 2026-27
COM28 (2024-25)	Letting of former Woodmat Property, Brynmenyn Estate	35	0	Opportunities were sought to achieve this budget reduction proposal, but let not agreed by end of 2025-26.	Delays due to the finalisation of the contract for the lease . Saving now anticipated to be fully achieved in 2027-28. Savings have been made elsewhere within service to offset in the short term i.e. staff vacancies
COM1 (2025-26)	Reduction in staff mileage budgets	32	32	There was a similar budget reduction proposal in 2024-25 which was not met in full and was been carried forward into 2025-26. This historic target was met in full, however there was a shortfall against the 2025-26 proposal.	None required - saving will be made in full in 2026-27

Ref.	Budget Reduction Proposal	Original Reduction and RAG £000	Total amount of saving likely to be achieved in 2026-27 £000	Reason why not achievable	Proposed Action in 2026-27 to achieve
COM3 (2025-26)	Further review of cyclical servicing and maintenance contracts dialling back maintenance items to safety critical and statutory compliance only.	45	45	Due to ongoing pressures on the property revenue maintenance budgets the budget reduction proposal was not achieved in full in 2025-26. However, savings from staff vacancies in Corporate Landlord have supported the shortfall against this specific proposal.	None required - saving will be made in full in 2026-27
COM9 (2025-26)	Increase fees on Bereavement services, i.e. burial charges by 20%	100	45	The failure to achieve the anticipated fee income is primarily due to a continued reduction in the number of full burials. There was a reduction of 35 full burials in 2024–25 compared with 2023–24, followed by a further reduction of 39 full burials in 2025–26.	The service area will continue to closely monitor the income for Bereavement Services in 2026-27. If the reduction in the number of full burials continues, the service area will have to identify alternative budget reduction proposals to mitigate any permanent shortfalls.
COM10 (2025-26)	Reduction in the size of the waste enforcement team.	156	156	Saving partly achieved in 2025-26 due to the timing of the implementation of the restructure	None required - saving will be made in full in 2026-27
COM11 (2025-26)	Commercially let Pandy Depot	50	13	Ongoing opportunities were sought to achieve this budget reduction proposal, but let not agreed by end of 2025-26 Savings on staff vacancies across Corporate Landlord mitigated the shortfall on this proposal.	In view of operational requirements resulting in delaying the letting decision this proposal will be partly achieved in 2026-27, then fully achieved in 2027-28.
	Total Communities Directorate	**570**	**443**		

Ref.	Budget Reduction Proposal	Original Reduction and RAG £000	Total amount of saving likely to be achieved in 2026-27 £000	Reason why not achievable	Proposed Action in 2026-27 to achieve
Chief Executives					
CEX8 (2024-25)	Charging the public for Pest Control Services	67	67	Due to the continued reduced uptake of the domestic pest control service in 2025-26, the decision was taken to cease the provision of this service by BCBC from 31st October 2025 therefore this saving was not achieved in full in 2025-26.	Alternative budgets to mitigate the underlying net budget of £3,950 for the service have been identified.
CEX12 (2024-25)	Increased income from Registrars' Ceremonies	43	14	Due to reduced uptake of the service in 2025-26, partly linked to the closure of the Princess Of Wales maternity ward resulting in birth registrations taking place in other Local Authorities, the saving remained partly achieved in 2025-26.	Registration income is heavily reliant on external influences under no control of the registration service. Advertising and awareness of what we offer will be explored further to mitigate the shortfall.
CEX15 (2024-25)	Increase income generated from legal fees for property transactions, S106 Agreements and Highway Agreements	20	20	The Medium Term Financial Strategy for 2026-27 to 2029-30 includes a budget pressure of £58,000 to mitigate the shortfall in income generated from legal fees from property transactions, S106 Agreements and Highway Agreements.	None required - saving will be made in full in 2026-27
CEX17 (2024-25)	Household Canvas - Reduction / Limited Canvass Door Knocking	9	0	Saving not achieved due to increased costs associated with canvassing.	The Service is currently reviewing potential efficiencies for 2026-27 to enable this to be met. In the short term this will be offset with maximisation of grant funding.

Ref.	Budget Reduction Proposal	Original Reduction and RAG £000	Total amount of saving likely to be achieved in 2026-27 £000	Reason why not achievable	Proposed Action in 2026-27 to achieve
CEX22 (2024-25)	Review of ICT Services	398	398	Following the re-procurement exercise on telephony budgets across the Council, the savings target was not met in full. The Medium Term Financial Strategy for 2026-27 to 2029-30 includes a budget pressure of £181,000 which includes the mitigation of the shortfall of £75,000 following the review of ICT services.	None required - saving will be made in full in 2026-27
CEX23 (2024-25)	Review the provision of Partnerships and Customer Services	216	155	Delays in confirmation of funding with the Public Services Board resulted in a shortfall in the saving target for 2025-26.	The service are continuing to follow up with the Public Services Board and further updates will be provided in future revenue monitoring reports.
CEX25 (2024-25)	Staff savings from Finance senior management team	70	70	The Medium Term Financial Strategy for 2026-27 to 2029-30 includes a budget pressure of £70,000 to reinstate this budget reduction proposal as the restructure was consulted on but it did not proceed.	None required - saving will be made in full in 2026-27
CEX3 (2025-26)	Review of the current Learning and Development provision	84	84	The Medium Term Financial Strategy for 2026-27 to 2029-30 includes a budget pressure of £57,000 (CEX6) to mitigate this saving as the vacancies now need to be filled to ensure operational payroll deadlines are met.	None required - saving will be made in full in 2026-27
CEX5 (2025-26)	Review support capacity across finance	31	0	Shortfall in savings target due to timing of implementation of restructure.	Options are being considered with further updates to be provided to Cabinet in future revenue monitoring reports.

Ref.	Budget Reduction Proposal	Original Reduction and RAG £000	Total amount of saving likely to be achieved in 2026-27 £000	Reason why not achievable	Proposed Action in 2026-27 to achieve
CEX10	Restructure the ICT service	78	78	The Medium Term Financial Strategy for 2026-27 to 2029-30 includes a budget pressure of £181,000 for ICT services to mitigate shortfalls against MTFS savings following the completion of the review.	None required - saving will be made in full in 2026-27
	Total Chief Executives Directorate	**1,016**	**886**		
	GRAND TOTAL OUTSTANDING REDUCTIONS	**2,949**	**1,998**		
	REDUCTIONS SHORTFALL		**951**		

Budget Reduction Proposals 2026-27

APPENDIX 2

Ref.	Budget Reduction Proposal	Impact, including on 5 Ways of Working as set out in the Well-being of Future Generations Act	Proposed 2026-27 £'000	Value achieved to date 2026-27 £'000	Value likely to be achieved 2026-27 £'000	Reason why not likely to be achievable
EDUCATION, EARLY YEARS AND YOUNG PEOPLE						
CENTRAL EDUCATION, EARLY YEARS AND YOUNG PEOPLE						
EEYYP1	Review of Home to School Transport	The new Home to School Transport Policy was implemented on 1 September 2025. The Budget reduction proposal was split over two financial years. The efficiency savings are ongoing and contracts have been adjusted to take into account the change of eligibility of pupils.	417	169	337	The new Home-to-School Transport Policy was implemented on 1 September 2025. The efficiency savings are ongoing and contracts have been adjusted to take into account the change of eligibility for pupils. Close monitoring of the projected spend on this budget will continue throughout 2026-27 with further updates provided to Cabinet in future monitoring reports.
EEYYP2	Efficiencies in Catering Budget	The efficiency saving will be met through a reduction in the Catering Service's core budget across a number of areas, including non-staffing costs, procurement etc. Little impact is envisaged on front line services.	300	150	300	Full saving should be achieved in 2026-27
	Total Education, Early Years and Young People		**717**	**319**	**637**	
SOCIAL SERVICES AND WELLBEING						
SSW2	Redevelop the indoor bowls arena space and explore redevelopment for other purposes that offer increased income generation	The operation of the indoor bowls hall at Bridgend Life Centre generates operating costs that are difficult to cover based on the seasonal usage by the indoor bowls club. Any changes to indoor bowling would not be popular and may have a negative impact on the Council's wellbeing goals. The development of the wellbeing hub inside the bowls hall has improved usage by downsizing the number of bowling rinks already. With investment there may be possibilities for seasonal increased income generation. Potential need for alternative community venue for indoor bowls.	10	0	0	Work is underway by the service to identify alternative budgets for this proposal to be offset against with updates provided to Cabinet in future revenue monitoring reports.
SSW4	Business efficiencies in support services through reviewing structures in business support, performance and commissioning.	The commissioning team is at full capacity with all colleagues on permanent contracts, so any MTFS saving / restructure will result in redundancy costs. The team are also driving forward key transformational change linked to MTFS savings, so any reduction on capacity will impact our ability to deliver targeted savings elsewhere in the MTFS. There is also a risk that we will not be able to meet essential requirements of the newly implemented WG Code of Practice for commissioning care and support, nor our own internal Contract Procedure Rules, where there is a risk that tenders cannot be undertaken within required timescales. Business support has been restructured to provide a support office model which ensures that statutory minutes linked to safeguarding are completed and distributed in a timely manner and to ensure social work tasks are carried out by support officers, thus maximising the amount of time that social workers spend with children, adults, families and carers. Reduction in this resource will increase the administrative burden on social work staff. Any reduction in the performance team will impact on the ability to complete statutory performance returns. There is a high probability reductions in these teams will result in compulsory redundancies.	129	70	129	Increased demand has required the planned deletion of a further post to be paused to maintain service resilience and safely manage demand. In addition, anticipated efficiencies from digital transformation and AI initiatives have not yet been realised. As a result, no further staffing reductions can be progressed safely at this time, and the remaining savings requirement will continue to be reviewed in line with service demand, capacity and efficiency opportunities. However in the short term this will be offset with staffing underspends across the service.

Budget Reduction Proposals 2026-27

APPENDIX 2

Ref.	Budget Reduction Proposal	Impact, including on 5 Ways of Working as set out in the Well-being of Future Generations Act	Proposed 2026-27 £'000	Value achieved to date 2026-27 £'000	Value likely to be achieved 2026-27 £'000	Reason why not likely to be achievable
SSW5	Adult Social Care Placements - Review the level of support provided within supported living and residential placements across ASC to ensure that we focus on people's strengths and maximise their independence.	As well as 'right sizing' of support we will also 'step down' where it is possible from residential placements to more independent options such as Supported Living and 'Shared Lives.' The delivery of these savings will only be achieved if there is permanent funding secured for the commissioning for complex needs team. It is important that they are focussed on delivering improved outcomes for individuals by supporting more independent living.	370	0	370	A number of opportunities are being progressed that will contribute to the delivery of the saving. Care cubed is also expected to provide additional support in strengthening value for money and placement negotiations. Work is progressing by the Commissioning for Complex Needs Team to achieve this budget reduction proposal. Progress is being made and there remains the realistic potential for this to be fully achieved through a combination of accommodation models, support, step down and commissioning activity.
SSW6	Review the levels of support provided through direct payments for all adult groups to ensure that we focus on people's strengths, maximise their independence and reduce their reliance on formal care in line with direct payments policy.	The delivery of these savings will only be achieved if there is permanent funding secured for the commissioning for complex needs team. It is important that they are focussed on delivering improved outcomes for individuals by supporting more independent living.	250	125	250	Full saving should be achieved in 2026-27
SSW7	Day Service Placements - Review the day opportunity placements we commission with independent providers for people with a learning disability and re-provide this within our in-house services.	It is important that there is a positive, outcome focussed, progressive offer from in-house services which maximises independence and supports individuals to achieve their personal outcomes. This should also represent better value for money.	50	0	0	Business Case is currently being completed for this proposal.
SSW8	Residential and Non Residential Charging - In line with Fairer Charging regulations, apply a 10% increase in both residential and non-residential charges so we continue to move towards full cost recovery.	As any charges levied are in line with Welsh Government Fairer Charging Regulations the impact on individuals is mitigated. The increase is in line with the MTFS principle to move towards full cost recovery across all service areas.	232	97	232	Full saving should be achieved in 2026-27
	Total Social Services and Wellbeing		**1,041**	**292**	**981**	

COMMUNITIES

COM1	Review of cleaning specifications and frequencies on BCBC Operational assets.	Will impact cleaning standards and visibility of cleaning frequencies but change is considered feasible. Will need to review cleaning staff numbers, however the aim will be to implement changes through staff redeployment and recruitment changes across the wider cleaning contract thus avoiding redundancy issues.	35	17	35	Full saving should be achieved in 2026-27

Budget Reduction Proposals 2026-27

APPENDIX 2

Ref.	Budget Reduction Proposal	Impact, including on 5 Ways of Working as set out in the Well-being of Future Generations Act	Proposed 2026-27 £'000	Value achieved to date 2026-27 £'000	Value likely to be achieved 2026-27 £'000	Reason why not likely to be achievable
COM2	Review of cyclical servicing and maintenance contracts dialling back maintenance items to safety critical and statutory compliance only.	Reduction of cyclical maintenance activity counter productive for long term asset operation. Potential for reduction in Business Support staff as a result of the reduction in cyclical orders.	40	20	40	Full saving should be achieved in 2026-27
COM3	Increase income across the commercial property portfolio	Change will take time to implement and require additional surveyor resource over time.	15	15	15	Full saving should be achieved in 2026-27
COM5	Reduce the budget available for the Climate Emergency Response Programme, including Ultra Low Emission Vehicles (ULEV) implementation	The Climate Emergency Programme will have to be remodelled. This will impact on the Welsh Government's net zero 2030 target and will now require additional grant funding from external sources or joint working with partners to achieve our ambitious targets.	50	25	50	Full saving should be achieved in 2026-27
COM6	Reduce available property maintenance budgets in Corporate Landlord by up to 10% per asset	Reduction of maintenance activity counter productive for long term asset operation. This reduction would be limited to assets where non essential maintenance items can be removed. Will have a resulting negative affect on teams delivering maintenance functions with reduction	100	50	100	Full saving should be achieved in 2026-27
COM7	Reduction in Traffic & Transportation Budget with relation to the provision of Car Parking	This saving could be realised by looking to increase the opening hours at the Rhiw Car Park to encourage use during the night time economy, which could increase fee income and reduce operating costs by moving to a pay & display operation.	100	50	100	Full saving should be achieved in 2026-27
	Total Communities Directorate		**340**	**177**	**340**	

CHIEF EXECUTIVES

CEX1	Review provision of the CCTV service.	This is a non statutory service, provided by the Council, the main benefit of which is felt by other public sector bodies. The saving will be achieved by requesting contributions from South Wales Police or the Community Safety Partnership, or by reducing the specification of live coverage. Discussions are already underway.	250	18	50	Discussions are underway with partners to explore the potential financial contributions but nothing agreed yet. Updates to be provided to Cabinet in future revenue monitoring reports. Savings have been made elsewhere in the service i.e. staff vacancies to offset.
	Total Chief Executive's Directorate		**250**	**18**	**50**	

	GRAND TOTAL REDUCTIONS		**2,348**	**806**	**2,008**	
	REDUCTION SHORTFALL				**340**	

832	**0**	**1,581**
1,136	**1,653**	**667**
380	**680**	**100**
2,348	**2,333**	**2,348**

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BRIDGEND COUNTY BOROUGH COUNCIL	Budget 2026-27 Expenditure Budget £'000	Income Budget £'000	Net Budget £'000	Projected Outturn £'000	Projected Variance Over/(under) budget £'000	% Variance
EDUCATION, EARLY YEARS AND YOUNG PEOPLE						
School Delegated Budgets	151,925	(21,374)	130,551	130,551	-	0.0%
Inclusion Group	10,766	(1,217)	9,549	9,998	449	4.7%
Early Years and Young People	3,784	(491)	3,293	3,370	77	2.3%
Strategic Performance and Support	17,699	(4,447)	13,252	13,310	58	0.4%
Schools Support	2,490	(1,340)	1,150	1,151	1	0.1%
Sustainable Communities For Learning	4,032	-	4,032	4,002	(30)	-0.7%
Other Education, Early Years and Young People	2,014	(60)	1,954	1,876	(78)	-4.0%
TOTAL EDUCATION, EARLY YEARS AND YOUNG PEOPLE	**192,710**	**(28,929)**	**163,781**	**164,258**	**477**	**0.3%**
SOCIAL SERVICES AND WELLBEING						
Adult Social Care	112,328	(29,666)	82,662	86,057	3,395	4.11%
Prevention and Wellbeing	7,632	(1,073)	6,559	6,448	(111)	-1.69%
Children and Family Services	37,222	(1,049)	36,173	36,450	277	0.77%
Housing & Homelessness	12,739	(7,795)	4,944	4,239	(705)	-14.26%
TOTAL SOCIAL SERVICES AND WELLBEING	**169,921**	**(39,583)**	**130,338**	**133,194**	**2,856**	**2.2%**
COMMUNITIES DIRECTORATE						
Planning & Development Services	3,500	(2,658)	842	842	-	0.0%
Strategic Regeneration	1,941	(863)	1,078	1,057	(21)	-1.9%
Economic Development	1,486	(1,089)	397	397	-	0.0%
Green Spaces & Sustainability	7,864	(2,211)	5,653	5,908	255	4.5%
Cleaner Streets and Waste Management	17,167	(2,846)	14,321	14,275	(46)	-0.3%
Highways and Infrastructure	23,164	(12,190)	10,974	10,602	(372)	-3.4%
Director and Head of Operations - Communities	426	(128)	298	305	7	2.3%
Corporate Landlord	15,027	(11,496)	3,531	3,209	(322)	-9.1%
TOTAL COMMUNITIES	**70,575**	**(33,481)**	**37,094**	**36,595**	**(499)**	**-1.3%**
CORPORATE SERVICES						
Chief Executive Unit	527	-	527	529	2	0.4%
Performance & Workforce	2,574	(398)	2,176	2,093	(83)	-3.8%
Legal, Democratic & Regulatory	7,601	(943)	6,658	6,678	20	0.3%
Electoral Services	185	-	185	159	(26)	-14.1%
Comms Marketing & Corp Policy	756	(24)	732	743	11	1.5%
TOTAL CORPORATE SERVICES	**11,643**	**(1,365)**	**10,278**	**10,202**	**(76)**	**-0.7%**
FINANCE AND TRANSFORMATION						
Finance	40,624	(35,846)	4,778	4,924	146	3.1%
Transformation	1,892	(261)	1,631	1,631	-	0.0%
Partnerships	723	(474)	249	338	89	35.7%
Customer Services & Engagement	1,499	(323)	1,176	1,480	304	25.9%
ICT	6,125	(891)	5,234	5,180	(54)	-1.0%
Business Support	937	(108)	829	741	(88)	-10.6%
TOTAL FINANCE AND TRANSFORMATION	**51,800**	**(37,903)**	**13,897**	**14,294**	**397**	**2.9%**
TOTAL DIRECTORATE BUDGETS	**496,649**	**(141,261)**	**355,388**	**358,543**	**3,155**	**0.9%**
Council Wide Budgets	54,162	(1,401)	52,761	50,234	(2,527)	-4.8%
NET BRIDGEND CBC	**550,811**	**(142,662)**	**408,149**	**408,777**	**628**	**0.2%**

NB: Differences due to rounding of £000's

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Appendix 4 – School Balances Quarter 2 – 2026-27

	Projected (deficit)/ surplus
Primary	**£'000**
1	-61
2	6
3	-32
4	-105
5	-39
6	-43
7	-169
8	-3
9	-5
10	-15
11	8
12	-119
13	-86
14	122
15	-9
16	-111
17	-17
18	50
19	-68
20	-410
21	78
22	-68
23	4
24	-448
25	-124
26	-33
27	-272
28	-281
29	-157
30	-117
31	18
32	-421
33	64
34	-56
35	-52
36	-40
37	-175
38	-76
39	-69
40	-424
41	-60

42	-307
43	-2
44	-197
45	-59
46	-191
47	36
48	-264
Primary Total	**-4,799**
Secondary	
1	46
2	-1,248
3	22
4	-322
5	283
6	-124
7	-501
8	-52
9	-189
Secondary Total	**-2,085**
Special	
1	397
2	-50
Special Total	**347**
Overall projection	**-6,537**

Meeting of:	**CABINET**
Date of Meeting:	**20 OCTOBER 2026**
Report Title:	**CAPITAL PROGRAMME QUARTER 2 UPDATE 2026-27**
Report Owner / Responsible Chief Officer / Cabinet Member	**CABINET MEMBER FOR FINANCE AND TRANSFORMATION** **CORPORATE DIRECTOR – FINANCE AND TRANSFORMATION**
Responsible Officer:	**HUW POWELL** **CAPITAL ACCOUNTANT**
Policy Framework and Procedure Rules:	**Paragraph 3.5.3 of the Financial Procedure Rules requires that the Chief Finance Officer shall report quarterly to Cabinet and Council with an update on the Capital Strategy and the Prudential Indicators. This report fulfils that requirement. There is no impact on the policy framework or procedure rules.**
Executive Summary:	• **The report provides an update on the quarter 2 spend and projected spend for 2026-27 as at 30 September 2026, the revised capital programme for 2026-27 to 2035-36 and the projected Prudential and Other Indicators for 2026-27.** • **Appendix A shows the budgets, spend to date and projected year end spend as at 30 September 2026 for the individual schemes in 2026-27.** • **Appendix B shows the revised capital programme for 2026-27 to 2035-36.** • **Appendix C provides details of the actual Prudential and other Indicators for 2025-26 and projected Prudential and Other Indicators for 2026-27.**

1. Purpose of Report

1.1 The purpose of this report is to:

- Comply with the Chartered Institute of Public Finance and Accountancy's (CIPFA) 'The Prudential Code for Capital Finance in Local Authorities' requirement to report performance against all forward looking indicators on a quarterly basis.
- Provide an update to Cabinet on the capital programme position for 2026-27 as at 30 September 2026 **(Appendix A)**.

- Seek agreement from Cabinet to present a report to Council for approval of a revised capital programme for 2026-27 to 2035-36 **(Appendix B)**.
- Ask Cabinet to note the actual Prudential and Other Indicators for 2025-26 and the projected Prudential and Other Indicators for 2026-27 **(Appendix C)**.

2. Background

2.1 The Local Authorities (Capital Finance and Accounting) (Wales) Regulations 2003 as amended, contain detailed provisions for the capital finance and accounting controls, including the rules on the use of capital receipts and what is to be treated as capital expenditure. They modify accounting practice in various ways to prevent adverse impacts on authorities' revenue resources.

2.2 As well as the legislation, the Council manages its Treasury Management and Capital activities in accordance with the following associated guidance: -

- CIPFA's Treasury Management in the Public Services: Code of Practice
- CIPFA's The Prudential Code for Capital Finance in Local Authorities
- Welsh Government (WG) revised Guidance on Local Authority Investments

2.3 The Prudential Code for Capital Finance in Local Authorities requires Local Authorities to have in place a Capital Strategy which demonstrates that the Authority takes capital expenditure and investment decisions in line with service objectives and properly takes account of stewardship, value for money, prudence, sustainability, and affordability. To demonstrate that the Council has fulfilled these objectives, the Prudential Code sets out a number of Indicators that must be set and monitored each year. The Council's Capital Strategy 2026-27, incorporating the Prudential Indicators for 2026-27, was approved by Council on 25 February 2026.

2.4 On 25 February 2026 Council approved a capital budget of £121.822 million for 2026-27 as part of a capital programme covering the period 2026-27 to 2035-36. The programme was last updated and approved by Council on 22 July 2026.

2.5 Following Council approving an update to the Senior Management Structure in November 2025 with the view to the new structure being fully rolled out and implemented throughout 2026, there have been some changes to the structure of Directorates. The previous Chief Executive Directorate has been renamed Corporate Services and now includes; Chief Executive Unit, Performance and Workforce, Legal, Democratic and Regulatory Services, Electoral Services, and Communications, Marketing and Corporate Policy. A new directorate has been created called Finance and Transformation to include Finance, Transformation, Partnerships, Customer Services and Engagement, ICT and Business Support. Housing and Homelessness has moved from the Chief Executive Directorate to the Social Services and Wellbeing Directorate to strengthen prevention and early intervention by bringing housing, homelessness, adult social care, and wellbeing services closer together, and improve support for vulnerable residents, particularly people experiencing homelessness, older people, people with disabilities, care leavers, and those with complex needs.

3. Current situation / proposal

3.1 Capital Programme Quarter 2 Update 2026-27

3.1.1 This section of the report provides Members with an update on the Council's capital programme for 2026-27 since the budget was last approved by Council and incorporates any new schemes and grant approvals. The revised programme for 2026-27 currently totals £86.752 million, of which £41.473 million is met from Bridgend County Borough Council (BCBC) resources, including capital receipts, revenue contributions from earmarked reserves and borrowing, with the remaining £45.279 million coming from external resources, including Welsh Government General Capital Grant. **Table 1** below shows the capital programme for each Directorate from the July 2026 approved Council position to Quarter 2:

Table 1 – Capital Programme per Directorate 2026-27

Directorate	Approved Council July 2026 £'000	New Approvals/ (Reductions) £'000	Virements £'000	Reprofiling to future years £'000	Revised Budget 2026-27 £'000
Education, Early Years and Young People (EEYYP)	27,813	5,906	21	(7,063)	26,677
Social Services and Wellbeing	7,846	-	125	(1,730)	6,241
Communities	63,202	418	898	(12,940)	51,578
Finance & Transformation	1,244	-	-	-	1,244
Council Wide	2,056	-	(1,044)	-	1,012
Total	**102,161**	**6,324**	**-**	**(21,733)**	**86,752**

3.1.2 **Table 2** below summarises the current funding assumptions for the capital programme for 2026-27. The capital resources are managed to ensure that maximum financial benefit for the Council is achieved. This may include the realignment of funding to maximise government grants.

Table 2 – Capital Programme 2026-27 Resources

CAPITAL RESOURCES	£'000
BCBC Resources:	
Capital Receipts	13,101
Earmarked Reserves	17,097
Unsupported Borrowing	4,640
Supported Borrowing	3,849
Other Loans	2,370
Revenue Contribution	416
Total BCBC Resources	**41,473**
External Resources:	
S106	1,631
Grants	43,648
Total External Resources	**45,279**
TOTAL RESOURCES	**86,752**

3.1.3 **Appendix A** provides details of the individual schemes within the capital programme, showing the budget available in 2026-27 compared to the projected year end spend at 30 September 2026. There are currently no projected under or over spends on any of the schemes at year end.

3.1.4 However, a number of schemes have been identified as requiring a reprofiling of the budget to future years (2027-28 and beyond).

Bridgend West (£7.063 million)
Following Welsh Government's approval of a funding variation request noted in 3.1.5, a revised budget profile has been established and a total of £7.063 million has been reprofiled to 2027-28 and 2028-29.

Homelessness and Housing (£0.530 million)
In July 2022 Council approved £0.530 million to V2C to bring long term void properties back into use to assist with the increase demand for social housing. Due to technicalities with Welsh Government funding subsequently received by V2C, V2C were unable to utilise the funding for the properties originally identified, therefore, Council approved that the allocation should be refocused to fund other works undertaken by V2C to manage voids and to bring houses back into use. Work is ongoing with V2C to identify how this funding can be allocated.

Community Sports Facilities (£1.200 million)
A Community Sports & Leisure Strategic Board has been established, and the board will be responsible for identifying schemes and allocating budget from the Community Sports Facilities capital budget. It is anticipated that £0.300 million will be spent in 2026-27, therefore £1.200 million has been reprofiled to 2027-28.

Waste Vehicles (£2.500 million)
Orders for replacement refuse and recycling vehicles have been placed, but due to the specialised nature and longer lead times of some of these vehicles, it is anticipated they will be delivered in 2027-28. Therefore, £2.500 million of has been reprofiled to 2027-28.

Grand Pavilion (£5.140 million)
There have been several delays incurred with the project relating to unforeseen works, including additional asbestos removal and ground obstructions as well as a delay related to the legal agreement between the Council and National Grid for the electrical substation. These delays have impacted on the forecasted spend in the current financial year, and therefore £5.140 million has been reprofiled to 2027-28.

Pride in Place Impact Fund (£1.000 million)
The Pride in Place Impact funding of £3.000 million for 2025-27 has been allocated to projects from both BCBC and local groups/organisations, although some projects will not be completed until the 2027-28 financial year. Under the terms and conditions of the grant, any expenditure in 2027-28 is eligible if it was committed to a scheme by 31 March 2027, therefore £1.000 million has been reprofiled to fund the projects to be completed in 2027-28

Community Impact Fund (£1.000 million)
It is anticipated that £0.500 million of the Community Impact Fund will be used in 2026-27 to support schemes and projects around the County Borough. Therefore, £1.000 million has been reprofiled to 2027-28 to fund any projects that may extend past 31 March 2027, as well as any new projects that are identified in 2027-28.

Waterton Upgrade (£3.300 million)
Some preliminary expenditure will be incurred during 2026-27 but the replacement salt barn at the depot is likely to be undertaken during 2027-28 and as a result £3.3m has been reprofiled.

3.1.5 There are a number of amendments to the capital programme for 2026-27, such as new and amended schemes, since the capital programme was last approved, including:

Bridgend West (£3.480 million)
In July 2026, Council approved an additional £0.616 million of Council funding for Bridgend West, in advance of Welsh Government's approval of a grant variation request of £3.480m to fund the increased costs of the scheme. This variation approval has now been received from Welsh Government, and £3.480 million has been added to the budget.

Schools Capital Maintenance Grant (£1.824 million)
Welsh Government have awarded the Council an additional £1.824 million from the Sustainable Communities for Learning Programme Repairs and Maintenance Grant, bringing the total award for 2026-27 to £2.918 million. The funding will support capital maintenance work and will assist in reducing revenue costs by improving energy efficiency and performance of the school buildings.

Flying Start Highways (£0.021 million)
Due to additional highways works being required to progress the Nantymoel Flying Start scheme, £0.021 million has been added to the budget to allow the works to be completed and enable the construction of the new facility.

Ysgol Cynwyd Sant Nursery Provision (£0.091 million)
Approval in principle has been received from Welsh Government to progress a scheme providing additional nursery places at Ysgol Cynwyd Sant to the next stage of development, including the preparation of a Business Justification Case (BJC). To progress the scheme through design and tender and establish the final costs required for the BJC, the Council will be required to provide funding for the design and tender costs. Subject to confirmation of Welsh Government funding, these costs will be recoverable from Welsh Government at a later stage.

Welsh Government Funded Childcare (£0.511 million)
Approval in principle has been received from Welsh Government to progress schemes providing childcare facilities at Litchard Primary (£0.225 million), Maes Yr Haul Primary (£0.210 million), Tondu Primary (£0.038 million) and Croesty Primary (£0.038 million). The Council will provide the funding to take the schemes through to the Business Justification Case (BJC) stage and once approved, these costs will be recoverable from Welsh Government.

Community Play Areas (£0.131 million)
£0.131 million of s106 contributions have been added to the Community Play Areas budget to fund the ongoing refurbishment works at play areas across the County Borough.

Parks/Pavilions/Community Centres CAT (£0.012 million)
£0.012 million of s106 contributions have been added to the Parks /Pavilions/Community Centres budget to fund repairs to the pavilion at Hermon Road/Metcalfe Street in Maesteg.

Fleet Vehicles (£0.008 million)
The Welsh Government Energy Service have awarded the Council £0.008 million from their Zero Emissions Vehicles grant to fund the difference between the purchase price of electric vehicles and their diesel fuelled equivalent.

S106 Highways Small Schemes (£0.267 million)
£0.267 million of s106 contributions have been added to the s106 Highways Small Schemes budget to fund small highways schemes including road markings and bus shelter refurbishments across the County Borough.

Traffic Signals Replacement (£0.123 million)
The traffic signals on the A4043 in Tondu are in in a poor condition despite regular maintenance being carried out over the years. Most of the equipment has now become obsolete and the underground cable network has several issues causing some of the pedestrian lamps not to function. To avoid the potential failure of the traffic signals and the major traffic congestion that would cause, £0.123 million has been vired from the unallocated capital budget to replace the traffic signals.

Transforming Towns Town Centre Property Acquisition (£0.900 million)
It is anticipated that the £0.900 million Town Centre Property Acquisition budget will represent match funding for schemes supported by the WG Transforming Towns (TT) Programme for wider strategic property acquisitions. The TT grant specifically funds physical and structural regeneration of town centres.

3.1.6 A revised Capital Programme is included as **Appendix B.**

3.2 Prudential and Other Indicators 2026-27 Monitoring

3.2.1 The Capital Strategy is intended to give an overview of how capital expenditure; capital financing and treasury management activity contribute to the provision of services along with an overview of how associated risk is managed and the implications for future sustainability. To this end a number of prudential indicators were included in the Capital Strategy which was approved by Council. In line with the requirements of the Prudential Code, the Chief Finance Officer (Corporate Director – Finance and Transformation) is required to establish procedures to monitor both performance against all forward-looking prudential indicators and the requirement specified.

3.2.2 In February 2026, Council approved the Capital Strategy for 2026-27, which included the Prudential Indicators for 2026-27.

3.2.3 **Appendix C** details the actual indicators for 2025-26, the estimated indicators for 2026-27 set out in the Council's Capital Strategy and the projected indicators for 2026-27 based on the revised Capital Programme. These show that the Council is operating in line with the approved indicators.

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 Act provides the basis for driving a different kind of public service in Wales, with five ways of working to guide how public services should work to deliver for people. The well-being objectives are designed to complement each other and are part of an integrated way of working to improve well-being for the people of Bridgend. It is considered that there will be no significant or unacceptable impacts upon the achievement of the well-being goals or objectives as a result of this report.

6. Climate Change and Nature Implications

6.1 These are reflected within the report where relevant to specific schemes.

7. Safeguarding and Corporate Parent Implications

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

8. Financial Implications

8.1 These are reflected within the report.

9. Recommendations

9.1 It is recommended that Cabinet:

- notes the Council's Capital Programme 2026-27 Quarter 2 update to 30 September 2026 **(Appendix A).**
- agrees that the revised Capital Programme **(Appendix B)** be submitted to Council for approval.
- notes the actual Prudential and Other Indicators for 2025-26 and the projected indicators for 2026-27 **(Appendix C)**.

Background documents

None

Bridgend County Borough Council

APPENDIX A

CAPITAL MONITORING REPORT

QUARTER 2 TO 30 SEPTEMBER 2026

		Budget 26-27 (Council July 26) £'000	New Approvals and Adjustments £'000	Virement £'000	Reprofiled (to)/ from Future Years £'000	Revised Budget 2026-27 £'000	Total Expenditure to Date £'000	Projected Spend £'000	Over / (Under) Spend £'000	Impact on BCBC Resources £'000
	Education, Early Years and Young People									
1	HIGHWAYS SCHEMES BAND B SCHOOL	100	-	-	-	100	20	100	-	-
2	HERONSBRIDGE REPLACEMENT	1,845	-	-	-	1,845	936	1,845	-	-
3	MYNYDD CYNFFIG REPLACEMENT	140	-	-	-	140	70	140	-	-
4	Y G BRO OGWR REPLACEMENT	400	-	-	-	400	110	400	-	-
5	BRIDGEND WEST	10,083	3,480	-	(7,063)	6,500	529	6,500	-	-
6	YSGOL GYFYN GYMRAEG LLANGYNWYD	240	-	-	-	240	292	240	-	-
7	LAND PURCHASE BAND B SCHOOLS	2,011	-	-	-	2,011	-	2,011	-	-
8	GARW VALLEY SOUTH PRIMARY PROVISION	61	-	-	-	61	-	61	-	-
9	PENCOED PRIMARY SCHOOL BAND A	51	-	-	-	51	-	51	-	-
10	ABERCERDIN PRIMARY HUB	271	-	-	-	271	6	271	-	-
11	EEYYP MINOR WORKS	125	-	-	-	125	1	125	-	-
12	SCHOOLS TRAFFIC SAFETY	48	-	-	-	48	16	48	-	-
13	SCHOOL MODERNISATION	333	-	-	-	333	1	333	-	-
14	COETY PRIMARY SCHOOL EXTENSION	800	-	-		800	12	800	-	-
15	SCHOOLS CAPITAL MAINTENANCE GRANT	4,179	1,824		-	6,003	1,590	6,003	-	-
16	WELSH MEDIUM GRANT - BRIDGEND	1,105	-	-	-	1,105	-	1,105	-	-
17	WELSH MEDIUM GRANT - PORTHCAWL	550	-	-	-	550	-	550	-	-
18	FREE SCHOOL MEALS	10	-	-	-	10	1	10	-	-
19	COMMUNITY FOCUSED SCHOOLS	2,155	-	-	-	2,155	16	2,155	-	-
20	ALN CAPITAL GRANT	2,139	-	-	-	2,139	38	2,139	-	-
21	PORTHCAWL WELSH MEDIUM SEEDLING SCHOOL	-	-	-	-	-	29	-	-	-
22	FLYING START EXTENSION - NANTYMOEL PRIMARY	543	-	-	-	543	6	543	-	-
23	FLYING START HIGHWAYS	36	-	21	-	57	-	57	-	-
24	BRYNTIRION COMPREHENSIVE 3G PITCH	540	-	-	-	540	439	540	-	-
25	CEFN CRIBWR PRIMARY SCHOOL GARDEN	48	-	-	-	48	10	48	-	-
26	YSGOL CYNWYD SANT NURSERY PROVISION	-	91	-	-	91	-	91	-	-
27	WELSH GOVERNMENT FUNDED CHILDCARE LITCHARD PRIMARY	-	225	-	-	225	-	225	-	-
28	WELSH GOVERNMENT FUNDED CHILDCARE MAES YR HAUL PRIMARY	-	210	-	-	210	-	210	-	-
29	WELSH GOVERNMENT FUNDED CHILDCARE TONDU PRIMARY	-	38	-	-	38	-	38	-	-
30	WELSH GOVERNMENT FUNDED CHILDCARE CROESTY PRIMARY	-	38	-	-	38	-	38	-	-
	TOTAL Education, Early Years and Young People	**27,813**	**5,906**	**21**	**(7,063)**	**26,677**	**4,122**	**26,677**	**-**	**-**
	Social Services and Wellbeing									
	Social Care									
31	TY CWM OGWR	23	-	-	-	23	-	23	-	-
32	WELLBEING MINOR WORKS	175	-	125	-	300	1	300	-	-

		Budget 26-27 (Council July 26) £'000	New Approvals and Adjustments £'000	Virement £'000	Reprofiled (to)/ from Future Years £'000	Revised Budget 2026-27 £'000	Total Expenditure to Date £'000	Projected Spend £'000	Over / (Under) Spend £'000	Impact on BCBC Resources £'000
33	BAKERS WAY MINOR WORKS	10	-	-	-	10	10	10	-	-
34	CHILDRENS RESIDENTIAL HOME	523	-	-	-	523	22	523	-	-
35	HARWOOD HOUSE REPLACEMENT	100	-	-	-	100	-	100	-	-
	TOTAL Social care	831	-	125	-	956	33	956	-	-
	Housing/Homelessness									
36	MANDATORY DFG RELATED EXPEND	2,259	-	-	-	2,259	707	2,259	-	-
37	DISCRETIONARY HOUSING GRANTS	361	-	-	-	361	14	361	-	-
38	HOUSING RENEWAL AREA	103	-	-	-	103	2	103	-	-
39	ENABLE GRANT	390	-	-	-	390	145	390	-	-
40	HOMELESSNESS AND HOUSING	530	-	-	(530)	-	-	-	-	-
41	HEALTH & WELLBEING VILLAGE	480	-	-	-	480	-	480	-	-
42	AFFORDABLE HOUSING	449	-	-	-	449	211	449	-	-
43	ENFORCEMENT FUND 1	244	-	-	-	244	6	244	-	-
44	ENFORCEMENT FUND 2	22	-	-	-	22	-	22	-	-
45	ENFORCEMENT FUND 3	65	-	-	-	65	3	65	-	-
46	MULTI PROJECT ENFORCEMENT FUND	100	-	-	-	100	-	100	-	-
	TOTAL Housing/Homelessness	5,003	-	-	(530)	4,473	1,088	4,473	-	-
	Culture									
47	COMMUNITY CENTRES	119	-	-	-	119	-	119	-	-
48	BRYNGARW HOUSE	8	-	-	-	8	-	8	-	-
49	BRIDGEND LIFE CENTRE	272	-	-	-	272	-	272	-	-
50	BRACKLA SPORTS CENTRE	113	-	-	-	113	-	113	-	-
51	COMMUNITY SPORTS FACILITIES	1,500	-	-	(1,200)	300	-	300	-	-
	TOTAL Culture	2,012	-	-	(1,200)	812	-	812	-	-
	TOTAL Social Services & Wellbeing	**7,846**	**-**	**125**	**(1,730)**	**6,241**	**1,121**	**6,241**	**-**	**-**
	Communities									
	Street Scene									
52	COMMUNITY PLAY AREAS	2,993	131	-	-	3,124	455	3,124	-	-
53	GERDDI CASTELL PLAY AREA	156	-	-	-	156	-	156	-	-
54	PARKS/PAVILIONS/OTHER COMMUNITY ASSET TRANSFERS	741	12	-	-	753	66	753	-	-
55	ABERFIELDS PLAYFIELDS	11	-	-	-	11	-	11	-	-
56	CITY DEAL	488	-	-	-	488	488	488	-	-
57	COYCHURCH CREM WORKS	60	-	-	-	60	-	60	-	-
58	REMEDIAL MEASURES - CAR PARKS	123	-	-	-	123	3	123	-	-
59	20 MPH DEFAULT SPEED	200	-	-	-	200	29	200	-	-
60	HIGHWAYS STRUCTURAL WORKS	441	-	-	-	441	-	441	-	-
61	CARRIAGEWAY CAPITAL WORKS	298	-	-	-	298	101	298	-	-
62	PROW CAPITAL IMPROVEMENT STRUCTURES	66	-	-	-	66	5	66	-	-

		Budget 26-27 (Council July 26) £'000	New Approvals and Adjustments £'000	Virement £'000	Reprofiled (to)/ from Future Years £'000	Revised Budget 2026-27 £'000	Total Expenditure to Date £'000	Projected Spend £'000	Over / (Under) Spend £'000	Impact on BCBC Resources £'000
63	HIGHWAYS REFURBISHMENT	2,512	-	-	-	2,512	(84)	2,512	-	-
64	REPLACEMENT OF STREET LIGHTING	523	-	-	-	523	48	523	-	-
65	RIVER BRIDGE PROTECTION MEASURES	22	-	-	-	22	5	22	-	-
66	COMMUNITIES MINOR WORKS	247	-	200	-	447	(27)	447	-	-
67	ULEV TRANSFORMATION FUND 2	7	-	-	-	7	1	7	-	-
68	FLEET TRANSITION-ULEV	16	-	-	-	16	(6)	16	-	-
69	NET ZERO CARBON FLEET	111	-	-	-	111	-	111	-	-
70	RESIDENTS PARKING BRIDGEND TOWN CENTRE	89	-	-	-	89	-	89	-	-
71	FLEET VEHICLES	1,207	8	-	-	1,215	144	1,215	-	-
72	CEMETERIES	790	-	-	-	790	2	790	-	-
73	S106 HIGHWAYS SMALL SCHEMES	25	267	-	-	292	1	292	-	-
74	UNADOPTED ROADS	53	-	-	-	53	(30)	53	-	-
75	COAL TIP SAFETY	675	-	-	-	675	(178)	675	-	-
76	GRASS CUTTING EQUIPMENT	71	-	-	-	71	-	71	-	-
77	WASTE VEHICLES	4,649	-	-	(2,500)	2,149	-	2,149	-	-
78	HIGHWAYS MAINTENANCE LGBI	1,939	-	-	-	1,939	1,526	1,939	-	-
79	BLACKMILL ROAD BRIDGE	3,500	-	-	-	3,500	572	3,500	-	-
80	PENYFAI TO BRIDGEND ATR	1,696	-	-	-	1,696	11	1,696	-	-
81	SARN BOARDWALK	300	-	-	-	300	-	300	-	-
82	ROAD SAFETY IMPROVEMENTS	1,250	-	-	-	1,250	2	1,250	-	-
83	MAESTEG BUS STATION	95	-	-	-	95	15	95	-	-
84	TRAFFIC SIGNALS REPLACEMENT			123		123	-	123		
	TOTAL Streetscene	25,354	418	323	(2,500)	23,595	3,149	23,595	-	-
	Regeneration & Development									
85	EU CONVERGANCE SRF BUDGET	418	-	-	-	418	-	418	-	-
86	PORTHCAWL REGENERATION PROJECT	1,970	-	-	-	1,970	60	1,970	-	-
87	ECONOMIC STIMULUS GRANT	231	-	-	-	231	60	231	-	-
88	COASTAL RISK MANAGEMENT PROGRAM	165	-	-	-	165	165	165	-	-
89	CESP/ARBED PHASE 1	480	-	-	-	480	(647)	480	-	-
90	TOWN & COMMUNITY COUNCIL FUND	212	-	-	-	212	33	212	-	-
91	PORTHCAWL TOWNSCAPE HERITAGE INITIATIVE	89	-	-	-	89	-	89	-	-
92	COMMERCIAL PROPERTY ENHANCEMENT FUND	134	-	-	-	134	-	134	-	-
93	URBAN CENTRE PROPERTY ENHANCE	650	-	-	-	650	157	650	-	-
94	2030 DECARBONISATION	433	-	-	-	433	(6)	433	-	-
95	SHARED PROSPERITY FRAMEWORK	268	-	-	-	268	174	268	-	-
96	LOCAL PLACES FOR NATURE	367	-	-	-	367	-	367	-	-
97	PORTHCAWL GRAND PAVILION	16,640	-	-	(5,140)	11,500	2,639	11,500	-	-
98	PRIDE IN PLACE IMPACT FUND	3,000	-	-	(1,000)	2,000	56	2,000	-	-
99	HILLSBORO SOUTH PUBLIC REALM	912	-	-	-	912	310	912	-	-
100	LOW CARBON HEAT	2,158	-	-	-	2,158	(55)	2,158	-	-
101	TRANSFORMING TOWNS TOWN CENTRE PROPERTY ACQUISITION	-	-	900	-	900	-	900	-	-
102	TRANSFORMING TOWNS WYNDHAM HOUSE	399	-	-	-	399	-	399	-	-
103	COMMUNITY IMPACT FUND	1,500	-	-	(1,000)	500	-	500	-	-

		Budget 26-27 (Council July 26) £'000	New Approvals and Adjustments £'000	Virement £'000	Reprofiled (to)/ from Future Years £'000	Revised Budget 2026-27 £'000	Total Expenditure to Date £'000	Projected Spend £'000	Over / (Under) Spend £'000	Impact on BCBC Resources £'000
104	LOCAL GROWTH FRAMEWORK	1,130	-	-	-	1,130	80	1,130	-	-
	TOTAL Regeneration & Development	31,156	-	900	(7,140)	24,916	3,026	24,916	-	-
	Corporate Landlord									
105	DDA WORKS	161	-	150	-	311	5	311	-	-
106	MINOR WORKS	2,640	-	(575)	-	2,065	450	2,065	-	-
107	FIRE PRECAUTIONS MINOR WORKS	67	-	100	-	167	57	167	-	-
108	BRYNCETHIN DEPOT FACILITIES	269	-	-	-	269	-	269	-	-
109	WATERTON UPGRADE	3,555	-	-	(3,300)	255	24	255	-	-
	TOTAL Corporate Landlord	6,692	-	(325)	(3,300)	3,067	536	3,067	-	-
	TOTAL Communities	**63,202**	**418**	**898**	**(12,940)**	**51,578**	**6,711**	**51,578**	**-**	**-**
	Finance & Transformation									
	ICT									
110	ICT INFRA SUPPORT	409	-	-	-	409	-	409	-	-
111	DIGITAL TRANSFORMATION	596	-	-	-	596	219	596	-	-
112	ICT DATA CENTRE REPLACEMENT	39	-	-	-	39	-	39	-	-
113	HWB SCHOOLS IT	200		-	-	200	104	200	-	-
	TOTAL ICT	1,244	-	-	-	1,244	323	1,244	-	-
	TOTAL Finance & Transformation	**1,244**	**-**	**-**	**-**	**1,244**	**323**	**1,244**	**-**	**-**
	Council Wide Capital Budgets									
114	CORPORATE CAPITAL FUND	773	-	-	-	773	-	773	-	-
115	UNALLOCATED	1,283	-	(1,044)	-	239	-	239	-	-
		2,056	-	(1,044)	-	1,012	-	1,012	-	-
	GRAND TOTAL	**102,161**	**6,324**	**-**	**(21,733)**	**86,752**	**12,277**	**86,752**	**-**	**-**

CAPITAL PROGRAMME 2026-2036

APPENDIX B

		Date Approved	Total 2026-2036			2026-27					FUTURE YEARS									CUMULATIVE
			Total Cost	BCBC Funding	External Funding	Council Jul 26 2026-27	New Approvals / Reductions	Virement	Reprofiled (to)/from Future Years	Revised 2026-27	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034	2034-2035	2035-36	Total 2026 - 2036
			£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Education, Early Years and Young People																				
1	Highways / Other Offsite Works Band B Schools	20/21	3,400	3,400	-	100				**100**	2,000	1,000	300							**3,400**
2	Heronsbridge Replacement	22/23	39,257	12,600	26,657	1,845				**1,845**	21,984	15,428								**39,257**
3	Mynydd Cynffig Replacement	22/23	13,531	5,426	8,105	140				**140**	9,356	3,809	226							**13,531**
4	Y G Bro Ogwr Replacement	22/23	15,276	3,185	12,091	400				**400**	10,410	4,218	248							**15,276**
5	Bridgend West	22/23	46,318	13,174	33,144	10,083	3,480		(7,063)	**6,500**	21,385	18,433								**46,318**
6	Ysgol Gyfun Gymraeg Llangynwyd	21/22	240	240	-	240				**240**										**240**
7	Land Purchase Band B	21/22	2,011	2,011	-	2,011				**2,011**										**2,011**
8	Garw Valley South Primary Provision	14/15	61	61	-	61				**61**										**61**
9	Pencoed Primary School - Band A	14/15	51	51	-	51				**51**										**51**
10	Abercerdin Primary School Hub	21/22	271	271	-	271				**271**										**271**
11	EEYYP Minor Works	RECURRENT	125	125		125				**125**										**125**
12	Schools Traffic Safety	16/17	48	48	-	48				**48**										**48**
13	School Modernisation	14/15	333	333	-	333				**333**										**333**
14	Coety Primary School - Extension	22/23	2,385	2,057	328	800				**800**	1,535	50								**2,385**
15	School's Capital Maintenance Grant	19/20	6,003	3,302	2,701	4,179	1,824			**6,003**										**6,003**
16	Welsh Medium Childcare Provision - Bridgend	19/20	1,105	-	1,105	1,105				**1,105**										**1,105**
17	Welsh Medium Childcare Provision - Porthcawl	19/20	550	-	550	550				**550**										**550**
18	Free School Meals	22/23	10	10	-	10				**10**										**10**
19	Community Focused Schools	22/23	2,155	1,243	912	2,155				**2,155**										**2,155**
20	ALN Capital Grant	22/23	2,139	1,227	912	2,139				**2,139**										**2,139**
21	Porthcawl Welsh Medium Seedling School	22/23	-	-						**-**										**-**
22	Flying Start Extension - Nantymoel Primary	23/24	543	-	543	543				**543**										**543**
23	Flying Start Highways	24/25	57	43	14	36		21		**57**										**57**
24	Bryntirion Comprehensive 3G Pitch	25/26	540	-	540	540				**540**										**540**
25	Cefn Cribwr Primary School Garden	26/27	48	48		48				**48**										**48**
26	Ysgol Cynwyd Sant Nursery Provision	26/27	91	91			91			**91**										**91**
27	Welsh Government Funded Childcare - Litchard Primary	26/27	225	225			225			**225**										**225**
28	Welsh Government Funded Childcare - Maes Yr Haul	26/27	210	210			210			**210**										**210**
29	Welsh Government Funded Childcare - Tondu Primary	26/27	38	38			38			**38**										**38**
30	Welsh Government Funded Childcare - Croesty Primary	26/27	38	38			38			**38**										**38**
Total Education, Early Years and Young People			**137,059**	**49,457**	**87,602**	**27,813**	**5,906**	**21**	**(7,063)**	**26,677**	**66,670**	**42,938**	**774**	**-**	**-**	**-**	**-**	**-**	**-**	**137,059**
Social Services and Well-being																				
Social Care																				
31	Ty Cwm Ogwr Care Home	21/22	23	23	-	23				**23**										**23**
32	Wellbeing Minor Works	RECURRENT	300	300	-	175		125		**300**										**300**
33	Bakers Way	17/18	10	10	-	10				**10**										**10**
34	Children's Residential Home	25/26	523	523		523				**523**										**523**
35	Harwood House Replacement	26/27	2,000	2,000		100				**100**	100	1,050	750							**2,000**
Housing / Homelessness																				
36	Disabled Facilities Grants (DFG)	RECURRENT	22,509	22,509	-	2,259				**2,259**	2,250	2,250	2,250	2,250	2,250	2,250	2,250	2,250	2,250	**22,509**
37	Discretionary Housing Grants	RECURRENT	2,161	2,161		361				**361**	200	200	200	200	200	200	200	200	200	**2,161**
38	Housing Renewal / Empty Properties	RECURRENT	1,003	1,003	-	103				**103**	100	100	100	100	100	100	100	100	100	**1,003**
39	Enable Grant	26/27	390	-	390	390				**390**										**390**
40	Homelessness and Housing	22/23	530	-	530	530			(530)	**-**	530									**530**
41	Health and Wellbeing Village	21/22	480	-	480	480				**480**										**480**
42	Affordable Housing	23/24	449	449	-	449				**449**										**449**
43	Enforcement Fund 1	25/26	244	244		244				**244**										**244**
44	Enforcement Fund 2	25/26	22	22		22				**22**										**22**
45	Enforcement Fund 3	25/26	65	65		65				**65**										**65**
46	Multi Project Enforcement Fund	25/26	100	100		100				**100**										**100**
Culture																				
47	Community Centres	20/21	119	119	-	119				**119**										**119**
48	Bryngarw House	20/21	8	8	-	8				**8**										**8**
49	Bridgend Life Centre	25/26	272	32	240	272				**272**										**272**
50	Brackla Sports Centre	25/26	113	14	99	113				**113**										**113**
51	Community Sports Facilities	25/26	1,500	1,500		1,500			(1,200)	**300**	1,200									**1,500**
Total Social Services and Well-being			**32,821**	**31,082**	**1,739**	**7,846**	**-**	**125**	**(1,730)**	**6,241**	**4,380**	**3,600**	**3,300**	**2,550**	**2,550**	**2,550**	**2,550**	**2,550**	**2,550**	**32,821**
Communities																				
Street Scene																				
52	Community Play Areas	20/21	3,124	2,313	811	2,993	131			**3,124**										**3,124**
53	Gerddi Castell Play Area	26/27	156	-	156	156				**156**										**156**
54	Parks/Pavilions/Community Centres CAT	14/15	753	741	12	741	12			**753**										**753**
55	Aber Playing Fields	19/20	11	11	-	11				**11**										**11**
56	Cardiff Capital Region City Deal	17/18	7,691	7,691	-	488				**488**	848	3,689	2,666							**7,691**
57	Coychurch Crem Works	RECURRENT	60	-	60	60				**60**										**60**
58	Remedial Measures - Car Parks	17/18	123	123	-	123				**123**										**123**
59	Road Signs 20mph Default Speed	26/27	200	-	200	200				**200**										**200**

		Date Approved	Total 2026-2036			2026-27					FUTURE YEARS									CUMULATIVE
			Total Cost	BCBC Funding	External Funding	Council Jul 26 2026-27	New Approvals / Reductions	Virement	Reprofiled (to)/from Future Years	Revised 2026-27	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034	2034-2035	2035-36	Total 2026 - 2036
			£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
60	Highways Structural Works	RECURRENT	3,501	3,501	-	441				**441**	340	340	340	340	340	340	340	340	340	**3,501**
61	Carriageway Capital Works	RECURRENT	2,548	2,548	-	298				**298**	250	250	250	250	250	250	250	250	250	**2,548**
62	Prow Capital Improvement Programme	25/26	66		66	66				**66**										**66**
63	Highways Refurbishment	19/20	2,512	2,512	-	2,512				**2,512**										**2,512**
64	Replacement of Street Lighting Columns/ River Bridge Protection Measures	RECURRENT	4,123	4,123	-	523				**523**	400	400	400	400	400	400	400	400	400	**4,123**
65	River Bridge Protection Measures	16/17	22	22	-	22				**22**										**22**
66	Communities Minor Works	RECURRENT	447	447	-	247		200		**447**										**447**
67	Ultra Low Emissions Vehicle Transformation Fund 2	22/23	7	-	7	7				**7**										**7**
68	Fleet Transition Ultra Low Emmissions Vehicles	21/22	16	-	16	16				**16**										**16**
69	Net Zero Carbon Fleet	21/22	111	111	-	111				**111**										**111**
70	Residents Parking Bridgend Town Centre	14/15	89	89	-	89				**89**										**89**
71	Fleet Vehicles	14/15	1,215	1,207	8	1,207	8			**1,215**										**1,215**
72	Cemeteries	18/19	790	790	-	790				**790**										**790**
73	S106 Highways Small Schemes	14/15	292	-	292	25	267			**292**										**292**
74	Unadopted Roads	14/15	53	37	16	53				**53**										**53**
75	Coal Tip Safety	23/24	2,825	-	2,825	675				**675**	1,860	290								**2,825**
76	Grass Cutting Equipment	24/25	71	71	-	71				**71**										**71**
77	Waste Vehicles	24/25	6,649	6,649	-	4,649			(2,500)	**2,149**	4,500									**6,649**
78	Highways Maintenance LGBI	25/26	1,939	1,939	-	1,939				**1,939**										**1,939**
79	Blackmill Road Bridge	26/27	5,000	1,500	3,500	3,500				**3,500**	1,500									**5,000**
80	Penyfai to Bridgend ATR	26/27	1,696	-	1,696	1,696				**1,696**										**1,696**
81	Sarn Boardwalk	26/27	300	300	-	300				**300**										**300**
82	Road Safety Improvements	26/27	1,250	1,250		1,250				**1,250**										**1,250**
83	Maesteg Bus Station	26/27	95	-	95	95				**95**										**95**
84	Traffic Signals Replacement	26/27	123	123				123		**123**										**123**
Regeneration & Development																				
85	Special Regeneration Funding	17/18	418	418		418				**418**										**418**
86	Porthcawl Regeneration	20/21	1,970	1,970	-	1,970				**1,970**										**1,970**
87	Economic Stimulus Grant	19/20	231	231	-	231				**231**										**231**
88	Coastal Risk Management Programme	20/21	165	165	-	165				**165**										**165**
89	CESP/Arbed Phase 1	21/22	480	480	-	480				**480**										**480**
90	Town & Community Council Fund	RECURRENT	662	662	-	212				**212**	50	50	50	50	50	50	50	50	50	**662**
91	Porthcawl Townscape Heritage Initiative	14/15	89	89	-	89				**89**										**89**
92	Commercial Property Enhancement Fund	21/22	134	134		134				**134**										**134**
93	Urban Centre Property Enhancement	19/20	650		650	650				**650**										**650**
94	2030 Decarbonisation	RECURRENT	1,033	1,033		433				**433**	150	150	150	150						**1,033**
95	Shared Prosperity Fund	22/23	268	83	185	268				**268**										**268**
96	Local Places for Nature	23/24	367		367	367				**367**										**367**
97	Porthcawl Grand Pavilion	22/23	21,007	5,867	15,140	16,640			(5,140)	**11,500**	9,507									**21,007**
98	Pride In Place Impact Fund	25/26	3,000		3,000	3,000			(1,000)	**2,000**	1,000									**3,000**
99	Hillsboro South Public Realm	25/26	912	603	309	912				**912**										**912**
100	Low Carbon Heat	26/27	2,158	-	2,158	2,158				**2,158**										**2,158**
101	Transforming Towns Town Centre Property Acquisition	25/26	900	900				900		**900**										**900**
102	Transforming Towns Wyndham House	25/26	399	-	399	399				**399**										**399**
103	Community Impact Fund	26/27	1,500	1,500		1,500			(1,000)	**500**	1,000									**1,500**
104	Local Growth Framework	26/27	1,400	1,400		1,130				**1,130**	270									**1,400**
Corporate Landlord																				
105	DDA Works	14/15	311	311	-	161		150		**311**										**311**
106	Minor Works Asset Management	RECURRENT	12,235	12,235	-	2,640		(575)		**2,065**	1,130	1,130	1,130	1,130	1,130	1,130	1,130	1,130	1,130	**12,235**
107	Fire Precautions	14/15	167	167	-	67		100		**167**										**167**
108	Bryncethin Depot Facilities	14/15	269	269	-	269				**269**										**269**
109	Waterton Upgrade	18/19	3,555	3,555	-	3,555			(3,300)	**255**	3,300									**3,555**
Total Communities			**102,138**	**70,170**	**31,968**	**63,202**	**418**	**898**	**(12,940)**	**51,578**	**26,105**	**6,299**	**4,986**	**2,320**	**2,170**	**2,170**	**2,170**	**2,170**	**2,170**	**102,138**
Finance & Transformation																				
ICT																				
110	Investment in ICT	RECURRENT	4,009	4,009	-	409				**409**	400	400	400	400	400	400	400	400	400	**4,009**
111	Digital Transformation	22/23	596	596	-	596				**596**										**596**
112	ICT Datacentre Replacement	22/23	39	39	-	39				**39**										**39**
113	HWB Schools IT	21/22	200	200	-	200				**200**										**200**
Total Finance & Transformation			**4,844**	**4,844**	**-**	**1,244**	**-**	**-**	**-**	**1,244**	**400**	**400**	**400**	**400**	**400**	**400**	**400**	**400**	**400**	**4,844**
Council Wide Capital Budgets																				
114	Corporate Capital Fund	RECURRENT	773	773		773				**773**										**773**
115	Unallocated	RECURRENT	31,244	31,244	-	1,283		(1,044)		**239**	1,687	3,571	3,571	3,571	3,721	3,721	3,721	3,721	3,721	**31,244**
Total Council Wide Capital budgets			**32,017**	**32,017**	**-**	**2,056**	**-**	**(1,044)**	**-**	**1,012**	**1,687**	**3,571**	**3,571**	**3,571**	**3,721**	**3,721**	**3,721**	**3,721**	**3,721**	**32,017**
Total Expenditure			**308,879**	**187,570**	**121,309**	**102,161**	**6,324**	**-**	**(21,733)**	**86,752**	**99,242**	**56,808**	**13,031**	**8,841**	**8,841**	**8,841**	**8,841**	**8,841**	**8,841**	**308,879**

	Date Approved	Total 2026-2036			2026-27					FUTURE YEARS									CUMULATIVE
		Total Cost	BCBC Funding	External Funding	Council Jul 26 2026-27	New Approvals / Reductions	Virement	Reprofiled (to)/from Future Years	Revised 2026-27	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034	2034-2035	2035-36	Total 2026 - 2036
		£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Expected Capital Resources																			
General Capital Funding																			
General Capital Funding - General Capital Grant		49,920	49,920	-	4,992				**4,992**	4,992	4,992	4,992	4,992	4,992	4,992	4,992	4,992	4,992	**49,920**
General Capital Funding - Supported Borrowing		38,490	38,490	-	3,849				**3,849**	3,849	3,849	3,849	3,849	3,849	3,849	3,849	3,849	3,849	**38,490**
Capital Receipts		30,087	30,087	-	18,186			(5,085)	**13,101**	14,257	2,155	574							**30,087**
Earmarked Reserves		43,784	43,784	-	18,410	602		(1,915)	**17,097**	13,739	9,632	3,316							**43,784**
Revenue Contribution		416	416	-	416				**416**										**416**
Prudential Borrowing (Directorate Funded)		1,356	1,356	-	1,356				**1,356**										**1,356**
Prudential Borrowing (Corporately Funded)		21,147	21,147	-	8,100			(4,816)	**3,284**	10,236	7,327	300							**21,147**
Local Govt Borrowing Initiative (Highways Infrastructure)		1,939	1,939	-	1,939				**1,939**										**1,939**
Local Govt Borrowing Initiative (Coastal defence)		-	-	-					**-**										**-**
Empty Property Enforcement Loan (RCT)		431	431		431				**431**										**431**
SALIX Interest Free Loan - WG		-	-						**-**										**-**
Sub-Total General Capital Funding		**187,570**	**187,570**	**-**	**57,679**	**602**	**-**	**(11,816)**	**46,465**	**47,073**	**27,955**	**13,031**	**8,841**	**8,841**	**8,841**	**8,841**	**8,841**	**8,841**	**187,570**
External Funding Approvals																			
WG - Other		11,966	-	11,966	7,984	1,832			**9,816**	1,860	290								**11,966**
WG - 21st Century Schools		77,490	-	77,490	7,526	3,480		(4,747)	**6,259**	42,668	28,563								**77,490**
WG - Enable Grant		390	-	390	390				**390**										**390**
WG - Integrated Care Fund (ICF)		480	-	480	480				**480**										**480**
WG - Welsh Medium Capital Grant		1,655	-	1,655	1,655				**1,655**										**1,655**
WG - Regional Transport Grant		5,396	-	5,396	5,396				**5,396**										**5,396**
Loan (RCT)		-	-	-					**-**										**-**
Westminster		18,325	-	18,325	18,325			(4,640)	**13,685**	4,640									**18,325**
Cwm Taf Morgannwg (HCF)		36	-	36	36				**36**										**36**
National Resources Wales		-	-	-					**-**										**-**
S106		4,632	-	4,632	1,751	410		(530)	**1,631**	3,001									**4,632**
Cardiff Capital Region (CCR)		-	-	-					**-**										**-**
Heritage Lottery Fund (HLF)		-	-	-					**-**										**-**
Arts Council of Wales		-		-					**-**										**-**
Sport Wales		479		479	479				**479**										**479**
EU		-	-	-					**-**										**-**
Other		460	-	460	460				**460**										**460**
Sub-Total External Funding Approvals		**121,309**	**-**	**121,309**	**44,482**	**5,722**	**-**	**(9,917)**	**40,287**	**52,169**	**28,853**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**121,309**
Total Funding Available		**308,879**	**187,570**	**121,309**	**102,161**	**6,324**	**-**	**(21,733)**	**86,752**	**99,242**	**56,808**	**13,031**	**8,841**	**8,841**	**8,841**	**8,841**	**8,841**	**8,841**	**308,879**
Funding Shortfall/(Surplus)		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

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APPENDIX C

PRUDENTIAL AND OTHER INDICATORS 2025-26 and 2026-27

The Prudential Indicators are required to be set and approved by Council in accordance with CIPFA's Prudential Code for Capital Finance in Local Authorities.

Table 1 shows the 2025-26 actual capital expenditure, the capital programme approved by Council on 25 February 2026 and the projected capital expenditure for the current financial year which has incorporated reprofiling of schemes from 2025-26 together with any new grants and contributions or changes in the profile of funding for 2026-27.

Table 1: Prudential Indicator: Estimates of Capital Expenditure

	2025-26 Actual £m	2026-27 Estimate (Council Feb 26) £m	2026-27 Projection £m
Council Fund services	44.919	121.822	86.752
Right of Use Assets	0.391	-	-
TOTAL	**45.310**	**121.822**	**86.752**

All capital expenditure must be financed, either from external sources (government grants and other contributions), the Council's own resources (revenue, reserves and capital receipts) or debt (the 'net financing requirement' - borrowing, leasing and Private Finance Initiative). The planned financing of the expenditure has been projected as follows:

Table 2: Capital financing

	2025-26 Actual £m	2026-27 Estimate (Council Feb 26) £m	2026-27 Projection £m
External sources	34.444	75.554	45.279
Own resources	2.904	24.526	30.614
Net Financing Requirement	7.962	21.742	10.859
TOTAL	**45.310**	**121.822**	**86.752**

The net financing requirement is only a temporary source of finance, since loans and leases must be repaid, and this is therefore replaced over time by other financing, usually from revenue which is known as the Minimum Revenue Provision (MRP). As well as MRP, the Council makes additional voluntary revenue contributions to pay off Prudential or Unsupported Borrowing. The total of these are shown in Table 3 below:

Table 3: Replacement of debt finance

	2025-26 Actual £m	2026-27 Estimate (Council Feb 26) £m	2026-27 Projection £m
Minimum Revenue Provision (MRP)	3.098	1.281	1.278
Additional Voluntary Revenue Provision (VRP)	2.069	2.687	2.371
Total MRP & VRP	**5.167**	**3.969**	**3.649**
Other MRP on Long term Liabilities	3.180	1.459	1.462
Total Own Resources	**8.347**	**5.428**	**5.111**

The Council's cumulative outstanding amount of debt finance is measured by the Capital Financing Requirement (CFR). This increases with new debt-financed capital expenditure and reduces by the MRP amount within the year. Based on the above figures for expenditure and financing, the Council's actual CFR is as follows based on the movement on capital expenditure during the year:

Table 4: Prudential Indicator: Estimates of Capital Financing Requirement

	2025-26 Actual £m	2026-27 Estimate – Capital Strategy £m	2026-27 Projection £m
Capital Financing Requirement			
Opening CFR excluding PFI & other liabilities	165.442	176.396	169.771
Opening PFI CFR	15.662	14.316	12.494
Total opening CFR	**181.104**	**190.712**	**182.265**
Movement in CFR excluding PFI & other liabilities	4.329	17.773	7.210
Movement in PFI and other long term leases CFR	(3.168)	(1.459)	(1.462)
Total movement in CFR	**1.161**	**16.314**	**5.748**
Closing CFR	**182.265**	**207.026**	**188.013**
Movement in CFR represented by:			
Net financing need for year (Table 2 above)	7.962	21.742	10.859
Minimum and voluntary revenue provisions	(3.329)	(3.969)	(3.649)
MRP on PFI and other long term leases (Table 3)	(3.180)	(1.459)	(1.462)
Total movement	**1.453**	**16.314**	**5.748**

The capital borrowing need (Capital Financing Requirement) has not been fully funded with loan debt as cash supporting the Council's reserves, balances and cash flow has been used as a temporary measure. This is known as Internal Borrowing. Projected levels of the Council's total outstanding debt, which comprises of borrowing, PFI and Other Long Term Liabilities, are shown below compared with the Capital Financing Requirement:

Table 5: Prudential Indicator: Gross Debt and the Capital Financing Requirement

	2025-26 Actual £m	2026-27 Estimate (Council Feb 25) £m	2026-27 Projection £m
Debt (incl. PFI & leases)	112.572	107.516	83.300
Capital Financing Requirement	182.557	207.026	188.013

Statutory guidance is that debt should remain below the capital financing requirement, except in the short-term. As can be seen, the Council expects to comply with this in the medium term.

The Council is legally obliged to set an affordable borrowing limit (also termed the authorised limit for external debt) each year. In line with statutory guidance, a lower "operational boundary" is also set as a warning level should debt approach the limit.

Table 6: Prudential Indicators: Authorised limit and operational boundary for external debt in £m

	2025-26 Actual £m	2026-27 Estimate (Council Feb 25) £m	2025-26 Projection £m
Authorised limit – borrowing	170.000	170.000	170.000
Authorised limit – other long term liabilities	25.000	25.000	25.000
Authorised Limit Total	**195.000**	**195.000**	**195.000**
Operational boundary – borrowing	140.000	150.000	150.000
Operational boundary – other long term liabilities	20.000	20.000	20.000
Operational Boundary Limit Total	**160.000**	**170.000**	**170.000**
Total Borrowing and Long Term Liabilities	**112.572**	**107.516**	**83.300**

Although capital expenditure is not charged directly to the revenue budget, interest payable on loans and MRP are charged to revenue, offset by any investment income receivable. The net annual charge is known as financing costs; this is compared to the net revenue stream i.e. the amount funded from Council Tax, business rates and general government grants

Table 7: Prudential Indicator: Proportion of financing costs to net revenue stream

	2025-26 Actual £m	2026-27 Estimate (Council Feb 26) £m	2026-27 Projection £m
Capital Financing Central	7.001	8.259	8.259
Other Financing costs	1.078	1.161	1.161
TOTAL FINANCING COSTS	**8.079**	**9.420**	**9.420**
Proportion of net revenue stream	2.11%	2.46%	2.46%

This shows that in 2026-27, it is forecast that 2.46% of the Council's net revenue income will be spent on paying back the costs of capital expenditure.

The net revenue stream is calculated as the income from Welsh Government Revenue Settlement Grant plus Council Tax and NNDR, less Police and Community Council precepts.

The table below shows the Prudential Indicator of estimates of net income from commercial and service investments to net revenue stream.

Table 8: Prudential Indicator: Net Income from Commercial and Service Investments to Net Revenue Stream

	2025-26 Actual £m	2026-27 Estimate £m	2026-27 Projection £m
Net Revenue Budget	384.000	408.149	408.149
Income from Commercial Investments	0.459	0.459	0.459
% Ratio	0.12%	0.11%	0.11%

The income receivable from the commercial property portfolio is not deemed to be a financial resilience risk in terms of being 'disproportionate' to the Council's overall income.

Meeting of:	**CABINET**
Date of Meeting:	**20 OCTOBER 2026**
Report Title:	**REQUEST TO VARY THE HACKNEY CARRIAGE FARES TARIFF**
Report Owner / Responsible Chief Officer / Cabinet Member:	**CHIEF OFFICER – LEGAL AND REGULATORY SERVICES, AND HR AND ELECTORAL**
Responsible Officer:	**KIRSTY EVANS LICENSING TEAM MANAGER**
Policy Framework and Procedure Rules:	**The report content has no direct effect upon the policy framework and procedure rules.**
Executive Summary:	**A request has been received from a member of the taxi trade to increase Bridgend County Borough Council's hackney carriage table of fares due to increases in the cost of living and the costs associated with operating a hackney carriage vehicle. This report sets out the proposed fares and asks Cabinet to determine whether to approve the proposed variation. If approved, the variation must be advertised for a period of 15 days during which objections may be submitted. If no objections are received, the variation will come into effect on the implementation date approved by Cabinet. Should objections be received they must be considered by Cabinet before any variation can be implemented.**

1. Purpose of Report

1.1 The purpose of this report is to ask Cabinet to determine a request received from Richard Parrott, a licensed hackney carriage and private hire driver, as well as a licensed vehicle proprietor and private hire operator to increase the current Bridgend County Borough Council's rate of hackney carriage fares.

2. Background

2.1 The Council may fix or vary the rate of fares for the hire of a hackney carriage under the provisions of Section 65 of the Local Government (Miscellaneous Provisions)

Act, 1976. The Section requires that any variation of the fare must be advertised in a local paper and that a period of notice of at least 14 days be given to enable any person to make objections.

2.2 The current tariff of fares has been effective since 26 September 2022 and is detailed in **Appendix A**.

2.3 An application to increase the rate of hackney carriage fares was submitted to the Licensing Department by Richard Parrot. The key reasons cited include increased fuel, maintenance and insurance costs, the impact of inflation and the cost-of-living crisis on drivers' earnings, and difficulties in retaining and recruiting drivers.

The applicant also states that Bridgend's hackney carriage fares are below regional and national averages and that the high licensing standards imposed by the Authority result in higher operating costs than those incurred by out-of-area private hire vehicles operating in the county. It is argued that the current fare structure is contributing to a decline in the hackney carriage fleet, with some proprietors considering transferring to out-of-area private hire licensing arrangements to reduce costs and improve profitability.

A copy of the request is detailed in **Appendix B**.

2.4 The number of hackney carriage vehicles licensed by Bridgend County Borough Council over the years is detailed below:

Year	Total Hackney Carriages
2009	365
2013	373
2017	341
2019	380
2020	356
2021	311
2023	306
2024	301
2026	315

2.5 The rate of fares has traditionally been set by the Council following a request from the trade to vary the tariff of fares from time to time. The effect is that, for all journeys within the boundary of the County Borough of Bridgend, the driver must use the taximeter fitted in the vehicle and must not exceed the authorised fare set by the Council.

2.6 This element of the Council's powers provides a means of consumer protection though transparent charging for hackney carriage fares; a driver is entitled to charge less than the meter fare but must use the meter and show the meter fare so that the customer is aware of any discount offered.

2.7 Consideration should be given to obtaining a balance between increasing the fare to compensate the increase in costs of running a hackney carriage and ensuring that the increase does not deter the public from using hackney carriages.

3. Current situation / proposal

3.1 The request proposes increases across all tariffs together with the charge for waiting time. All other charges to remain the same.

3.2 The following tables show the impact of the proposals on each of the current fare tariffs in place.

Tariff 1
6:00am to 8:00pm

Mile	Current	Proposed	% Increase
1	£4.60	£5.15	11.96%
2	£6.80	£7.65	12.50%
3	£9.00	£10.15	12.78%
4	£11.20	£12.65	12.95%
5	£13.40	£15.15	13.06%
10	£24.40	£27.65	13.32%

Tariff 2
8:00pm to 6:00am every day
Bank Holidays (except Christmas Day)

Mile	Current	Proposed	% Increase
1	£5.50	£6.15	11.82%
2	£7.90	£8.85	12.03%
3	£10.30	£11.55	12.14%
4	£12.70	£14.25	12.20%
5	£15.10	£16.95	12.25%
10	£27.10	£30.45	12.36%

Tariff 3
6:00am to 8:00pm every day
5 or more passengers

Mile	Current	Proposed	% Increase
1	£6.80	£7.45	9.56%
2	£9.40	£10.35	10.11%
3	£12.00	£13.25	10.42%
4	£14.60	£16.15	10.62%
5	£17.20	£19.05	10.76%
10	£30.20	£33.55	11.09%

Tariff 4
8:00pm to 6:00am
5 or more passengers

Mile	Current	Proposed	% Increase
1	£8.00	£8.90	11.25%
2	£11.00	£12.30	11.82%
3	£14.00	£15.70	12.14%
4	£17.00	£19.10	12.35%
5	£20.00	£22.50	12.50%
10	£35.00	£39.50	12.86%

Waiting Time

Current	Proposed
Expressed at 0.33 per minute = £19.80 per hour	Expressed at 0.40 per minute = £24 per hour

3.3 The league tables published by Private Hire Monthly Magazine shows the highest and lowest fares in England and Wales, below is a snapshot of the position of the Welsh authorities along with the top and bottom of the table, taken October 2026.

Council	**Place in National Table**	**Tariff 1 for Two Mile Fare**
London Heathrow	1	£15
Ceredigion	64	£8.25
Denbighshire	111	£7.90
Swansea	125	£7.80
Conway	140	£7.60
Monmouthshire	145	£7.60
Cardiff	157	£7.50
Vale of Glamorgan	188	£7.30
Carmarthenshire	220	£7.00
Newport	223	£7.00
Pembrokeshire	224	£7.00
Bridgend	238	£6.80
Caerphilly	240	£6.80
Torfaen	278	£6.50
Blaenau Gwent	281	£6.40
Anglesey	287	£6.30
Neath Port Talbot	302	£6.10
Gwynedd	307	£6.00
Rhondda Cynon Taf	313	£6.00
Flintshire	321	£5.80
Merthyr Tydfil	323	£5.80
Wrexham	329	£5.60
Bolsover	337	£4.60

3.4 Bridgend County Borough Council is currently in position 238 out of 337 local authorities in England and Wales. Bridgend is the twelfth highest in Wales and the proposed increase to £7.65 would move Bridgend to the fourth highest in the table in Wales. This comparison is based on published fare tables available in October 2026 along with checks of the local authorities published tariffs, positions are subject to change as other authorities review and amend their tariffs.

3.5 The current table of fares has been in effect since September 2022. During the intervening period, the cost of operating a licensed hackney carriage has continued to increase. Whilst inflation has reduced from the exceptionally high levels experienced in 2022, cumulative inflation since the last fare review has resulted in significant increases in the costs of vehicle maintenance, insurance, servicing, replacement parts and other operating expenses. The Office of National Statistics' Consumer Prices Index (CPI) indicates that inflation remained elevated during 2022 and 2023 before moderating during 2024-2026. The proposed revision to the table of fares seeks to ensure that licensed hackney carriage services remain financially viable while continuing to provide an important public transport service for residents and visitors.

3.6 Fuel prices have remained volatile since the current taxi fares were approved in 2022. Following significant increases during 2022 prices eased during 2023 and 2024 but have continued to fluctuate in response to global energy markets. Fuel remains a significant operating cost for licensed taxi drivers and continues to contribute to overall increases in the cost of providing taxi services. The Department for Energy Security and Net Zero publishes official weekly road fuel price statistics which demonstrate the trend in the average UK retail petrol and diesel prices over this period.

2022	Fuel prices reach record highs following the war in Ukraine, significantly increasing taxi operating costs
2023	Prices reduced from 2022 peaks but remained above long-term averages
2024	Continued fluctuations in petrol and diesel prices
2025	Fuel costs remained volatile, reflecting global oil market conditions
2026	Prices continue to fluctuate and remain a significant operating expense

3.7 Consideration should be given to obtaining a balance between increasing fares to reflect the increased costs of operating a hackney carriage and ensuring that any increase does not deter use of hackney carriage services. Whilst the proposed increase may assist drivers and proprietors in meeting increased operating costs, Cabinet should also have regard to the impact any increase may have on customers, particularly those who rely on hackney carriage services as an essential form of transport.

3.8 Should Cabinet agree to vary the tariff, the variation would need to be advertised for a period of at least 14 days to allow any person to make an objection. Should no objections be received, the variation would come into effect on the date specified in

the notice. If objections are received, they must be considered by Cabinet before the variation can be implemented.

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 and Nature Implications

6.1 There are no climate change or nature implications arising from this report.

7. Safeguarding and Corporate Parent Implications

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

8. Financial Implications

8.1 There are no direct financial implications for the Council arising from the proposed variation. The cost of advertising the statutory notice will be met from existing budgets.

9. Recommendations

9.1 Cabinet is requested to:

a) Determine whether to approve the proposed variation to the hackney carriage table of fares submitted by Richard Parrott and, if approved set an implementation date of 16 December 2026 (subject to the statutory objection process being completed).

b) Should Cabinet agree to the proposal of Mr Parrott, to authorise the advertisement of the variation in a local newspaper in accordance with the statutory requirements

Background documents

Private Hire Monthly Magazine - Taxi Fares League Table

The Department for Energy Security and Net Zero - Monthly and Annual Prices of Road Fuels and Petroleum Products

BRIDGEND COUNTY BOROUGH COUNCIL

Local Government (Miscellaneous Provisions) Act 1976
Authorised Maximum Fare Tariff from 26 September 2022

Tariff 1 6.00am to 8.00pm	£3.50 First ½ mile or part thereof. £2.20 for each subsequent mile £0.10 per 1/22 of a mile
Tariff 2 8.00pm to 6.00am every day. + Bank holidays (except Christmas Day)	£4.30 First ½ mile or part thereof. £2.40 for each subsequent mile £0.10 per 1/24 of a mile
Tariff 3 6.00am to 8.00pm 5 or more passengers.	£5.50 First ½ mile or part thereof. £2.60 for each subsequent mile £0.10 per 1/26 of a mile
Tariff 4 8.00pm to 6.00am 5 or more passengers.	£6.50 First ½ mile or part thereof. £3.00 for each subsequent mile £0.10 per 1/30 of a mile

Extra Charges	
Waiting Time	£0.33 per minute
Christmas Eve (6pm to midnight)	Tariff 2 (over 5 persons – Tariff 4)
Christmas Day	Tariff 1 x 2 (over 5 persons – Tariff 3 x 2)
New Year's Eve (6pm to 6am on 2nd January)	Tariff 2 (over 5 persons – Tariff 4)
For each article of luggage conveyed outside the passenger compartment	£0.25
Maximum contamination charge	£125

The above tariff applies to all hackney carriage journeys that start and end within Bridgend County Borough.

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

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I would like to tender a fare increase application for Hackney Carraige vehicles in BCBC. We have not had an increase since September 2022 and since that time there has been massive increases in costs of running a Hackney Carraige vehicle plus the cost of living crisis in this country we have had to endure.

Please find below the increases I propose for each Tariff and waiting time:

Tariff 1: £3.90 for the first 1/2 mile or part thereof/£2.50 for each subsequent mile/£0.10 per 1/25 of a mile.

Tariff 2: £4.80 for the first 1/2 mile or part thereof/£2.70 for each subsequent mile/£0.10 per 1/27 of a mile.

Tariff 3: £6.00 for the first mile ½ mile or part thereof/£2.90 for each subsequent mile/£0.10 per 1/29 of a mile.

Tariff 4: £7.20 for the first ½ mile or part thereof/£3.40 for each subsequent mile/£0.10 per 1/34 of a mile.

Waiting Time: £0.40 per minute.
All extra charges shall remain the same as well as the bank holiday and Christmas times and tariffs shown in the current Tariff sheet for BCBC.

The primary reasons for a fare increase are:

- Soaring running costs :Operators have endured significant spikes in fuel prices and vehicle maintenance. Plus the increased cost of taxi insurance premiums over the last 4 years.

- Cost of Living Crisis: Inflation has substabtially eroded the real-terms income of drivers,making it difficult to maintain a viable living wages while absorbing operational overheads.

- Fleet decline and Driver Retention: Inadequate fare structure often results in drivers leaving thetrade for better paying sectors or private hire vehicles.We have an ageing team of drivers and need to attract a younger generation to the trade.

- Falling Behind Averages: Bridgend's fares historically lag behind the reginol and national averages.

- Bridgend has some of the toughest standards to meet in relation to licencing both vehicles and drivers.This makes running a hackney carriage vehicle very expensive in relation to private hire vehicles from out of the area who are now working in Bridgend County. I and many of the other multi vehicle owner are now looking at our options in relation to changing from Bridgend County hackney carriage vehicles to out of area private hire vehicles.This will substantially cut our vehicle costs and we can then charge private hire fares on all bookings.

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Meeting of:	**CABINET**
Date of Meeting:	**20 OCTOBER 2026**
Report Title:	**SOCIAL SERVICES REPRESENTATIONS AND COMPLAINTS ANNUAL REPORT 2025/26**
Report Owner: Responsible Chief Officer / Cabinet Member	**CORPORATE DIRECTOR, SOCIAL SERVICES AND WELLBEING** **DEPUTY LEADER AND CABINET MEMBER FOR SOCIAL SERVICES, HEALTH AND WELLBEING**
Responsible Officer:	**SARAH TRIPP, COMPLIMENTS AND COMPLAINTS RESOLUTION MANAGER**
Policy Framework and Procedure Rules:	**There is no effect upon the Policy Framework and Procedure Rules.**
Executive Summary:	**The Social Services Representations and Complaints Annual Report for 2025/26 provides a review of the effectiveness of the social services complaint's procedure and a summary of statistical information relating to the complaints and representations dealt with during the reporting period.** **The report includes -** • **numbers of complaints and representations received and resolved at each stage;** • **adherence to timescales;** • **the nature of the complaints and representations, and;** • **a summary of the lessons learned and actions taken by the Authority in relation to the complaints and representations received.** **The report also provides a cross-section of feedback across the Directorate in the form of comments and compliments.**

1. Purpose of Report

1.1 The purpose of this report is to present to Cabinet the 2025/26 Annual Report on Social Services Representations and Complaints for approval. The Annual Report is attached as **Appendix 1**.

2. Background

2.1 Members will be aware that there is a requirement for local authorities to have in place procedures for considering any representations or complaints made in relation to the discharge of their Social Services functions. This Annual Report relates to Social Services representations and complaints received that have been handled in accordance with the Welsh Government Complaint Guidelines "*A Guide to Handling Complaints and Representations by Local Authority Social Services*" which came into effect on 1st August 2014. The guidance supports the implementation of the Social Services Complaints Procedure (Wales) Regulations 2014 and the Representations Procedure (Wales) Regulations 2014. The Regulations outline a two-stage process in line with the Health Services Complaints Procedure.

2.2 The key elements of the Social Services Representations and Complaints Procedure are to:

- respond to Stage 1 complaints within 15 working days of the date of resolution (10 working days permitted to meet/discuss with the complainant to achieve a resolution).
- complete Stage 2 independent complaint investigations within 25 working days.
- work collaboratively with colleagues within the Directorate and in other Directorates of the Authority, the NHS and liaise with external bodies such as the Public Services Ombudsman for Wales and Care Inspectorate Wales to provide a 'seamless' complaints service.
- monitor performance of complaints handling, learning from complaints and using this learning to improve services for everyone who uses them.

Where complainants have exhausted the complaints procedure, the complainant has the right to refer their concern for consideration by the Public Services Ombudsman for Wales.

2.3 From the Annual Report, members will note that a strong emphasis is placed not just upon complaints, but also on the comments and compliments providing a balanced view. Services across the Directorate are keen to learn from the information gathered and use this to inform service improvements as well as future service developments.

2.4 The Annual Report also contains management information relating to complaints addressed in accordance with the Authority's Corporate Complaints Procedure, together with information relating to the majority of complaints being addressed and resolved informally (prior to reaching Stage 1 of the complaints procedure). This important and significant work ensures concerns are resolved efficiently, with an agreed resolution whilst preventing complainants from being subjected to the formal complaints procedure unnecessarily.

2.5 Statistical information relating to the processing of Member Referrals is provided in the Annual Report. The Representations and Complaints Procedure does not preclude the right of an individual to approach their local Councillor, Member of the Senedd or Member of Parliament who all undertake an important role in handling concerns and queries that individual constituents may have. Member Referrals can range from comments and queries to complaints.

2.6 The Annual Report also includes information arising from a cross-section of feedback generated from user/carer engagement exercises undertaken by a range of service areas.

2.7 The draft report was presented to the Social Services, Health and Wellbeing Overview and Scrutiny Committee on 10th September 2026.

2.8 This matter was previously presented to Cabinet on 22 September 2026. Following consideration, it was identified that an incorrect appendix had been included with the report presented to Members. This report is therefore being resubmitted to Cabinet on 20 October 2026 with the correct appendix attached, in order that Members may consider the matter on the basis of the complete and accurate documentation.

3. Current situation / proposal

3.1 The Annual Report contains statistical information in relation to the representations and complaints received during 2025/26 for both Adult Social Care and Children and Family Services.

3.2 The number of representations (complaints, comments and compliments) received during the reporting period is broken down as follows:

27	Statutory Complaints
151	Concerns resolved outside of the complaints procedure
407	Compliments / Comments

This is an increase in the overall number of complaints and concerns received over the last year: 178 complaints and concerns were received in 2025/26 compared to 170 in 2024/25. The report shows an increase in the number of compliments received compared to the previous reporting period; 407 compliments received in 2025/26 compared to 374 in 2024/25. Complaints staff continue to encourage all staff across the Directorate to record and log all compliments received.

3.3 An analysis of performance demonstrates that the Directorate continues to achieve an early resolution for the vast majority of people submitting concerns or complaints. The number of matters resolved by this approach in 2025/26 was 151 (84.8%), compared with 143 (84%) in 2024/25 and 141 (77%) in 2023/24. This evidences the continued focus on effective complaints handling via a local, citizen-centered approach.

3.4 During 2025/26, 20 complaints were received by the Public Services Ombudsman for Wales; 12 related to Children and Family Services and 8 related to Adult Social Care. None of these complaints progressed to investigation. This is an increase from the 11 complaints received in 2024/25 that did not progress to investigation.

3.5 During 2025/26, 1 complaint was addressed through the Corporate Complaints Procedure relating to Children and Family Services. The complaint concerned a data breach.

3.6 During 2025/26, a total of 27 complaints were addressed in accordance with the Statutory Social Services Complaints Procedure, equating to 15.2% of all concerns or complaints received. 23 complaints were resolved at Stage 1 and 4 progressed through to Stage 2. Stage 2 is the formal investigation stage requiring the appointment of an Independent Investigator. Information within the report suggests that complaints progressing through the formal Stage 2 process continue to demonstrate a higher degree of complexity.

3.7 The report highlights how the Directorate applies lessons learned from complaints within its service areas. During the reporting period, notable examples included strengthening understanding of carers' assessments within Adult Social Care and improving safeguarding referral governance, confidentiality and record keeping within Children and Family Services. The complaints department also continues to work alongside service managers, senior leaders and the Quality Assurance Officer to ensure learning from complaints informs service improvement activity.

3.8 The report also highlights a wide range of feedback from people who use social care services which is used to inform service development. The Annual Report details a cross section of the feedback received for a range of services across the Directorate.

3.9 The number of Member Referrals received for both Adult and Children and Family Services during the reporting period was 112; 86 related to Adult Social Care and 26 related to Children and Family Services. This represents a decrease from the 131 Member Referrals received in 2024/25.

3.10 Independent advocacy support services across Adult Social Care and Children and Family Services continues to be a priority, and the annual report provides details of advocacy activity across both service areas, together with a summary of comments and outcomes achieved.

3.11 The majority of the work carried out within the Social Services Representations and Complaints Procedure is undertaken in consultation with legal services, and there is a strong working relationship between the social services complaints staff and the Council's legal department.

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 report assists in the achievement of the following corporate 5 ways of working under the Well-being of Future Generations (Wales) Act 2015:

Involvement	The report provides a comprehensive overview of the feedback and concerns expressed by people who use social services during the reporting period 2025/26. It offers valuable insights into the perspectives and experiences of individuals accessing social services.
Long term	There will be a positive long-term impact from this report by transparently addressing representations and complaints. The report lays a foundation for continuous improvement in service delivery. It also promotes accountability and highlights areas for refinement, fostering a culture of long-term responsiveness and accountability.
Prevention	The report supports the council's objective to help people and communities to be healthier and more resilient. Our community engagement encourages self-sufficiency and collaborative solutions, reducing the need for extensive reliance on resources.
Integration	This report is integrated across the Directorate in both Adult Social Care and Children and Family Services as set out above and is required under the Social Services Complaints Procedure (Wales) Regulations 2014.
Collaboration	Staff across the Directorate have worked collaboratively with citizens to put things right and achieve positive outcomes wherever practicably possible.

6. Climate Change and Nature Implications

6.1 There are no climate change or nature implications as a result of this report.

7. Safeguarding and Corporate Parent Implications

7.1 All staff have a duty under the Council's Safeguarding Policy 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 commissioned services. The Complaints Team supports safeguarding activity by ensuring that any complaints containing safeguarding concerns are referred to the appropriate safeguarding teams in a timely manner. During 2025/26, safeguarding concerns featured within a number of complaints received and were considered alongside complaints processes where appropriate.

8. Financial Implications

8.1 There are no direct financial implications arising from this report.

9. Recommendation

9.1 It is recommended that Cabinet approve the Annual Report on Social Services Representations and Complaints for 2025/26 attached as Appendix 1.

Background documents

None

Appendix 1

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

SOCIAL SERVICES REPRESENTATIONS AND COMPLAINTS ANNUAL REPORT 2025 / 2026



September 2026

SOCIAL SERVICES
REPRESENTATIONS AND COMPLAINTS 2025/26

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1. INTRODUCTION

This report covers the period 1st April 2025 to 31st March 2026 and relates to representations and complaints received by the Social Services and Wellbeing Directorate regarding services and support provided by Adult Social Care and Children and Family Services.

Local Authority Social Services are required to maintain a procedure for considering complaints and representations (comments and compliments). Any member of the public, including a child who has received or was entitled to receive a service from Social Services may make a complaint. The purpose of this report is to provide a review and statistical analysis of the complaints, comments and compliments received by Social Services during the reporting period.

This is the eleventh Annual Report relating to representations and complaints received by the Directorate which have been handled in accordance with the Welsh Government Complaint Guidelines *"A Guide to Handling Complaints and Representations by Local Authority Social Services."* which came into effect on 1st August 2014. The guidance supports the implementation of the Social Services Complaints Procedure (Wales) Regulations 2014 and the Representations Procedure (Wales) Regulations 2014. The Regulations introduced a two-stage process which replaced the previous three stages and also brings the process for Social Services into line with the NHS Complaints Procedure.

2. SUMMARY OF THE STATUTORY COMPLAINTS PROCEDURE

"A guide to handling complaints and representations by Local Authority Social Services" (Welsh Government).

Stage 1 – Local Resolution: An emphasis is placed upon swift resolution of the majority of complaints. An offer to discuss the complaint with the complainant must be made to attempt to resolve matters. This discussion must take place within 10 working days of the date of acknowledgement of the complaint. Where this approach leads to mutually acceptable resolution, the Local Authority must write to the complainant with details of the terms of the resolution within 5 working days of the date on which the complaint or representation was resolved.

Stage 2 – Formal Investigation: Appointment of an Independent Investigator is made and for complaints relating to Children and Family Services an Independent Person must also be appointed to oversee the investigation process. Collaborative arrangements have been established (on a reciprocal basis) with neighbouring Local Authorities to share details of Independent Investigating Officers and Independent Persons able to undertake investigations.

The investigation must be completed, and a full written response issued to the complainant within 25 working days. Where this is not possible, the Authority must write to the complainant to explain the reason for the delay and ensure the response is issued as soon as possible and no later than 6 months from the date of receipt of the complaint.

3. THE PUBLIC SERVICES OMBUDSMAN FOR WALES

Where complainants have exhausted the complaints procedure, they have the right to refer their concern for consideration by the Public Services Ombudsman for Wales (PSOW).

The PSOW provides an external independent service for the purpose of considering complaints made by members of the public in relation to all Local Authority services, including Social Services. The PSOW also has jurisdiction to examine and determine complaints of injustice as a result of maladministration on the part of the Local Authority.

The Ombudsman will normally require complainants to have sought redress, in the first instance, via the Local Authority's complaints procedure prior to accepting and investigating a complaint of maladministration on the part of the Local Authority.

During 2025/2026, **20** complaints were received by the PSOW's Office, **12** of which related to Children and Family Services, **8** in respect of Adult Social Care. None were progressed to investigation.

The PSOW publishes annual letters for Welsh local authorities which include comparative complaints data, enabling organisations to benchmark their performance against other local authorities across Wales. These letters provide valuable insight into complaint volumes and outcomes, helping to inform service improvement and governance arrangements. At the time this report was written, the PSOW had not yet published its annual letter for 2025/26. As a result, the most recent comparative data was unavailable for inclusion or analysis in this report, however, you can access the letters directly from the PSOW's website by clicking here.

4. MEMBER REFERRALS

The Representations and Complaints Procedure does not preclude the right of an individual to approach their Local Councillor, Assembly Member or Member of Parliament. They undertake an important role in handling concerns and queries that individual constituents may have. Collectively, these are called Member Referrals and can range from comments and queries to complaints.

If an Elected Member considers it to be inappropriate to deal with a concern, the matter can be referred for consideration under the Complaints Procedure. With effect from 2017, only those referrals received from Elected Members have been recorded by Democratic Services. Cabinet Members may liaise with Assembly Members and Members of Parliament to complete referrals but this data is no longer recorded.

During 2025/2026, Member referrals were received as follows:-

Table 1

2025/2026	Number of Referrals
Adult Social Care	86
Children and Family Services	26
Total	**112**

5. COMPLAINTS AND REPRESENTATIONS RECEIVED FROM THE CITIZEN VOICE BODY "LLAIS"

The Citizen Voice Body (CVB) promotes public engagement in the planning, designing and delivery of services and plays a key role in ensuring health and social care services in Wales are of a high quality and are responsive to the needs of citizens. The CVB operates under the name "Llais" and became operational from 1st April 2023. Llais is an independent body which provides a free Advocacy service to support members of the public who may wish to raise a concern. Llais also provide advice and information on the most appropriate course of action. During the reporting period, we received **1** complaint from a Llais advocate; the complaint related to Adult Social Care.

6. ENGAGEMENT AND FEEDBACK

In addition to receiving comments and compliments from service users and their relatives/carers, the Directorate also issues a range of feedback questionnaires from across service areas. A cross-section of the feedback during 2025/2026 is set out below:

The **Telecare** survey is forwarded to all people who have accessed a Local Authority Domiciliary Care Service and have an active Care and Support Plan.

Between 1st April 2025 and 31st March 2026, **897** surveys were distributed, of which, **164** responses were received. This is a 18**%** response rate, which is a decrease from the response rate of 21% in the previous year. Although the percentage response rate was lower than last year, a higher number of surveys were distributed. The actual number of responses received remained broadly consistent with the previous year. Overall, the level of satisfaction from this survey was very high; 99% said they would recommend Care and Repair to others, 99% said they would recommend Bridgelink Telecare to others, 82% said Telecare had improved their quality of life, while 18% did not answer or were unsure.

General comments provided include:

Since Care & Repair have been involved with us, we've found everyone very, very, helpful, polite, and patient so far. Keep up the excellent work!
Your people really care. Full marks!!
A was quick, clean and very pleasant manner- excellent service.

B was quite amazing. He left and we knew everything we needed to, explained very, very well.
The engineer was very good at explaining the telecare service to [my] elderly parent.
C who came and installed the Bridgelink explained in an easy way of how it works and was friendly and polite at all times. Extremely happy with him and the service he supplied in my home. Well done.

The **Support at Home** survey is provided to all people in receipt of the service. It is provided within their file, and staff encourage those leaving the service to provide their feedback. Of the 704 surveys that were distributed, 63 people responded (response rate of 9%) Although the response rate is low, the overall level of satisfaction from those who completed the survey was very high.

General comments provided include:

More than and gave me more confidence back.
Could not fault any of the home staff.
Service expectations first class. On time always. Always pleasant, understanding, very friendly. 200 out of 10!
Brilliant service by carers.
Encouraged and prompted to help build my confidence and feel optimistic about what I can still do.

Bryn Y Cae is a purpose-built residential home providing residential, respite, dementia and short-term reablement care for older people. The home has 37 bedrooms across dementia, frail elderly and reablement units and offers a safe, homely environment that promotes independence, wellbeing and personal choice. Respite care is also available to support families and carers.

Comments provided include:

To all the staff, Thank you so much for all the care you give my sister while she was with you and for the end of life care you give her and how kind you were to the family. Thank you so much.
To all staff, thank you for all your hard work over the Christmas period , doing everything you could to make it enjoyable & special for the residents. For their meal out, staff went ‘all out’ to make them feel special – nails, hair, clothes… and atmosphere. We as a family appreciate these touches. Of course, you work hard throughout the year and that is also appreciated. Best wishes for 2026.
Just like to say a big thank you to everyone at Bryn y Cae. I know it's a hard but rewarding job. Without people like you who are so caring, you make such a difference to homes this week.

I thank God every day for mum being in Bryn y Cae, she has the best care possible and I am so grateful to D and her wonderful staff for caring for her in such a caring and loving way, night and day.
E explained that she thought her current support at Bryn Y Cae was “wonderful”. She was very happy with the care from “all the boys and girls” (care/support staff), everyone was very kind, she felt safe knowing that she had their help available whenever she needed it “I only have to press my buzzer and they come”. She spoke very positively about the night time support she has from care staff so she is able to maintain her continence, she described how staff respond several times a night in a very timely way when she calls using her buzzer, support her to transfer from bed to use the commode and help her to feel clean and comfortable and back into bed so she can sleep.

The West Integrated Cluster Network is a multidisciplinary team supporting adults with frailty, long-term health conditions, disabilities and mental health needs. Social workers work alongside health professionals, primary care services, and community organisations to provide coordinated, person-centred support that promotes wellbeing, independence, and quality of life.

Comments include:

Many thanks for the update which all sounds very positive and thank you all so much for getting things to this stage so incredibly quickly. Huge thanks once again.
Thank you so much for this update I cannot begin to tell you how much I appreciate your input and communication; it's provided a great weight off my mind for my father's ongoing care.
I am emailing to pass on positive feedback for Social Work Assistant, E, who is currently providing support to my Grandmother, F and to my uncle, G who is my grandmother's carer. I wanted to take a moment to express my sincere gratitude for the incredible support and care provided by E, who has gone above and beyond in providing compassionate care. E has been on hand for any worries/ concerns/ changes regarding my grandmother, and has attended multiple home visits to discuss support options, and has facilitated these as soon as possible (many at short notice when additional support is needed). The provision of information has been exceptional and she has kept me in constant communication regarding referrals, panel timeframes and outcomes. This has made such a difference to us. E has demonstrated consistent empathy, supporting my uncle who is overwhelmed with his caring responsibilities, and is also neurodivergent. She has suggested many improvements and options for reducing the load for him, something I would never have been in the position to do. E has listened, been an advocate, and found solutions whilst bringing comfort to the family during challenging times. It is clear in the care E provides that she is extremely passionate about her role, and she has made an incredible impact on not only myself, but my uncle and grandmother. I genuinely can't put into words how appreciative we are, and the positive impact this has had during a really difficult time. I wanted to ensure that E's work and commitment to providing exceptional care did not go unnoticed.

I wanted to thank you again for your support and speedy decisions from you and your manager too. This has no doubt enabled my dad to be with mam throughout her progressive illnesses which was especially important for dad over the past week.

Not sure what dad will do about continuing to live here but am sure this discussion will come up over the coming days.

We are all heartbroken that mam has gone but so grateful to the fabulous carers and management care team at Llys Ton. My dad and sis also told me the District Nursing Team have been amazing in their monitoring and responding to mam's pain relief and agitation too which meant has mam could stay at home with dad.

Thanks again for compassionate support, timely communication updates and continued help it's meant so much to dad and the family.

Hi, I would just like to say how helpful the lady on duty fri 5th Dec was.
I only caught her first name H.
Her help and compassion on the phone was amazing and helped practically as well as supportively. I feel a little silly but wanted to reach out and say thank you.

The **Supported Living** team is designed to help people to live independently within their own homes. The supported living service offers tailored care and support that helps people deal with day-to-day living, housing management and community integration.
Staff provide support for people with a learning disability within their own home and in the community. Staff are committed to enabling people to maintain and develop skills, providing support that is personalised to meet individual needs.

Comments provided include:

I know its not been easy and continues to be the case but I just wanted to say a really really big thank you to you both and to your supported living team for all your help and support. You have all been amazing with I and gone over and above. I know that (for now, until things change) she is totally in the right place. I haven't been directly involved with Learning Disability Support for a number of years now and its been a lovely reminder of how very skilled, caring and passionate you all are about supporting people with more complex needs. I'm grateful for the support you've provided me in helping with the transition and I is really lucky to have your support.

J invited myself and K to the 'have your say' group on Friday last week. Thank you for the invite J it really was a lovely end to a busy week and made both myself and K smile from start to finish. It was wonderful. I just wanted to say J's manor and engagement with the service users was just so lovely to see. Her passion shone through. She was so respectful, gave everyone time to speak and feel included, and the opportunity for them all to feel special. Me and K left and immediately spoke about what a lovely time this was. I just wanted to give some well deserved acknowledgement of a lovely experience.

Thank you so much to your staff for the past few days they have been absolutely amazing. L has been a godsend with M, and their relationship has been lovely to watch.
Thank you for arranging for N to accompany O and I to the CAREFEST event last Tuesday, it was a pleasure to work with her on the day. N demonstrated sound knowledge of her area of work and shared excellent enthusiasm and her joy in working in supported living, she gave the learners a positive and enjoyable overview of the service and the benefits of working in Social Care. I hope to and look forward to working with her in the future to promote social care.

The **North Locality Safeguarding Hub** work with children from pre-birth to 18 years of age. The team manage care and support, child protection, Public Law Outline and court cases. The team work closely with children and families and partner agencies to facilitate plans in an attempt to facilitate positive change for families. The team analyse and manage risk to ensure children remain at home where it is safe for them to do so.

Comments include:

We have today completed care proceedings for P&Q and I just wanted to highlight what a pleasure it was to work with R. R kept me updated throughout which I greatly appreciated. R has a very child focused approach and despite having to manage very challenging situations maintained positive trusting relationships with the children. When actions were needed to be completed now or in the next steps for these children, I know it will be undertaken thoroughly and with the child's experience in mind, in addition to R's assessments being thorough and well balanced. I have been very impressed by R's efficiency and style of working and cannot wait to have the pleasure of working with her again.
I would like to provide some positive feedback regarding S. S has consistently ensured that all information, paperwork, and updates have been completed in a timely and thorough manner. S's organisation and proactive approach have helped keep the placement running smoothly. S communicates clearly, keep everyone well informed, and has shown a strong commitment to supporting T and prospective adopter throughout the process. S was happy to answer any questions from the adopter in the review today.

U (mum) said that V has been excellent working with her and she felt at ease from their first conversation. U said that without V's help and support she wouldn't be feeling confident today and it has totally changed her opinion on the process. U said that she found V easy to talk to and she has been 'amazing'. W (dad) also agreed with V's points and said that he has been less stressed about the process over the last few weeks. During conference, the family were also complimentary of V commenting on how the triggers work in particular, was really positive. U said that the red/ amber green work made her realise how she had been, as there were lots of things that came up during this session she didn't realise she did but she has found it, really good to know. Good work V 😊It would be good to share the work with the teams as positive practice where appropriate.
Having you as X's social worker has made a huge positive difference for both me and X. The changes that are happening now are because of your involvement, and I want to make sure that the situation that unfolded when I became his Appointee never happens again - not to X, and not to anyone else.

The **Edge of Care Service** is a multi-agency team that provides intensive support to vulnerable children and families, helping children remain safely at home and preventing the need for care. Working with a range of specialists, the service delivers targeted early intervention and has successfully prevented over 90% of the children it supports from entering care.

Comments include:

Both Y and Z were great with my daughters. My children really have a good rapport with them. Both Y and Z do go above and beyond. I do want to thank Y and Z for the time they gave to the family.
I found both A and B to be respectful and courteous and was happy that they were so child centred. Having them assist in bringing the family pet to see the children from their fathers. Taking time to build a positive rapport making my children feel more valued and respected.
You are a superstar! Having someone to vent to while everything was going on. Offering help and advice. Even through you're a 'professional' you seemed like family to us.

Sending out the Happy New Year texts before it goes mad! Good riddance 2025 & here's to a happy & healthy 2026 for everyone.

I don't accept help & struggle with kindness but thank you for giving me both those things these last few months when I've needed it most!

You didn't give up on me & maybe that's all I've ever needed.

Thanks for just being you C & we'll see you in the New Year.

The **Independent Reviewing Officer (IRO)** service provides independent oversight of care planning for looked after children and those subject to Child Protection Plans. The service reviews progress, chairs statutory reviews and Child Protection Conferences and works with children, families and partner agencies to ensure effective safeguarding and positive outcomes.

Comments include:

I don’t know if you will see the answers I have given on the questionnaire but I feel it is important for you to know that you have been so helpful since you’ve been the IRO for my children. I always feel heard, seen and understood after having chats with you and the way you reassure the children that while you cannot make decisions for them you are able to make recommendations that benefit them and their wishes and feelings. We can all appreciate this is a difficult time for the children and having someone who is for them makes a huge difference to them. I don’t think words will ever be enough to thank you for your dedication and hard work that you put into these CLAR meetings.

And if you could please let D know via feedback that having her at the CLAR meetings for E and F was lovely to hear positive feedback from contact and it made us feel that not everything is bad.

I have loads of gratitude for you.

I have met with G a few times over the last few weeks and can't tell you how helpful she has been. She has very kindly given me her time; Sharing with me some of the systems she has in place and things that have worked for her team, and it's been really useful for me. We have also talked about some of the challenges we have experienced in our respective teams and some of the ways we have both overcome these, sharing practices, shared experiences, managements systems etc Mostly, it's reassuring for me to know about other managers who have overcome challenges and that with perseverance and determination improvements are made, and things do get better.
Just wanted to share some feedback following an RCPCC I attended this am chaired by H. I have sent this direct to H..... I just wanted to comment that I have attended a few meetings with yourself and wanted to say that I think you have a wonderful approach, you are conscious of jargon/language used in meetings, you are clear and concise, put families at ease and very balanced in your engagement with professionals and families. My team have also commented on how lovely H is and heard other professionals comment also, so wanted to share ☺.
We have received a compliment for a conference I chaired on the 31/07/2025. Father, I stated that he enjoyed the conference (ICPC) and felt that it was organised and run well by the conference chair.

Adult Social Care - Statutory Independent Professional Advocacy (IPA)

Providers

Bridgend County Borough Council commissions a 'Hub & Spoke' service model for advocacy which includes:

- Bridgend Voice & Choice (BVC) Advocacy Contact Hub: PromoCymru;
- Specialist Learning Disability Provider (statutory and non-statutory): People First Bridgend, and;
- Specialist Communications/Accessible Support Provider: Mental Health Matters Wales.

Performance Data

During the 2025/26 reporting period, the BVC Advocacy Hub received an average of 65 phone contacts per quarter, an increase from the 35 per quarter the previous year. The helpline also reported dealing with a high proportion of contacts requiring intensive advocacy

intervention, suggesting that many enquiries related to complex advocacy needs requiring specialist support.

Professionals remained the primary source of helpline enquiries, accounting for 58% of contacts, whilst 41% came directly from individuals or family members. This highlights the important role professionals continue to play in facilitating access to advocacy services, while also demonstrating growing direct engagement from service users and their families.

Referrals and contacts to the BVC Hub are triaged and referred to the most appropriate support service. During the reporting period:

- 54 cases (approximately 27%) resulted in a statutory advocacy referral;
- 54 cases (approximately 27%) involved signposting or transfer to another service;
- 107 cases (approximately 54%) received information, advice and coaching support;

A further 11 support service referrals, 8 welfare/safeguarding interventions, 8 non-statutory advocacy referrals, 5 self-advocacy support interventions and 4 direct advocacy interventions were provided.

Across 2025/26, the BVC Hub made referrals to six specialist advocacy organisations: Mental Health Matters Wales, People First Bridgend, Advocacy Support Cymru, Tros Gynnal Plant, Llais Cymru and National Youth Advocacy Services. Mental Health Matters Wales received the highest number of referrals (35), followed by People First Bridgend (15) and Advocacy Support Cymru (14).

Overall, the BVC Hub answered more than 260 calls, generated almost 3,000 website views, reached 80 people through events, and made 70 advocacy referrals during the year. The majority of contacts were resolved through information, advice and coaching, with substantial numbers also requiring formal advocacy referrals or signposting to alternative specialist services.

Most referrals received by advocacy providers related to key adult social care processes, including assessments, care and support planning and reviews, accessing information and advice, accommodation issues, safeguarding concerns and complaints. Data from People First Bridgend demonstrated that care and support planning/reviews and access to information and advice were the most common advocacy issues. Mental Health Matters Wales also reported increasing involvement in complex safeguarding, legal, family and care-related cases, indicating sustained demand for specialist advocacy support to help individuals participate in decision-making, prevent escalation of issues and maintain wellbeing throughout statutory processes.

Children and Family Services – Statutory Independent Professional Advocacy (IPA)

Provider

Tros Gynnal Plant (TGP) is an established and long-standing advocacy provider in the Bridgend area, under a regional contract for Cwm Taf Morgannwg led by Rhondda Cynon Taf County Borough Council.

Active Offers & Issue-based Advocacy (IBA)

During the year, 113 children and young people accessed the Issue Based Advocacy (IBA) service, presenting with a total of 135 issues. This represents a decrease of 20 young people compared to 133 who accessed the service in the previous year. Of the 113, 42 were accessing the service for the first time, down from 58 first-time users in the previous year.

There was also a decrease in Active Offers (AO), with 34 received this year, compared to 66 last year. A total of 107 children and young people were eligible for the AO during the year, a 19% reduction from 132 the previous year. Of those eligible, 34 were referred for AO, meaning that 32% of eligible individuals received a referral, compared to 50% the previous year.

The reduction in the number of children and young people accessing advocacy through the AO may be attributable to a decrease in the number of children becoming care experienced and a reduction in the number of children involved in child protection processes. To strengthen advocacy provision and promote improved uptake of the AO, TGP has met with the local authority to review current advocacy arrangements and recording mechanisms. This work aims to increase understanding of the local authority's responsibilities in promoting the AO, strengthen referral pathways, and support more effective monitoring of advocacy access and outcomes going forward.

7. STATISTICAL INFORMATION 2025/2026

Number of Representations Received and Timescales

Table 2

Total Number of Complaints and Representations Received Statutory Complaints Procedure – 1st April 2025 to 31st March 2026		
Complaints	**Adult Social Care**	**Children and Family Services**
Informal (resolved outside of the formal complaints procedure)	46	105
Stage 1	11	12
Stage 2	2	2
Total Complaints	**178**	
Compliments	**Adult Social Care**	**Children and Family Services**
	257	150
Total Compliments	**407**	

A total of 170 complaints were received in the previous period 2024/25. The table above shows a small **increase in complaints** received during this reporting period, + **4.7%** compared to the previous year.

A total of 374 compliments were received in the previous period 2024/25. The table above shows an **increase in compliments** received during this reporting period, + **8.8%** compared to the previous year.

Timescales

97% of all complaints were acknowledged by the complaints department within 2 working days during this reporting period.

At Stage 1, the complainant should be contacted within 10 working days of the acknowledgment date by the individual investigating the complaint. This person is usually the relevant manager responsible for the service area related to the complaint. After resolving the complaint, a written response should be provided on behalf of the Local Authority within 5 working days of the discussion or meeting.

During the reporting period, **30%** of complaints led to a meeting or telephone call held within 10 working days, which is an increase from the 16.6% the previous year. However, only **3.8%** of Stage 1 complaints received a written response within 5 working days following the telephone discussion or meeting. If no meeting or call took place, compliance is calculated

based on those who received a written response within 15 working days from the start date of the complaint.

The increasing use of artificial intelligence (AI) to draft complaints has had a significant impact on complaint handling times. While AI-generated complaints are often well-structured, they are typically longer, more complex and raise multiple issues within a single submission, increasing both the volume and complexity of complaints received. Additionally, they can include misinformation if not proof-read by the complainant prior to submission. Many have included references to English legislation that do not apply in Wales, which can inadvertently mislead complainants and cause frustration.

AI has also made it easier for complainants to generate follow-up correspondence, resulting in a substantial rise in emails requesting updates or reiterating existing concerns. This increase in correspondence has created additional administrative demands and placed further pressure on staff resources. In addition, where AI-generated correspondence is submitted without being fully reviewed by the complainant, or where responses are not carefully considered by complainants and copied straight into AI chat-bots, misunderstandings or misinformation can be produced that prolong the complaints process and lead to unnecessary frustration and delays.

Despite these challenges, staff remain committed to conducting thorough and fair investigations and ensuring that all issues raised are fully considered. Complainants are therefore advised that current response times may exceed those set out in the complaints policy due to the increased volume of AI-generated correspondence to try and appropriately manage expectations. They are also advised that sending multiple emails about matters already under investigation will not expedite a response and may instead contribute to further delays. While complainants are always encouraged to raise any new concerns, this attempt to limit repetitive correspondence helps the complaint department manage complaints more effectively and maintain compliance with complaint-handling timescales, wherever possible.

Delays in accessing independent complaints advocacy services have also had an impact on ability to adhere to the timescales set out within our Complaints Policy. In some cases, complainants have required advocacy support before they are able to fully engage with the complaints process. Waiting times for advocacy services can therefore delay the progression of investigations, the agreement of complaint issues and the provision of formal responses. While these delays are often outside of the department's direct control, they can result in complaints remaining open beyond the prescribed timescales and contribute to overall performance challenges in meeting statutory deadlines.

At Stage 2, the guidelines specify that an investigation must be completed, and a full written response issued to the complainant within 25 working days of the start date. Unfortunately, no Stage 2 complaint investigations were completed, and reports issued within this timeframe. This is consistent with previous years. The complexity and seriousness of the complaints that reach this stage have resulted in investigations exceeding the 25-working day limit. The severity and intricacy of the issues investigated during the reporting period

necessitated thorough and detailed investigations, requiring more time to ensure all aspects are carefully considered.

Another factor causing delays in complaint investigations is the complexity of the complaints, particularly those that reach a formal stage. A significant proportion of complaints are highly detailed and involved multiple complex issues. During the reporting period, **45%** of complaints covered multiple issues, which is an increase from the 41% reported the previous year. While we strive to meet the timescales outlined in our complaints policy, the complexity of these complaints necessitates a thorough approach to ensure meaningful and positive outcomes for complainants. Additional time is required to ensure all aspects of each complaint are fully considered and addressed.

Additionally, **9%** of complaints involved multiple teams within the local authority, a decrease from the 14% the previous year. Although there has been a slight decrease, it still must be acknowledged that some complaints necessitate co-ordination among various service managers, which can prolong enquiries and the investigation process for some complaints.

When evaluating compliance with timescales, we must also take into account the significant increase in complaint volumes during the 2022/23 reporting period. That year experienced a 158% rise in complaints compared to the previous year. Although there was a slight decrease of 5% in 2023/24, followed by another decrease of 6.5% in both 2024/25 and the last year, the overall number of complaints remains substantially higher than it was when the Welsh Government last reviewed the application of complaint timescales in 2014.

To address these challenges, we acknowledge that additional work is required to ensure compliance with the timescales outlined in our complaints policy. Therefore, we are looking to review our internal workflows with the goal of refining and accelerating our processes. We are currently collaborating with our regional partners to address the challenges of adhering to timelines to Welsh Government. This is due to mutual acknowledgement that similar issues have arisen across the region, and evidence that the landscape of complaints has changed dramatically since the introduction of complaint timescales in 2014. Additionally, we wish to explore ways to empower complainants to effectively use AI tools for clearer communication, while raising awareness of the limitations regarding inaccuracies and vexatious correspondence.

To support adherence to timelines at Stage 2, we continue to work to expand the pool of available independent investigators. This includes sharing information about both new and experienced investigators with local authorities across Wales, as well as exchanging insights into the quality of investigative work conducted, all while maintaining the confidentiality of complainants.

Additionally, we are considering how to address potential barriers related to the requirement for an enhanced DBS check registered with the Update Service. Although this is a requirement we have, Bridgend County Borough Council are currently unable to carry out DBS checks, which has created barriers for investigators who struggle to find an umbrella organisation. We are currently liaising with counterparts in other local authorities to try and resolve this issue.

Overcoming the above challenges would help ease the pressure on existing resources, support adherence to timelines and ensure the continued delivery of high-quality investigations.

Overall Analysis

Early Resolution of Complaints

In line with the Welsh Government Guidance “A guide to handling complaints and representations by Local Authority social services” Bridgend County Borough Council, wherever possible, focuses on early resolution of complaints, with **84.8%** of complaints resolved informally during this reporting period (pre the complaints procedure). This is consistent with the 84% of complaints resolved informally in 2024/25. The high percentage continues to reflect the Directorate’s commitment to achieving early resolution for complainants.

Some of the feedback and comments received in relation to staff working within the Social Services Complaints Department are as follows:

You really are a marvel J 😊
Just wanted to give some feedback regarding K. I have been a manager of a team for many years and over that time I have had a lot of experience of dealing with complaints. Since K has been in post I can honestly say that dealing with complaints has been a much more positive experience. K provides support and direction to me as a manager and attending meetings with the complainant means that in most cases we are able to resolve issues together at an early stage. I feel I have learnt a lot from K about how to respond to complaints through her approach in these meetings which is always professional but also warm and empathic. She explains things to myself and complainants in an easy to understand way both verbally and in writing which I feel goes a long way in making resolution easier. There have been some occasions over the last year in particular when I have had a number of complaints on the go at the same time but I have always felt supported by K. She has also given me the confidence to feel like I am able to deal with complex complaints and I feel she has enabled me to this part of my job better. K always responds to emails and calls and my cries for help! She is the voice of reason and calm when I get frustrated over certain situations. She simply makes my job a lot easier.

We don't often take time to appreciate our colleagues so I just wanted to take a bit of time to say how much I appreciate K and what a great job she is doing.
I have to say you are the most helpful person I've spoken to. Keep up the good work.
Thank you so much for your help, support and guiding me through the process, it was much appreciated at a difficult time.
Thank you. Just listening to our concerns, this means an awful lot to us. Dad came home this morning so just trying to reacquaint him with Mum and the bungalow. Once again thank you.

Complaint Outcomes (Statutory)

In-line with Welsh Government guidance on "*A guide to handling complaints and representations by local authority social services*" complaints resolved at the local resolution stage are only closed by mutual consent, with all parties confirming that a resolution has been agreed. The three most common themes during this reporting period were:

- Lack of communication - **13%**
- Staff conduct - **13%**
- Lack of support - **12%**

Further information on themes can be found on Page 21 of this report.

Stage 2 complaints are investigated by an Independent Investigating Officer (IIO) independent from the Council. Complaints relating to Children and Family Services must also be overseen by an Independent Person (IP).

The outcome of Stage 2 complaints resolved within the reporting year are as follows:

Table 3.

Complaint Outcomes (St. 2 – Statutory Complaints Procedure)			
Outcome	**Adult Social Care**	**Children and Family Services**	**Total**
Not Upheld	0	1	1
Partially Upheld	2	1	3
Upheld	0	0	0
Total	**2**	**2**	**4**

The following complaints were upheld following independent investigation:

Children and Family Services

The Education Engagement Team did not keep any records of the meetings between the Education Engagement Team Manager and the Multi-Agency Safeguarding Hub (MASH) Team Manager, despite the seriousness they had placed on the matters under investigation.
A professional complained about how the proposal for a potential professional concern meeting was communicated. The complainant expressed concerns that this information was shared before they received any formal notice regarding the discussion.

Adult Social Care

The complainant wrote to the former Chief Executive to share details about her personal tragedies in order to provide background context for her complaint. She specifically requested that this sensitive information not be shared as part of her complaint. However, her letter had been shared with the Complaints team, others involved in the Stage 1 investigation, and the Stage 2 investigating officer.
Complainant's standing frame therapy was stopped without notice or explanation, and no date was provided for when it will resume.
Between March and June 2025, the family contacted Bridgend Social Services for support in caring for their relative but were only provided with information on private care agencies and were not offered a carer's assessment.
The social worker did not complete a Carers Assessment for the complainant, preventing her from receiving the support and assistance she was entitled to.
Although there was an agreement in August to reassess the care and support needs of the complainants' mother, the reassessment was not completed until the following May.

Corporate Complaints Procedure

There are situations where certain aspects of a complaint do not fall under the Social Services Statutory Complaints Procedure; in these cases, the Authority's Corporate Complaints Procedure is utilised instead. During the 2025/26 period, the Local Authorities' Corporate Complaints team received **1** complaint regarding Children and Family Services, specifically concerning a breach of GDPR. This breach involved a birth mother being informed of the personal details of prospective adopters. The Council Annual Complaints Report details this complaint, along with others received across various directorates, in accordance with the Corporate Complaints Policy.

Complaint Themes

The nature of all complaints received to the directorate varied, and included:

Table 4.

Themes of complaints received 2025/26	Total	Percentage
Lack of communication	37	13.31%
Staff conduct	37	13.31%
Lack of support	33	11.87%
Case management/review decisions	33	11.87%
Safeguarding concerns raised	20	7.19%
Delays	17	6.12%
Factual Inaccuracies/False Accusations	16	5.76%
Failure to act in a way the complainant believes council should have	14	5.04%
Request	12	4.32%
Other	11	3.96%
Breach of confidentiality	7	2.52%
Financial charging	6	2.16%
Issue with assessment	6	2.16%
Concern relates to an outcome from Court	5	1.80%
Removal/reduction of service	5	1.80%
Frequent changes of staff	5	1.80%
Direct Payments	3	1.08%
Quality of service	3	1.08%
Court order not followed	3	1.08%
Historic concerns	2	0.72%

Complaints regarding a lack of communication

As seen in Table 4, the joint-largest proportion of complaints received during this period (**37** complaints) centred around a lack of communication. Complaints concerning communication included delays in responding to enquiries, failure to provide timely updates, and a lack of clarity regarding care planning and decision-making processes. These concerns often resulted in frustration and reduced confidence in the service. Efforts continue to focus on improving responsiveness, providing clear information and ensuring that people who are in receipt of services and their families are kept informed at all stages of intervention. The Complaints Manager regularly highlights service areas where communication has been identified as a recurring theme with the relevant service managers and senior leaders. This enables targeted learning and improvement activity to be implemented, supporting managers to address underlying issues and with the aim of enhancing the overall experience of service users and families.

Complaints regarding staff conduct

The other largest proportion of complaints received during this period related to the conduct of individual members of staff (**37** complaints), which although high, is a slight reduction from the 41 complaints received regarding staff conduct in the previous reporting period. Complaints regarding the conduct of staff members are handled by the appropriate line manager in accordance with the Council's internal HR policies. These polices are designed to ensure that appropriate action is taken, when necessary. The relevant line manager who handles the complaint must take the concerns seriously and thoroughly evaluate every concern raised relating to the conduct of their staff. The complaints department hold a record of staff names to support the identification of any reoccurring concerns and are able to highlight this to the appropriate managers. In compliance with legal confidentiality obligations inherent in each employee's contract of employment and the Data Protection Act (2018), the Council must not disclose the results of any investigations to a complainant.

Complainants may also be advised that they are entitled to raise a concern directly with the regulatory body, Social Care Wales, and are provided with details of how to also raise a concern separately, should they wish to do so.

Complaints regarding a lack of support

The second largest proportion of complaints received during this period centred around a perceived lack of support in various areas critical to our responsibilities under the Social Services and Well-being (Wales) Act 2014. This theme reflects a range of concerns expressed by service users, carers, and families regarding the adequacy of the assistance provided.

In Adult Services, complaints regarding inadequate support varied widely. For example, one complainant expressed frustration over not receiving help to access medication while in prison, while another highlighted the lack of assistance for their husband in securing a place at a day centre for respite. Complainants, family members and advocates also voiced concerns about the level of involvement and support provided to their vulnerable relatives, believing that social services should be doing more to meet their needs.

In Children and Family Services, a recurring issue during the reporting period was a lack of support for families with children who have behavioural difficulties or additional needs. These parents/carers expressed feeling isolated and unsupported in meeting their child(ren)s needs. Another recurring theme regarding support during the reporting period was complaints from young people in the care system / care leavers, who required support with finances, housing and health care.

This feedback highlights the importance of timely intervention across both Adult and Children and Family Services. Addressing these concerns remains a key priority for the directorate as we continue to work on improving the quality and responsiveness of the services we provide.

Complaints regarding safeguarding concerns

During this reporting period complaints were raised that highlighted safeguarding concerns, either entirely or in part of their complaint. Of these complaints; **12** related to Children and Family Services, while **5** were regarding to Adult Social Care.

In Children and Family Services, of the 12 complaints; 5 were referred directly to the Multi-Agency Safeguarding Hub (MASH) or relevant social work teams due to ongoing safeguarding involvement, with detailed outcomes unable to be shared in some cases because of GDPR restrictions and complainant not holding parental responsibility. 1 complaint was referred to the Local Authority Designated Officer (LADO) and investigated under Part 5 of the Wales Safeguarding Procedures, although the outcome could not be disclosed as it related to a member of staff's personal information. 2 complaints progressed to Section 47 safeguarding investigations, and following this both progressed as formal complaints explaining the authority's actions and limitations. 1 complaint concerning a missing person was appropriately referred to the police; a subsequent complaint about this decision progressed to Stage 2 of the complaints procedure and was not upheld. 1 complaint made by a young person regarding harm caused by his mother did not progress to investigation because he was no longer in her care and at risk of harm, although a related complaint remains at Stage 2 of the complaints procedure. 1 complaint concerning social media content was considered under safeguarding procedures but did not meet the threshold for investigation, and this was explained to the complainant in response to their complaint. 1 further complaint relating fathers concerns with his child's welfare did not progress to investigation, but the information was considered as part of Early Help intervention work with the family.

In Adult Services, of the 5 adult services complaints received; 1 was considered under Wales Safeguarding Procedures, Part 5 and the Professional Concerns Process. The concerns were found to be unsubstantiated, with the outcome informed by a Coroner's Inquest, an internal provider investigation and subsequent review by the complaints and commissioning team. 1 complaint, submitted by the mother of an adult leaving prison, was considered jointly by Adult Safeguarding and the Early Intervention and Prevention Hub; however, the outcome could not be shared as the individual did not consent to his mother acting on his behalf or to social work involvement. 1 complaint related to an alleged criminal matter involving a care provider and was referred appropriately to the Police, while any potential risks to other residents were considered under the Wales Safeguarding Procedures. 1 complaint concerning a private care home was also referred to Adult Safeguarding for consideration under Wales Safeguarding Procedures. 1 complaint related to safeguarding concerns arising from a reduction in services; however the support was immediately reinstated and complainants concerns were addressed through the assessment and review process.

8. HOW COMPLAINTS WERE RESOLVED and LESSONS LEARNED

A variety of methods were used to resolve complaints, including:

Liaison Between Complaints Officers, Management, and Complainants

- Fostering good working relationships between complaints officers, management and complainants. These working relationships allow collaboration between complaints officers and relevant managers to swiftly identify and agree on informal resolutions to issues raised.

- Facilitate meetings wherever possible between managers and complainants to encourage honest and open communication, which helps in understanding the complainants' concerns and desired outcomes.

Collaboration and Best Practices

- Fostering positive working relationships with Social Services Complaints Departments across other Local Authorities in Wales to share best practices and ensure consistency in handling complaints. This collaboration ensures that complainants receive fair and equitable treatment. For particularly complex cases, engage in collaborative problem-solving while maintaining confidentiality.

Communication with Complainants

- Providing complainants with clear explanations of the reasons behind decisions, both verbally and in writing.

- Maintain transparency by offering apologies when necessary.

- Identifying areas for service improvement and ensure that corrective actions are documented and followed up on.

- Offer reassessments when appropriate.

Advocacy Advice/Support and Independent Consideration

- Directing complainants to advocacy services such as Llais, TGP Cymru, and BVC for additional support.

- Referring complaints to Stage 2 of the Social Services Complaints Procedure for independent review and consideration.

Quality Assurance and Improvement

- Collaborate with the councils Quality Assurance Officer to discuss recurring issues and trends in complaints. This dialogue allows for a targeted focus on areas

needing service quality improvement. The Quality Assurance Officer considers how identified learning outcomes align with broader service improvement plans.

A summary of key lessons learned during 2025/26 were as follows:

Table 5

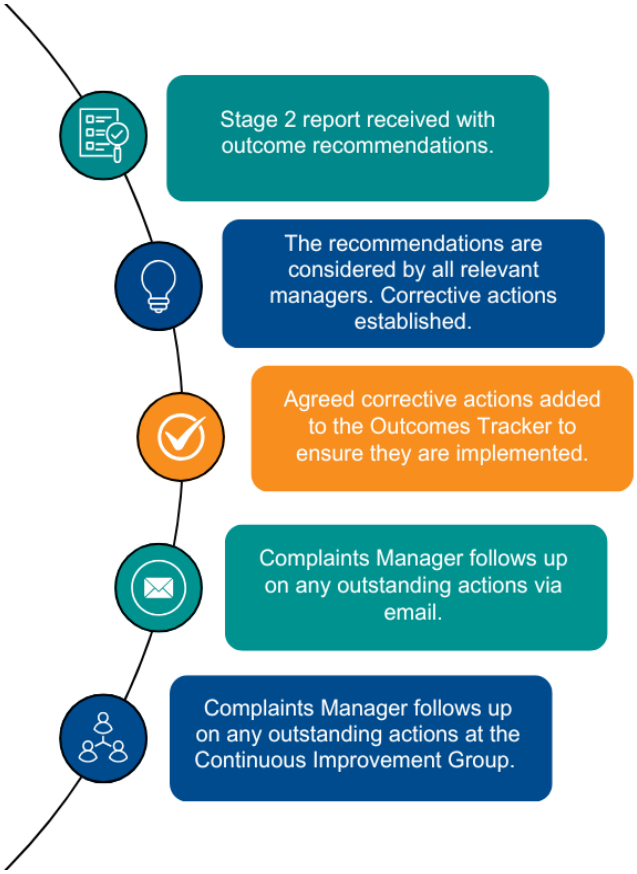
Team	Lessons Learned / Actions Implemented
ICNT East / Support at Home	The investigator recommended that the complainant receive apologies for all aspects of the complaint that were upheld, including any upset caused, as well as the time and energy she invested in pursuing the complaint. This was provided in the response to her complaint.
ICNT East	The investigator recommended that the local authority collaborate with the complainant to create a contract of expectations. This contract should outline the available care providers, support for transitioning to a new provider, effective communication methods, expectations for respectful interactions, a process for raising concerns, the minimum number of cares in her team, and the consequences of declining appropriately trained carers. Although we accepted this recommendation and attempted collaboration in the way the investigator recommended, the complainant chose not to engage with it pending legal advice.
ICNT East	The investigator recommended that the complainant's care plan be updated to specify how often she will receive assistance with showering. Following this, the care plan was updated to include the specific days when support for showering will be provided, ensuring clearer communication and managing expectations with the complainant moving forward.
ICNT East	The investigator recommended the local authority provide assistance to the complainant to recruit or commission standing frame therapy through direct payments. We agreed with this recommendation, acknowledging it would allow greater voice, choice, and control over the complainant’s care arrangements. However, complainant declined the offer. Following this an alternative provider was sourced through the local authority.

EIPH	The investigator recommended that both the complainant and her mother receive apologies for all upheld aspects of the complaint. This includes acknowledging the upset caused, as well as the time and energy spent pursuing the complaint. Although some aspects of the complaint were not upheld, the investigator identified areas of communication and practice that could have been improved. We acknowledged this and offered a sincere apology for all elements of the upheld complaints.
EIPH	The investigator recommended that the complainant and her mother be given a copy of the assessment and care plan completed by the newly assigned social worker. The investigator recommended that these documents should be updated based on the feedback received from the complainant. After the complaint was made, this action was completed and complainant provided detailed positive feedback regarding the newly assigned social worker's involvement, which was later recorded as a compliment for the service.
EIPH	The investigator recommended that although the section on carers in the recent assessment completed by the social worker indicated that the complainant did not wish to have a further carers assessment, based on the findings of this investigation, the investigator suggested that the complainant be offered a new carers assessment. The complainant was offered a carers assessment. They were also informed that if they decided at any time that they would like a reassessment, they could contact the social worker, who would be happy to discuss the offer and explain the process.
EIPH	The investigator recommended that senior leaders ensure all practitioners working in the Early Intervention and Prevention Hub understand the legal obligation to proactively offer a carers' assessment. This should include guidance on how to communicate this offer in a way that is clear and comprehensible, particularly for those who may not have prior knowledge or understanding of what a carers' assessment entails. Following this recommendation, the Early Intervention and Prevention Hub conducted a workshop focused on understanding our duty to carry out carers' assessments. Additionally, the service worked on a project aimed at enhancing support for carers. The objective of this project was to improve the quality of service delivery by presenting information in a clear and understandable manner, especially for individuals who may not be familiar with what a carers' assessment involves.

EIPH	The investigator recommended that the practitioners involved in assessing the complainant's mother be supported in reflecting on and learning from this complaint, to focus on the experiences of both the complainant and her mother through workshops, as well as individual coaching and mentoring. This was completed and additionally, the service established a dedicated role for a Carers Assessment Social Worker, implemented enhanced auditing and monitoring practices, and integrated actions within the Carers Steering Group and training program.
Adult Social Care	The investigator recommended that the lessons learned from this complaint be shared with the leadership team within Adult Services, and that relevant insights are also disseminated across the service, focusing specifically on the experiences of those seeking help and support. Significant learning was derived from this complaint through staff workshops and targeted initiatives involving the staff directly involved in this complaint. Improvements were made such an established a dedicated role for a Carers Assessment Social Worker, the introduction of enhanced auditing and monitoring processes, and incorporated action plans into the Carers Steering Group and training programs. These action plans were subsequently reviewed during senior leadership and directorate quarterly performance meetings.
MASH / EET	The investigator recommended that the local authority establish a policy or protocol to be implemented immediately upon receiving a referral that involves a staff member. Since the complaint was made, the Children and Family Services, in collaboration with the Education Early Years and Young People Directorate, developed a clear joint protocol for handling referrals related to staff members.
MASH / EET	The investigator recommended that when a referral is received, only the minimum number of staff members be informed on a strict need-to-know basis. Following the investigation it was communicated to staff that only those directly involved in managing or responding to the referral will be notified, in accordance with data protection requirements and confidentiality principles.

EET	The investigator recommended that EET work closely with schools to ensure they fully understand the referral process when there are concerns regarding a member of staff. This includes the necessity of handling such information confidentially. Following the investigation the EET confirmed it will continue its collaboration with schools to clarify and reinforce the referral process in cases involving BCBC employees. Schools receive regular updates about these processes, which are incorporated into their safeguarding training. Each school has a designated education engagement coordinator who serves as a point of contact for safeguarding advice and guidance. The EET has emphasised the importance of maintaining confidentiality and sharing information appropriately. Furthermore, the EET reviewed and enhanced the training offered to schools. They will also continue to hold vulnerable group surgeries with schools and conduct annual safeguarding audits in partnership with them to ensure a comprehensive understanding of the referral process.
EET	The investigator recommended that EET ensure schools clearly understand the threshold for determining whether a referral is related to welfare or safeguarding concerns. Following the complaint investigation the EET confirmed they would continue to provide information, advice, and guidance to schools to help them better understand the appropriate thresholds for identifying referrals that qualify as welfare or safeguarding concerns. It was considered how this support must align with existing safeguarding guidance, procedures, and the Cwm Taf Morgannwg Safeguarding Board Threshold Guidance. Additionally, a new regional threshold document has been shared with schools to promote consistency.
EET	The investigator recommended that EET consider how to accurately record the information and discussions within the BCBC record-keeping system. This will help provide evidence in case of future complaints regarding their actions. As the transition to a new case recording system is underway, EET will explore ways to effectively use this system to ensure that significant safeguarding information is recorded accurately and appropriately. The directorate is examining various management information systems to determine the best methods for capturing relevant information. In the meantime, EET is utilising the existing system for information sharing until the new system is implemented.

In order to ensure that the directorate learns from complaints, and improvements are embedded effectively, the complaints department record, analyse and report on the learning from complaints. Improvements are monitored using an 'Outcomes Tracker' spreadsheet, which is reviewed periodically by the Complaints Manager to ensure that all outcomes and agreed actions have been completed. While some actions are straightforward and can be implemented quickly, others may require a period of work, time and commitment from the service to embed. The Complaints Manager also follows up on any outstanding actions during management meetings in both Adult and Children and Family Services. These groups, attended by team managers and senior managers within the service, ensures that all areas of improvements are being addressed. The flowchart to the right demonstrates the process we follow from the recomendations being made, to ensuring they are completed.



Welsh Language Standards

There have been no complaints received during this reporting period that have been communicated via the medium of Welsh.

To ensure compliance with the requirements of the Welsh Language Standards all complaints publicity material, including leaflets and the complaints section of the Council's website have been translated and are readily available in Welsh and English.

9. COMPLIMENTS

Compliments are regarded as important information which can be used to identify and learn from good practice. All compliments are therefore recorded centrally, and details provided in management reports. As shown in Table 2 (Page 15), **407** compliments were received during 2025/26 compared to 374 the previous year, a welcome **increase of 8.8%.** Please see a cross selection of the compliments received for 2025/26 in the table below:

Table 6.

Compliments - Adult Social Care:
I am so pleased that my mother has been given a flat in Ty Ynysawdre. She has been struggling for the past year or so and desperately needed more support. I had been trying to get a social worker for my mother since last July but was told that she wasn't a priority. She eventually was allocated a social worker after having a fall at home in December and ending up in hospital for two months. Once the social worker was allocated my mother got the extra support she needed as he was able to coordinate with other council departments, hospital, etc. And was instrumental in securing the extra care needed through the team at Ty Ynysawdre. Her move to her new flat has gone very well so far and the support given by all the staff has already improved hers and my own wellbeing.
I spoke to a lovely unpaid carer yesterday (the wife of L) and she spoke very highly of the service her husband receives from MRT. She said that the service is “fantastic” and that it works so well, and the staff are “wonderful”.
M had relayed during my visit today "I would never be where I am now, without your support, your humour and way you just are, has been amazing. You don’t judge" M was very complimentary , had a hug when I was leaving and shed some tears of thanks. I supported her to recall all the positives achieved, her journey so far and distance travelled, and reminded her to be kind to herself, keep thinking positively and moving forward with her life goals. Courtesy call to Daughter - explained ending my involvement. N was very complimentary "You've been great, we have not had such progress for years, you really built a relationship, thank you" I discussed remaining positive , expecting some blips in life , but focusing on progress and positiveness. Explained contacting for any future needs to Adult Social Services. Courtesy call to Sister "You have been a thorough support and guide" I relayed what a huge support O had been, and thanked her for this.
I wanted to write to you personally to say thank you for everything you’ve done for my father and for our family over the last 18 months. This has been such a hard and emotional journey for us, and through it all you never gave up. You stayed with my father’s case, even when things were complicated or took longer than any of us hoped, and you kept going because you wanted to be sure it was right for him. That determination and care meant so much to us. You always took the time to listen and to really understand who my father is, not just what was written on paper. When we were tired, unsure, or overwhelmed, you helped us make sense of things and gave us the reassurance we needed to keep moving forward. Having someone we trusted so completely made all the difference. Because of your support and persistence, my father is now in a residential care placement that feels safe and right for him, and reaching this point has brought our

family a huge sense of relief. We honestly couldn't have got here without you.

On a personal level, I want you to know how grateful we are for your kindness, patience, and commitment. You handled everything with such humanity, and that will always stay with us.

Thank you for not giving up, for standing by us, and for caring so deeply about getting this right for my father.

Caring hands, gentle and true, we see the difference made by you, with patience, kindness everyday, you brighten hearts along the way, you've given dad safety and comfort, and given mum the chance to rest, for us as a family, that means so much, we cannot thank you enough, your work is not easy, yet you do it with such compassion. Please know that your efforts noticed, valued and deeply appreciated. From our hearts, thank you.

This was my first exposure to such a meeting and I was really impressed with the process. I would like to thank you both for the effort that you had clearly put into the various assessment criteria to come up with an appropriate score for Mum in each category. The blank set of questions that you provided to us had the criteria for each category and grades that was set out very clearly and were easy to follow. It was good to be part of the assessment process and to hear that sometimes yours and P's assessments were slightly different, because, after all, they are very subjective, and 2 pairs of eyes are better than 1! What I also liked was that you were discussing the outcomes with each other and asking for mine and my dad's thoughts too, which meant we certainly felt part of the assessment. Keep up the great work as I'm sure your caseloads are massive and we are both very happy with the outcome.

I just want to start by saying thank you to CDAT for the amazing work that has come from you guys to help me to get my life back. My life in addiction has been more than 20 years on and of the recovery road, since working with CDAT I first worked with Q and she was such a kind and caring soul of inspiration she helped me feel human she empowered me and helped me back to my feet I am forever grateful to her for her commitment and love for her job that shines out of her so brightly. I then hit a bump in the road and R was my saviour he came and held his hand out with his encouraging words or support and wisdom and I grabbed it with both hands. R has consistently supported me with no judgment and has gone above and beyond to help me to the road of recovery again he has been a rock when I have needed it he has consistently reminded me of my self-worth that is well lost when you're in a dark hole like I was he has helped my mental health by supporting me with home visits and supported me by bringing me to cooking group so I did not have to face it alone he has pushed and stayed by my side and I thank god for him he is the reason I am where I am I think this world would be a better place with more R's in it and I say that from knowledge of working on my recovery in other towns and cities all over the place in and out of Wales I don't even know how to thank R enough for the support he has given me I am truly humbled by his caring work I feel it that R is not just getting up to do a 9-5 he wakes up in the morning wanting to make a change in the world of addition and I can hand on heart say that anyone that works with R that trusts in his process and takes his care and

support on board will have a better shot at life and all that they have lost will be resorted I am now alive and living my life my children have a mother that is constantly present and I have a life that is full of possibilities and full of opportunities to prosper. I know I have gone on and on here but honestly this is not even a little bit of how I feel right now due to the care and support I have received and like I say thank u soooo soooo much I am truly humbled and sooo grateful for having my life back. I am definitely scared to move on from Wales as I am relocating to live near family in England so if I do fall I will not have the support of CDAT again but I just know that I have a better life right now and I'll take each day as it comes I will live my life to the fullest make happy memories with my family and as I said will forever remember R for the rest of my life as the person that kept the faith in me and got me here with that big heart for recovery in people that he has. Thank you R wish you all the best and I hope you can continue to help people change their life for as many more years to come as possible and I also hope that if and when you do have to leave the role that people will take you as an inspiration to go by how they work too as you are fab 😎
You'd make a good councillor, you're very calm and kind. Thank you for listening to me. Thank You, Thank you
You don't know how grateful I am for your call today, you've been very helpful, thank you for cheering me up, S

Compliments – Children and Family Services:
My worker is very kind when she comes to see me.
Could I note the following compliment from children noted during observation of T's practice for consolidation. The children noted the following. During the session with T she did direct work with the children and focused on people being different animals and why. Afterwards the assessor for T asked which animal T would be and why. They said T would be a panda (which is the same animal they picked for their kinship carer) as she listens, she's kind and does what she says she will. T also had excellent feedback from her tutor observing her practice. T has had some excellent feedback and compliments lately in terms of her practice which has been so lovely to see!
I'm sure better people than me have told you this :- the new fostering team is second to none and we are very happy 🌟🌟

I am writing to inform you that the Minister for Children and Social Care has recently received a letter from foster carers within your local authority, praising the support and professionalism of members of the Bridgend County Borough Council fostering team. The Minister was very pleased to receive such positive reflections, particularly the carers' comments about the dedication, child centred practice, and strong safeguarding ethos demonstrated by your staff. She has now issued a formal response to the foster carers acknowledging their feedback and thanking them for their continued commitment to fostering. The correspondence specifically highlighted the excellent work of U, V and W. The Minister has asked that this praise be shared with the fostering team and their managers please. Given the significance of the work they undertake, it is great that their contribution has been recognised.
X has undertaken work to support a young man back into the care of his parents from foster placement. The situation was at risk of breakdown due to family relationships with Mum and Step Dad – lots of clashes etc. After working with X the placement is now stable to the point the family are looking forward to discharging the Care Order. Mum's feedback was: "X has been absolutely amazing, she has supported us in everyway possible, she really has been a Godsend".
Just a quick one to say thank you for helping me with the forms, the work and patience you put in for me and helping me to reflect and change, the work with you I have benefited from more than anyone because you've seen I learn differently and adapted to me to help me understand and your very clear and put things into perspective, I have enjoyed our sessions with you and I have learnt a lot. Thank you so much
I am sat here crying actual tears of relief. I cannot thank you enough for all your help and support, you and Y have been invaluable and made me feel heard. In doing this it's going to take a huge weight off my shoulders, it will allow me to focus all my support on getting this little girl to where she needs to be. I will never ever give up on her.
I just wanted to highlight the positive feedback received during Z's RCPC this morning; A (mother) commented on how much support she has received from the support services involved. A said that B is an excellent social worker and goes through everything in detail. B's updates in the RCPC were thorough and easy to understand. It is apparent from the updates that B is very child focussed. Thank you, B!

10. ACHIEVEMENTS IN 2025/26

Promoting a Positive Complaints Culture
Through various management meetings and engagement with staff, the complaints team has fostered a positive attitude toward complaints as opportunities for learning and development. This initiative has clarified the complaints process and the roles within the complaints department, aimed to reduce defensiveness, and has promoted complaints as valuable opportunities for learning, growth and service excellence, thereby improving overall attitudes toward complaints.

Swift/Informal Resolution of the Majority of Complaints
A notable achievement this year is the high proportion of complaints resolved at an early, local level. The majority of concerns were successfully addressed informally or at Stage 1 of the Social Services Complaints Procedure, with only **2.3%** advancing to a formal independent investigation (Stage 2). This emphasises the effectiveness of early resolution approaches and highlights the commitment of teams to provide successful, local complaint resolution.

Embedding of the Most Significant Change (MSC) Approach
Last year marked the beginning of implementing the Most Significant Change (MSC) methodology as a tool for learning from complaints. MSC enables the collection of compelling narratives that illustrate meaningful change and service impact. By providing qualitative insights that may not be evident through traditional complaint analysis, MSC enhances our understanding of service effectiveness and supports a more reflective, person-centred approach to service improvement and development.

Clear Service Improvement Through Complaint Outcomes
There have been targeted service improvements in Adult Social Care have focused on enhancing the understanding of the duty to proactively offer carers' assessments. Efforts have been made to improve clear and accessible communication and to ensure the consistent identification of eligible carers. In response to the learning from a Stage 2 complaint, the service implemented several initiatives: staff workshops, a dedicated Carers Assessment Social Worker role, enhanced auditing and monitoring processes and actions have been embedded within the Carers Steering Group and training program. These improvements resulted in greater staff awareness, better governance and increased consistency in service delivery. There is now a stronger emphasis on proactive, person-centred support, leading to an improved experience for both carers and those seeking help.

In Children and Family Services, an investigation findings highlighted the need to strengthen governance, maintain confidentiality and ensure consistency in handling referrals involving members of staff. Clearer guidance for schools regarding safeguarding processes and thresholds was developed in conjunction with the Education directorate. This joint-protocol reinforces a strict 'need-to-know' approach and enhances collaboration with schools through training, audits and ongoing engagement to improve understanding of referral processes and safeguarding thresholds. Improvements also focused on improvements to record-keeping, which supports accountability and transparency. Collectively, these actions enhance safeguarding practices, information governance, and the consistency of decision-

making, ultimately leading to greater confidence in how concerns of this nature are managed.

10. OBJECTIVES FOR 2026/27

Improving the Management of Vexatious, Repeat and AI-Generated Correspondence to Support Timely Complaint Resolution

As touched upon earlier in this report, collaboration has already been initiated with Welsh local authorities to raise awareness with Welsh Government of the evolving complaints landscape, including the increasing volume of AI-assisted submissions and automated follow-up correspondence. In the year ahead, we would be looking to advocate for a review of existing statutory complaints timescales, in light of the growing challenges all councils face in meeting the current timescale requirements. The aim of this is to support the development of more realistic and achievable expectations for complainants, improve transparency and reduce frustration arising from delays beyond organisational control.

Another objective for the year ahead is to review or consider working guidance to support the council's Unreasonable Behaviour or Vexatious Complainant Policy to provide clearer guidance, enhance staff confidence and promote a consistent and proportionate approach to managing persistent or unreasonable communications. This will help minimise the disproportionate impact that a small number of complainants can have on service resources, enabling greater capacity to support the wider public more efficiently and effectively, which we anticipate will, in turn, support with adherence to complaint timescales.

A further objective for the year ahead is to work in partnership with BCBC's Digital and ICT teams to look at improving the structure and functionality of online complaint submissions. The aim is to introduce a redesigned form with clearer guidance and mandatory fields, to encourage focused and accurate complaint submissions, reduce the misuse of AI-generated content and improve the quality of information received. Uptake, effectiveness and impact will be monitored throughout the year to inform further improvements.

Further Promotion of a Culture of Learning and Continuous Improvement Through the Most Significant Change (MSC) Model

This year we are aiming to embed the Most Significant Change (MSC) model as a structured approach to capturing, reflecting on and learning from the experiences of complainants and the outcomes achieved through complaint resolution. By regularly identifying and sharing examples of meaningful change, this approach will strengthen organisational learning, highlight effective practice, and provide valuable insight into the real-world impact of our interventions.

This objective will support our current performance reporting and provide evidence-based service improvements. It will ensure that lessons learned from these insights inform future practice, and help shape services around the lived experiences of those we support,

ultimately enhancing the quality, responsiveness and effectiveness of complaint handling across the organisation.

Expanding and Strengthening the Pool of Independent Investigators

Building on existing collaborative arrangements with neighbouring local authorities, we aim to explore new opportunities to recruit and develop a broader pool of suitably qualified Independent Investigating Officers. Increasing investigative capacity will help reduce pressure on current resources, support compliance with complaint handling timescales and provide greater flexibility in allocating investigations.

A larger and more diverse pool of investigators will strengthen the resilience of the complaints process, ensure investigations remain independent and impartial, and contribute to the delivery of high-quality, robust and timely outcomes for complainants and services alike.

11. EQUALITIES

A screening for equality impact has been carried out in relation to the representation and complaints procedure. There is no negative impact on the protected equality characteristics.

There have been no complaints in relation to equality impacts received during the reporting period in relation to the Social Services Representations and Complaints Procedure.

We do not currently request or record equalities information from complainants. As a result, we are unable to report on the proportion of complaints received from individuals with protected characteristics as defined under the Equality Act 2010.

Report prepared for Claire Marchant
Statutory Director of Social Services
By the Compliments and Complaints Resolution Manager

Appendix A:

Glossary of Terms and Acronyms

Term / Acronym	Meaning
Active Offer (AO)	A statutory offer of independent professional advocacy made to eligible children and young people, particularly those who are looked after or involved in child protection processes.
Advocacy	Independent support that helps people express their views, understand their rights and participate in decisions affecting them.
BCBC	Bridgend County Borough Council.
BVC	Bridgend Voice & Choice, part of the commissioned advocacy service model in Bridgend.
Carers Assessment	An assessment carried out under the Social Services and Well-being (Wales) Act 2014 to identify the support needs of unpaid carers.
CDAT	Community Drug and Alcohol Team.
Child Protection Conference (CPC)	A multi-agency meeting held to consider concerns about a child's safety and determine whether a Child Protection Plan is required.
CLAR Review	Children Looked After Review. A statutory review meeting to monitor the care plan and progress of a looked after child.
Citizen Voice Body (Llais)	The independent organisation responsible for representing the views and experiences of people using health and social care services in Wales.
Corporate Complaints Procedure	The Council's complaints process for matters that fall outside the Social Services Statutory Complaints Procedure.
CVB	Citizen Voice Body, operating under the name Llais.
Direct Payments	Payments made directly to eligible individuals to enable them to arrange and manage their own care and support services.
DBS	Disclosure and Barring Service. Criminal record checking process used to assess suitability for certain roles.
EET	Education Engagement Team.
EIPH	Early Intervention and Prevention Hub.
GDPR	General Data Protection Regulation. Legislation governing the use, storage and protection of personal information.
IBA	Issue-Based Advocacy. Advocacy support provided to children and young people regarding a specific issue or concern.
ICNT	Integrated Community Network Team. A multi-disciplinary team supporting adults with complex health and social care needs.
Independent Investigator (IIO)	An independent person appointed to investigate Stage 2 complaints under the Social Services Complaints Procedure.

Independent Person (IP)	An independent individual appointed to oversee Stage 2 investigations relating to Children and Family Services complaints.
IPA	Independent Professional Advocacy. Statutory advocacy support available to eligible individuals.
IRO	Independent Reviewing Officer. Responsible for independently reviewing care plans and safeguarding arrangements for children.
LADO	Local Authority Designated Officer. Responsible for managing allegations against adults who work with children.
Llais	The operational name of the Citizen Voice Body in Wales, providing representation, information and advocacy support.
Local Resolution (Stage 1)	The first stage of the Social Services Complaints Procedure, focused on resolving concerns quickly and informally.
MASH	Multi-Agency Safeguarding Hub. A partnership arrangement where agencies work together to assess safeguarding concerns.
Member Referral	An enquiry, concern or complaint raised on behalf of a constituent by an elected member, Member of Parliament or Senedd Member.
MSC	Most Significant Change. A qualitative evaluation approach used to identify and learn from examples of meaningful change and service improvement.
PSOW	Public Services Ombudsman for Wales. An independent body that investigates complaints about public services in Wales.
RCPC	Review Child Protection Conference. A statutory meeting held to review the progress of a Child Protection Plan.
Social Care Wales	The regulator for the social care workforce in Wales.
Stage 2 Investigation	The formal investigation stage of the Social Services Complaints Procedure, undertaken by an independent investigator.
Statutory Complaints Procedure	The complaints process prescribed by Welsh Government regulations for Social Services functions.
TGP	Tros Gynnal Plant, an advocacy provider for children and young people.
Welsh Government Complaints Guidance	"A Guide to Handling Complaints and Representations by Local Authority Social Services", which sets out statutory complaint requirements in Wales.

Meeting of:	**CABINET**
Date of Meeting:	**20 OCTOBER 2026**
Report Title:	**SHARED LIVES SERVICE**
Report Owner: Responsible Chief Officer / Cabinet Member	**CABINET MEMBER FOR SOCIAL SERVICES AND WELLBEING** **CORPORATE DIRECTOR – SOCIAL SERVICES AND WELLBEING**
Responsible Officer:	**JOE BOYLE** **COMMISSIONING AND SERVICE DEVELOPMENT OFFICER**
Policy Framework and Procedure Rules:	**There is no effect upon the Policy Framework and Procedure Rules.**
Executive Summary:	**It is being proposed that the Shared Lives Service in Bridgend update its payments and funding model, to ensure carers allowances are sufficient to ensure the role allows for growth and sustainability in a key service area, whilst also ensuring individuals within the service are paying realistic contributions towards the cost of daily living.** **The report sets out the public consultation activity that was conducted, along with subsequent proposal amendments identified following feedback given by both supported individuals, Shared Lives Carers, family members, and the Social Services, Health and Wellbeing Overview and Scrutiny Committee.** **This report seeks Cabinet approval to implement the proposed banding system with a 'no detriment' approach, as set out in the options appraisal.** **The report also seeks Cabinet approval to introduce a phased protection period to the increased contributions from Individuals in the service, to eventually align with other services.**

1. Purpose of Report

1.1 The purpose of the report is to seek Cabinet approval for the implementation of a new Shared Lives Banding system. The report sets out the consultation activity undertaken, along with the proposal amendments made following feedback received from the consultation activity, and from the Social Services, Health and Wellbeing Overview and Scrutiny Committee (OVSC).

2. Background

2.1 The Shared Lives (Adult Placement) Service provides individuals over the age of 18 an alternative form of care to more traditional care settings such as supported living or residential care. The Service provides care and support to individuals within a Carer's home in a homely, family environment. There are currently 16 individuals in long-term shared live placements, with 13 households (either single or couple carers) living in Bridgend County borough.

2.2 The Shared Lives Service also provides short-stay 'respite' support, where carers support people for a short period of time to allow the main carers to take time away from their caring role.

2.3 Shared Lives carers are self-employed and are paid a weekly allowance by the Council, which is made up of a social care payment from Bridgend County Borough Council (BCBC), an element of rent (usually funded via Housing Benefit/Universal Credit), and a personal contribution towards daily living costs (e.g. utilities, food, laundry) from the supported Individual. This is a funding model in line with other supported accommodation services, where Individuals pay towards their own daily living costs. The weekly Shared Lives carer allowance in Bridgend is currently paid at a flat rate of £616.77 per week, of which £105 is from Individual contributions (rent at £77.95, and personal contributions of £27.05).

2.4 For Bridgend County Borough Council (BCBC), the Shared Lives Service is provided in partnership with the Vale of Glamorgan (VOG) Council. The VOG run and manage the service in Bridgend on behalf of BCBC, which is registered with Care Inspectorate Wales (CIW), and as such the Service is called 'Vale of Glamorgan Shared Lives'. This partnership has been in place since 2019, taking over the provision and management of the Service following several different management arrangements including internal provision and a previously commissioned external provider.

2.5 While there are differences between the allowance rates paid to carers between BCBC and VOG, the partnership scheme itself provides a generous allowance when compared to other Shared Lives schemes in Wales.

2.6 In March 2025, Cabinet approved the continuation of the VOG/BCBC Partnership Agreement for a further 5-year period, with an annual review of the arrangements to be overseen by a joint VOG/BCBC Shared Lives Project Board. Cabinet approval to continue the partnership also included the intention of identifying the best route towards a consistent banded payment system within the partnership. The introduction of the bandings model is intended to support our ambition to grow the service across the partnership and recruit more carers into the scheme in Bridgend.

2.7 In February 2026, Cabinet approved the commencement of public consultation regarding proposals to create a consistent service between BCBC and VOG based on a proposed Banding Structure. The consultation ran for a 12-week period from 30 March 2026 to 21 June 2026. Individuals supported by the Service and their carers were invited to 4 different consultation events (3 for supported individuals, supported by People First Bridgend with an easy read presentation, and 1 for carers) where the proposed changes were explained and discussed. A copy of the Consultation Document and the easy read Consultation Document is provided at **Appendix 1**, with a copy of the Shared Lives Service Banding Assessment Form/Structure provided at **Appendix 2**. Members are requested to note that this assessment form was devised from best practice across Wales for Shared Lives Services, and although it states it is the VOG service assessment form, this is the form used for individuals in Bridgend due to VOG running and leading the Service.

2.8 On 9 July 2026, a report was presented to the Social Services, Health and Wellbeing Overview and Scrutiny Committee (OVSC) following the public consultation and inviting Members to provide feedback relating to the proposed changes moving forward. The Committee noted the initial proposals and sought additional information from officers in a number of key areas, including detail of financial assessments/impacts undertaken by BCBC's Financial Safeguarding Team, cost comparisons to other services, clearer rationale for the banding proposals, and full anonymised feedback following the consultation.

3. Current situation/ proposal

3.1 Following the completion of the public consultation and initial OVSC queries, officers identified there was a need to mitigate the challenges, concerns and risks that had been identified from the feedback received. Additional information and an Options Appraisal were presented back to the OVSC on 10 September 2026, to help inform the recommendation for Cabinet contained in this report.

3.2 The following part of the report is in presented in two sections:

- firstly, regarding the proposed adjustments to proposals for the carer banding allowances; and
- secondly, regarding adjustments to the proposals for individual contributions towards their rent, food and utility bills.

<u>Carer Banded Allowance Rates</u>

3.3 Initial concerns were confirmed through the consultation about the implementation of the Band 1 rate and the proposed reduction in total carer allowance per week. Three out of five of the Band 1 carers raised concerns about the reduction, with 2 of those asking if there was an option to remain on current rates, and 1 indicating they would need to stop providing Shared Lives care and support as it would not be financially viable for them to continue.

3.4 These concerns were confirmed by Members of the OVSC where the need for a 'no-detriment' approach was discussed to ensure there would be no detrimental financial impact on existing Band 1 carers. As such officers have undertaken further discussions, both internally and with VOG service partners, as to how this could be implemented.

3.5 A permanent 'no detriment' approach would result in two parallel pricing models for the same Service, thereby having inconsistent decision making and no universal framework. A proposed option is therefore to put transitional arrangements in place to protect existing arrangements for those carers who would otherwise be adversely affected by the proposal. This would provide carers with a reasonable period of financial stability and certainty while allowing the new banding system to become established.

3.5.1 **Appendix 3** contains an example of a temporary protection 'no detriment' approach taken in Fostering Services within BCBC.

3.5.2 There were 4 options subsequently considered for the Shared Lives Service and presented to the OVSC:

1. Implement the proposed banding system, as consulted upon
2. BCBC set their own Band 1 rate at the current rate of carer allowance and implement a banding system with this as its starting point.
3. If consistency within the VOG/BCBC cannot be agreed, BCBC seeks another management arrangement or service delivery partner.
4. Implement a 'no-detriment' approach within the VOG/BCBC scheme where existing carers in Bridgend receive a 'protected' Band 1 allowance, but all new Band 1 placements are made in line with the proposed partnership banded payment rates. This option requires consideration of the duration of the transitional protection.

3.5.3 An options appraisal for these options is as follows:

Option	Comment	Action Required
1	Option 1 does not mitigate the risk of losing Band 1 carers from the service.	The simplest option to implement to bring full consistency across the partnership. However, there is high potential for the pool of carers to reduce in the short term, requiring a consolidated recruitment effort to regain lost capacity.
2	Option 2 would result in Bridgend Band 1 carers receiving a higher rate of allowance than others across the partnership.	This could bring significant challenge to the viability and longevity of the partnership arrangement due to retaining differences and inequalities between carer allowance rates across the partnership.
3	For Option 3, BCBC has two choices: a) bring the service in-house, or b) seek another operational partner to manage the service on its behalf.	a) An internal service would need to be created at significant cost to the Council through recruitment of management and staff, registration processes with Care Inspectorate Wales, registration and approval of an appropriate Responsible Individual, and continued support and recruitment for existing and new carers.

		b) The South-East Wales partnership manages the services in RCT and Merthyr. However, as the largest Shared Lives partnership in Wales they have stated that they have no appetite or capacity at this time to include any other local authorities. The rates of carer payment are also lower than the VOG/BCBC proposal, which would not satisfy the need to protect payments in Bridgend.
4	Option 4 aligns most closely with the intentions of the partnership, establishing a consistent banding system, but with a 'no detriment' protection for existing Band 1 placements in Bridgend.	Option 4 would run two parallel pricing models for carers providing the same level of service (one for protected placements, and one for new placements at standard banding rates). This is viable in a similar manner to how foster carers have transferred to internal foster services from Independent Foster Agencies, with protection of their rates of pay as outlined above. Consideration is needed on the risk of losing carers following the end of any temporary protection of the existing rates. Consideration could be given to this transitional protection being in place for 2 years (24 months) for the existing long-term placements in Band 1 (of which there are 5 people), followed by a formal review thereafter taking account of the ongoing placement, the level of care and support required and any other relevant circumstances.

3.6 A detailed analysis of the changes from current fixed rate payments in Bridgend to the proposed banding system is also provided in **Appendix 4** by our Shared Lives partner in the Vale of Glamorgan, which also provides a banding rate comparison across Wales (and England) that places the proposed VOG/BCBC rates as the most generous service.

3.7 It is hoped that the proposed rates of payment for Shared Lives carers in the VOG/BCBC scheme will act as a recruitment incentive and support the Service in its

aim of growing by 5 long-term placements per year, key for which is more carers being recruited.

3.8 It is proposed that Option 4 be recommended to Cabinet for approval.

Individual Contributions

3.9 As part of the consultation, it was proposed that individual contributions (including rent and personal contributions) would be increased, in total, from £105 per week, to £197.08 per week. This was intended to better reflect the rising costs of food and utility bills which, in Bridgend, had not been passed on to the individuals supported through the Shared Lives Service. In Bridgend, at this time, those individual contributions are made up of historic Housing benefit rates of rent £77.95 per week, plus £27.05 per week towards daily living costs. These rates have been static since at least 2015. This change would ensure that Individual contributions are aligned with all other care settings to ensure fairness, equity and transparency.

3.10 In the VOG, individuals have been paying increased rates of individual contributions towards their food and utilities, where annual uplifts have been implemented, and so at this point, individuals supported by the same service in the two areas are contributing different amounts towards these costs. Alignment across the partnership would support our aim to grow the scheme in Bridgend.

3.11 Also in other care and accommodation services, such as Supported Living, the real costs of daily living are paid for by individuals living within those schemes. Typically, weekly costs to the individuals in supported accommodation, excluding rent, will vary between £115 to £135 per week per person to cover food, utilities and other daily living costs. On that basis, the people in Shared Lives placements in Bridgend, by paying the static £27.05 per week towards these costs, have unintentionally been protected by an arrangement that has not kept up with the real costs of living, which is inequitable compared to other people with care and support needs.

3.12 One of the main themes from the consultation was about the affordability and scale of the proposed increase in Bridgend, which has led to a financial assessment being undertaken for all long-term placements, details of which are provided below.

Financial Assessment findings

3.12.1 Most people living within the Service have a limited understanding of how to manage their own finances, so the Council's Financial Safeguarding Team (FST) act as Appointee for 14 of the 16 people who are residing in the Shared Lives Service. The FST actively monitors each person's capital position to ensure that welfare benefits are claimed appropriately, which includes making new claims as and when necessary.

3.12.2 The two remaining individuals (for whom BCBC does not currently act as Appointee) have also had a financial assessment undertaken. In both of these cases, there remains a positive level of disposable income (or savings) each week, after accounting for the full level of increase needed.

3.12.3 In summary, all individuals either currently have sufficient income to afford the increased personal contributions without reducing them to a 'negative' weekly accrual

of disposable income (or savings); or they will be actively monitored by the FST to ensure that their savings do not deplete beyond established thresholds.

3.13 Whilst the outcome of the consultation was general agreement to the principle and need for an increase to be made to the level of individual contributions, concern was raised as to the scale of increase for individuals to deal with in one go. From consultation feedback, including from the OVSC, officers were asked if a 'no detriment' approach could be considered for the personal contributions from Individuals, as it has been for the Band 1 carers. In response to these concerns, officers have identified an alternative that moves in the right direction but adds a level of protection.

3.14 In order to mitigate the sudden increase in contributions to match those currently paid in the VOG, it is recommended to implement a phased increase in the rent and individual contribution for food and utility bills as follows:

Year	**Food and Utility Bill Individual Contribution**	**Rent**	**Total Contribution**
2026-27	£27.05	£77.95*	£105.00
2027-28	£50.00	£92.05*	£142.05
2028-29	£90.00	£92.05	£182.05
2029-30	£105.03**	£92.05	£197.08**

*The rent is currently set at historical Housing Benefit rates but can be increased to match the LHA rates under the new system.
**It is proposed that annual increases/uplifts are applied to these rates from this third year in order to keep up with providing a realistic contribution to the cost of living.

3.15 Individuals supported through the Shared Lives Service are eligible for the 1 bed Local Housing Allowance (LHA) rate. These rates are calculated and determined by the national UK government (Department for Works & Pensions) and BCBC has no influence on the rates set.

<u>OVSC Feedback</u>

3.16 The revised proposals above were reported back to the OVSC on 10 September 2026 for pre-decision making scrutiny.

3.16.1 The Committee supported the time-limited 'no detriment' proposal for carer payments as set out at Option 4, as this ensures that existing Band 1 carers are not negatively impacted when the banding system is implemented.

3.16.2 In terms of the proposed increase to Individual contributions, the Committee expressed concern about individuals' ability to understand and manage the changes, and recommended that Cabinet give consideration to a 'no detriment' approach also being applied. Additionally, consultation feedback from primary stakeholders was that while the increases proposed were understandable and appropriate, changes to individual contributions need to be managed fairly and safely.

3.16.3 In recognition of this, the increases are being proposed to be phased in over 3 years to afford a level of time-limited protection to those individuals affected. This is in line with the similar 'no detriment' approach for Band 1 carer payments, where a two-yearly review period is proposed following implementation. As these processes are separate and different, different review periods are being proposed.

3.17 Further levels of safeguarding are available to all the Individuals affected through:

- access to independent advocacy (People First Bridgend have supported the consultation and are fully briefed on the proposed changes, and as such will be able to work directly with Individuals or their families);
- social worker oversight;
- access to Appointee support from the FST.

3.18 Subject to Cabinet approval, as part of the implementation of the new banding system, all Shared Lives agreements will be appropriately reviewed and to ensure that arrangements continue to meet the assessed care and support needs of the individual.

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

4.1 A full Equality Impact Assessment (EIA) has been carried out as part of the development of this strategy, policy or proposal and is attached as **Appendix 5**. The full EIA considers the impact of the strategy, policy or proposal on the nine protected characteristics, the Socio-economic Duty and the use of the Welsh Language.

4.2 Should the proposed recommendations be approved by Cabinet, the full EIA has determined negligible negative impacts, as mitigations will be implemented to ensure the current financial arrangements are maintained for existing Band 1 Carers, and also to phase the implementation of increased individual contributions. The increased individual contribution can also be viewed as a positive impact as this provides a more realistic contribution and is then equitable with others in different services.

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

5.1 The Act provides the basis for driving a different kind of public service in Wales, with 5 ways of working to guide how public services should work to deliver for people. The following is a summary to show how the 5 ways of working to achieve the well-being goals have been used to formulate the recommendations within this report.

Involvement	Individuals, their family members, and their carers in the Shared Lives Service have been directly engaged with as part of the consultation and provided feedback. This feedback has been used to form this report.
Long term	The aim of these proposals is to create a single unified shared lives service, with consistent terms and conditions for individuals and carers across the partnership. This will in turn

	promote and support the expansion and development of the service by increasing the number of shared lives placements available.
Prevention	These proposals look to prevent inequity of terms and conditions of individuals and carers within the service by having consistent individual contributions towards their daily living expenses, and consistent carer allowances, regardless of if they are classed as Bridgend or the Vale. Expansion of the Shared Lives service itself can be seen as a way to prevent placing people into less appropriate or more restrictive care settings.
Integration	These proposals will be integrated across the Shared Lives partnership with the Vale of Glamorgan, and as an integrated element of supported accommodation options in Bridgend.
Collaboration	Officers from both BCBC and VOG have contributed and been involved collaboratively in the creation and development of the partnership and these proposals. External partners, including People First Bridgend, have also been part of the collaboration.

6. Climate Change and Nature Implications

6.1 There are no climate change or nature implications as a result of this report.

7. Safeguarding and Corporate Parent Implications

7.1 The use of the Shared Lives Partnership supports the Council to fulfil its corporate safeguarding requirements by allowing for greater care to be provided to adults with additional needs. The proposal enables the Council to extend these duties through the provision of a fairer, more equitable and realistic service.

7.2 There are no Corporate Parenting implications from this report or its associated proposals.

8. Financial Implications

8.1 While cost savings are not the driver for the proposed changes, the implications for the Council include potential cost efficiencies through:

a) rebalancing of contributions from supported individuals alongside the funding of Shared Lives placements by the Council;
b) growing capacity in a cost-effective and outcomes-focused service model.

8.2 As mentioned in this report, the service has been set a target of growing by 5 long-term placements per year in Bridgend.

8.3 The Shared Lives scheme is a financially beneficial service to Council budgets. Comparative costs below show the weekly cost of different types of care settings (correct at the time of drafting).

Type of accommodation	**Cost per placement per week**
Specialist Residential Care (Learning Disability / Mental Health settings)	LD £4805.46 MH - £2851.34

Specialist Supported Living (Closer to Home)	£4052.27
General Supported Living	£2203.91
Standard Residential care (inc. older people)	£947
Shared Lives (under current proposed bandings)	£505.91 - £670.82

8.4 Over and above the individual placement costs, there is an annual service management cost of circa £130,000 for operating the current Shared Lives scheme. Increasing the number of placements that are made into the Shared Lives scheme will also generate proportionate efficiencies within the service running costs.

8.5 For the purposes of comparison, the target of 5 new placements into Shared Lives is compared to the placement costs in General Supported Living:

	Individual Placement costs per week	**Cost for 5 people per week**
General Supported Living	£2203.91	£11,019.55
Shared Lives (Band 3 rate)	£670.82	£3,354.10

8.6 Should the target of 5 additional Shared Lives placements be achieved, whereas the alternative would be a Supported Living placement, this could equate to a relative cost efficiency of £7,665.45 per week for Adult Social Care budgets.

9. Recommendations

It is recommended that Cabinet approve:

9.1 the implementation of Option 4 for the proposed banding system of allowances for Shared Lives Carers to take effect from January 2027;

9.2 the phased increases to the individual contributions towards rent and daily living costs as detailed at paragraph 3.16.3 of the report to take effect from January 2027.

Background documents

None

Bridgend County Borough Council
Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr
www.bridgend.gov.uk

Shared Lives Scheme Proposals Bridgend County Borough and the Vale of Glamorgan

Consultation Paper

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1. What are the aims of this consultation?

The aims of the consultation are to:-

- Make sure that all interested parties are aware of the Council's proposals.
- Provide clear information so that people understand why the changes are necessary.
- Make sure that people have all the information they need to come to an informed opinion.
- Encourage people to give their views on the proposal (outlined in section 4).
- Make sure people know how to submit their views.
- Collect feedback and consider this before a final decision is made.

2. When will the consultation take place?

The Council will be collecting feedback for 12 weeks from 30th of March to the 21st of June 2026 (see section 6 for how to give your views).

As well as this document, throughout this consultation period, Council officers will be contacting individuals involved with the Shared Lives Scheme. This includes both individuals supported by the service, and Shared Lives Carers providing the care and support to these individuals, as there are proposals that impact both groups. During these meetings officers will explain the proposals to individuals face-to-face as well as meeting with Shared Lives carers. There will be a chance to ask questions.

After the consultation ends, all feedback will be analysed and a report will be presented to the Council's Cabinet. This report will set out the proposal and final recommendations, taking into account the feedback from the consultation.

3. What is the Shared Lives Scheme and what are the proposals?

The Vale of Glamorgan and Bridgend Shared Lives scheme partnership is available for people aged over 18 with learning disabilities, physical disabilities, mental health problems or dementia, who have been assessed as having a need for accommodation and support... The Shared Lives scheme aims to enable people with a disability to experience ordinary family life, supported by Carers who have been assessed and trained to provide a person-centred approach to the care and support provided. . The Shared Lives scheme recruits carers from all walks of life People of any age or background, single people, couples and families with or without children are welcome to apply and join if they have a spare room and time within their homes and lives to support an individual who needs it. Payment for the care provided is tax free and paid on a monthly basis. For more information on the Shared Lives Scheme click here.

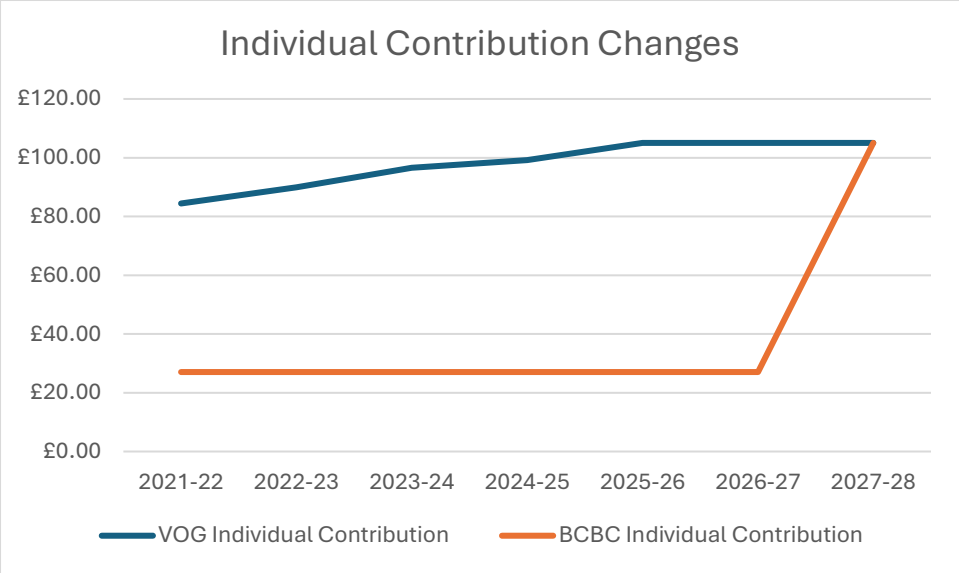
There are two proposals that this consultation seeks feedback for.

Impact to the Supported Individual

Firstly, a proposed change to the amount an individual supported by the scheme pays per week towards their meals and utility bills. Under current arrangements individuals from Bridgend contribute £27.05 per week for their meals and utility bills. Since the scheme was established in 2015 this amount has not increased. This was an oversight and has created inequity with other supported living services in BCBC who pay a much higher contribution

towards utilities and food and with other Shared Lives Schemes across Wales, who also charge a higher individual contribution. It is therefore proposed that the individual contribution is raised to £105.03 per week which will more accurately cover the cost of an individual's meals and utility bills. This contribution would then be the same for individuals supported by the service whether they are from the Bridgend or the Vale of Glamorgan.

The following graph shows that individual contributions in Bridgend, currently £27.05 per week, have never been increased since 2015; in contrast to the VOG where annual increases in individual contributions towards their accommodation have taken place in line with the real cost of living.



Individuals in Bridgend have, unknowingly benefitted from BCBC not having increased payments in line with the real cost of living. In so doing, the 'ordinary lives' ethos of Shared Lives has been skewed as people are not contributing to the real cost of living and fails to prepare some people for their next move to greater independence.

Individuals will also be required to pay the Local Housing Allowance rate for their rent. Individuals will be supported to ensure they are claiming the correct amount for this to be covered through their benefits/universal credit allowances.

Impact to the Shared Lives Carer

Secondly, there is a change proposed to the weekly amounts a carer providing care and support to individuals as a part of this scheme receive. Currently, carers across the scheme receive differing amounts depending on whether they are a Bridgend or Vale of Glamorgan based carer. This also extends to a different amount of paid annual leave the carers receive where the individual(s) they support receive care and support through a short break/respite placement. The following table shows the differences of the current rates of remuneration and leave between Bridgend and the Vale.

Remuneration Item	Bridgend	Vale of Glamorgan
Base allowance (weekly)	£616.77	£503.11
Additional allowance (weekly)	No	£105.39 if personal care is require

Leave entitlement	2 weeks	4 weeks

The aim of this second proposal is to bring about a consistent set of terms and conditions for carers across the partnership. In addition to this, current arrangements do not consistently take into account the complexity, variety and differences in levels of care and support that carers are required to provide depending on the needs of the individual(s) they support. As such the following banding system has been devised for long term placements to be implemented across the partnership.

Banding	**Rate**	**Leave entitlement**
Band 1	£505.91	4 weeks
Band 2	£640.08	4 weeks
Band 3	£670.82	4 weeks
Band 4 (Health funded placements)	£810.88	4 weeks

Banding decisions will be based on the needs identified in the persons Well-Being Assessment, completed with the person and their Case Manager/Care Coordinator. The different Banding levels take into account:

- Time commitment
- Level of support
- Complexity and skill required beyond standard expectations

This model is already in use across **11 other Welsh local authorities**.

The following table breaks down what the differences between these bandings will be.

Banding	**Descriptor**
Band 1	The individual requires a low level of support and is able to go out independently.
Band 2	The individual requires a moderate level of support and may need to be accompanied when outside of the home. The individual will require some support with personal care. The individu may have occasional emotional or behaviour support needs.
Band 3	The individual requires a moderate level of support and regularly ne be accompanied when outside of the home. The individual will require full support with personal care. The individual have regular emotional or behaviour support needs.
Band 4 (Health placements)	Health-funded care requiring clinical governance due to complexity

Once assigned, a band will travel with the individual across long-term placements and short-breaks/respite. A mandatory review will occur:

- Within 3 months of a long-term placement

And/or

- After the third short break/respite

And/or

- When an individuals needs change requiring a statutory review of their Care and Support Plan and/or wellbeing assessment

And/or

- Annually

There are also amendments being made to the rates at which carers are paid to provide short breaks or respite placements. The rates paid to carers providing short break/respite care will also be subject to bandings which correspond with the bands paid for long term placement. For example if an individual is in Band 1 for their long term placement, their short break/respite payment will also be a Band 1. The following table breaks down the bandings for short breaks/respite placements:

Banding	Rate
Band 1	£626.25
Band 2	£740.23
Band 3	£775.78
Band 4 (Health funded placements)	£992.07

This consultation is seeking to understand people's views towards this move to banded payments and how this could be implemented.

4. Questions & Answers

During the consultation there will be a number of ways in which you can submit questions about this proposal (see Section 6). However, here are answers to some questions you may have:

- **When will these new bandings come into force?**
  It is anticipated that the new bandings will come into force from January 2027

- **As an individual supported by the scheme, do I have to pay the new rate of individual contribution?**
  Yes, this is a required change as this will bring about consistency to all individuals supported by the scheme and a more fair and realistic expectation upon you towards the cost of items such as utilities like heating, gas, electricity, water and food bills.

- **Why are these bandings being proposed?**
  In order to ensure the service is equitable and fair to all carers and individuals supported by the service regardless of whether they are from the Vale of Glamorgan or Bridgend County Borough. It also looks to recognise the day to day differences in the level of care provided by its carers based on the needs of the individuals they support.

5. How will the Council collect views and opinions?

There are a number of ways that the Council will be collecting views and opinions on this proposal:

i. 'Face-to-face' meetings with Individuals and their carers
Meetings will take place during the consultation. These will be an opportunity to find out more about the proposal, ask questions and give your views. All individuals and carers involved with the service will be directly consulted with to obtain their views.

ii. Team Staff Meetings

iii. One to one meetings
Individual meetings with individuals and their families will be arranged where needed.

iv. Advocacy
People First Bridgend, as a commissioned advocacy provider for BCBC, are available to provide advocacy support to individuals supported in the Shared Lives service relating to this consultation.

v. Consultation Portal
Bridgend County Borough Council's consultation portal which will allow you to comment and provide feedback via the Internet found on the Council's website.

vi. In writing
You can respond in writing by writing to the address below.

You can write to us or complete the Feedback Form at the end of this booklet or complete the online version of this form. Letters and forms can be posted to:

Shared Lives Scheme Proposals Consultation
Bridgend County Borough Council
Civic Offices
Angel Street
Bridgend
CF31 4WB
or email consultation@bridgend.gov.uk

6. Explanation of terms used in the context of this document

Advocacy is a service, which represents others or helps them to represent themselves. The advocate will put a person's views forward, make sure that they are kept fully informed and that they have all the information they need to make an informed decision or choice.

Partner agencies - these are agencies who work together to provide services, e.g. the Council, National Public Health Service, Local Health Board etc.

Partnership - co-operation between organisations working together to provide a service.

A **Stakeholder** is a person, group or organisation with a direct interest, involvement, or investment in something, e.g. staff, owners and customers/ individuals of a business or service.

Alternative Formats

This information is available in a range of different formats including a Welsh language version and, on request, in other languages, large print, Braille or audio tape/CD. To make a request for another format, please ask one of the Shared Lives Staff who will pass your request on to the Consultations Team.

8. Feedback form

Bridgend County Borough Council

Shared Lives Scheme Proposals Consultation

Feedback Form

If you would like to comment on this proposal, please complete this form and post it in the questionnaire box or post it to:

Shared Lives Scheme Proposals Consultation
Bridgend County Borough Council
Civic Offices
Angel Street
Bridgend
CF31 4WB

If you wish to receive a response to any questions raised on this form please supply your name and address:

Name: _____

Address: _____

_____ Postcode: _____

Please indicate your interest in this project (please ✓):

I am a supported individual ☐

I am related to a supported individual ☐

I am a Shared Lives Carer ☐

I am a member of staff in the Shared Lives Service ☐

Other (please specify) _____

Please insert your comments below *(please feel free to include additional sheets if required)*:

Section A – For Everyone (including Shared Lives Carers)

1) The reasons for the implementation of the proposed banding system are fair and understandable:

Please tick ✓ one box only

Strongly Agree	Agree	Neither agree or disagree	Disagree	Strongly Disagree

Please give reasons for your answer or provide further comments in the box below

2) It is fair that individuals supported by the scheme pay equal contributions towards their daily living costs across the whole service (in Bridgend and Vale of Glamorgan):

To what extent do you agree or disagree with the proposed Policy detailed.
Please tick ✓ one box only

Strongly agree	Agree	Neither agree or disagree	Tend to disagree	Strongly disagree

Please give reasons for your answer or provide further comments or Suggestions in the box below:

3) It would be best to move all Shared Lives carers straight onto the proposed banding system immediately:

To what extent do you agree or disagree with the proposed Policy detailed.
Please tick ✓ one box only

Strongly agree	Agree	Neither agree or disagree	Tend to disagree	Strongly disagree

Please give reasons for your answer or provide further comments or Suggestions in the box below:

4) The banding should be phased in over time:

To what extent do you agree or disagree with the proposed Policy detailed.

Please tick ✓ one box only

Strongly agree	Agree	Neither agree or disagree	Tend to disagree	Strongly disagree

Please give reasons for your answer or provide further comments or Suggestions in the box below:

Do you have any other comments or suggestions you would like to make about the proposed banding arrangements or their implementation, or any other comments you wish to provide?

Please give reasons for your answer or provide further comments in the box below:

Section B – For individuals supported by the service

1) Do you think you should be paying a fair amount towards the real costs of living, such as food, washing, heating and lighting in the home?

Please tick ✓ one box only

Yes	
No	
Don't know	

If possible, please give reasons for your answer or provide further comments or suggestions in the box below:

2) Do agree that things should be fair and equal for people living in the Shared Lives service, whether they live in Bridgend or in the Vale of Glamorgan?

Please tick ✓ one box only

Yes	
No	
Don't know	

If possible, please give reasons for your answer or provide further comments or suggestions in the box below:

About You

The Council operates equality policies that aim to ensure that everyone is treated fairly and equally. To make sure that people are not discriminated against when accessing our services we carry out monitoring and therefore would be grateful if you could answer the following questions. The information you provide is strictly confidential.

Age: *(please ✓one answer)*

☐ Under 16	☐ 30-39	☐ 60-74	☐ 86+
☐ 16-24	☐ 40-49	☐ 75-85	☐ Prefer not to say
☐ 25-29	☐ 50-59		

Welsh Language – are you: *(please ✓one answer)*

☐ Fluent speaker & writer	☐ Fluent speaker	☐ Learner
☐ Fairly fluent speaker & writer	☐ Fairly fluent speaker	☐ Little or no knowledge

The Equality Act 2010 defines a person as disabled if they have a physical or mental impairment, which has a substantial and long term (i.e. has lasted or is expected to last at least 12 months) adverse effect on the person's ability to carry out normal day-to-day activities.

Do you consider yourself to have a disability? *(please ✓one answer)*

☐ Yes ☐ No ☐ Prefer not to say

Ethnic origin: *(please ✓one answer)*

☐ White British	☐ Mixed: White & Asian	☐ Black: African
☐ White Irish	☐ Indian	☐ Black: Caribbean
☐ Mixed: White & Black Caribbean	☐ Bangladeshi	☐ Chinese
☐ Mixed: White & Black African	☐ Pakistani	☐ Prefer not to say

☐ Other *(please specify):* _____

Sex *(please ✓one answer)*

☐ Male ☐ Female ☐ Transgender ☐ Prefer not to say

Religion/Belief: *(please ✓one answer)*

☐ Christian	☐ Buddhist	☐ Hindu	☐ Jewish	☐ Muslim
☐ Sikh	☐ No religion	☐ Prefer not to say	☐ Any other religion	

☐ Any other religion *(please specify):* _____

Sexual Orientation *(please ✓one answer)*

☐ Heterosexual ☐ Lesbian ☐ Gay ☐ Bisexual ☐ Prefer not to say

Nationality *(please ✓one answer)*

☐ Welsh	☐ Scottish	☐ English	☐ British
☐ Irish	☐ Prefer not to say	☐ Other	

☐ Other *(please specify):* _____

THANK YOU FOR YOUR TIME



Shared Lives Scheme Changes



We would like to hear what you think



Shared Lives Scheme Changes

Shared Lives helps you live a **happy life** in a **family home.**



There will be some **changes** to **Shared Lives in Bridgend.**

This **booklet** tells you about the **changes.**



It is **important** that you:

- **Understand** the changes
- **Ask questions**
- **Say what you think**

2



What is staying the same?

Shared Lives will continue to support you.



You will still:

- Live in a **family home**
- Get **care and support**
- Be **listened to**
- Be supported to live a **good life**



Even though some things are changing, Shared Lives will still support you.



What will change?



You will **pay more** for **food and bills.**

The money you pay at home is called **Individual Contributions.**



Individual Contributions help pay for:

- **Food**
- **Gas and electricity**
- **Water**
- **Heating**



Prices for **food and bills have gone up for everyone.**



What will change?



Right now, you pay **£27.05 a week** for **food and bills.**



Food and bills now **cost more than before.**



The plan is to change the amount you pay to **£105.03 a week**.

This change would be for **everyone** supported by the **Shared Lives Scheme.**

5



Making it fair



People who live **outside Bridgend** already **pay more** for **food and bills.**

Bridgend Council believes **everyone should pay the same amount,** no matter **where they live**.



This is so the money paid is **fair** for **everyone** supported by **Shared Lives.**



If you feel worried



Change can feel hard.



It is **okay** to feel **worried, upset, or unsure.**



You are not alone.



You can **talk to someone you trust** like your **Shared Lives carer, family member**, or **support worker.**

7



When will this happen?



The **changes will not happen right now.**

The changes are planned for **next year.**



Bridgend Council wants to listen to you first. Your views are important.



This is called giving feedback.



Having your say



You can **give your feedback** in **different ways.**

This can be in a **Group Meeting,**



Or a **private meeting.**



Or you can **write a letter to Bridgend Council.**



You can **choose what feels best for you,** and it is **okay if you decide not to give feedback.**

9



Getting help to have your say

People First Bridgend is a charity that supports people.



They can help you **understand information** and **share your views.**



They help people feel **confident** and **listened to.**

Staff from **People First Bridgend** will be at the **feedback meetings.**



The Group Feedback Meetings



You can come to a **Group Feedback Meeting** with Bridgend Council, with support from People First Bridgend.



Other people supported by **Shared Lives** will also be there.



You can **ask questions** to help you **understand these changes.**



You can **listen to others** and **share your views** if you want to.



The Group Feedback Meetings



Choose the meeting you want to come to. You can come to as many as you would like.

May 13



The Greenroom, Pyle Day Service, CF33 6BS

May 19



Bridgend Resource Centre, CF31 3XX

June 1



Sarn Library, CF32 9SW



Private Feedback Meetings



If group meetings are not right for you, there is another option to choose.



People First Bridgend staff can meet you in a **private place**, like **your home.**



You can **share your feedback** in a **quiet and private way. Bridgend Council will not be there** at these meetings.



Your feedback and questions will be shared later with the Council.

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Contact details

Tell **Richard** from **Bridgend Council** if you want to attend a **Group Meeting or have a Private Meeting.**



And tell Richard what **Group Meeting date** you can make.



You can **contact Richard** by **email** on

Richard.thomas1@bridgend.gov.uk



Or let him know by **phone** on

01656 642469

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Writing a letter



If you want to **write** to **Bridgend Council** to give your feedback, the **address** is:

Shared Lives Scheme Proposals Consultation

Bridgend County Borough Council

Civic Offices

Angel Street

Bridgend

CF31 4WB



Or **email**

Consultation@bridgend.gov.uk

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About this Information

Easy Read by:

People First Bridgend

www.peoplefirstbridgend.co.

People First Bridgend
Pobl Yn Gyntaf Pen-Y-Bont

putting people first
rhoi pobl yn gyntaf

For:

Bridgend County Borough Council

www.bridgend.gov.uk

pen-y-bont ar Ogwr
BRIDGEND
County Borough Council



made with photosymbols®

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Appendix 2 – Shared Lives Banding Assessment Form

Bywydau a Rennir Bro Morgannwg
Gwasanaeth Lleoli Oedolion
Vale of Glamorgan Shared Lives
Adult Placement Service

Individuals name	
Band Level	
Date completed	
Social Worker	
Date for review	

Shared Lives Vale of Glamorgan banding levels

The columns indicate the levels of support typical of each banding level to meet the listed areas of expressed need – if a person requires support in several areas, the combination of support needs may push them up to a higher level.

	Band 1		Band 2		Band 3	
Medication and physical wellbeing	Some support e.g. prompting, help with prescriptions, overseeing		Some support e.g. prompting, help with prescriptions, overseeing (support attending health appointments)		Administering of medication (e.g. storing, recording, administering route and type of medication) (e.g.arranging/accompanying to health appointments, checkups; supporting treatment plans.)	
Night time	No support needed		No support needed		Occasional (not regular) e.g. support at times of ill Health	
Emotional wellbeing	No particular support required, just support with everyday ups and downs.		Occasional or low level support required (e.g. confidence issues)		Daily requirement for emotional support and monitoring presentation (e.g.arranging/accompanying to health appointments, checkups; supporting treatment plans.)	
Supervision, safety and risk management	Can be left alone at home, and/or can go out independently		Can be left alone at home for short periods, w*ill need Shared Lives carer about most of the time to keep me safe;*		*Will always need my Shared Lives carer to be around day and night to keep me safe;* Regular supervision required. Risk assessments required (e.g. making themselves vulnerable)	
Psychological and/or psychiatric wellbeing	Occasional support required		Low level support to manage psychological wellbeing and mental health (individual has insight to their needs and triggers e.g. obsessive-compulsive behaviour)		Daily monitoring and support to manage psychological wellbeing and mental health (e.g. inappropriate response to boundaries and/or challenges)	
Stimulation and encouragement	Self-motivated with some prompting to engage activities of daily living		Regular prompting and motivating to complete activities of daily living		Continuous daily support to complete activities of daily living	
Personal care	Prompting, supervision or help (e.g. washing, reminding to have regular showers)		Intimate care needs involving direct contact with, or exposure of, the private area of the body. This includes tasks like washing, dressing, toileting, and managing continence or menstruation, particularly when assistance is needed due to physical or developmental limitations		Extensive support with intimate care needs involving direct contact with, or exposure of, the private area of the body. This includes tasks like washing, dressing, toileting, and managing continence or menstruation, particularly when assistance is needed due to physical or developmental limitations	
Social contacts (inc.family)	Encouragement to maintain current relationships and develop new ones. Guidance to enable healthy sexual relationships as required.		Support with keeping up current relationships and developing new ones. Support to enable healthy sexual relationships as required.		Support required to maintain/develop family contacts and other social contact. (might include mentoring in social skills). Support to enable healthy sexual relationships as required.	

Appendix 2 – Shared Lives Banding Assessment Form

Community access	Able to access community independently, or with only minimal support		Some supervision and support required to maintain or build confidence to access community links (e.g. initially attending activities to build confidence)		Supervision and support required to attend community activities (e.g. carer required to stay and support at groups/activities)	
Employment, education or training	Able to access employment, education or training independently, or with only minimal support		Support and guidance to identify and access opportunities (e.g. filling in forms, making phone calls, attending interviews, improving employability skills)		Significant support to identify and access appropriate opportunities (e.g. filling in forms, making phone calls, attending interviews, improving employability skills)	
Advocacy or Self Advocacy	Some advocacy support required, developmental support for self-advocacy (e.g. with health appointments		Significant support with self-advocacy development and/or advocacy frequently required (e.g. Getting full information and making decisions about health, work, relationships.)		Lacks capacity around decision making in specific areas and may require support from independent mental capacity advocate (IMCA)	
Communication	Little or no support needed with communication		Some support to aid communication difficulties. (e.g. helping someone use British sign language or accessible information)		High level support with processing information, both verbal and written; requirement to anticipate people's needs	
Money	Independent – Guidance plus some occasional input (support developing budgeting skills)		Frequent guidance, and regular help/supervision required (e.g. consider capacity around finances; appointeeship)		Lacks capacity to manage finances (e.g. appointeeship)	
Transport/Travel	Can learn and use new routes via public transport with initial support and/or travel independently in a taxi		Unable to travel independently on public transport, support may be required to access public transport and/or vehicle		Unable to travel independently on public transport, support may be required to access public transport and/or vehicle	
Mobility	Can mobilise unassisted, some issues (e.g. requires occasional supportive arm or guidance)		Needs supervision and support with stairs and support crossing roads		Needs continuous support due to mobility issues and possible reasonable adjustments to environment and/or equipment	

Appendix 3

Example of a Temporary No Detriment Approach used in Fostering Services

Transfer of IFA Carers with Protected Payments

Attracting experienced foster carers from Independent Fostering Agencies (IFAs) is a key mechanism for strengthening in-house fostering provision within a short timeframe. Nationally and locally, evidence consistently demonstrates that financial uncertainty is a significant barrier for carers considering transfer to a local authority fostering service.

The proposed transfer arrangements reflect a nationally recognised approach to foster carer transfer, supported by practice guidance developed by Foster Wales. The guidance promotes a no-detriment principle for transferring carers, underpinned by time-limited protection of existing payments. This approach is intended to support carers to transfer with confidence while maintaining financial sustainability for local authorities.

Under the proposed arrangements, eligible carers transferring from IFAs may receive temporary protection of their existing payment package, subject to defined criteria, time limits and review arrangements. This removes a key barrier to transfer, enables the authority to attract experienced carers, and increases in-house fostering capacity without the lead-in time associated with new approvals.

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Appendix 4 – Comparison of Shared Lives Schemes Banding Rates

Comparison Table of Banding Rates

	Band 1	Band 2	Band 3
VOG/BCBC	505.91	640.08	670.82
Powys	339.90	401.70	463.50
SEW	441.21	528.92	613.48
West Wales	357.00	455.00	545.00
Gwynedd & Anglesey	372.00	482.00	596.00
Leicestershire	433.00	485.00	549.00
Nottingham	434.66	459.98	570.34

Vale of Glamorgan Shared Lives Briefing – BCBC Transition to Banding System

Overview

The Shared Lives Partnership Board is preparing to implement a banding system for determining payments to Shared Lives Carers (SLCs). This change aims to standardise terms and conditions across the Vale of Glamorgan and Bridgend partnership areas, ensuring consistency and fairness in remuneration based on the complexity and intensity of care and support provided.

Implementation Approach

The banding system will be introduced by Vale of Glamorgan Shared Lives, applicable to both Vale and Bridgend placements. Banding decisions will be made in consultation with the individual's Case Manager/Care Coordinator and Project Worker and will consider:

- Time commitment
- Level of support
- Complexity and skill required beyond standard expectations

This model is already in use across **11 other Welsh local authorities**.

Band Descriptors

- **Band 1**: Standard care responsibilities expected of a shared lives carer.
- **Band 2**: Care that exceeds standard expectations in some areas.
- **Band 3**: Care that significantly exceeds standard expectations.
- **Band 4**: Health-funded care requiring clinical governance due to complexity.

Once assigned, a band will travel with the individual across long-term placements and short-breaks/respite. A mandatory review will occur:

- Within 3 months of a long-term placement
- After the third short break/respite

Financial Impact

At present, all Shared Lives Carers (SLCs) in Bridgend receive a standard weekly payment of £616.77 for long-term placements.

This payment is comprised of:

- **Housing Benefit (HB) or Local Housing Rate (LHR) – with LHR set to replace HB as individuals transition to Universal Credit**
- **Social Services funding**
- **Individual contributions**

This structure does not currently differentiate between levels of support or complexity of care provided, which the proposed banding system seeks to address.

Under the new system Long-Term Placement Payments would be:

Current BCBC Payment	New Payment
All placements £616.77 per week	Band 1 - £505.91
	Band 2 - £640.08
	Band 3 - £670.82

Impact by Band:

- **Band 1**: 5 SLC households, 5 individuals → £110.86 loss/week
- **Band 2**: 6 SLC households, 7 individuals → £23.31 gain/week
- **Band 3**: 4 SLC households, 4 individuals → £30.38 gain/week
- **Band 4**: No current placements (would generally only apply to health funded placements)

It should be noted that many SLC who support people who are Band 1 also work full-time and SL is not their sole source of income. Also, some SLC households host more than one individual.

Bridgend Comparison:
Bridgend currently pay their carers at a higher rate of £616.77, although they receive less annual leave (14 days instead of 28) so those on the lowest band would lose £110.86 a week. There are 5 SLC who this would affect, although all carers would gain 14 days additional annual leave as Terms and Conditions will also be standardised across the partnership.

Short Breaks / Respite Payments – Bridgend SLCs
The principle of a banding system has also been applied to Time Away from Care/ Respite and Community Short-Break payments to SLC:

Appendix 4 – Comparison of Shared Lives Schemes Banding Rates

Current BCBC Payment	New Payment
All placements £616.77 per week	Band 1 - £626.25
	Band 2 - £740.23
	Band 3 - £775.78

Impact:

- **No negative impact for any SLC**
- **Increases varies between £9.48 - £159.01**

Individual Contributions

Rent levels have remained static since 2015. With the transition to Universal Credit, we are proposing to set the rent at the Local housing allowance rate, for Bridgend this is £92.05 per week. As the local housing allowance is based on the area in which an individual lives this will be different for each local authority.

- **Vale LHA**: £121.33/week
- **Bridgend LHA**: £92.05/week

Domestic Contributions (uplifted annually) towards food and utilities will be the same across all local authorities and are charged to the individual as follows:

- Meals: £52.04/week
- Heating/Gas/Hot Water/Laundry: £52.99

The payment equation remains:

- **Housing Benefit (HB) or Local Housing Rate (LHR) – with LHR set to replace HB as individuals transition to Universal Credit**
- **Social Services funding**
- **Individual contributions**

Payment to carers will be the same across both Local Authorities.

Summary

This proposed banding system is designed to:

- Align with best practice across Wales
- Ensure fair and transparent payment for carers
- Recognise and reward carers supporting individuals with higher needs
- Encourage broader participation in long-term and respite placements

Appendix 4 – Comparison of Shared Lives Schemes Banding Rates

This is not a cost-saving exercise, but a strategic move to improve equity and sustainability within the Shared Lives programme.

Appendix 5 - Full Shared Lives Banding Proposal Equality Impact Assessment (EIA) 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 **before your policy or proposal commences but after your engagement or consultation activities.**
- Your EIA screening form should have informed your consultation or engagement activities.
- If you are undertaking a full public consultation as part of your policy or proposal this form should be completed after the consultation has concluded.
- The results of your consultation and engagement activities will have helped you to gain a better understanding of the needs of those who may be impacted by the policy or proposal.
- **All sections and all questions require a response and must not be left blank even if they are 'not applicable'.**

Name of project, policy, function, service or proposal being assessed:	Shared Lives Service Proposal to Move to Banded Allowances
Brief description and aim of policy or proposal:	This proposal looks to implement a fairer banding system for remuneration for Shared Lives carers mirroring systems that are used in other partnerships across Wales, as well as bring about an increased individual contribution to these bandings. Individual Contributions in BCBC have not had any annual uplift applied, and so are in need of significant amendment.
Who is responsible for delivery of the policy or proposal?	Shared Lives partnership and BCBC Officers
Date EIA screening completed:	28/11/2025

Evidence

Record of other consultation/engagement with people from equality groups, people who represent these groups, staff who work with groups, including any sessions run as part of a public consultation.

Group or persons consulted	Date/venue and number of people	Feedback/areas of concern raised	Action Points

Appendix 5 - Full Shared Lives Banding Proposal Equality Impact Assessment (EIA) form

Example: BSL Forum	*BSL Users meeting Date and venue* *25 people in attendance.*	*Deaf people may be unaware of new service as information not available on BSL video.*	*Ensure updated version of video is available and presented to BSL Forum*
Individuals Living in Shared Lives Accommodation	4x meetings with individuals and their carers/family members. 13/05/26 Pyle Life Centre – 1 individual and their carer 19/05/26 Bridgend Resource Centre – 1 individual and their carer 22/05/26 People First Bridgend Offices, Apollo Business Village – 1x individual and their carer with 2x family members joining the meeting virtually. 01/06/26 People First Bridgend Offices, Apollo Business Village – 7 individuals and their carers 7 other individuals supported by the service either chose or their carers/family chose for them not to attend because of their level of	Both the written information circulated to people using the service, and the in-person consultation sessions for individuals to attend were supported and facilitated with Easy Read materials and by attendance of independent advocates from People First Bridgend. General consensus across all the meetings was that there was positive understanding of the need to increase the amount of individual contribution paid to a realistic level for the weekly cost of living for food and utility bills. However, concern was raised as to the impact on the individual to such a sharp increase in proposed weekly contribution, from £27.05 per week to £105 per week. Requests were made to investigate the possibility of phasing the increased contributions in, to support individuals in adapting to and becoming used to the increased contribution.	BCBC officers to investigate the potential for a phased implementation of increased individual contributions to daily living costs, such as food and utility bills.

	understanding not being suitable to attend.		
Shared Lives Carers	15/04/26 – Civic Offices Bridgend. 9x Carers attended to discuss the proposals. 1 carer attended and discussed the proposals at the Pyle event above. 1 Carer provided responses via email. 2x carers chose not to engage and provide feedback despite repeated attempts to contact and engage.	General support was given to the rationale behind moving to banded allowances and the need for banded allowances to reflect the differences in levels of care and support provided by the carers to the individuals they support. Concern was raised by carers proposed to be supporting a band 1 individual(s) regarding the loss of income through this proposal, with 2 requesting to stay on their existing arrangement, and 1 indicating they would need to stop if these proposals were implemented.	Investigation is needed into a no detriment approach, whereby existing band 1 carers have their existing rates protected.
General Public	Online consultation form – 1 general public response.	A single resident of Bridgend County borough provided feedback that the Council was wasting money on this sort of service. The individual had not read the consultation document which was evident from the responses provided.	No action required.

If you undertook a full public consultation please enter the details and a summary of the findings here:	All details from the public consultation are provided above.

Please list any existing documents, reports, evidence from previous engagement, previous EIAs, service user	Cabinet report from March 2025 introduced the intention to implement a banding system as part of the ongoing partnership agreement.

information etc. which have been used to inform this assessment.	Cabinet report from February 2026 clarified the scope and purpose of the public consultation to be carried out. Shared Lives Partnership Briefing from Vale of Glamorgan, August 2026, included as part of OVSC Report for 10th Sept 2026. An Easy Read consultation document was circulated and available online throughout the open consultation period. All primary stakeholders potentially affected have received the necessary information.

If you have identified any data gaps then you **MUST** undertake more consultation/engagement/research.

Assessment of Impact

It is important that you record the mitigating actions you will take when developing your final policy or proposal. Record here what measures or changes you will introduce to the policy or proposal in the final draft which could:

- Reduce or remove any unlawful or negative impact or disadvantage;
- Improve equality of opportunity;
- Introduce positive change;
- Reduce inequalities of outcome resulting from socio-economic disadvantage;
- Provide opportunities for people to use the Welsh Language;
- Ensure that the Welsh Language is treated no less favourably that the English Language.

Protected characteristics

Based on the data you have analysed, and the results of consultation or engagement, consider what the potential impact will be upon people with protected characteristics (negative or positive). Include any examples of how the policy or proposal helps to promote equality. If you do identify any adverse impact you **must seek legal advice as to whether, based on the evidence provided, an adverse impact is or is potentially discriminatory, and identify steps to mitigate any adverse impact – these actions will need to be included in your action plan.**

	What are the impacts of your policy or proposal? Please place an X in the relevant box			**Why have you come to this decision? Please provide an explanation and any supporting evidence.**	**Considerations to mitigate negative impact(s) and/or secure positive impact(s)**
	Positive impact(s)	**Negative impact(s)**	**No impact**		
Gender			**X**	A person's gender has no impact on being either a shared lives	

				carer or an individual supported in the shared lives scheme.	
Disability	**X**			Not all individuals with a disability will be impacted or affected by these proposals as these proposals only relate to those individuals who are supported through the Shared Lives service – currently 16 people in long-term placements. Under the current arrangements, no annual increases to an individuals contribution to bills and food have occurred, or been subject to an any inflationary uplift. This has resulted in individuals contributing a static and unrealistic amount towards their cost of living for more than 10 years. Disabled people in other care services have not had this static arrangement, resulting in an unbalanced position for disabled people across different services. This is currently an unfair outcome of the current arrangement in Shared Lives. The need to change the level of financial contribution from individuals in Shared Lives reflects a rebalancing of equity	**Financial assessments have been undertaken by the Financial Safeguarding team to ensure the viability and suitability of these increased contribution.** **Additionally, in response to consultation feedback, officers are assessing options for a phased increase in contributions from supported individuals, to enable them to become accustomed to paying realistic contributions towards daily living costs.**

				for disabled people across services. Whilst there will be a financial change for those individuals supported by the service, this is deemed to be a positive impact as this increase will reflect a more realistic contribution towards daily living.	
Race			**X**	A person's race has no impact on being either a shared lives carer or an individual supported in the shared lives scheme.	
Religion and belief			**X**	A person's religion or belief has no impact on being either a shared lives carer or an individual supported in the shared lives scheme.	
Sexual Orientation			**X**	A person's sexual orientation has no impact on being either a shared lives carer or an individual supported in the shared lives scheme.	
Age			**X**	This service is for individuals over the age of 18 and so has no impact on children or young people. A adult's age has no impact on being either a shared lives carer or an individual supported in the shared lives scheme depending on them	

				meeting the criteria to be a carer/supported by the service. Therefore this proposal will have no impact on adults of a certain age.	
Pregnancy & Maternity			**X**	A person being pregnant or on maternity leave has no impact on being either a shared lives carer or an individual supported in the shared lives scheme.	
Transgender			**X**	A person's transgender status has no impact on being either a shared lives carer or an individual supported in the shared lives scheme.	
Marriage and Civil partnership			**X**	A person's marriage or civil partnership status has no impact on being either a shared lives carer or an individual supported in the shared lives scheme.	
Care Experienced			**X**	A person being care experienced has no impact on being either a shared lives carer or an individual supported in the shared lives scheme depending on them meeting the criteria to be a carer/supported by the service. Therefore this proposal will have no impact on individuals who are care experienced.	

Appendix 5 - Full Shared Lives Banding Proposal Equality Impact Assessment (EIA) form

Socio-economic impact

Does the evidence gathered suggest that your policy or proposal will have a disproportionate impact on people living in socio-economic disadvantage? This could include communities of place or communities of interest (i.e., where stakeholders, service users, staff, representative bodies, etc. are grouped together because of specific characteristics or where they live).

	What are the impacts of your policy or proposal? Please place an X in the relevant box			**Why have you come to this decision? Please provide an explanation and any supporting evidence.**	**Considerations to mitigate negative impact(s) and/or secure positive impact(s)**
	Positive impact(s)	**Negative impact(s)**	**No impact**		
Socio-economic disadvantage			X	All individuals supported by the service have a financial assessment undertaken (where BCBC hold deputyships for individuals) to ensure the changes are fair and can be afforded. The financial safeguarding team regularly ensure individuals we hold deputyships for are in receipt of the correct level of benefit income, as well as considerations around the level of savings the individual has, as these all form and identify the level of non-residential weekly charge, capped at £100/week, the individual will contribute. Officers will work to identify a method of implementation for a 'no-detriment' approach for	All supported individuals within the service will receive a level of ongoing financial oversight from the Shared Lives Project Workers and from BCBC's Financial Safeguarding Team. For existing Shared Lives carers, the protection of Band 1 income levels will be managed through discussions with relevant BCBC teams and colleagues to determine how this effectively can be implemented.

				the current Band 1 carers to ensure their rates are protected.	

Welsh language

Consider how your policy or proposal ensures that you are working in line with the requirements of the Welsh Language Standards (Welsh Language Measure (Wales) 2011), to ensure the Welsh Language is not treated less favourably than the English Language, and that every opportunity is taken to promote the Welsh Language (beyond providing services bilingually) and increase opportunities to use and learn the language in the community.

	What are the impacts of your policy or proposal for persons to use the Welsh language and in treating the Welsh language less favourably than the English language? Please place an X in the relevant box			**Why have you come to this decision? Please provide an explanation and any supporting evidence.**	**Record of mitigation in order to:** • **secure positive or more positive effects** • **avoid adverse effects or secure less adverse effects**
	Positive impact(s)	**Negative impact(s)**	**No impact**		
Will the policy or proposal impact on opportunities for people to use the Welsh language			X	This proposal has no impact on an individuals choice to use the Welsh language for their service or to communicate in Welsh.	
Will the policy or proposal treat the Welsh language no less favourably than the English language			X	This proposal has no impact on whether the Welsh language is used less favourably than English.	

Wider impact

Cumulative impact

What is the cumulative impact of this policy or proposal on different protected groups when considering other key decisions affecting these groups made by the organisation? (You may need to discuss this with your Service Head or Cabinet Member to consider more widely if this proposal will affect certain groups more adversely because of other decisions the organisation is making, eg, financial impact/poverty, withdrawal of multiple services and whether this is disadvantaging the same groups, eg, disabled people, older people, single parents (who are mainly women), etc)

Appendix 5 - Full Shared Lives Banding Proposal Equality Impact Assessment (EIA) form

Improving the fairness and equity of financial arrangements within the Shared Lives service should help to generate wider public awareness of the service, and potentially have a strong positive impact in terms of recruiting Shared Lives carers, enabling greater capacity to support more people with a disability in a positive way.
There is no wider or cumulative negative impact on individuals with a shared protected characteristic as a result of these proposals.
All individuals affected by this have had financial assessments undertaken to ensure the financial viability of the proposals.

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

How does this policy or proposal demonstrate you have given due regard to the general equality duty?

This proposal relates specifically to individuals supported by the Shared Lives partnership, and the carers who provide the care, and will be applied universally across this service.
Therefore, there will be no unlawful discrimination, harassment, victimisation or other conduct that is prohibited by the Act, due to the policy ensuring that everyone, regardless of protected characteristics, is able to make their views known.
Equal opportunities and fostering of good relations between those with protected characteristics and those who don't is ensured by this universal stance.

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?

Appendix 5 - Full Shared Lives Banding Proposal Equality Impact Assessment (EIA) form

	Please place an X in the relevant box:
Yes	X
No	

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:
General Equality Duty	The partner is Vale of Glamorgan Council who work to the same Public Sector Equality Duty (PSED) as BCBC.
Welsh Language legislation	The partner is Vale of Glamorgan Council who work to the same Public Sector Equality Duty (PSED) as BCBC.
Socio-economic duty	The partner is Vale of Glamorgan Council who work to the same Public Sector Equality Duty (PSED) as BCBC.

Record of recommendation and decision

What is the recommendation for the policy or proposal based on assessment of impact on protected characteristics, Welsh Language and socio-economic impact?

If you chose to continue with the policy or proposal in its current form even though negative impacts have been identified a full justification should be provided and actions should be identified with the aim to reduce negative impacts.

	Please place an X in the relevant box	Please explain fully the reasons for this judgement.
Continue with the policy or proposal in its current form as no negative impacts have been identified	X	Mitigations are being implemented to ensure the current financial arrangements are maintained for existing Band 1 Carers, and also to phase the implementation of increased individual contributions. The increased individual contribution is a positive impact as this provides a more realistic contribution and is then equitable with others in different services.
Continue with the policy or proposal in its current form even though negative impacts have been identified		
Do not continue with this policy or proposal as it is not possible to address the negative impacts.		

Appendix 5 - Full Shared Lives Banding Proposal Equality Impact Assessment (EIA) form

Monitoring action plan and review

Equality Impact assessment Action Plan

It is essential that you now complete the action plan. Include any considerations you have identified to mitigate negative impact(s) and/or secure positive impact(s) on protected characteristics, socio-economic impact and Welsh Language. Once your action plan is complete, please ensure that the actions are mainstreamed into the relevant Service Development Plan.

Action	Lead Person	Target for completion	Resources needed	Service Development plan for this action
E.G. Information about the service to be available in BSL video on the website	*Service manager*	*End of financial year*	*£XX* *Staff time/resource*	*X Service Plan*
Protect the rates for existing Band 1 carers	**Commissioning Officers**	**January 2027**	**Staff time to implement and communicate with finance colleagues to ensure all existing band 1 carers receive their existing rates.**	**Work has been undertaken as part of the revisions to the proposals following the public consultation. These are to be presented for approval to the OVSC and Cabinet meetings scheduled.**
Implement phased introduction of increased individual contributions to weekly food and utility bills	**Commissioning Officers.**	**January 2027**	**Staff time to implement and communicate with finance colleagues to ensure the appropriate phasing of the increases to individual contributions are implemented.**	**Work has been undertaken as part of the revisions to the proposals following the public consultation. These are to be presented for approval to the OVSC and Cabinet meetings scheduled.**

Appendix 5 - Full Shared Lives Banding Proposal Equality Impact Assessment (EIA) form

Please outline how and when this EIA will be monitored in the future and when a review will take place:

Monitoring arrangements:	Date of Review:
Initial review to ensure no additional areas of concern regarding the financial impact on individuals or carers have been identified.	December 2026
Annual review to ensure continued no detriment and/or financial impact on both band 1 carers and individuals supported	From April 2027

Approval

Date Full EIA completed:	20/08/2026
Name of the person completing the Full EIA:	Joe Boyle
Position of the person completing the Full EIA:	Commissioning and Service Development Officer

Approved by (Head of Service or Corporate Director):	Claire Marchant
Date Full EIA approved:	20/08/2026

Publication of EIA and feedback to consultation groups

It is important that the results of this impact assessment are published in a user friendly accessible format.
It is also important that you feedback to your consultation groups with the actions that you are taking to address their concerns and to mitigate against any potential adverse impact.
When complete, this form must be signed off and retained by the service and a copy should also be sent to equalities@bridgend.gov.uk
Where a full EIA has been completed this should be included as an appendix with the relevant cabinet report and therefore will become available publically on the website.
If you have queries in relation to the use of this toolkit please contact the Equalities Team on 01656 643664 or equalities@bridgend.gov.uk

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Meeting of:	**CABINET**
Date of Meeting:	**20 OCTOBER 2026**
Report Title:	**LOCAL LETTINGS POLICY**
Report Owner: Responsible Chief Officer / Cabinet Member	**CORPORATE DIRECTOR SOCIAL SERVICES AND WELLBEING** **CABINET MEMBER HOUSING AND REGENERATION**
Responsible Officer:	**STUART MANDER** **GROUP MANAGER HOUSING AND HOMELESSNESS**
Policy Framework and Procedure Rules:	**There is no effect upon the policy framework or procedure rules.**
Executive Summary:	Bridgend County Borough Council (BCBC) allocates social housing in accordance with its Social Housing Allocations Policy (SHAP), approved by Cabinet in March 2026. The SHAP seeks to ensure that affordable housing is allocated fairly, transparently and in accordance with statutory housing duties. The SHAP prioritises applicants based on assessed housing need whilst supporting the Council's wider housing and wellbeing objectives. As the Council and its Registered Social Landlord (RSL) partners increase the supply of social housing through Social Housing Grant (SHG), Transitional Accommodation Capital Programme (TACP), Section 106 agreements and other investment programmes, there may be circumstances where local factors justify a variation in the normal approach to initial allocations within a specific development. Housing legislation and Welsh Government guidance allow local housing authorities to introduce Local Lettings Policies (LLPs). The BCBC SHAP sets out that LLPs may be used to address a number of specific issues which allow for tailored allocation approaches to address specific housing management objectives. The use of LLPs should not mean reasonable preference groups become marginalised or dominated by other allocations. LLPs should continue overall to give preference to those in the greatest housing need in line with statutory duties. To ensure effective governance and timely decision making, this report seeks Cabinet approval for delegated authority of LLP agreements on specific new developments to be provided to the Corporate Director Social Services and Wellbeing, in consultation with the Cabinet Member for Housing and Regeneration , local Members and the relevant Registered

	Social Landlord (RSL) to approve, amend, review and withdraw LLPs where they meet the agreed criteria.

1. Purpose of Report

1.1 The purpose of this report is to seek Cabinet approval for the adoption of a framework for Local Lettings Policies (LLPs) and delegation of authority to the Corporate Director Social Services and Wellbeing, in consultation with the Cabinet Member for Regeneration and Housing, local Members and the relevant Registered Social Landlord (RSL) to approve, amend, review and withdraw LLPs where appropriate.

2. Background

2.1 Bridgend County Borough Council administers its Social Housing Allocations Policy to ensure social housing is allocated fairly, consistently and transparently. The Council is currently delivering with RSL partners an increasing programme of affordable housing developments through a combination of SHG, TACP, Section 106 and RSL investment. These developments require consideration around future allocation arrangements to ensure sustainable communities and effective tenancy management outcomes.

2.3 To assist with certain allocations of these new developments the Housing Act 1996 and the Housing (Wales) Act 2014 allows local housing authorities to adopt Local Lettings Policies (LLPs) but only where there is a clear and evidenced need to address specific local circumstances.

2.4 A LLP for a new build development can help create a balanced and sustainable community by ensuring that the allocation of homes reflects local housing needs and supports community cohesion. It can also be used to address specific priorities, such as providing opportunities for people on low incomes with specified local connections, key workers, particular age groups such as those over 55 and enabling downsizing to free up family size accommodation, or supporting regeneration objectives while remaining consistent with housing allocation legislation and guidance. The use of LLPs must be compatible with the Council's Social Housing Allocation Policy and must not undermine statutory reasonable preference categories or equality requirements. LLPs are used in cases where there is a demonstrable need to support balanced and sustainable communities, address housing management concerns, or respond to local demand pressures.

2.5 To support the appropriate governance around the implementation of any LLP, the introduction of a framework and delegated authority arrangements would provide the Council with greater flexibility to respond to such opportunities in a timely manner, while ensuring that each LLP is subject to appropriate governance, legal oversight and review.

2.6 To ensure transparency and accountability all LLPs will be published on the website of the Council and the relevant RSL.

3. Current situation/ Proposal

3.1 Bridgend County Borough Council continues to experience significant demand for affordable housing across the County Borough, with demand for social housing consistently exceeding available supply.

3.2 At the same time, the Council is working with RSLs to increase the delivery of social housing through available capital funding streams.

3.3 As additional affordable homes are brought online, there is a need to ensure that allocation arrangements can appropriately respond to local housing needs and support the creation of sustainable communities.

3.4 Whilst the Council's Social Housing Allocation Policy sets out how social housing is allocated; legislation and Welsh Government guidance and the BCBC SHAP recognise that there may be circumstances where a Local Lettings Policy can be applied to address specific local issues or objectives.

3.5 The use of a LLP may be considered where there is clear evidence that a standard allocation approach would not fully achieve the desired housing or community outcomes. This may include:

- New affordable housing developments where there is a need to support community cohesion.
- Developments within rural or established communities where there is evidenced local housing need.
- People with local connection and key workers are unable to secure housing to rent or buy affordably in the community to which they are connected
- Regeneration schemes where balanced community development is a key objective.
- Locations experiencing significant housing demand pressures.
- Areas where specific housing management considerations have been identified by the Council or RSL partners.

3.6 Any proposed LLP must be supported by an evidence-based assessment. This assessment must demonstrate the rationale for its implementation. It will consider housing need, local circumstances, equality implications, housing management considerations, and the likely impact upon allocation outcomes.

3.7 LLPs may also include criteria relating to local connection, community sustainability or other locally identified factors such as key worker housing. However, such policies will not remove or undermine the Council's statutory duties and will remain consistent with the requirement to give appropriate priority to applicants who fall within statutory reasonable preference categories.

3.8 It is proposed that a framework for the consideration and approval of LLPs be adopted, enabling the Council to respond efficiently to future affordable housing developments and emerging housing needs. The framework will ensure that all LLPs are transparent, proportionate, evidence-based and subject to regular review.

3.9 To support timely decision making and avoid unnecessary delays to housing delivery and allocations, it is proposed that delegated authority be granted to the Corporate Director Social Services and Wellbeing in consultation with the Cabinet Member for Regeneration and Housing, local Member(s) and the relevant RSL to approve, amend, review or withdraw Local Lettings Policies where appropriate. It is therefore

recommended that a new function be inserted into the Scheme of Delegation of Functions, with any future changes managed through the delegated power process to maintain a clear audit trail:

5.24	To approve, amend, review, suspend and withdraw Local Lettings Policies in consultation with the Cabinet Member for Regeneration and Housing, the relevant Registered Social Landlord and local Member(s) where such policies are required to address local housing management issues and are consistent with the Council's Social Housing Allocations Policy and applicable statutory requirements.

3.10 All approved LLPs will be monitored and periodically reviewed to ensure that they continue to meet their intended objectives and remain compliant with legislative requirements, Welsh Government guidance and the SHAP. Where an LLP s no longer considered necessary, it will be amended or withdrawn accordingly.

3.11 If any LLP is agreed for a development, it will only be implemented for the first letting of property. Following this all lettings of said properties will return to the SHAP for allocations.

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 proposal supports the Well-being of Future Generations (Wales) Act 2015 by contributing towards cohesive communities, long-term sustainability of new housing developments and improved community wellbeing through the effective allocation of affordable housing.

6. Climate Change and Nature Implications

6.1 There are no climate change or nature implications arising from this report.

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.

9 Recommendations

9.1 It is recommended that Cabinet:

a) Approves the use of LLPs in support of sustainable communities and local housing need when evidenced;
b) Approves an amendment to the Scheme of Delegation of Functions as outlined at paragraph 3.9 of the report.

Background documents

None

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Meeting of:	**CABINET**
Date of Meeting:	**20 OCTOBER 2026**
Report Title:	**SELF-ASSESSMENT 2025/26**
Report Owner: Responsible Chief Officer / Cabinet Member	**CHIEF EXECUTIVE** **CABINET MEMBER FOR CORPORATE SERVICES**
Responsible Officer:	**KATE PASK** **POLICY AND PERFORMANCE MANAGER**
Policy Framework and Procedure Rules:	**The Corporate Plan and Performance Framework (on which Self-Assessment is based) form part of the Policy Framework.**
Executive Summary:	**This report seeks the Cabinet endorsement and recommendation to Council for the Council's self-assessment 2025-26.** **Key points are –** • **This is the fifth self-assessment report and third year judging performance against the Council's Corporate Plan 2023-28.** • **Draft judgements / scores were developed based on the objective methodology agreed by Cabinet Corporate Management Team (CCMT) and the Governance and Audit Committee in 2024.** • **A moderation exercise has been completed with Heads of Service and Corporate Management Team.** • **All Wellbeing Objective scores are yellow (good).** • **Use of resources score is yellow (good).** • **Governance score is yellow (good).**

1. Purpose of Report

The purpose of this report is to seek Cabinet endorsement and recommendation to Council of the self-assessment for 2025/26 included at **Appendix 1** and the accompanying performance information at **Appendix 2.**

2. Background

2.1 This is Bridgend County Borough Council's fifth self-assessment report, which reviews the 2025-26 year. One of the requirements of the Local Government and Elections (Wales) Act 2021 is for the Council to make and publish a self-assessment report once each financial year. The self-assessment report has to

set out conclusions on whether the Council met the 'performance requirements' during that financial year, and actions needed to improve. The 'performance requirements' focus on –

- Are we exercising our functions effectively;
- Are we using our resources economically, efficiently and effectively;
- Is our governance strong.

2.2 The self-assessment report also acts as our annual report, our wellbeing report and our social partnership duty report.

2.3 Welsh Government and the Welsh Local Government Association published guidance that told us how to develop our self-assessment and what evidence to use to judge ourselves. Our approach to developing the self-assessment report has evolved over time since the first report was published in October 2022. In the writing of every report we have had the opportunity to reflect on and learn from the year being reviewed, celebrating achievements as well as identifying areas of improvement. Every year our approach seeks to improve the data and evidence base used to form our judgements and ensure they are fair and robust.

2.4 The self-assessment process also focuses our attention on the challenges we face. These are important because we need to continue to adapt to meet these challenges in order to ensure our services are sustainable and continue to identify opportunities to raise performance levels, identify efficiency savings, or both.

2.5 The self-assessment report should assure Welsh Government that we are performing well, using our money and other resources properly, and making decisions in a sensible, open way. Most importantly, the report must tell local residents, businesses and all stakeholders how we are doing.

3. Current situation / proposal

3.1 In May 2026 we outlined the intended approach to producing this year's self-assessment, which was reviewed and noted by the Governance and Audit Committee. It was agreed that the performance section of the self-assessment report for 2025-26 follows the same process as in 2024-25 but with the addition of more qualitative data in the form of case studies, regulator views and resident views where possible and pertinent to the wellbeing objective. This section includes –

- A performance overview summarising performance against the whole corporate plan, using two graphs showing how are we doing on our commitments / projects and how are we doing on our performance indicators.
- A performance section for each wellbeing objective to include a graph showing performance, a summary of performance against each aim with a Red Amber Yellow Green (RAYG) rating for each and a short narrative section, what we will we do to improve and case studies.

3.2 The same methodology was used for developing an initial RAYG rating for each of the wellbeing objectives and aims as we have used for the previous two years.

This means that the RAYG is objective and based on performance on the commitments and performance indicators (PIs) in the 2025-26 Corporate Plan Delivery Plan.

3.3 The approach gives a score to each commitment and PI based on their RAYG rating. The individual scores are then combined to give an overall score for the aim (as a proportion of the maximum), using the approach provided in the performance framework. This methodology has worked well for the previous two years. A score for each aim is developed and a narrative provided for each aim that summarises the key information within the commitments and PIs from the year-end performance dashboards.

3.4 Slightly different for this year, we have included additional qualitative data where possible if it provides additional insight into how we are performing against the wellbeing objective, for example recent regulator views and any service user perspective data. This has been looked at in conjunction with the quantitative score to form a final more balanced score which has been tested with Heads of Service and Corporate Management Team (CMT) to produce a final set of judgements.

3.5 Progress against the second performance requirement on use of resources has followed the same process as last year with seven use of resources templates reviewed and updated by the lead officers to provide theme judgements, which have then been combined to provide an overall use of resources judgement.

3.6 The third performance requirement, on governance, is covered by the Annual Governance Statement (AGS) which is scrutinised by the Governance and Audit Committee. Key findings and areas of improvement from the AGS have been used to produce the governance judgement and narrative provided in the draft Self-Assessment Report (**Appendix 1**).

3.7 The draft findings from each of the three performance requirements have been brought together into a single presentation for officer scrutiny and challenge in the first instance. Moderation exercises were completed by Heads of Service at their meeting on 24 June 2026 and CMT on 8 July 2026. Cabinet and Corporate Management Team (CCMT) then tested these judgements on 14 July 2026.

3.8 The draft Self-Assessment Report was considered by the Corporate Overview and Scrutiny Committee on 27 July 2026 and the Governance and Audit Committee on 24 September 2026, with additional engagement undertaken with Trade Unions. Feedback has been incorporated into the final report, alongside proposed suggestions to inform and improve next year's self-assessment process.

Summary of Judgements for 2025-26

3.8 The draft self-assessment judgements are included in **Appendix 1** and are summarised below -

WBO1: A prosperous place with thriving communities	**GOOD (YELLOW)**
WBO2: Creating modern, seamless public services	**GOOD (YELLOW)**
WBO3: Enabling people to meet their potential	**GOOD (YELLOW)**
WBO4: Supporting our most vulnerable	**GOOD (YELLOW)**

3.9 The Use of Resources judgement has been evaluated as 'Good'.

3.10 The Governance judgement remains at 'Good'.

3.11 A summary of the performance information that supports the self-assessment is included at **Appendix 2**. This will give a better understanding of the Council's performance against each Wellbeing Objective, Aim, PI and Commitment that underpins the self-assessment judgements. It should also give additional reassurance about the fairness and accuracy of the process.

Next Steps

3.12 Following approval by Council, the self-assessment will be translated and designed before being shared with Regulators and Welsh Government and published on the Council's website.

3.13 There will also be engagement with Town and Community Councils through the Town and Community Council Forum (TCCF), and with partners and neighbouring authorities through the Public Services Board (PSB), to inform and strengthen the self-assessment process for future years.

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. Wellbeing of Future Generations implications and connection to Corporate Wellbeing Objectives

5.1 This report reviews the following corporate wellbeing objectives under the Well-being of Future Generations (Wales) Act 2015 that form part of the Council's Corporate Plan 2023-28:-

1. A prosperous place with thriving communities
2. Creating modern, seamless public services
3. Enabling people to meet their potential
4. Supporting our most vulnerable

5.2 The 5 ways of working set out in the Well-being of Future Generations (Wales) Act have also been included in the Council's wellbeing objectives. The ways of driving and measuring them is also contained in the Corporate Plan Delivery Plan.

6. Climate Change and Nature Implications

6.1 There are no specific implications of this report on climate change or nature. However, the self-assessment will help us assess the Council's performance on areas (Wellbeing Objective 1).

7. Safeguarding and Corporate Parent Implications

7.1 There are no specific implications of this report on safeguarding or corporate parenting. However, the self-assessment considers the Council's performance on areas including safeguarding (Wellbeing Objective 4) and corporate parenting (Wellbeing Objective 3).

8. Financial Implications

8.1 There are no financial implications of this report.

9. Recommendation

9.1 It is recommended that Cabinet:-

- Consider and endorse the draft Self-assessment 2025/26 report in **Appendix 1** supported by performance information in **Appendix 2** to submit to Council for approval.

Background documents

None

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Bridgend County Borough Council Corporate Self-Assessment 2025-26

1. The purpose of this report

Bridgend County Borough Council is committed to continually improving the services we provide, making the best use of public resources and being open and accountable to the people we serve.

This Corporate Self-Assessment is an important part of that commitment. It provides an honest assessment of our performance during 2025–26, recognising where we have delivered well, where we have made progress, and where further improvement is needed. Whilst there is much to celebrate, many of the challenges we work to address, such as homelessness, poverty, social care demand and community health inequalities, are complex national issues that affect every local authority. Using our clear assessment ratings, this report sets out the Council's performance and contribution, recognising that wider societal issues remain. Therefore, a judgement of "Good" or "Excellent" means the Council is still delivering services effectively, making strong progress and achieving the outcomes within its control. It does not mean the underlying issue has been eradicated.

Working in this way demonstrates our commitment to transparency, learning, continuous improvement, contribution to national issues and embedding of good governance.

2025-26 is a year of transition with a new approach to performance to be developed and launched in 2027 alongside a new corporate planning framework linked to the new vision we are developing throughout 2026. A new transformation team with programme and project management capacity is in the process of being established – along with new supporting workforce and digital strategies in 2027 and beyond.

The Local Government and Elections (Wales) Act 2021 requires every council in Wales to publish an annual self-assessment considering whether it is:

- exercising its functions effectively;
- using its resources economically, efficiently and effectively; and
- maintaining effective governance arrangements.

This report also fulfils the council's annual reporting responsibilities under the Well-being of Future Generations (Wales) Act 2015) and the Social Partnership and Public Procurement (Wales) Act 2023, bringing together our assessment of performance, governance and organisational improvement into a single document.

This is our fifth annual self-assessment and, each year, our approach has evolved and matured. We continue to strengthen the quality of evidence we use, broaden the range of insight that informs our judgements and improve the way we evaluate our performance. Increasingly, our self-assessment is not simply about measuring what we have achieved but understanding what we have learned and how we can improve further.

Throughout the year we have drawn upon performance information, financial monitoring, regulator findings, resident feedback, partner engagement, service self-evaluations and scrutiny to develop a balanced assessment of how we are performing.

Above all, this report is intended to provide transparency. It explains to residents, members, businesses, partners and Welsh Government how we are performing, the challenges we face and the actions we are taking to build an even stronger Bridgend County Borough.

2. Looking Ahead – A Year of Reflection and Transformation

2025–26 has been a significant year for Bridgend County Borough Council.

It has been a year of reflection, learning and preparing for the future.

The appointment of a new Chief Executive provided fresh impetus for organisational change and has prompted us to take a longer-term view of the future for the county borough. During the year we have reflected on our strengths, listened carefully to residents, staff, members and partners, and considered how we must continue to evolve to take the opportunities and meet the challenges of the decades ahead. This will be reflected later this year in our Bridgend 2040 plan.

We reflected on the fact that the council had become heavily shaped by the impacts of COVID-19 and a prolonged period of austerity. Although our services remained strong, it was clear that we were at a significant crossroads in our organisational development.

Key external regulatory reports have given us confidence that many of our key services are in a very strong place. After some challenging years and considerable investment, Care Inspectorate Wales (CIW) reported that we now have strong and improving Children's Services with demand being manged well. Youth Services are judged by Estyn and HM Inspectorate Probation as excellent and our education services are high performing with our schools amongst the best in Wales.

These external reviews confirmed the findings of our first Panel Performance Assessment (2025) coordinated through the Welsh Local Government Association that we are a well performing authority. However, whilst performing well in these key statutory areas it is evident that there are areas that will need to change if we are to be fit for purpose in the future.

Regeneration activity has increased alongside the risk appetite for the council to prioritise the development of our towns. The purchase of the Rhiw Shopping Centre will be a catalyst for the regeneration of Bridgend Town and have, alongside ambitious plans for Porthcawl and investment in capacity to improve our public spaces, set the tone that this council intends to be increasingly proactive at intervening to improve our county.

Internally, we introduced a new approach to Service Self-Evaluations across our major service areas, creating a more consistent and evidence-based understanding of performance.

These assessments across 20 key service areas found a broad spread of performance from adequate to excellent.

Crucially, levels of self-awareness and the capacity to improve were high across services. Even those facing challenges were able to articulate a clear understanding of what was needed to achieve improvement.

Importantly, it has started the process that will embed a stronger culture of learning, accountability and continuous improvement across the organisation.

At the same time, the environment in which local government operates continues to change rapidly.

Demand for services continues to increase while financial pressures remain constant. Technology, digital transformation and artificial intelligence (AI) are reshaping how residents expect to access services and how organisations operate.

Four AI projects are underway: expanding Copilot, supporting Legal Services, enhancing social work recording, and improving customer service, alongside investment in capacity and new systems for Education, Social Services and Finance.

Extreme weather events, demographic change, ongoing financial constraints, international conflicts, and national socio-economic conditions as well as increasing complexity in areas such as social care, homelessness, housing and additional learning needs continue to place growing pressure on all public services.

The future world of work is also changing rapidly. Advances in technology, automation and the transition to a greener economy are creating new opportunities while changing the skills that future generations will need. Preparing our children and young people for that future, whilst supporting our existing workforce to develop new skills and adapt to change, will be increasingly important.

These challenges cannot be addressed by the council working alone. Success will depend upon strong partnerships with communities, recognised trade unions, businesses, public services and the voluntary sector, alongside greater collaboration across the organisation itself.

These factors have been the catalyst for developing our new Bridgend 2040 Vision.

The Vision sets out an ambitious long-term aspiration for Bridgend County Borough: **a county borough where people thrive, places are vibrant, and prosperity grows for everyone.** It provides a clear direction for the future of Bridgend County Borough and is underpinned by a robust transformation model that will guide how we continue to evolve the council, invest in our communities, and build confidence in the future.

The work undertaken during 2025–26 marks the beginning of that journey.

During 2026–27 our focus will be on translating this long-term ambition into practical transformation priorities, working collaboratively with residents, members, staff, recognised trade unions, partners and businesses to shape the next phase of our organisational and community transformation.

A governance framework will be developed for Cabinet and Scrutiny to ensure there is oversight of the transformation of our county borough and council.

3. Our progress against last year's areas for improvement

In our 2024-25 annual self-assessment we identified a series of areas that needed specific improvements in 2025-26. Below is an update on the work we have undertaken in these areas during 2025-26. More detail is provided on actions to date, and those that are still planned in each section of this report.

Wellbeing Objective One - A County Borough where we protect our most vulnerable

What did we say we would do to improve?	What we did in 2025-26
Continue implementation of the Children's and Adult Services three-year strategic plans.	Strong progress was made across Children's and Adult Services, with improved workforce stability reducing agency staff reliance and early help services helping fewer children enter care. Quality assurance improved, although further work is needed in children's voices, mental health, substance misuse, domestic abuse and advocacy. Foster carer recruitment and retention increased. An independent review confirmed Adult Services' strong outcome-focused approach, with ongoing work to embed practice, strengthen quality assurance and deliver efficiencies.
Implement the Early Help Commissioning Strategy.	A Family Support Commissioning Strategy was agreed and a multi-agency board established to oversee delivery. Progress has been made on early help and service recommissioning, with further work required on mental health, substance misuse and domestic abuse.
Create a Strategic Carers Group to ensure unpaid carers' views are heard.	A Carers Steering Group was established to improve systems, increase assessments for unpaid carers and promote best practice. Listening events with carers informed the development of an action plan and staff guidance.
Take part in Welsh Government's Local Authority Benefit Take-up Pilot to identify residents who are missing out on entitlements to financial support and undertake targeted campaigns to help them	Targeted campaigns increased uptake of Pension Credit and Free School Meals, securing over £616,000 in annual Pension Credit awards and supporting 172 children to access FSM. Awareness campaigns also promoted employment support and the Nest Warm Homes Programme.
Develop and consult on a new social housing allocation policy.	A new Social Housing Allocation Policy was developed and approved by Cabinet following consultation with statutory and not statutory partners, Registered Social

	Landlords (RSLs) and the public. Implementation is underway.
Maximise the budget for Disabled Facilities Grants (DFGs) so that we can complete as many projects as possible in 2025-26	The full DFG budget (£1.75milion), alongside additional funding through ENABLE and Housing with Care Fund (HCF), was utilised to complete 205 adaptations. Work continues to improve delivery timescales.
Identify schools to host three new learning resource centres – a Foundation Phase Observation Class, a Foundation Phase Nurture Class for pupils with Emotional, Social and Behavioural Difficulties (ESBD) and a Secondary Communication, Autism Resource Education (CARE) base. Open these provisions in September 2025.	Porthcawl Comprehensive School has been identified as the location for a secondary CARE base, and Tondu Primary School for a Foundation Phase observation class, with pupils already accessing transitional provision. Options for the Foundation Phase ESBD class are being explored ahead of formal opening following consultation.
Stay on track to meet the Additional Learning Needs (ALN) commencement orders target	All ALN commencement order requirements were completed by 31 August 2025.
Host a session on the online Individual Development Plan (IDP) system for Additional Learning Needs Coordinators (ALNCos), testing the system before rollout in schools.	The online IDP system was showcased ahead of rollout. All schools can now use the system, with all new Early Years IDPs created digitally.
Complete actions from Day Opportunities and Accommodation Based Service reviews.	Delivery of the day opportunities remodelling programme progressed across four workstreams, with evidence of improved, person-centred support developed alongside service users and families within the Integrated Demetia Service.
Complete a deep dive into Adult Safeguarding.	The safeguarding review led to improved processes, new practice models, daily referral meetings and greater consistency, resulting in improved performance across safeguarding services.

Wellbeing Objective Two - A County Borough with fair work, skilled, high-quality jobs and thriving towns

What did we say we would do to improve?	**What we did in 2025-26**
Continue our comprehensive Employability Programme.	Employability Bridgend exceeded engagement targets, providing tailored employment support. The BEST project successfully delivered paid placements with local employers, while the Employability Network

	expanded and remained a recognised example of best practice. Becoming an Agored Cymru centre enabled the continued delivery of Essential Skills training and the development of new vocational courses.
Award grants from Welsh Government's Transforming Towns Scheme, to contribute towards regenerating our town centres.	We secured over £5.1 million in Welsh Government Transforming Towns funding for 2025-26 through three grant schemes: placemaking, development, and strategic funding. More than £822,000 in placemaking funding supported two Council projects and eight private high street and commercial property projects. A further £170,000 in development funding supported feasibility and development work for four Council projects and one Valleys to Coast project. Almost £4.13 million in strategic funding was also secured towards the acquisition of The Rhiw Shopping Centre and the Wyndham House project on behalf of Valleys to Coast.
Further develop plans for the Porthcawl waterfront regeneration area.	A masterplan bringing together local needs and aspirations was completed and consulted upon before submission for outline planning consent, including a commitment to deliver a seafront lido.
Run Business Start-up Grants and engagement events through Bridgend Business Forum.	Fifty-two start-up grants were awarded and a programme of business engagement events delivered through a growing Bridgend Business Forum.
Provide opportunities for short-term, test trading through 'For a Limited Time Only'.	Pop-up trading initiatives supported 12 businesses, alongside food, drink and seasonal markets that increased footfall and promoted local enterprise in Maesteg.
Deliver Shared Prosperity Fund activities.	The programme of projects that was agreed by Cabinet was delivered successfully throughout the year.
Further develop Bridgend Music Service partnerships.	Music Service partnerships provided performance opportunities for pupils, including concerts with BBC National Orchestra of Wales and participation in national youth music programmes.
Complete the change to a biannual staff survey.	Preparatory work and engagement with managers supported the successful launch and promotion of the 2026 staff survey.

Wellbeing Objective Three - A County Borough with thriving valleys communities

What did we say we would do to improve?	**What we did in 2025-26**
Approve and adopt the Placemaking Plan for Maesteg.	The Placemaking Plan was completed and is awaiting formal adoption
Continue to award Commercial Property Enhancement Grants to	Nine grants totalling almost £131,000 were awarded through the Valley High Street Property Improvement

enhance and consolidate high street in commercial areas across our valley areas.	Scheme to improve commercial properties across valley communities.
Complete and adopt the Valleys Regeneration Strategy.	The Valleys Regeneration Strategy was completed and is already being used to support funding bids and prioritise investment ahead of formal adoption.
Continue work on business units through the Northern Valleys Initiative (NVI).	Positive progress was made following discussions with Cardiff Capital Region, with negotiations continuing to deliver new business units.
Implement phase three Flying Start expansion..	Flying Start expansion progressed a year ahead of schedule, delivering two years of planned activity within 12 months.
Complete the tender process for Welsh-medium childcare provision in Blackmill.	A provider was successfully appointed to operate the Blackmill Welsh-medium childcare hub.
Complete the sale of the Ewenny Road site..	A sale was agreed with a housing developer, remediation works are nearing completion and planning approval is being progressed.

Wellbeing Objective Four - A County Borough where we help people meet their potential

What did we say we would do to improve?	**What we did in 2025-26**
Increase governor engagement with safeguarding training.	Governor safeguarding training continued through accessible online and in-person programmes, with increased attendance at Designated Safeguarding Person training delivered by the Education Engagement Team.
Support the school in special measures	Schools in special measures received targeted support and regular monitoring through established improvement and governance arrangements. Bridgend continues to have one of the lowest proportions of schools in Estyn monitoring in Wales.
Continue work to address violence and weapons in schools.	The multi-agency Weapons-Related Incidents Group continued to coordinate preventative activity and developed a draft policy for schools based on national good practice. The policy will be finalised and shared with schools and education provisions by December 2026.
Support schools to complete attendance audits to identify best practice and development needs.	Attendance audits were incorporated into the strengthened attendance assurance framework and are being completed across all schools.
Improve persistent absence levels in primary schools.	A revised School Attendance Enforcement Policy introduced a more consistent, child-centred approach to improving attendance and reducing persistent absence.

Work with school leaders to improve capped 9 scores.	Effective practice continued to be shared through school improvement networks, including leadership learning from high-performing schools.
Continue to support and promote Welsh-medium education.	Welsh language workforce development continued through sabbatical programmes with National Centre for Learning Welsh, and post-course support for practitioners.
Continue to progress our plans for School Modernisation	Progress was made across all school modernisation projects, including appointments, planning approvals, site preparation and design development, despite some delays.
Prepare an options paper for the Food and Fun Programme to consider how barriers to participation could be reduced.	Service restructuring strengthened programme delivery and is expected to increase participation significantly in 2026.

Wellbeing Objective Five - A County Borough that is responding to the climate and nature emergency

What did we say we would do to improve?	**What we did in 2025-26**
Complete and consult on the draft Net Zero Strategy.	The Net Zero Strategy was reviewed and updated following specialist input, scrutinised by the Communities, Environment and Housing Overview and Scrutiny Committee and consulted on with the public between November 2025 and January 2026.
Commence the REFIT2 Scheme in Spring 2025.	Following delays to the framework launch, energy efficiency improvements were delivered through alternative procurement routes, with the framework remaining available for future use.
Make a Local Places for Nature 2025-27 application.	Funding was secured, enabling the recruitment of two officers to support biodiversity projects and the purchase of specialist equipment to enhance nature recovery work.
Implement the catchment-wide study of Nant Cefn Glas.	Site surveys and hydraulic modelling were completed as part of the catchment study, with analysis continuing into 2026-27.
Continue work on Supplementary Planning Guidance (SPG) to support the Local Development Plan (LDP).	Supplementary Planning Guidance covering retail, affordable housing, houses in multiple occupation (HMOs) and outdoor recreation were adopted, with further guidance in development for consultation in 2026-27.
Continue work to bring the Waste Service in-house.	Strong progress was made on the transition, with governance arrangements established, key staff recruited and delivery monitored through monthly programme board meetings. Work will continue into 2026-27.

Wellbeing Objective Six - A County Borough where people feel valued, heard and part of their community

What did we say we would do to improve?	What we did in 2025-26
Implement the action plan for the Strategic Equalities Plan.	The Strategic Equality Plan Action Plan continued to be delivered, contributing to greater equality, inclusion and improved outcomes for people with protected characteristics.
Approve and implement our new Digital Strategy.	Public consultation and scrutiny of the proposed Digital Strategy were completed. Further work has been undertaken to align it with the Council's transformation ambitions, with a revised strategy planned for launch in 2027.
Review and improve the corporate front door.	Continued improvements were made to the corporate front door, including a new Adult Social Care self-referral form and funding secured for a dedicated digital social care platform providing 24/7 information and advice.
Reflect on findings from the National Residents Survey and take action to address issues.	Findings from the National Residents Survey provided valuable insight into residents' experiences and priorities and were used to inform service planning and decision-making, helping ensure council services reflect residents' needs and priorities.
Start tracking Community Asset Transfers that move from short-term leases to longer-term leases.	New monitoring arrangements were introduced, tracking both new Community Asset Transfers and the progression of short-term agreements to long-term leases.

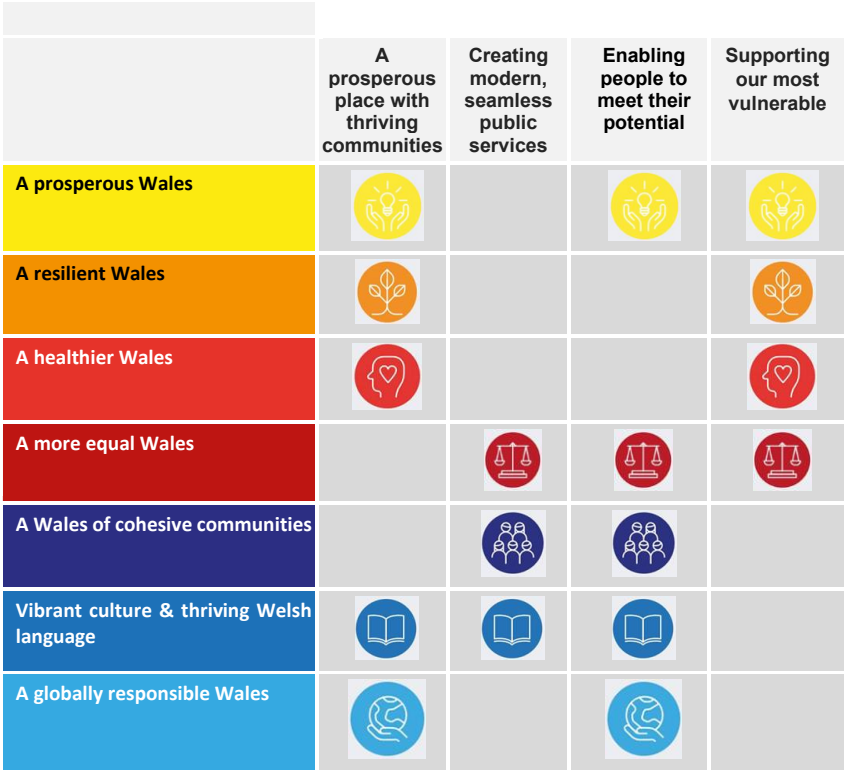
Wellbeing Objective Seven - A County Borough where we support people to be healthy and happy

What did we say we would do to improve?	What we did in 2025-26
Continue the redevelopment of Porthcawl Grand Pavilion.	The redevelopment is progressing well, with construction underway and governance arrangements in place to support delivery ahead of its planned opening in 2027.
Phase three expansion of Flying Start will target new areas.	Flying Start expansion is a year ahead of schedule, with two years of planned delivery achieved within 12 months and eligibility extended to 84% of Lower Super Output Areas.
Complete the Play Sufficiency Assessment.	A Play Sufficiency Action Plan was co-produced and submitted to Welsh Government, with Cabinet approval pending.
Complete engagement on the long-term strategy for libraries.	Initial public engagement was completed and responses are being analysed to inform the development of a draft Libraries, Culture and Community Hub Strategy.

Continue to target long-term empty properties.	Long-term empty properties reduced by over 28%, supported by higher council tax premiums which also generated over £780,000 in additional income.
Support childcare settings to prepare for Care Inspectorate Wales inspections.	Extensive professional development, best practice sharing and capital investment improved learning environments and strengthened inspection readiness across childcare settings.

4. How is the council performing in 2025-26? Are we exercising our functions effectively?

Every 5 years the council publishes a new Corporate Plan. A new Corporate Plan was published in April 2023 to cover a five-year period. It describes the council's priorities, why they are important and how progress will be measured. The priorities, or well-being objectives, show our commitments to citizens and our contribution to Wales's seven well-being goals –



In line with the Future Generations Act and the sustainable development principle, when we developed this five-year corporate plan, we thought hard about how we could work differently to respond to short- and medium-term issues, like the financial crisis, while protecting our natural environment and helping young people meet their potential for the long-term.

Each year, we allocate resources through the development of an annual budget. This is set in line with the priorities in the Corporate Plan. Alongside this, we publish a detailed delivery plan that sets out the specific priorities for the year and how we will measure them.

We have a process for measuring how we are doing on our priorities. We use –

- performance indicators,
- evidence on delivery of our projects,
- feedback from residents, businesses, and partners, and
- the views of our regulators and auditors.

Each part of the council pulls this information together and presents it to councillors who look at the data, check it and ask questions. This was done for the year 2025-26 throughout June to September 2026.

We use this information to come to overall judgements on progress against each of our aims and wellbeing objectives using the following ratings: –

	What does this Performance Rating mean?		
	Measure Type		
Colour/Rating	**Self-assessment performance**	**Commitments, projects or improvement plans**	**Performance Indicators**
COMPLETE (BLUE)	Not applicable	Project is completed	Not applicable
EXCELLENT (GREEN)	Very strong, sustained performance and practice	As planned - within timescales, on budget, achieving outcomes	On target and performance has improved / is at maximum
GOOD (YELLOW)	Strong features, minor aspects may need improvement	Minor issues. One of the following applies - deadlines show slippage, project is going over budget or risk score increases	On target
ADEQUATE (AMBER)	Needs improvement. Strengths outweigh weaknesses, but important aspects need improvement	Issues – More than one of the following applies - deadlines show slippage, project is going over budget or risk score increases	Off target (within 10% of target)
UNSATISFACTORY (RED)	Needs urgent improvement. Weaknesses outweigh strengths	Significant issues – deadlines breached, project over budget, risk score up to critical or worse	Off target (target missed by 10%+)

Understanding our ratings

The ratings within this report (as explained above) assess how effectively the Council is carrying out its responsibilities, delivering its commitments and contributing towards improved outcomes for residents. They do not indicate that a particular issue has been fully resolved or no longer exists.

Many of the challenges faced by local authorities are complex, long-term issues that are influenced by a wide range of social, economic and national factors. Issues such as homelessness, poverty, health inequalities, additional learning needs and the demand for social care services affect communities across Wales and the UK and cannot be solved by any single organisation acting alone.

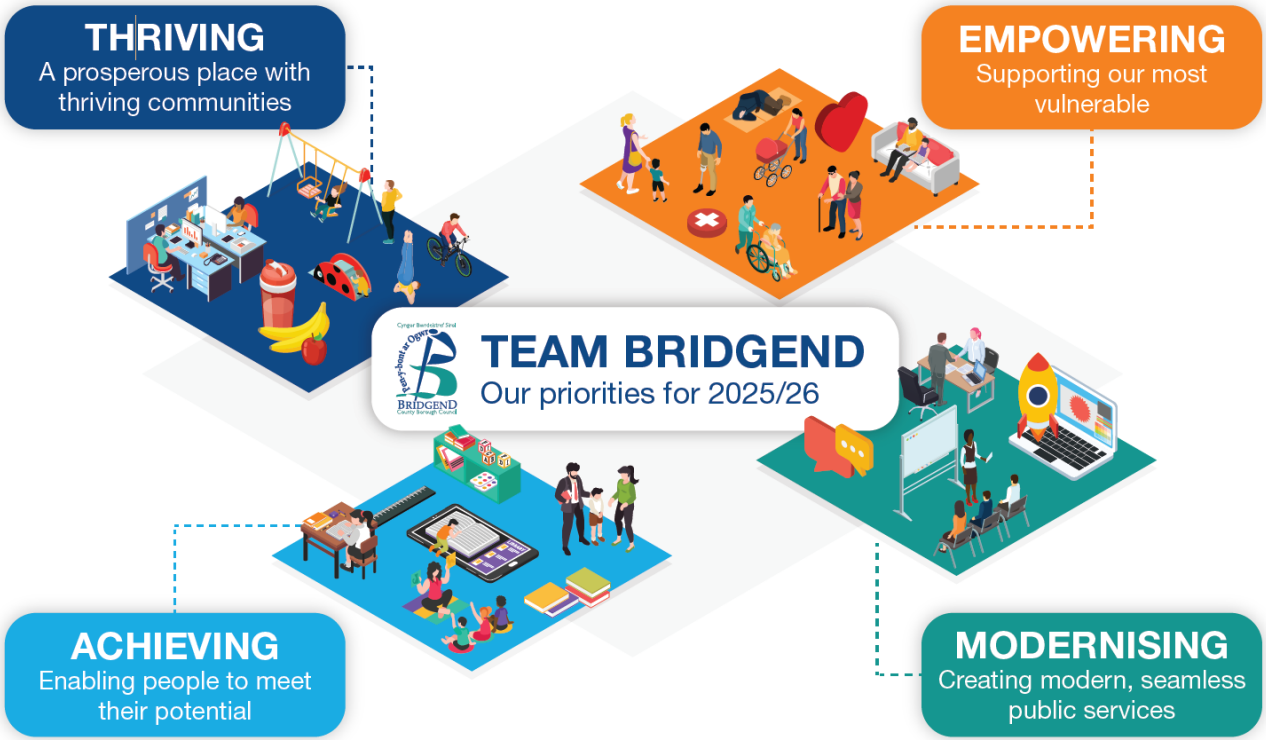
When we assess performance, we therefore consider the difference the Council has made, the progress achieved, the quality of services delivered, and whether we have used our resources effectively to meet identified needs. A rating of "Good" or "Excellent" does not mean that all challenges have been eliminated. Rather, it reflects our judgement that the Council is making a strong, evidence-based contribution towards addressing those challenges and delivering the outcomes it set out to achieve.

Our ratings are informed by performance data, external regulatory findings, feedback from residents and partners, and our own self-evaluation processes. We recognise that significant challenges remain in many areas, and this report seeks to provide a balanced and transparent account of both our achievements and the work still to be done.

Performance Overview

To support the five-year Corporate Plan, every year we develop a one-year delivery plan. The delivery plan for 2025-26 is more focussed than in the previous two years following a robust review, aligning with the current corporate priorities and resources.

Our Wellbeing Objectives (WBOs) were reduced from seven to four with some merged or subsumed into others. The four that remain focus on –



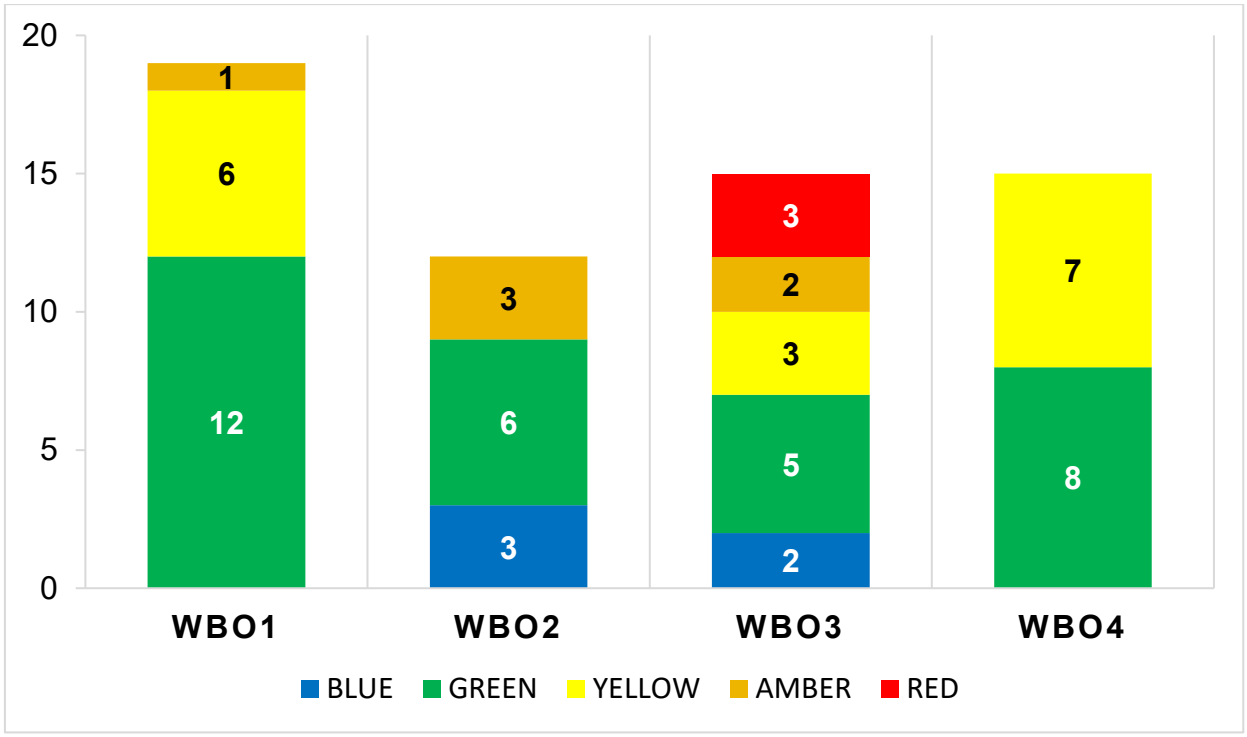
To underpin these 4 Wellbeing Objectives there are 21 Aims, made up of –

- 61 commitments (projects) the council will do to help us achieve our aims, for example, starting construction works on Porthcawl Pavilion.
- 65 performance indicators to measure our day-to-day activities, for example, collecting and recycling your household waste.

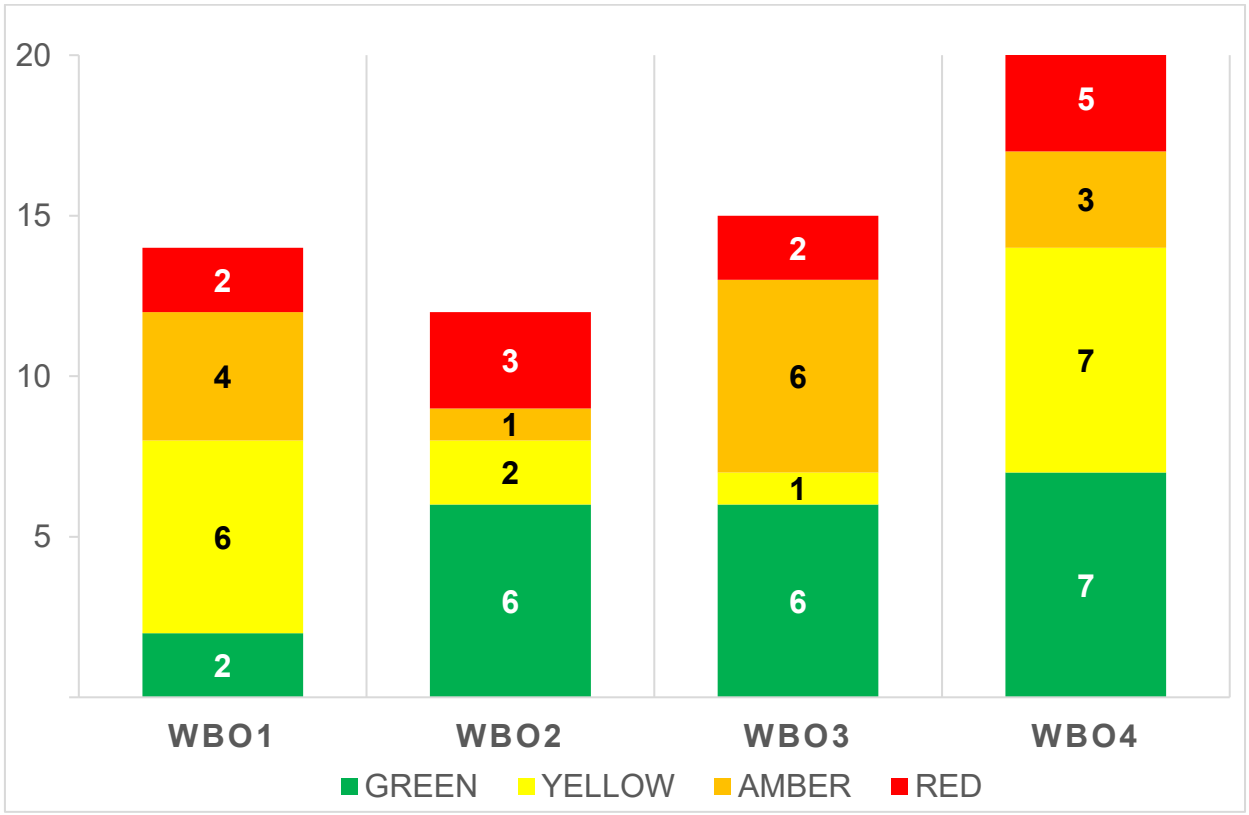
Each one of these has been given a blue, red, amber or green rating to show you whether they are completed, on target or if we are struggling to achieve them, and the two graphs below summarise these.

Alongside the self-assessment, we have published a separate, short performance document that details our progress against each performance indicator and commitment.

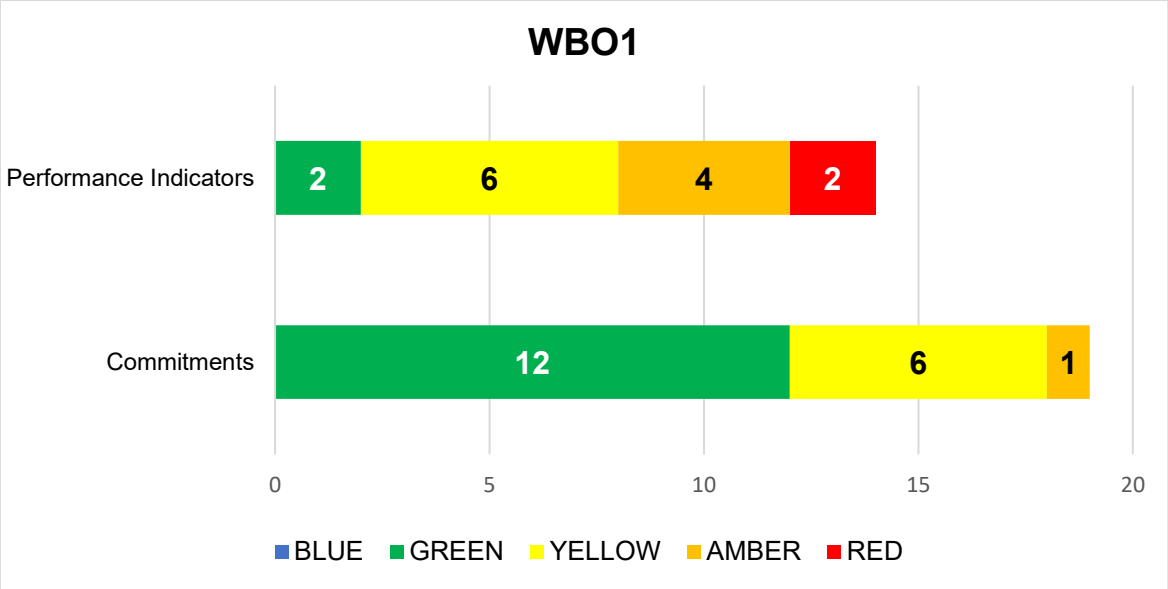
Graph 1 – How we are doing on our commitments / improvement projects



Graph 2 – How we are doing on our performance indicators.



Wellbeing Objective	Score
1 - A prosperous place with thriving communities	**Good**



The information below gives you more detail on how we are doing on each aim under this wellbeing objective.

Aim	Overall Judgement	Description
Move towards net zero carbon, and improve our energy efficiency	**Good**	• Work has continued to deliver energy efficiency measures across assets, including LED lighting, improved insulation, solar PV installations and electric vehicle charging infrastructure. This contributes to an overall reduction in energy consumption, although progress has been moderated by the transition from gas to electricity heating and increased use of electric vehicles. • Electricity consumption has risen slightly as a result of decarbonisation measures such as heating system conversions and fleet electrification. However, overall emissions monitoring across buildings, fleet, streetlighting, travel, commuting, homeworking and waste shows a continued year-on-year reduction. • We have reviewed our Net Zero Strategy to reflect policy changes, technological developments, delivery challenges and progress to date, and conducted public consultation from November 2025 to January 2026. The revised strategy adopts a more realistic and deliverable approach by focusing on decarbonisation rather than achieving full net zero by 2030 and the council remains committed to reducing emissions, enhancing biodiversity and seeking external funding to support long-term climate action. • The Air Quality Action Plan has been implemented, with monitoring strengthened through the installation of two real-time

		indicative monitors on Park Street following a successful bid for Welsh Government funding. • Air quality data indicates continued improvement, with NO_2 concentrations on Park Street reducing from 43.8 µg/m³ in 2024 to 42.1 µg/m³ in 2025, and modelling showing that compliance with the 40 µg/m³ target is on track to be achieved by the end of 2026.
Protect landscapes and open spaces	**Good**	• Coychurch Crematorium and Maesteg Welfare Park have maintained their Green Flag status, while Rest Bay, Trecco Bay and Porthcawl Marina have retained their Blue Flag status, demonstrating continued high standards in green spaces and coastal management. • Partnership working with communities and stakeholders has continued to support projects such as woodland enhancement and environmental protection, with initiatives incorporated into the Local Places for Nature application for 2025–27. • The inaugural Bridgend Nature Festival was successfully delivered in July 2025, at Newbridge Fields. Hosted by the Bridgend Local Nature Partnership the family-friendly event featured engaging, guided nature walks, interactive wildlife workshops, and hands-on conservation activities. Planning for Nature Fest 2026 is ongoing ready for the summer. • Local Nature Reserve safety inspections have been completed, alongside commissioning ecological surveys through the One Common Connection Project. The updated Biodiversity and Resilience of Ecosystems Duty Plan for 2026–2029 has been finalised. • The Climate Change Response Team has continued with increasing tree cover across the County Borough through planting schemes in Cornelly, Porthcawl and Bryncethin. Partnerships to support woodland management have also been strengthened, including extending the agreement with Llais y Goedwig for Bedford Park until August 2026 and ongoing collaboration with Tremains Rangers in Tremains Wood. Initial work is underway exploring options to deliver Forest School activities at Bedford Park and Frog Pond Wood.
Promote the conditions for economic growth and prosperity	**Good**	• Work has continued to secure and align major funding programmes to support economic growth, including preparations for the Local Growth Fund (estimated at £5.925 million) and the Connect to Work programme to support jobs and skills. • Support for new and growing businesses has continued through grant funding and professional advice, including 52 start-up grants, 30 business development grants, and feasibility support for new projects. • Funding support has been provided through collaboration with Business Wales, UK Steel Enterprise and the UK Government Shared Prosperity Fund, helping to invest in new business activity and support the development of local enterprises.

		• Innovative initiatives have supported local businesses and town centres, including a Pop-Up Shop space in Maesteg Market supporting 12 start-ups, and a shared retail space in Bridgend town centre developed in partnership with the Ospreys Rugby Team. • Plans are in place to deliver targeted workshops in 2026–27 to encourage more applications and improve take-up of business grants, following a reduction in application levels during the current year. • Shared Prosperity Funding has supported local growth through business grants and investment in communities, successfully, with activity transitioning to the Welsh Government Local Growth Fund for 2026-27. • Work is progressing to improve sustainable and active travel, with funding secured from Welsh Government to support new infrastructure and plans being developed to progress future schemes.
Regenerate our town centres and Valleys	**Good**	• Progress has continued on the Placemaking Strategies for Maesteg and Porthcawl, which are being used to align grant and funding opportunities with priority projects, helping to maximise investment and support local regeneration. • The Transforming Towns Placemaking Programme exceeded the initial allocation for 2025–26, with over £1m in grants awarded to projects across Maesteg, Porthcawl and Bridgend. In addition, £176k supported project development, and £4m in grant funding was secured for three strategic schemes, strengthening the pipeline of future investment. • The Valley High Street Property Improvement Grant, funded through the Shared Prosperity Fund, has supported improvements to nine commercial properties, with £131k awarded across locations including the Garw, Nantymoel, Ogmore Vale and Kenfig Hill. This has enhanced shopfronts and helped bring vacant properties back into use. • Development of the Ewenny Road site is progressing, with a sale agreed to a housing developer. A planning application is currently under consideration, and completion remains subject to final sign-off of remediation works undertaken in January 2026. • A reserved matters application has been submitted and is being considered by the planning authority. The development will deliver new and affordable homes, alongside an enterprise hub, open space and green infrastructure, supporting sustainable community growth.
Reduce, reuse or recycle as much waste as possible	**Excellent**	• A strong track record as one of the best-performing recycling authorities in Wales has been maintained, delivered in partnership with residents and demonstrating continued commitment to reducing waste and increasing recycling. • The percentage of street cleansing waste prepared for recycling has exceeded target at 41.25%, improving on last year's

		performance and reflecting ongoing progress in maximising recycling from operational activities. • Overall, the percentage of waste reused, recycled, or composted remained strong at 69.08% falling just 0.92% short of statutory national target of 70%. The marginal shortfall against target was primarily due to the wood apportionment mechanism introduced by the regulator which impacted on the overall calculation. Significant volumes of material continue to be successfully recycled, including over 23,212 tonnes from kerbside collections and 9,941 tonnes at community recycling centres, highlighting sustained high levels of resident participation. • Progress has continued towards bringing the waste service back in-house by July 2027, including the recruitment of key officers and the development of transition plans working alongside the current contractor. This approach will support stronger operational oversight, greater flexibility to respond to service issues, and better alignment with evolving Welsh Government targets. • Street cleanliness has declined during the year, with performance reducing from 99.35% to 88.59%, largely due to ongoing staffing challenges. Internal monitoring and targeted improvement actions are underway to support improvements in the coming year. • Although there has been a slight decline in the recycling rate and street cleanliness, and some risk associated with bringing the service in-house, performance remains strong. Street waste measures have improved, the recycling target was narrowly missed due to technical factors, and most waste transfer milestones have been achieved. Despite the recent decline, street cleanliness remains at a high level, supporting the overall excellent judgement.
Provide opportunities for culture, leisure, and play	**Good**	• The Grand Pavilion redevelopment project has continued to progress with a main contractor on site and delivering over the next 18 months. The construction contract commenced in September 2025 and is overseen by the Programme Board. An additional £678k was secured from the Arts Council in January 2026 to support the project. • Opportunities for culture, leisure and play have continued to be delivered, with 21 play areas refurbished and returned to community use during 2025–26, including Phase 4 of the programme and Brackla Skate Park. While this is below the annual target, delays to later phases mean delivery will now extend into 2026–27 alongside additional schemes, including Maesteg Welfare Skate Park. • The Food and Fun programme was delivered in four schools in summer 2025, down from six in 2024, primarily due to staff availability. This provision supported 160 children with 2,730 meals, 144 physical activity sessions and 32 nutrition sessions. The programme is planned to expand to 10 schemes in 2026,

		supported by recruitment of a Healthy Child Coordinator and enhanced catering capacity. • Participation in the free swimming initiative for children and young people has been lower than anticipated at 10,344 attendances. This is primarily due to data recording issues across sites, with work underway alongside HALO to review and validate attendance data. • A new measure of active users across targeted health and wellbeing memberships has been introduced, with 2,360 users recorded. This provides a strong baseline and reflects good take-up of accessible leisure provision designed to reduce barriers to participation. • Participation in targeted wellbeing initiatives remains high, with over 21,500 attendances across programmes supporting older adults, families and vulnerable groups, helping to promote healthier and more active lifestyles. • Progress continues in strengthening strategic approaches, including development of the Play Sufficiency Action Plan, Healthy Living Partnership Strategy, and Community Hub Strategy, although some elements remain in development and will progress further in 2026–27. • Bridgend Library Service continues to perform strongly, meeting all Welsh Public Library Standards core entitlements and most quality indicators, while leading nationally in event attendance and maintaining strong engagement with young people and communities.

What will we do to improve?

- Hold targeted workshops with Business Start-ups to improve the quality of applications
- Invest £5.925 million of Local Growth Funding in projects in the County Borough
- Develop active travel funding bids for submission in 2027-28
- Continue the Ewenny Road site development through the planning process
- Monitor cleaner streets inspection process to improve performance
- Continue with transition to bring our Waste Service in-house by July 2027, including a maintenance facility for vehicles and supply chain arrangements
- Review the Bridgend Town Centre Masterplan.
- Deliver the Hillsboro South public realm scheme in Porthcawl
- Progress the Porthcawl Waterfront Masterplan to outline planning consent
- Complete the Children's Play Area Refurbishment Programme
- Run 10 Food and Fun Schemes during Summer 2026 and recruit a Healthy Child Co-ordinator to grow the programme further for summer 2027.
- Mobilise the Bridgend Works Team to maintain and improve neighbourhoods, town centres and community spaces through responsive maintenance, road patching and rights of way improvements.

Case study – Electric vehicles



Electric vehicles comprise approximately 13% of the BCBC vehicle fleet and BCBC has an ongoing programme of installing electric vehicle charging infrastructure across the estate to support the use of electric vehicles. Going into 2025-26 there were 73 sockets installed at 14 sites.

In 2025-26, using grant funding totalling £97,000 from Welsh Government matched with capital from the BCBC Decarbonisation Programme, a further 29 sockets were installed at Waterton, Bryncethin and Tondu Depots which included higher capacity chargers that allow for faster charging of vehicles during the working day. Increased battery storage was also installed at Bryncethin depot to capture more of the electricity generated by solar panels at that site and used to charge vehicles and power the building. Funding from the same sources was also used to meet the additional costs over the diesel equivalents for four new electric vans and an electric mini-digger.

It is estimated that carbon emissions have been reduced by at least 53,519.77 kg.CO2.e in 2025-26 by using electric vehicles instead of diesel and petrol.

Case study – 'For a Limited Time Only…?'



'For a Limited Time Only…?' was a six-month pop-up initiative launched in May 2025 at Unit 14, Maesteg Market. Delivered by Bridgend County Borough Council's Economic Development and Enterprise Team, the initiative was created to support local start-ups, creatives, makers, small businesses, social enterprises and community groups to test their trade in a real town-centre setting.

The initiative provided a flexible, low-risk space at no cost where participants could showcase products, trial trading, engage with customers, promote their business and build confidence before considering longer-term premises. It also supported Maesteg Market by bringing new activity into the space and encouraging people to visit.

The project benefitted early-stage businesses and community users across Bridgend County Borough, while also contributing to wider town-centre regeneration aims. Activities included pop-up retail, creative showcases, community engagement and opportunities for local traders to raise their profile.

The initiative proved popular as it offered an accessible route for people who may not otherwise have had the confidence or resources to take on a commercial unit. It demonstrated the value of temporary space as a practical tool for enterprise support and town-centre activation and resultantly, there has been an increase in the number of

enquiries from local businesses regarding occupying the vacant Market units long-term, with one of pop-up participants signing a lease on unit 14.

Case Study – Bridgend Nature Festival 2025



On Friday the 25 July 2025 the Bridgend Local Nature Partnership hosted the first Bridgend Nature Festival at Newbridge Fields. This event brought together a range of non-governmental organisations, community groups and public bodies to deliver an array of engagement activities such as nature treasure hunts, fungi identification sessions, bird spotting strolls and a variety of educational talks, all focused on highlighting the importance and diversity of nature in Bridgend. The event was entirely free for attendees and held at the start of the summer holidays, which meant it was particularly well attended by families and young people. The event attracted approximately 500 people and feedback was overwhelmingly positive, which has led to a repeat of the event being scheduled for the 31 July 2026. The event also contributed to the growth of the Bridgend Local Nature Partnership and an increase in engagement with Local Places for Nature projects in Bridgend.

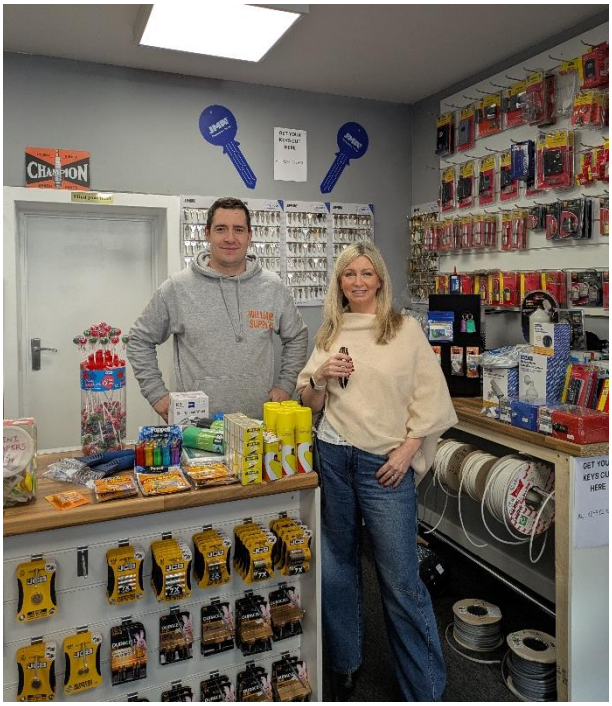
Case study - Brackla Skatepark



Through effective collaboration from Bridgend County Borough Council and our delivery partner, Maverick, Brackla Skatepark has been redeveloped to a very high standard. Maverick held a local engagement session on site alongside an online engagement which was very well received, and the concept drawing had great public support. Once completed, a programme was put together and agreed by the council. Conditions on site were far from favourable, but the

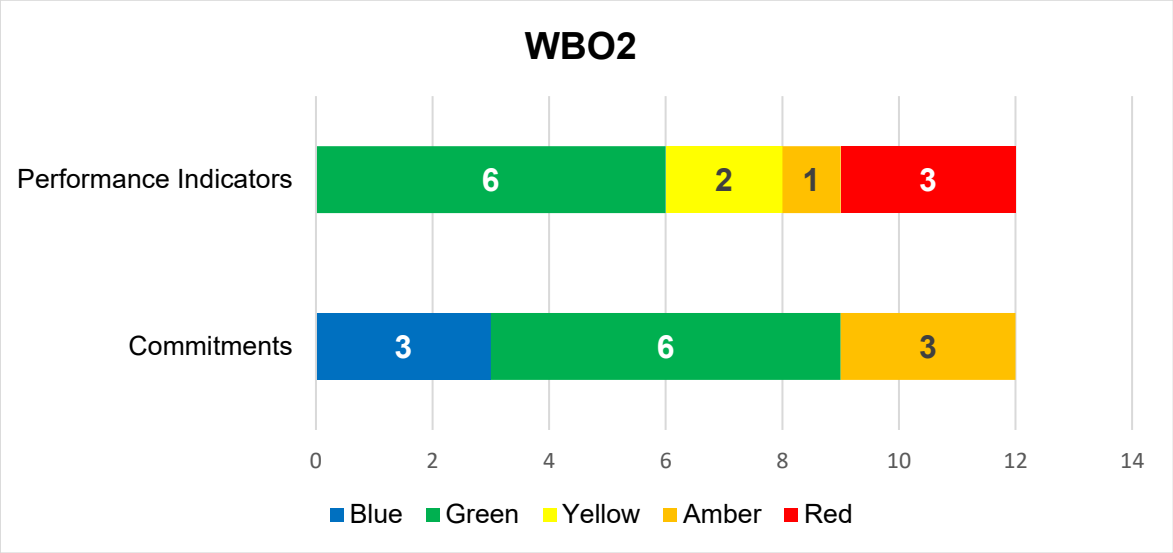
in-house Maverick team completed the build early and to a very high standard. On Wednesday 1st April 2026, local skaters, riders and families came together for an afternoon of rider demos, music and competitions. There was strong engagement from all ages and abilities. The event had key involvement from Bridgend County Borough Council, Team Rubicon, pro riders and EPIC brands / prize sponsors.

Case study – Grant support for commercial properties in the valleys



In 2025-26 we supported the improvements of 8 commercial properties in the high streets of our valley's communities, including Oxford Street in Pontycymer, Ogwy St in Nantymoel and Commercial St in Kenfig Hill. Applicants were invited to submit proposals for: improvements to their properties that would help bring vacant properties back into use, or; improve occupied properties to help sustain businesses on the high streets, and; improve the look of the high street through shopfront enhancements. One owner had recently bought a property and discovered damp which was impacting the tenant in the ground floor shop. The tenant had to find somewhere else as their stock was being affected by the damp, so the new owner applied to redevelop the ground floor unit to make it more suitable for the future, as well as roof and re-rendering works to fix the damp. New and improved staff facilities made the unit more attractive, and the improvements to the shop space created a more attractive space for a new tenant. The applicant said of the grant support, "it's been huge really", and without the help of the grant "I wouldn't have been able to do this to such a high standard". When asked about their experience, they said "It was great. I was happy with the officer support as I could ring at any point, for any support or clarification".

Wellbeing Objective	Score
2 - Creating modern, seamless public services	**Good**



The information below gives you more detail on how we are doing on each aim under this wellbeing objective.

Aim	Overall Judgement	Performance this year
Improve how we engage with people, listening to views & acting on them.	**Good**	• Digital engagement reached a record 1.23 million interactions, exceeding the target and demonstrating significant growth in how the council connects with residents online. • Opportunities for children and young people to take part in consultations have been strengthened through targeted engagement activities, including dedicated youth events and closer working with youth services, helping ensure their views are better reflected in decisions. • Communication has been strengthened through the introduction of a new media protocol, regular member bulletins, improved video content for residents, and the implementation of a new social media scheduling platform, enabling more timely, consistent, and accessible updates. • Staff engagement has been strengthened through the introduction of a corporate narrative, an improved staff survey, and regular video updates, helping to keep employees informed, connected, and involved. • Progress is being made on a new bilingual intranet, which will improve accessibility and support both Welsh and English language use. • While the percentage of complaints closed within timescales has improved, progress continues to be limited by delays in responses from service areas.

		• A new complaints system and performance dashboard is being introduced to improve monitoring, accountability, and learning across services. • The council has continued to deliver its Strategic Equality Plan through enhanced equality and Welsh language training, improved engagement with under-represented groups, and initiatives to improve service accessibility and employment opportunities, strengthening inclusion across the organisation. • A series of listening events with unpaid carers were conducted during February and April 2026. These provided opportunity for carers to feedback on services and provide valuable insights to help shape future plans.
Offer more information and services online, and in local areas.	**Good**	• The council has improved its ability to resolve customer enquiries at the first point of contact (77.58%), supported by ongoing performance reviews and upskilling of customer service advisors to deliver quicker and more effective responses. • Online services continue to be widely used by residents, reflecting strong demand, while ongoing development and promotion of digital services is making it easier to access support online alongside alternative channels. • A review of the council's front door access to services has been completed, identifying opportunities to simplify and improve how residents contact and access services. • A new online self-referral form for Adult Social Care has been developed, improving how residents can request support, with plans to launch shortly. • Work is underway to develop a digital front door for Adult and Children's Social Care, helping to provide more streamlined and accessible digital services in the future.
Modernise and become a more efficient council	**Adequate**	• Work has continued to strengthen workforce performance through active absence management, ongoing promotion of staff wellbeing support, and targeted training and guidance for managers, helping to improve attendance and increase completion of staff appraisals across the organisation. • The council has exceeded its target for Community Asset Transfers. 11 initial transfers or transfers from short term arrangements to long term arrangements were completed in 2025-26, including Heol y Cyw Playing Fields, North Cornelly Community Centre and Garth Park Bowls Green successfully transferred to community organisations. • Over £500k of funding has been invested in community groups to support asset transfers and improve local facilities, including community centres, sports pitches, parks, and pavilions managed by local groups, alongside ongoing work to develop further opportunities.

		• A number of additional transfer agreements are in progress, including leases and licences currently being finalised, with further opportunities being explored with community groups and town and community councils. • A draft Digital Strategy has been developed, with further work being aligned to a wider transformation programme to ensure a coordinated approach to modernising services. • A new Head of Transformation and Digital has been appointed to lead the development of a corporate transformation strategy and delivery plan, helping to address delays and provide clearer direction. • Ongoing work to review and better use the council's estate has helped to maximise the use of buildings through shared use and community-focused approaches. • Plans are in place to introduce a new Integrated Works Management System, which will improve how council assets are managed and support longer-term planning.
Improve partnership working with partners, the third sector and Town and Community Councils	**Good**	• Strong partnership working has ensured all high- and medium-risk domestic abuse victims were contacted within target timescales, including over 850 high-risk and 600 medium-risk cases supported through coordinated multi-agency responses. • The Assia Domestic Abuse Service has supported over 1,300 individuals, with all reporting increased feelings of safety at exit, reflecting effective collaboration with specialist partners and tailored safety planning. • Local Community Coordinators have supported over 1,100 residents, including helping individuals move from formal services into community-based support, strengthening independence and reducing reliance on statutory services. • Partnership working with external organisations has expanded provision for children and young people, including holiday support programmes delivered during the February, Easter and summer half terms in 2026. • A new regional agreement with health partners has been implemented, supporting integrated working between health and social care teams to better support frail older people in the community. • Work with Town and Community Councils has included a review of local arrangements, helping to clarify roles and responsibilities, with further review now being progressed through the local Boundary Commission. • Co-productive working has supported communities to develop their own solutions and build resilience, including multi-agency approaches led by Local Community Coordinators, development of a community referral pathway, and support to help individuals and families transition into local support networks.

		• Estyn recognised the strength of the 'Team Bridgend' culture, highlighting how collaboration between the local authority, schools and third-sector partners breaks down organisational silos and improves outcomes. Alongside this, modernised financial monitoring and resource allocation have helped manage budget pressures while enhancing the quality of localised care and support. • The Bridgend Youth Justice Service (BYJS) Management Board exemplifies the "One Council, Working Well with Partners" approach. The establishment of the Restorative and Victim Subgroup has strengthened collaboration with key partners, including the Probation Service and South Wales Police, creating a unified, multi-agency approach to delivering strategic priorities.

What will we do to improve?

- Develop new web and intranet pages - new consultation feedback section.
- Deliver fully bilingual staff intranet by July 2026
- Launch the new complaints and compliments form/process in June 2026.
- Obtain sign-off and launch the new online self-referral form for Adult Social Care.
- Secure funding to progress the development of a digital front door for Adult and Childrens Social Care.
- Develop a Transformation Strategy by December 2026.
- Develop a new Digital Strategy by March 2027.
- Procure and implement a new Integrated Works Management System.
- Commission an external independent review of Bridgend community preventative pathway.

Case Study- Expansion of our Crimestopper Zones

Bridgend County Borough Council first teamed up with well-known charity Crimestoppers and Valleys to Coast Housing to introduce the first ever Crimestoppers Zone in Wales in 2024. The zone, located in Wildmill, Bridgend was introduced to encourage communities to give crime information anonymously and empower everyone to play a role in addressing anti-social behaviour and criminal activity in their local area to support keeping Bridgend neighbourhoods safe. Following this success a second zone has been launched in Brynmenyn in May 2025.

Residents are encouraged to speak up about criminal activity through the charity's unique reporting service, safe in the knowledge that the information they have provided will remain a hundred per cent confidential. The charity guarantees total anonymity when capturing crime information in over 140 different languages. If required, a translator can be available within a couple of minutes for those calling Crimestoppers.



Case study – Budget Challenge Day

A Post-16 Budget Challenge Day was held in January 2026 at the Civic Offices, involving sixth-form learners from all Bridgend secondary schools. The event was designed to amplify young people's voices in the budget process, improve understanding of local government finances, and gather learner-led priorities to complement wider public consultation feedback.

Learners took part in structured sessions exploring the council's financial position, followed by breakout discussions on key themes including education, early years, young people, wellbeing, communities, prevention and social care. Working collaboratively, learners developed and presented budget proposals to elected members and senior officers, outlining their priorities and the rationale behind them.



The activity demonstrated strong engagement and provided valuable insight into the services learner's value most, alongside increasing awareness, financial literacy and understanding of the complexity of budget decisions.

Case study – Male victim support at Assia

Sara Matthews in Assia was recognised as highly commended for her work with the male domestic abuse victims and their focus group at the Wales Safer Communities Network.



The focus group works with men who have been victims of domestic abuse, who previously were unlikely to engage with the service. The group has been established as a safe space for male victims to share their experiences of abuse knowing they will be believed and not judged and have support from their peers. The co-productive element of the group, with the men picking what they want to focus on or receive advice on is at the heart of everything. This group and the ongoing support have given those attending the confidence to report abuse and ongoing incidents to the Police, and other partners to prevent further escalation. Sara's passion and commitment to advocate for the male victims she works with is critical to the group's success.

Case Study – Unpaid Carers Listening Events



Unpaid carers came together at listening events to share their experiences and views on the support available to them. The events provided an opportunity for carers to speak openly about how they feel and discuss the issues that matter most to them. Many welcomed the opportunity to be heard and valued the chance to contribute their ideas and experiences.

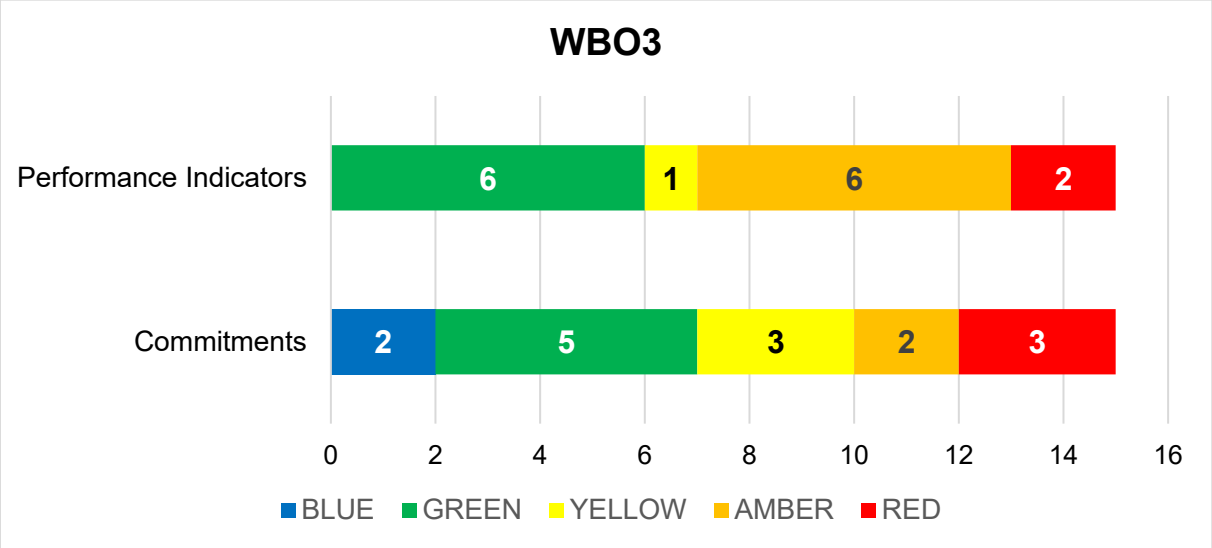
Carers highlighted the importance of having a voice and being able to share their perspectives directly with people who were willing to listen. Feedback from attendees showed that simply being asked for their views made them feel valued and included in conversations about future support and services. One attendee commented: "We do now feel valued because we've been listened to."

The events were intended to be the start of an ongoing conversation with unpaid carers. Participants and organisers shared a commitment to continuing engagement and working together to develop a plan that reflects the priorities of carers themselves.

This approach aims to ensure that future actions are shaped not only for carers, but with carers.

A key message from the events was the importance of turning feedback into action. By listening to carers, understanding what matters to them and continuing to involve them in discussions, the intention is to develop a shared plan that can be owned and delivered together. Organisers committed to reporting back on what carers have said and what has subsequently been achieved, helping to build trust and demonstrate the impact of ongoing engagement.

Wellbeing Objective	Score
3 - Enabling people to meet their potential	**Good**



The information below gives you more detail on how we are doing on each aim under this wellbeing objective.

Aim	Overall Judgement	Description
Provide an effective Childcare and Early Years Offer	Excellent	• The Flying Start programme has expanded significantly, with participation increasing from 530 in 2023–24 to 721 in 2025–26, surpassing the target of 620. This strong overperformance has been driven by expansion activity that is approximately one year ahead of schedule and now reaches 84% of Lower Super Output Areas, supported by ongoing promotion to maximise uptake. • Maintained early years settings continue to perform at a high level, with 79% of Care Inspectorate Wales inspection judgements rated excellent, underpinned by a clear and ambitious strategic vision positioning them as Centres of Advanced Practice to lead and influence quality across the sector. • Targeted capital investment has enhanced buildings, outdoor spaces, and learning resources, ensuring that environments are high quality and fully aligned with the Framework for Early Childhood Education and Care, thereby improving learning experiences for children. • Strong governance and leadership arrangements are in place, with all settings confirmed as compliant with National Minimum Standards through the use of a leadership toolkit, alongside structured mentoring,

		workforce development, and timely completion of mandatory training for staff. • Non-maintained early years settings also demonstrate consistently high quality, with 91% of inspection outcomes rated good or better, supported by effective challenge and support from the Early Years team. • Sector-wide improvement is being strengthened through the identification of three good-practice hub settings and the delivery of a comprehensive professional learning offer, including leadership development, collaborative learning communities, and Froebelian training completed by 23 practitioners. • Collaborative networks such as the Bridgend Froebel Network are promoting peer-to-peer learning and sharing of best practice, while future plans include expanding provider capacity, increasing access to flexible online training, and developing a further cohort of specialist training.
Provide safe, supportive schools with high quality teaching	**Good**	• Safeguarding remains strong overall, with 93% of schools self-evaluating as 'green', supported by targeted local authority monitoring and improved governor training arrangements, although further work is required to strengthen consistency in training uptake and evaluative practice. • Fixed-term exclusions have reduced in both primary and secondary schools, with primary school days lost falling to 0.021% and secondary to 0.142%, reflecting the positive impact of targeted interventions, including effective use of strategies such as the Managed Move process in secondary schools. • Primary school attendance has improved to 93.1%, above the all-Wales average, demonstrating effective engagement strategies, while enhanced analytical approaches and attendance audits are being introduced to further drive targeted improvement and share good practice. • Secondary school attendance has also improved to 87.6%, although it remains below the all-Wales average. Strengthened data analysis, cluster reviews, and a robust attendance assurance framework is being implemented to better identify patterns and support schools. • Educational outcomes remain positive overall, with the average Capped 9 score increasing to 358.8 and exceeding the all-Wales average, although disparities persist for pupils eligible for free school meals, highlighting the need for continued targeted support to improve equity.

		• School improvement arrangements are effective, with 100% of secondary schools and 96% of primary schools not requiring Estyn follow-up, supported by strong partnership working, strengthened governance through improved insights from the skills audit, and tailored professional learning aligned to school priorities. • Investment in digital learning has been successfully delivered to schools, including AI training, online safety education, national engagement events, and updated policies, alongside participation in pilot programmes and international learning to strengthen innovation and streamline processes. • The digital offer for young people has been enhanced through a youth-led website, interactive tools, and social media engagement, increasing accessibility, participation, and opportunities for young people to share their views, with further consultation and online safety initiatives planned. • Estyn recognised the exceptional quality of the Pupil Referral Unit (PRU) and Educated Other Than At School (EOTAS) provision. The therapeutic and nurturing learning environments help pupils facing barriers to mainstream education re-engage with learning, achieve positive outcomes and fulfil their potential. Bridgend schools continue to achieve the lowest rate of post-inspection follow-up categories in Wales.
Provide Welsh medium education opportunities	**Adequate**	• Activity to increase Welsh-medium uptake has included targeted promotion and expansion activity, resulting in an additional 38 Reception applications for September 2025 and increased Nursery interest, particularly in Maesteg. • A smaller Year 11 cohort at the Welsh-medium secondary school has reduced the overall proportion of learners studying for assessed qualifications through the medium of Welsh. Data suggests a larger cohort for this school year. • Post-16 Welsh provision has been supported through the establishment of a Welsh Leaders Network to promote AS and A Level Welsh and facilitate the sharing of good practice, alongside encouragement of increased learner uptake for the 2025–2026 academic year. • The Welsh in Education Strategic Plan has been progressed through the establishment of the ‘Pont Iaith’ late immersion provision at Ysgol y Ferch o’r Sgêr, alongside expanded Cymraeg i Blant sessions in Porthcawl, which are operating at full capacity.

		• Early years Welsh-medium provision has been further developed through plans to open a new Cylch Meithrin in Porthcawl and continued promotion of Welsh-medium education through visible campaigns, including banners across Bridgend train stations. • Strategic development work on Welsh-medium catchment areas has experienced delays due to limited GIS capacity; however, plans are in place to engage the private sector to undertake an independent review to support future planning.
Modernise school buildings	**Adequate**	• Across all five schemes, key progress has been made in securing planning approvals, funding, design development, and early site works; however, delivery timelines continue to be impacted by external factors such as land-swap agreements, ecological requirements, and site conditions, requiring ongoing mitigation and project management to maintain momentum. • Progress on the Ysgol Gymraeg Bro Ogwr new-build has included site clearance, agreement on highway access and active travel routes, and Cabinet approval to revise the opening date to September 2027, alongside preparatory work for the pre-application consultation and ecological arrangements such as a reptile translocation site, although site investigation has been delayed due to ground conditions. • Development of the new Mynydd Cynffig Primary School has advanced through Cabinet approval to tender, ongoing preparation of the Bill of Quantities, agreement of a dormouse mitigation strategy with Natural Resources Wales, continued site clearance including relocation of allotment users, and near-completion of detailed design work. • The Ysgol Ferch o'r Sgêr enlargement project has progressed through securing planning approval, Welsh Government approval of the Full Business Case, and council capital funding approval, although progression to contractor appointment is currently constrained by the outstanding land-swap agreement. • The project to replace Afon Y Felin and Corneli Primary Schools has similarly secured planning approval, Full Business Case approval, and capital funding, with progress currently limited by the need to finalise the land-swap agreement to enable contractor appointment. • Development of the new Heronsbridge School has progressed through completion of ground investigations, appointment of Kier Construction via the regional framework to lead design development,

		ongoing engagement with planning and transport stakeholders, updated ecology reports, and Cabinet approval to revise the opening date to autumn term 2028. • Estyn highlighted how the council's investment in school buildings is improving schools not only as physical structures but also by supporting the successful delivery of the Curriculum for Wales. Through a strong school modernisation programme, capital investment has been aligned with progressive teaching and learning, creating modern learning environments that support educational achievement while contributing to thriving communities, local prosperity and environmental pride.
Be good parents to our care experienced children	**Good**	• Work to prevent homelessness among care leavers has included multi-agency reflective reviews, leading to joint training and implementation of a joint assessment protocol. As a result, homelessness rates remain below target, although further preventative work is ongoing. • Support for care leavers' participation in education, employment and training has been sustained through corporate parenting workstreams, with performance exceeding target, alongside development of a new council-wide work placement initiative to further improve long-term outcomes. • The Corporate Parenting Board has strengthened governance through regular multi-agency meetings and by embedding the voice of care-experienced young people, informed by a summit, with priorities for 2026–2027 aligned to this feedback. • Engagement activity has increased, with growth in membership of the youth forum and continued partnership with Tros Gynnal Plant to meet advocacy needs and promote young people's rights to representation and support. • Strategic development activity has progressed, including plans to establish an operational working group and further develop the 'care experienced' protected characteristic, alongside aligning priorities across partner organisations. • Schools have implemented the Corporate Parenting Strategy through effective use of Pupil Development Grant for children looked after (PDGCLA) funding, with evaluations evidencing positive impacts on wellbeing, behaviour, engagement, and attendance, including a significant increase in primary attendance for looked-after children and continued improvement in secondary attendance.

		• Targeted improvement work includes engagement with emerging Welsh Government guidance and the development of a structured quality assurance programme for Personal Education Plans to ensure consistency, timeliness, and impact across all schools.
Help people get the skills they need for work	**Good**	• The Employability Bridgend programme has supported 265 participants into education or training, exceeding the target of 219. • Employment outcomes reached 241 participants entering work, achieving 83.1% of the 290 target, with additional job outcomes pending, expected to increase performance in 2026-27 following initial delays caused by service restructure and the implementation of a new CRM system. • Performance in reducing young people not in education, employment or training (NEET) remains strong at 1.8%, improving from 1.9% in 2024–25 and outperforming the all-Wales average of 2.1%, placing Bridgend joint 8th nationally. • Employability services have adapted to reduced external funding while maintaining strong partnerships with Careers Wales and Jobcentre Plus to support vulnerable young people. • Activity to increase employment and training opportunities has included continued delivery through the Bridgend Employability Network, alongside the development of a health-focused sub-group to strengthen support for individuals with additional health-related barriers. • A comprehensive employability and skills offer has been delivered through partnership working with funders and stakeholders, supporting residents to access basic, essential, and vocational skills training tailored to individual needs. • Engagement and outreach activity has been strengthened through multi-channel promotion, including social media, print, and radio campaigns, alongside large-scale events such as the Porthcawl and Maesteg Jobs Fairs, each attracting over 300 attendees and 60 employers. • Programme delivery has remained strong, contributing to exceeding annual engagement targets, and ongoing provision of mentoring and in-work support to help individuals secure and sustain employment.

What will we do to improve?

- Carry out a restructure of senior roles to ensure continued strong leadership as the number of early years settings increases.

- Early Years Team will produce a suite of online, recorded professional learning that colleagues can access at a time that suits them.
- Provide the opportunity for a second cohort of practitioners to complete the Froebelian Approach modules between September 2026 and March 2027.
- Improve school attendance by strengthening attendance monitoring, auditing and the sharing of effective practice across all schools.
- Share this year's 'School On A Page' (SOAP) documents with schools by July 2026, to aid reflection and self-improvement.
- Improve our digital offer through consultation with young people to gather broader feedback on the setup, design, and future development plans.
- Provide Online Safety workshops for Year 7 pupils in Brynteg School and Coleg Cymunedol Y Dderwen.
- Pursue the Capital Grant application to re-locate Pont Iaith A Capital to Ysgol Calon y Cymoedd where most pupils currently attend.
- Engage with the private sector to progress an independent review of Welsh-medium catchment areas in 2026-27.
- Continue to deliver Band B School Modernisation Projects throughout 2026-2027 working towards final completion by September 2028.
- Work with partners to refresh our corporate parenting strategy with a supporting, clear action plan that our care experienced children can hold us to account on.
- The Education Engagement Team and Children and Family Support Services will jointly initiate a structured quality assurance programme for Personal Education Plans (PEPs) by April 2027.

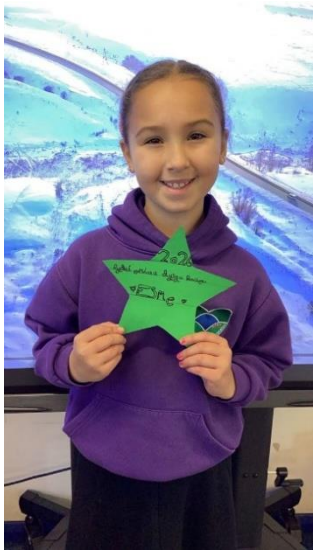
Case study – Safer Internet Day





On 10 February 2026, nine secondary schools and three special schools from Bridgend took part in Wales' national Safer Internet Day event at the Principality Stadium, focusing on the theme "Smart tech, safe choices – Exploring the safe and responsible use of AI." With more than 63 practitioners and learners attending, Bridgend was the most represented local authority. Participants joined learner and practitioner sessions exploring AI, online safety, and critical digital decision-making. The event strengthened learners' understanding of online risks, enhanced practitioner confidence in teaching AI and online safety, supported whole-school digital resilience, and amplified learner voice in national discussions about ethical and responsible technology use.

Case study – First year of Pont Iaith

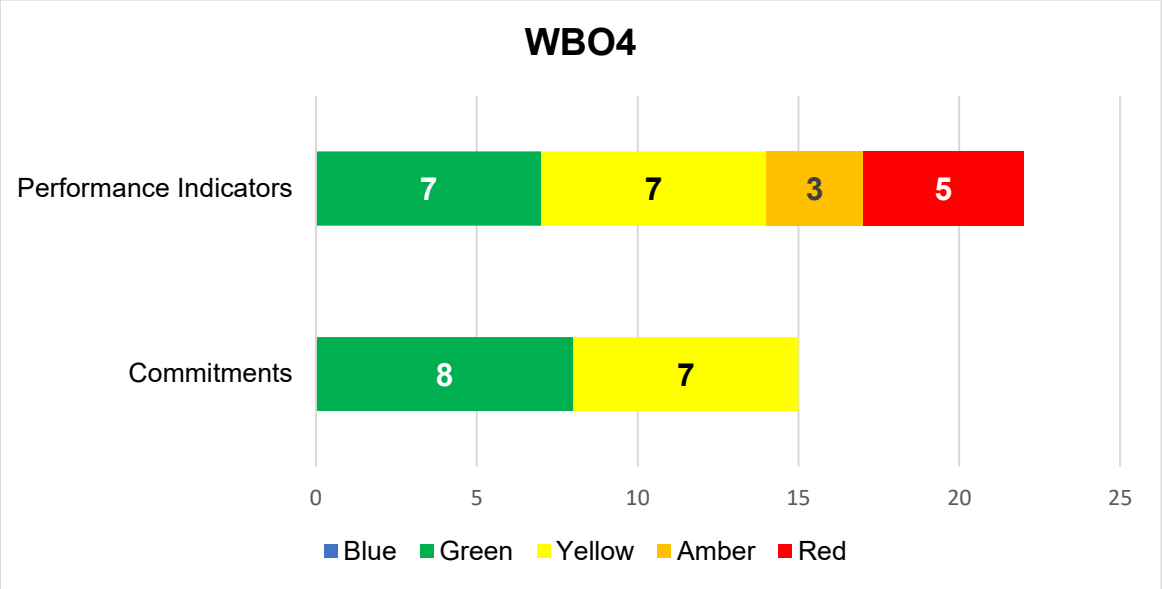


Pont Iaith is the Welsh-language Late Immersion Provision for BCBC. It allows learners from Year 1 to 7 who wish to transfer from English-medium to Welsh-medium education to be immersed in the language before moving to their new school. The provision is based at Ysgol y Ferch o'r Sgêr but is accessible for new learners who register at other Welsh-medium schools in BCBC.

Pont Iaith has helped 10 learners on their journey to bilingualism this academic year. Seven learners have transferred fully to Welsh-medium education. The others are undertaking a gradual transition period but will transfer fully next year. Moving schools and changing the language of learning is a big step, therefore the programme is tailored to individual learners' needs.

Esmè-leigh attended Pont Iaith last year after showing a growing desire to attend a Welsh-medium school. Her mum (Nikki) was hesitant at first but her advice to parents is simple: "I would tell them not to be hesitant; it will be the best thing you could do for your child. If you're thinking about it, just do it". Esmè's own reflection is even more heartfelt: "Do it because it's made me so happy".

Wellbeing Objective	Score
4 - Supporting our most vulnerable	**Good**



The information below gives you more detail on how we are doing on each aim under this wellbeing objective.

Aim	Overall Judgement	Description
Provide high-quality children's & adults social services / early help services	**Excellent**	• Children's Services continued to deliver strong outcomes, with number of children on the Child Protection Register and those in care remained well managed, reflecting effective prevention work and appropriate decision-making. • Team Around the Family plans continued to achieve positive outcomes for children and families, with performance reflecting the growing complexity of cases and further improvements being supported through enhanced management oversight. • Performance for statutory visits to children remained strong and above target, at over 90% for both care experienced children and those on the Child Protection Register, demonstrating sustained high-quality safeguarding practice. • Support for unpaid carers was strengthened through expanded engagement (including 130 attendees at the Young Carers Network Event), growth of the Young Carer Ambassador Programme and establishment of a Carers Steering Group to shape services. • Planning is in place for a Dementia Action Week event at Bryngarw, supported by BAVO. Partners are promoting dementia-friendly activities, community sessions, and awareness, alongside ongoing forums to support organisations.

		• Children's Services saw significant workforce and practice improvements, including delivery of the Grow Our Own model resulting in 12 newly qualified social workers, reduced reliance on agency staff and improved recruitment and retention. • The Most Significant Change Panel was held with leaders and decision-makers, alongside continued facilitation of the youth forum, enabling the meaningful voices of families and young people to be captured and used to inform service delivery and development. • Adult Social Care progressed through development of a forward improvement plan, alongside an ongoing review of front door practice to improve decision-making consistency, inform staff training, and support peer learning focused on quality outcomes. • Significant commissioning and transformation progress was achieved, including development of a 15-year capital programme, completion of the recommissioning of care-at-home services with new contracts commencing in April 2026, approval of the Placement Commissioning Strategy and approved business cases for four new residential homes to expand local provision.
Support people in poverty	**Good**	• Support for residents to access financial help remained strong, with 96% of people supported through the Financial Assistance and Support Service (FASS) increasing their income, reflecting effective advice and expanded outreach activity in local communities. • Support to manage and reduce household debt exceeded target at 98%, with key issues including fuel costs, water arrears and council tax, highlighting continued demand for advice services alongside wider cost of living pressures. • Targeted take-up campaigns helped increase access to key benefits, including Pension Credit and Free School Meals, generating over £616k per annum (since 2023) in additional Pension Credit income and supporting 172 children to access Free School Meals. • Outreach activity was strengthened to improve access for harder-to-reach residents, with positive feedback from communities and increased awareness of available financial and employability support • Faith in Families Cwtch Mawr Multibank has launched pilot deliveries in Bridgend, working with BCBC, BAVO and local partners to provide essential goods to families facing hardship. Through trusted community organisations, items such as clothing, toiletries and household essentials are distributed quickly and with dignity. The pilot aims to address growing need linked to the cost-of-living crisis while supporting plans to expand the service across the county borough.

Support people with housing needs	**Adequate**	• Delivery of affordable housing exceeded expectations, with 177 new homes provided against a target of 110, supported by strong partnership working and investment through the Social Housing Grant programme. • Homelessness prevention improved significantly, with over 43% of households successfully supported to remain in their homes, supported by increased use of private rented accommodation and expansion of the Welsh Government Leasing Scheme. • Demand for homelessness services remained high, with increasing use of temporary accommodation, limited housing supply across both social and private sectors, and more complex cases requiring specialist or adapted accommodation. • Disabled Facilities Grants continued to support independence, with over 98% of recipients reporting improved ability to live independently, despite a slight dip in satisfaction linked to minor delivery issues. • Delivery times for Disabled Facilities Grants remained significantly above target due to increased demand and limited resources, with 205 cases completed within available budgets and ongoing work to reduce legacy cases. • Housing and homelessness services progressed through key strategic actions, including approval of a revised Social Housing Allocation Policy, a planned review of homelessness services to inform a future strategy, and continued collaboration with Registered Social Landlords and Welsh Government. • Additional housing capacity was expanded through the purchase of HMOs, with further acquisitions in progress, supported by a three-year rolling Social Housing Grant programme of over £13m. • Progress was made in bringing long-term empty homes back into use, including properties becoming occupied, sold or under renovation, alongside enforcement action, Welsh Government funding, and implementation of the Empty Homes Strategy 2025–2030.
Support children with additional learning needs (ALN)	**Good**	• Estyn highlighted the Pupil Referral Unit provision as a significant strength, identifying that nearly all pupils achieve qualifications and progress successfully to post-16 education, employment or training. • Estyn recognised Additional Learning Needs (ALN) provision as a substantial strength of the local authority, reflecting a clear strategic commitment to inclusion and improving outcomes for learners with ALN. • Welsh-medium ALN provision was highlighted by Estyn as a notable strength, with bilingual Learning Resource

		Centres and specialist services enabling learners to access support in their preferred language. • Outstanding feedback has been received regarding ALN governance, early years multi-agency interventions, and the BYJS trauma-informed approach. Estyn's evaluation highlights sector-leading multi-agency early years interventions that identify developmental needs before formal schooling begins. Robust ALN governance ensures that children with complex needs have access to high-quality, specialised sensory environments within the borough, enabling care to remain local and empowering families. • Implementation of the online IDP system progressed, with 22% of new IDPs created online and all schools trained, with full rollout continuing across school-based IDPs during 2026–27. • Transition planning for pupils with additional learning needs improved, with around 76% of pupils with a transition plan having received a review. Further work is underway to ensure earlier involvement of post-16 services in all cases. • Waiting lists for specialist provision increased to 57 pupils, reflecting rising demand, more complex needs, and limited capacity. All pupils identified and put on a waiting list for specialist placement receive an offer of provision within a 12-month maximum period or are prioritised when they are in a transition year. • A five-year ALN Provision Plan (2025–2030) was approved to respond to increasing demand, including proposals for new observation provision, an Emotional, Social and Behavioural Difficulties (ESBD) Foundation Phase class, and additional Communication Autism Resource Education (CARE) bases in both primary and secondary settings. Challenges remain, particularly for the ESBD Foundation Phase provision, with further consultation and site identification planned. • Throughout Autumn 2025, a new training programme was delivered over 18 training sessions for 217 staff from 19 schools. This programme has been developed further, with data and outcomes collated over the summer period. • Between September 2025 and January 2026, the number of children supported through the Early Years Panel increased from 146 to 157. • Positive inspection outcomes were secured at The Bridge PRU (2025) and Ysgol Bryn Castell (2026), alongside continued recognition of high-quality specialist provision across the authority. This resulted in The Bridge Receiving 3 spotlights and Ysgol Bryn Castell receiving 1 spotlight in the final reports.

		• Low tribunal rates and successful mediation processes demonstrate effective partnership working with families and early resolution of concerns. The local authority had no educational tribunals for the third year.
Safeguard and protect people at risk of harm	**Excellent**	• Children's safeguarding decisions continued to be made promptly, with over 99% completed within 24 hours, ensuring children at risk are identified and protected without delay • Timely completion of child protection investigations remained above target, supporting effective assessment of risk and enabling appropriate safeguarding actions to be put in place • Adult safeguarding enquiries were responded to quickly, with performance exceeding target, helping ensure timely support and protection for adults at risk. • Waiting times for Deprivation of Liberty Safeguards (DoLS) assessments remained within target, supporting timely decision-making for individuals requiring safeguards to protect their rights and wellbeing. • Corporate safeguarding arrangements were strengthened through regular Corporate Safeguarding Board oversight and a positive internal audit outcome. Safeguarding audits were carried out across all schools, alongside implementation of the new Cwm Taf Morgannwg (CTM) Safeguarding Threshold Document to support consistent understanding of risk and intervention across partners. • Early intervention and prevention activity was strengthened through Youth Service outreach and improved collaboration between services via a single referral pathway (via Multi-agency Safeguarding Hub or Early Help), supporting identification and engagement of children at risk of anti-social behaviour before escalation. • Work to strengthen early identification of children at risk of offending is ongoing in partnership with South Wales Police, although progress has been slower than planned due to delays in establishing a consistent early notification system. A supporting application has been developed to support timeliness of information sharing and effective identification of children at risk. • His Majesty's Inspectorate of Probation (HMIP), in its inspection of the BYJS in November 2025, acknowledged BYJS' highly individualised approach which allows victims to dictate their own level and frequency of support. HMIP also noted how the BYJS successfully reduces youth crime and manages complex cases effectively. • By mapping out how trauma affects their home environment, the BYJS actively safeguards vulnerable young people. HMIP noted how this prevents escalation into deeper crisis and offers targeted care and support.

		• By breaking the cycle of reoffending through positive engagement, the BYJS directly helps young people reroute their lives toward productive, brighter futures. HMIP noted how the service's multi-agency approach looks at the root causes of behaviour. This holistic view helps entire families build resilience, equipping young people with the skills to overcome barriers.

What will we do to improve?

- Review the Carers Wellbeing Service.
- Co-produce a strategic action plan with carers.
- Develop 3-year strategic plans for Children and Family Services, Adult Social Care and Housing.
- Build on established quality assurance framework to ensure peoples lived experience is driving continuous improvement.
- Increase the numbers of Shared Lives Carers.
- Develop business case for care home development.
- Work with partners in the Cwm Taf Morgannwg Regional Partnership Board to undertake a population needs assessment
- Open two new residential children's homes.
- Finalise Harwood House and Heronsbridge School business case.
- Undertake evaluation of the effectiveness of MASH IAA for responding to the needs of children and families
- Following self-assessment take forward actions in line with the standards in the Anti Racism Wales Action Plan.
- Reduce agency workforce levels in social work and social care
- Launch a public consultation on proposals to increase and expand Learning Resource Classes (LRCs) and Additional Learning Needs (ALN) provision across the county.
- Progress the expansion of Emotional, Social, and Behavioural Difficulties (ESBD) provision (The Bridge and Ysgol Bryn Castell)
- Coordinate the Designated Safeguarding Person (DSP) Forum for the 2025–26 school year as part of our commitment to strengthening multi-agency safeguarding processes across local schools and education providers
- Improve how we identify children who have received police contact at the earliest point through collaboration with South Wales Police.

Case study – High Sheriff of Mid Glamorgan Youth Awards 2026



Two learners with Multi-Sensory Impairment (MSI) were nominated for the High Sheriff of Mid Glamorgan Youth Awards; one pupil attends Bridgend College and one attends Year 12 at Porthcawl Comprehensive School. This award highlights an extraordinary achievement in community contribution and personal resilience. Both received their awards at Coed y Mwstwr Hotel on 15 April 2026, with one, who is supported by the Visual Support Team, awarded first prize and a cheque for £1500.

Case Study – Tackling Long-term Empty Properties



Our Shared Regulatory Service continues to make strong progress in tackling long-term empty properties through a combination of support, funding and enforcement measures. During 2025-26, three of the top 20 priority empty homes have been brought back into occupation, four are sold subject to contract and five are undergoing renovation. Enforcement activity remains a key driver of progress, with one enforced sale ongoing and a further case being progressed following works in default. We have also secured funding through four successful Welsh Government grants, enabling further intervention in challenging cases. Alongside enforcement, work continues to deliver the objectives of the Empty Homes Strategy 2025–2030, including the introduction of a targeted communications plan and the delivery of the first Empty Homes Support Session, which received positive feedback from property owners. Together, these actions are helping to increase housing availability, support neighbourhood regeneration and reduce the number of long-term empty homes across the county borough.

Case Study: Faith in Families Cwtch Mawr Multibank



Faith in Families' Cwtch Mawr Multibank, Wales' first and only multibank, has been operating in Bridgend for the past six months with support from Bridgend County Borough Council (BCBC) and Bridgend Association of Voluntary Organisations (BAVO). The initiative provides an innovative solution to tackling poverty and reducing waste by redistributing brand-new surplus goods from businesses to children, families and individuals experiencing hardship.

Each day, essential items such as clothing, bedding, toiletries, baby essentials and household goods are received, sorted and distributed through a trusted network of more than 140 partner organisations. Since April, the Cwtch Mawr Multibank has supported 380 individuals – an average of 38 people per active week – as well as 170

households, with around 40 per cent of households accessing support on more than one occasion. By ensuring unused goods reach those most in need quickly and efficiently, the Cwtch Mawr Multibank is helping to improve the wellbeing of local residents while strengthening community support across the county borough.

Case Study – Supporting Young Carers to Feel Valued, Connected and Heard



During 2025-26, Bridgend County Borough Council's Prevention and Wellbeing Service continued to strengthen support for young carers through the Bridgend Young Carers Network. Led by Young Carer Ambassadors aged 11–25, the network provides a safe space for young carers to connect with others, share their experiences and help shape local support.



Working alongside schools, Halo Leisure, Awen Cultural Trust, Bridgend Inclusive network group and over 60 partner organisations, the service delivered termly network events, weekly wellbeing sessions and "We Are Valued Days", giving young carers opportunities to take a break from caring responsibilities, improve wellbeing and build friendships. During the year, 160 young carers attended the Network Day and 136 attended We Are Valued events. The Young Carer Ambassador programme also grew significantly, increasing from 3 to 33 ambassadors.

The service supported the rollout of 852 Young Carers ID cards and provided 403 Halo memberships for young carers, alongside 927 memberships for household members. Feedback from young people highlights that these activities help reduce isolation, increase confidence and ensure young carers feel recognised, valued and supported within their communities.

5. How is the council using its resources?

We have always had to report how well we are using our resources. For example, telling Audit Wales about our spending, workforce and buildings. Until recently, we did not have a process for reviewing how we are managing all our different resources. To help us write this report, we developed a process to look at:

- Financial Management
- Risk management,
- Commissioning and procurement,
- Corporate planning
- Performance management,
- Workforce planning, and
- Asset management.

To come to our judgements, we used:

- performance indicators e.g. staff vacancy levels and building maintenance,
- evidence on delivery of our projects and improvement plans,
- feedback from customers, staff and trade unions, and
- the views of regulators e.g. Audit Wales report on workforce planning

We asked questions based on the Well-being of Future Generations Act, including:

- Do we focus on prevention, not just putting things right when they go wrong?
- Are we making strong long-term plans?
- Do we share ideas, plans and resources with partner organisations?
- Are we making links and doing things consistently across the council?
- Are we involving the community and customers in key plans and decisions?

We presented findings to councillors who scrutinised them, checked and asked questions, and used the same judgement scale from excellent to unsatisfactory.

Use of resources	**Good**	Use of resources overall is good. Some things have got better – Performance Management and Financial Planning have improved judgments due to progress made within the year. Other things have stayed the same or got worse - Risk Management has a downgraded judgement due to recent regulator recommendations. We have strong frameworks and robust processes for day-to-day management of resources, with clear and agreed working models and good working relationships between corporate teams and directorates. However, longer-term planning, addressing capacity in corporate and directorate teams, improving proactiveness and developing our corporate services to meet changing demands remain difficult with the resource issues we face. Our Panel Performance Assessment (PPA) Report (September 2025) said that the council demonstrates strong financial management and effective use of resources, supported by robust monitoring, collaborative budget-setting involving Members, and positive relationships with partners. However, there are opportunities to strengthen alignment between financial planning and the council's strategic vision, particularly ensuring the budget

		and Medium-Term Financial Strategy clearly support future priorities. There is also a need to encourage greater innovation in how services are delivered. Additionally, developing a stronger "Team Bridgend" culture, with improved cross-service collaboration and a more consistent, organisation-wide approach to communication, will help reduce silos and support more effective and joined-up working. Our planned activities in response to the PPA findings and recommendations are already underway which will support improvements in use of resources going forward.

Theme judgements

Our overall judgement looks at use of resources of all types. We also have a specific judgement for each resource type, to help us with our improvement planning.

Financial Planning	**Good**	Financial Planning is good overall. This is based on positive internal and external judgements from regulators, consistent balanced budgets, and unqualified Statements of Accounts signed off by the Auditor General for Wales and strong governance frameworks in place. Although the council ended 2025–26 with a £13.4m underspend, forecasting during the year was difficult and volatile. Much of the underspend came from one-off funding, and some planned budget reductions were not delivered, creating future pressures. Whilst reserves were increased at year-end using our underspend, they have generally reduced in recent years and are largely committed. This creates a risk to future financial sustainability, as reserves may not be sufficient to support budgets. The council faces ongoing financial challenges, including rising costs (pay, inflation), service demand pressures, and reduced council tax collection rates linked to the cost-of-living crisis and limited enforcement options. The 2026–27 budget balanced based on achieving £2.35m of savings and a 4.7% council tax increase, with continued uncertainty in future funding and a difficult financial outlook. The financial position is set out in detail in regular reports, for members and the public to review. Through these processes the council demonstrates a high level of compliance with the Chartered Institute of Public Finance and Accountancy's (CIPFA) Financial Management Code, Principles and Standards. Overall, while the framework is solid, financial resilience is under increasing pressure, and stronger forward planning will be critical Key Areas for improvement: ○ Earlier and more robust long-term financial planning ○ Development of deliverable savings and income generation options ○ Greater engagement with members ○ Tight budget management by services
Corporate planning	**Good**	Corporate planning is good. We have updated and significantly reprioritised the corporate plan delivery plan (CPDP) for 2025-26 to reflect the ambitions of elected members, staff and partners as well

		as challenges and limitations. The CPDP was agreed by Cabinet / Corporate Management Board on 4 March 2025 with a communication plan and directorate business plans prepared to outline service level contributions for the year. In the recent Panel Performance Assessment (PPA), one of the recommendations provided was to support our new Chief Executive to develop an inspiring vision, a Transformation Strategy, underpinning corporate strategies and the cultural shift required to produce both sustainability of services, greater cross-council working and innovation – which involves staff, communities and partners. This work began in 2025-26 and will carry on into 2026-27. From this a new Corporate Plan will be produced to align with this strategy. There are opportunities for further improvement, including starting the review process earlier and engaging better with staff / trade unions as part of the social partnership duty. Key Areas for improvement: ○ Complete work on the Transformation Strategy Bridgend 2040 ○ Begin a process of revising all key plans to align with the long-term vision, starting with the 5-year Corporate Plan ○ Improve the process for annual review and business planning ○ Improve engagement with the Corporate Planning process, with members, residents, staff and Trade Unions and Partners
Risk management	**Adequate**	Risk management is adequate. There is a Corporate Risk Management Policy in place which was updated and approved by Governance and Audit Committee in January 2026. This is supported by a risk management guidance document which has been signposted to all staff. Reports and the reporting process for risk are straightforward and accessible, including for members and risk update reports were considered by Cabinet and Corporate Management Team regularly during 2025-26. Reviews undertaken by Audit Wales and Internal Audit of the council's Corporate Risk Management processes, completed in 2025, concluded that the council needs to strengthen its risk management culture, improve how risk is identified and monitored and review the overall risk appetite for the council. External capacity has been sourced to work with the council to address the issues raised and ensure that risk management identification, reporting and monitoring is robust and timely.
Commissioning and Procurement	**Adequate**	Procurement and commissioning are adequate. Procurement is well established, with updated Contract Procedure Rules aligned to the UK Procurement Act 2023 and the Welsh Social Partnership and Public Procurement (Wales) Act 2023. Practices have been enhanced to embed social value, carbon reduction, and safeguarding requirements within tenders, alongside improved supplier engagement through our website, corporate contracts register, guidance, and standard terms and conditions. Cost control measures, such as price caps and purchasing card authorisations, have also proven effective and continue to be applied.

		Commissioning, however, remains variable across directorates. While some areas demonstrate good practice through early engagement with procurement, co-production, and long-term planning, others lack robust strategies and consistent delivery. This inconsistency can lead to reactive approaches and missed opportunities to maximise value and collaboration. Audit Wales (June 2025) concluded that the council cannot yet assure itself that it consistently achieves value for money in commissioning. It recommended strengthening strategic commissioning arrangements, improving compliance and consistency, and embedding evaluation and continuous improvement. The overall judgement is assessed as adequate based on the need for improved capacity in the corporate and directorate teams, and an improved and more consistent approach to commissioning needed across directorates. Key Areas for improvement: ○ Improve understanding of commissioning and procurement requirements across the organisation ○ Address Audit Wales recommendations to strengthen commissioning arrangements ○ Improve corporate alignment of commissioning and procurement to share learning and identify efficiencies
Performance management	**Good**	Performance management is good, with continued progress made since the last self-assessment and a “substantial assurance” outcome received from internal audit in March 2026. There is a strong well-established framework in place and evidence of strong performance management processes and effective use of data in some service areas, although this needs to be replicated across all services to fully embed this performance culture. We successfully completed our first PPA in September 2026, informing future improvements. PPA feedback told us *“Although a good framework is in place, it needs to be more deeply embedded across the council to ensure consistent ownership and accountability for performance goals”* Performance reporting arrangements have been strengthened with reports providing progress judgements, trend data and summary charts. There is strong scrutiny by Corporate Management Team, Cabinet and Scrutiny Committees. Regulatory tracker reporting has also been strengthened introducing escalation where issues persist. There has been a clear focus on improving data quality and accuracy through guidance, audits, and stronger use of evidence, alongside targeted support for group managers and performance leads to enhance reporting consistency and timeliness. The approach to self-assessment continues to be improved, enabling more balanced and robust judgements on performance. Greater emphasis has been placed on collating and using service user perspectives, including residents survey data in collaboration with Data Cymru and Welsh Local Government Association (WLGA), and

		learning from best practice through sector networks. The introduction of Service Self Evaluations has improved accountability, requiring Heads of Service and Group Managers to clearly articulate and evidence the performance position of their areas. Key Areas for improvement: ○ Stronger challenge and use of performance information ○ Better use of performance tools for insight ○ Increased capacity and resilience across teams and systems
Workforce planning	**Adequate**	Workforce management is adequate. Feedback from employees, managers, trade union representatives and internal audits is generally positive. Managers are assisted to deal effectively with people issues through appropriate and timely support from the HR / Organisational Development service. The HR operating model aims to give managers an improved service focused on proactive and preventative HR services and an incremental reduction in the need for and provision of reactive support services. Improvements have been made to our Strategic Workforce Planning along with further development of HR policies and procedures, such as the introduction of automation in the recruitment process. Support has been provided for managers to reduce and manage sickness absence. HR Briefings delivered to provide support and coaching on a range of topics, with positive feedback used to shape future briefings. We continue to focus on organisation wellbeing, supporting both employees and managers. Key Areas for Improvement: ○ Further development of HR processes and digital automation ○ Need for additional capacity in both management and HR ○ Stronger emphasis on long-term workforce planning, including succession planning
Asset management	**Adequate**	Asset management is adequate. Whilst considered theoretically robust it is currently operationally strained. The council is excellent at identifying what it wants to achieve and has delivered major standalone wins. Until resourcing is addressed and the new Integrated Workplace Management System (IWMS) implemented, Asset Management will remain limited by its reactive constraints. The service is functionally sound enough to maintain a high level of compliance and secure major long-term objectives, but currently lacks the structural stability required to move from a reactive mode into a truly proactive model. Despite these challenges, the performance is not considered unsatisfactory. Reaching a 91% building compliance rate is an historic high for the council and continuing to reduce backlog maintenance and assisting partners in facilitating an £80m town centre college campus proves that the team possesses deep competency and strong partnership capabilities. The team successfully maintains fiscal responsibility and high compliance standards, operations remain fundamentally reactive

		rather than proactive due to these capacity constraints. Forecasts for the current period are positive, with recruitment activity ongoing, the IWMS being implemented and the new strategic asset management plan being prepared we aim for Asset Management to move into "Good" in the future. Key areas for improvement: ○ Strengthening strategic asset planning and alignment ○ Improving asset management systems and data use ○ Enhancing governance, monitoring, and reporting ○ Building capacity and embedding the Corporate Landlord Model ○ Addressing compliance, maintenance, and collaboration ○ Need for additional capacity in both management and HR

6. How good is the council's governance?

Organisations that have good governance use clear decision-making processes and communicate openly about what they are doing. They work well with their stakeholders, manage the risks they face, and take responsibility for their assets.

We have always had to report on our governance, to Audit Wales. There is a clear process for developing an 'Annual Governance Statement' (AGS) that has existed for many years. The information below summarises the council's AGS for 2025-26.

What is our judgement?

Governance	**Good**

Our governance arrangements are good, and work well.

Decision making

Our Governance Framework, the Code of Corporate Governance, explains how we work, how we are accountable, and how decisions are made. In 2022 we developed a new constitution with a simple guide to help members of the public understand it. Through these documents (along with the Member's Code of Conduct, Standards Committee and role of Internal Audit) the council operates with integrity, ethical values and within its legal powers.

Governance arrangements are reviewed each year and included within the Annual Governance Statement (AGS), which is reviewed and approved by the Governance and Audit Committee. The Annual Governance Statement includes an update on the actions taken to address areas previously identified for improvement.

We are committed to ensuring we have good governance principles and management practices. These are used right across the council to make sure we have the public's trust. The arrangements the council has for Corporate Governance are set out below.

1	**Bridgend County Borough Council Code of Corporate Governance**	The council's Code of Governance provides a public statement that sets out the way in which the council meets and demonstrates compliance with the CIPFA Governance principles.
2	**The Governance Framework**	The council's Code of Corporate Governance is underpinned by a Governance Framework which comprises the policies, procedures, behaviours and values by which the council is governed and controlled.
3	**The Annual Governance Statement**	The Annual Governance Statement provides assurances regarding the council's governance arrangements, together with identifying areas of future focus and improvement. The purpose of the Annual Governance Statement is to report

		publicly on the extent to which the council complies with its Code of Corporate Governance. It identifies those areas which have been identified as needing improvement following self-assessment.
4	**Annual Governance Statement Action Plan**	The council continues to review the areas for improvement identified within the Governance Statement which are monitored through the Annual Governance Statement Action Plan.

A number of significant issues were identified in the 2024-25 AGS, to be taken forward during 2025-26. During the year we have made improvements including –

- Progressing the development of the Socially Responsible Procurement Strategy
- Continued to progress the transfer of the Waste service back to the council
- Ensuring Governance and Audit Committee members received the necessary training to support their role
- Reviewed the process of the Budget Research and Evaluation Panel (BREP) and set up a new Scrutiny Budget Working Group to replace BREP and to review and contribute to the final budget for the council.
- Monitoring and supporting schools with a budget deficit at year end to deliver their deficit recovery plans
- Continued to work at local, regional and national levels to support recruitment in hard-to-fill services, building on successful approaches used within Children's Social Services.

A number of significant issues were identified in the council's 2025-26 AGS which will require actions moving forward to address them. The key issues identified are:

- Change Management Governance – ensuring the transformation across the council has sound governance arrangements in place to agree priorities and to monitor progress
- Risk Management – to address the issues raised in an Audit Wales review to ensure the identification and management of risk is robust
- System Development and Change – to manage and ensure the safe implementation of major new software systems, the safe introduction of Artificial Intelligence for services and protect the council from a cyber-attack
- Oversight and governance of delegated budgets – increased school budget deficits may impact on the ability of schools to deliver and may result in financial

pressure for the council as a whole, so work will be done with schools to ensure deficit plans are robust and are managed.

7. Listening to the views of others

The council provides services to all residents of Bridgend. Some of our services are universal – used by all residents – like roads and pavements, and waste and recycling. When we are developing, reviewing and changing these services, we need to try and talk to the whole population of Bridgend to help us decide what to do. We have a range of different methods for doing this, from formal consultations on major changes, public drop-in sessions and discussions, and the regular, day-to-day engagement from our social media.

Other services are more specialist – and used by smaller numbers of residents – like school transport and services for people with learning disabilities or young people leaving care. When we are developing, reviewing and changing these services, we need to try and talk to the people who rely on those services and their families to help us decide what to do. We have a range of methods for doing this, from consultation and engagement sessions, to coproducing those services directly with the users and their families.

Over the last year, we have completed a huge range of activities to understand and use service user perspectives, and the opinions of our regulators. The main ones are summarised below.

Consultation and engagement

During 2025–26, the council undertook a comprehensive programme of consultation and engagement activity to inform key strategic, policy and service decisions. This programme reflects a strong commitment to involving residents, partners and stakeholders in shaping services and responding to emerging challenges.

Engagement activity covered a wide range of priorities, including budget setting, service redesign, climate change, transport, housing and community safety. Levels of participation varied across consultations, with particularly high engagement seen in budget-related and public protection consultations.

Corporate consultations are promoted bilingually to the council's social media channels, shared through weekly resident bulletins and weekly staff messages throughout the consultation period. Up to three consultations a year are shared with our citizen panel to raise awareness and encourage participation. Face to face engagement sessions are held where necessary and our Youth Council are involved with relevant consultations.

We consulted on a number of our key strategies to inform long-term strategic planning, for example

- The *Time to Talk Cultural Services* consultation attracted over 1,300 responses and helped shape the future direction of libraries, community hubs and cultural provision, ensuring compliance with statutory duties while reflecting local needs.

- The Digital Strategy consultation supported the development of a modern, inclusive approach to service delivery, highlighting the importance of accessible online services, digital skills development and emerging technologies such as artificial intelligence
- Housing and infrastructure proposals were also shaped through targeted engagement. Consultation on the Social Housing Allocation Policy gathered feedback from both housing providers and residents to inform a fair and transparent approach to allocating social housing.
- Transport and placemaking initiatives, including Bridgend Town Centre access proposals and the Ewenny Road Active Travel scheme, sought community views on improving accessibility and connectivity, balancing the needs of different users, and supporting sustainable travel.
- Climate change and decarbonisation were a key focus of engagement activity. Consultations on the Net Zero Carbon Strategy, Electric Vehicle Charging Strategy and Active Travel and Climate Change proposals collectively gathered views on how the council can support behaviour change, reduce carbon emissions and improve health and wellbeing. Feedback emphasised the importance of practical, accessible solutions and the need to address barriers to sustainable travel.

Other strategies and services are coproduced with service users and their families to help us create services that are more responsive, inclusive and effective. For example this year we have held Carers Listening Events, which have informed our Carers Action Plan, and we intend use future events to co-produce the service specification for the Carers Support Service in the year ahead.

We also consulted on some significant proposed changes to the way the council or our services work. Some of the main consultations in 2025-26 were –

- The Annual Budget Consultation January 2026 generated significant levels of feedback, with over 1,200 responses. It highlighted clear public priorities, including strong resistance to reductions in services supporting vulnerable people, education and child protection. At the same time, respondents demonstrated an understanding of financial pressures facing the council, with a majority supporting council tax increases at or above 4.5%. The consultations provided valuable evidence to support difficult financial decision-making and align spending priorities with community expectations.
- Community safety and environmental quality were also addressed through consultation, most notably the Public Space Protection Order (PSPO) on dog fouling, which attracted over 1,200 responses. This high level of engagement demonstrated strong public interest in maintaining clean and safe public spaces and informed proposals to strengthen enforcement and responsible behaviour.

Consultation	**Your feedback and how we used it**
Bridgend Town Centre Access (Apr–May 2025)	755 responses; gathered views on improving access and balancing needs of users, including parking, cycling, loading times and flexible access arrangements.

Time to Talk Cultural Services (Jun–Aug 2025)	1,377 responses; informed future strategy for libraries, hubs and cultural services, focusing on legal duties, resident priorities and future delivery models.
Digital Strategy 2025–2029 (Jun–Jul 2025)	250 responses; explored digital priorities, improving online services, inclusion, digital skills and use of technology including AI.
Bridgend Social Housing Allocation Policy (Jul–Oct 2025)	161 total responses; reviewed how social housing is allocated with input from both landlords and the public.
Ewenny Roundabout to Brynteg School Community Engagement Survey (Oct–Nov 2025)	79 responses; sought feedback on Active Travel route proposals connecting Brynteg School.
Active Travel and Climate Change (Nov 2025–Feb 2026)	127 responses; gathered views on encouraging walking, wheeling and cycling and addressing barriers to active travel.
Bridgend Net Zero Strategy (Nov 2025–Jan 2026)	129 responses; informed development of the 2030 Net Zero Carbon Strategy reflecting local priorities.
Electric Vehicle Charging Strategy (Nov 2025–Jan 2026)	88 responses; focused on developing an equitable and scalable EV charging network to support decarbonisation.
Time to Talk Budget 2026–27 (Jan 2026)	1,216 responses; engaged residents on budget pressures, savings options and spending priorities.
Public Space Protection Order – Dog Fouling (Mar–May 2026)	1,274 responses; strong engagement on proposals to tackle dog fouling and improve responsible dog ownership.

Complaints and compliments

We have a clear and agreed two stage process for dealing with complaints. We report to Governance and Audit Committee on complaints each year.

- **Informal Complaint Stage**

Informal complaints should be dealt with quickly and where possible informally. It advises customers to contact the office responsible for the service to provide an opportunity to solve the problem. Informal complaints are logged by our Information Team and we report on them every quarter to the Public Services Ombudsman. In 2025-26 we had the following informal complaints –

	Number	Resolved	Upheld	Discontinued or withdrawn	Ongoing
Adult Social Care	1	0	0	0	1
Benefits Administration	9	8	0	0	1
Children's Social Services	1	1	0	0	0

Community Facilities	4	1	0	0	3
Complaints handling	0	0	0	0	0
Education	19	9	0	1	9
Environment	0	0	0	0	0
Finance & Council Tax	37	22	1	0	14
Housing	14	4	0	0	10
Planning & Building Control	11	4	3	1	3
Roads & Transport	10	2	0	0	8
Various/Other	24	10	0	1	13
Waste & Refuse	0	0	0	0	0

- **Formal Complaint Stage**

Formal complaints can be lodged by email, telephone, letter or online complaint form. All formal complaints with the exception of schools and social services (which have their own statutory procedures) are received, logged and acknowledged centrally by the Information Team within five working days. These complaints are sent to a Head of Service who appoints a senior officer from the service to investigate the complaint and respond directly within 20 working days. The Information Team is provided with a copy of the response. We monitor numbers of complaints, time to respond, category of complaint and where in the Borough they come from. The Information Team has received, logged, acknowledged and referred a total of 24 formal complaints during 2025-26 –

	Number	**Resolved**	**Upheld**	**Discontinued or withdrawn**	**Ongoing**
Adult Social Care	0	0	0	0	0
Benefits Administration	4	2	0	0	2
Children's Social Services	0	0	0	0	0
Community Facilities	1	0	0	0	1
Complaints Handling	0	0	0	0	0
Education	4	1	0	0	3
Environment	0	0	0	0	0
Finance & Council Tax	3	2	0	0	1

Housing	2	1	0	0	1
Planning & Building Control	5	1	0	0	4
Roads & Transport	1	0	0	0	1
Various/Other	4	1	0	0	3
Waste & Refuse	0	0	0	0	0

There are separate processes for dealing with social services complaints, Elected Member conduct concerns and school-based complaints.

Improvements made and still planned

Following an internal audit of the corporate complaints process in 2024-25, and a review of the current complaints system and process, work on a range of improvements has started. Below is what we said we would do and a progress update for 2025-26 –

Area of Improvement Identified	**Progress made in 2025-26**	**Actions for 2026-27**
An e-learning module for all complaint handlers.	Completed	
A more consistent way of working to collate, record and report complaints and compliments as well as documenting working procedures to support all officers involved in the complaints process.	Partially completed	Procedure will be included as part of new complaints system.
Improving the process for customers to make both complaints and compliments (incorporating stage one and stage two complaints in the same system).	Ongoing	The new process has been developed to enable customers to make both Stage one and Stage two complaints and compliments. User testing is currently underway, with training sessions being planned for service areas ahead of go-live.
An improved triage and escalation process.	Ongoing	The new process has been developed to incorporate an improved triage by the central Information team and relevant escalations to improve response levels to customers.
Improvements to customer feedback and communication.	Ongoing	The new process has been developed and will address this area of improvement to ensure enhanced customer experience in relation to feedback and engagement.

Automating elements of the process where possible to streamline the whole process from beginning to end.	Ongoing	The complaints and compliment processes have been fully mapped out. Opportunities to automate elements to streamline the processes have been identified and has been incorporated within the build of the new process.
Developed a process to capture and record all complaint feedback consistently • Tracking whether complaints are upheld and actions taken • Ensuring lessons learned are identified and recorded • Enable analysis of data to identify trends and improvement areas • Identify priorities for further learning and development	Ongoing	Whilst the process has been developed to address this area, further investigation will be undertaken to further learning and development based on complaints data once the new system is live.
Reviewing and developing monitoring reports.	The Team produce an annual report for GAC.	A reporting system has been developed for the new corporate system, ensuring GAC requirements have been included.

8. Regulator views

Our regulators play an important role in ensuring local councils operate lawfully, spend public money responsibly and provide services of an acceptable standard. They provide essential oversight, monitor our performance, investigate concerns, and help drive improvement. They help us maintain accountability to our residents and service users.

Our engagement with regulators is strong and systematic. Regular meetings take place between regulators and senior officers in the council to discuss regulators' work and the council's improvement plans.

We take the feedback from our regulators very seriously and regularly test our progress against the views and recommendations of our regulators, through a regulatory tracker, which is reported to Governance and Audit Committee (GAC) in April and October each year, and in July and January if there are areas of concern.

Regulator Reports

- **Panel Performance Assessment September 2025**

One of the requirements of the new local government improvement regime set out in the Local Government and Elections (Wales) Act is for the council to undertake a Panel Performance Assessment, or PPA, between each local government election. The PPA

has to set out conclusions on whether the council met the 'performance requirements' during that financial year, and make recommendations on actions needed to improve. The 'performance requirements' focus on -

- Are we exercising our functions effectively;
- Are we using our resources economically, efficiently and effectively;
- Is our governance strong.

Our first PPA took place this year with the panel on site between 16-19 September 2025. They undertook interviews with a range of elected members, council officers and partners. They also held focus groups with users of council services and community representatives, including Trade Unions, Town & Community Councils, the business community, Youth Council, older people, citizens and headteachers.

In addition to the three statutory 'performance requirements', we asked the panel to focus on three further areas

- **Transformation** – The development of a transformation strategy that meets political and key stakeholder aspirations that is underpinned by effective arrangements for delivery, performance management and a culture of constructive challenge. A clear need to focus on mechanisms and capacity for transformation that will improve citizens experience and create an organisation that is sustainable in the medium and long term.
- **Addressing workforce challenges** – Building on strengthened workforce planning, address challenges in recruitment in key areas, and improve succession planning, to help the council create a long-term workforce strategy.
- **Improving engagement** – Building on improvements to strategic communication, improve the council's engagement and relationships internally with councillors and externally with local communities and town and community councils to help it become more citizen focused.

For each of the three performance requirements and the three areas raised by the council, the panel outlined strengths and areas for improvement. The panel also provided eight recommendations.

The assessment recognised the council as performing well, with strong leadership, a committed workforce, and clear self-awareness, but highlighted a need to accelerate change to ensure long-term sustainability.

The headline findings of the PPA were that –

- Bridgend is a good council with untapped potential.
- There is a political and managerial leadership that is ambitious for Bridgend.
- The workforce is enthusiastic, committed, and cares deeply about the council and the communities it serves.
- The council has high levels of self-awareness - clear and shared assessment of strengths and the challenges ahead.

- The council is ready for change and positive about the future.

We have developed a response to the PPA report, accepting all eight recommendations and outlining both progress to date and further planned improvements. Some of the actions have already been taken, including organisational changes and strengthening strategic capacity, with further work planned around transformation, workforce development, and engagement.

The full panel report and our formal response outlining the actions proposed have been published and can be found on our website.

Audit Wales

Audit Wales has completed 3 audits in 2025-26. These are:

- A review of our arrangements for Commissioning Services which was published in June 2025. It concluded that the council does not have arrangements to assure itself that it consistently secures value for money when it commissions services and provided 3 recommendations related to strengthening commissioning arrangements, monitoring compliance and evaluating effectiveness through review. Commissioning will play a pivotal role in the Transformation agenda and therefore processes will be reviewed and adapted as the Transformation Strategy develops.
- A review of the Planning and Development Service was published in December 2025. It found that the council's limited understanding of the service's strategic role, combined with weaknesses in resource and risk management and a lack of planning and performance oversight, but has strong governance arrangements in place for the Development Control Committee. It made four recommendations to the council which focus on resource management, service planning, risk and performance management. Our response focuses on strengthening the foundations of the Planning and Development Service through increased staffing and sustainable funding arrangements, formalised risk management processes, introduction of a service plan and enhanced performance monitoring arrangements.
- Review of Risk Management was published in December 2025. It found that the council's risk management arrangements are not working effectively to fully support the delivery of its strategic objectives, and made three recommends focussed on strengthening risk culture, and improving systems to identify and monitor risk, and evaluating the effectiveness of risk management arrangements. External support is being sought to undertake this work, which will begin in early 2026- 27.

Care Inspectorate Wales

- A Care Inspectorate Wales (CIW) improvement check of children's social care services was published in September 2025. It concluded through sustained leadership and workforce investment, there have been significant improvements in Bridgend's children's services, particularly in workforce stability and quality assurance.
- A CIW inspection report on Foster Wales Bridgend was published in September 2025. This inspection follows a previous inspection in November 2023 where eight areas were identified as requiring significant improvement. This inspection has found the service has improved in five areas.

- CIW conducted inspections on three childcare settings from April 2025 to March 2026. This includes one setting, Flying Start Garth, that achieved an 'excellent' outcome across all inspection criteria and received a spotlight related to parental and community engagement. All settings received at least a 'good' judgement in all areas. Recommendations focused on strengthening Welsh language and cultural diversity, keeping policies up to date with legislation, improving how actions from inspections are monitored, and maintaining robust health and safety practices. Additional areas included promoting children's independence and ensuring accurate staff record-keeping.
- CIW conducted inspections of four adult residential care homes during the reporting period. One setting, Bryn Y Cae, achieved an 'excellent' rating for Wellbeing and 'good' ratings across all other domains, while the remaining three homes (Ty Ynysawdre, Ty Cwm Ogwr and Ty Llwynderw) achieved 'good' ratings across all inspection areas. Inspections highlighted consistently positive outcomes for residents, including person-centred care, effective leadership, robust governance arrangements and safe, welcoming environments. Inspection feedback also identified areas where services could continue to build on existing strengths, including enhancing opportunities for meaningful activities, maintaining person-centred review processes and supporting ongoing workforce development. No formal areas for improvement or priority action notices were identified across the inspected services.

Estyn

- Estyn's 2025 enhanced Local Authority Link Inspector (LALI) visit found that Bridgend is making good progress in improving pupil attendance and delivering its Welsh in Education Strategic Plan (WESP). Inspectors highlighted strong leadership, effective partnership working and a collaborative approach, which have contributed to improved attendance and positive developments in Welsh-medium education. While further work is needed to strengthen data use, evaluate WESP outcomes and ensure the sustainability of attendance initiatives, Estyn concluded that the council has strong foundations and a clear commitment to driving continued improvement.
- A report on Bridgend Youth Support Service was completed in February 2026. It found that Bridgend Youth Support Service is a high-performing, well-regarded service that deliver strong outcomes for vulnerable young people, provides inclusive, high-quality support and works effectively with partners, but needs to strengthen Welsh language provision and Impact-focused evaluation
- Estyn conducted an inspection of Education Services in Bridgend County Borough Council in March 2025. The report was extremely positive and found that the council provides well-led education services with a strong collaborative culture and effective support for schools, leading to generally positive outcomes. Inclusion was found to be a key strength, particularly for pupils with additional learning needs and vulnerable groups, supported by strong multi-agency working and robust safeguarding arrangements. However, it identifies areas for improvement, including the need to strengthen self-evaluation, sharpen improvement planning, and ensure more consistent outcomes for all learners, particularly those from disadvantaged backgrounds.
- During the academic year, 11 schools were subject to core inspection (two secondary schools, one special school and eight primary schools). Estyn identified 14 spotlights of effective practice, including one additional case study, and undertook

a further 16 interim visits across one secondary and 15 primary schools, providing a comprehensive evidence base of school performance across the local authority. While one school was placed in a statutory category of follow-up, all schools received support to address their recommendations, including targeted, bespoke in-school support where required. Key areas for improvement identified include strengthening the quality and impact of self-evaluation and improvement planning, improving the progressive development of cross-curricular skills, ensuring appropriate challenge for all pupils, and further developing pupil independence. Inspection findings are used to guide targeted professional learning and support, helping to strengthen leadership, improve teaching, and raise outcomes for learners.

Joint inspection

- During the 2025–2026 financial year, CIW and Estyn conducted two joint inspections on childcare settings. Both settings received 'good' judgements across all inspection criteria. Estyn produced a case study of good practice from one setting, which focused on the way in which children with ALN are supported and fully included, ensuring access to all areas of provision, including quiet/sensory spaces. Recommendations centred on formalising and recording staff supervision and increasing opportunities to promote children's understanding of cultural diversity.

Internal Audit

Internal Audit is also a statutory requirement in Local Government. The council's internal audit is undertaken by the Regional Internal Audit Service, a partnership shared service between Bridgend County Borough Council, Merthyr Tydfil County Borough Council and hosted by the Vale of Glamorgan Council.

In 2025-26 59 audit assignments were included in the audit plan, with 54 completed during the year.

- 12 audit reviews had no audit opinion, as these are routine internal audit work, for example advice and guidance, external audit liaison, fraud and irregularity work, audit planning and recommendation monitoring.
- 42 were with an audit opinion. Based on the testing of the effectiveness of the internal control environment, an audit opinion of Substantial Assurance has been given to 14 audit reviews (33%) and an opinion of Reasonable to 26 audit reviews (62%). The remaining 2 audit reviews (5%) have been given an audit opinion of Limited Assurance, that is only limited assurance can be placed on the current systems of internal control. There were no 'No Assurance' opinions.

Taking into account the results of the internal audit reviews completed during 2025-26, the Head of Internal Audit's annual opinion on the adequacy and effectiveness of the council's framework of governance, risk management and control for 2025-26 is: "Reasonable Assurance". Which means based on the work they have done, no significant cross-cutting control issues have been identified that would impact on the council's overall control environment, and any weaknesses that have been identified are service specific.

9. Staff and Trade Union views - Social Partnership Reporting Duty 2025-26

Since 1 April 2024 the council has been subject to the Social Partnership duty under the Social Partnership and Public Procurement (Wales) Act 2023. This means that we have to explain how we have worked with staff and trade unions within the year, and any areas for improvement we have identified.

Relations with the recognised Trade Unions are extremely positive at present and their support is welcomed to ensure we are working in a true social partnership

Regular work

There is a monthly meeting with Trade Unions, where a range of officers present on a variety of topics, trade union colleagues' views are tested and any issues discussed.

The Trade Unions involved in these regular meetings represent staff across the council, this includes Unison, Unite, GMB, ASCL, NEU, NASUWT, NAHT and UCAC

In 2025-26 we had 9 monthly meetings, that took place on 16 May, 11 July, 18 September, 17 October, 13 November and 12 December 2025, and 22 January, 27 February and 20 March 2026.

Throughout the year the Chief Executive, Corporate Director for Education, Early Years and Young People, Head of Learning, Corporate Director - Finance & Transformation and Cabinet Member for Resources have attended these meetings.

The Trade Unions also have daily direct access to senior HR officers and there is regular and open communication to work together. Trade Unions are involved regularly in workforce and other related meetings.

All policies, protocols and programmes are shared with the relevant Trade Unions at the earliest opportunity to include their views and thoughts.

Planning the year ahead

As part of the annual budget development process, the Corporate Director - Finance & Transformation attended the regular Trade Union meetings in November 2025 to provide an update on the process, the approach, assumptions made (and later the draft settlement from Welsh Government) and savings proposals.

Trade Unions were closely involved in the development of the Council's five-year Corporate Plan 2023-28. Their involvement spanned three key stages: the design of the overall approach, the development and agreement of the wellbeing objectives, and consultation on the draft report.

Trade Unions will also be engaged with the development of the new Bridgend 2040 Vision.

Reviewing the year behind

Each year since its inception, Trade Unions have been involved in the development of the council's corporate self-assessment. As part of the development of the Corporate Self-Assessment 2025-26 the Corporate Policy and Performance Manager attended

the regular Trade Union meeting in September 2026 and presented the key points and judgements from the draft self-assessment and took views, areas for development and any issues from the trade unions in attendance. The draft report itself was also circulated to Trade Unions for review and any additional comments or changes.

Areas for improvement

- Develop a more engaging / interactive process for involving Trade Union colleagues in the self-assessment process
- Involve Trade Union colleagues in the development and review of the one-year Corporate Plan Delivery Plan.
- Providing training or awareness raising to employees / Trade Union representatives on how the Social Partnership Duty is being implemented
- Working to confirm updated Trade Union facilities time.

10. Our Strategic Equality Plan

Our new Strategic Equality Plan was developed and consulted on in early 2024 and outlined our six strategic equality objectives, which will shape how we plan, provide, and deliver our services to reflect the diversity of our communities.

We have developed a Strategic Equality Action Plan for 2024-2028 which was approved in July 2024 and has now been published on our website. Work towards achieving these actions will continue over the next four-year lifespan of the SEP.

Progress on the plans is regularly reported to the Corporate Equality Network, and responsibility for operational delivery lies with all service areas and teams. Our Cabinet Committee Equalities monitors and scrutinises delivery against the objectives.

How do we identify and collect relevant information?

We are committed to collecting and using data to identify where some protected characteristic groups experience a disproportionate impact or where we could deliver services in a different way. We collect data on customers and residents via our consultation and engagement activities and on our employees via our own internal systems. We will collect and use the following equality data:

- Employment profile data for all protected characteristics;
- Service user data to understand the characteristics of our service users;
- Job applicants for all protected characteristics.

This data will be published annually as part of our Strategic Equality Plan annual reporting process (which will now include the full equality impact assessments undertaken). In addition we will publish annually:

- The Strategic Equality Plan annual report.
- Welsh language standards annual report

How effective are the council's arrangements for identifying and collecting relevant information?

Each year we try to improve the Equality Monitoring Data we hold for employees, revising the data capture to include more characteristics. We encourage employees to update information regularly through communications, appraisals and other methods.

What do our arrangements tell us regarding the equality of access to employment, training and pay?

Every year, we report our 'equalities in the workforce' report to Cabinet Committee Equalities. This tells us about a range of things including the numbers of employees with protected characteristics where declared. It also tells us about pay, recruitment and training of employees with protected characteristics. This is all put together and included in the Strategic Equality Plan. Areas for development are included in the Strategic Equality Plan Action Plan.

Performance against the Corporate Plan 2025-26

On 1 March 2023 Council agreed the Corporate Plan 2023-28. In April 2025 Council agreed the Corporate Plan Delivery Plan 2025-26 which set out aims, commitments, and performance indicators to help measure the Council's progress on its priorities. The new delivery plan is more focused than in the previous two years following a robust review, aligning with the current corporate priorities and resources. The key changes made were:

- Wellbeing Objectives (WBOs) were reduced from seven to four with some merged / subsumed into others. The four that remain focus on –
    1. A prosperous place with thriving communities
    2. Creating modern, seamless public services
    3. Enabling people to meet their potential
    4. Supporting our most vulnerable
- Aims reduced from 41 to 21.
- Performance Indicators (PIs) (that measure the 'business as usual') reduced from 108 to 65.
- The Ways of Working measures, previously a standalone part of the Corporate Plan, have now been integrated into the WBOs.
- Commitments (that measure our initiatives or projects) reduced from 80 to 61.

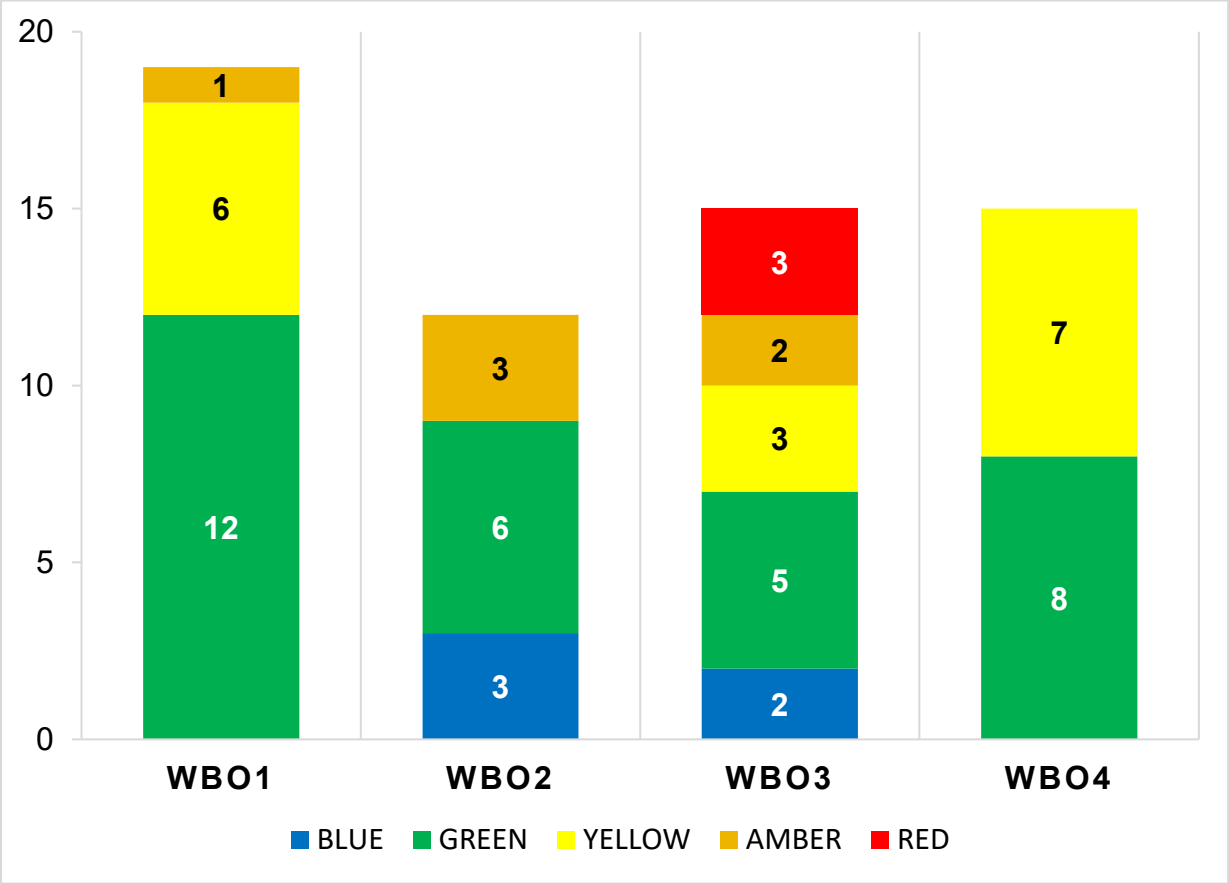
Summary of progress on Corporate Commitments

Each of the commitments has been awarded an appropriate Blue, Red, Amber, Yellow or Green (BRAYG) status at the end of quarter 4. Table 1 below shows a summary of the overall status of the 61 commitments with Chart 1 demonstrating this for each of the well-being objectives.

Table 1 – Commitments by BRAYG status

Status	Meaning of this status	Performance at year end	
		Number	%
COMPLETE (BLUE)	Project is completed	5	8.2%
EXCELLENT (GREEN)	As planned (within timescales, on budget, achieving outcomes)	31	50.8%
GOOD (YELLOW)	Minor issues. One of the following applies - deadlines show slippage, project is going over budget or risk score increases	16	26.2%
ADEQUATE (AMBER)	Issues. More than one of the following applies - deadlines show slippage, project is going over budget or risk score increases	6	9.8%
UNSATISFACTORY (RED)	Significant issues – deadlines breached, project over budget, risk score up to critical or worse	3	4.9%
	Total	61	100%

Chart 1 – Commitments by BRAYG status for each wellbeing objective



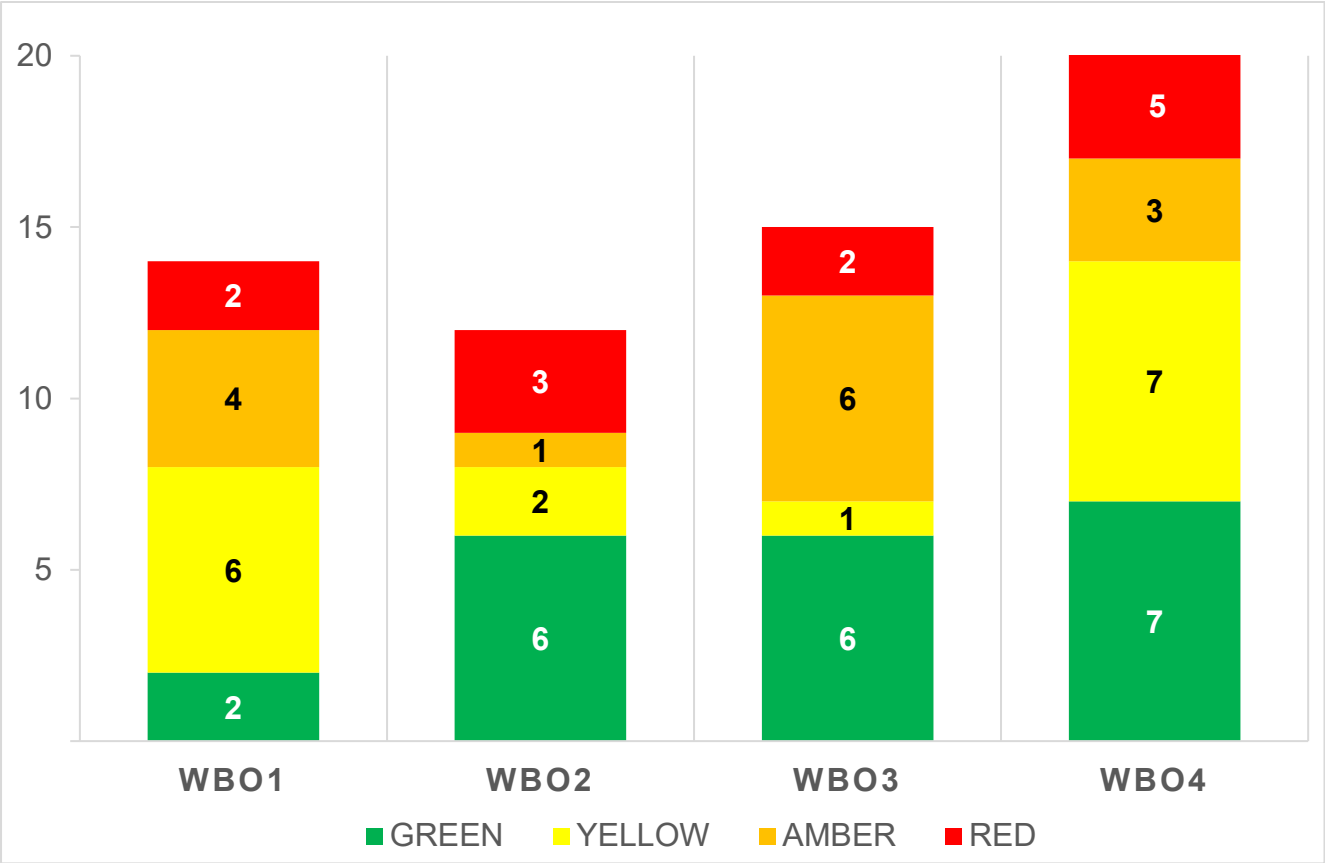
Summary of Performance Measures

Of the 65 indicators, 64 have verified annual values, and only 63 could be compared against a target and awarded a Red, Amber, Yellow or Green (RAYG) status. Table 2 below shows a summary of performance by status, with Chart 2 providing this summary broken down by well-being objective.

Table 2 - PIs by RAYG status

Status	Meaning of this status	Performance at year end	
		Number	%
EXCELLENT (GREEN)	On target and improved or is at maximum	21	33.33%
GOOD (YELLOW)	On target	16	25.40%
ADEQUATE (AMBER)	Off target (within 10% of target)	14	22.22%
UNSATISFACTORY (RED)	Off target (target missed by 10%+)	12	19.05%
	Total	63	100%

Chart 2 - PIs by RAYG status for each wellbeing objective



Set out below is our performance for each of these performance indicators, or measures of success which we set ourselves for each well-being objective. This also shows performance trend, so you can see how this outturn position compares with the same period last year, where appropriate to do so.

Performance Indicators Trend Definition	
↑	Performance has improved compared to last year
↔	Performance has been maintained (this includes those at maximum)
↙	Performance has declined BUT within 10% of the last year
↓	Performance has declined by 10% or more compared to previous year

WBO 1 - A prosperous place with thriving communities

Aim 1.1 Moving towards net zero carbon, and improving our energy efficiency

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Levels of nitrogen dioxide (NO_2) pollution in the air (micrograms per m^3) *(Annual Indicator, lower preferred)*	43.60	40	**42.10 AMBER**	↑
Annual Gas Consumption across the Authority (kWh) *(Annual Indicator, lower preferred)*	21,122,938 kWh	20,000,000 kWh	**20,401,641 kWh AMBER**	↑
Annual Electricity Consumption across the Authority (kWh) *(Annual Indicator, lower preferred)*	15,019,064 kWh	14,000,000 kWh	**15,085,926 kWh AMBER**	↙
Reduction in emissions (across our buildings, fleet & equipment, streetlighting, business travel, commuting, homeworking and waste) *(Annual Indicator, higher preferred)*	6.28%	5%	**5% YELLOW**	↓

Aim 1.2 Protect landscapes and open spaces

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Number of green flag parks and green spaces (Annual Indicator, higher preferred)	2	2	**2 YELLOW**	↔
Number of blue flag beaches (Annual Indicator, higher preferred)	3	3	**3 YELLOW**	↔

Aim 1.3 Promote the conditions for economic growth and prosperity

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Number of businesses receiving support through Shared Prosperity Funding *(Quarterly Indicator, higher preferred)*	**37**	15	**34 YELLOW**	↙

Number of business start-ups assisted. *(Annual Indicator, higher preferred)*	**94**	30	**52 YELLOW**	

Aim 1.4 Regenerate our town centres and Valleys

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Number of commercial properties assisted through the enhancement grant scheme *(Annual Indicator, higher preferred)*	7	4	**9 GREEN**	

Aim 1.5 Reduce, reuse or recycle as much waste as possible

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Percentage of street cleansing waste prepared for recycling. *(Annual Indicator, higher preferred)*	41.22%	40%	**41.25% GREEN**	
Percentage of streets that are clean (COMM) *(Quarterly Indicator, higher preferred)*	99.35%	99%	**88.59% RED**	
Percentage of waste reused, recycled or composted (Overall) *(Quarterly Indicator, higher preferred)*	71.42%	70%	**69.08% AMBER**	

Aim 1.6 Provide opportunities for culture, leisure, and play

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Number of play areas that have been refurbished. *(Annual Indicator, higher preferred)*	22	40	**21 RED**	
Participation in the national free swimming initiative for 16 and under *(Annual Indicator, higher preferred)*	23,208	20,000	**Data unavailable**	Not applicable
Number of active users across target population groups via health & wellbeing leisure membership provision *(Quarterly Indicator, higher preferred)*	New 25-26	700	**2,360 YELLOW**	New 25-26

WBO 2 - Creating modern, seamless public services

Aim 2.1 Improving how we engage with people, listening to views & acting on them

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Level of engagement (Welsh / English) across consultations *(Annual Indicator, higher preferred)*	8,050	8,800	**4,476 RED**	↓
Level of engagement (Welsh / English) with corporate communications to residents using the digital communications platform. *(Annual Indicator, higher preferred)*	1,203,706	1,000,000	**1,233,134 GREEN**	↑
Percentage of Complaints closed within timescales *(Quarterly Indicator, higher preferred)*	31.83%	80%	**39.35% RED**	↑

Aim 2.2 Offer more information and services online, and in local areas

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Percentage first call resolutions (via Customer Contact Centre) *(Quarterly Indicator, higher preferred)*	72.67%	75.92%	**77.58% GREEN**	↑
Number of online transactions using the digital platform *(Quarterly Indicator, higher preferred)*	81,034	81,034	**80,893 AMBER**	↙

Aim 2.3 Modernise and become a more efficient council

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Number of working days/shifts lost to sickness absence per full-time equivalent (FTE) Bridgend County Borough Council employee *(Quarterly Indicator, lower preferred)*	13.76 days	No target	**13.48 days**	↑
Percentage of staff that have completed a Personal Review/Appraisal (excluding school staff) *(Annual Indicator, higher preferred)*	68.42%	80%	**67.05% RED**	↙

Number of council owned assets transferred to the community for running (CATs) or transferred from a short-term agreement to a long-term agreement for running during the year *(Annual Indicator, higher preferred)*	2	10	**11 GREEN**	↑

Aim 2.4 Improve partnership working with partners, the third sector and Town and Community Councils

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Percentage of Assia service users reporting increased feelings of safety at their exit evaluation *(Quarterly Indicator, higher preferred)*	99.12%	100%	**100%**	↑
Percentage of high-risk domestic abuse victims / public protection notices received by the service contacted within 48 hours *(Quarterly Indicator, higher preferred)*	100%	100%	**100%**	↔
Percentage of medium risk domestic abuse victims / public protection notices received by the service contacted within 72 hours *(Quarterly Indicator, higher preferred)*	100%	100%	**100%**	↔
Number of active referrals supported by Local Community Coordinators *(Quarterly Indicator, higher preferred)*	New 25-26	600	**1,107**	No trend
Number of children and young adults supported during school holidays *(Annual Indicator, higher preferred)*	New 25-26	950	**2,499**	No trend

WBO 3 - Enabling people to meet their potential

Aim 3.1 Provide an effective Childcare and Early Years Offer

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Number of two-year-olds accessing childcare through the Flying Start programme. *(Quarterly Indicator, higher preferred)*	542	620	**721 GREEN**	↑

Aim 3.2 Provide safe, supportive schools with high quality teaching

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Percentage of schools that have self-evaluated themselves as 'green' as part of their annual safeguarding audit. *(Annual Indicator, higher preferred)*	93%	100%	**93% AMBER**	⟷
Percentage of school days lost due to fixed-term exclusions during the school year in primary schools. *(Annual Indicator, lower preferred)*	0.031%	0.03%	**0.021% GREEN**	↑
Percentage of school days lost due to fixed-term exclusions during the school year in secondary schools. *(Annual Indicator, lower preferred)*	0.152%	0.15%	**0.142% GREEN**	↑
Percentage pupil attendance in primary schools *(Annual Indicator, higher preferred)*	92.49%	94%	**93.1% AMBER**	↑
Percentage pupil attendance in secondary schools *(Annual Indicator, higher preferred)*	87.31%	92%	**87.6% AMBER**	↑
Average 'Capped 9' score for pupils in Year 11 *(Annual Indicator, higher preferred)*	357.40	360	**358.80 AMBER**	↑

Aim 3.3 Provide Welsh medium education opportunities

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Percentage of Year 1 pupils taught through the medium of Welsh. *(Annual Indicator, higher preferred)*	8.83%	8.85%	**8.2% AMBER**	↙
Percentage of learners studying for assessed qualifications through the medium of Welsh at the end of Key Stage 4. *(Annual Indicator, higher preferred)*	7.23%	7.2%	**6.44% RED**	↓
Number of learners studying for Welsh as a second language at AS Level and A Level *(Annual Indicator, higher preferred)*	21	17	**16 AMBER**	↓

Aim 3.5 Be good parents to our care experienced children

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Percentage of care leavers who have experienced homelessness during the year *(Quarterly Indicator, lower preferred)*	9.96%	10%	**7.69% GREEN**	↑
Percentage of care leavers who have completed at least 3 consecutive months of employment, education or training in the 24 months since leaving care *(Quarterly Indicator, higher preferred)*	70%	65%	**70.42% GREEN**	↑

Aim 3.6 Help people get the skills they need for work

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Number of participants in the Employability Bridgend programme supported into education or training. *(Quarterly Indicator, higher preferred)*	678	219	**265 YELLOW**	Trend not applicable
Number of participants in the Employability Bridgend programme going into employment *(Quarterly Indicator, higher preferred)*	453	290	**241 RED**	Trend not applicable
Percentage of Year 11 leavers not in education, training, or employment (NEET) in the Careers Wales annual destination statistics. *(Annual Indicator, lower preferred)*	1.9%	2%	**1.8% GREEN**	↑

WBO 4 - Supporting our most vulnerable

Aim 4.1 Provide high-quality children's & adults social services / early help services

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Number of children on the child protection register (Quarterly Indicator, lower preferred)	75	120	**91 YELLOW**	↓
Percentage of completed TAF (Team Around the Family) support plans that close with a successful outcome (Quarterly Indicator, higher preferred)	82%	87%	**82% AMBER**	↔
Number of Care Experienced Children *(Quarterly Indicator, lower preferred)*	333	325	**316 GREEN**	↑
Percentage of enquiries to the Adult Social Care front door which result in information and advice only. *(Quarterly Indicator, higher preferred)*	84.58%	83%	**77.73% AMBER**	↙
Number of people recorded as delayed on the national pathway of care. *(Quarterly Indicator, lower preferred)*	70	90	**74 YELLOW**	↙
Timeliness of visits to children who are care experienced. *(Quarterly Indicator, higher preferred)*	88.28%	87%	**90.54% GREEN**	↑
Timeliness of visits to children on the child protection register. *(Quarterly Indicator, higher preferred)*	89.27%	87%	**90.49% GREEN**	↑
Percentage of reablement packages implemented with a positive outcome *(Quarterly Indicator, higher preferred)*	73.48%	69%	**68.66% AMBER**	↙

Aim 4.2 Support people in poverty

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
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. *(Quarterly Indicator, higher preferred)*	**96%**	85%	**96% YELLOW**	↔

Percentage of people supported through FASS who have received advice and support in managing or reducing household debt. *(Quarterly Indicator, higher preferred)*	**94%**	85%	**98% GREEN**	↑

Aim 4.3 Support people with housing needs

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Number of additional affordable homes provided by Registered Social Landlords (RSLs) across the County Borough. *(Annual Indicator, higher preferred)*	77	110	**177 GREEN**	↑
Percentage of people presenting as homeless or potentially homeless for whom the Local Authority has a final legal duty to secure suitable accommodation. *(Quarterly Indicator, lower preferred)*	26.4%	20%	**26.6% RED**	↙
Percentage of households threatened with homelessness successfully prevented from becoming homeless. *(Quarterly Indicator, higher preferred)*	31.2%	20%	**43.3% GREEN**	↑
Percentage of people who feel they can live more independently as a result of receiving a Disabled Facility Grant in their home *(Quarterly Indicator, higher preferred)*	99.3%	98%	**98.1% YELLOW**	↙
Average number of calendar days taken to deliver a Disabled Facilities Grant (DFG) *(Quarterly Indicator, lower preferred)*	799.9 days	542 days	**838.2 days RED**	↙

Aim 4.4 Support children with additional learning needs

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Percentage of new local authority individual development plans (IDPs) delivered using the online IDP system. *(Quarterly Indicator, higher preferred)*	0%	100%	**22% RED**	↑
Number of pupils on the waiting lists for specialist provision. *(Quarterly Indicator, lower preferred)*	55	10	**57 RED**	↙
Percentage of year 9 pupils with Additional Learning Needs (ALN) with a transition plan in place, that have had an annual review by 31 March of each current school year. *(Annual Indicator, higher preferred)*	74.3%	100%	**76% RED**	↑

Aim 4.5 Safeguard and protect people at risk of harm

Performance Indicator Description	2024-25 Actual	2025-26 Target	Actual 2025-26 & RAYG	Trend
Percentage of Childrens referrals where decision is made within 24 hours. *(Quarterly Indicator, higher preferred)*	99.97%	99.5%	**99.86% YELLOW**	↙
Percentage of child protection investigations completed within required timescales. *(Annual Indicator, higher preferred)*	84.4%	80%	**82.47% YELLOW**	↙
Average waiting time on the Deprivation of Liberty Safeguards (DoLS) waiting list. *(Quarterly Indicator, lower preferred)*	10 days	24 days	**19 days YELLOW**	↓
Percentage of Adult safeguarding inquiries which receive initial response within 7 working days. *(Quarterly Indicator, higher preferred)*	83.08%	85%	**88.62% GREEN**	↑

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