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**Date: 19th June 2019**

Dear Sir/Madam,

A meeting of the **Cabinet** will be held in the **Sirhowy Room, Penallta House, Tredomen, Ystrad Mynach on Wednesday, 26th June, 2019 at 10.30 am** to consider the matters contained in the following agenda. You are welcome to use Welsh at the meeting, a minimum notice period of 3 working days is required should you wish to do so. A simultaneous translation will be provided if requested.

All Committee meetings are open to the Press and Public, observers and participants are asked to conduct themselves with respect and consideration for others. Please note that failure to do so will result in you being asked to leave the meeting and you may be escorted from the premises.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Chrissy'.

**Christina Harrhy**  
INTERIM CHIEF EXECUTIVE

## AGENDA

	Pages
1 To receive apologies for absence.	
2 Declarations of Interest.	

Councillors and Officers are reminded of their personal responsibility to declare any personal

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and/or prejudicial interest(s) in respect of any item of business on the agenda in accordance with the Local Government Act 2000, the Council's Constitution and the Code of Conduct for both Councillors and Officers.

To approve and sign the following minutes: -

3 Cabinet held on 12th June 2019. 1 - 8

To receive and consider the following reports on which executive decisions are required: -

4 Hafod-Yr-Ynys Air Quality Feasibility Study - Final Plan. 9 - 226

5 Regeneration Grants - Wider Consultation. 227 - 274

6 Energy and Carbon Report. 275 - 312

7 Welsh Language Standards Annual Report 2018-2019 and the Annual Progress Report on the Welsh Language Strategy 2017-2022. 313 - 362

**Circulation:**

Councillors C.J. Cuss, N. George, C.J. Gordon, Mrs B. A. Jones, P.A. Marsden, S. Morgan, L. Phipps, D.V. Poole and Mrs E. Stenner,

And Appropriate Officers.

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# Agenda Item 3



## CABINET

### MINUTES OF THE MEETING HELD AT PENALLTA HOUSE, TREDOMEN ON WEDNESDAY, 12TH JUNE 2019 AT 10.30 A.M.

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#### PRESENT:

Councillor D. Poole - Chair

#### Councillors:

C. Cuss (Social Care and Wellbeing), N. George (Neighbourhood Services), C.J. Gordon (Corporate Services), Mrs B. Jones (Finance, Performance and Governance), P. Marsden (Education and Achievement), S. Morgan (Economy, Infrastructure and Sustainability), L. Phipps (Homes and Places) and E. Stenner (Environment and Public Protection).

#### Together with:

C. Harrhy (Interim Chief Executive), R. Edmunds (Corporate Director – Education and Corporate Services), D. Street (Corporate Director - Social Services) and M.S. Williams (Interim Corporate Director - Communities).

#### Also in Attendance:

S. Couzens (Chief Housing Officer), S. Harris (Interim Head of Business Improvement Services), S. Isaacs (Rents Manager), L. Lucas (Head of Customer and Digital Services) and C. Evans (Committee Services Officer).

#### 1. APOLOGIES FOR ABSENCE

There were no apologies for absence received.

#### 2. DECLARATIONS OF INTEREST

There were no declarations of interest received at the commencement or during the course of the meeting.

#### 3. CABINET – 29TH MAY 2019

RESOLVED that the minutes of the meeting held on 29th May 2019 were approved as a correct record.

## **MATTERS ON WHICH EXECUTIVE DECISIONS WERE REQUIRED**

### **4. UNIVERSAL CREDIT – HOUSING UPDATE**

The report, which was presented to Caerphilly Homes Task Group on 16th May 2019 and Housing and Regeneration Scrutiny Committee on 11th June 2019 sought the agreement of Cabinet to receive regular updates in the roll out of Universal Credit (UC) and its impacts, ratify the approach being taken to manage the roll out of UC and the support being offered to tenants of Caerphilly Homes.

The report outlined the impact of UC on both Council tenants and Caerphilly County Borough Council and explained how the roll out of UC operates and the issues this creates, resulting in an increase in rent arrears. The levels of rent arrears are significantly higher than that of tenants not in receipt of UC and it is quite clear that many tenants struggle with the complexity of UC and are at risk of not receiving their full benefit entitlement.

In recognition of the issues being experienced as a consequence of the roll out of UC, the report also explained the additional resource implications for Caerphilly Homes in delivering the extensive support mechanisms that are considered necessary for tenants to sustain tenancies, maximise incomes, improve living conditions and also maintain rental income.

In addition, Officers outlined that the Housing and Regeneration Scrutiny Committee were in full support of the report and the work undertaken by staff to support tenants.

Cabinet thanked the Officers for the report and discussion ensued.

A Member, in noting the impacts of UC on tenants, queried what feedback is being provided at a National level and whether anything is being done to support Local Authorities. Officers explained that Welsh Government (WG) are currently undertaking a year long study to consider the impacts of UC on tenants. As a result the Authority is providing data such as rent arrear figures for those in receipt of UC and non-UC; support mechanisms in place and conducting interviews with Citizens Advice Bureau (CAB); the feedback for which will be collated and reported next year. In addition, it was suggested that foodbank use data also be included.

Discussions took place around levels of tenants in receipt of UC across the borough and it was noted that there are more tenants in receipt of UC in the Upper Rhymney and Members sought information on projects or programmes in place to offer support and opportunities for job creation. It was noted that there is a priority to close the gap between the North and South of the Borough and a number of strategic works, such as the Heads of the Valley Master Plan and collaborative works with Blaenau Gwent and Torfaen around the A465 Corridor underpin a great deal of projects which will help to improve prospects within the area.

A Member sought further information on the impact UC has had on private landlords, with particular reference to those with smaller property portfolios. Officers explained that, whilst there has been an increase in arrears as a result of UC, there has been an increase in the number of private landlords working with the Authority, mostly to help tackle issues around homelessness, but there has not been reduction to date on number of participating private landlords, as a result of UC.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved. By a show of hands this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's Report:

- i) it be agreed for a regular update to take place on the roll out of Universal Credit and its impact;
- ii) the approach being taken to manage the roll out of Universal Credit and the support being offered to tenants be ratified.

## 5. PROVISIONAL OUTTURN FOR 2018/19

The report provided Cabinet with details of the provisional outturn for the 2018/19 financial year.

It was noted that Appendix A to the report summarises the provisional revenue outturn position, which is a net underspend of £13.147m, this includes an overspend of £550k for schools and an underspend of £5.461m on the Housing Revenue Account, which will be carried forward into 2019/20 financial year to support the WHQS Programme.

During the year Officers have continued to be mindful of the continuing programme of austerity and expenditure has been curtailed in a number of areas to support the Medium-Term Financial Plan. This prudent approach has resulted in a number of savings being achieved in advance and underspends therefore being higher than would normally be the case. Details of the more significant variations against budget were provided within the report, for each Directorate.

Appendix B to the report shows the movements on the General Fund balance from the 1st April 2018 to the 31st March 2019 along with current agreed commitments for 2019/20. The forecast General Fund balance as reported to Council on the 21st February 2018 was £11.660m. The updated position is a projected balance of £14.040m and the table in paragraph 5.4 of the report provided details of this increase of £2.380m.

In terms of capital expenditure total spend on the WHQS Capital Programme for 2018/19 was £51.9m, which is the highest level of expenditure since the WHQS Programme began.

The General Fund Capital Programme for 2018/19 resulted in total funding available of £64.2m including all in-year grant allocations and Section 106 monies. An amount of £37.6m remained unspent at financial year-end, the majority of which represents slippage that has been carried forward into the 2019/20 financial year.

Cabinet thanked the Officer for the report and discussion ensued.

Discussions took place around the recommendation to Council that the General Fund balance should be maintained at £11.660m, as previously agreed by Council on the 21st February 2019, with particular reference to Wales Audit Office concerns within other local authorities in which reserves are being used to maintain services. It was noted that the Section 151 Officer normally recommends a minimum General Fund balance of £10m, which is circa 3% of the net revenue budget. However, anticipated savings of £44m would be required for the four-year period 2020/21 to 2023/24, and it is inevitable that some very difficult decisions will need to be made.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved. By a show of hands this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's Report:

- i) the provisional 2018/19 outturn position be noted;

- ii) a recommendation to Council be supported that the General Fund balance should be maintained at £11.660m as previously agreed by Council on 21st February 2019;
- iii) a recommendation to Council be supported that the increase in the General Fund balance of £2.380m over the previously anticipated level should be transferred to Capital Earmarked Reserves, pending a report that will be presented during the autumn in respect of unallocated capital reserves and proposals for investments in a number in a number of key strategic projects;
- iv) the proposals be agreed as set out in paragraphs 5.28 and 5.29 that the remaining balance of £192k on the Intensive Fostering Support Services (IFSS) pilot scheme reserve in Social Services be utilised as follows: -
  - £91k to fund 2 additional fixed-term Social Workers for 12 months to address a backlog in case reviews
  - £72k to fund backfill for staff undertaking Advanced Mental Health Professional (AMHP) Training
  - £29k to top up the Social Services Invest to Save specific reserve.

## 6. **FUTURE CAERPHILLY TRANSFORMTION STRATEGY - #TEAMCAERPHILLY – BETTER TOGETHER**

The report, which was considered by the Policy and Resources Scrutiny Committee on 28th May 2019, and the video advised Members that the Transformation Strategy provides details of a new whole-authority operating model for the Council that examines how services are prioritised, how they can become more business efficient, explore opportunities for greater customer focus and digital delivery, considers alternative delivery models and opportunities to take a more commercial approach to service delivery.

Cabinet noted that the current organisational operating model is described as “traditional” and has served the Authority well to date. However, there is a requirement to inject transformation in order to be fit for purpose for the next decade and beyond. In response to this, the Authority is embarking on a major transformation programme which is being launched as *#TeamCaerphilly – Better Together*. The ambitious programme of change articulates the combined vision of the Cabinet and the Corporate Leadership Team and has been developed over the last 12 months. In making this Strategy a reality, courageous political and officer leadership will be essential to ensure successful delivery of the outcomes the Authority aims to achieve.

The transformation programme is multi-faceted and at its core will be the new mantra of Social Heart and Commercial Head. This recognises a commitment to public service and the needs of citizens, but also demonstrates a commitment to explore new ways of working to generate income to reinvest in services to help them remain resilient in the current challenging financial climate. Some of the key areas of focus include prioritising services to meet the needs of residents; considering how to become more business efficient through innovation and a structured approach to service reviews; exploring opportunities for greater collaboration; improved customer focus; Greater emphasis on digital services and Seeking more commercial opportunities.

The Transformation Strategy was presented to the Policy & Resources Scrutiny Committee on the 28th May 2019 and the recommendations in the covering report were endorsed by the majority present with one voting against. The Scrutiny Committee also endorsed an additional recommendation for a six-monthly progress report to be brought to the Scrutiny Committee prior to consideration by Cabinet.

Cabinet thanked the Officer for the report and Video and discussion ensued.

Discussions took place around the Transformation Strategy and encouraging staff to be innovative and whether there could be conflicts as a result. Officers explained that there needs to be more around the process and checks and balances in place to ensure a corporate approach.

Cabinet discussed the provision of a new Children's Centre, and it was noted that, whilst no formal decision has been made, there will be further reports to Cabinet to outline a holistic and collaborative project with Trinity Fields.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved. By a show of hands this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's Report and subject to an additional recommendation (v):

- i) the content of the Strategy and Strategic Plan as appended to the report be agreed;
- ii) £425k be set aside to fund three fixed-term posts for an initial 2 years to provide the additional capacity required to support the delivery of the strategy;
- iii) £425k for the proposed three fixed-term posts be funded from the £1.8m earmarked reserve approved by Council on 31st July 2018, which was established to provide funding for one-off costs associated with delivering savings to support the Medium Term Financial Plan;
- iv) that six-monthly progress reports on the Transformation Strategy be brought to the Policy and Resources Scrutiny Committee ahead of consideration by Cabinet;
- v) *that specific decisions regarding the various elements of the Programme be presented to Cabinet for consideration thereafter.*

## **7. CUSTOMER AND DIGITAL STRATEGY AND STRATEGIC ACTION PLAN**

The report, which was presented to Policy and Resources Scrutiny Committee on 28th May 2019, outlined and sought endorsement of the draft Customer and Digital Strategy and associated Strategic Action Plan for Caerphilly CBC.

By way of an interactive digital interface that will be made available on the Council's website and will be continually updated, Cabinet were referred to the key sections of the Strategy as appended to the report. Members were advised that the Strategy sets out a proposed vision for "Investing in our Future by Opening the Digital Front Door". The Strategy includes a number of guiding principles and a narrative for #DigitalCaerphilly, including connectivity with customers and staff via this "Digital Front Door", helping and supporting business by driving innovative solutions, will embrace the wider Welsh agenda by adhering to digital principles and development of digital service standards, and will connect internally with a digital culture to promote and support the use of modern day technology. The Action Plan attached to the Strategy sets out a forward work plan and activities to deliver on the Key Objectives of the Strategy, and the Strategy will set the scene for future direction of travel for the service and the Council.

Cabinet noted that the Strategy will put the customer at the heart of service delivery, whilst also continuing to support traditional customer service and a personal approach. Officers emphasised that the Strategy will not take away existing customer services but rather is intended to enhance these services. It was noted that it is important for the Council to retain its ability to direct its own resources to the successful delivery of this strategy, and whilst this by no means closes the door on future collaborations of ICT and digital provision, will allow the Council to focus on the tasks at hand at a key time in its transformation journey. It was noted that whilst Cabinet has approved the setting aside of £600k to fund some of their initial investments to support the strategy, it is anticipated that further investment will be required moving forward and will be subject to further Cabinet reports as matters progress.

Cabinet thanked the Officer for the report and demonstration and discussion ensued.

A Member sought assurances that services will be available for those residents not digitally minded. Officers explained that there are no current plans to close down or take away any services currently being delivered by Customer Services. There will be additional support for people using services to assist them to self serve in the future, and the digital programme aims to enhance current services, providing online services to those wishing to access services digitally.

Discussions took place around the digital platform and Members sought assurances that the platform would be kept up to date. Officers explained that the implementation of more digital services will ultimately mean that staff have more capacity to update and maintain the online services. In respect of changes to staff and contact details on the platform, it was noted that these can be updated within 24 hours, provided information is provided in a timely manner.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved. By a show of hands this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's Report the Customer and Digital Strategy and Strategic Action Plan, as appended to the report be endorsed.

## **8. PRINCIPLES ON IMPLEMENTATION OF MICROSOFT O365**

The report, which was presented to Policy and Resources Scrutiny Committee on 28th May 2019 outlined the principles on implementation of the Office 365 (O365) solution for Caerphilly County Borough Council.

It was noted that, in line with the Council's Customer and Digital Strategy, the Authority has been investigating the implementation of the latest version of the Microsoft Office 365 (O365) suite of tools. These tools offer an extended suite of productivity and collaboration tools over the current Microsoft Office suite, and will assist with everyday barriers and challenges that officials have in working effectively, efficiently and collaboratively in the current systems environment. The new product range will support the proposed Customer and Digital Strategy and the wider transformation strategy, and will be Cloud-based to maximise storage opportunities.

Cabinet were asked to consider the financial implications as set out in the report, and it was explained that whilst these costs appear significant, there is no option to continue with the current Microsoft offering and pricing model. The licenses are currently funded from the PC replacement fund and based on equal migration of the workforce to O365 over the next 18 months, the costs will increase by £13.58k in 2019/20 with a further increase of £172.5k in 2020/21. Other licenses and providers are available but the license cost and cost of change would be both significant and limiting. At the end of this Microsoft agreement (2020), the Council will enter into a new agreement which will fix the unit costs for the following three years and is estimated to be £720k per annum, which is approximately 20% increase on 2020



costs. Members were asked to note that the public sector across Wales has experienced price increase of between 50%-60% on their Microsoft licensing when moving to O365 in recent years. The financial implications of this migration to O365 will be kept under close revision during the implementation process and the additional funding required will be factored into the budget setting process for the 2020/21 and 2021/22 financial years.

Cabinet thanked the Officer for the report and discussion ensued.

In support of the developments, a Cabinet Member queried whether all other platforms had been considered. Officers explained that a number of alternative options have been considered, however there are significant costs associated with change, including training costs, and could result in difficulties in terms of collaboration and even isolation, as the majority of Local Authorities have now moved to Office 365.

A Member queried whether there could be any options for making savings or encouraging revenue as a result of the implementation programme. Officers explained that O365 utilised to its full potential, there is a possibility that it could replace 10 other applications, making savings. In addition, it was noted that as O365 is cloud based, there would also be savings in respect of servers and storage.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved. By a show of hands this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's Report the Office 365 solution for Caerphilly County Borough Council, as set out in the report be implemented.

The meeting closed at 11:47 am.

Approved and signed as a correct record subject to any corrections made at the meeting held on the 26th June 2019.

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CHAIR

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## **CABINET – 26TH JUNE 2019**

**SUBJECT: HAFOD-YR-YNYS AIR QUALITY FEASIBILITY STUDY – FINAL PLAN**

**REPORT BY: CORPORATE DIRECTOR FOR EDUCATION AND CORPORATE SERVICES**

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- 1.1 The attached report is due to be considered by the Environment and Sustainability Scrutiny Committee on 25th June 2019, prior to its referral to Cabinet.
  - 1.2 The views expressed at the meeting and the recommendations of the Scrutiny Committee will be reported verbally to Cabinet on 26th June 2019.

Author: C. Evans, Committee Services Officer, Ext. 4210

Appendices:

Appendix Report to Environment and Sustainability Scrutiny Committee on 25th June 2018 - Agenda Item 8



## ENVIRONMENT & SUSTAINABILITY SCRUTINY COMMITTEE - 25TH JUNE 2019

**SUBJECT: HAFOD-YR-YNYS AIR QUALITY FEASIBILITY STUDY - FINAL PLAN**

**REPORT BY: INTERIM CORPORATE DIRECTOR, COMMUNITIES**

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### 1. PURPOSE OF REPORT

- 1.1 To consider the findings of the public consultation exercise together with consideration of the Final Plan (Appendix 1) and preferred option for achieving compliance with the Ambient Air Quality Directive at Hafod-yr-ynys prior to presentation to Cabinet for a decision.

### 2. SUMMARY

- 2.1 The national nitrogen dioxide air quality objectives are being exceeded at receptor locations on Hafod-yr-ynys Road. The continuous nitrogen dioxide monitor at Hafod-yr-ynys forms part of DEFRA's national Automatic Urban and Rural Network (AURN). The AURN is a network of continuous monitors throughout the UK that inform a national Pollution Climate Model which is used for air quality reporting purposes to Europe to demonstrate compliance with the Ambient Air Quality Directive. Caerphilly County Borough Council and Cardiff City Council are two local authorities in Wales that are highlighted in the National Nitrogen Dioxide Plan as having locations that fail to comply with the Ambient Air Quality Directive.
- 2.2 In February 2018 Welsh Government issued an Air Quality Direction to Caerphilly CBC to undertake a feasibility study for the area and to determine a preferred option or basket of options which will achieve compliance with the Ambient Air Quality Directive air quality limit value for nitrogen dioxide in the 'shortest possible time'. The draft Final Plan identified that demolition of the properties on the south side of the A472 would achieve compliance in the shortest possible time, by 2023 (now anticipated to be 2022). However, under the 'Do Minimum' option modelling predicts delivery of air quality compliance by 2025.
- 2.3 At its meeting of 27th March 2019 Cabinet expressed concerns at the prospect of residents being pushed into financial hardship by any compulsory purchase process. Cabinet had strong concerns that residents would be unable to buy an equivalent property in the locality, that perhaps retired residents might be forced to take out a mortgage, or that owners might have to turn to rented accommodation. Having regard to the financial wellbeing of the residents of the area and to prevent any financial hardship and resultant stress Cabinet resolved to undertake a public consultation on the 'Do Minimum' option and the draft Final Plan. Welsh Government subsequently confirmed that it would make funding available including the potential for applying the value of a new similar property as opposed to the market value of the house being demolished. The draft Final Plan and proposed preferred option of "Do Minimum" were the subject of a public consultation undertaken between 4th April 2019 and 11th June 2019. The outcome of the public consultation exercise did not support the 'Do Minimum' option.

- 2.4 Scrutiny Committee are therefore asked for their views on the Final Plan (attached as Appendix 1) and the proposed preferred option of purchase (at 150% of the valuation) and demolition of the properties on the south side of the A472 at Hafod-yr-ynys to achieve compliance in the shortest possible time prior to presentation to Cabinet for a decision. The completed Final Plan and preferred option must be submitted to Welsh Government by the 30<sup>th</sup> June 2019 at the latest.

### **3. RECOMMENDATIONS**

- 3.1 That Scrutiny Committee considers the findings of the public consultation exercise together with consideration of the Final Plan (Appendix 1) and proposed preferred option of purchase (at 150% of the valuation) and demolition of the properties at 1-20 Woodside Terrace, 1&2 Woodside Shops and Yr Adfa on the south side of the A472 together with re-alignment of the footpath for achieving compliance with the Ambient Air Quality Directive at Hafod-yr-ynys prior to presentation to Cabinet for a decision.

### **4. REASONS FOR THE RECOMMENDATIONS**

- 4.1 So that Cabinet can take into account the views of the Environment and Sustainability Scrutiny Committee when considering the findings of the public consultation exercise.
- 4.2 To mitigate any potential impacts on health and to comply with the statutory obligations of the local authority.
- 4.3 To ensure that work required from the Air Quality Direction issued to the local authority by Welsh Government is progressed effectively and the Final plan is submitted by the deadline of the 30<sup>th</sup> June 2019.

### **5. THE REPORT**

- 5.1 The national nitrogen dioxide air quality objectives are being exceeded at receptor locations on Hafod-yr-ynys Road. The local authority is required to designate any area failing the national air quality objectives as an Air Quality Management Area (AQMA) and produce an Air Quality Action Plan (AQAP) which details measures to bring the pollutant back within acceptable limits. The AQAP was approved by Cabinet and subsequently Welsh Government in March 2018.
- 5.2 In addition to providing results which inform the Local Air Quality Management regime and action planning process, the continuous nitrogen dioxide monitor at Hafod-yr-ynys also forms part of DEFRA's national Automatic Urban and Rural Network (AURN). The AURN is a network of continuous monitors throughout the UK that inform a national Pollution Climate Model which is used for air quality reporting purposes to demonstrate compliance with the Ambient Air Quality Directive. Hafod-yr-ynys and some locations in Cardiff are two areas in Wales showing non-compliance with the Ambient Air Quality Directive.
- 5.3 ClientEarth, a not for profit environmental law organisation, has successfully challenged UK and Welsh Governments in the courts in relation to compliance with the European Ambient Air Quality Directive. In February 2018 Welsh Government issued an Air Quality Direction to Caerphilly CBC to undertake a feasibility study for the area and to determine a preferred option or basket of options which will achieve compliance with the legal limits for nitrogen dioxide in the 'shortest possible time'. On 18<sup>th</sup> March 2019 the Council received a letter from ClientEarth setting out its position on the legal tests that the Council's plan must satisfy. The High Court judgement obtained by Client Earth sets out a three-part test for assessing air quality plans. The test requires that plans must:

1. Aim to achieve compliance as soon as possible;
  2. Choose a route to compliance which reduces human exposure as quickly as possible; and
  3. Ensure that compliance with the limit values is not just possible but likely.
- 5.4 The findings of the Final Plan for this study at Appendix 1 conclude that demolition of the dwellings at Woodside Terrace, to include 1&2 Woodside Shops and Yr Adfa and re-alignment of the footpath will deliver compliance in the shortest possible time. Demolition is expected to be preceded by a compulsory purchase process which, allowing for the potential for a Public Inquiry should there be any objections, means that compliance is likely to be achieved by 2022 (but could be sooner if all dwellings could be purchased by negotiation). This option does not reduce emissions though does remove public access to relevant roadside locations and therefore bring about compliance as required by the Direction.
- 5.5 The study indicates that the NO<sub>2</sub> limit value can be met in 2025 in a Do Minimum scenario. This is because fleet renewal in years to come is predicted to deliver air quality improvements without local intervention. However, this is dependent on later iterations of Euro engine standards delivering predicted reductions in emissions of nitrogen oxides.
- 5.6 The Air Quality Direction issued by Welsh Government requires the Council to identify in detail the preferred option for delivering compliance in the shortest possible time. Modelling predicts that a do minimum option will bring about compliance with the objective by the year 2025. Introduction of a Clean Air Zone was initially predicted to bring about compliance by the year 2026, however further research in to the introduction of Clean Air Zones has concluded that existing legislation can be used to introduce a charging zone and as such the Clean Air Zone would be predicted to achieve compliance by 2023. However a further feasibility study would be required to fully understand the displacement effects of traffic and whether any infrastructure / upgrading works would be required on alternative routes.
- 5.7 In addition to the time factor relating to a clean air zone, the A472 at Hafodyrynys is an integral part of the main cross valley link between Caerphilly and Torfaen County Boroughs and designation of this section of highway as a clean air zone (with either a clean air charging regime or prohibition of certain vehicles) would have a significant detrimental effect on the economy of both County Boroughs. Furthermore, displacement of traffic north or south would be likely which would have an effect on air quality in other valley locations (north to Blaenau Gwent or South to Abercarn, Cwmcarn and Crosskeys). This traffic displacement is also likely to contribute further to the volume of traffic using the M4 in and around the Brynglas tunnels.
- 5.8 Demolition of the dwellings at 1-20 Woodside Terrace, 1&2 Woodside Shops and Yr Adfa with re-alignment of the footpath is predicted to bring about compliance by the year 2022. Therefore purchase of the properties and demolition is predicted to achieve compliance in the shortest possible time.
- 5.9 As stated above, demolition of the properties is predicted to achieve compliance in the shortest possible time. It is hoped that the acquisition of the properties could be achieved by agreement, but it may be necessary for the Council to acquire the properties and land through a compulsory purchase process. The Council will need to seek Welsh Government approval for a Compulsory Purchase Order and be able to demonstrate that taking the land is necessary and that there is a compelling case in the public interest.
- 5.10 The 23 properties at Woodside Terrace, Woodside Shops and Yr Adfa are a mix of owner occupiers and private rented tenants. At a meeting held on 12<sup>th</sup> March 2019, strong concerns were expressed by the residents regarding the amount of financial compensation likely to be payable for the acquisition of their properties. Some residents also expressed concerns regarding health impacts resulting from the high levels of pollution, including asthma. At the meeting the Council was asked by residents to lobby Welsh Government to request additional compensation payments that would allow the residents to purchase homes in the general locality; this request was expedited three days later.

- 5.11 At its meeting of 27<sup>th</sup> March 2019 Cabinet considered the draft Final Plan and preferred option. As demolition of the properties was likely to be preceded by a compulsory purchase process involving market value payments to owners the potential for hardship to residents was a very real concern. Cabinet had strong concerns that residents would be unable to buy an equivalent property in the locality, that perhaps retired residents might be forced to take out a mortgage, or that owners might have to turn to rented accommodation. Having regard to the financial wellbeing of the residents of the area and to prevent any financial hardship and resultant stress Cabinet resolved to consult on the “Do Minimum” option as the preferred option for securing compliance with the Air Quality Directive. Cabinet also agreed that the Council would lobby Welsh Government for additional financial support, in order to prevent those affected residents being forced into financial hardship if the demolition option is to progress.
- 5.12 The draft Final Plan and proposed preferred option of “Do Minimum” were the subject of a public consultation undertaken between 2<sup>nd</sup> April 2019 and 11<sup>th</sup> June 2019. There were 54 responses to the consultation (although not all respondents answered every question in the consultation questionnaire), including 12 indicating that they were residents of properties on the south side of the A472 at Hafodyrnyys. In relation to the ‘Do minimum’ option, 49 people disagreed with the proposal and 4 of the respondents agreed. One of the respondents did not answer the question. Many respondents commented on the potential for adverse health impacts on the residents and their poor quality of life caused by traffic and congestion. 22 respondents agreed and 30 disagreed with the outcome of the draft Final Plan with 2 respondents not answering the question. This is difficult to draw conclusions from, but on reviewing the comments submitted with responses it seems likely that many respondents did not appreciate that demolition of the properties was the outcome identified in the draft Final Plan. A Consultation Summary Report is provided at Appendix 2.
- 5.13 In a letter to the Council dated 9<sup>th</sup> April 2019 the Minister for Environment, Energy and Rural Affairs confirmed that Welsh Government will make adequate funding available for purchase and demolition of the properties and realignment of the footpath should this prove necessary, including the potential for applying the value of a new similar property as opposed to market value of the house being demolished. Section 2 of the Local Government Act 2000 gives Local Authorities the legal capacity to do anything which they consider is likely to promote or improve the social, economic and environmental wellbeing of their area. This would address Cabinet’s previously expressed concern that residents should not be placed in financial hardship.
- 5.14 A review of the price of properties for sale in the area indicates that acquisition of the affected properties at market value would not enable residents to purchase a property similar to that which they currently occupy within the borough. Valuations of the affected properties range from £50,000 to £100,000. A review of the availability and prices of properties for sale has been undertaken and it is suggested that if purchase of the properties and demolition were pursued a purchase price of 150% of the market valuation, this would be the most equitable way of ensuring that residents could buy a similar property within the borough. This would mean that an owner occupier would receive 150% of market value, plus a Home Loss Payment which is 10% of original market value, plus any reasonable disbursements for selling / buying and moving. By way of example this would mean that an owner occupier of a property valued at £70,000 would receive approximately £112,000 plus any reasonable disbursements.
- 5.15 Disbursement costs would include surveyors fees, solicitors fees, travelling expense for finding a new property, potential abortive costs if a purchase does not complete, land transaction tax, removal expenses, possible interest and bank charges and any double overheads (if a new property is acquired before the old property completes), any particular adaptation costs to adapt the new property in the same manner as the current one (perhaps disabled access for instance), telephone and service connection charges if incurred, costs to redirect mail, any losses due to forced sale (perhaps where items cannot be relocated), costs to re-plumb appliances if incurred. Whilst the legislation does not put a cap on such claims, all claimants have a duty to mitigate their loss. The Council’s Principal Valuer has visited many

properties along the street and would estimate a disturbance claim for a freehold owner occupier not to exceed £5000 or £3000 for a tenant.

- 5.16 Section 2(1) of the Local Government Act 2000 gives a local authority a wide ranging discretionary power to do anything that it considers is likely to promote or improve the environmental, economic and social well-being of their area and persons within that area, or either of those. It is considered that this Power to promote or improve Economic, Social or Environmental Well-Being provides the legal basis for purchasing the properties at above market value.
- 5.17 Purchasing properties by agreement would enable the demolition to proceed more quickly than any compulsory purchase process, and this is the favoured approach. However, it is still possible that some owners may not voluntarily agree to sell their property; it is therefore recommended that a Compulsory Purchase process is initiated to operate in parallel, to prevent any delays in the project timescales.
- 5.18 A detailed Impact Assessment Report (IAR), containing the business case to deliver the demolition scheme will be submitted to Welsh Government to support the Final Plan.
- 5.19 **Conclusion**

The Council is required to determine a preferred option which will achieve compliance with the Ambient Air Quality Directive limit value for nitrogen dioxide in the 'shortest possible time'. The option of purchasing and demolishing the properties on the south side of the A472 at Hafod-yr-ynys has been identified as achieving compliance in the shortest possible time. The outcome of the public consultation exercise did not support the 'Do Minimum' option. Welsh Government's confirmation of the availability of funding serves to address Cabinet's previously expressed concern that residents should not be placed in financial hardship. It is therefore proposed that purchase (at 150% of the valuation), demolition of the properties and realignment of the footpath is confirmed as the preferred option.

## 6. ASSUMPTIONS

- 6.1 The following tables detail assumptions and comments for each of the two options:

Measure	Compliance Date	Assumptions and comments
Do Minimum	2025	<ul style="list-style-type: none"> <li>Does not achieve compliance in the shortest possible time.</li> <li>Initial Data used to inform the model has been fairly robust; including traffic counts, fleet analysis, junction counts, emission studies of vehicles using the route, air quality data (real time and diffusion tubes).</li> <li>The model is based on air quality data from 2017, which produced an annual average of 70 µg/m<sup>3</sup>, however the annual average for 2018 decreased to 62 µg/m<sup>3</sup>. This is an exceptional significant reduction; which if repeated may see compliance sooner. However, if it is an anomaly, compliance may take longer to achieve.</li> <li>National growth factors are used to predict traffic in future years</li> </ul>



		<ul style="list-style-type: none"> <li>• In terms of air quality certain assumptions are made about the fleet becoming cleaner year on year and the reality is this may not happen as quickly, which can then affect the model outcomes.</li> <li>• The outcome of the public consultation did not support this option.</li> <li>• Models have limitations and have to be treated with caution.</li> </ul>
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<b>Measure</b>	<b>Compliance Date</b>	<b>Assumptions and comments</b>
Purchase and Demolition	By 2022 allowing 1 year for public enquiry and working with those residents who wish to voluntarily give up their property.	<ul style="list-style-type: none"> <li>• Would achieve compliance in the shortest possible time.</li> <li>• Removes the receptor (residents) from area - so positive health gain.</li> <li>• Applying a purchase value of 150% of market value as opposed to market value of the house being demolished would reduce the possibility of some residents facing financial hardship.</li> <li>• Stress/disruption of having to vacate family homes and relocate.</li> <li>• Residents have been given the opportunity to discuss their initial property valuations.</li> <li>• Meetings with residents have been held to discuss the outcomes of the study and the way forward with strong concerns being expressed regarding their ability to secure alternative homes in the locality.</li> <li>• There is the possibility that the Compulsory Purchase Order process may be challenged resulting in a Public Inquiry.</li> </ul>

## 7. LINKS TO RELEVANT COUNCIL POLICIES

7.1 Local Air Quality Management (LAQM) is a statutory requirement. Addressing air quality contributes to the Caerphilly Public Services Board Well-being Plan 2018-2023, supporting the Positive Change, Positive People and Positive Places objectives.

7.2 The work also supports the following Corporate Well-being Objectives, identified within the Council's Corporate Plan 2018-2023:

- WBO 4: Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment.

- WBO 5: Creating a county borough that supports a healthy lifestyle in accordance with the Sustainable Development Principle within the Well-being of Future Generations (Wales) Act 2015.

7.3 Addressing air quality contributes to the following Well-being goals within the Well-being of Future Generations Act (Wales) 2015:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A globally responsible Wales

## **8. WELL-BEING OF FUTURE GENERATIONS**

8.1 Local Air Quality Management contributes to the Well-being Goals as set out in the Links to Strategy above. The service's activity in this regard is consistent with the five ways of working as defined within the sustainable development principle in the Act in that it is focussed on preventing harm to public health. Through consultation, public and one to one meetings residents and the wider community have been involved in the process throughout. The proposed preferred option reduces exposure to emission in the shortest possible time thereby protecting the well-being of residents in the locality.

8.2 The service follows a statutory process in relation to Local Air Quality Management and uses a range of strategies, activities and interventions that ensure an integrated and balanced approach to service delivery. This process seeks to balance the need for proactive intervention programmes with the need to promote, educate and inform both key stakeholders and the public; collaborating with them to promote and improve air quality over the long term. The Council is working collaboratively on a package of interventions to reduce emissions in the county borough, taking a multi-sectoral approach with action at local and regional level.

## **9. EQUALITIES IMPLICATIONS**

9.1 The equalities implications associated with the Final Plan have been considered and all protected groups will gain positive health benefits from reductions in nitrogen dioxide levels. An Equality Impact Assessment has been drafted to accompany the final plan.

## **10. FINANCIAL IMPLICATIONS**

10.1 The demolition option will cost approximately £5M (this figure may be subject to change dependent upon the final design of the project). Welsh Government has given a commitment that it will meet the implementation cost. The Do Minimum option has no significant cost implications. Welsh Government are currently meeting costs associated with the feasibility study and have made £20M of funding available to local authorities to cover the costs of the feasibility process and implementation of any proposed actions.

## **11. PERSONNEL IMPLICATIONS**

11.1 None.

## 12. CONSULTATIONS

- 12.1 This report has been sent to the Consultees listed below and all comments received are reflected in this report. The draft Final Plan and proposed preferred option of “Do Minimum” were the subject of a public consultation undertaken between 4th April 2019 and 11th June 2019. A Consultation Summary Report is provided at Appendix 2.

## 13. STATUTORY POWER

- 13.1 Environment Act 1995  
 European Ambient Air Quality Directive (2008/50/EC)  
 Local Government Act 2000  
 Highways Act 1980

Author: Robert Hartshorn, Head of Public Protection, Community and Leisure Services  
 Consultees: Cllr Eluned Stenner, Cabinet Member for Environment and Public Protection  
 Cllr Sean Morgan, Deputy Leader and Cabinet Member for Economy, Infrastructure, Sustainability and Well-being of Future Generations  
 Councillor Carl Thomas, Crumlin Ward Member  
 Councillor Mike Davies, Crumlin Ward Member  
 Councillor D. T Davies, Chair of Environment & Sustainability Scrutiny Committee  
 Councillor A. Hussey, Vice Chair of Environment & Sustainability Scrutiny Committee  
 Mark S. Williams, Interim Corporate Director Communities  
 Ceri Edwards, Environmental Health Manager  
 Maria Godfrey, Team Leader, Environmental Health  
 Rob Tranter, Head Of Legal Services and Monitoring Officer  
 Richard Crane, Senior Solicitor  
 Steve Harris, Interim Head of Business Improvement Services and S.151 Officer  
 Marcus Lloyd, Head of Infrastructure  
 Clive Campbell, Transportation Engineering Manager  
 Rhian Kyte, Head of Regeneration & Planning  
 Anwen Cullinane, Senior Policy Officer (Equalities and Welsh Language)  
 Shaun Watkins, HR Manager  
 Mike Eedy, Finance Manager

### Background Papers:

Environment Act 1995 (feasibility Study for Nitrogen Dioxide Compliance) Air Quality Direction 2018, dated 15<sup>th</sup> February 2018

Hafodyrynys Initial Scoping Report

Hafodyrynys Initial Plan

Letter from ClientEarth dated 15<sup>th</sup> March 2019

Letters from the Minister for Environment, Energy and Rural Affairs dated 27<sup>th</sup> March 2019 and 9<sup>th</sup> April 2019

Statutory Guidance to Welsh Local Authorities on the Power to promote or improve Economic, Social or Environmental Well-Being under the Local Government Act 2000

### Appendices:

Appendix 1 Hafodyrynys WelTAG Stage Three Final Plan

Appendix 2 Consultation Summary Report



## Caerphilly County Borough Council

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# HAFODYRYNYS, CAERPHILLY – WELTAG STAGE THREE REPORT

Consideration of Measures for Nitrogen Dioxide  
Reduction





Caerphilly County Borough Council

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# HAFODYRYNYS, CAERPHILLY – WELTAG STAGE THREE REPORT

Consideration of Measures for Nitrogen Dioxide Reduction

**FINAL PUBLIC**

**PROJECT NO. 70054924**

**DATE: JUNE 2019**

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SUMMARY OF CHANGES TO 2017 WELTAG GUIDANCE

APPENDIX B

PUBLIC CONSULTATION REPORT

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PILOT STUDY QUESTIONNAIRE

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OPTION DRAWINGS

APPENDIX E

PRELIMINARY DESIGN DRAWINGS - PREFERRED OPTION

# EXECUTIVE SUMMARY

The European Union Ambient Air Quality Directive (2008/50/EC) sets legally binding limits for concentrations of certain air pollutants in outdoor air, termed 'limit values'. The only limit values that the UK currently fails to meet are those set in respect of nitrogen dioxide (NO<sub>2</sub>). The A472 Hafodyrynys Road, exceeds the limit value and Caerphilly County Borough Council are investigating measures to bring forward reductions in NO<sub>2</sub> to ensure compliance with the Ambient Air Quality Directive in the shortest possible time. This report presents the findings of WeITAG Stage Three (Full Business Case), for this study.



Since the inception of this study, another year of monitoring data for 2018 is available for the Stage Three assessment. The annual mean concentration for 2018 was 62 µg/m<sup>3</sup>, a reduction of 8 µg/m<sup>3</sup> from 2017. While the data for 2018 showed a similar seasonal trend to previous years, the overall concentrations were lower than many of the preceding years. Traffic and Air Quality models were developed to predict the date of compliance with no interventions. The receptor locations are predicted to be compliant in 2025 without any intervention.

This Stage Three study has appraised five of the 6 measures brought forward from WeITAG Stage two, plus two packages of measures which were also discussed at Stage two. These are:

- ┆ Air Quality Awareness Campaign
- ┆ Change Signal Timings at Crumlin Junction
- ┆ Signalise the A472/B4471 Swffryd Junction
- ┆ Demolish Dwellings at Woodside Terrace
- ┆ Peak Period HGV Bans
- ┆ Clean Air Zone / Low Emission Zone
- ┆ Traffic Management Package (Changing Signal Timings at Crumlin Junction & Signalise the A472/B4471 Swffryd Junction)
- ┆ Do Maximum Package (Changing Signal Timings at Crumlin Junction & Signalise the A472/B4471 Swffryd Junction & Clean Air Zone / Low Emission Zone)

The air quality awareness campaign has not been modelled in terms of nitrogen dioxide reductions as it is not possible to quantify what effects this measure would have. This is being taken forward as a 'soft measure' to raise awareness and educate people about what can be done to improve air quality.

The appraisals demonstrated that 'Changing the Signal Timings at Crumlin Junction' and 'Signalisation of the A472/B4471 Junction made no reduction in NO<sub>2</sub> levels. Similarly, the cumulative benefits of both measures (the Traffic Management Package) do not bring forward reductions in NO<sub>2</sub>. Given that there are no tangible air quality benefits, this measure will not be taken forward for implementation.

The 'Peak Period HGV Bans' reduces NO<sub>2</sub> on the A472 corridor by displacing HGV traffic and smoothing the flow traffic on the corridor, though the air quality benefits are small and the potential adverse impacts of this option on the local economy (including loss of jobs) could be significant. However, this measure does not bring forward compliance which will be achieved in 2025 without the measure.

A 'Clean Air Zone' (CAZ) would result in significant reductions in NO<sub>2</sub> concentrations on the A472 corridor and would likely bring forward compliance with the limit value in the year of implementation (2023). It has been identified that this option would have significant adverse impacts on local communities and businesses. Furthermore, a Clean Air Zone in this location would displace traffic from this corridor, resulting in potential road safety issues and could even lead to increases in NO<sub>2</sub> through areas which already exceed the limit value (M4 J25-26, Newport). The 'Do Max Package' which includes the Clean Air Zone has similar impacts. Consequently, a further feasibility study with detailed modelling would be required to support the implementation of a CAZ, including assessing complementary measures to mitigate the impact of the CAZ on local residents and businesses. This would include the design, assessing the most effective charging structure, construction and enforcement. Following this, the launch of the CAZ would be made at the earliest in January 2023. Compliance with the limit value would therefore be achieved by the end of 2023.

The 'Demolition of Dwellings at Woodside Terrace' would bring forward compliance with the limit value in the year of implementation (2022). This option may have significant impacts on the residents of Woodside Terrace, though the overall impacts on local communities and business is marginal. Given the expected implementation date, this option will bring forward reductions in NO<sub>2</sub>, and compliance with the limit value, in the shortest possible time. For this option to be progressed further, topographical and geotechnical surveys are being progressed so that detailed design can be completed. This will minimise any risks associated with this option and mitigate any potential delays to the programme with respect to implementation.

The Air Quality Public Awareness Campaign in the form of school talks and playground monitoring has already commenced and been rolled out to a number of schools within the County Borough. In addition, Year Five pupils from 20 schools within the borough participated in Clean Air Week activities at Caerphilly Castle during June 2019.

The Council will also be launching an anti-idling campaign in the Autumn of this year using schools as the pilot.

The preferred option to bring forward compliance with the NO<sub>2</sub> limit value is the demolition of dwellings at Woodside Terrace and associated re-alignment of the footpath. This is the only measure to bring forward compliance in the shortest possible time. Furthermore, the air quality awareness campaign is being implemented as a short-term option.

# 1 INTRODUCTION

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## 1.1 CONTEXT

The European Union Ambient Air Quality Directive (2008/50/EC) sets legally binding limits for concentrations of certain air pollutants in outdoor air, termed 'limit values'. The Directive requires that Member States report annually on air quality within zones designated under the Directive and, where the concentration of pollutants in air exceeds limit values, to develop air quality plans that set out measures in order to attain the limit values. The only limit values that the UK currently fails to meet are those set-in respect of nitrogen dioxide (NO<sub>2</sub>).

In July 2017, the UK Government published its Air Quality Plan (the 2017 Plan) for tackling roadside NO<sub>2</sub> concentrations<sup>1</sup>. The 2017 Plan set out details of the authorities responsible for delivering air quality improvements including devolved administrations and Local Authorities.

Wales is divided into four zones under the Directive, the Hafodyrynys study falls in to the non-agglomeration zone of South Wales:

- i Two urban agglomeration zones (Cardiff and Swansea)
- i Two non-agglomeration zones (North Wales and South Wales)

Caerphilly County Borough Council (CCBC) is exploring measures which could be implemented on the A472 to bring forward compliance with NO<sub>2</sub> Limit Values in the shortest possible time.

WSP and Ricardo have been commissioned to undertake a WelTAG Stage Three (Full Business Case) to appraise potential measures deliverable by CCBC for reducing NO<sub>2</sub> levels arising from traffic emissions at this location. This work follows on from the WelTAG Stage One (Strategic Outline case), and WelTAG Stage Two (Outline Business Case) completed by WSP and Ricardo in September 2018. As part of the Stage One appraisal, a long list of 30 measures were put forward. The ten measures that met the criteria of the objective at Stage One were taken forward as part of WelTAG Stage Two. Of the ten measures, six were identified at WelTAG Stage Two to have potential benefits to the reduction of NO<sub>2</sub>. The measures were split into short, medium and long-term sub categories. Of the six options from WelTAG Stage Two, the 'soft-measure' (Air Quality Public Awareness Campaign) does not require a detailed assessment as it is not possible to quantify the effects in terms of reduction in NO<sub>2</sub> levels. This Stage Three study presents a full and detailed assessment of the five options and two packages of measures identified at WelTAG Stage Two which were modelled.

Where measures have been considered as not being deliverable by CCBC using its powers as Highway or Traffic Authority for the local road network, these will be considered further in the overarching Welsh Government appraisal which is independent of this study.

The Stage Two WelTAG identified that the following elements need to be undertaken at Stage Three:

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<sup>1</sup> UK plan for tackling roadside nitrogen dioxide concentrations; Available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/633269/air-quality-plan-overview.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/633269/air-quality-plan-overview.pdf) - Accessed 10th November 2017



- i Qualitative analysis of impacts against WelTAG impact areas where appropriate. This should include all relevant traffic and air quality modelling and outline quantifiable benefits in order to determine a Present Value of Benefits (PVB) for each measure assessed;
- i Detailed scheme drawings;
- i Detailed cost estimates;
- i Assessment of Technical, Operational and Financial Feasibility, and Deliverability and Risk;
- i Quantitative Value for Money assessment.

This report presents the Stage Three: Full Business Case of the WelTAG process for reducing the levels of NO<sub>2</sub> at A472 Hafodyrynys Road, Caerphilly.

## 1.2 APPROACH

WelTAG is the Welsh Transport Appraisal Guidance, and provides a framework for appraising changes to the transport network. The latest version of this guidance (WelTAG 2017<sup>2</sup>) has been used as the basis for this appraisal. As well as embedding the Well-being of Future Generations (Wales) Act 2015, WelTAG combines the principles of the HM Treasury Green Book and the Five Case Model for Better Business Cases, with WebTAG best practice for transport appraisal. The process covers the complete lifecycle of a proposed intervention, from problem identification to scheme design, and implementation and evaluation.

A summary of the changes to WelTAG from the draft to final release of the 2017 WelTAG guidance is contained within Appendix A.

**The objective of this study is to further investigate potential measures and identify a measure or package of measures for implementation by CCBC, to bring forward reductions in NO<sub>2</sub> in the shortest possible time, to ensure compliance with the Air Quality Directive requirements along the A472.** Therefore, the Transport Case focuses on air quality and reflects the key considerations in relation to the EU Air Quality Directive and bringing forward compliance with limit values.

The WelTAG guidance states that the purpose of the Stage Three (Full Business Case) is to:

*'make a full and detailed assessment of the preferred option to inform a decision as to whether or not to proceed to implementation'.*

As such, this Stage Three (Full Business Case) report:

- i Determines whether a transport option exists that can address the issues identified, contributes positively to the well-being goals and objectives, and can be delivered within technical and financial constraints, although is mainly driven by if a measure can achieve compliance in the shortest possible time;

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<sup>2</sup> Source: <https://beta.gov.wales/sites/default/files/publications/2017-12/welsh-transport-appraisal-guidance.pdf>

- i Presents the preferred option(s), to be taken forward to procurement and implementation;
- i Identifies each dimension of the Five Cases with a level of detail proportionate to scale and/or significance of the impacts and the associated risks; and
- i Outlines issues affecting the deliverability of options, the realisation of the anticipated benefits and the mitigation of adverse impacts.

### 1.3 AIR QUALITY DIRECTION, INDEPENDENT REVIEW PANEL, NOVEMBER 2018

Welsh Government appointed an Independent Review Panel to provide expert advice to the Welsh Government on plans produced by Caerphilly County Borough Council and Cardiff Council to deliver compliance with legal limits for nitrogen dioxide. The review process is intended to ensure that proposed measures are robust, and are likely to bring about compliance.

### 1.4 REPORT STRUCTURE

The structure of this Stage Three report is as follows:

#### **Chapter 2: Strategic case – Study Overview**

This chapter presents a summary of the existing situation presented in WelTAG Stage One and Two studies. It outlines the objective and the EU Air Quality Directive and includes an evidence-based description of the current problem. It identifies the process undertaken and the measures that are included within Stage Three.

#### **Chapter 3: Strategic case – Baseline**

This chapter provides a summary of the air quality baseline, traffic baseline and other baseline data.

#### **Chapter 4: Transport case**

This chapter provides a summary of the appraisal against the objective through consideration of the key and secondary criteria and appraisal against the aspects of the future generation objectives. Supporting technical information is provided within the WelTAG Stage Three Impact Assessment Report (IAR).

#### **Chapter 5: Financial case**

This chapter identifies whether the costs for each of the shortlist of measures appraised at Stage Three are affordable, and the potential funding mechanisms for delivery albeit, the main driver of the preferred option is the measures that is deliverable in the 'shortest possible time'.

#### **Chapter 6: Commercial case**

This chapter includes a description as to whether the measures are commercially viable.

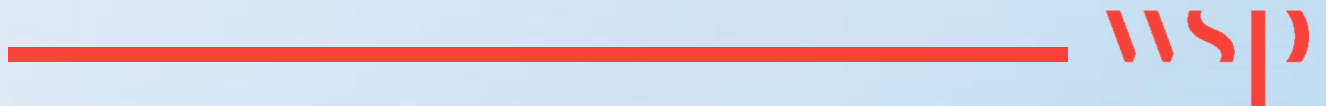
#### **Chapter 7: Management case**

This chapter identifies the delivery arrangements of the likely measures and then its management during its life time.

The conclusion of this Stage Three report identifies the likely measures that will be implemented to bring forward reductions in NO<sub>2</sub> in the shortest possible time and to do so in a way that reduces personal exposure for the protection of public health as quickly as possible to ensure compliance with the Ambient Air Quality Directive, as per the objective of the study.

# 2

## STRATEGIC CASE - STUDY OVERVIEW



## 2 STRATEGIC CASE - STUDY OVERVIEW

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### 2.1 OVERVIEW

The Strategic Case 'tells us if we need change and why. It presents an evidence based description of the current situation, describes the likely future situation if no action is taken, and presents the reasons why an intervention is required'.

WelTAG Stages One and Two of this study were finalised in August 2018 and September 2018 respectively, and include a complete Strategic Case. This Stage Three report therefore provides additional and updated information where relevant, and is intended to be read in conjunction with the previous reports.

### 2.2 STUDY CORRIDOR

The study area has been selected based on data from an air quality monitoring site, which is part of the UK Automatic Urban and Rural Network (AURN). This monitor complies with requirements detailed in the EU Directive (2008/50/EC) to report on the concentrations of particulate pollutants in the atmosphere.

The A472 study corridor is the focus of this WelTAG study, however it is acknowledged that the measures and their subsequent impacts may be realised beyond the identified area with NO<sub>2</sub> exceedances.

Hafodyrynys is a small village community that sits within the Caerphilly County Borough Council boundary between Crumlin and Pontypool on the A472. Woodside Terrace is the row of houses that are situated in the foot of a high sided valley on the southern side of the A472, between Crumlin junction and Hafodyrynys village.

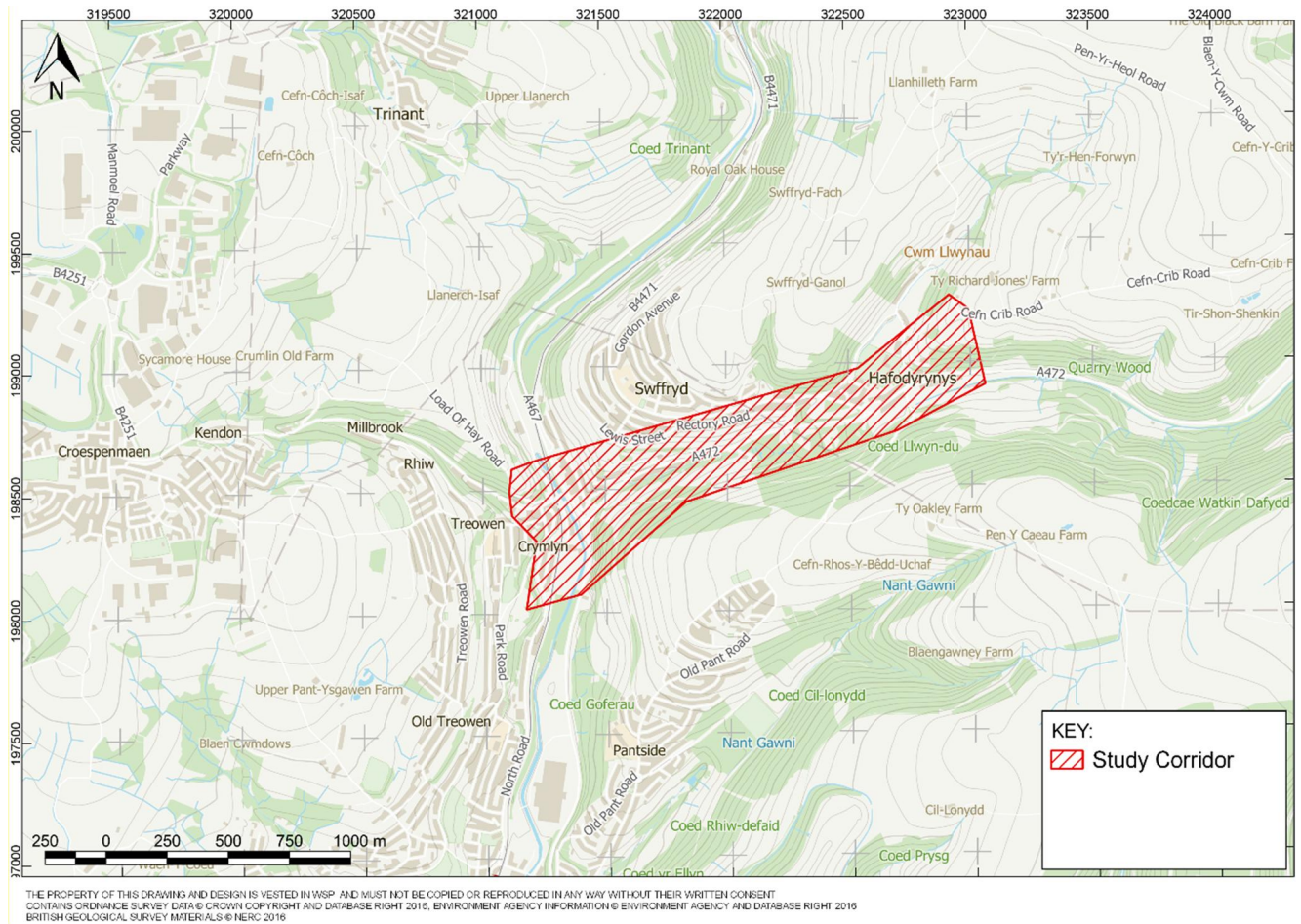
Woodside Terrace is a row of three storey terraced houses with entrances to the first floor from street level and a large supporting wall on the north side. Immediately adjacent to Woodside Terrace and also on the south side of the A472 is Woodside shops, a pair of semi-detached, two-storey properties and 'Yr Adfa', a two-storey detached property.

On top of the north side supporting wall there is a mixture of two storey semi-detached and detached housing.

The A472 is part of the Local Authority's strategic highway network and is a major commuter and cross-country freight route where traffic is known to become congested along Woodside Terrace, especially during the AM peak.

The study corridor is located on the A472 between the signal controlled junction with the A467 in Crumlin (west) and Hafodyrynys village (east), a distance of approximately 1.6 kilometres. Over this route there is a considerable increase in elevation (approximately 97m). The study corridor is illustrated in Figure 2-1.

**Figure 2-1 – Study Corridor**



## 2.3 OBJECTIVE OF THIS STUDY

Whilst WeITAG provides a fixed framework for appraisal, the guidance acknowledges that the level of detail provided in the report should be proportionate to the impacts under consideration.

Following on from the WeITAG Stage One and Two reports, the objective of this Stage Three study is to carry out further investigation and identify potential measures that can be implemented by CCBC, which will assist in bringing forward reductions in NO<sub>2</sub> in the shortest possible time to ensure compliance with the Ambient Air Quality Directive requirements on the A472 Hafodyrynys Road, Caerphilly.

## 2.4 THE PROCESS

This study has been undertaken following the 2017 WeITAG guidance and with due consideration to the goals of the Well-being of Future Generations (Wales) Act 2015.

### 2.4.1 WELTAG STAGE ONE AND TWO

The WeITAG Stage One identified the issues and objective, and developed a long list of 30 possible measures. The measures were appraised against the key criteria of the objective based on their ability to bring forward the date of compliance with EU Limit Values (Effectiveness, Timescales and Deliverability). This resulted in a short list of ten measures that were taken forward to Stage Two.

The WelTAG Stage Two appraisal examined in greater detail the short list of ten measures for tackling the problem under consideration. The measures were reappraised against the key criteria for the objective, as well as the WelTAG aspects of well-being.

The appraisal of air quality impacts was undertaken quantitatively using detailed emission and dispersion modelling, underpinned by assumed changes in traffic flow characteristics and volume for each measure.

WelTAG Stage Two recommended a list of six preferred measures to take forward to Stage Three, differentiating these as long, medium, and short-term options.

The Well-being of Future Generations (Wales) Act 2015 is an integral part of the WelTAG framework. Whilst due consideration was given to the Future Generations Act at Stage One and Two, the Independent Review Panel felt that this needed to be more clearly defined. Therefore, this Stage Three report builds upon the previous two Stages, demonstrating the studies fit with the five ways of working and the consideration of impacts of each option against the seven well-being goals.

WelTAG Stage Two has predicted the maximum NO<sub>2</sub> concentration on the A472 with no interventions, to be compliant by 2029, instead of 2026 as initially indicated by a national assessment. The national assessment was based on 2015 monitoring data and but the analysis within the Stage Two report was based on 2017 monitoring data. The national assessment relied on an improvement in NO<sub>2</sub> concentrations during this time which did not materialise, thus resulting in a delay to achieve compliance to 2029. Analysis into the temporal variation in NO<sub>2</sub> highlighted the highest exceedances to occur in January and February. An investigation in the variation by hour of day and temperature took place to consider all emission sources that are contributing to the high concentrations, such as cold engine starts and domestic heating. A more refined data was used at WelTAG Stage Three to update predictions.

The analysis showed little influence of domestic heating, as high concentrations were not extended into evening hours. An initial first analysis on temperature showed a positive correlation between low temperatures and a high concentration. However, when looking at data between January 2012 – July 2017, no strong correlations were found between the colder winter years and concentrations. Analysis in wind speed identified a positive correlation between low wind speed and higher concentration of NO<sub>2</sub>.

## 2.5 THE FUTURE GENERATIONS FRAMEWORK

‘The Future Generations Framework expresses the Five Ways of Working and the seven well-being goals as statutory prompts for consideration to inform thinking and shape the development of major projects, as well as reviewing the effectiveness of projects’. The Five Ways of Working seeks to look at how to develop and run the project, while the seven well-being goals will form part of the strategic case and the options appraisal.

The Five Ways of Working are designed to be the starting point of maximising the contribution to the seven well-being goals. In a short summary, the goals have been identified below:

### i Long-term

- How does the project support long-term well-being of people in Wales?
- Will the project be self-sustaining, or require significant additional or different resources?
- Consider what will happen to the project at the end of its proposed lifespan.

## **i Prevention**

- The broad consideration of all types of problems that the project can help prevent
- How does the project support the break of negative cycles such as poverty, poor health, environmental damage? Advice to refer to local well-being assessments.
- How can the project minimise its own negative impacts? (resources, emissions, social, community)

- Much work is being undertaken with schools at present to raise awareness of the dangers of poor air quality and what everyone can do to help. Air quality monitoring has taken place in a number of schools throughout the borough and have been followed up by air quality talks to Key Stage 2 children. It is intended to repeat these talks on a rolling programme.

Caerphilly Council have also provided activities and hired an interactive theatrical production company called Performance in Education (PIE) to educate and promote messages around air quality for Clean Air Day, albeit activities are taking place throughout an entire week in June 2019 at Caerphilly Castle.

Abbie Ayre and the Shed of Science performed by Performance in Education (PIE) is a theatrical production that educates children about the dangers of air pollution and what we can do to help prevent poor air pollution. This is also complimented with a teaching pack which can be utilised by teachers back at school to embed key messages. Stakeholders such as Healthy Air Cymru, Tenovus, Optare, Stagecoach, Welsh Government and Head for Art are also working with the Council throughout Clean Air Week to provide key messages around air quality, so collaboration features greatly too with respect to this event.

The Council will also be launching an anti-idling campaign in the Autumn of this year, initially concentrating in and around school playgrounds.

## **i Integration**

- How your project integrates with other public bodies well-being objectives.
- How can your project maximise its contribution to all of the goals by aligning with relevant public body strategies and well-being objectives?
- What measures are in place to ensure that the project continues to positively contribute to the well-being goals throughout its life?

## **i Collaboration**

- What other stakeholders are working towards similar goals around sustainability and well-being?
- How does the project ensure collaboration will continue throughout the lifetime of the project?

## **i Involvement**

- How has the project been shaped by key stakeholders affected by the project, and particularly their needs and challenges?
- How will key stakeholders affected by the project continue to influence the project throughout its life?

The well-being goals that are part of the Future Generation Act should be considered as an integrated set and not in isolation. These goals must in turn maximise contribution to the following Seven Well-

being Goals. The Seven Goals form part of a parallel appraisal for the options at Stage Three. More details can be found in the 'appraisal against objectives' section (within the Transport Case).

The Seven Well-being Goals are:

1. A Prosperous Wales;
2. A Resilient Wales;
3. A Healthier Wales;
4. A More equal Wales;
5. A Wales of Cohesive Communities;
6. A Wales of Vibrant Culture and Thriving Welsh Language; and
7. A Globally Responsible Wales.

## 2.5.1 THE FIVE WAYS OF WORKING

### Long-term

The project aims to decrease the air pollution impacts from NO<sub>2</sub> on the people in Wales and the local community by implementing measures for tackling roadside emissions. The WelTAG Stage Two appraisal identified options which have the potential to provide short term implementation timeframes with immediate benefits and those with long-term timeframes which have the potential to bring forward significant reductions in NO<sub>2</sub>.

The monitoring and evaluation section describes what will happen to the project after its lifetime.

### Prevention

The project aims to bring the NO<sub>2</sub> concentrations on the A472 within compliance before 2025 (the predicted year of compliance with no intervention), through implementation of measures.

The project understands the economic situation of the study area and through the options put forward it aims to overcome the negative cycles associated with poverty, poor health from NO<sub>2</sub> and further damage to the environment and the ecosystem.

This includes involving 'The Caerphilly We Want'<sup>3</sup> in the well-being assessment. Well-being, as expressed by residents is "having access to a personal vehicle, ensuring jobs for their family, ease of commuting and access to local amenities".

As part of the 7 Well-being Objectives, the use of resources for option implementation will be qualitatively appraised to minimise the project's own negative impacts. Considerations are made for the emissions, as well as the social and community impacts of the project.

### Integration

The Caerphilly Local Development Plan Up to 2021 created in 2010, included a target for implementing improvements to the existing transport infrastructure through reducing the level of traffic movements and/or congestion, within any identified air quality management area.

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<sup>3</sup> Reference: <https://your.caerphilly.gov.uk/publicservicesboard/content/what-does-wellbeing-mean-you>



The same Plan from 2010 highlighted that air quality standards were failing in some strategic regions of the Council such as Caerphilly and the number of NO<sub>2</sub> monitoring locations which do not comply with the air quality objectives are reported also in the 2012 Annual Monitoring Report. The safeguarding aspect of the report highlighted that an investigation into the sources of the problem and alternative options needed to be undertaken.

Other existing strategies and policies relevant to Air Quality in Caerphilly County Borough that have been examined and identified by WSP or Ricardo and will be supported and not impeded upon are:

- ┆ Noise Action Planning Priority Area (NAPPA)
- ┆ South East Wales Valleys Local Transport Plan
- ┆ Well-being of Future Generations Act (Wales) 2015
- ┆ Air Quality Regulations (Wales) Regulations 2010
- ┆ Relevant policies in relation to Carbon Reduction Strategy, Housing, and Climate Adaptation Plan for the Borough
- ┆ Planning Policy Wales (Edition 10)
- ┆ Caerphilly Corporate Plan 2018-2023
- ┆ Electric Vehicle Strategy

### **Collaboration**

The project will ensure that collaboration will continue throughout the lifetime of the project through working closely with the stakeholders and taking account of completing mutual goals.

### **Involvement**

A stakeholder workshop and consultation was undertaken in July 2018 and formed part of WelTAG Stage One, with key representatives from Caerphilly CBC and Stagecoach. This consultation identified the challenges and problems.

CCBC has undertaken a 10-week public consultation as part of WelTAG Stage Three. This has allowed the public to inform the study and inform the final outcomes (**Appendix B - Public Consultation Report**.) In addition, throughout the process public meetings have been held with local residents to ensure they are fully informed of the ongoing work and that any concerns they have are address in the study.

## **2.6 SHORT TERM MEASURES**

As part of the WelTAG Stage Two, it was recognised that many of the measures identified within this assessment have the potential for immediate implementation, with potential benefits to the reduction of NO<sub>2</sub>. Immediate measures include the low cost, short timeframe measures, and other low to medium costs measures that could be implemented in a trial basis and then considered for longer term use. For the A472 these included:

- ┆ **Measure 1:** Change Signal Timings at Crumlin Junction
- ┆ **Measure 27:** Air Quality Public Awareness Campaign

By implementing measures on a trial basis, on-site monitoring can be utilised to evidence the effectiveness of these measures before applying them permanently. More information on the measures which underpin the Air Quality Public Awareness Campaign are detailed within the IAR.

## 2.7 MEDIUM TERM MEASURES

Medium term measures require further consultation and analysis to be undertaken prior to implementation. This includes:

- ▮ **Measure 13:** Peak Period HGV Bans

Prior to implementing peak period HGV bans, consideration would need to be given to enforcement of this measure and this may involve consultation with the police. Similarly, some local businesses have been consulted as part of a pilot study questionnaire presented in **Appendix C**, to identify the acceptability of the proposals and further understand the likely impacts as the potential loss of business and subsequent loss of jobs would have significant adverse impacts on the local economy.

## 2.8 LONG TERM MEASURES

Long term measures can be implemented on a permanent basis and Stage Three (Business Case) will appraise the full impacts of these measures. For the A472 these include:

- ▮ **Measure 2:** Signalise A472/B4471 Swffryd Junction and introduce an eastbound queue detector

- ▮ **Measure 11:** Demolish Dwellings at Woodside Terrace and re-align footpath.

- ▮ **Measure 26:** Clean Air Zone / Low Emission Zone

The Automatic Number Plate Recognition (ANPR) survey carried out on the study corridor in 2018 identified that 58% of articulated HGVs and 38% of rigid HGVs are Euro VI compliant and would therefore not be impacted by a CAZ.

It is considered that for some of the options, there are likely to be perceivable impacts on the local businesses. Consideration will be given to displacement effects of where alternative routes bypass class restrictions or charging zones. Such routes could be via the Panside, Old Pant Road and the Central Avenue to join the A467.

This Stage Three assessment will explore the effectiveness of the measures above, identifying which measures should be taken forward to implementation.

## 2.9 NEW MEASURE IDENTIFIED POST COMPLETION OF STAGE TWO

Following completion of WelTAG Stage Two, a new measure has been identified by CCBC for consideration at Stage Three. This option put forward the introduction of a new 30mph speed limit and removal of the climbing lane between Woodside Terrace and the B4471 Swffryd Road / A472 Hafodyrynys Road Junction. This option has been introduced post completion of WelTAG Stage Two and was not in the shortlist of options carried forward. However, this option has been modelled for both traffic and air quality modelling and has been given full consideration in a similar way to the other options presented in the Transport Case chapter. Furthermore, the findings show no impact on reducing NO<sub>2</sub> levels or bringing forward compliance. On this basis it fails on the following essential criteria of effectiveness:

- ▮ To Deliver reductions in roadside concentrations proportionate to the scale of the exceedance above the 40µg/m<sup>3</sup> legal limit.

This option will not be carried forward throughout the report. However, the results of the modelling will be available in the Impact Assessment Report (IAR).

## 2.10 STAKEHOLDER CONSULTATION

A stakeholder consultation was undertaken at WelTAG Stage One on 3<sup>rd</sup> July 2018 at Penalta House, Caerphilly. The attendees included members from CCBC, local Councillors and Stagecoach South Wales. The workshop findings were used to develop the objectives and the initial options. More information on the stakeholder consultation can be found in WelTAG Stage One. In addition, the measures that were included within the 2017 Air Quality Action Plan for Hafodyrynys have been addressed within this study. Those original actions were put forward by a steering group which consisted of officers and members of CCBC, local residents, Public Health Wales and environmental health professionals from neighbouring authorities.

## 2.11 PACKAGING OF MEASURES

The six preferred measures have been subdivided into ‘hard measures’ with tangible benefits and ‘soft measures’ resulting in marginal indirect benefits. The soft measures are those that passively reduce NO<sub>2</sub> levels by increasing peoples’ awareness to the problem and encouraging a behaviour change, which positively impacts upon the problem. The soft measures could provide benefits at A472 Hafodyrynys Road, Caerphilly, and potentially across Wales.

Furthermore, the Stage Three appraisal has also considered the cumulative benefits of the packaging of measures. The packaging of measures is as follows:

- i **Traffic Management Package - Measure 1:** Change Signal Timings at Crumlin Junction, and **Measure 2:** Signalise A472/B4471 Swffryd Junction and introduce an eastbound queue detector.
- i **Do Maximum Package - Measure 1:** Change Signal Timings at Crumlin Junction, **Measure 2:** Signalise A472/B4471 Swffryd Junction and introduce an eastbound queue detector, and **Measure 26:** Clean Air Zone / Low Emission Zone

### 2.11.1 COMPLEMENTARY PACKAGE – ‘SOFT MEASURE’

- i **Measure 27:** Air Quality Public Awareness Campaign

It is expected that the ‘soft measure’ will be achieved initially with a significant communications campaign using social media and the press as well as delivering air quality talks to schools throughout the borough. This campaign will be reiterated throughout the year at key periods when the air quality is measured to be at a high level from the roadside monitors. The complementary measures will engage and involve the public to prevent the worsening of the problem.

The Pollution Control team within the Council have undertaken monitoring studies in a number of schools throughout the borough and have followed these studies up with talks to Key Stage 2 pupils on air quality. Some of the key messages communicated are:

- i Explaining the sources that give rise to air pollution
- i Traffic Pollution – the biggest polluter
- i How air pollution affects health
- i What can be done to improve air quality – use less energy/renewable energy/walk to school/car share etc.
- i Promotion of anti-idling whilst stationary

This measure integrates well with the Future Generations Act and other key policies. Due to the expected small-scale intangible benefits of this option, and minimum impacts, this complementary package has not been appraised.

## 2.11.2 MEASURES TO BE APPRAISED

The WelTAG Stage Two appraisal identified 'slight to large beneficial' benefits to the NO<sub>2</sub> reduction from a number of hard and soft measures. As outlined previously, the measures can be distinguished between short-, medium- and long-term, depending on the implementation period. For the A472 Hafodyrynys Road, the hard measures that have been appraised at Stage Three are presented in **Table 2-1**.

For simplicity, the option referencing notation used at Stage Two has been replaced by a new consecutive referencing at Stage Three. This is presented in the second column of **Table 2-1**.

**Table 2-1 – Hard Measures to be Appraised**

WelTAG Stage One / Two Reference	WelTAG Stage Three Option Reference	Measure Description	Subdivision
Measure 1	S1	Change Signal Timings at Crumlin Junction	Short-term
Measure 2	S2	Signalise the A472/B4471 Swffryd Junction	Medium-term
Measure 11	S3	Demolish Dwellings at Woodside Terrace	Long-term
Measure 13	S4	Peak Period HGV Bans	Long-term
Measure 26	S5	Clean Air Zone / Low Emission Zone	Long-term
N/A	S6	Traffic Management Option (Changing Signal Timings at Crumlin Junction & Signalise the A472/B4471 Swffryd Junction)	Short to medium-term
N/A	S7	Do Maximum Option (Changing Signal Timings at Crumlin Junction & Signalise the A472/B4471 Swffryd Junction & Clean Air Zone / Low Emission Zone)	Short to long-term

### **S1 - Change Signal Timings at Crumlin Junction (A472 Hafodyrynys Road / A467)**

To improve the flow of traffic and HGVs travelling Eastbound on the steep gradient A472 Hafodyrynys Road after the A467 junction. This option involves reducing the green time for traffic on the A467 and improves traffic flow eastbound on the A472 Hafodyrynys Road. This option would potentially increase queues on the A467. A drawing of this option is available in **Appendix D**.

### **S2 - Signalise the A472/B4471 Swffryd Junction**

To improve the flow of vehicles travelling on the A472 Hafodyrynys Road by signalising the junction with B4471 Swffryd Road. The current priority junction layout results in vehicles travelling on the A472 Hafodyrynys Road to stop, out of courtesy, letting other vehicles pull out of the B4471 road. This results in traffic backing up and queuing outside Woodside Terrace. The signalisation will give priority to A472 Hafodyrynys Road traffic especially in peak periods, though may increase queuing on B4471. A queue loop or detector can be utilised to manage the queue on the A472. A drawing of this option is available in **Appendix D**

### **S3 - Demolish Dwellings at Woodside Terrace**

To remove the southern properties at Woodside Terrace. The footpath to the south would be realigned by using the GRAL and RapidAIR modelling outputs to help identify by how much the footpath needs to be realigned. There will be a new edging kerb and grass topsoil separating the footpath from the main carriageway can be incorporated into the design. The drawing of this option is available in **Appendix D**.

### **S4 - Peak Period HGV Bans**

To introduce a traffic prohibition order for vehicles exceeding a gross weight of 7.5T. The heavy goods vehicles (HGV) affected are likely to be both OGV1 and the articulated OGV2. The prohibition is likely to be achieved through the usage of regulatory signs and ANPR enforcement. The ban is anticipated to be on both the morning and evening peak periods. The assessment will be required to consider the impacts on alternate routes which HGV traffic may be displaced to. A drawing of this option is available in **Appendix D**.

### **S5 – Clean Air Zone**

To implement a Clean Air Zone (CAZ) for the A472 Hafodyrynys Road corridor, a further feasibility study would need to be undertaken to understand the effects of any displaced traffic and whether any alternative routes would require upgrading / infrastructure works. It is likely the geographical area of any CAZ would extend from the Crumlin Junction to the edge of Hafodyrynys Village with signage for drivers being as far afield as Pontypool so that if drivers wanted to use an alternative route, they are able. A drawing of this option is available in **Appendix D**. The drawing considers the requirement for signage in advance of the CAZ to allow sufficient notice for drivers to utilise alternative routes as required.

Using the Clean Air Zone Framework for Wales, it defines a CAZ as;

*“A geographical target area where a range of co-ordinated actions are applied with the purpose of ensuring, in the soonest time possible, a significant reduction in public an environmental exposure to harmful airborne pollutants from all sources.”<sup>4</sup>*

The Clean Air Zone Framework for Wales sets out the general considerations for the design and implementation of a CAZ. The proportion of NO<sub>x</sub> vehicular emissions (in 2017) in Hafodyrynys Road from diesel passenger cars is estimated at 68% with petrol passenger cars contributing 13%. Consequently, for this measure to be effective these vehicle types should be included in the restrictions. Therefore, Class D<sup>5</sup> CAZ is the option which will be considered within this study..

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<sup>4</sup> Clean Air Zone Framework for Wales – April 2018 <https://beta.gov.wales/sites/default/files/consultations/2018-04/180424-clean-air-zone-framework-en.pdf>

<sup>5</sup> Class A - Buses, coaches, taxis and private hire vehicles (PHVs); Class B - Buses, coaches, taxis, PHVs and heavy goods vehicles (HGVs); Class C - Buses, coaches, taxis, PHVs, HGVs and light goods vehicles (LGVs); Class D - Buses, coaches, taxis, PHVs, HGVs LGVs and cars where all petrol vehicles should comply with at least Euro 4 and all diesel vehicles Euro 6 emission standards

# 3

## STRATEGIC CASE – BASELINE

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## 3 STRATEGIC CASE – BASELINE

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### 3.1 OVERVIEW

At WelTAG Stage One and Two, a baseline for the study was established. This has been further developed in light of the preferred options which were brought forward from Stage Two. This updated baseline will further our understanding of the current conditions so that the full impacts of the options can be adequately appraised. For the previous baseline for this study, refer to WelTAG Stage One and Two. The additional baseline information since the completion of Stage Two is presented within this chapter. This information includes up-to-date data on employment, unemployment, workers, earnings and business counts.

### 3.2 ECONOMY

The Labour Market Profile of CCBC<sup>6</sup> has identified that between October 2017 and September 2018, 75.3% of residents were economically active (for those aged 16-64), which is slightly below the Welsh average of 76.2%. There are 10,900 workless households in CCBC, which equates to 19.1% of households (an increase of 0.5% from 2016), 1.6% higher than across Wales in 2017. Based on 2018 data. The county's average out-of-work benefits claimants are 2.5%, in comparison to the Welsh average of 2.3% (May 2018).

Table 3-1 below shows that Caerphilly has a slightly higher economic inactivity of 24.7% compared to the Welsh average of 23.8%. The majority (33.6%) are made up of Long-term Sick. A higher proportion (26.3%) of residents are classed as wanting a job compared to the Welsh average of 22.3%.

Of the 75.3% residents that are economically active, 63.5% are employees and 5.8% are self-employed. The remaining 5.7% are unemployed. When comparing these figures to the Welsh average, Caerphilly has a higher percentage of both employees and unemployment.

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<sup>6</sup> Caerphilly County Borough Council Labour Market Profile  
<https://www.nomisweb.co.uk/reports/lmp/la/1946157400/report.aspx> Accessed January-February 2019

**Table 3-1 – Economic Inactivity <sup>4</sup>**

All People	Caerphilly	Caerphilly %	Wales %
<b>Total</b>	<b>27,500</b>	<b>24.7%</b>	<b>23.8%</b>
Student	5,600	20.4%	25.4%
Looking After Family/Home	5,400	19.5%	19.7%
Temporary Sick	#	#	1.7%
Long-Term Sick	9,300	33.6%	28%
Discouraged	!	!	0.4%
Retired	4,500	16.5%	14.7%
Other	2,300	8.2%	10.1%
Wants A Job	7,300	26.3%	22.3%
Does Not Want A Job	20,300	73.7%	77.7%

(October 2017 – September 2018 Data)

Source: ONS annual population survey

# Sample size too small for reliable estimate

! Estimate is not available since sample size is disclosive

**Table 3-2 – Employment & Unemployment <sup>7</sup>**

All People	Caerphilly	Caerphilly %	Wales %
Economically Active	85,800	75.3%	76.2%
In Employment	80,000	70%	72.6%
Employees	71,900	63.5%	62.5%
Self Employed	7,000	5.8%	9.5%
Unemployed	4,800	5.7%	4.6%

(October 2017 – September 2018 Data)

Source: NOMIS labour supply – based on the ONS annual population. Figures taken directly from the source.

<sup>7</sup> <https://www.nomisweb.co.uk/reports/lmp/la/1946157400/report.aspx?pc=NP11%205ES#tabjobs>



There are a high number of workless households in Caerphilly at 19.1% which is higher than both the Wales and Great Britain averages at 17.5% and 14.5% respectively. Data from January to December 2017 shows that there were 10,900 workless households in Caerphilly.

**Table 3-3 – Workless Households <sup>4</sup>**

	Caerphilly	Wales	Great Britain
Number of Workless Households	10,900	166,000	2,943,800
Percentage of Households That Are Workless	19.1%	17.5%	14.5%
Number of Children in Workless Households	#	67,100	1,280,500
Percentage of Children Who Are in Households That Are Workless	#	12.6	10.7

(January – December 2017)

Source: ONS annual population survey - households by combined economic activity status

# Sample size too small for reliable estimate

Notes: Only includes those households that have at least one person aged 16 to 64.

Children refers to all children aged under 16.

The average earning per week for a Caerphilly resident equates to £504, which is lower than the Welsh and Great Britain averages which are £518.60 and £571.10 respectively. The difference between the Caerphilly and Wales full-time workers gross weekly pay is £14.30 lower than the Welsh average. The hourly pay excluding overtime is £12.97 which is in line with the Welsh average of £13, but considerably lower than the £14.36 Great Britain average.

**Table 3-4 – Earnings by place of residence <sup>4</sup>**

	Caerphilly (£)	Wales (£)	Great Britain (£)
<b>GROSS WEEKLY PAY</b>			
Full-Time Workers	504.30	518.60	571.10
Male Full-Time Workers	550.20	551.90	612.20
Female Full-Time Workers	467.50	474.10	510.00
<b>Hourly Pay - Excluding Overtime</b>			
Full-Time Workers	12.97	13.00	14.36
Male Full-Time Workers	13.46	13.42	14.89
Female Full-Time Workers	12.35	12.32	13.56

(2018 Data)

Source: ONS annual survey of hours and earnings - resident analysis

Notes: Median earnings in pounds for employees living in the area.

The earnings based on the place of work shows a difference of £12.30 per week for full time workers when compared to the place of residence. This highlights that certain residents commute outside of the Caerphilly boundary to access higher paid jobs. The difference between the Caerphilly and Wales full-time workers gross weekly pay based on place of work is of £17.00 in favour of the national average.

**Table 3-5 – Earnings by place of work <sup>4</sup>**

	Caerphilly (£)	Wales (£)	Great Britain (£)
<b>GROSS WEEKLY PAY</b>			
Full-Time Workers	492.00	509.00	570.90
Male Full-Time Workers	501.40	541.60	611.80
Female Full-Time Workers	463.90	469.50	509.80
<b>Hourly Pay - Excluding Overtime</b>			
Full-Time Workers	12.69	12.67	14.35
Male Full-Time Workers	13.07	13.02	14.88
Female Full-Time Workers	12.31	12.08	13.55

(2018 Data)

Source: ONS annual survey of hours and earnings - workplace analysis

Notes: Median earnings in pounds for employees working in the area.

There were 3,935 registered businesses in Caerphilly as of 2018 and over 4,895 local business units. There is a higher percentage of medium and large enterprises in Caerphilly at 1.9% and 0.5% when compared to the Welsh averages of 1.4% and 0.3% respectively.

**Table 3-6 – UK Business Counts**

	Caerphilly (Numbers)	Caerphilly (%)	Wales (Numbers)	Wales (%)
<b>Enterprises</b>				
Micro (0 To 9)	3,450	87.7%	92,235	89.1
Small (10 To 49)	390	9.9%	9,550	9.2
Medium (50 To 249)	75	1.9%	1,430	1.4
Large (250+)	20	0.5%	315	0.3
<b>Total</b>	<b>3,935</b>	<b>-</b>	<b>103,530</b>	<b>-</b>
<b>Local Units</b>				
Micro (0 To 9)	3,990	81.5%	105,095	83.1
Small (10 To 49)	725	14.8%	17,665	14
Medium (50 To 249)	150	3.1%	3,210	2.5
Large (250+)	30	0.6%	500	0.4
<b>Total</b>	<b>4,895</b>	<b>-</b>	<b>126,470</b>	<b>-</b>

Data from 2018

Source: Inter Departmental Business Register (ONS)

Note: % is as a proportion of total (enterprises or local units)

### 3.3 AIR QUALITY BASELINE

The WelTAG Stage Two's problem identification section found the elevated concentrations in NO<sub>2</sub> to be associated with the high traffic volumes and congestion with the eastbound morning peak. This is caused by vehicles climbing the A472 towards Hafodyrynys village. A map of this is available in **Figure 3-7**.

As part of WelTAG Stage Two, the Pollution Climate Model (PCM) projections presented in support of the 2017 Plan indicate that annual mean NO<sub>2</sub> concentrations on the section of the A472 under consideration will reach compliance with air quality limit values by 2026. However, this was based on 2015 monitoring data and since then there has been no reduction in NO<sub>2</sub> levels. Using national projection factors which account for the effect of improved emissions from the turnover in the vehicle fleet, and traffic count data the estimated year of compliance is 2029 from a 2017 baseline, as reported in the Stage Two Report.

As part of the Stage Three assessment a more detailed and robust 'Do Minimum' traffic model was used as a basis for estimating the year of compliance with no interventions.

### 3.3.1 PREDICTED MAXIMUM NO<sub>2</sub> CONCENTRATIONS AT THE A472 – NO INTERVENTIONS, STAGE THREE UPDATE

WelTAG Stage Two has predicted the maximum NO<sub>2</sub> concentration on the A472 with no interventions, to be compliant by 2029, instead of 2026 as initially indicated by a national assessment. The national assessment was based on 2015 monitoring data and but the analysis within the Stage Two report was based on 2017 monitoring data.

The future of compliance has been re-assessed at Stage Three through modelling. Receptors have been used in the model at residential locations, CCBC monitoring points, locations along the existing north path, existing south path and the new south path. In total 97 receptors have been used. The receptor network is shown as the dots in **Figure 3-1**.

**Table 3-7** shows the predicted reduction in concentrations over time and the anticipated compliance date without intervention.

**Table 3-7 - Roadside annual mean concentrations of NO<sub>2</sub>, µg/m<sup>3</sup> on A472**

Measure	NO <sub>2</sub> predicted concentration (µg m <sup>-3</sup> )									
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Baseline	72	68	65	61	57	53	49	45	40	36

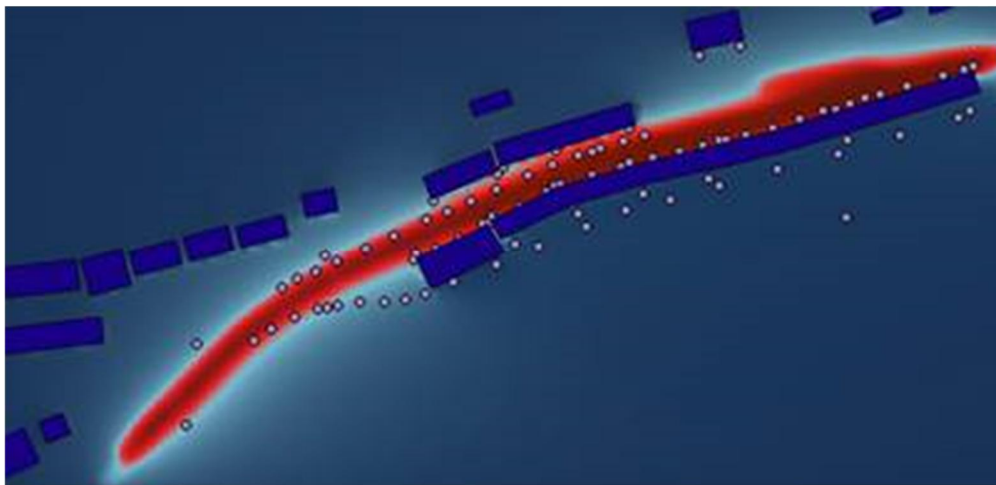
Note: *Red Box* Non-compliant, *Green Box* compliance achieved

### 3.3.2 MODEL FORECASTING YEARS

At WelTAG Stage Two it was identified that the compliance year without any local intervention was 2029. The 2029 compliance date at WelTAG Stage Two was based on 2017 baseline monitoring data and used a national projection factor for the vehicle emissions. The implementation year for most of the options is found to be no earlier than 2021. Therefore, the Stage Three assessment utilises 2021 and 2029 as the traffic forecast assessment years. The base traffic model was validated to 2018 data. The most recent annual air quality monitoring data available was for 2017, which was used for the base year along with the forecasting years is as follows:

- i 2021 (first implementation year for most of the options)
  - i 2029 (compliance year for NO<sub>2</sub> without any local intervention as identified at WelTAG Stage Two)
- Air quality modelled data were linearly interpolated for each intervening year between 2017, 2021 and 2029.

**Figure 3-1 – Receptor Network Location Diagram**



**Table 3-8** shows a count the number of points less than or higher than  $40\mu\text{g}/\text{m}^3$  of  $\text{NO}_2$ . The clear majority of 70 receptor locations are compliant by 2023/2024. **The table shows that by 2025 all receptors will be compliant with the limit of  $40\mu\text{g}/\text{m}^3$  of  $\text{NO}_2$ .**

**Table 3-8 – Future Compliance of  $\text{NO}_2$  (Do Minimum)**

Scenario	Total Number of Receptors	
	$\text{NO}_2 > 40$	$\text{NO}_2 < 40$
2017	56	41
2021	35	62
2022	31	66
2023	25	72
2024	10	87
2025	0	97
2026	0	97
2027	0	97
2028	0	97
2029	0	97

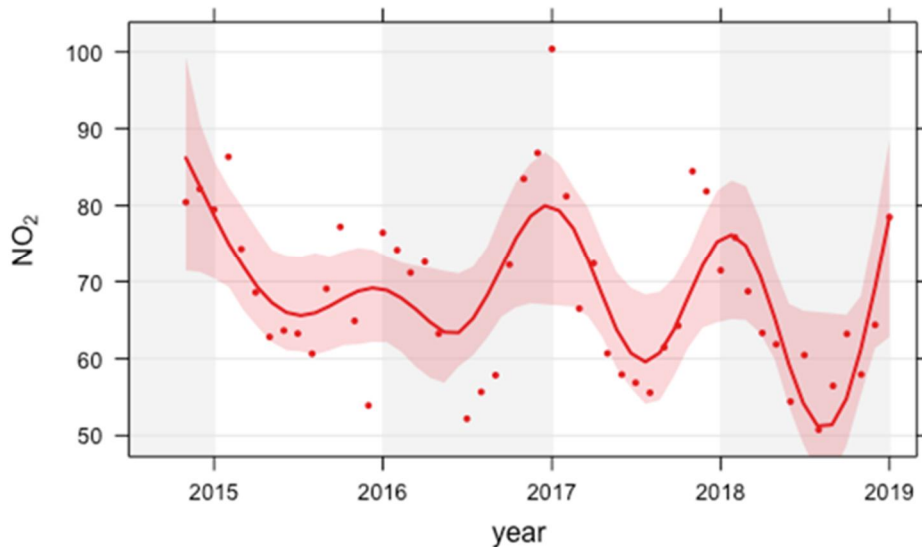
This table is the number of receptor points  $<40$ , or  $>40 \mu\text{g}/\text{m}^3$

Another year of monitoring data for 2018 is available for the Stage Three report. The annual mean concentration for 2018 was  $62 \mu\text{g}/\text{m}^3$ , a reduction of  $8 \mu\text{g}/\text{m}^3$  from 2017. While the data for 2018

showed a similar seasonal trend to previous years, the overall concentrations were lower than many of the preceding years. This is shown in **Figure 3-2**. The data values presented are up to 2018 in **Figure 3-2** and **Figure 3-3**.

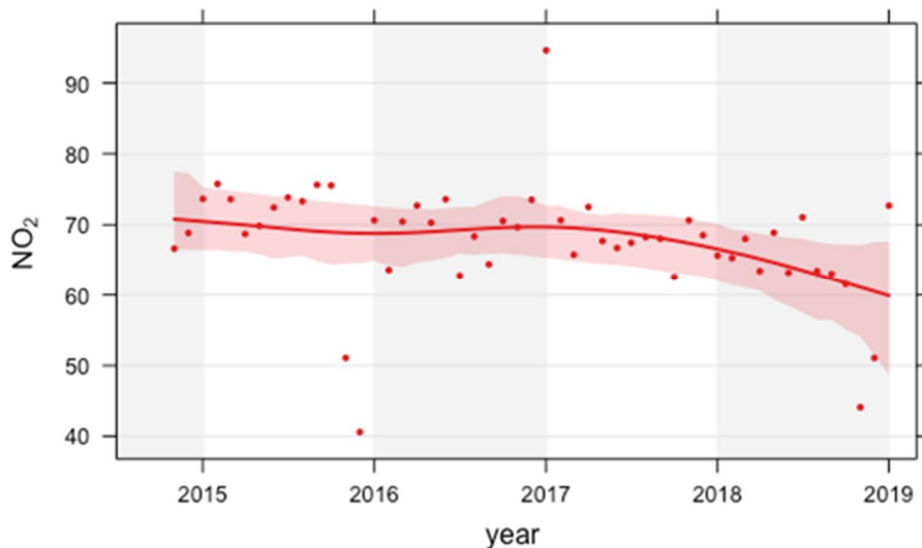
In **Figure 3-3** it is unclear as to why the 2018 concentrations have decreased and there is little evidence, at present to indicate this is a widespread trend.

**Figure 3-2 - Seasonal trend in NO<sub>2</sub> at Hafodyrynys automatic monitoring site**



*Note: The data values presented are up to the end of 2018*

**Figure 3-3 - Annual trend in NO<sub>2</sub> at Hafodyrynys automatic monitoring site**

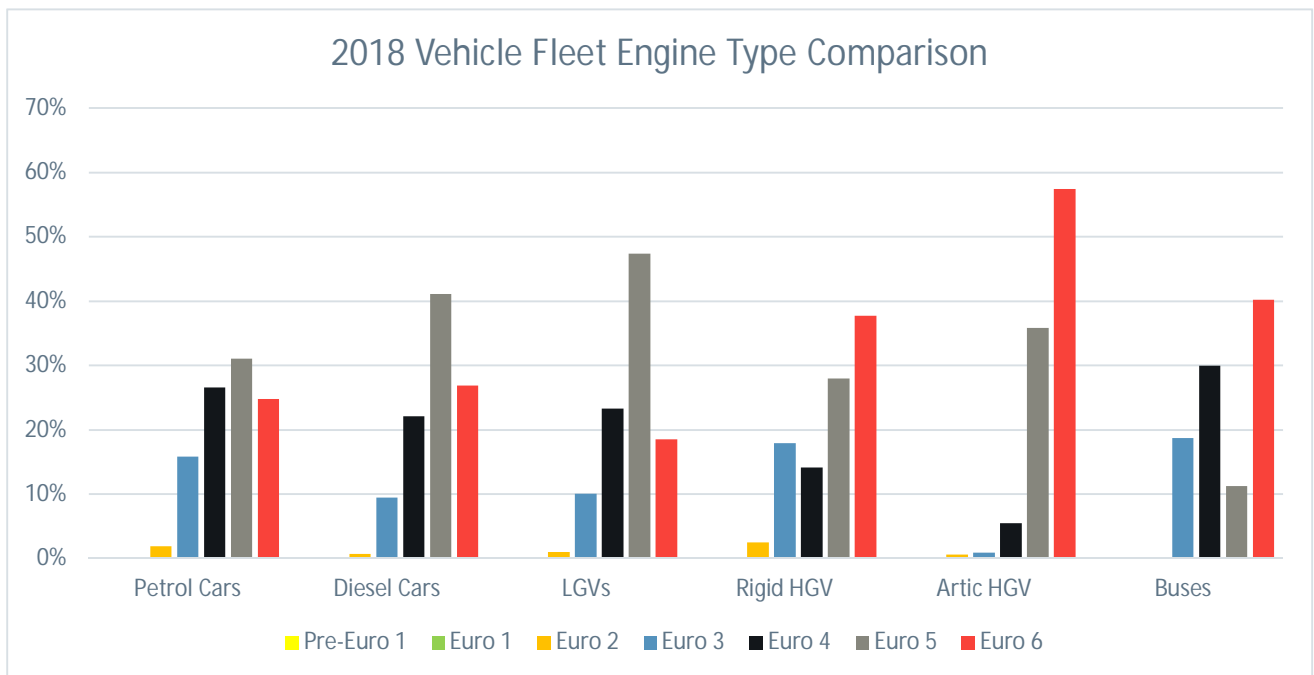


*Note: The data values presented are up to the end 2018*

### 3.4 TRAFFIC BASELINE

An Automatic Number-plate Recognition (ANPR) Survey has been carried out on the study corridor, A472 (Crumlin) in 2018. This has identified the emissions standards of the vehicle fleet in this location. This is broken down by European emissions standards, Euro 1 to Euro 6. The **Figure 3-4** identifies that there are no vehicles currently using the A472 on the study corridor which are Euro 1 (passenger vehicles registered from January 1993 up to January 1997), (LGVs registered from October 1994 up to October 1997) and (HGVs & Buses registered between 1992-1995).

**Figure 3-4 – Base Year Vehicle emissions standards**



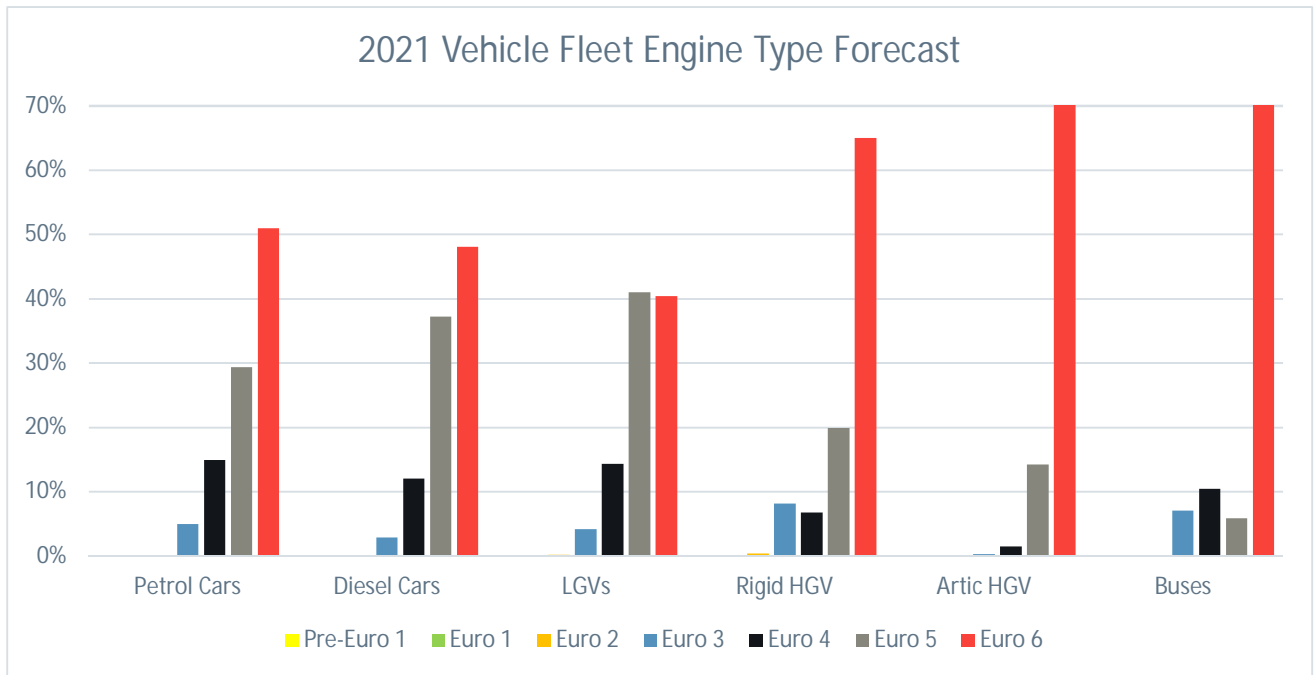
In 2018 the following percentage of vehicles which are older than Euro 4 Petrol Car and older than Euro 6 Diesel, would not be compliant and would therefore be impacted by a Clean Air Zone (CAZ):

- Petrol Car – 18%
- Diesel Car – 73%
- Diesel LGVs – 82%
- Articulated HGV – 43%
- Rigid HGV - 62%
- Buses – 60%

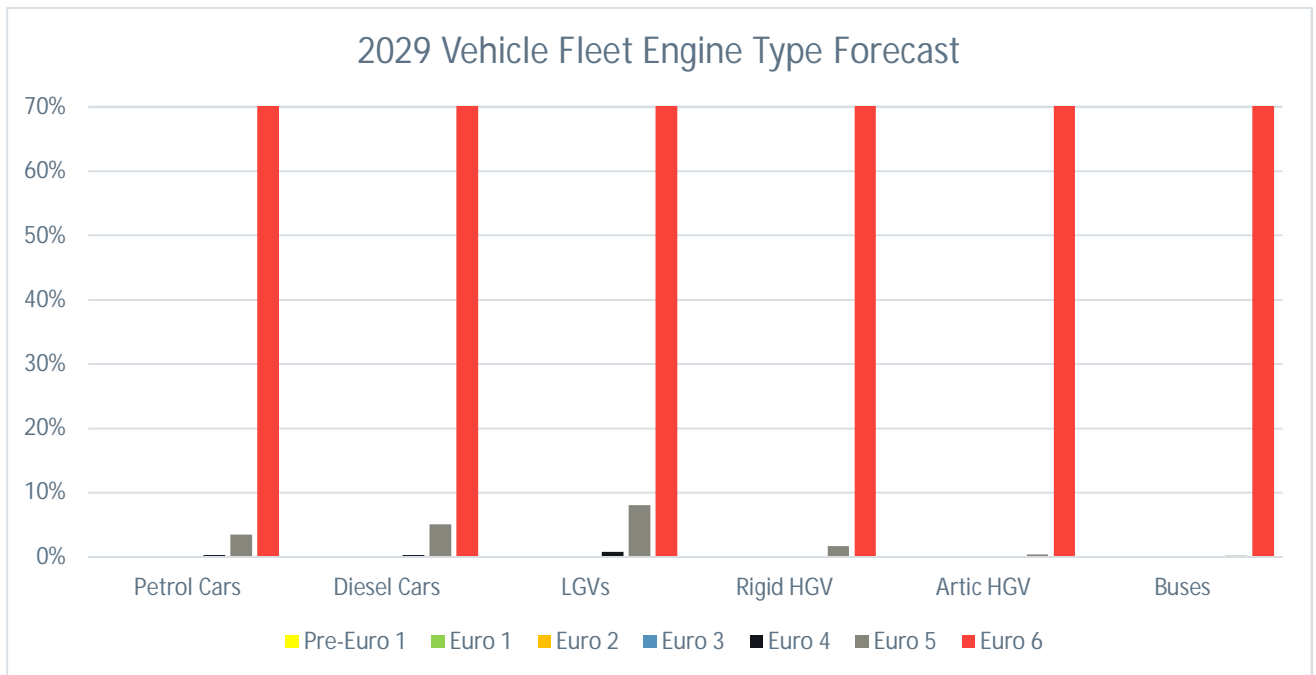
Note – this assumes implementation of the CAZ in the base year – a false scenario. The numbers above are likely to reduce over time due to turnover and modernisation of the fleet.

Further to this, data from the National Atmospheric Emissions Inventory (NAEI) has been used to calculate projection factors and then applying this to the local fleet data to give future year annual forecasts up to 2030. The base year vehicle emissions standards are shown in Figure 3-4. The forecast years for Stage Three are 2021, shown in Figure 3-5 and 2029 in Figure 3-6.

**Figure 3-5 – 2021 Vehicle Engine Type Forecast Comparison**



**Figure 3-6 – 2029 Vehicle Engine Type Forecast Comparison**



**Table 3-9** shows the percentage of vehicles which are older than Euro 4 Petrol and older than Euro 6 Diesel, that are not compliant and would therefore be impacted by a Clean Air Zone (CAZ). The projections show that by 2021, around 5% of petrol cars will not be compliant with the emissions standards and would be subject to a CAZ charge, while just over half of diesel cars in the study area



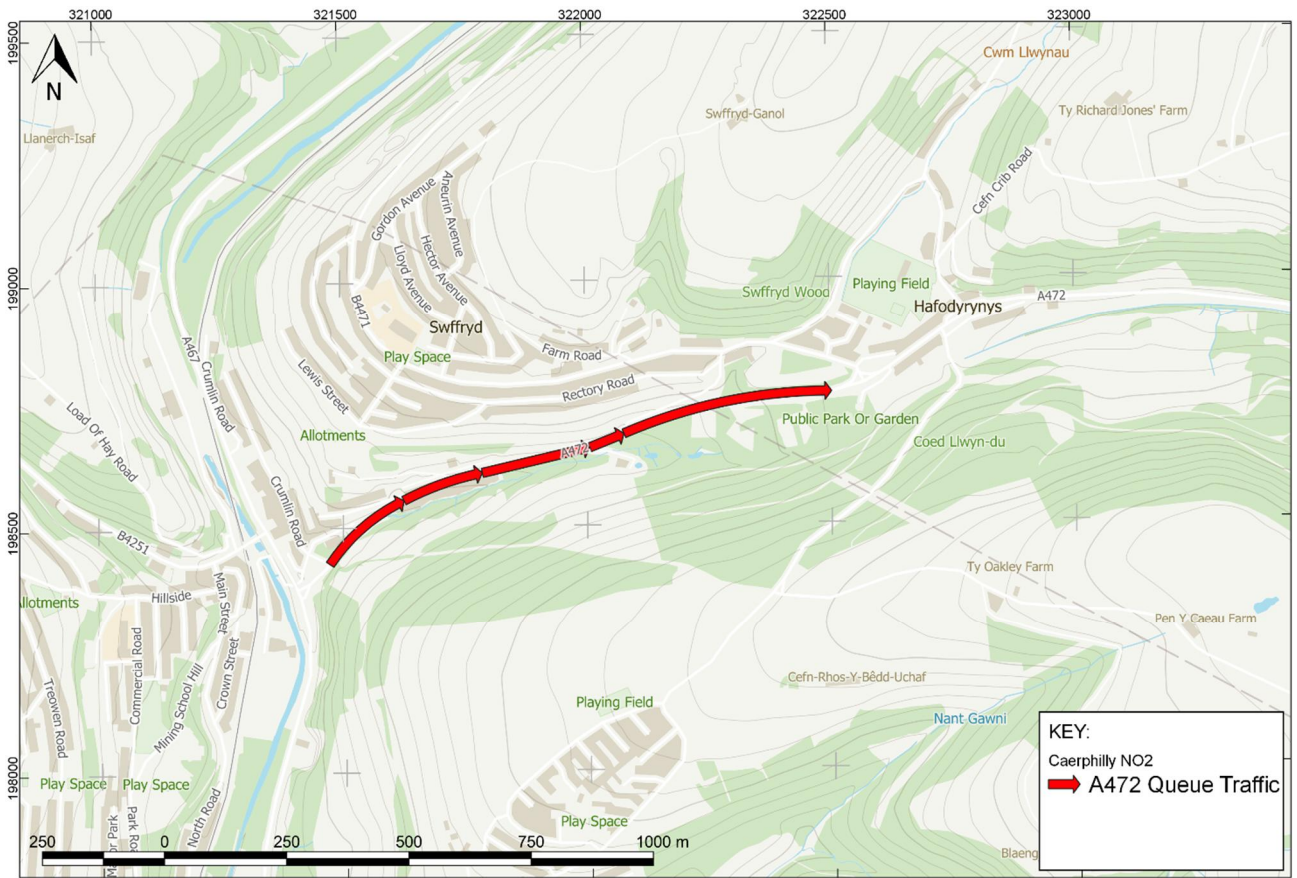
would be affected. By 2029 it is projected that most vehicles will be compliant with the standards, with the highest impact of the CAZ being for diesel car and LGVs users at 5% and 9% respectively.

**Table 3-9 – Clean Air Zone (CAZ) Impact (% of total) by Vehicle Type**

Vehicle Type	2018 Baseline	2021	2029
Petrol Car	18%	5%	0.3%
Diesel Car	73%	52%	5%
LGVs	82%	60%	9%
Arctic HGV	43%	16%	0.3%
Rigid HGV	62%	35%	2%
Buses	60%	23%	0.2%

The **Figure 3-7** shows the eastbound traffic queue that is currently visible on the A472 towards Hafodyrynys in the morning period.

**Figure 3-7 – AM Peak Eastbound Traffic Towards Hafodyrynys**

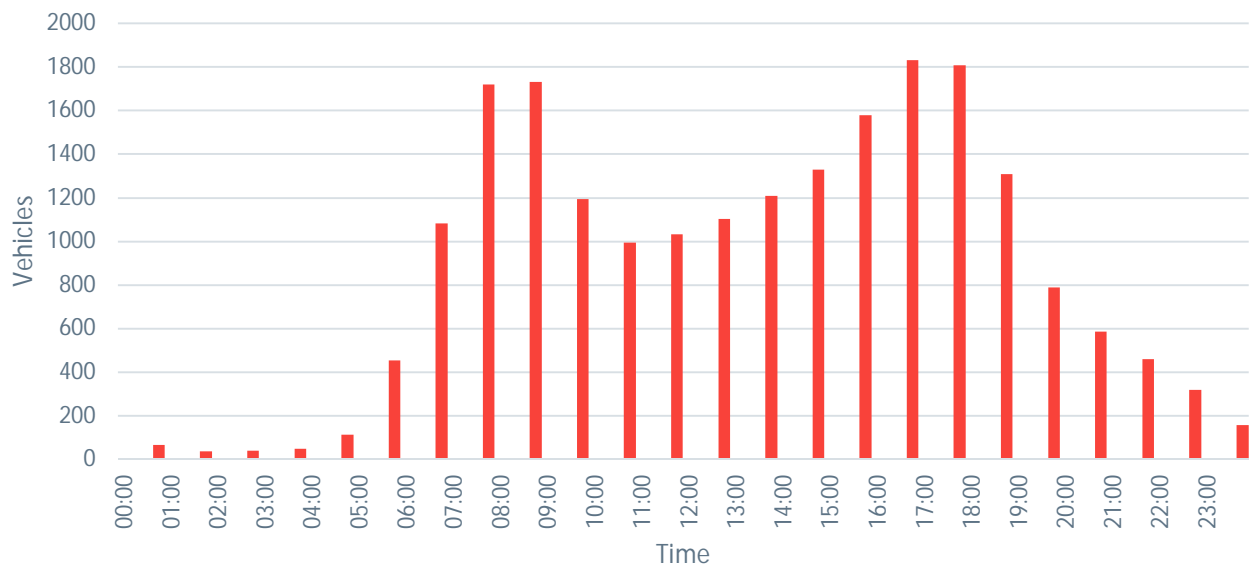


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An Automatic Traffic Count (ATC) survey has been undertaken on A472 Hafodyrynys Road, in the direct vicinity of Woodside Terrace. The data collected through the survey, collated the vehicle flows with the 15-minute intervals and distinguish the vehicles by their class.

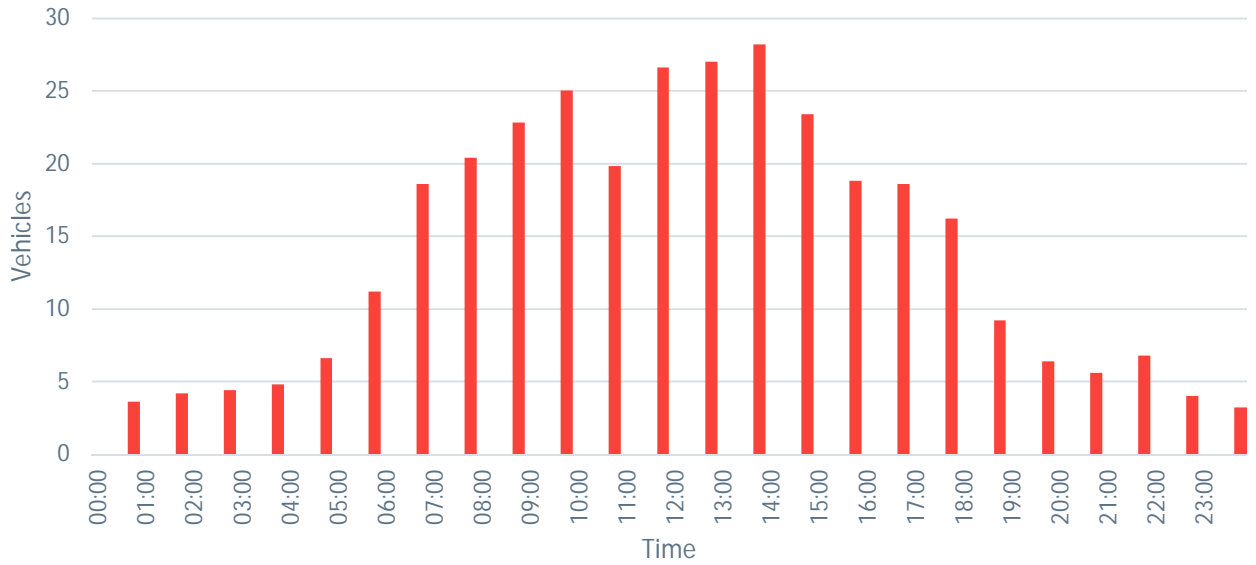
**Figure 3-8** and **Figure 3-9** present the 5-day average flow for the light vehicles and HGVs respectively. As it can be observed, the light vehicle flow increases notably between 06:00 and 08:00, reaching approximately 1,800 vehicles per hour. It falls then around 10:00, to increase again gradually between 12:00 and 17:00, when it reaches similar flows to that of the AM peak. From around 18:00 the traffic flow gradually diminishes.

**Figure 3-8 – 5 Day Average Light Vehicles Flow**



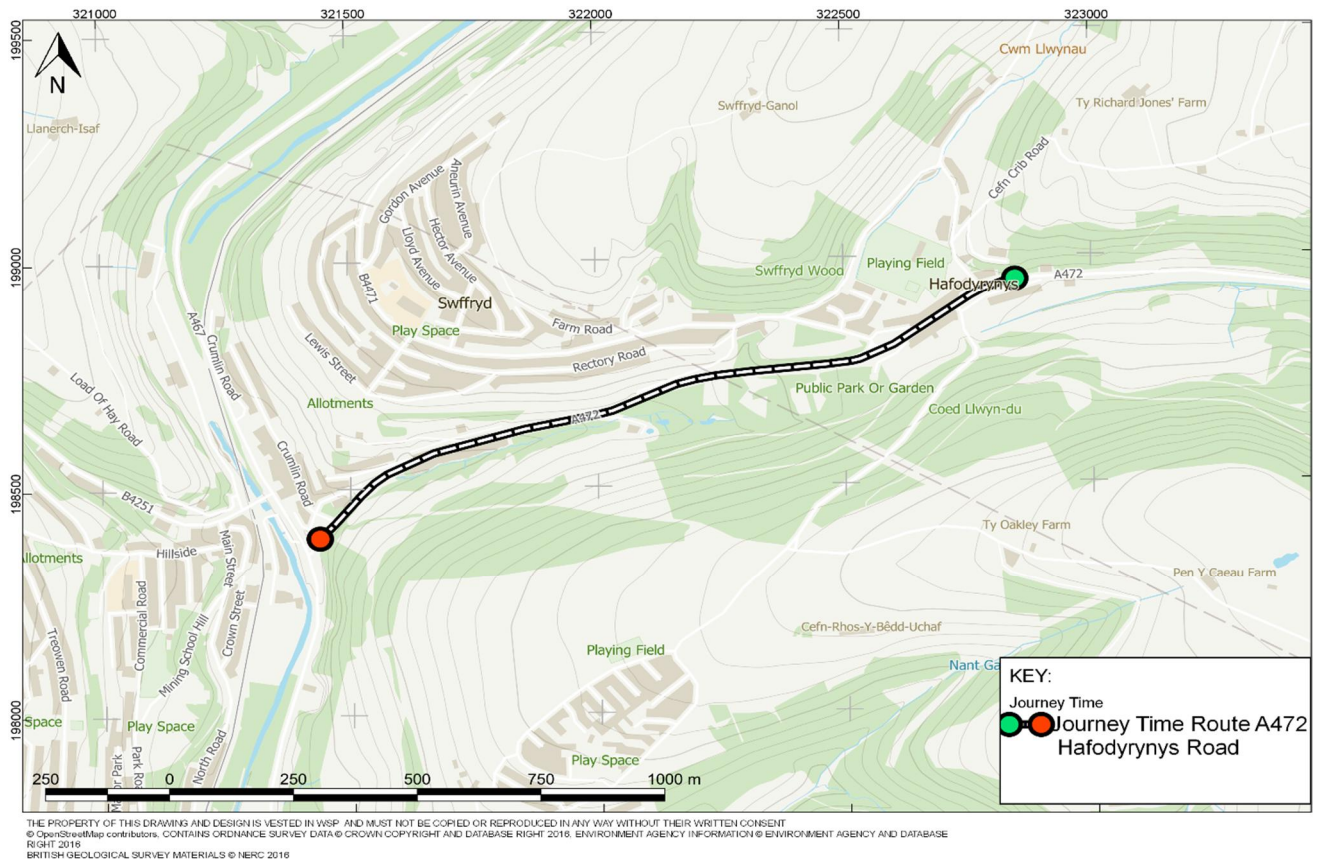
The HGV traffic flow presented in **Figure 3-9**, increases gradually from approximately 05:00 until 14:00 with only a small decrease at 11:00. After reaching its peak at 14:00 of just under 30 vehicles per hour, the HGV flow decreases then gradually until 20:00 and remains constant until the morning increase.

**Figure 3-9 – 5-day Average HGVs Flow**



The Bluetooth journey time surveys were carried out from 09-05-2018 to 05-06-2018 to assess the journey time during both the weekday peak hours and Saturday peak hour.

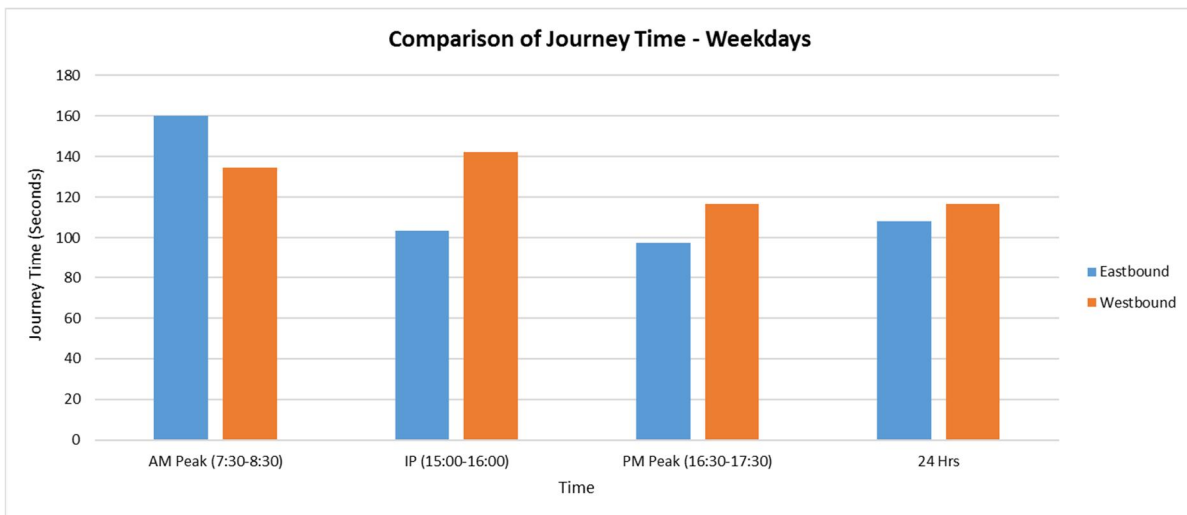
**Figure 3-10 – Bluetooth Journey Time Survey**



**Figure 3-10** shows the extent of the survey route where the Bluetooth journey time data has been collected. The total length of the study route is 1 mile.

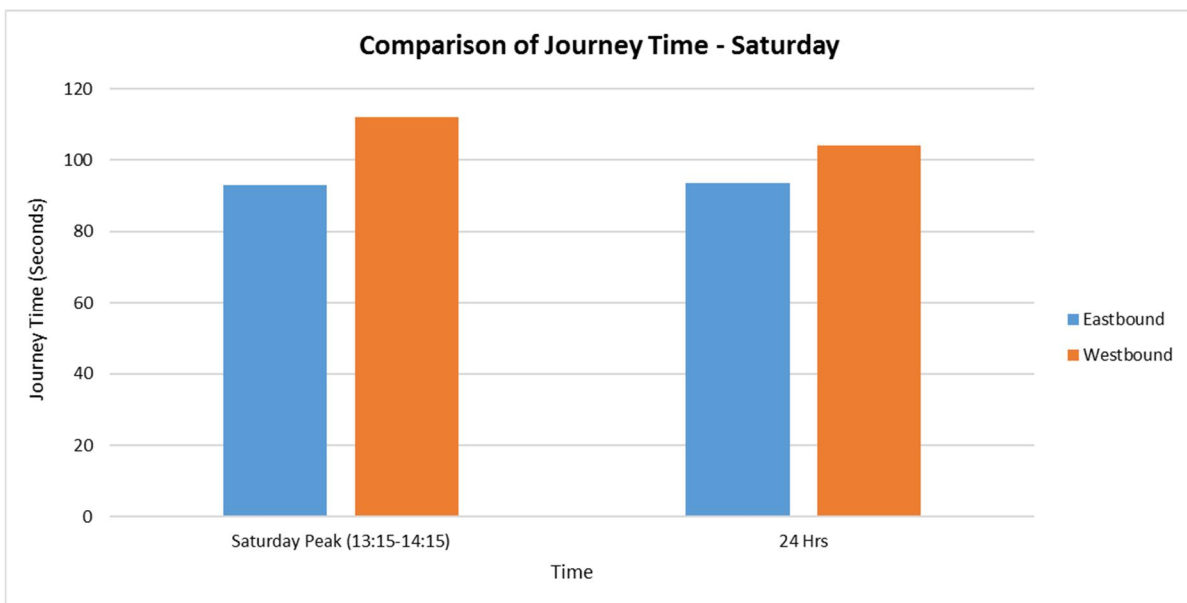
**Figure 3-11** demonstrates a clear increase in the journey time for eastbound flows during the morning AM Peak. This suggest that there could be localised congestion as the PM, Inter Peak, and 24hr peak journey times are less than the AM peak and the associated westbound journey times.

**Figure 3-11 – Comparison of Bluetooth Journey Time - Weekdays**



The Saturday journey times are shown in **Figure 3-12 – Comparison of Bluetooth Journey Time - Saturday**. It is clear from this figure that journey times are noticeably greater for westbound flows compared to eastbound.

**Figure 3-12 – Comparison of Bluetooth Journey Time - Saturday**



### 3.5 ACTIVE TRAVEL

Some of the proposed options are likely to impact on the active travel provision of Hafodyrynys. It is important to know the number of pedestrians using the pathways to also quantify the exposure to NO<sub>2</sub> and the impact on the pathways as a result of any of the proposed options. The largest impact is likely to be on walking on the two pathways adjacent to the Woodside Terrace.

Pedestrian count results are presented in **Table 3-10** from a video survey undertaken on Monday 14th May 2018. On this date there was also a general waste collection service at around 14:15. The figures below show that the south side, directly in front of the Woodside Terrace, is more heavily utilised than the north side. There are 38 pedestrians using the south side and 14 pedestrians using the north side. In total there are 52 pedestrians using both sides of the pathways.

**Table 3-10 – Pedestrian Count outside Woodside Terrace, Hafodyrynys**

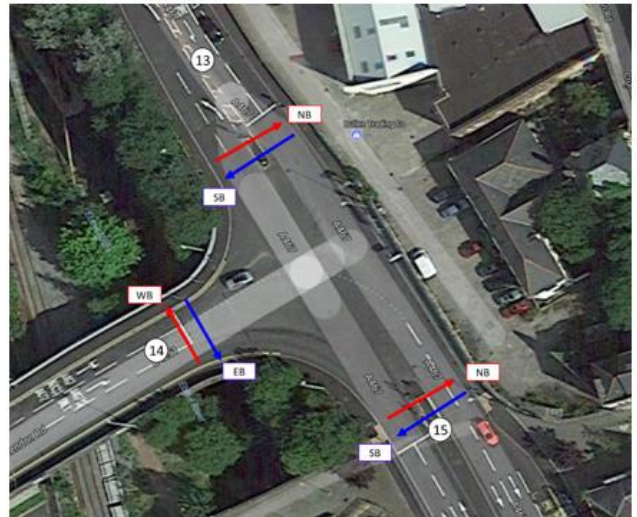
Time	Pedestrians			
	South Side		North Side	
	Uphill	Downhill	Uphill	Downhill
6:30-7:30	1	0	0	1
7:30-8:30	0	4	0	2
8:30-9:30	0	1	2	1
9:30-10:30	0	0	1	2
10:30-11:30	2	0	0	0
11:30-12:30	1	3	0	1
12:30-13:30	1	2	0	0
13:30-14:30	2	4	0	0
14:30-15:30	1	4	3	0
15:30-16:30	6	1	0	0
16:30-17:30	1	0	0	0
17:30-18:30	3	1	1	0
18:30-19:00	0	0	0	0
Total	18	20	7	7
	38		14	
	52			

Pedestrian surveys were carried out from 09-05-2018 to 22-05-2018 to assess the utilisation and demand of pedestrian crossings within the study area during the weekday peak hours and Saturday. The surveyed pedestrian crossing sites are presented in **Figure 3-13**.

**Figure 3-13 – Pedestrian Survey Site Number**



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**Table 3-11** shows the weekday pedestrian counts for the four sites. Site 12 is used by less than 5 pedestrians during all peaks and directions. There are 16 pedestrians travelling eastbound and 21 westbound over a 12-hour period. Site 13 and 14 have very low utilisation, with no pedestrians using them during all peaks and directions and only marginal usage in the off-peak visible in the 12-hour period column. Site 15 has a considerable high pedestrian demand compared to the other sites. The

majority of demand is for southbound movements during the AM and PM, while in the inter-peak the predominant movement is in the northbound direction.

**Table 3-11 – Pedestrian Count - Weekday**

Site	Direction	AM Peak (7:30-8:30)		IP (15:00-16:00)		PM Peak (16:30-17:30)		12 Hrs (7:00-19:00)	
		Pedestrian	Cyclists	Pedestrian	Cyclists	Pedestrian	Cyclists	Pedestrian	Cyclists
Site 12	Eastbound	0	0	1	0	2	0	16	3
	Westbound	2	0	2	1	3	1	21	3
Site 13	Northbound	0	0	0	0	0	0	2	0
	Southbound	0	0	0	0	0	0	0	0
Site 14	Eastbound	0	0	0	0	0	0	0	0
	Westbound	0	0	0	0	0	0	1	0
Site 15	Northbound	4	0	23	0	10	0	81	4
	Southbound	22	0	7	0	15	0	113	3

**Table 3-12** shows the Saturday pedestrian counts for the four sites. Site 12 has a considerable amount of flow in the 12-hour, with 24 pedestrians travelling eastbound and 30 travelling westbound. Site 13 and 14 have low utilisation, with three pedestrians in each direction at Site 13 and one pedestrian at Site 14. Site 15 has a high pedestrian demand for the 12-hour period, with 72 travelling northbound and 117 travelling southbound.

**Table 3-12 – Pedestrian Count - Saturday**

Site	Direction	Saturday Peak (13:15-14:15)		12 Hrs (7:00-19:00)	
		Pedestrian	Cyclists	Pedestrian	Cyclists
Site 12	Eastbound	5	1	24	1
	Westbound	4	0	30	3
Site 13	Northbound	0	0	3	0
	Southbound	0	0	3	1
Site 14	Eastbound	0	0	1	0
	Westbound	0	0	0	0
Site 15	Northbound	4	0	72	3
	Southbound	12	0	117	3

### 3.6 OTHER BASELINE DATA

More baseline data is presented in the Impact Assessment Report (IAR).

Further baseline information is contained within the WeITAG Stage One report for the following areas:

- | Infrastructure and Local Facilities;
- | Traffic Flows;
- | Journey Time and Reliability;
- | Personal Injury Collision Data;
- | Public Transport;
- | Origin and Destination Analysis;
- | Economy;
- | Demographics;
- | Other Related Work; and
- | Committed Developments

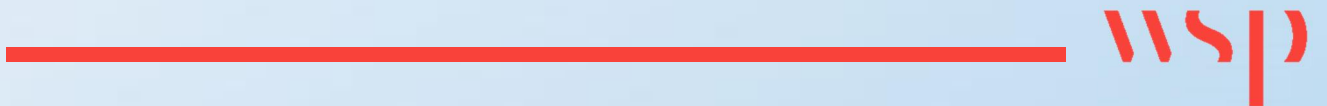
More baseline information is available also within the WeITAG Stage Two report for the following areas:

- | Air Quality Baseline
- | Sensitive Environmental Areas
- | Water Environment
- | Cultural Heritage and Historic Landscape Designations



# 4

## TRANSPORT CASE



## 4 TRANSPORT CASE

### 4.1 OVERVIEW

The Transport Case ‘tells you what the expected impacts of the project are, how the project will contribute to the well-being goals and whether a project will provide value for public money. This is the equivalent of the ‘Economic Case’ in HM Treasury’s Green Book. This is achieved by considering the social, cultural, environmental and economic costs and benefits of each option.

Whilst WelTAG provides a fixed framework for appraisal, the guidance acknowledges that the level of detail provided in the WelTAG report should be proportionate to the impacts under consideration. Therefore, the transport case focuses on air quality and reflects the key considerations in relation to the EU Air Quality Directive and bringing forward compliance with limit values.

### 4.2 METHODOLOGY

The approach to the Stage Three level of appraisal is intended to examine in greater detail the physical ‘hard measures’, which have tangible benefits for tackling the problem under consideration. The ‘soft measures’ included within the complementary package have not been modelled as the direct benefits are expected to be intangible. The general approach to the modelling of measures is outlined in **Table 4-1**.

**Table 4-1 – Modelling Approach to Measures**

Ref	Measure	Traffic Modelling Requirement	Air Quality Modelling Requirement
S1	Change Signal Timings at Crumlin Junction	Yes, for AM peak hour only	Included
S2	Signalise the A472/B4471 Swffryd Junction and introduce an eastbound queue detector	Yes, for all peak hours	Included
S3	Demolish Dwellings at Woodside Terrace and Re-align Road	No – this option utilises Do-Minimum traffic data.	Included
S4	Peak Period HGV Bans	Yes, for AM and PM peak hour.	Included
S5	Clean Air Zone / Low Emission Zone	Yes, for all Peak hour – Class D <sup>8</sup> (with JAQU Behavioural Response assumptions)	Included

<sup>8</sup> Class A - Buses, coaches, taxis and private hire vehicles (PHVs); Class B - Buses, coaches, taxis, PHVs and heavy goods vehicles (HGVs); Class C - Buses, coaches, taxis, PHVs, HGVs and light goods vehicles (LGVs); Class D - Buses, coaches, taxis, PHVs, HGVs LGVs and cars where all petrol vehicles should comply with at least Euro 4 and all diesel vehicles Euro 6 emission standards

Ref	Measure	Traffic Modelling Requirement	Air Quality Modelling Requirement
S6	Traffic Management Option - Change Signal Timings at Crumlin Junction (Option 1) + Signalise the A472/B4471 Swffryd Junction with 2 lanes on A472 EB (Option 2)	Yes, for all peak hours.	Included
S7	Do Max - Change Signal Timings at Crumlin Junction + Signalise the A472/B4471 Swffryd Junction with 2 lanes on A472 EB + Clean Air Zone / Low Emission Zone	Yes, for all peak hours.	Included

## 4.2.1 ENVIRONMENTAL APPRAISAL

### 4.2.1.1 Transport Modelling

The emissions and dispersion modelling undertaken at Stage Two was based on the assumed impacts of measures on traffic speeds and volumes. At Stage Three a fully quantifiable approach to appraising the benefits of measures has been undertaken, and this required the ‘hard measures’ to be modelled with microsimulation traffic modelling. It was not necessary to undertake traffic modelling for all measures as some measures (e.g. Demolition) are not expected to result in a change in traffic flows. The static VISSIM micro-simulation model has two forecast years, 2021 and 2029.

A static VISSIM micro-simulation model was developed for the morning peak, inter-peak (IP), evening peak and Saturday peak for the A472 Hafodyrynys Road study corridor, utilising demand data from an extensive traffic data collection exercise which was undertaken in 2018. This included 10 automatic traffic counters (ATC) on the A472 Hafodyrynys Road, and the micro-simulation model was calibrated and validated utilising journey time and queue data. Results were output and averaged over several random seeds to ensure the ‘daily variability’ in traffic flow was accurately modelled. High resolution data was outputted from the model (across 350 data collection points) and included volume, classification and speed data. The ATC data was used to factor the morning, inter-peak evening peak hour flow data to AM, IP, PM, Saturday, and off-peak periods covering 24 hours in total.

Whilst the model was developed for the A472 Hafodyrynys Road corridor of the exceedance area only, general consideration has been given to the wider impacts of displacing traffic in the instance of peak period HGV bans and Clean Air Zones. The full detail on the traffic modelling, including the base model calibration and validation statistics are included within the WelTAG Stage Three Impact Assessment Report (IAR).

The base year for the VISSIM model is 2018. Growth factors were derived from TEMPro 7.2 to growth the traffic data to 2021 and 2029. The TEMPro growth factors for Caerphilly are presented in **Table 4-2**.

### 4.2.1.2 Strategic modelling

As part of the Stage Three assessment work, the CAZ option has been modelled within the South-East Wales Transport Model (SEWTM) to assess the re-distribution of traffic.

Strategic models operate through repeated iterations of traffic assignment to the network, with costs calculated for the current run and fed forward into the next iteration for re-routing traffic until the model

converges (when there is little change between one iteration and the next). The convergence of the model is controlled by looking at statistics for the model as a whole; this can mean that when running networks with slightly different properties or flow patterns (such as testing schemes that only affect a small part of the model, such as in this case), there is often a difference in the traffic flows that has nothing to do with the specific changes put in but is just because the model has converged with a slightly different answer, and these differences are referred to as 'noise' when comparing two models. Where changes are small because of a scheme it is therefore difficult to separate out the specific changes due to the scheme from any background noise.

Below is a summary of the SEWTM results for a CAZ Option Class D<sup>9</sup> with JAQU Behavioural response<sup>10</sup>. The modelling results are based on a 2026 forecast assessment year. This year has been utilised as the model does not have either the 2021 or 2029 assessment years, whilst 2026 is available and served as a proxy year between 2021 and 2029.

#### i Morning Peak

There are approximately 90 vehicles westbound that reroute from along Hafodyrynys Road. Approximately half of these trips were coming from the north, with those trips previously following Swffryd Road before coming down Hafodyrynys Road, while in the Do Something they route directly along the A467. The other half of these trips were routing along the A472 from the east; due to the background traffic in the model it's unclear where these trips may have re-routed to or from.

#### i Inter-peak

There are approximately 10 vehicles westbound and 25 vehicles eastbound that re-route from along the Hafodyrynys Road. Most of these flow changes continue to the east along the A472, however similarly to the AM and therefore in combination with the small flows being talked about it's not clear whether there's a specific route that these vehicles re-route on to.

#### i Evening Peak

There are approximately 10 vehicles westbound and 10 vehicles eastbound that re-route from along the Hafodyrynys Road. Similarly, to the AM and IP time periods, the small flows being talked about and the background traffic in the model make it unclear where vehicles may be re-routing to.

These results have been used to inform the distributional analysis. However, the results should be treated with caution due to limitations of the South-East Wales Transport Model (SEWTM). More detail on the SEWTM model outputs is contained within the IAR.

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<sup>9</sup> Class D - Buses, coaches, taxis, PHVs, HGVs LGVs and cars where all petrol vehicles should comply with at least Euro 4 and all diesel vehicles Euro 6 emission standards

<sup>10</sup> JAQU (Defra and Department for Transport Joint Air Quality Unit) provide guidance on the likely behavioural responses to a charging Clean Air Zone. Details are available in the Impact Assessment Report.

### 4.2.1.3 Traffic Modelling Assumptions

**Table 4-2 – Local Growth Figures for A472 Crumlin (TEMPro)**

	AM Peak Hour	Inter-Peak	PM Peak Hour	Saturday
2021	1.0492	1.0580	1.0477	1.0490
2029	1.1121	1.1320	1.1094	1.1153

**Table 4-3** below shows the weekday conversion factors which have been calculated from a two-week average survey data. The Saturday conversion factors were also calculated from the same survey dataset but only looking at the average Saturday data.

**Table 4-3 – Time Conversion Factors**

	Weekday Factors
AM Peak Hour to AM 3hr Period	2.6
IP Average hour to IP 6hr Period	6
PM Peak Hour to PM 3hr Period	2.6
AM + PM + IP Peak Hours to OP Period	0.9

As part of the model calibration and validation it was identified that the morning peak hour for the eastbound and westbound direction does not coincide. As a result, the model period was extended to 2 hours to ensure that the complex interactions within the morning peak could be accurately modelled.

### 4.2.1.4 Air Quality

The air quality modelling can be broadly split into two components:

- ┆ Emission modelling
- ┆ Dispersion modelling

#### Emission modelling

The emission modelling for this study is essentially a translation of the results of the traffic microsimulation described in previous sections- with an emphasis on avoiding loss of temporal variance in the results of the traffic model. The emissions model also makes use of ambient vehicle emission measurements from two campaigns carried out in 2018.

The modelled traffic conditions were passed through our emission model (which is based on COPERT but tuned with the measured vehicle emission data) using discrete values for each hour so that detailed temporal patterns could be captured, and therefore reflected in the annual mean pollutant values reported. This represents a significant enhancement over the Stage 2 work which used average speeds and flows across the day.

In addition to the activity-based traffic scenarios modelled technology changes implied by the CAZ scheme (based on Class D<sup>11</sup>, with behavioural responses) have been incorporated into the model. This was done by modelling each link using independent flow, speed and fleet composition for each of the 24 hours in a typical day. The detailed temporal allocation of emissions also enabled the modelling of the HGV scheme impacts specific to the time of the day affected.

An example of the temporal allocation of emissions is provided in **Table 4-4** where the effect of both the tidal traffic pattern and the uphill/downhill effect can be observed in the emission curves.

**Table 4-4 - Daily NOx emission profile through street canyon (note higher values uphill)**



The emission modelling approach was written into a series of python programs to enable the modeller to vary the flow, speed, fleet mix and gradient for each link, for each hour of the day. This represents a significant enhancement over simple daily average-based methods.

### Air quality modelling

The Hafodyrynys Road location presents a set of topographical factors which complicate air quality modelling at the location. These can be summarised thus:

- 1) The road transects an obvious street canyon which is asymmetrical- the north elevation is higher than the south
- 2) The street canyon lies within a valley. The wider topography of the area comprises many hills and valleys.
- 3) The street canyon has an upwards gradient running from West to East

<sup>11</sup> Class D - Buses, coaches, taxis, PHVs, HGVs LGVs and cars where all petrol vehicles should comply with at least Euro 4 and all diesel vehicles Euro 6 emission standards

In isolation each of these factors would present a challenge for dispersion models commonly used in the UK. The confluence of all of these factors has led us to select the GRAL modelling suite which is well suited to deal with these additional challenges.

The air quality modelling for the Woodside Terrace corridor was undertaken in the GRAL dispersion model, supported by meteorological modelling undertaken in the GRAMM processor. Much of the detail around this method remains unchanged from the Stage Two report so is not reproduced here (a full methodological report is provided in the Impact Assessment Report).

The GRAL/GRAMM modelling system (hereafter called 'GRAL') was developed by the Graz University of Technology, Institute for Internal Combustion Engines. GRAL is a sophisticated, non-steady state air quality model which has been used extensively in Europe.

For the purposes of this study we have followed the advice set out in the guidance note by the developers of GRAL which is circulated with the model code.

The air quality modelling was carried out using wind and cloud data from the Cardiff Airport station in 2017, which was used to provide boundary conditions to the regional domain represented in the GRAMM met model. Subsequently GRAMM provides the meteorological boundary conditions to the GRAL dispersion model. The GRAMM domain covers an area of around 9km x 9km centred on the GRAL domain.

Each hour was modelled individually by averaging the meteorology across the year for the hour- e.g. all 1am hours are grouped and modelled as an average, all 2am hours are grouped and so on. This means that the temporally detailed emissions can be presented to the appropriate meteorology in each hour.

The GRAL domain covering the Woodside Terrace corridor is comprised of 378 x 177 x 12 cells in the x, y and z axes, set to a horizontal resolution of 1m (Figure 4-1).

Two further grids were also modelled (mainly to support the economic and health impact appraisals) using the Ricardo RapidAIR model. The RapidAIR domain shown below was also prepared at 1m resolution and a further larger domain was modelled for the distributional analysis at 3m resolution (see Table 4-2). RapidAIR is Ricardo Energy & Environment's propriety modelling system developed for urban air pollution assessments. The model is based on convolution of an emissions grid with dispersion kernels derived from the USEPA AERMOD<sup>12</sup> model. The physical model parameterisation (release height, initial plume depth) closely follow guidance provided by the USEPA in their statutory road transport dispersion modelling guidance<sup>13</sup>. AERMOD provides the algorithms which govern the dispersion of the emissions and is an internationally accepted model for traffic studies. Further

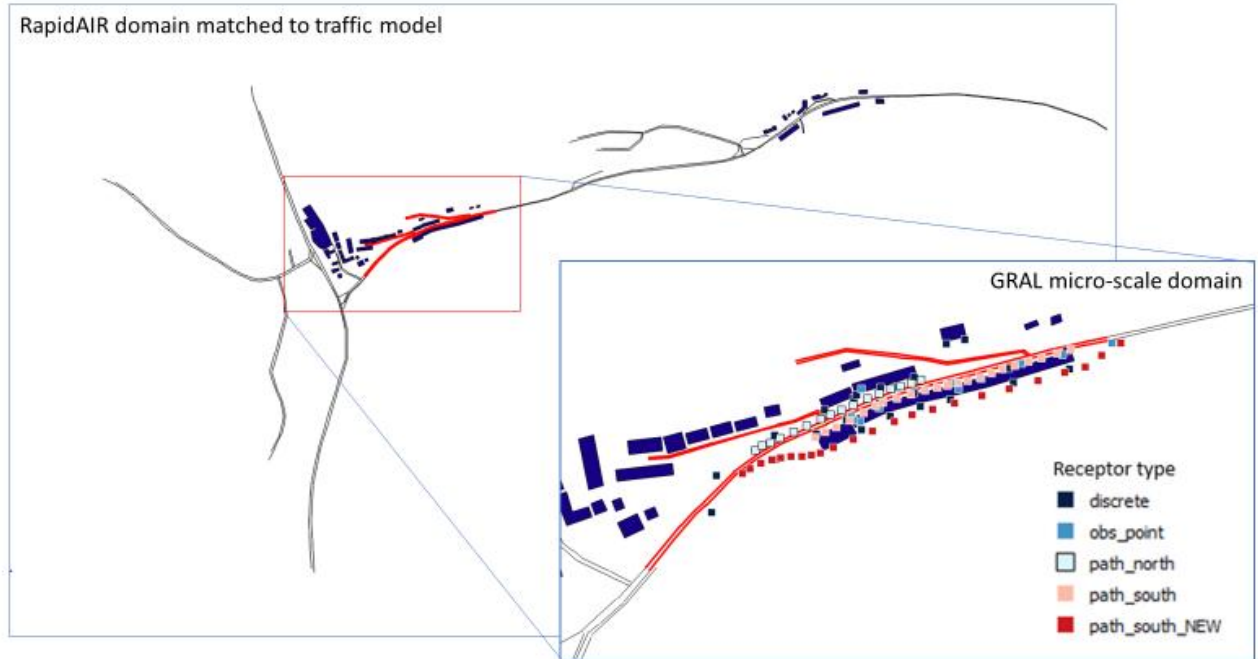
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<sup>12</sup> [https://www3.epa.gov/ttn/scram/dispersion\\_prefrec.htm#aermod](https://www3.epa.gov/ttn/scram/dispersion_prefrec.htm#aermod)

<sup>13</sup> <https://www.epa.gov/state-and-local-transportation/project-level-conformity-and-hot-spot-analyses>

details about the RapidAir model, including results of a validation study in London, has been published in a peer-reviewed academic journal<sup>14</sup>.

**Figure 4-1 Air quality simulation domain**



<sup>14</sup> Masey, Nicola, Scott Hamilton, and Iain J. Beverland. "Development and evaluation of the RapidAir® dispersion model, including the use of geospatial surrogates to represent street canyon effects." *Environmental Modelling & Software* 108 (2018): 253-263.



**Figure 4-2 Regional simulation domain**



Non-road background concentrations of NO<sub>x</sub> for 2017 were obtained from the Defra UK-Air website. The component from road traffic was removed to avoid double counting. The background air pollution climate in Hafodyrynys is quite low, with an average value at the model domain of around 9 µg/m<sup>3</sup>. The low background value further reinforces the very dominant effect of local traffic on the NO<sub>2</sub> climate in the area.

The GRAL results require conversion with an empirically derived equation. A formula is provided by the model developers, but it is based on conditions in Europe, so a conversion function specific to the study was derived. The default values for f-NO<sub>2</sub> in the NO<sub>x</sub> to NO<sub>2</sub> calculator were used (0.28 in 2017 for 'All UK Traffic').

The background value was input into the Defra NO<sub>x</sub> to NO<sub>2</sub> calculator along with the diffusion tube results provided by CCBC to obtain a conversion curve to be applied to the modelled NO<sub>x</sub> concentrations. A 3<sup>rd</sup> order polynomial expression was obtained which explains 99.999% of the variance in the relationship between total NO<sub>x</sub> and total NO<sub>2</sub>. The expression is provided in Equation 1 below.

**Equation 1**

$$NO_2 = 0.00000089x^3 - 0.00079666x^2 + 0.52084404x + 3.7371263$$

where x = total annual mean NO<sub>x</sub> (sum of traffic NO<sub>x</sub> and background)

### 4.3 AIR QUALITY APPRAISAL

The options appraised for their air quality effects are as follows:

**Table 4-5 – Option Description**

Reference	Measure Description
1	Change Signal Timings at Crumlin Junction
2	Signalise the A472/B4471 Swffryd Junction
3	Demolish Dwellings at Woodside Terrace and realignment of the southern footpath
4	Peak Period HGV Bans
5	Clean Air Zone / Low Emission Zone
6	Traffic Management Option (Changing Signal Timings at Crumlin Junction & Signalise the A472/B4471 Swffryd Junction)
7	Do Maximum Option (Changing Signal Timings at Crumlin Junction & Signalise the A472/B4471 Swffryd Junction & Clean Air Zone / Low Emission Zone)

The section 4.3.1 Scenario Results below presents plots and numerical values for the following scenarios:

- 1) Baseline 2017
- 2) Do-minimum 2021
- 3) Scenario 3 - Do-minimum 2021 emissions with demolition and south path realignment
- 4) Scenario 4 - 2021- HGV ban in peak period
- 5) Scenario 5 - 2021 Class D<sup>15</sup> CAZ with Behavioural Response

The three scenarios in the list above yielded material changes in concentrations whereas scenarios 1, 2 and 6 in **Table 4-5** had no effect on concentrations. Scenario 7 yielded the same results as scenario 5.

In addition to modelling NO<sub>2</sub>, results for PM<sub>2.5</sub> are presented as required by the Health Impact Assessment.

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<sup>15</sup> Class D - Buses, coaches, taxis, PHVs, HGVs LGVs and cars where all petrol vehicles should comply with at least Euro 4 and all diesel vehicles Euro 6 emission standards

Agreement between the modelled values and the observed values was very good. The relationship between observed road NO<sub>x</sub> and modelled values was best explained by a 2<sup>nd</sup> order polynomial, which was subsequently used to adjust the road NO<sub>x</sub> component. After applying the polynomial, the relationship is linear and there is a good match between observed vs modelled values. Following that the NO<sub>2</sub> expression above to convert total NO<sub>x</sub> to annual mean NO<sub>2</sub> was applied, before calculating the RMSE- which in this case is 3.9 µg/m<sup>3</sup>. The modelled concentrations explain 84.4 % of the variance in the measured NO<sub>2</sub> values.

**Table 4-6 – Model Validation Data for Annual Mean NO<sub>2</sub>**

Site	Site description	Measured NO <sub>2</sub> (µg/m <sup>3</sup> )	Modelled NO <sub>2</sub> (µg/m <sup>3</sup> )
CCBC48	1 Woodside Shops, Hafodyrynys	42.8	47.2
CCBC50	Past Woodside Terrace, Hafodyrynys	51.5	57.1
CCBC60	3 New Houses, Hafodyrynys	36.5	37.7
CCBC79	20 Woodside Terrace, Hafodyrynys	61.2	64.0
CCBC83	10 Woodside Terrace, Hafodyrynys	58.9	59.4
CCBC84	La Loma, Hafodyrynys	41.4	34.9
CCBC86	Telegraph pole outside 16 Woodside Tce	66.9	70.0
CCBC87	16 Woodside Tce, Hafodyrynys	66.5	70.0
CCBC88	13 Woodside Tce, Hafodyrynys	53.6	58.8
CCBC89	Hafodyrynys AQE 1	70.3	65.8
CCBC90	Hafodyrynys AQE 2	69.5	65.8
CCBC91	Hafodyrynys AQE 3	72.5	65.8
CCBC93	3 Woodside Tce, Hafodyrynys	58.0	63.4
CCBC94	Bus stop outside 1 Woodside Tce	59.4	60.6
CCBC95	1 Woodside Tce, Hafodyrynys	42.9	41.2
Auto site	Automatic analyser site	70.0	64.0
Root mean square error = 3.9 µg/m <sup>3</sup>			

#### 4.3.1 TIMESCALES FOR MEASURE IMPLEMENTATION AND COMPLIANCE ASSESSMENT

In determining the measure(s) that could bring forward compliance in the shortest possible time a detailed assessment has been undertaken on the timescale for the full implementation of each measure.

**Scenario 1: Change signal timings at Crumlin Junction;** This measure is not difficult to implement and requires a traffic engineer to alter the existing traffic light sequence. However, as this will result in longer traffic queues on the A467, a safety assessment is required of whether further warnings signs of extended queues on the A467 would be necessary. Additionally, the Kendon Road junction requires a safety assessment. However, given that there are no tangible air quality benefits, this will not be taken forward for implementation.

**Scenario 2: Signalise the A472/B4471 Swffryd Junction:** This scenario requires a detailed engineering option design as it includes the introduction of new traffic control signals and associated road infrastructure. Planning permission is required, including public consultation which can then be followed by a construction period. However, as this measure has no tangible air quality benefits, this will not be taken forward for implementation.

**Scenario 3: Demolition of dwellings at Woodside Terrace and realignment of the footpath:** As part of the WelTAG studies, engagement with the local residents has been on-going (**Appendix B – Public Consultation Report**). Following the findings of this study and topographical surveys along with property valuations have been carried out. However, before this measure can be implemented further detailed engineering designs are required, a geotechnical survey needs to be undertaken, a consensus with the residents needs to be reached, planning permission is required, residents need to be relocated, demolition of the dwellings and construction of the new re-located footpath can then be completed. The earliest date for full completion is expected to be December 2021 (within 2.5 years).

**Scenario 4: Peak Period HGV bans:** Further engagement with the business community operating HGVs is necessary to consult on this option to determine behavioural responses. Within the analysis to date assumptions have been used to determine how many of the HGV trips would be reallocated to an inter or off-peak period and how many would use an alternative route. Appropriate notice of the scheme launch is needed to provide drivers with a reasonable period to adjust their business journeys (6 months). Should this option be deemed effective the earliest implementation date which includes consultation, erection of signage and enforcement cameras, and appropriate notice is December 2021.

**Scenario 5: Clean Air Zone:** Before such a measure can be introduced, further assessment is needed to explore potential impacts of displacement. This study sought to utilise the South-East Wales Transport Model to identify the likely rerouting impacts. Due to limitations of the model this has not been possible at this stage. Further assessment work would be required, including the development of a bespoke strategic model, to understand the impacts of rerouting and mitigate these routes accordingly. This would ensure no adverse impacts on safety and/or other areas of poor air quality. A local stated preference survey to find out how vehicle owners would behave by either paying the charge, avoiding the zone by using alternative routes or using a different form of transport e.g. public transport or cancelling their trip would be required. This information will inform the choice of supporting mitigation measures and check the expected reduction in NO<sub>2</sub> is commensurate with that used in the current analysis based on the generic behaviour assumptions (see section 4.5.3). This will also inform the right balance for the charging fees to ensure they are effective but not punitive (1.5 years). The

region of impact of a CAZ is likely to be extensive affecting a significant number of drivers. Time is required for the design and communication of mitigation measures such as access to retrofit abatement, installation of further EV charging infrastructure and technical approval, consultation and installation of an enforcement system (1.5 years). Following this, to allow sufficient notice of the arrangements for the introduction of a CAZ a reasonable period of time between the scheme launch and implementation is needed to allow road users to adjust (6 months). With these combined timescales the earliest date that this measure could become operational is December 2022 (3.5 years' time) providing that no major upgrading infrastructure work is required along alternative routes. Further details of the tasks to be complete prior to the launch of a CAZ are presented in the Impact Assessment Report).

The earliest implementation dates are provided in **Table 4-7**. It should be noted that the Peak Period HGV Bans at WelTAG Stage Two was categorised as a medium-term measure. However, due to the limitations of the South-East Wales Transport Model (SEWTM), it was unable to assess the redistribution of HGVs on the wider highway network. This has resulted in additional time and resources being necessary for implementation, due to a further assessment being required to assess and understand the redistribution of HGVs. This will enable mitigation strategies for alternate routes to be developed accordingly.

**Table 4-7 - Expected earliest implementation timescales**

<b>Measure</b>	<b>Earliest Implementation Timescale</b>
Change Signal Timings at Crumlin Junction	<b>December 2019</b>
Signalise the A472/B4471 Swffryd Junction	<b>December 2021</b>
Demolish Dwellings at Woodside Terrace and realignment of the southern footpath	<b>December 2021</b>
Peak Period HGV Bans	<b>December 2021</b>
Clean Air Zone / Low Emission Zone	<b>December 2022</b>
Traffic Management Option (Changing Signal Timings at Crumlin Junction & Signalise the A472/B4471 Swffryd Junction	<b>December 2021</b>
Do Maximum Option (Changing Signal Timings at Crumlin Junction & Signalise the A472/B4471 Swffryd Junction & Clean Air Zone / Low Emission Zone)	<b>December 2022</b>

## 4.4 AIR QUALITY MODELLING - SCENARIO RESULTS

The following section presents the results of each scenario that has been modelled.

#### 4.4.1 DO MINIMUM - AIR QUALITY MODELLING RESULTS

##### 4.4.1.1 Baseline 2017

Figure 4-3 shows the modelled NO<sub>2</sub> climate along Hafodyrynys Road in 2017. As we can see there are areas of significant exceedance of the NO<sub>2</sub> annual mean limit value along the road (the yellow line is the exceedance boundary). **The baseline in 2017 does not comply with the annual mean NO<sub>2</sub> limit value.**

Figure 4-3 Modelled concentrations of annual mean NO<sub>2</sub> for 2017 baseline

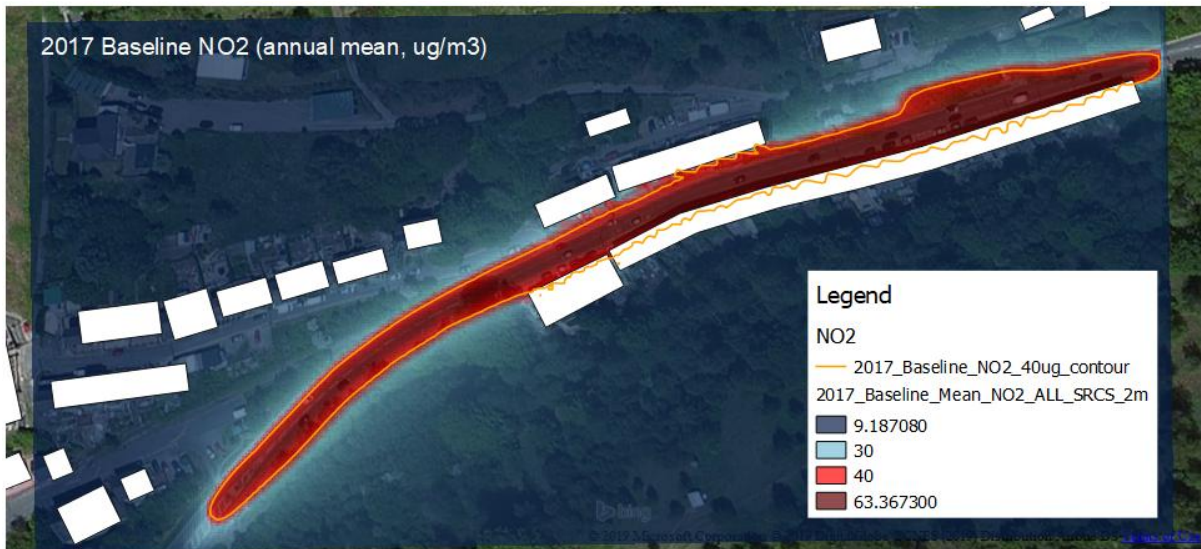
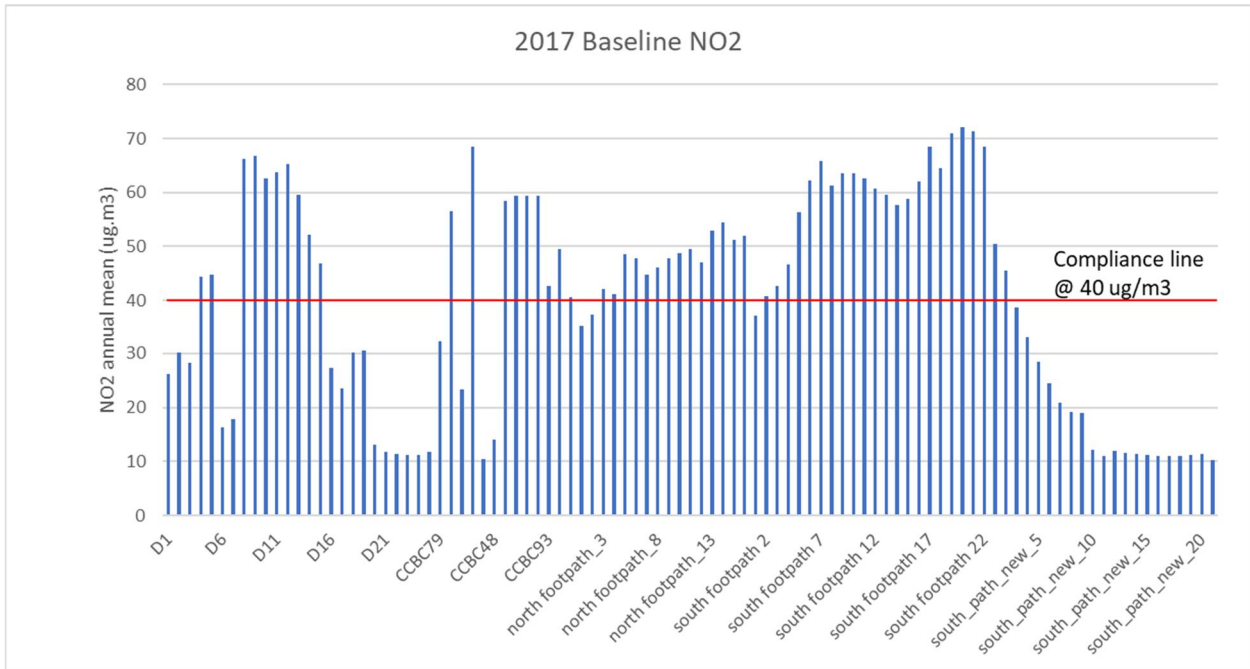


Figure 4-4 NO<sub>2</sub> exceedance / compliance plot for 2017 baseline (green dots ≤ 40 µg/m<sup>3</sup>, red dots > 40 µg/m<sup>3</sup>)



**Figure 4-5 NO<sub>2</sub> at receptor locations for 2017 baseline**



**4.4.1.2 Baseline 2021**

**Figure 4-6** shows the modelled NO<sub>2</sub> climate along Hafodyrynys Road in 2021. As we can see there are areas of significant exceedance of the NO<sub>2</sub> annual mean limit value along the road (the yellow line is the exceedance boundary). **The baseline in 2021 does not comply with the annual mean NO<sub>2</sub> limit value.**

***Note** - Any reference to compliance or non-compliance in 2021 is based on the results of the 2021 forecast modelling. For many of the options this is before the year of implementation. Where this is the case, the year of compliance should be taken as the year of implementation.*

**Figure 4-6 Modelled concentrations of annual mean NO<sub>2</sub> for 2021 do minimum**



Figure 4-7 shows there is large NO<sub>2</sub> exceedance on the southern, northern and western footpath at Woodside Terrace in 2021 identified by the red dots

Figure 4-7 NO<sub>2</sub> exceedance / compliance plot for 2021 baseline (green dots <= 40 µg/m<sup>3</sup>, red dots > 40 µg/m<sup>3</sup>)

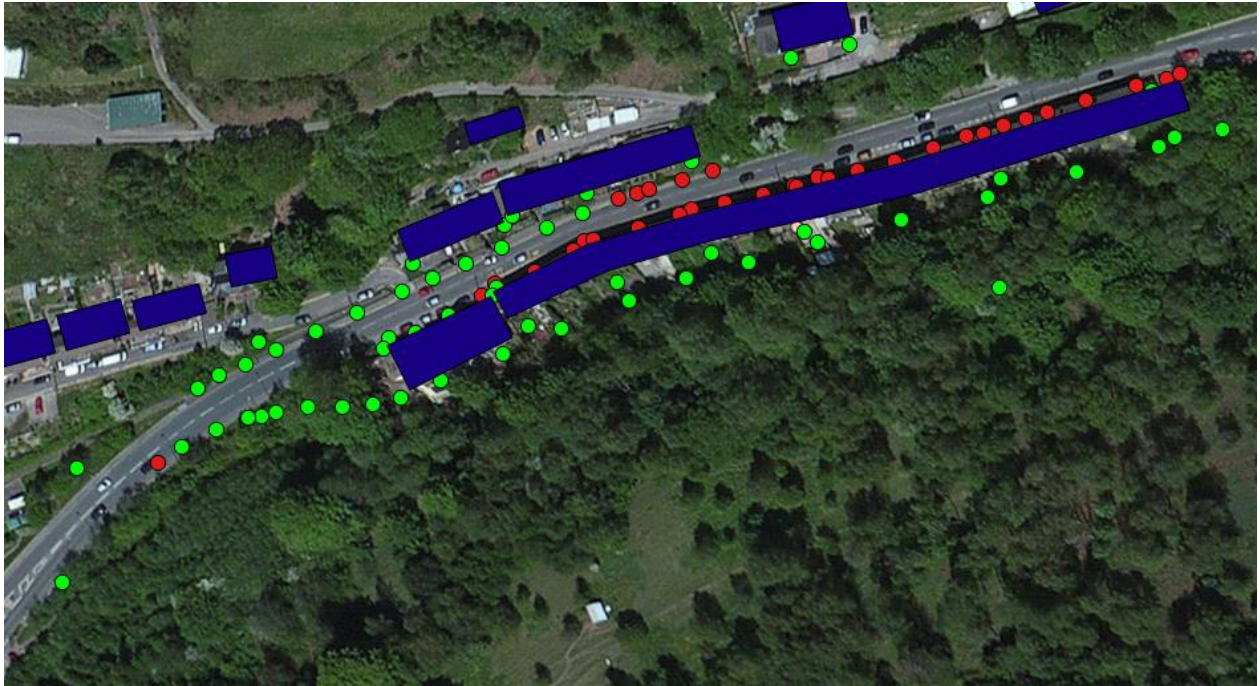
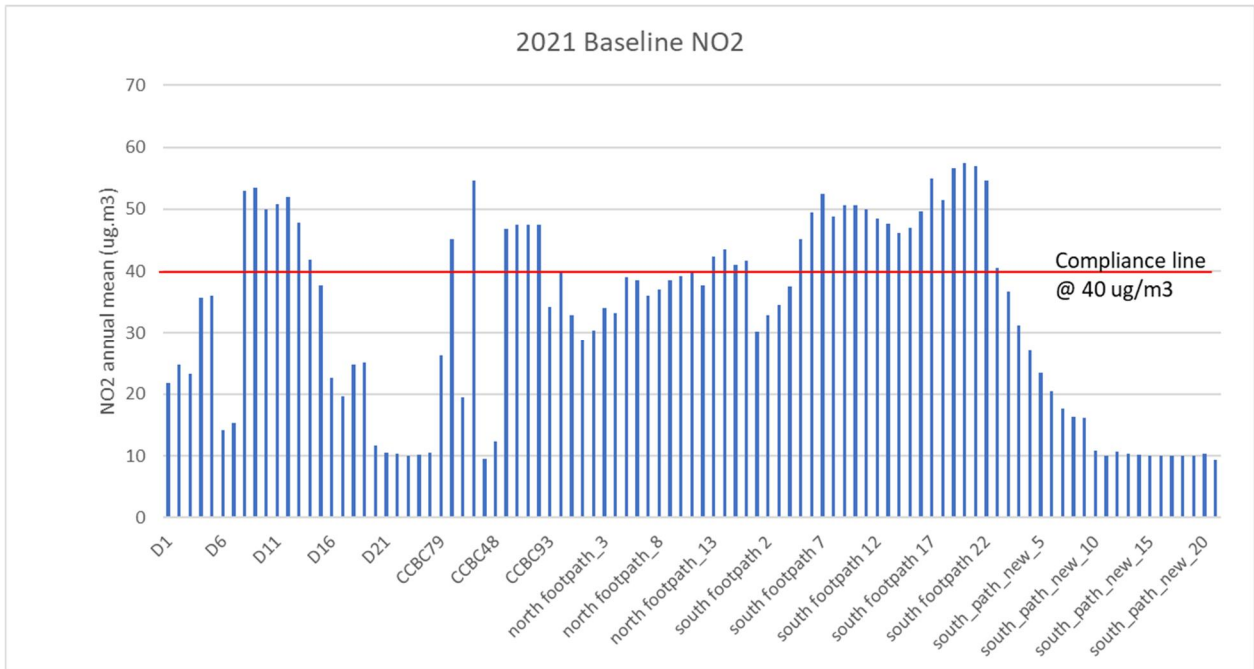


Figure 4-8 NO<sub>2</sub> at receptor locations for 2021 baseline





#### 4.4.2 DO MINIMUM - AIR QUALITY MODELLING SUMMARY

Extrapolation between modelling years has demonstrated that with no intervention (the Do Minimum scenario), compliance will be achieved in 2025. The predicted NO<sub>2</sub> concentrations by year and the anticipated compliance date are shown in **Table 4-8**.

**Table 4-8 - Predicted concentrations and compliance year of the Do Minimum Scenario**

Measure	Impact µg m <sup>-3</sup>	NO <sub>2</sub> predicted concentration (µg m <sup>-3</sup> )									
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Do Minimum		72	68	65	61	57	53	49	45	40	36

Note: *Red Box* Non-compliant, *Green Box* compliance achieved, *Grey Box* before implementation timeframe

#### 4.4.3 SCENARIO 1 (CHANGE SIGNAL TIMINGS AT CRUMLIN JUNCTION) - AIR QUALITY MODELLING RESULTS

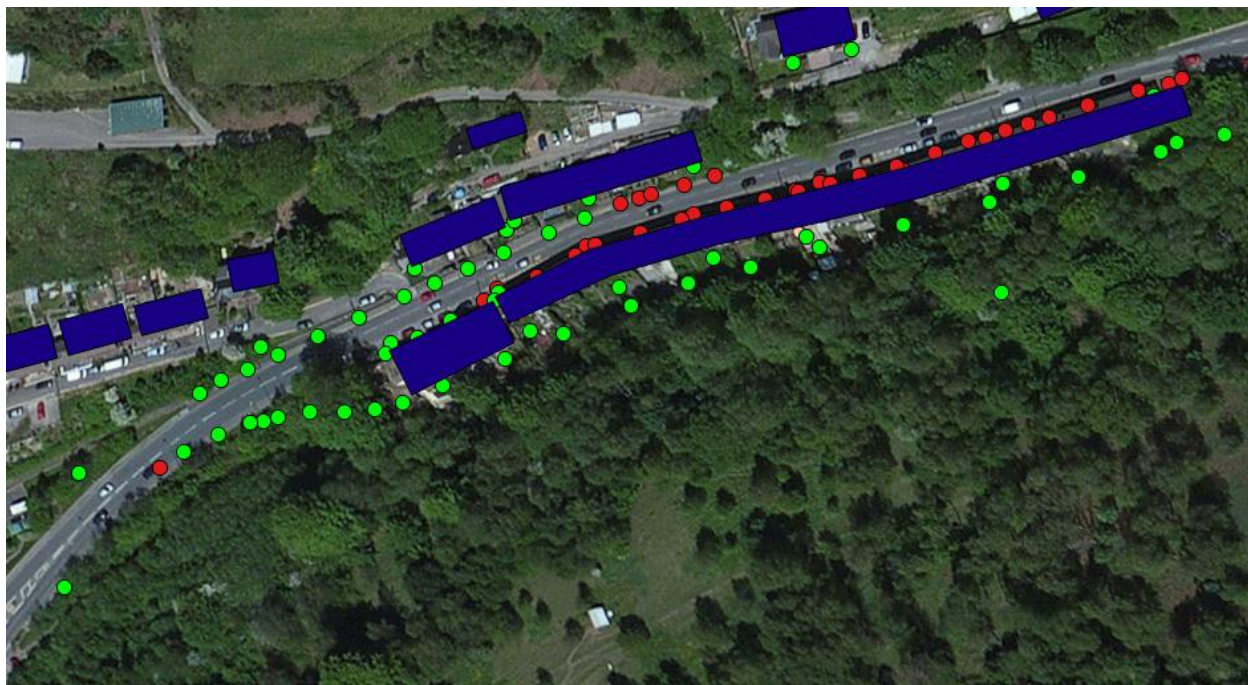
This option involves reconfiguration of signal timings at the Crumlin junction. **The signal retiming option in 2021 does not comply with the annual mean NO<sub>2</sub> limit value at relevant locations.**

**Figure 4-9 - Modelled concentrations of annual mean NO<sub>2</sub> for 2021 Scenario 1**



Figure 4-10 shows there is large NO<sub>2</sub> exceedance on the southern, northern and western footpath at Woodside Terrace in 2021 identified by the red dots.

Figure 4-10 - NO<sub>2</sub> exceedance / compliance plot for 2021 S1 (green dots ≤ 40 µg/m<sup>3</sup>, red dots > 40 µg/m<sup>3</sup>)



#### 4.4.4 SCENARIO 1 (CHANGE SIGNAL TIMINGS AT CRUMLIN JUNCTION) - AIR QUALITY MODELLING SUMMARY

Extrapolation between modelling years has demonstrated that with retiming of the Crumlin Junction A467/A472 traffic signals (Scenario 1), compliance will be achieved in 2025. The predicted NO<sub>2</sub> concentrations by year and the anticipated compliance date are shown in **Table 4-9**. Furthermore, **Table 4-9** shows that Scenario 1 does not reduce concentrations of NO<sub>2</sub> in the year of implementation, and does not bring forward compliance from 2025.

Table 4-9 - Predicted concentrations and compliance year of Scenario 1

Measure	Impact µg m <sup>-3</sup>	NO <sub>2</sub> predicted concentration (µg m <sup>-3</sup> )									
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Do Minimum		72	68	65	61	57	53	49	45	40	36
S1 Change Signal Timings at Crumlin Junction	0				61	57	53	49	45	40	36

Note: **Red Box** Non-compliant, **Green Box** compliance achieved, **Grey Box** before implementation timeframe

#### 4.4.5 SCENARIO 2 (SIGNALISE THE A472/B4471 SWFFRYD JUNCTION) - AIR QUALITY MODELLING RESULTS

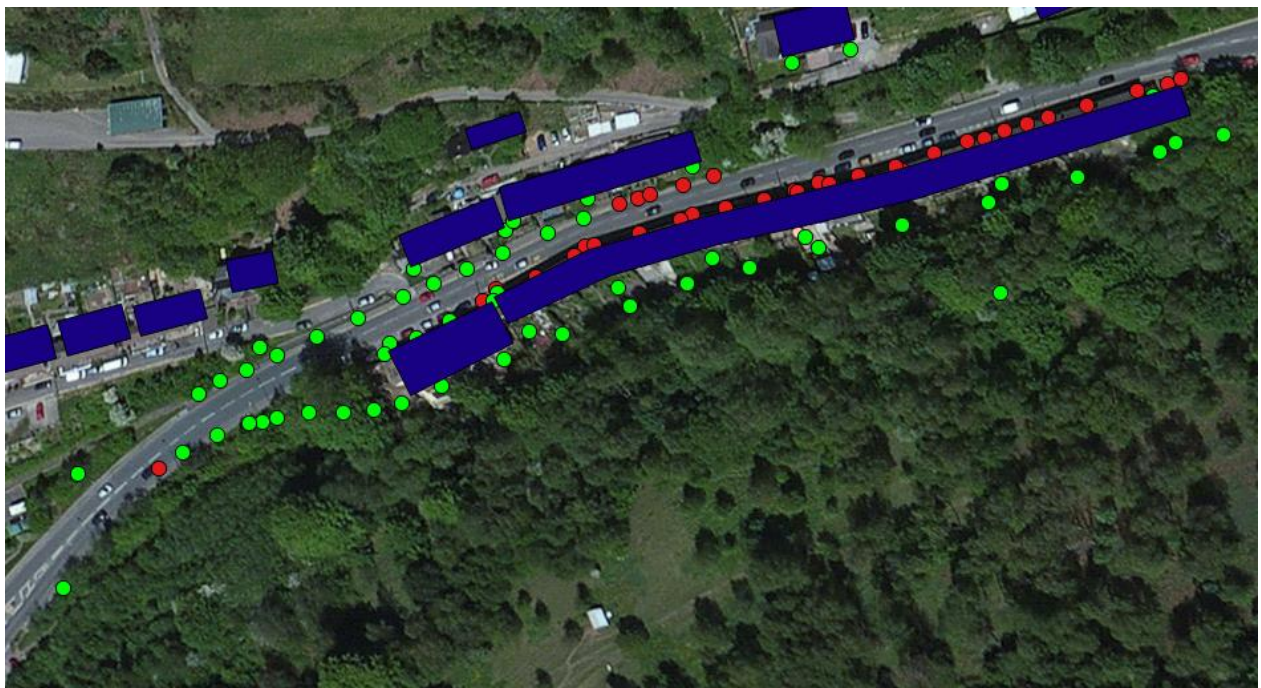
This option involves the signalisation of the A472/B4471 Swffryd junction. **The signalisation option in 2021 does not comply with the annual mean NO<sub>2</sub> limit value at relevant locations.**

Figure 4-11 - Modelled concentrations of annual mean NO<sub>2</sub> for 2021 Scenario 2



Figure 4-12 shows there is large NO<sub>2</sub> exceedance on the southern, northern and western footpath at Woodside Terrace in 2021 identified by the red dots.

Figure 4-12 - NO<sub>2</sub> exceedance / compliance plot for 2021 S2 (green dots  $\leq 40 \mu\text{g}/\text{m}^3$ , red dots  $> 40 \mu\text{g}/\text{m}^3$ )



#### 4.4.6 SCENARIO 2 (SIGNALISE THE A472/B4471 SWFFRYD JUNCTION) - AIR QUALITY MODELLING SUMMARY

Extrapolation between modelling years has demonstrated that with signalisation of the A472 Swffryd junction (Scenario 2), compliance will be achieved in 2025. The predicted NO<sub>2</sub> concentrations by year and the anticipated compliance date are shown in **Table 4-10**. Furthermore, the table shows that Scenario 2 does not reduce concentrations of NO<sub>2</sub> in the year of implementation, and does not bring forward compliance from 2025.

**Table 4-10 - Predicted concentrations and compliance year of Scenario 2**

Measure	Impact µg m <sup>-3</sup>	NO <sub>2</sub> predicted concentration (µg m <sup>-3</sup> )									
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Do Minimum		72	68	65	61	57	53	49	45	40	36
S2 Signalise the A472/B4471 Swffryd Junction	0						53	49	45	40	36

Note: **Red Box** Non-compliant, **Green Box** compliance achieved, **Grey Box** before implementation timeframe

#### 4.4.7 SCENARIO 3 (DEMOLITION AND REALIGNMENT OF THE SOUTHERN FOOTPATH) - AIR QUALITY MODELLING RESULTS

This option involves removing the southern residential properties from the dispersion model, whilst leaving the emissions set to the 2021 Do-minimum values. The option also realigns the southern side footpath further south away from the existing road alignment. Hence the receptors representing the original south path are no longer relevant and are removed. - **The demolition option in 2021 does comply with the annual mean NO<sub>2</sub> limit value at relevant locations.**

**Figure 4-13 Modelled concentrations of annual mean NO<sub>2</sub> for 2021 Scenario 3**

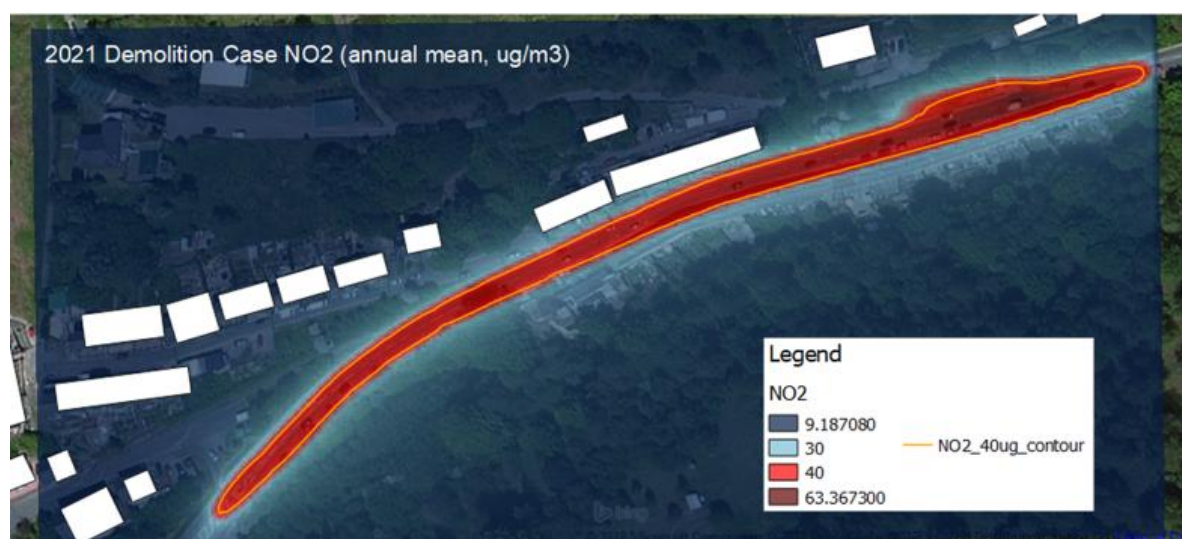


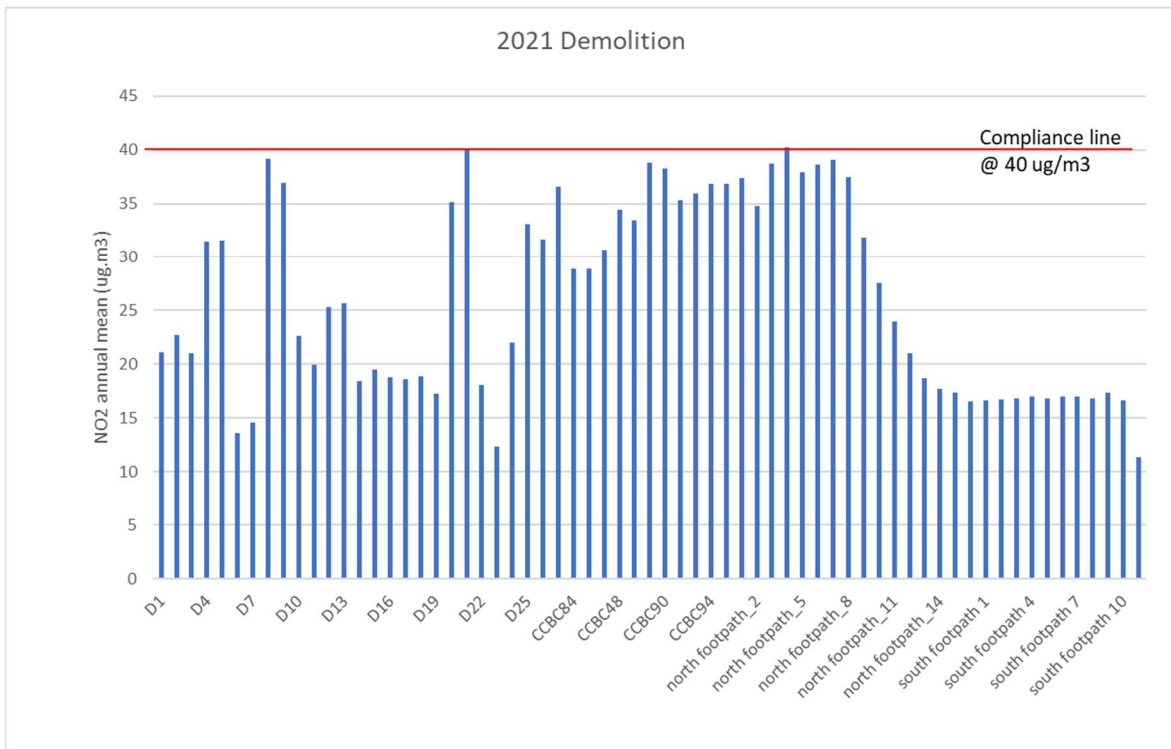
Figure 4-14 shows all receptors are compliant in 2021, with no exceedances. This is presented by the green dots in both the southern, northern and western footpaths at Woodside Terrace.

Figure 4-14 NO<sub>2</sub> exceedance / compliance plot for 2021 Scenario 3 (green dots ≤ 40 µg/m<sup>3</sup>, red dots > 40 µg/m<sup>3</sup>)



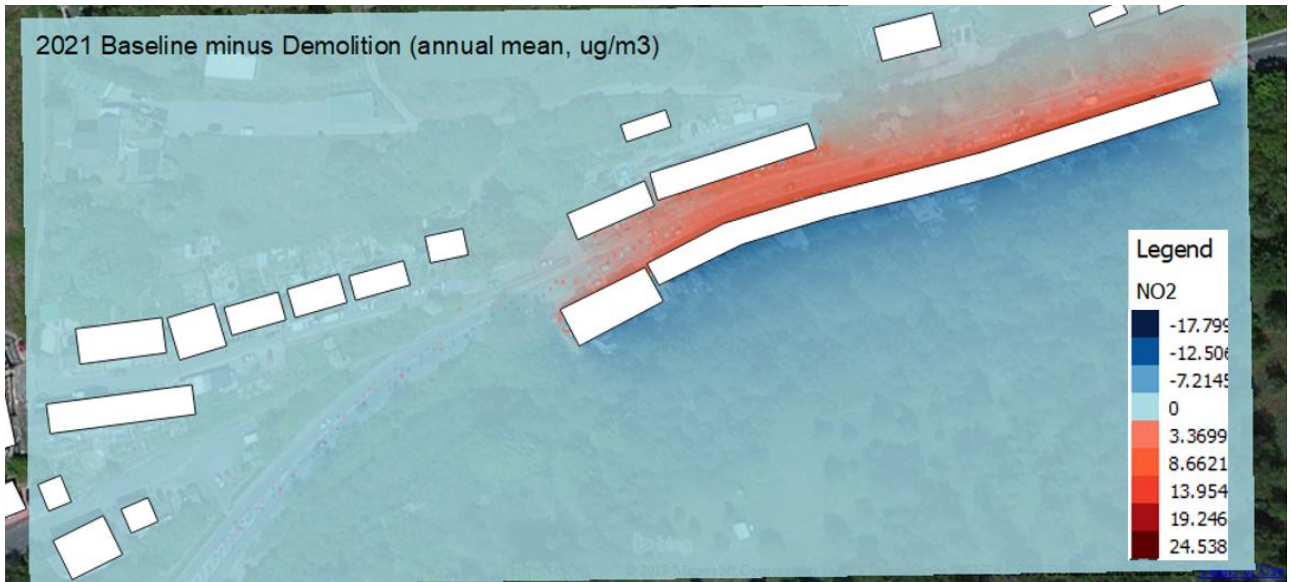
Figure 4-15 shows that all the receptors are below the compliance levels of 40-µg m<sup>-3</sup>.

Figure 4-15 NO<sub>2</sub> at receptor locations for 2021 S3



To further underpin the analysis **Figure 4-16** shows the difference between the 2021 baseline scenario and the demolition scenario. It can be clearly seen that demolition reduces concentrations in the canyon, most likely due to the reduction in recirculation of emissions.

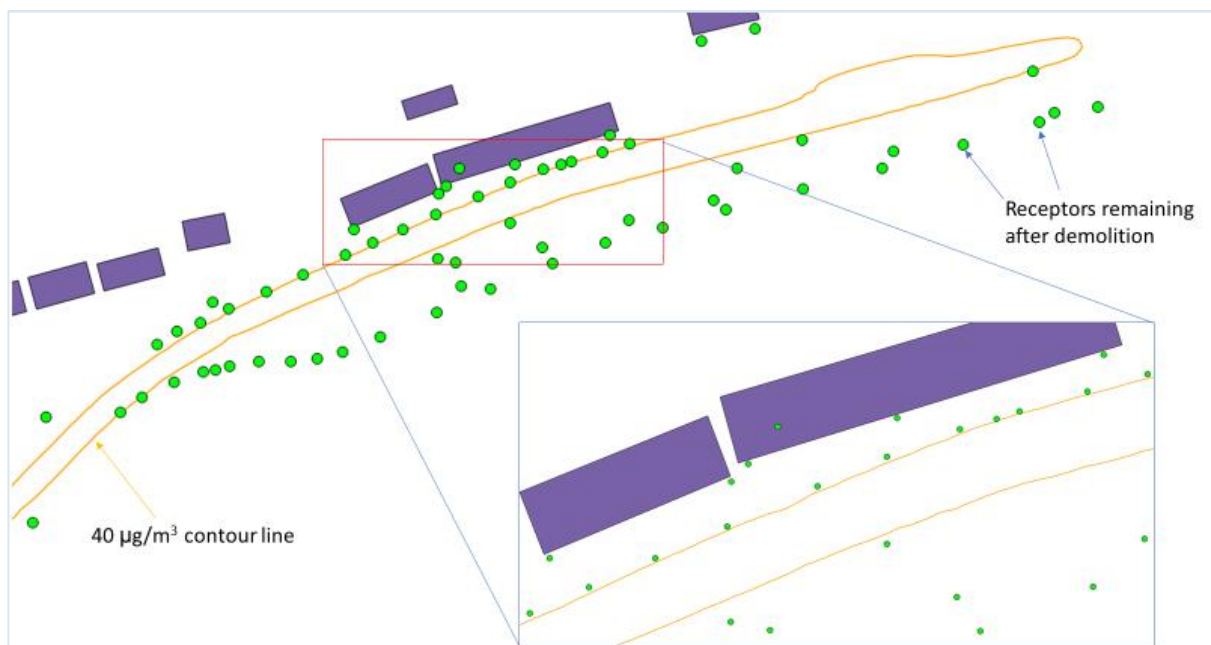
**Figure 4-16 NO<sub>2</sub> difference plot for 2021 Scenario 3 (red areas = lower NO<sub>2</sub> concentrations, blue = higher)**



Note: existing building footprints are retained deliberately to avoid artefacts in the plot

As the margin of compliance is slight, **Figure 4-17** presents the plotted 40 µg/m<sup>3</sup> contour line and shown its alignment with receptors remaining after the demolition would be completed.

**Figure 4-17 Close up of NO<sub>2</sub> exceedance line along north path receptors (Scenario 3)**



#### 4.4.8 SCENARIO 3 (DEMOLITION AND REALIGNMENT OF THE SOUTH FOOTPATH) - AIR QUALITY MODELLING SUMMARY

Extrapolation between modelling years has demonstrated that with Demolition of the properties on Woodside Terrace and realignment of the southern footpath (Scenario 3). The predicted NO<sub>2</sub> concentrations by year and the anticipated compliance date are shown in **Table 4-11**. Furthermore, **Table 4-11** shows that Scenario 3 reduces concentrations of NO<sub>2</sub> by 16- $\mu\text{g m}^{-3}$  in the year of implementation, and brings forward compliance to 2022 (from 2025).

**Table 4-11 - Predicted concentrations and compliance year of Scenario 3**

Measure	Impact $\mu\text{g m}^{-3}$	NO <sub>2</sub> predicted concentration ( $\mu\text{g m}^{-3}$ )									
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Do Minimum		72	68	65	61	57	53	49	45	40	36
S3 Demolish Dwellings at Woodside Terrace and realignment of the southern footpath	-16						37	34	31	28	25

Note: **Red Box** Non-compliant, **Green Box** compliance achieved, **Grey Box** before implementation timeframe

#### 4.4.9 SCENARIO 4 (HGV BAN IN PEAK PERIOD) - AIR QUALITY MODELLING RESULTS

The HGV peak period ban reduces concentrations of NO<sub>2</sub> along the corridor by a few  $\mu\text{g}/\text{m}^3$ . Significant exceedances still persist with the measure in place. **The HGV ban option in 2021 does not comply with the annual mean NO<sub>2</sub> limit value.**

**Figure 4-18 Modelled concentrations of annual mean NO<sub>2</sub> for 2021 Scenario 4**



Figure 4-19 shows there is large NO<sub>2</sub> exceedance on the southern, northern footpath at Woodside Terrace in 2021 identified by the red dots.

Figure 4-19 NO<sub>2</sub> exceedance / compliance plot for 2021 Scenario 4 (green dots ≤ 40 µg/m<sup>3</sup>, red dots > 40 µg/m<sup>3</sup>)

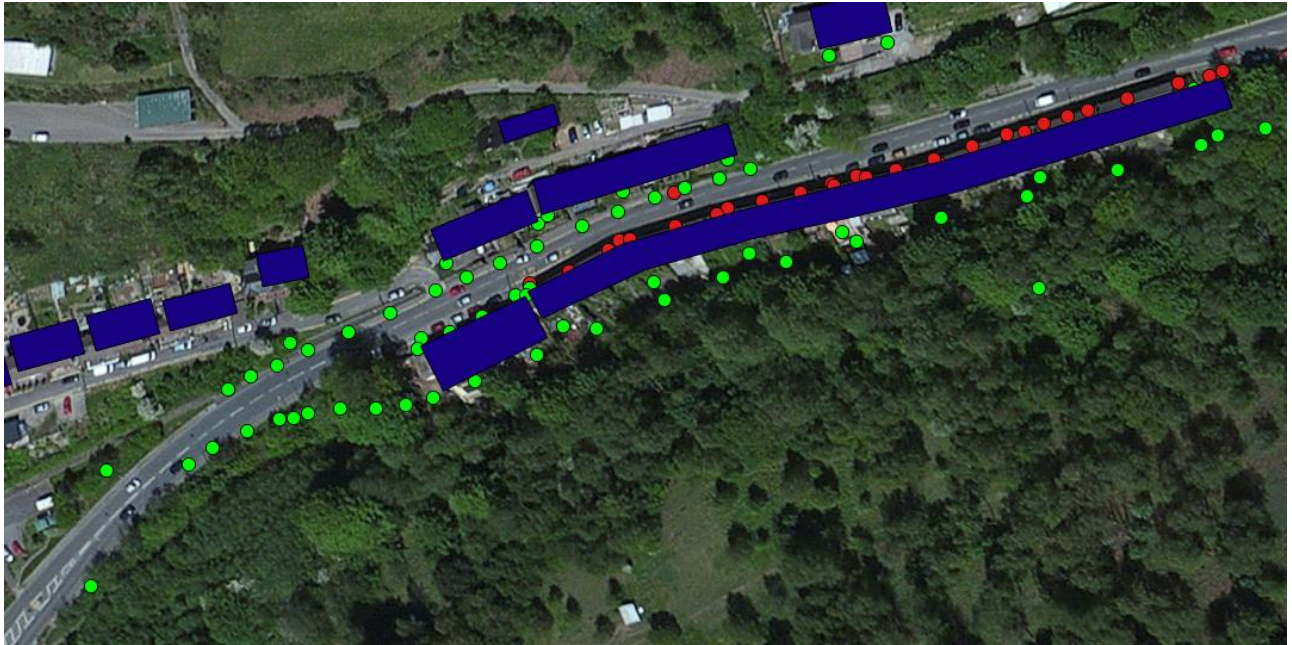
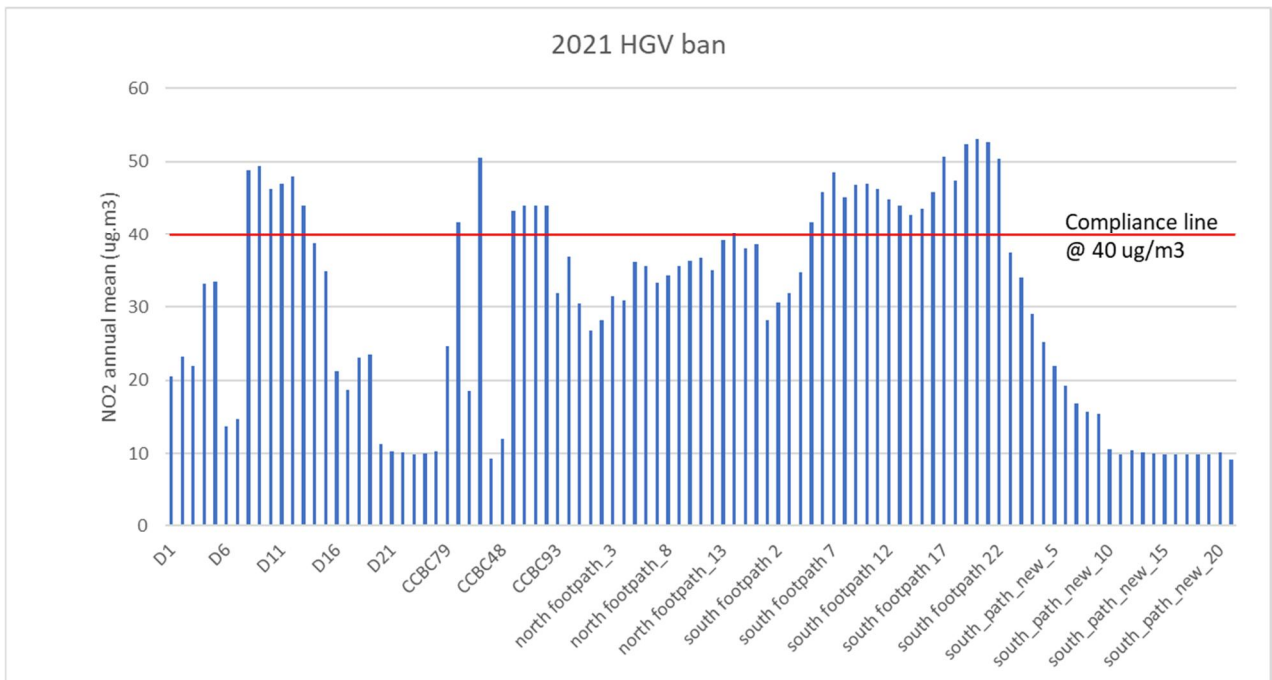


Figure 4-20 shows that a majority of the receptors are above the compliance levels of 40-µg m<sup>-3</sup>.

Figure 4-20 NO<sub>2</sub> at receptor locations for 2021 S4





#### 4.4.10 SCENARIO 4 (HGV BAN IN PEAK PERIOD) - AIR QUALITY MODELLING SUMMARY

Extrapolation between modelling years has demonstrated that with a peak period HGV ban on the A472 (Scenario 4), compliance will be achieved in 2025. The predicted NO<sub>2</sub> concentrations by year and the anticipated compliance date are shown in **Table 4-12**. Furthermore, **Table 4-12** shows that Scenario 4 reduces concentrations of NO<sub>2</sub> by 4 µg m<sup>-3</sup> in the year of implementation, though does not bring forward compliance from 2025.

**Table 4-12 - Predicted concentrations and compliance year of Scenario 4**

Measure	Impact µg m <sup>-3</sup>	NO <sub>2</sub> predicted concentration (µg m <sup>-3</sup> )									
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Do Minimum		72	68	65	61	57	53	49	45	40	36
S4 Peak Period HGV Bans	-4						49	45	41	38	34

Note: **Red Box** Non-compliant, **Green Box** compliance achieved, **Grey Box** before implementation timeframe

#### 4.4.11 SCENARIO 5 (CLASS D CLEAN AIR ZONE) - AIR QUALITY MODELLING RESULTS

The CAZ option has a large effect on NO<sub>2</sub> concentrations which reduce by 40-50% in the modelled corridor. This is primarily because of Euro 6/VI vehicles with lower emissions in the fleet. **The CAZ option in 2021 does comply with the annual mean NO<sub>2</sub> limit value**

**Figure 4-21 Modelled concentrations of annual mean NO<sub>2</sub> for 2021 Scenario 5**

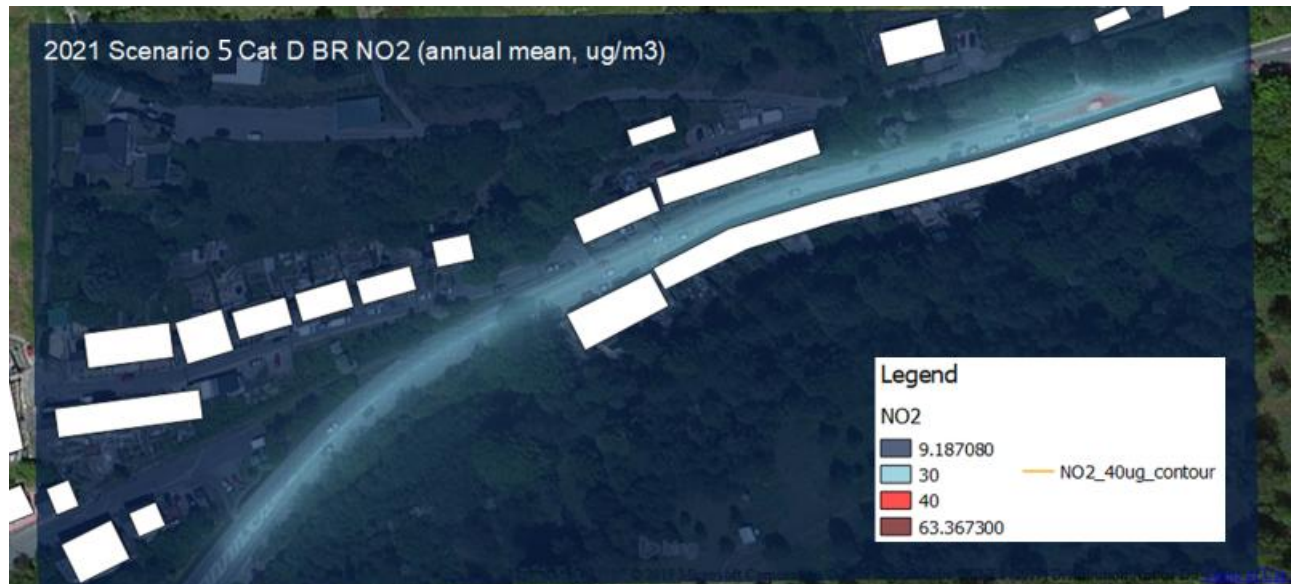


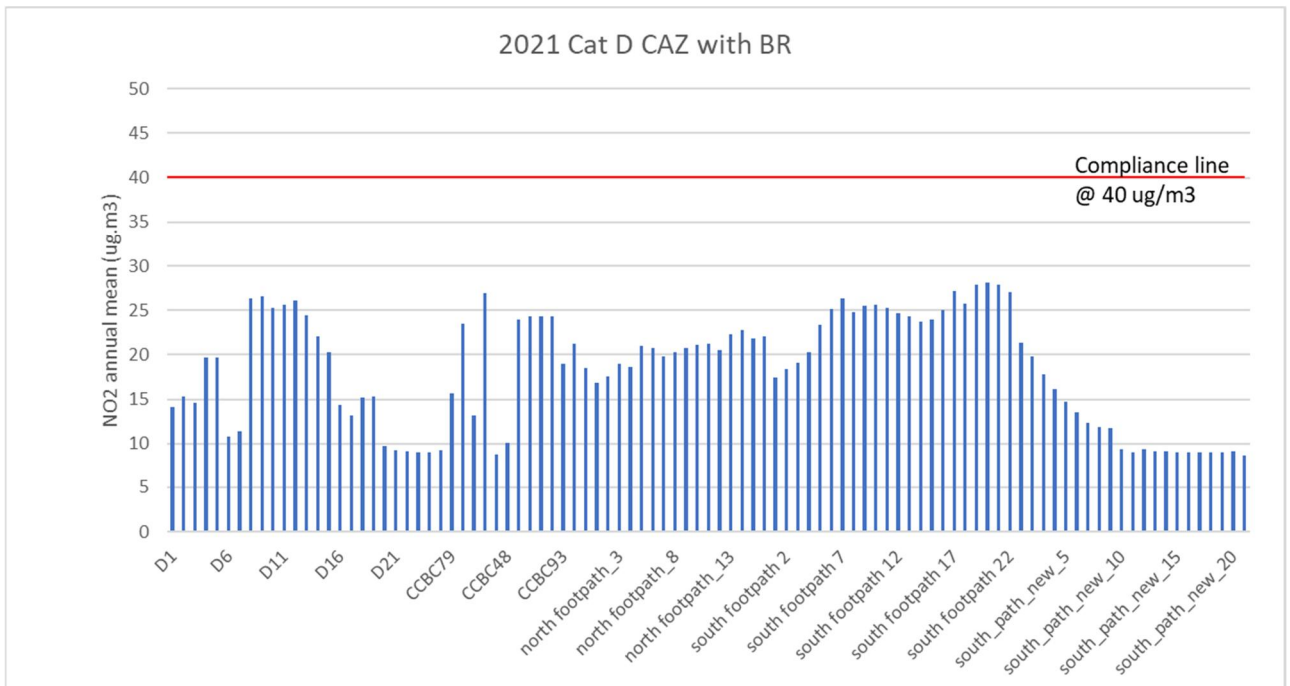
Figure 4-22 shows all receptors are compliant in 2021, with no exceedances. This is presented by the green dots in both the southern, northern and western footpaths at Woodside Terrace

Figure 4-22 NO<sub>2</sub> exceedance / compliance plot for 2021 Scenario 5 (green dots  $\leq 40 \mu\text{g}/\text{m}^3$ , red dots  $> 40 \mu\text{g}/\text{m}^3$ )



Figure 4-23 shows that all of the receptors are below the compliance levels of  $40 \mu\text{g}/\text{m}^3$ .

Figure 4-23 NO<sub>2</sub> at receptor locations for 2021 S5



#### 4.4.12 SCENARIO 5 (CLASS D CLEAN AIR ZONE) - AIR QUALITY MODELLING SUMMARY

Extrapolation between modelling years has demonstrated that with a Class D Clean Air Zone (Scenario 5), compliance will be achieved in 2023, the year of implementation. The predicted NO<sub>2</sub> concentrations by year and the anticipated compliance date are shown in **Table 4-13**. Furthermore, **Table 4-13** shows that Scenario 5 reduces concentrations of NO<sub>2</sub> by 22- $\mu\text{g m}^{-3}$  in the year of implementation, and brings forward compliance to 2023 (from 2025).

**Table 4-13 - Predicted concentrations and compliance year of Scenario 5**

Measure	Impact $\mu\text{g m}^{-3}$	NO <sub>2</sub> predicted concentration ( $\mu\text{g m}^{-3}$ )									
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Do Minimum		72	68	65	61	57	53	49	45	40	36
S5 Clean Air Zone	-22							27	26	25	24

Note: **Red Box** Non-compliant, **Green Box** compliance achieved, **Grey Box** before implementation timeframe

#### 4.4.13 SCENARIO 6 (TRAFFIC MANAGEMENT PACKAGE) - AIR QUALITY MODELLING RESULTS

This is a combined scenario which has the cumulative impacts of Scenario 1 and 2. **Scenario 6 in 2021 does not comply with the annual mean NO<sub>2</sub> limit value.**

**Figure 4-24 - Modelled concentrations of annual mean NO<sub>2</sub> for 2021 Scenario 6**



Figure 4-25 shows all receptors are compliant in 2021, with exceedances in both the southern, northern and western footpaths at Woodside Terrace presented by the red dots.

Figure 4-25 - NO<sub>2</sub> exceedance / compliance plot for 2021 Scenario 6 (green dots ≤ 40 µg/m<sup>3</sup>, red dots > 40 µg/m<sup>3</sup>)

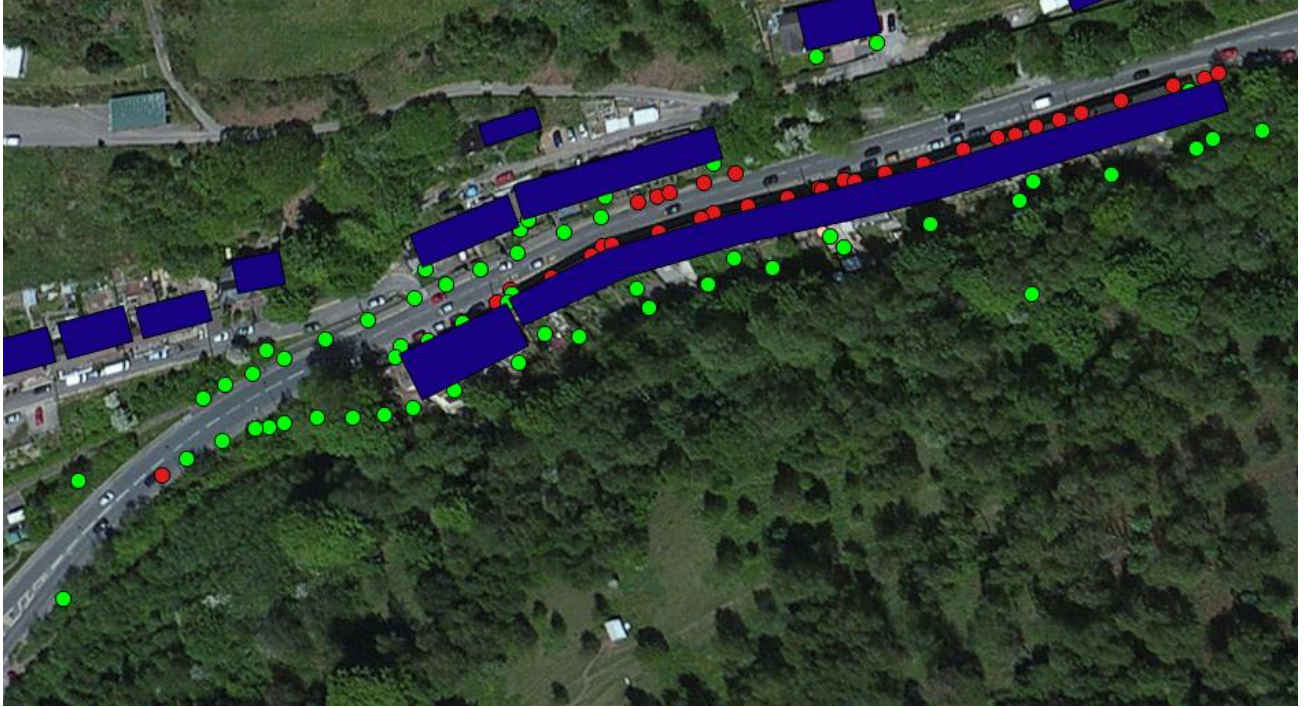
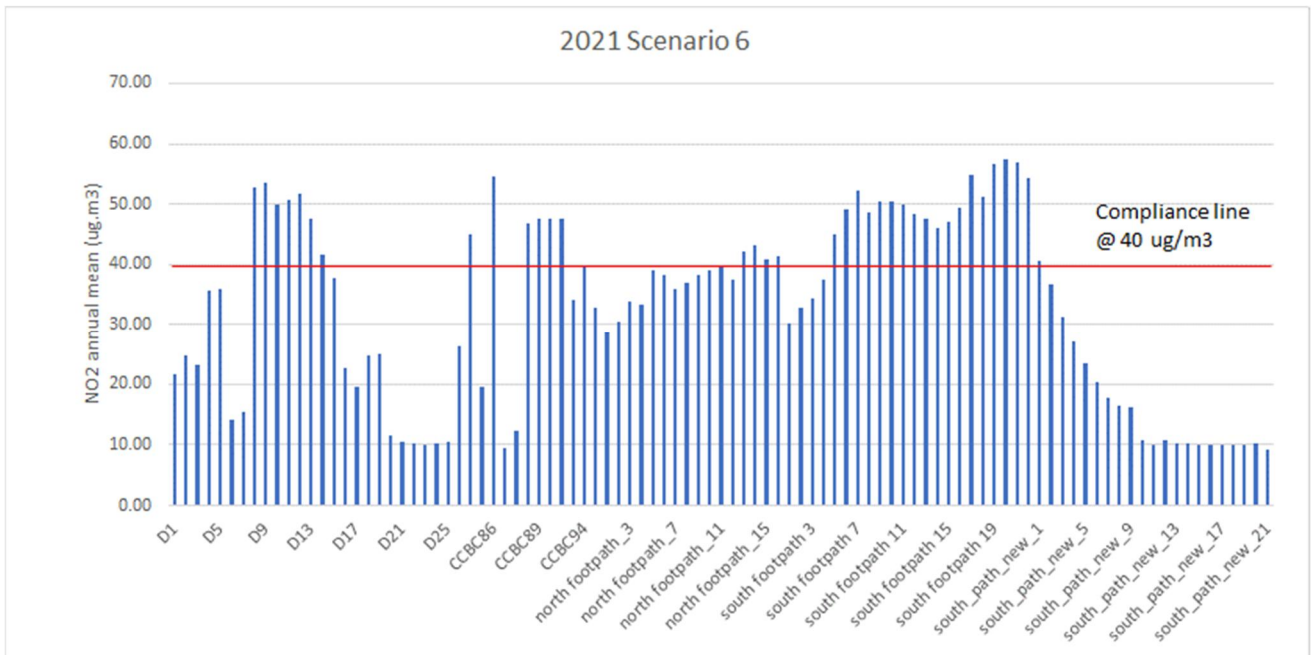


Figure 4-26 shows that the majority of the receptors are above the compliance levels of 40-µg m<sup>-3</sup>.

Figure 4-26 - NO<sub>2</sub> at receptor locations for 2021 S6



#### 4.4.14 SCENARIO 6 (TRAFFIC MANAGEMENT PACKAGE) - AIR QUALITY MODELLING SUMMARY

Extrapolation between modelling years has demonstrated that with the Traffic Management Package (Scenario 6), compliance will be achieved in 2025. The predicted NO<sub>2</sub> concentrations by year and the anticipated compliance date are shown in **Table 4-14**. Furthermore, **Table 4-14** shows that Scenario 6 does not reduce concentrations of NO<sub>2</sub> in the year of implementation, and does not bring forward compliance from 2025.

**Table 4-14 - Predicted concentrations and compliance year of Scenario 6**

Measure	Impact µg m <sup>-3</sup>	NO <sub>2</sub> predicted concentration (µg m <sup>-3</sup> )									
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Do Minimum		72	68	65	61	57	53	49	45	40	36
S6 Traffic Management Option	0						53	49	45	40	36

Note: *Red Box* Non-compliant, *Green Box* compliance achieved, *Grey Box* before implementation timeframe

#### 4.4.15 SCENARIO 7 (DO MAXIMUM PACKAGE) - AIR QUALITY MODELLING RESULTS

Scenario 7 reflects the impacts of the CAZ D based scheme in Scenario 5 along with the traffic management options in Scenarios 1 and 2. Extrapolation between modelling years has demonstrated that with Scenario 7, compliance will be achieved in 2023, the year of implementation for the CAZ scheme which delivers most of the air quality improvements. The predicted NO<sub>2</sub> concentrations by year and the anticipated compliance date are shown in **Table 4-15**.

**Figure 4-27 - Modelled concentrations of annual mean NO<sub>2</sub> for 2021 Scenario 7**

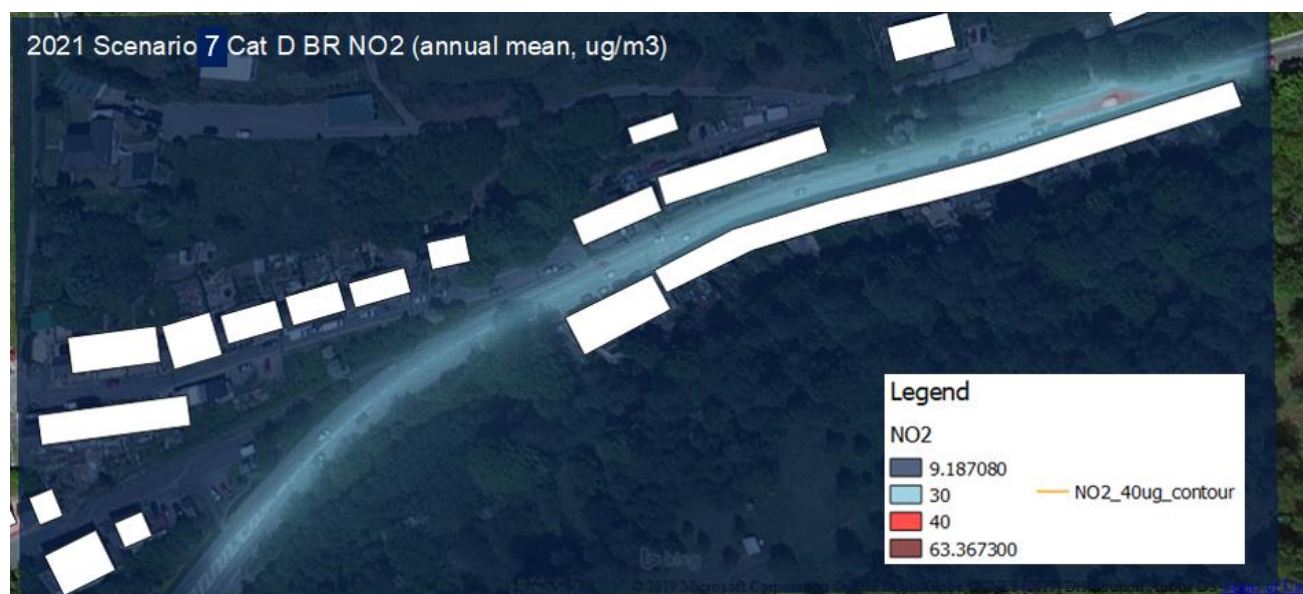


Figure 4-28 shows all receptors are compliant in 2021, with no exceedances. This is presented by the green dots in both the southern, northern and western footpaths at Woodside Terrace.

Figure 4-28 - NO<sub>2</sub> exceedance / compliance plot for 2021 Scenario 7 (green dots ≤ 40 µg/m<sup>3</sup>, red dots > 40 µg/m<sup>3</sup>)

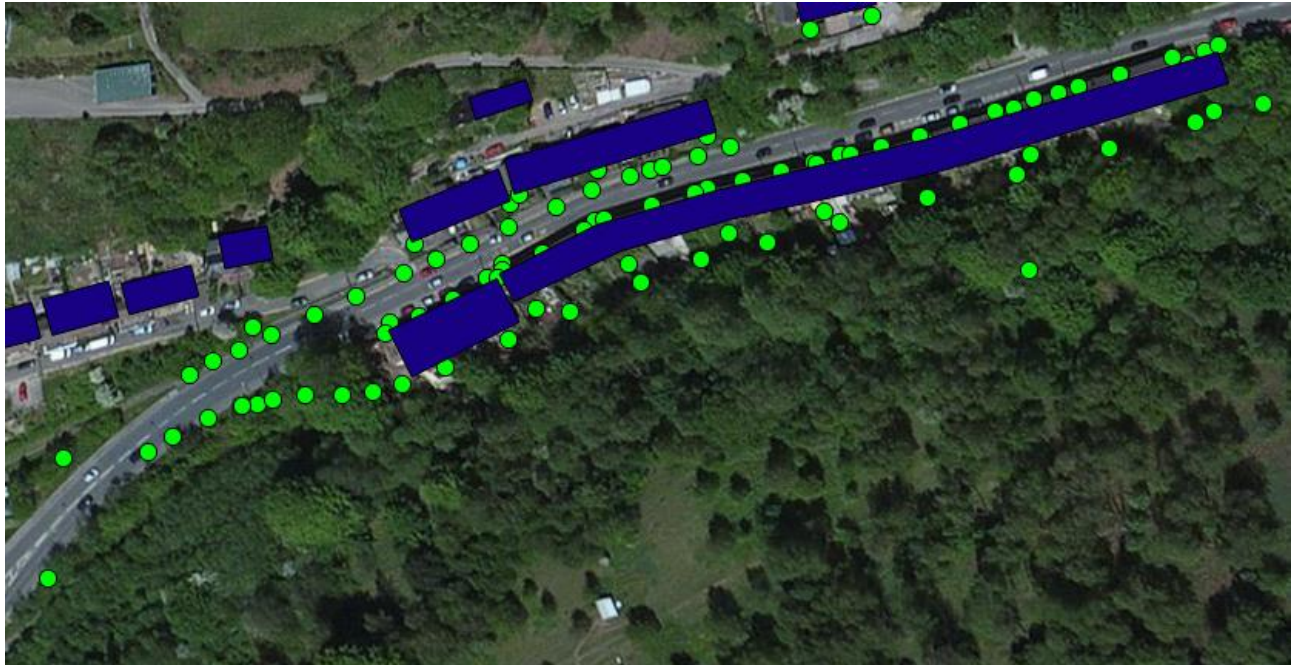
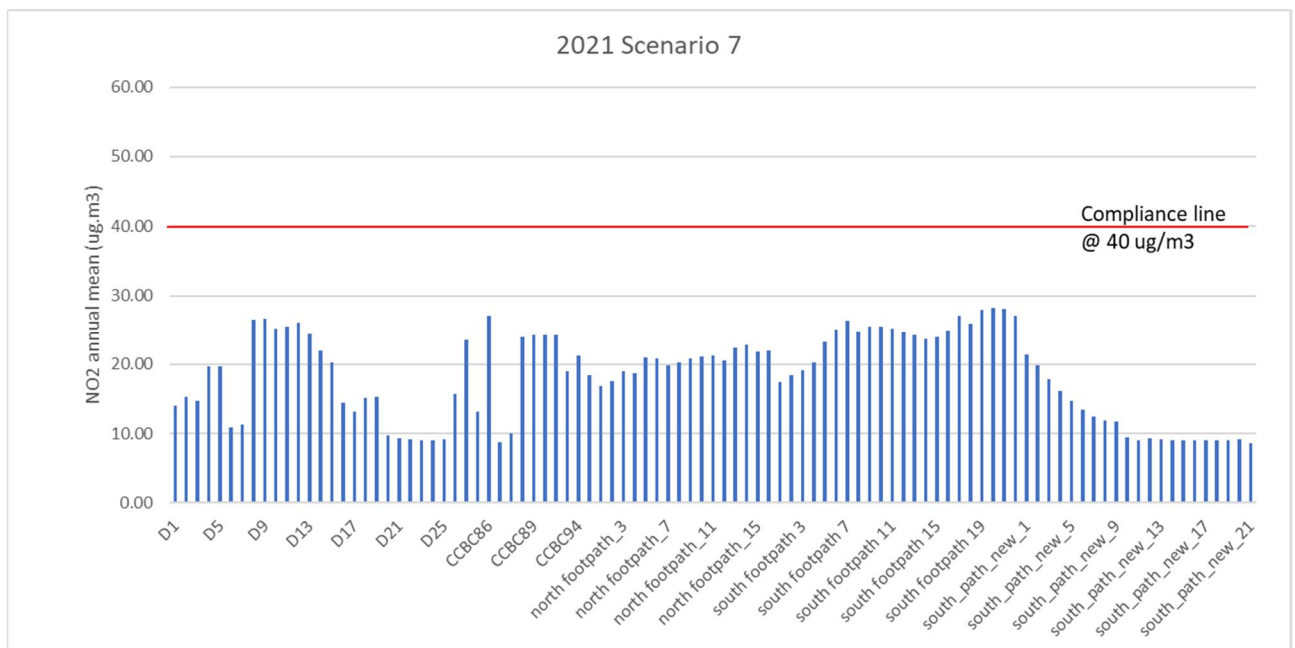


Figure 4-29 shows that all of the receptors are below the compliance levels of 40-µg m<sup>-3</sup>.

Figure 4-29 - NO<sub>2</sub> at receptor locations for 2021 S7



#### 4.4.16 SCENARIO 7 (DO MAXIMUM PACKAGE) - AIR QUALITY MODELLING SUMMARY

Extrapolation between modelling years has demonstrated that with the Do Maximum Package (Scenario 7), compliance will be achieved in 2023. The predicted NO<sub>2</sub> concentrations by year and the anticipated compliance date are shown in **Table 4-15**. Furthermore, **Table 4-15** shows that Scenario 7 reduces concentrations of NO<sub>2</sub> by 22-µg m<sup>-3</sup> in the year of implementation, and brings forward compliance to 2023 (from 2025).

**Table 4-15 - Predicted concentrations and compliance year of Scenario 7**

Measure	Impact µg m <sup>-3</sup>	NO <sub>2</sub> predicted concentration (µg m <sup>-3</sup> )									
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Do Minimum		72	68	65	61	57	53	49	45	40	36
S7 Do Maximum Option	-22							27	26	25	24

Note: **Red Box** Non-compliant, **Green Box** compliance achieved, **Grey Box** before implementation timeframe

### 4.5 AIR QUALITY MODELLING SUMMARY

#### 4.5.1 DO MINIMUM

Fleet renewal in years to come will deliver air quality improvements without local intervention. **Table 4-16** shows the total number of modelled receptors that comply with the NO<sub>2</sub> limit value for future modelled years (based on linear interpolation between 2021 and 2029). Modelling indicates that the NO<sub>2</sub> limit value can be met in 2025 without local action- though this is contingent on later iterations of Euro standards delivering predicted NO<sub>x</sub> emission reductions.

**Table 4-16 – Do Minimum Compliance**

Scenario	Total Number of Receptors	
	NO <sub>2</sub> >40	NO <sub>2</sub> <40
2017 Baseline	56	41
2021 Baseline	35	62
2022	31	66
2023	25	72
2024	10	87
2025	0	97
2026	0	97
2027	0	97
2028	0	97

Scenario	Total Number of Receptors	
	NO <sub>2</sub> >40	NO <sub>2</sub> <40
2029	0	97

This table is the number of receptor points <40, or >40 µg/m<sup>3</sup>

**Table 4-16** shows the total number of receptors' compliance against the 2017 data and the 2021 Baseline.

#### 4.5.2 OPTION MODELLING

**Table 4-17** shows that by the 2021 forecast year, the CAZ (S5) and the Do Maximum Option which includes a CAZ (S7), result in all 97 receptors below the 40 µg/m<sup>3</sup> level. The demolition option (S3) also results in 97 compliant receptors below the 40µg/m<sup>3</sup> level in 2021. The next ranked option with a compliant number of 67 receptors below the 40µg/m<sup>3</sup> level is the peak hours HGV peak period bans (S4).

**Table 4-17 – Do Something Options Compliance**

Scenario	Total Number of Receptors	
	NO <sub>2</sub> >40	NO <sub>2</sub> <40
2017 Baseline	56	41
2021 Baseline	35	62
2021 Signal Timings S1	35	62
2021 Swffryd Road S2	35	62
2021 Demolition S3	0	97
2021 HGV Ban S4	30	67
2021 CAZ S5	0	97
2021 Traffic Management S6	35	62
2021 Do Maximum S7	0	97

This table is the number of receptor points <40, or >40 µg/m<sup>3</sup>

Comparison of the compliance year for the Do Minimum with the measures in 2021 shows that both the demolition and CAZ options have the potential to bring forward compliance from 2025. An additional assessment of a CAZ class C was included to quantify the impact of a less onerous measure. A CAZ C includes emission restrictions on buses, coaches, taxis and LGVs but does not include passenger cars. However, the maximum concentration of NO<sub>2</sub> in 2021 was 47/µg m<sup>-3</sup>



compared to 28  $\mu\text{g}/\text{m}^3$  for a CAZ D. A CAZ C only brought forward compliance by one year to 2024 and therefore a CAZ C was not included in any further analysis.

**Table 4-18** shows the modelled impact of the measures selected through the WelTAG 3 process. The table illustrates the impact of the various measures starting in 2017 (2017 is included for comparative purposes) with the baseline.

**Table 4-18 - Impact of measures on roadside annual mean concentrations NO<sub>2</sub> Concentration,  $\mu\text{g}/\text{m}^3$  on A472**

Measure	Impact $\mu\text{g m}^{-3}$	NO <sub>2</sub> predicted concentration ( $\mu\text{g}/\text{m}^3$ )									
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Do Minimum		72	68	65	61	57	53	49	45	40	36
S1 Change Signal Timings at Crumlin Junction	0				61	57	53	49	45	40	36
S2 Signalise the A472/B4471 Swffryd Junction	0						53	49	45	40	36
S3 Demolish Dwellings at Woodside Terrace	-17						37	34	31	28	25
S4 Peak Period HGV Bans	-4						49	45	41	38	34
S5 Clean Air Zone	-22							27	26	25	24
S6 Traffic Management Option	0						53	49	45	40	36
S7 Do Maximum Option	-22							27	26	25	24

Note: **Red Box** Non-compliant, **Green Box** compliance achieved, **Grey Box** before implementation timeframe

1. The measure identified by the modelling as achieving the objective in the shortest possible time is the demolition of dwellings at Woodside Terrace and realignment of the southern footpath. Although the emissions do not decrease with this measure, the demolition of the dwellings removes the street canyon and significantly increases dispersion of the pollutants. In addition, residents will be relocated earlier so their personal exposure to the levels of NO<sub>2</sub> will be reduced during 2020. As concentrations of NO<sub>2</sub> at most other monitoring locations across the borough are low, it is reasonable to expect alternative accommodation will be found in areas in compliance with the limit value.
2. While it is expected that the majority of the residents can be relocated in 2020, this is expected to be complete with the dwellings demolished and the footpath relocated away from the carriageway by end of December 2021. Compliance with the limit value will be achieved by the end of 2022.

3. The Clean Air Zone brings the greatest concentration reduction ( $22\mu\text{g}/\text{m}^3$ ). However, given the further work needed prior the implementation of a CAZ, as outlined above, it is not expected that a CAZ could be operational prior to December 2022. Compliance with the limit value would be achieved by the end of 2023 and therefore this is not a measure which will mean compliance is achieved any sooner than demolition of the dwellings alone. The A472 at Hafodyrynys is an integral part of the main cross valley link between Caerphilly and Torfaen County boroughs and introducing a charging scheme or vehicle prohibition would have a significant effect on the economy of both county boroughs. In addition, as the report previously states, the effects of a CAZ are not yet known and could result in air quality problems elsewhere within the CCBC or exacerbate existing poor air quality areas, such as the M4.

The traffic management measures do not bring improvement to annual average  $\text{NO}_2$  concentrations and do not bring forward compliance.

## 4.6 VALUE FOR MONEY ASSESSMENT

As part of the WeITAG Stage Three study, consideration has been given to the Value for Money (VfM) of the proposed schemes. Outputs from the micro-simulation traffic modelling have informed a TUBA (Transport User Benefit Appraisal) economic assessment for the measures under consideration.

The aim of TUBA is to carry out economic appraisal in accordance with the DfT's Transport Analysis Guidance as set out in Unit A1-1 'Cost-Benefit Analysis'<sup>16</sup> and the associated WebTAG Data Book (v1.10) published in May 2018<sup>17</sup>.

The benefit to cost ratio (BCR), net present value (NPV), present value of benefits (PVB) and present value of costs (PVC) will be represented for each option. The detailed breakdown of the Value for Money assessment is presented within the IAR. The BCR analysis has only calculated benefits and dis-benefits on the A472 Hafodyrynys Road, A467/ A472 Crumlin Junction and B4251 Kendon Road. Any additional benefits or dis-benefits as result of vehicles rerouting is not included and is a limitation of the value for money assessment.

## 4.7 SENSITIVITY TESTING

### 4.7.1 UNCERTAINTY IN THE AIR QUALITY MODELLING

Air quality modelling carries uncertainty at all stages- from the input meteorological data to the emission estimates, through to the physical treatment of dispersion in the domain. All of these factors contribute to uncertainty. The main way to reduce the effect of these uncertainties is to validate the modelled concentrations against ambient measurements of the pollutants under consideration. Then the relationship between the two is used to derive model scaling factors and reduce error estimates.

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<sup>16</sup> <https://www.gov.uk/government/publications/webtag-tag-unit-a1-1-cost-benefit-analysisdecember-2017>

<sup>17</sup> <https://www.gov.uk/government/publications/webtag-tag-data-book-may-2018>

We have used standard methods for this derived from Defra guidance. The model has a Root-Mean-Square-Error (RMSE) of 3.9  $\mu\text{g}/\text{m}^3$  which can be interpreted as an acceptable measure of overall uncertainty.

All air quality modelling presented in this Stage Three report is based on core scenarios to underpin decision making. Sensitivity tests based on high and low traffic forecasts have been modelled for the impact on annual average  $\text{NO}_2$ . Results are presented in the Impact Assessment Report.

#### 4.7.2 UNCERTAINTY IN TRAFFIC GROWTH FORECASTS

As part of the sensitivity tests undertaken for this study, consideration has been given to the uncertainty in traffic growth forecasts. This has been done in line with WebTAG Unit M4 'Forecasting and Uncertainty'.

The high and low growth demand sets are developed due to uncertainty around annual forecasts from the National Transport Model (NTM), based on the macro-economic variables that influence the main drivers of travel demand.

The high / low growth scenario should consist of forecasts that are based on a proportion of base year demand added / subtracted to the demand from the core scenario. This is done based on:

$$2.5\% \times \sqrt{(\text{number of years between base and forecast year})}$$

Whilst these uncertainty test have been undertaken, the core scenario is intended to be the best basis for decision-making given current evidence. As such, all sensitivity tests are wholly contained within the IAR.

#### 4.7.3 BEHAVIOURAL RESPONSE TO THE CLEAN AIR ZONE

The impact of any measure in addressing air quality is dependent upon the extent to which it alters the mix or behaviour of transport within an area. This could be, for instance, by altering the number of journeys undertaken, encouraging more efficient journeys or by altering the mode or technology used for the journey.

As part of this specific sensitivity testing, different behaviour responses are expected by motorist users of the A472 corridor because of a charging CAZ. This is a continuation of the initial Stage Two assessment which assumed all non-compliant vehicles are removed from the corridor with motorists either rerouting or cancelling their trip. The core scenario of the Clean Air Zone assessment assumes the following behavioural responses to a CAZ:

- i Continue and pay charge
- i Avoid the Clean Air Zone
- i Cancel planned journeys
- i Upgrade/ replace their vehicle
- i Change transport mode

**Table 4-19 – Behavioural Response to CAZ (Modelling)**

<b>Behavioural Response</b>	<b>How to model?</b>
<b>Replace vehicle</b>	Vehicle still within model (not removed) though will increase the overall percentage of compliant vehicles.
<b>Cancel trip</b>	Remove vehicle from network completely.
<b>Change mode</b>	Remove vehicle from network completely
<b>Avoid zone</b>	Remove vehicle from A472 corridor as per the assignment assumptions done for the CAZ option to date.
<b>Pay charge</b>	Vehicles to remain within the CAZ despite being non-compliant.

The core assessment for the CAZ assumes a Class D<sup>18</sup> charging zone based on the above assumptions. Sensitivity tests have been undertaken assuming a Class C<sup>19</sup> charging zone and total displacement of non-compliant vehicles. These results are presented within the IAR.

## 4.8 APPRAISAL AGAINST OBJECTIVES

At Stage Two, the options were re-appraised against the key criteria for the objective as further evidence emerged. This has been done again at Stage Three to ensure that the options are effective, can be delivered in meaningful timeframes and are deliverable.

The Stage Three appraisal procedure is a full independent quantitative approach. For the environmental appraisal everything except the net present value (NPV) has been populated.

### 4.8.1 KEY CRITERIA

The following key criteria for the appraisal were established in Stage One, updated in Stage Two, and has been re-evaluated in Stage Three:

**Effectiveness** – Is the measure likely to deliver reductions in roadside concentrations proportionate to the scale of the exceedance above the 40µg/m<sup>3</sup> legal limit.

**Timescales** – Can the measure be implemented within timescales that are meaningful (short enough) to have an impact on bringing forward the projected compliance date.

**Deliverability** – Can the measure be delivered in the location involved with the powers available to the Local Authority.

<sup>18</sup> Class D - Buses, coaches, taxis, PHVs, HGVs LGVs and cars where all petrol vehicles should comply with at least Euro 4 and all diesel vehicles Euro 6 emission standards

<sup>19</sup> Class C - Buses, coaches, taxis, PHVs, HGVs and light goods vehicles (LGVs)

## 4.8.2 SECONDARY CRITERIA

In addition to bringing forward compliance against the Limit Vales, the study contributes to the strategic priorities of the Welsh Government, including that of the Well-being of Future Generations (Wales) Act 2015. As such, the following were considered as secondary criteria in the appraisal process at Stage Three:

### **Will the measure deliver an overall reduction in NO<sub>2</sub> emissions to air?**

This is a qualitative appraisal based on the likelihood of overall reduction to NO<sub>2</sub> resulting from the measure. This will enable the differentiation of measures which simply redistribute the impacts rather than seeking to reduce overall NO<sub>2</sub> emissions to air.

### **Will the measure result in unintended consequences or other environmental impacts?**

This is a qualitative appraisal that considers whether there will be any other adverse environment impacts resulting from the measures. This will summarise the findings of the appraisal against the environmental aspects of well-being.

### **Will the measure contribute to well-being?**

This is a qualitative appraisal which considers the seven goals of the Well-being of Future Generations (Wales) Act 2015, with the following criteria:

Will the measure impact equally across multiple vehicle classes and journey types?

Will the measure have a positive impact on wider public health and inequalities?

## 4.8.3 THE SEVEN WELL-BEING GOALS (FUTURE GENERATIONS FRAMEWORK)

This section aims to provide a summary to the well-being goals and has been used as part of a parallel appraisal process at Stage Three.

*‘The well-being goals must be considered as an integrated set of seven, and the well-being objectives (considered above) should maximise contribution to all seven.’*

Each of the measures has been appraised against the seven Well-being Goals and this is presented as part of the Appraisal Summary Table for each measure.

**Table 4-20 – The Seven Well-being Goals**

<b>Well-being Goal</b>	<b>Well-being Areas</b>	<b>Meeting goals at a Strategic Level</b>	<b>Designing our proposal</b>
Prosperous	<p>Green growth, growing deprived business areas, social reasons for poor health, support to local communities and economy, environmental sustainability.</p> <p>Need for skills development, innovative economy and adapted to future change.</p> <p>Source materials locally and working with other public</p>	<p>Open opportunities for businesses and public goods production.</p> <p>Support the local supply chains and low-carbon sectors.</p> <p>Ways to address future needs.</p>	<p>How can negative impacts on the local economy be reduced?</p> <p>How can it support productivity?</p> <p>Can it be adapted to a changed Wales in the future.</p> <p>Thinking about the ‘long-term’ in the Ways of Working?</p>

Well-being Goal	Well-being Areas	Meeting goals at a Strategic Level	Designing our proposal
	bodies in pursuit of shared goals.	<p>Push infrastructure provision in a sustainable innovative way.</p> <p>Have less resource intensive alternatives been looked at? Does the project propose a responsible solution in terms of ecological, financial and material resources?</p> <p>Consider the role of employment in reducing inequality.</p>	<p>What behaviours does this project encourage or discourage?</p> <p>How will this project help or impede people to live low-carbon lifestyles?</p> <p>How will the design of this project use resources efficiently and proportionately?</p> <p>Will this project create jobs in places with high levels of unemployment and underemployment?</p>
Resilient	Cohesive communities, need to adapt to environmental trends.	Enhance or reduce access to, and quality of, green and open spaces?	<p>How will this project protect and enhance ecosystems which support economic activity in Wales?</p> <p>How will this project directly impact ecosystems?</p>
Healthier	<p>Unequal distribution of environmental problems.</p> <p>Broader factors to physical and mental health; connectedness, good jobs, access to opportunities and services.</p> <p>Income inequalities, opportunities for active travel and exercise</p>	Address the determinants of mental and physical health and well-being of people of all ages?	<p>How will this project address the social, economic, environmental and cultural determinants of health and well-being?</p> <p>Consider the <a href="#">Public Health Outcomes Framework</a>.</p> <p>How will this project protect and improve local access to quality outdoor spaces for revival, restoration and exercise?</p>
More equal	<p>Creating vibrant culture; relationship between health and inequality; developing jobs and skills</p> <p>Need to involve local people meaningfully (refer to 'Involvement' under the Five Ways of Working)</p> <p>Improve education and tackling low pay.</p>	<p>Fairer society.</p> <p>Supporting disadvantaged groups in sustainable long-term ways.</p> <p>Ensure public resources and assets are not transferred to a small group of organisations or individuals</p>	<p>Where decisions are made and which groups have access to decision-makers?</p> <p>Is the area in priority need of investment?</p> <p>Will the scheme bring opportunity to deprived areas?</p> <p>Who benefits most from this? And who is negatively</p>

Well-being Goal	Well-being Areas	Meeting goals at a Strategic Level	Designing our proposal
			<p>impacted. Can these impacts be avoided?</p> <p>Impacts on marginalised groups. Consult the <u>Public-Sector Equality Duty</u></p> <p>Engagement with social enterprises, co-operatives and employee-owned businesses?</p>
Cohesive communities	Attractive places to live, need for local jobs, opportunities to develop local arts, music and culture	How will this project support communities to be more cohesive, locally viable, well-connected, safe and attractive?	<p>Impact on access to and availability of amenities?</p> <p>Long-term jobs creation.</p> <p>How will this project support local amenities and strengthen social relationships?</p>
Vibrant culture	<p>Employment provided by heritage sites, equal access to heritage.</p> <p>Building social ties to support activities for a lively public life.</p>	How will this project contribute to a culturally vibrant Wales, recognising the potential direct and indirect impacts on Welsh communities and the Welsh language?	Opportunities are accessible to all, e.g. affordable, public transport accessible, have disability access.
Globally responsible	<p>Low-carbon economies and lifestyles.</p> <p>Proportionate uses of resources. Understanding the impact of our own lifestyle on the rest of the world.</p> <p>Reducing greenhouse gas emissions both in production and use.</p>	<p>Global leadership or innovation.</p> <p>Follow national or international innovative models?</p> <p>How can greenhouse gas emissions be brought down?</p> <p>Build on the best practice in sustainability.</p>	<p>What Wales is bringing in from the rest of the world?</p> <p>e.g. sustainable purchasing, Fairtrade, global supply chains.</p> <p>What Wales is putting out into the world based on our unique qualities?</p> <p>e.g. low-carbon technology, sustainable developing, positive example on infrastructure projects.</p>

Reference: <https://futuregenerations.wales/wp-content/uploads/2018/11/FGCW-Framework.pdf> p12-p25

#### 4.8.4 OTHER ISSUES

Further potential issues with each measure have been explored and considered accordingly in the instance that they have not been covered under any of the other appraisal areas. These include:

## Overall Acceptability

A qualitative appraisal has been undertaken to assess the receptivity of the public, local authorities and key stakeholders, both groups and individuals to the measure. The appraisal has been undertaken on a measure by measure basis.

## Technical, Operational and Financial Feasibility

Where appropriate a qualitative appraisal has been undertaken to assess measures on the following criteria:

- i Technical: The extent to which the measure is technically feasible within the specified budget and timeframe
- i Operational: The extent to which the measure is operationally feasible within the specified budget and timeframe
- i Financial: The extent to which the measure is financially feasible

## Deliverability and Risk

At this stage issues regarding deliverability and risk have been taken into consideration. This has been included as part of the Appraisal Summary Tables at WelTAG Stage Three.

## 4.8.5 IMPACT DISTRIBUTIONAL ANALYSIS (IDA)

### 4.8.5.1 Air quality: Summary

Changes in NO<sub>2</sub> concentrations from traffic management options and demolition options deliver smaller improvements relative to other options, in particular with regards to the spatial area of impact. Air quality will change very differently depending on the proposed measure. Sensitive receptors within the CAZ domain (a nursery and three nursing homes) will therefore see only limited change in their NO<sub>2</sub> concentrations under these options. Furthermore, because the area of impact is small, one link in one Lower Super Output Area (LSOA) it is not possible to pick out a distributional analysis from a methodology which uses an LSOA grid.

The CAZ Class D and HGV ban have wider impacts on NO<sub>2</sub> concentrations and thus, the results of the distributional analysis are based on a larger, regional domain. A CAZ Class D would reduce average concentrations by almost 0.35 µg/m<sup>3</sup> compared to baseline for 2021 across the entire regional domain, whereas an HGV Ban will only reduce it by 0.018 µg/m<sup>3</sup>. A HGV ban would cause potential winners and losers as some areas see an increase in air pollution due to re-routing of traffic, but this effect is not observed for the CAZ Class D which only sees reductions in concentrations across all LSOAs and therefore only winners.

For these scenarios (CAZ Class D and HGV Ban) a quintile analysis following WelTAG guidance was carried out in relation to household income and children population. Across both scenarios and against both vulnerable characteristics, this analysis suggests there will be no distributional pattern to the effects, either regressive or progressive. That said it is interesting to note that for the HGV Ban the least deprived quintile will achieve a smaller benefit compared to other quintiles in proportion to its population, as other quintiles do (hinting at a potential progressive effect). However, this WelTAG analysis only considers the numbers of winners and losers and does not account for the relative size of the win or loss. When we assess average change in concentration by quintile, under both the HGV ban and CAZ option greater reductions in pollutants accrue to the least



deprived areas (no trend is observed for children). This suggests in fact that both options may have a marginal regressive impact. **Table 4-21** summarises the main findings from the air quality IDA.

**Table 4-21 – IDA for Air Quality**

CAZ	Scenario	Direct Impacts	Indirect Impacts	IDA
1	<b>Change Signal Timings at Crumlin Junction</b>	No distributional impact because the change in emissions is localised.	Potential impact on air quality while commuting through the CAZ area	0
2	<b>Signalise the A472/B4471 Swffryd Junction and introduce an eastbound queue detector</b>	No distributional impact because the change in emissions is localised.	Potential impact on air quality while commuting through the CAZ area	0
3	<b>Demolish Dwellings at Woodside Terrace and realignment of the southern footpath</b>	No distributional impact because there is no change in emissions is localised.		0
4	<b>Peak Period HGV Bans AM &amp; PM</b>	<p>Reduce average concentrations within the regional domain by 0.018 <math>\mu\text{g}/\text{m}^3</math> compared to baseline for 2021</p> <p>Potential winners and losers as concentrations increase in other areas due to re-routing</p> <p>No distributional impact is observed from the quintile analysis counting winners and losers</p> <p>Highest positive relative changes in reduction of <math>\text{NO}_2</math> concentrations in areas with least deprived population</p> <p>Sensitive receptors within the CAZ domain will benefit from a decrease in <math>\text{NO}_2</math> concentrations</p>	<p>Potential winners and losers</p> <p>High income households and households with average children population would be most affected</p> <p>Highest positive relative changes reduction on <math>\text{NO}_2</math> concentrations on areas with least deprived population</p> <p>Sensitive receptors within the AQ 1 domain will benefit from a decrease in <math>\text{NO}_2</math> concentrations</p>	++
5	<b>CAZ Class D with behavioural response</b>	<p>Reduce average concentrations within the regional domain by almost 0.35 <math>\mu\text{g}/\text{m}^3</math> compared to baseline for 2021</p> <p>No distributional impact is observed from the quintile analysis counting winners and losers</p> <p>Highest positive relative changes in reduction of <math>\text{NO}_2</math> concentrations in areas with least deprived population</p>	<p>Potential winners</p> <p>Air quality improvements highest for most deprived households and households with an average children population</p> <p>Highest positive relative changes reduction on <math>\text{NO}_2</math> concentrations on areas with least deprived population</p>	++

CAZ	Scenario	Direct Impacts	Indirect Impacts	IDA
		Sensitive receptors within the AQ 1 domain will benefit from a decrease in NO <sub>2</sub> concentrations.	Sensitive receptors within the AQ 1 domain will benefit from a decrease in NO <sub>2</sub> concentrations in the AQ 1 domain.	
6	<b>Traffic Management Option (Scenario 1,2)</b>	No distributional impact because the change in emissions is localised.	Potential impact on air quality while commuting through the AQ 1 domain area	<b>0</b>
7	<b>Do Maximum (Scenario 1,2,5)</b>	No distributional impact is observed from the quintile analysis counting winners and losers  Highest positive relative changes in reduction of NO <sub>2</sub> concentrations in areas with least deprived population  Sensitive receptors within the CAZ domain will benefit from a decrease in NO <sub>2</sub> concentrations.	Potential impact on air quality while commuting through the AQ 1 domain area	<b>++</b>

Note: Class D - Buses, coaches, taxis, PHVs, HGVs LGVs and cars where all petrol vehicles should comply with at least Euro 4 and all diesel vehicles Euro 6 emission standards

#### 4.8.5.2 Affordability for businesses: Summary

The traffic management and demolition options will only have very marginal impacts on businesses. Short-term negative impacts due to roadblocks related to construction works would be followed by the potential for long-term direct positive impact on businesses due to the improvement in access to/from affected business locations. Furthermore, indirect positive impact may arise due to cost decreases for deliveries and easier access for customers and employees.

The HGV Ban and CAZ measures would have much greater and negative impacts. The extent to which businesses will be affected by either a CAZ D or an HGV ban during peak hour will depend on the type of business, its location, size and price sensitivity. Most of the actions that businesses can take to respond to the proposed measures will incur costs, which will place an additional burden on the business. Where these burdens are significant, businesses could choose to scale down operations, re-locate or even close altogether with a consequent impact on local employment and economic activity. CAZ D will also impact:

- ⌋ Taxi drivers, who are among the lower income households in society;
- ⌋ Buses, with a potential reduction or removal of services to marginal areas;
- ⌋ Cars, and hence commuters and other businesses that use cars for their business travel.

Smaller firms and sole traders are usually more price sensitive and therefore are likely to be the most affected if these measures are in place: smaller businesses tend to operate older vehicles and cannot redistribute their fleets. At the same time, LGVs (also affected under the CAZ) are predominantly used by small businesses such as self-employed tradesmen. Any additional cost in relation to owning and operating LGVs, would impose a strain on these businesses.

These results align with the outcomes from the pilot survey (noting again the limitations on the sample size for drawing conclusions regarding the impacts across all businesses using the affected link). Almost all businesses who participated in the survey felt suppliers or customers would be affected by the proposed restrictive measures. Most businesses felt restricting access to vehicles along the A472 would have a negative or very negative impact on their operations. The majority stated that the proposed pricing for vehicles entering the CAZ D was too high. Most businesses would re-route their journeys, and a significant number of businesses stated they would relocate their business. Furthermore, across the 20 firms from the sample, about 300 employees would be affected in their commute. Most popular steps business had already taken to reduce air pollution included alternative transport/work arrangements and the purchase of ULEV vehicles. A summary of the main findings for the IDA on business is shown in Table 4-22 – IDA for businesses and their direct/indirect impacts.

**Table 4-22 – IDA for businesses and their direct/indirect impacts**

CAZ	Scenario	Direct impacts	Indirect impacts	IDA
1	Change Signal Timings at Crumlin Junction	Potential improvement in access to/from affected business locations, but likely to be small	Cost decreases for deliveries Easier access for customers, employees	0
2	Signalise the A472/B4471 Swffryd Junction and introduce an eastbound queue detector	Potential improvement in access to/from affected business locations, but likely to be small	Cost decreases for deliveries Easier access for customers, employees	0
3	Demolish Dwellings at Woodside Terrace and realignment of the southern footpath	Roadblocks due to site work, but likely to be small		0
4	Peak Period HGV Bans AM & PM	Displacement or delays of deliveries via HGVs to/from affected businesses during peak hours: requires businesses to shift movements outside peak times  Reduced response options.	Increased congestion on alternate routes  Costs incurred to change transport modes  Increased costs of deliveries  Negative competitiveness impacts and potential loss of customers  Potential relocation of severely affected firms	--
5	CAZ Class D* with behavioural response	<b>Costs incurred by some businesses to upgrade fleets to comply.</b>  - CAZ generally tends to affect smaller firms most as they operate older vehicles / cannot redistribute their fleets.	Increased congestion on alternate routes  Potential relocation of affected businesses  Potential loss of competitiveness for some affected businesses.	---

CAZ	Scenario	Direct impacts	Indirect impacts	IDA
		<p><b>Costs incurred by businesses/ customers/ employees for access to business and deliveries.</b> CAZ impacts vehicle movements other than HGVs: Taxi drivers, public transport providers, commuters and car business trips. In particular:</p> <ul style="list-style-type: none"> <li>- CAZ will impact LGVs, which are commonly used by smaller businesses / tradesmen hence larger impact on smaller businesses.</li> <li>- CAZ will impact on cars, and hence commuters and other businesses that use cars.</li> <li>- CAZ will impact on buses that could reduce or remove services to marginal areas. Costs incurred by operators will impact public transport fares.</li> <li>- CAZ will impact on taxi drivers, who are amongst lowest income households in society.</li> </ul>	<p>Within CAZ zone: reduction in demand as fewer individuals are able or willing to travel through the area.</p> <p>Potential effect on supply chains.</p>	
6	Traffic Management Option (Scenario 1,2)	See 1 and 2	See 1 and 2	0
7	Do Maximum (Scenario 1,2,5)	See 1, 2 and 5	See 1, 2 and 5	- -

Note: Large beneficial (+++); Moderate beneficial (++); Slight beneficial (+); Neutral (0); Slight adverse (-); Moderate adverse (- -); and Large adverse (- - -)

\*Class D - Buses, coaches, taxis, PHVs, HGVs LGVs and cars where all petrol vehicles should comply with at least Euro 4 and all diesel vehicles Euro 6 emission standards

#### 4.8.5.3 Affordability for households: summary

Traffic management options will have minor impacts on households as there is no direct impact on income or expenditure and the only impact is on traffic flow. This could lead to potentially beneficial indirect impacts on their fuel costs and travel times. A HGV ban may have a small negative indirect impact on households due to the behavioural response of businesses and thus wider employment and supply chains supporting Caerphilly. Demolition would have very high impact on dwelling owners and households living in the dwellings as well as some indirect impact on the households living nearby due to the demolition works. Given the indirect nature of the effect of these options, it is difficult to isolate any distributional effect.

A CAZ D will have a direct, negative impact on households, in particular to those with non-compliant cars. WelTAG analysis suggests middle income households could suffer the most (as they make the most non-compliant trips through the CAZ) and high-income households the least (lowest number of non-compliant trips). Non-compliant vehicles are mostly located in the northern part of the IDA

domain as well as the eastern areas. That said, it is important to note that this analysis does not reflect that a given cost has a greater proportional impact on lower income households. So even though it appears there will be a lower cost burden on the most deprived quintiles, there could still be a greater impact proportionally relative to their disposable income.

Furthermore, there are sensitive receptors located within very close proximity to the CAZ area (nursery and nursing homes) which suggests there will be some impact on their vulnerable users and accessibility both for employees, suppliers and visitors. **Table 4-23** shows the main findings.

**Table 4-23 – IDA for households and their direct/indirect impacts**

CAZ	Scenario	Direct impacts	Indirect impacts	IDA
1	<b>Change Signal Timings at Crumlin Junction</b>	No distributional impact as there is no financial impact on households	Improvement in location of queuing traffic Potential savings in fuel costs due to reduction of commuting times and traffic	+
2	<b>Signalise the A472/B4471 Swffryd Junction and introduce an eastbound queue detector</b>	No distributional impact as there is no financial impact on households	Improvement in location of queuing traffic Potential savings in fuel costs due to reduction of commuting times and traffic	+
3	<b>Demolish Dwellings at Woodside Terrace and realignment of the southern footpath</b>	Direct impact on households living in affected dwellings:  - Households will be given market value for their properties plus a compensation payment and disbursements. However, this could leave families with a financial shortfall when purchasing a new property.  Larger impact on households living / owning the affected dwellings	Indirect negative impact on households living nearby during demolition works.	-
4	<b>Peak Period HGV Bans AM &amp; PM</b>	Indirect impact on households from rerouting of business supply chain, re-location, etc.	Potential negative impact on employment and household earnings	--
5	<b>CAZ Class D* with behavioural response</b>	Negative direct impact on households using non-compliant cars to travel through the CAZ area  Potential larger impacts on the poorest population as they are likely to own non-compliant cars. Also, lower costs could still represent a higher proportional cost to more deprived households	Indirect negative impact through taxis/ coaches/ buses potentially passing on costs  Potential negative impact on older population or those with disabilities most likely to use taxis as well as younger and poorer residents using buses/coaches to travel	---

CAZ	Scenario	Direct impacts	Indirect impacts	IDA
6	<b>Traffic Management Option (Scenario 1,2)</b>	No distributional impact as there is no financial impact on households	Improvement in location of queuing traffic  Potential savings in fuel costs due to reduction of commuting times and traffic	+
7	<b>Do Maximum (Scenario 1,2,5)</b>	Negative direct impact on households using non-compliant vehicles to travel through the CAZ area.  Potential larger impacts on the poorest population as they are likely to own non-compliant cars. Also, lower costs could still represent a higher proportional cost to more deprived households.	Indirect negative impact through taxis/ coaches/ buses potentially passing on costs  Potential negative impact on older population or those with disabilities most likely to use taxis as well as younger and poorer residents using buses/coaches to travel	- - -

Note: Large beneficial (+++); Moderate beneficial (++); Slight beneficial (+); Neutral (0); Slight adverse (-); Moderate adverse (- -); and Large adverse (- - -).

\*Class D - Buses, coaches, taxis, PHVs, HGVs LGVs and cars where all petrol vehicles should comply with at least Euro 4 and all diesel vehicles Euro 6 emission standards

#### 4.8.6 HEALTH IMPACT ASSESSMENT SUMMARY

A Health Impact Assessment (HIA) was undertaken to assess the potential impact of proposed policy scenarios on Caerphilly residents. Impacts were tested through five pathways: prevalence of physical conditions such as respiratory and cardiovascular conditions associated with air pollutant exposure, active travel uptake, road accidents, noise pollution and mental wellbeing.

For context, Hafodyrynys is located within the scope of the Caerphilly East GP Cluster, which is home to an increasingly aging population. In addition, a high proportion of individuals in this Cluster live in areas which fall into the most (lowest quintile), or second most (second lowest quintile), deprived areas in Wales. In these areas, the prevalence of depression is some of the highest in the county of Gwent (8.7%)<sup>20</sup>. Therefore, the population is particularly vulnerable to the adverse impacts of worsening air quality.

The policy scenarios considered for Caerphilly vary in nature and scale. However, all measures target excessive pollution at Hafodyrynys. The policy scenarios considered will have diverse impacts

<sup>20</sup> Note: the impacts on air quality presented here are different in nature to those presented in the rest of this document (in particular comparing the performance of options to limit values). To assess compliance, impacts on air quality are judged at individual receptor locations on the specific link against the legal limit. Health impacts are associated with the more general change in air pollution – hence to inform this analysis, we look at a more aggregate change in air pollution (averaging across a number of receptor points and the whole air quality modelling domain) and consider the overall absolute change, rather than the shift relative to a given benchmark.

on Hafodyrynys, due to their varying design features. Whilst some policy scenarios aim to discourage vehicles from utilising the road in question, others aim to encourage free flowing traffic conditions or plan to entirely remove the exposure of individuals to the high levels of vehicle emissions.

**Table 4-24** provides a summary of the health impacts associated with each scenario identified in the HIA. Given the core analysis performed is qualitative, it is challenging to draw conclusions as to which impact within each scenario is greatest, and indeed which scenario will have the greatest impacts overall. Although quantitative analysis was performed, this only focused on the impacts of air quality and is itself subject to caveats. That said one can still draw several broad conclusions from the analysis with a sufficient degree of confidence:

- a) The traffic management options (Scenarios 1, 2, 6 and 8) are unlikely to have significant impacts on health, with the exception of scenario 8 which may deliver slight improvements in accident and noise exposure risks through reducing speeds
- b) Given the traffic options are likely to have insignificant health impacts, the impacts of the 'Do Max' scenario are anticipated to be very similar to those of the CAZ D
- c) CAZ D will likely have the largest positive health impacts in the local area around the A472, in terms of air quality, accident risk and noise exposure. But this option will lead to re-routing, which could result in negative health outcomes on affected links. The net effect is uncertain, but the quantitative modelling (and the fact that some vehicles cancel journeys or switch mode) suggest that the net effect would be positive (and for air quality this Scenario would still provide the largest benefit)
  - a. HGV ban would also deliver improvements in the local area, but like the CAZ D would create problems elsewhere associated with re-routing. The overall balance (and indeed whether this would be a benefit overall) is more uncertain for this option, although the quantitative modelling suggests the scenario could at least deliver a net benefit through changes in air quality.
  - b. Although the demolition option will deliver smaller improvements in air pollutant and noise exposure, and accident risk, these are likely to be positive benefits for local residents. This option does not create issues associated with re-routing traffic
  - d) Although unlikely to affect the ranking options in terms of health effects, there is a temporal story not presented in these results:
    - a. First, the demolition scenario will result in compliance being achieved in the shortest timeframe as it can be delivered sooner than the other measures. Hence, this measure will start delivering health benefits sooner and over the shortest time period.
    - b. The demolition option, and the HGV Ban (to the extent this policy is not reversed in the future), will continue to deliver health benefits into the future. Under the CAZ option, the baseline will 'catch up' eroding any positive health benefits over time.
- e) The CAZ D presents the largest negative risk in terms of mental health effects. The CAZ is the most disruptive measure (in terms of eliciting change in behaviour) and hence presents the biggest risk for businesses and household affordability, in addition to potentially adding to journey times. The HGV ban will present a burden for businesses with risks for their viability and employment, but will not affect households. The demolition option will not affect businesses and will impact a smaller group of households and hence is likely to have a smaller impact, but for these households the stress caused by moving home should not be understated.

**Table 4-24 – Summary of health impacts from policy scenarios**

Option ID	Option Description	Summary Assessment
1	Crumlin Junction Signals	<ul style="list-style-type: none"> <li>Although this can be delivered in the short-term, it is unlikely to have any significant health impacts.</li> <li>Scenario results in minimal reductions in air pollution, and no anticipated effect on active travel or mental health.</li> <li>Changes in the flow of traffic may result in noise and accident impacts, but reduction along the A472 could be offset by increases elsewhere.</li> </ul>
2	Signalise Swffryd Junction	<ul style="list-style-type: none"> <li>Although this can be delivered in the short-term, it is unlikely to have any significant health impacts.</li> <li>Scenario results in minimal reductions in air pollution, and no anticipated effect on active travel or mental health.</li> <li>Changes in the flow of traffic may result in noise and accident impacts, but reduction along the A472 could be offset by increases elsewhere.</li> </ul>
3	Demolish Dwellings	<ul style="list-style-type: none"> <li>Through relocating residents and hence removing their exposure to air pollution on Woodside Terrace, and allowing greater dispersion of pollutants on the link, this scenario delivers improvements in air quality and associated health impacts. However, given this will only affect the A472, the impacts benefits are likely to be smaller than under HGV Ban or CAZ D. But this scenario can be delivered by 2022, which means that the scenario will deliver compliance ahead of the CAZ and ‘do maximum’ scenarios, benefiting residents over a shorter time period.</li> <li>Relocation could also provide health benefits through lower levels of noise pollution, congestion and accident risk</li> <li>The short-term impact on mental health may be significant, as residents may be impacted by the stress associated with the financial and organisational burden of moving home. But in the longer-term these residents could benefit from lower air pollution, noise and accident risk.</li> </ul>
4	HGV Ban	<ul style="list-style-type: none"> <li>This scenario will deliver improvements in air quality, noise pollution, congestion and accident levels within the HGV ban zone during peak hours. And these impacts are likely to be greater than the demolition option.</li> <li>However, the ban will encourage businesses to reroute their journeys and hence, the roads being used as an alternative will face increasing noise and air pollution, congestion and accident levels.</li> <li>The net balance of these larger effects is uncertain, but the quantitative modelling suggests the scenario could at least deliver a net benefit through changes in air quality.</li> <li>In addition, some businesses may cancel journeys and potentially go out of business, which could impact the wellbeing of employees.</li> </ul>
5	CAZ Class D*	<ul style="list-style-type: none"> <li>This scenario will deliver largest significant improvements in air quality, noise pollution, congestion and accident levels within the CAZ.</li> <li>The CAZ will encourage individuals to reroute their journeys and hence, the roads being used as an alternative will face increasing noise and air pollution, congestion and accident levels. That said, the assumption that some road users may cancel journeys or mode switch suggests the net balance of effects may be a benefit.</li> </ul>



Option ID	Option Description	Summary Assessment
		<ul style="list-style-type: none"> <li>Indeed, the quantitative modelling of air quality impacts suggests this scenario will deliver the largest improvement in health effects associated with air pollution exposure.</li> <li>This scenario will have the largest negative impact on mental health, as there is a cost to businesses (and potentially unemployment), an impact on accessibility and on household affordability.</li> <li>Furthermore, this scenario can only be delivered by 2026, due to the infrastructural and legislative changes which will need to occur prior to implementation, and other options can be implemented and start delivering benefits sooner. And the baseline will eventually reduce any benefits to zero, which does not occur to the same extent under other options</li> </ul>
6	Traffic Management Option	<ul style="list-style-type: none"> <li>Although this can be delivered in the short-term, it will not have any significant health impacts.</li> <li>Scenario results in minimal reductions in air pollution, and no anticipated effect on active travel or mental health.</li> <li>Changes in the flow of traffic may result in noise and accident impacts, but reduction along the A472 could be offset by increases elsewhere.</li> </ul>
7	Do Max	<ul style="list-style-type: none"> <li>This scenario will deliver largest significant improvements in air quality, noise pollution, congestion and accident levels within the CAZ.</li> <li>The CAZ will encourage individuals to reroute their journeys and hence, the roads being used as an alternative will face increasing noise and air pollution, congestion and accident levels. That said, the assumption that some road users may cancel journeys or mode switch suggests the net balance of effects may be a benefit.</li> <li>Indeed, the quantitative modelling of air quality impacts suggests this scenario will deliver the largest improvement in health effects associated with air pollution exposure.</li> <li>However, this scenario will have the largest negative impact on mental health, as there is a cost to businesses (and potentially unemployment), an impact on accessibility and on household affordability.</li> <li>Furthermore, this scenario can only be delivered by 2023, and other options can be implemented and start delivering benefits sooner. And the baseline will eventually reduce any benefits to zero, which does not occur to the same extent under other options</li> </ul>
8	30mph speed limit	<ul style="list-style-type: none"> <li>Although this can be delivered in the short-term, this scenario results in minimal reductions in air pollution. Therefore, the prevalence of diseases relating to air pollution and mortality rates are unlikely to be impacted to a significant extent.</li> <li>Reducing speeds may deliver a small benefit through reduced accident and noise exposure risk.</li> </ul>

\*Class D - Buses, coaches, taxis, PHVs, HGVs LGVs and cars where all petrol vehicles should comply with at least Euro 4 and all diesel vehicles Euro 6 emission standards

## 4.9 STAGE THREE APPRAISAL

As part of the WelTAG Stage Three of the study, the appraisal outcomes have been summarised as follows:

## i Air Quality Impacts

- The modelling indicates that the NO<sub>2</sub> limit value can be met in 2025 without local action- though this is contingent on later iterations of Euro standards delivering predicted NO<sub>x</sub> emission reductions.
- The baseline in 2021 does not comply with the annual mean NO<sub>2</sub> limit value.
- The demolition option with the southern footpath realignment in 2021 does comply with the annual mean NO<sub>2</sub> limit value at the modelled locations.
- It can be clearly seen that demolition reduces concentrations in the canyon, due to the reduction in recirculation of emissions.
- The HGV peak period ban option in 2021 does not comply with the annual mean NO<sub>2</sub> limit value.
- The CAZ option has a large effect on NO<sub>2</sub> concentrations which reduce by 40-50% in the modelled corridor. This is primarily because of the Euro 6/VI type vehicle with lower emissions in the fleet. The CAZ option in the modelled 2021 future year is predicted to comply with the annual mean NO<sub>2</sub> standard. However, it is not possible to be fully implemented until the end of 2022.
- For all other options including changing signal timings at Crumlin junction and signalise the A472/B4471 Swffryd Junction reductions in annual average NO<sub>2</sub> were negligible. Results are presented in the Impact Assessment Report.
- The greatest health benefits are likely from the demolition option as physical health including respiratory and cardiovascular impacts from high pollution are likely to decline from residents moving to a lower pollution area. The CAZ and HGV ban are likely to have negative economic impacts on local businesses and households which could have a negative impact on mental health. Both CAZ and HGV options are likely to cause re-routing resulting in an overall increase in emissions, and with the potential to result in exceedances with the limit value elsewhere. The HIA and Distributional Analysis have identified unacceptable adverse impacts resulting from this option given the lack of alternate route choice on this part of the local and regional highway.

## i Overall Impacts

- Appraisal against Future Generations Well-being objectives
- Appraisal Summary Tables (ASTs)

### 4.9.1 APPRAISAL FUTURE GENERATIONS WELL-BEING OBJECTIVES

The options have been considered against the Well-being of Future Generations Act. These are presented in the ASTs.

### 4.10 APPRAISAL SUMMARY TABLES

The appraisal outcomes have been summarised within Appraisal Summary Tables (AST). The ASTs provide a breakdown of the impact of each measure on each of the appraisal areas. The scoring has been undertaken using the WelTAG 7-point scale where applicable.

<b>Name of scheme:</b>	Change Signal Timings at Crumlin Junction
<b>Location:</b>	Crumlin Junction
<b>Effectiveness:</b>	Ineffective
<b>Timescale:</b>	2020
<b>Feasibility:</b>	Yes. Road network is managed by CCBC Highways Operations Department.

Objective		Summary of key impacts	Assessment
			Qualitative
Environment	Air Quality	For this option the reductions in annual average NO2 are negligible. This option scores as neutral for the air quality.	Neutral (0)
	Noise	<p>Receptor The closest sensitive receptors are at Woodside Terrace, situated in NAPPA 619 mid-way up Hafodyrynys Road (A472). A number of elevated receptors on Gladstone Road also overlook the A472 and a housing estate is situated approximately 100m to the north of the A472.</p> <p>Absolute Noise Levels With the implementation of infrastructure changes, noise levels at Woodside Terrace are still predicted to exceed 68dB LA10,18h. Noise levels were measured in 2014 and found to be 76dB LA10,18h at 10m distance from the road.</p> <p>Noise Impact At Woodside Terrace short term impacts are predicted to be negligible at source, long term impacts are seen to be negligible, but with a slight decrease in noise levels of less than a 1dB; this trend is seen across the network.</p>	Neutral (0)
	Landscape	Alterations to signal timings at Crumlin Junction would manipulate the flow of traffic approaching from the A472, but this would have a negligible effect on the wider impacts imposed by the busy transit corridor.	Neutral (0)
	Historic Environment	There will be no appreciable impacts, either positive or negative, on any Grade II* and Grade II Listed Buildings or their context. The option will not result in severance or loss of integrity, context or understanding of the Listed Buildings within the historic landscape. There will be no appreciable impacts, either positive or negative, on non-designated heritage assets or the historic landscape.	Neutral (0)
	Biodiversity	This option is unlikely to lead to any significant effects on biodiversity due to the lack of landtake, and produce no impact on ecology due to the lack of vegetation clearance and works confined within the hard estate.	Neutral (0)
	Water Environment	No predicted adverse effects to the water environment. Slight increase in AADT traffic flows predicted for this option but far below typical threshold value of 20% to cause notable increase of pollution risk to receiving watercourses.	Neutral (0)
Economy	Journey Time Changes	This option sees an immediate increase in travel time of vehicles in 2021, especially as result of travel delay on the A467 due to the signal timings. Furthermore, the option sees a reduction in the travel time for 2029. Overall there is a negative impact on journey time with an increase of 13.5 hours of travel time (in total during the AM peak) for the vehicles operating on the network. However, due to the small change in travel time per vehicle, and the fact that only the morning peak is impacted, it is expected to have a neutral impact on the overall journey time.	Neutral (0)
	Journey Time Reliability Changes	This option sees a slight benefit to the journey time reliability as it may reduce the EB queuing vehicles on the A472 Hafodyrynys Road in the AM peak especially, through changes to the signal timings.	Slight Beneficial (+)
	Transport Costs	Monetary costs paid by those travelling e.g. vehicle operating costs and tolls. Vehicle operating costs include fuel and non-fuel operating costs. Given the small scale of change on the network, these impacts are minimal. The TUBA estimates the impact as £41,000 of benefit over the 60 year appraisal period.	Neutral (0)
	Accidents	Accident savings are neutral across this option because of the little to no impact which it will have on the layout of the road network.	Neutral (0)
	Changes in Productivity	This option is not expected to impact upon productivity.	Neutral (0)
	Local Economy	This option is not expected to impact upon the local economy.	Neutral (0)
	Land	It is anticipated that this option can be accommodated within the verge of current road system. This is not anticipated to have any requirements for additional land.	Neutral (0)
	Capital Costs	The costs for this option have been calculated and include a 44% Optimism Bias	£ 7,200.00
	Revenue Costs	None	Neutral (0)
Physical Activity	Journey Quality	Changing signal timings is not envisaged to have an impact on the journey quality and, therefore, the journey quality is considered to be neutral.	Neutral (0)
	Physical Activity	Signal timing modifications are unlikely to impact on physical activity along the study route. Therefore, it is considered that the impact will be neutral.	Neutral (0)

<b>S&amp;C</b>	Security	This scheme is unlikely to have an impact on the security of carriageway users at this location	Neutral (0)
	Access to Employment	Changes to signal timing are not expected to impact on access to employment along the study route. Therefore, it is considered that the impact will be neutral.	Neutral (0)
	Access to Services	Changes to signal timing are not expected to impact on access to services along the study route. Therefore, it is considered that the impact will be neutral.	Neutral (0)
	Affordability	This option is unlikely to lead to a local change in user class or impact on costs of transport.	Neutral (0)
	Severance	This option will not have an impact on severance	Neutral (0)
<b>VfM</b>	Value for Money	10 Years - PVB = -£697,000 PVC = £6,000 NPV = -£703,000 60 Years - PVB = £1,050,000 PVC =£6,000 NPV = £1,044,000	BCR 10 years -116.2 60 years 175.0
<b>Other Issues</b>	Acceptability	Given the nature of the proposals, this measure is unlikely to be opposed by any groups or individuals.	
	Technical, Operational & Financial Feasibility	None identified at this stage.	
	Deliverability & Risk	This option will have minimal cost as the option is an existing signalised junction with only timings being changed.	
<b>Secondary Criteria of the Objective</b>	Will the intervention deliver an overall reduction in NO2 emissions to air	It is considered that this measure should have minimal impact on overall reduction in NO2	
	Will the intervention result in unintended consequences or other environmental impacts	No. There are no adverse consequences to other environmental impacts.	
	Will the intervention impact equally across multiple vehicle classes and journey types	Yes. This scheme should have an equal impact on all vehicle classes and journey types.	
	Will the intervention have a positive impact on wider public health and inequalities	Yes. It is considered that this measure should marginally improve the wider public health.	
<b>Future Generations 7 Well-being goals</b>	Prosperous	This option is likely to have a neutral impact to business activity and slightly influence business movements.	0
	Resilient	This option requires minimal amount of resources for implementation. However, the measures directly impact on the ecosystem is not measurable and scores as neutral for this option	0
	Healthier	This option is likely to have a neutral impact to the health of the local communities.	0
	More Equal	This option is unlikely to have an impact on anything associated with "more equal" objective.	0
	Cohesive Communities	This option is unlikely to influence areas that make cohesive communities and scores as neutral for this goal.	0
	Vibrant Culture	This option is not likely to influence areas that make a vibrant culture and scores as neutral for this goal.	0
	Globally Responsible	This option scores as neutral for as it does not directly impact on areas such as sustainable purchasing, global supply chains or low-carbon technologies.	0

## Appraisal Summary Table

Option No. / Theme

2

<b>Name of scheme:</b>	Signalise the A472/B4471 Swffryd Junction and introduce an eastbound queue detector
<b>Location:</b>	A472 Hafodyrynys Road / B4471 Swffryd Junction
<b>Effectiveness:</b>	Ineffective
<b>Timescale:</b>	2022
<b>Feasibility:</b>	Yes. Road network is managed by CCBC Highways Operations Department.

	Objective	Summary of key impacts	Assessment
			Qualitative
Environment	Air Quality	For this option the reductions in annual average NO2 are negligible. This option scores as neutral for air quality.	Neutral (0)
	Noise	<p>Receptors The closest sensitive receptors are at Woodside Terrace, situated in NAPPA 619 mid-way up Hafodyrynys Road (A472). A number of elevated receptors on Gladstone Road also overlook the A472 and a housing estate is situated approximately 100m to the north of the A472.</p> <p>Absolute Noise Levels With the implementation of infrastructure changes, noise levels at Woodside Terrace are still predicted to exceed 68dB LA10,18h. Noise levels were measured in 2014 and found to be 76dB LA10,18h at 10m distance from the road.</p> <p>Noise Impact At Woodside Terrace short term impacts are predicted to be negligible at source, long term impacts are also seen to be negligible, but with a slight increase in noise levels of less than a 1dB; this trend is seen across the network.</p> <p>The design drawings indicate a new lane at the A472/B4471 Swffryd Junction, causing the road to be brought approximately 3.5m closer to pond villa; this could result in a slight increase in noise levels as vehicles accelerate away from the junction.</p>	Neutral (0)
	Landscape	Introducing traffic signals at the A472/B4471 Junction would manipulate the flow of traffic along the A472, resulting in some standing traffic where not previously experienced. These impacts would have a negligible effect on the wider/existing impacts imposed by the busy transit corridor.	Neutral (0)
	Historic Environment	There will be no appreciable impacts, either positive or negative, on any Grade II* and Grade II Listed Buildings or their context. The option will not result in severance or loss of integrity, context or understanding of the Listed Buildings within the historic landscape. There will be no appreciable impacts, either positive or negative, on non-designated heritage assets or the historic landscape.	Neutral (0)
	Biodiversity	This option is unlikely to lead to any significant effects on biodiversity due to the minimal landtake and construction footprint, largely confined to existing areas of hardstanding.	Neutral (0)
	Water Environment	No predicted adverse effects to the water environment. Slight increase in AADT traffic flows predicted for this option but far below typical threshold value of 20% to cause notable increase of pollution risk to receiving watercourses.	Neutral (0)
	Economy	Journey Time Changes	This option sees an immediate decrease in travel time in 2021, with a higher reduction for 2029. Overall this option results in 180 hours of time savings in total across all modelled peaks, with a moderate benefit associated to the journey time change.
Journey Time Reliability Changes		This option sees a slight benefit to the journey time reliability as it improves traffic flow through the A472 Hafodyrynys Road and Swffryd Junction, through signalisation of this junction.	Slight Beneficial (+)
Transport Costs		Monetary costs paid by those travelling e.g. vehicle operating costs and tolls. Vehicle operating costs include fuel and non-fuel operating costs. Given the small scale of change on the network, these impacts are minimal. The TUBA estimates the impact as £3,404,000 of benefit over the 60 year appraisal period.	Slight Beneficial (+)
Accidents		For Option 2, an accident appraisal was carried out using accident data over a four-and-a-half-year period from the 1st January 2014 to the 30th June 2018 ( <a href="https://gov.wales/statistics-and-research/police-recorded-road-casualties/?tab=data&amp;lang=en">https://gov.wales/statistics-and-research/police-recorded-road-casualties/?tab=data&amp;lang=en</a> ). A total of 22 accidents occurred on the road network over these five years, 6 serious and 16 slight. These accidents were then filtered down to the area which will be affected by the implementation of the signal junction. Over the four-and-a-half-year period, one serious accident has occurred in the vicinity of the junction. As the traffic around the junction will have a reduced speed, it is assumed that this accident would be downgraded to a rear-end collision/shunt with the possibility that it is removed completely from the recorded accidents on the network. This is a saving of 0.2 serious accidents per year, costed at £243,645 ( <a href="https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents">https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents</a> ) per serious accident which is a monetary saving of £54,141 per year.	Moderate Beneficial (++)
Changes in Productivity		This option is not expected to impact upon productivity.	Neutral (0)
Local Economy		This option is not expected to impact upon the local economy.	Neutral (0)
Land		It is anticipated that this option can be accommodated within the verge of current road system. This is not anticipated to have any requirements for additional land.	Neutral (0)

	Capital Costs	The costs for this option have been calculated and include a 44% Optimism Bias	£ 487,243.57
	Revenue Costs	None	Neutral (0)
S&C	Journey Quality	Installing a new signalling scheme at the A472/B4471 junction is not envisaged to have an impact on the journey quality and, therefore, the impact is considered to be neutral.	Neutral (0)
	Physical Activity	Installing the new signalling at the A472/B4471 junction is unlikely to impact on physical activity along the study route. Therefore, it is considered that the impact will be neutral.	Neutral (0)
	Security	As the signals are not within a site of concern (associated with crime), the security impact is considered to be neutral	Neutral (0)
	Access to Employment	Signalising the A472/B4471 junction is expected to slightly benefit the access to employment along the study route by improving the flow of traffic. Therefore, it is considered that the impact will be slightly beneficial.	Slight Beneficial (+)
	Access to Services	Signalising the A472/B4471 junction is expected to slightly benefit the access to services along the study route by improving the flow of traffic. Therefore, it is considered that the impact will be slightly beneficial.	Slight Beneficial (+)
	Affordability	This option is unlikely to lead to a local change in user class or impact on costs of transport.	Neutral (0)
	Severance	This option will not have an impact on severance	Neutral (0)
VfM	Value for Money	10 Years - PVB = £7,033,000 PVC = £416,000 NPV = £6,617,000 60 Years - PVB = £44,322,000 PVC = £416,000 NPV = £44,322,000	BCR 10 years 16.9 60 years 107.5
Other Issues	Acceptability	Given the nature of the proposals, this measure is unlikely to be opposed by any groups or individuals.	
	Technical, Operational & Financial Feasibility	None identified at this stage.	
	Deliverability & Risk	This option will need to be properly signed as a new junction layout to avoid traffic accidents.	
Secondary Criteria of the Objective	Will the intervention deliver an overall reduction in NO2 emissions to air	It is considered that this measure should have minimal impact on overall reduction in NO2	
	Will the intervention result in unintended consequences or other environmental impacts	No. There are no adverse consequences to other environmental impacts.	
	Will the intervention impact equally across multiple vehicle classes and journey types	Yes. This scheme should have an equal impact on all vehicle classes and journey types.	
	Will the intervention have a positive impact on wider public health and inequalities	Yes. It is considered that this measure should marginally improve the wider public health.	
Future Generations 7 Well-being goals	Prosperous	This option is likely to have a neutral impact to business activity and slightly influence business movements.	0
	Resilient	This option requires a minimal amount of resources for implementation. The measure is likely to assist in a more consistent flow in traffic, in comparison to the existing queues.	+1
	Healthier	This option is likely to have a neutral impact to the health of the local communities.	0
	More Equal	This option is unlikely to have an impact on anything associated with "more equal" objective.	0
	Cohesive Communities	This option is unlikely to influence areas that make cohesive communities and scores as neutral for this goal.	0
	Vibrant Culture	This option is not likely to influence areas that make a vibrant culture and scores as neutral for this goal.	0
	Globally Responsible	This measure complies with the 'globally responsible' objective by reducing green house gas emissions, and providing a positive example of how infrastructure projects can integrate and promote wider well-being.	+1

## Appraisal Summary Table

Option No. / Theme

3

<b>Name of scheme:</b>	Demolish Dwellings at Woodside Terrace
<b>Location:</b>	A472 Hafodyrnys Road
<b>Effectiveness:</b>	High
<b>Timescale:</b>	2022
<b>Feasibility:</b>	Yes. Subject to the CCBC's ability to enforce the Compulsory Purchase Order. A topological survey needs to be undertaken and is required for this option.

Objective		Summary of key impacts	Assessment
			Qualitative
Environment	Air Quality	The demolition option with footpath realignment in 2021 does comply with the annual mean NO2 standard at relevant locations. It should be noted that the compliance status is extremely marginal and in many cases is smaller than the error in the model. It can be clearly seen that demolition reduces concentrations in the canyon, most likely due to the reduction in recirculation of emissions.	Large Beneficial (+++)
	Noise	<p>Receptors The closest sensitive receptors are now the elevated receptors on Gladstone Road overlooking the A472 and a housing estate is situated approximately 100m to the north of the A472.</p> <p>Absolute Noise Levels With dwellings at Woodside Terrace demolished, the total dwellings within the NAPPA would decrease, however noise levels would still exceed 68dB LA10,18h at remaining dwellings to the north. The A472 is anticipated to remain in the same alignment. Noise levels were measured in 2014 and found to be 76dB LA10,18h at 10m distance from the road.</p> <p>Noise Impact If all the dwellings within the NAPPA are removed it would remove the need for this NAPPA; however, demolishing dwellings to the south would result in the NAPPA remaining, but with less dwellings than before.</p>	Neutral (0)
	Landscape	The demolition of dwellings at Woodside Terrace and re-alignment of footpath would expose the study area to a moderate value and locally designated landscapes in the south, and this would result in a slight adverse effect.	Slight adverse (-)
	Historic Environment	There will be no appreciable impacts, either positive or negative, on any Grade II* and Grade II Listed Buildings or their context. The option will not result in severance or loss of integrity, context or understanding of the Listed Buildings within the historic landscape. There will be no appreciable impacts, either positive or negative, on non-designated heritage assets or the historic landscape.	Neutral (0)
	Biodiversity	This could generate slight adverse impacts to the local ecology due to the need for vegetation clearance and landscaping near a river and the requirement to demolish buildings with high suitability to support roosting bats. The appropriate surveys will be carried out.	Slight adverse (-)
	Water Environment	No predicted adverse effects to the water environment. No increase to the AADT flows are expected for this option. Demolition works could cause short term impact in ordinary watercourse but of insufficient magnitude to affect its integrity and with no long term effects expected.	Neutral (0)
Economy	Journey Time Changes	The journey time changes for this option are neutral because of the little to no impact which it will have on the layout of the road network. It is expected to have a neutral impact on the overall journey time.	Neutral (0)
	Journey Time Reliability Changes	This option sees a neutral benefit to the journey time reliability as the option does not include any changes to the road infrastructure.	Neutral (0)
	Transport Costs	Monetary costs paid by those travelling e.g. vehicle operating costs and tolls. Vehicle operating costs include fuel and non-fuel operating costs. This scenario assumes no change in traffic from the Do Minimum, therefore the benefits are zero.	Neutral (0)
	Accidents	Accident savings are neutral across this option because of the little to no impact which it will have on the layout of the road network.	Neutral (0)
	Changes in Productivity	This option is not expected to impact upon productivity.	Neutral (0)
	Local Economy	This option is not expected to impact upon the local economy.	Neutral (0)
	Land	It is anticipated that demolishing the dwellings may result in a changes to the existing land & public footpath system.	Slight Adverse (-)
	Capital Costs	The costs for this option have been calculated and include a 44% Optimism Bias. No topographical or geotechnical surveys have been undertaken and are not included in this price. Currently the schme is at the design stage.	£ 4,310,939.66
Revenue Costs	None	Neutral (0)	

<b>S&amp;C</b>	Journey Quality	Demolishing the dwellings along the south side of the Woodside Terrace is not envisaged to have an impact on the journey quality and, therefore, the impact is considered to be neutral.	Neutral (0)
	Physical Activity	Demolishing the dwellings is unlikely to impact on physical activity along the study route. Therefore, it is considered that the impact will be neutral.	Neutral (0)
	Security	The footpath on the southern side of the carriageway will be set back by approximately 6m.	Neutral (0)
	Access to Employment	This option does not impact on the access to employment, with a small number of residents being affected. No employment centres are likely to be impacted. Furthermore, it cannot be determined where these residents will relocate. However, it is likely residents will find access to employment after relocation. <b>Therefore, the impact is considered as neutral.</b>	Neutral (0)
	Access to Services	This option does not impact on the access to services, with a small number of residents being affected. No service centres are likely to be impacted. Furthermore, it cannot be determined where these residents will relocate. However, it is likely residents will find access to services after relocation. <b>Therefore, the impact is considered as neutral.</b>	Neutral (0)
	Affordability	This option is unlikely to lead to a local change in user class or impact on costs of transport.	Neutral (0)
	Severance	The number of residents being effected is considered as minimal. Furthermore, it cannot be determined where these residents will be re-allocated in regards to housing. Therefore the impact is considered as neutral.	Neutral (0)
<b>VfM</b>	Value for Money	10 Years - PVB = £15,492 PVC = £3,915,000 NPV = -£3,915,000 60 Years - PVB = £28,566 PVC = £3,915,000 NPV = -£3,915,000 The Present Value Benefits (PVB) for this option derives from the monetised impacts of the air quality for the residents.	BCR 10 years 0.004 60 years 0.007
<b>Other Issues</b>	Acceptability	Given the nature of the proposals, this measure is anticipated to be opposed by the Woodside Terrace's residents.	
	Technical, Operational & Financial Feasibility	Financial feasibility to residents.	
	Deliverability & Risk	This option will be high risk, with geotechnical and topographical surveys being required. There are also legal challenges and the residents need to come to a joint decision to relocate.	
<b>Secondary Criteria of the Objective</b>	Will the intervention deliver an overall reduction in NO2 emissions to air	Yes. However, this measure will not reduce the emissions from the vehicles. It will decrease the concentrations in the local area due to the removal of the canyon. Dispersion is improved and hence concentrations on the road and footpaths decrease. Furthermore, the southern footpath is going to be compliant through re-alignment. Similarly, the northern footpath is likely to be compliant in the option implementation year.	
	Will the intervention result in unintended consequences or other environmental impacts	Yes. There are slight adverse consequences to the landscape and biodiversity.	
	Will the intervention impact equally across multiple vehicle classes and journey types	Yes. This scheme should have an equal impact on all vehicle classes and journey types.	
	Will the intervention have a positive impact on wider public health and inequalities	Yes. The residents will no longer be exposed to the high NO2 concentration. However, some social inequalities are envisaged due to the displacing the residents. This is further impacted as the figures show that Caerphilly has a slightly higher economic inactivity of 24.7% compared to the Welsh average of 23.8%. The majority (33.6%) are made up of long-term sick residents.	
<b>Future Generations 7 Well-being goals</b>	Prosperous	This option will lead to a relocation of the current residents at Woodside Terrace to other areas, however it is likely to have a neutral impact on local trade/economy and services due to over 85,500 economically active people in Caerphilly and the small number of people relocating from Woodside Terrace.	0
	Resilient	This option requires a high amount of resources for implementation, both financial costs and physical resources. The measure is likely to result in a small adverse impact on local biodiversity and ecosystems. <b>However, it is likely to score as neutral for this well-being goal.</b>	0
	Healthier	This option addresses the problem of poor air quality and removes the residents from the problem. However, residents will be subject to stress and anxiety over significant change. It is likely to have a positive impact on the current residents of the Woodside Terrace overall.	+2
	More Equal	The current resident group will be reimbursed and compensated for the disruption caused and in line with this goal, involvement of local people is of vital importance. There is a clear link between the inequality and health in this option, as less advantaged groups are being offered an economic support to find new housing. However, although a small group of residents are being affected from a population of over 180,800 in Caerphilly (2017), this option has the potential to leave the residents in a financial deficit overall. Especially those who have no mortgage and are now faced with having to take out a new mortgage and those coming to the end of their mortgage having to extend. This option scores as slight adverse for the 'more equal' goal.	-1
	Cohesive Communities	This option is likely to negatively impact on strengthening local community social relationships and damage the links currently made. However, it is unlikely to make Hafodyrnyns or the wider area, a less attractive place to live and work, <b>therefore scores as neutral for the cohesive communities goal.</b>	0
	Vibrant Culture	Likely to be diverging the social ties with the current residents and could cause some cultural problems between the council and the public. This scores as negative for the vibrant culture goal.	-1
	Globally Responsible	This option completely removes the health problems caused to the Woodside Terrace residents from NO2. On a localised level, the carbon footprint of demolition needs to ensure to dispose of materials in sustainable manner in order to comply with this goal. This option is seen as sustainable as it puts residents' health first by removing them from the problem.	+1



## Appraisal Summary Table

Option No. / Theme

4

<b>Name of scheme:</b>	Peak Period HGV Bans
<b>Location:</b>	A472 Hafodyrnys Road
<b>Effectiveness:</b>	Low
<b>Timescale:</b>	2022
<b>Feasibility:</b>	Possibly. CCBC can introduce and put forward the traffic order. Road network is managed by CCBC Highways Operations Department and would need to be enforced by the police for this option to be feasible.

Objective		Summary of key impacts	Assessment
			Qualitative
Environment	Air Quality	The HGV ban reduces concentrations of NO <sub>2</sub> along the corridor by an average of -2 ug/m <sup>3</sup> . However, the HGV ban option in 2021 does not achieve compliance with the NO <sub>2</sub> limit value. This option scores as slight beneficial to the air quality.	Slight Beneficial (+)
	Noise	<p>Receptors The closest sensitive receptors are at Woodside Terrace, situated in NAPPA 619 mid-way up Hafodyrnys Road (A472). A number of elevated receptors on Gladstone Road also overlook the A472 and a housing estate is situated approximately 100m to the north of the A472.</p> <p>Absolute Noise Levels With the implementation of peak hour HGV bans, noise levels at Woodside Terrace are still predicted to exceed 68dB LA10,18h. Noise levels were measured in 2014 and found to be 76dB LA10,18h at 10m distance from the road.</p> <p>Noise Impact Short term and long term impacts are predicted to be negligible at source in NAPPA 619, but with a slight decrease in noise level of less than 1dB.</p>	Neutral (0)
	Landscape	The introduction of peak hour HGV bans would manipulate the flow and nature of traffic using the A472, but this would have a negligible effect on the wider impacts imposed by the busy transit corridor.	Neutral (0)
	Historic Environment	There will be no appreciable impacts, either positive or negative, on any Grade II* and Grade II Listed Buildings or their context. The option will not result in severance or loss of integrity, context or understanding of the Listed Buildings within the historic landscape. There will be no appreciable impacts, either positive or negative, on non-designated heritage assets or the historic landscape.	Neutral (0)
	Biodiversity	This option is unlikely to produce any impacts on ecology due to the lack of vegetation clearance and works would be confined within the hard estate.	Neutral (0)
	Water Environment	No predicted adverse effects to the water environment. Slight increase in AADT traffic flows predicted for this option but far below typical threshold value of 20% to cause notable increase of pollution risk to receiving watercourses	Neutral (0)
	Economy	Journey Time Changes	This option sees an immediate decrease in travel time in 2021, with a higher reduction for 2029. Overall this option results in 194 hours of savings for all vehicle types except HGVs who operate the A472 corridor in the morning and evening peak periods. However, as result of HGVs displacement on the wider network, it is expected to have a slight adverse impact on the journey time overall.
Journey Time Reliability Changes		This option sees a neutral benefit to the journey time reliability due to unknown impacts on the corridor and displacement of HGVs elsewhere on the network. This option might result in a journey reliability improvement in 2021 on the A472 Hafodyrnys Road corridor in the AM peak especially. There is an expected adverse impact on the journey time reliability for 2029 due to a higher number of other vehicle types entering the corridor, slowly reducing the slight improvements from 2021.	Slight Adverse (-)
Transport Costs		Monetary costs paid by those travelling e.g. vehicle operating costs and tolls. Vehicle operating costs include fuel and non-fuel operating costs. The TUBA estimates £4,263,000 of benefit. However, this benefit is a function of improved traffic flow due to the removal of HGVs from the corridor. Due to the limitations of the model extents, the TUBA does not calculate disbenefits associated with the rerouting of HGVs. Because of this, the anticipated impacts are Slight Adverse.	Slight Adverse (-)
Accidents		Accident savings are neutral across this option because of the little to no impact which it will have on the layout of the road network.	Neutral (0)
Changes in Productivity		This option is not expected to impact upon productivity.	Neutral (0)
Local Economy		A questionnaire for businesses local to Hafodyrnys and A472 has been undertaken. The respondents admit that the deliveries that taking place during either a morning or afternoon peak constitute for up to 50% of deliveries within their companies. This is likely to have a moderate adverse impact on the local economy.	Moderate Adverse (-)
Land		It is anticipated that this option can be accommodated within the verge of current road system. This is not anticipated to have any requirements for additional land.	Neutral (0)
Capital Costs		The costs for this option have been calculated and include a 44% Optimism Bias	£ 507,821.16
Revenue Costs		None	Neutral (0)
Journey Quality	A HGV ban is not envisaged to have an impact on the journey quality and, therefore, the impact is considered to be neutral.	Neutral (0)	

<b>S&amp;C</b>	Physical Activity	Peak hour HGV bans are unlikely to impact on physical activity along the study route. Therefore, it is considered that the impact will be neutral.	Neutral (0)
	Security	This scheme is unlikely to have an impact of the security of carriageway users at this location	Neutral (0)
	Access to Employment	Banning HGVs during morning and evening peak periods is likely to negatively impact on their trips associated with employment. This, in turn, will affect these places operational ability. The impact is considered to be moderately adverse.	Moderate Adverse (-)
	Access to Services	Banning HGVs during peak morning and evening periods is likely to negatively impact on their trips associated with services. The impact is considered to be moderately adverse.	Moderate Adverse (-)
	Affordability	This option is unlikely to lead to a local change in user class or impact on costs of transport.	Neutral (0)
	Severance	This option will not have an impact on severance	Neutral (0)
<b>VfM</b>	Value for Money	10 Years - PVB = £6,429,045 PVC = £447,000 NPV = £5,982,045 60 Years - PVB = £38,935,698 PVC = £447,000 NPV = £38,488,698	BCR 10 years 14.4 60 years 87.1
<b>Other Issues</b>	Acceptability	Given the nature of the proposals, this measure is anticipated to be opposed by the local businesses and service providers.	
	Technical, Operational & Financial Feasibility	Police enforcement.	
	Deliverability & Risk	The diversion for the HGVs is significant, if not policed properly HGVs will continue to use the route and ignore the new diversion. Need to ensure sufficient signage is used. May lead to longer travel routes for HGVs and increases in NO2 on other routes by moving the problem from one area o another.	
<b>Secondary Criteria of the Objective</b>	Will the intervention deliver an overall reduction in NO2 emissions to air	It is considered that this measure should have a positive impact on overall reduction in NO2. In the local area. However, diversion routes are significant, will take longer to travel and could increase the overall levels of NO2.	
	Will the intervention result in unintended consequences or other environmental impacts	Yes possibly, rerouting of vehicles could increase NO2 elsewhere.	
	Will the intervention impact equally across multiple vehicle classes and journey types	No. HGVs will be targeted	
	Will the intervention have a positive impact on wider public health and inequalities	Yes. It is considered that this measure should marginally improve the wider public health in the local area but may increase NO2 overall in other regions.	
<b>Future Generations 7 Well-being goals</b>	Prosperous	This option is likely to see a negative impact on business growth and business opportunities, whilst damaging local supply chains. The measure will however favour low-carbon sectors and push the infrastructure to be more sustainable by understanding the impact of older polluting HGVs on NO2. Its impact on the economic growth may result in Caerphilly receiving less business investment, overall having an adverse impact on a Prosperous Wales.	-1
	Resilient	This measure requires minimal resources for implementation and can be enforced using ANPR. It uses resources efficiently and can positively impact on the ecosystem by removing queueing HGVs from the A472 Hafodyrnys Road local area. The option needs to ensure that by banning peak period HGVs on this route, it does not create a problem somewhere else.	+2
	Healthier	This option is likely to see a reduction in HGVs, which is likely to have a slight benefit to air quality and health. The measure is likely to make for safer active travel conditions.	+1
	More Equal	This option is anticipated to score negatively for impacting local businesses utilising HGVs. The measure could also be damaging to freight operators in the region utilising the strategic route.	-2
	Cohesive Communities	This measure is likely to negatively impact on local businesses that rely on the route for their freight transport.	-2
	Vibrant Culture	This option is not likely to influence areas that make a vibrant culture and scores as neutral for this goal.	0
	Globally Responsible	This measure complies with the 'globally responsible' objective by reducing greenhouse gas emissions, removing a considerable NO2 pollutant source from an Air Quality Management Area (AQMA) and providing a positive example of how infrastructure projects can integrate and promote wider well-being. Future assessments may be necessary to ensure negative impacts because of longer diversions are mitigated.	+1

## Appraisal Summary Table

Option No. / Theme

5

<b>Name of scheme:</b>	Clean Air Zone / Low Emission Zone
<b>Location:</b>	A472 Hafodyrnys Road
<b>Effectiveness:</b>	High
<b>Timescale:</b>	2023
<b>Feasibility:</b>	Yes. Road network is managed by CCBC Highways Operations Department.

	Objective	Summary of key impacts	Assessment
			Qualitative
Environment	Air Quality	The CAZ reduces concentrations of NO <sub>2</sub> along the corridor by an average of -14 ug/m <sup>3</sup> . The CAZ option has a transformative effect on NO <sub>2</sub> concentrations which reduce by 40-50% in the modelled corridor. This is primarily due to the effect of Euro 6/VI in the fleet. The CAZ option in 2021 does comply with the annual mean NO <sub>2</sub> standard.	Large Beneficial (+++)
	Noise	<p>Receptors</p> <p>The closest sensitive receptors are at Woodside Terrace, situated in NAPPA 619 mid-way up Hafodyrnys Road (A472). A number of elevated receptors on Gladstone Road also overlook the A472 and a housing estate is situated approximately 100m to the north of the A472.</p> <p>Absolute Noise Levels</p> <p>With the implementation of a clean air zone, noise levels at Woodside Terrace are still predicted to exceed 68dB LA10,18h. Noise levels were measured in 2014 and found to be 76dB LA10,18h at 10m distance from the road.</p> <p>Noise Impact</p> <p>Short term impacts across the network are predicted to be negligible at source, but with a slight decrease in noise levels of less than 1dB. In the long term, impacts are generally predicted to be negligible overall. The only exception is Crumlin Road which is anticipated to experience a minor beneficial impact at source, although this is thought to be due to its low flow, meaning other roads are likely to be the dominant noise source and receptors on Crumlin Road are unlikely to face a significant benefit.</p>	Neutral (0)
	Landscape	The introduction of a Clean Air Zone/Low Emission Zone would see a displacement of HGV and other traffic to alternative routes, but this would have a negligible effect on the wider impacts imposed by the busy transit corridor.	Neutral (0)
	Historic Environment	There will be no appreciable impacts, either positive or negative, on any Grade II* and Grade II Listed Buildings or their context. The option will not result in severance or loss of integrity, context or understanding of the Listed Buildings within the historic landscape. There will be no appreciable impacts, either positive or negative, on non-designated heritage assets or the historic landscape.	Neutral (0)
	Biodiversity	This option is unlikely to produce any impacts on ecology due to the lack of vegetation clearance and works confined within the hard estate.	Neutral (0)
	Water Environment	No predicted adverse effects to the water environment. Increase in AADT traffic flows predicted at Junction B4471/A472 but not considered sufficient to cause notable increase of pollution risk to receiving watercourses that receive discharge from wider catchment.	Neutral (0)
Economy	Journey Time Changes	This option sees a larger change to the journey time in 2021 compared to 2029, with an overall benefit change of 214 hours for A472 Hafodyrnys Road users. However, this option is likely to include large vehicle displacement on the wider network such as the M4, A4042, A467 and the A465. The increase in journey time for the users on the previously mentioned strategic routes is anticipated to outweigh the benefit for the A472 Hafodyrnys Road. This option therefore is likely to have a large adverse impact on the journey time.	Large Adverse (---)
	Journey Time Reliability Changes	This option sees a moderate adverse impact on the journey time reliability as result of the different diversion routes, increased distance and problems on the network elsewhere will result in more travel delay, especially for vehicles travelling eastbound on the A472 Hafodyrnys Road in the morning peak.	Moderate Adverse (-)
	Transport Costs	Monetary costs paid by those travelling e.g. vehicle operating costs and tolls. Vehicle operating costs include fuel and non-fuel operating costs. The TUBA estimates £972,000 of benefit. However, this benefit is a function of improved traffic flow due to the removal of traffic from the corridor as a result of the Clean Air Zone. Due to the limitations of the model extents, the TUBA does not calculate disbenefits associated with the rerouting of traffic away from the Clean Air Zone. Similarly, the TUBA costs do not include the charge paid by non-compliant vehicles within the Clean Air Zone. Due to this, the impacts are expected to be Large Adverse.	Large Adverse (---)
	Accidents	This option is likely to displace traffic from the strategic corridor onto potentially unsuitable routes. This could result in increased traffic volumes in residential areas etc. making accidents more likely to happen.	Slight Adverse (-)
	Changes in Productivity	This option is likely to affect the availability of labour markets within the area. The charging Clean Air Zone will act as a barrier to commuters between Caerphilly and Torfaen.	Moderate Adverse (-)
	Local Economy	A questionnaire for businesses, local to Hafodyrnys and A472 has been undertaken. Only three respondents considered proposed charges for the CAZ as 'about right'. Some respondents suggest also that such changes might result in the area to be unattractive from a business point of view. This is likely to have a large adverse impact on the local economy.	Large Adverse (---)
	Land	It is anticipated that this option can be accommodated within the verge of current road system. This is not anticipated to have any requirements for additional land. This option will include the construction of signs on the nearby infrastructure.	Neutral (0)
	Capital Costs	The costs for this option have been calculated and include a 44% Optimism Bias	£ 20,000,000.00
Revenue Costs	None	Neutral (0)	

<b>S&amp;C</b>	Journey Quality	A clean air/low emission zone is envisaged to have an impact on the journey quality through less exposure to NO2 levels for drivers, passengers, pedestrians and cyclists. This is likely to have a slight beneficial impact.	Slight Beneficial (+)
	Physical Activity	Introducing the Clean Air Zone/Low Emission Zone is unlikely to impact on physical activity along the study route. Therefore, it is considered that the impact will be neutral.	Neutral (0)
	Security	This scheme is unlikely to have an impact of the security of carriageway users at this location	Neutral (0)
	Access to Employment	Introducing a Clean Air Zone/Low Emission Zone is likely to reduce the residents' access to local employment as well as companies main transport routes being effected. The impact is considered to be large adverse.	Large Adverse (---)
	Access to Services	Introducing a Clean Air Zone/Low Emission Zone is likely to reduce the residents' access to the local services. Reduced number of trips associated with business & delivery will also see a reduction in the access to services. The impact is considered to be large adverse.	Large Adverse (---)
	Affordability	The clean air zone may result in an increase in the time necessary to save money to upgrade vehicles as a result of paying for the CAZ charge or having to extend their general daily trips.	Slight Adverse (-)
	Severance	This option will not have an impact on severance	Neutral (0)
<b>VfM</b>	Value for Money	10 Years - PVB = £3,066,149 PVC = £15,303,851 NPV = -£12,237,702 60 Years - PVB = £11,536,149 PVC = £15,303,851 NPV = -£3,767,702	BCR 10 years 0.2 60 years 0.8
<b>Other Issues</b>	Acceptability	Given the nature of the proposals, this measure is anticipated to be opposed by the local businesses and general public. The road users are likely to be financially penalised either by the introduced charges or the requirement to buy a newer vehicle.	
	Technical, Operational & Financial Feasibility	No legislation currently in place to allow a clean air zone to be implemented in Wales. This is likely to take up to 2021 for legislation to be in place, with the JAQU guidance suggesting a further 5 years implementation period following legislation being in place.	
	Deliverability & Risk	The diversion for vehicles is significant, if not policed properly vehicles will continue to use the route and ignore the new diversion. Need to ensure sufficient signage is used.	
<b>Secondary Criteria of the Objective</b>	Will the intervention deliver an overall reduction in NO2 emissions to air	Yes. There may potentially be an overall reduction to NO2, although it is likely that there may be localised increases in NO2 elsewhere, due to the Clean Air Zone/Low Emission Zone avoidance.	
	Will the intervention result in unintended consequences or other environmental impacts	Yes, potentially to the areas where the traffic re-routes.	
	Will the intervention impact equally across multiple vehicle classes and journey types	No. Older vehicles will be targeted.	
	Will the intervention have a positive impact on wider public health and inequalities	There may be a positive impact on the residents' health, however significant social inequalities are envisaged due to the vehicles' emissions restriction. CAZ displacement of older vehicles on the corridor and can impact on the air quality in other areas.	
<b>Future Generations 7 Well-being goals</b>	Prosperous	This option may lead to a local economy which is adapted to future change and thinks more about the air quality problem. The same can be said about working together with other public bodies' goals. This measure could however negatively impact local economy and provision of local services by discouraging trips through the zone.	-2
	Resilient	This measure requires notable resource for implementation. However, the measure can positively impact on the ecosystem by removing poor quality vehicles that negatively impact on local air quality readings. The option needs to ensure that by charging certain vehicles, it does not create a problem somewhere else. This option would be further benefited by a government scrappage scheme or incentives to renew older vehicles.	+1
	Healthier	This option is likely to see a reduction in poor quality vehicles, which is likely to have a slight benefit to air quality and subsequently to the health of the local residents.	+2
	More Equal	The CAZ charge can be classified as a proportional charge system which does not take into consideration someone's income. The more deprived groups are likely to be impacted more than those that are more financially secure. A measure to tackle this problem can be the introduction of interest-free loans for a limited time to purchase compliant vehicles. This idea was put forward by the secretary of the Yorkshire Professional Driver's Association in response to the Leeds CAZ. This option would be further benefited by a government scrappage scheme or incentives to renew older vehicles.	-2
	Cohesive Communities	This measure is likely to negatively impact on local businesses that rely on the route for their commuting and freight transport.	-2
	Vibrant Culture	This option is not likely to influence areas that make a vibrant culture and scores as neutral for this goal.	0
	Globally Responsible	This measure complies with the 'globally responsible' objective by reducing green house gas emissions, emphasising a need for developing sustainable low-carbon technologies, and providing a positive example of how infrastructure projects can integrate and promote wider well-being	+2

## Appraisal Summary Table

Option No. / Theme

6

<b>Name of scheme:</b>	Traffic Management Option - Change Signal Timings at Crumlin Junction (Option 1) + Signalise the A472/B4471 Swyffryd Junction with 2 lanes on A472 EB (Option 2)
<b>Location:</b>	Crumlin Junction, A472 Hafodyrynys Road / B4471 Swyffryd Junction
<b>Effectiveness:</b>	Ineffective
<b>Timescale:</b>	2022
<b>Feasibility:</b>	Yes. Road network is managed by CCBC Highways Operations Department.

Objective		Summary of key impacts	Assessment
			Qualitative
Environment	Air Quality	For this option the reductions in annual average NO2 are negligible. This option scores as neutral for the air quality.	Neutral (0)
	Noise	<p>Receptors The closest sensitive receptors are at Woodside Terrace, situated in NAPPA 619 mid-way up Hafodyrynys (A472). A number of elevated receptors on Gladstone Road also overlook the A472 and a housing estate is situated approximately 100m to the north of the A472.</p> <p>Absolute Noise Levels With the implementation of infrastructure changes, noise levels at Woodside Terrace are still predicted to exceed 68dB LA10,18h. Noise levels were measured in 2014 and found to be 76dB LA10,18h at 10m distance from the road.</p> <p>Noise Impact Overall receptors are subject to negligible changes in the short and long term. The negligible beneficial and adverse impacts from option 2 and option 3 respectively effectively counteract each other.</p> <p>The design drawings indicate a new lane at the A472/B44721 Swyffryd Junction, causing the road to be brought approximately 3.5m closer to pond villa; this could result in a slight increase in noise levels as vehicles accelerate away from the junction.</p>	Neutral (0)
	Landscape	Alterations to signal timings at Crumlin Junction and introduction of traffic signals at the A472/B4471 junction would manipulate the flow of traffic approaching from the A472 and result in some standing traffic where not previously experienced. These alterations would have a negligible effect on the wider/existing impacts imposed by the busy transit corridor.	Neutral (0)
	Historic Environment	There will be no appreciable impacts, either positive or negative, on any Grade II* and Grade II Listed Buildings or their context. The option will not result in severance or loss of integrity, context or understanding of the Listed Buildings within the historic landscape. There will be no appreciable impacts, either positive or negative, on non-designated heritage assets or the historic landscape.	Neutral (0)
	Biodiversity	This option is unlikely to lead to any significant effects on biodiversity due to the minimal landtake and construction footprint, largely confined to existing areas of hardstanding.	Neutral (0)
	Water Environment	No predicted adverse effects to the water environment. Slight increase in AADT traffic flows predicted for this option but far below typical threshold value of 20% to cause notable increase of pollution risk to receiving watercourses.	Neutral (0)
	Economy	Journey Time Changes	This option sees a minor increase in travel time of vehicles in 2021, however this is outweighed by a positive change to the journey time in 2029 for an overall positive journey time change of 60 hours. The majority of the increase to journey time is associated with the signal timings in 2021. It is anticipated that the traffic management option will have a slight benefit on the journey time change.
Journey Time Reliability Changes		This option sees a moderate benefit to the journey time reliability, especially to traffic travelling eastbound in the AM peak.	Moderate Beneficial (++)
Transport Costs		Monetary costs paid by those travelling e.g. vehicle operating costs and tolls. Vehicle operating costs include fuel and non-fuel operating costs. Given the small scale of change on the network, these impacts are minimal. The TUBA estimates the impact as £1,486,000 of benefit over the 60 year appraisal period.	Slight Beneficial (+)
Accidents		An accident appraisal was carried out using accident data over a four-and-a-half-year period from the 1st January 2014 to the 30th June 2018 ( <a href="https://gov.wales/statistics-and-research/police-recorded-road-casualties/?tab=data&amp;lang=en">https://gov.wales/statistics-and-research/police-recorded-road-casualties/?tab=data&amp;lang=en</a> ). A total of 22 accidents occurred on the road network over these five years, 6 serious and 16 slight. These accidents were then filtered down to the area which will be affected by the implementation of the signal junction. As the traffic around the junction will have a reduced speed, it is assumed that this accident would be downgraded to a rear-end collision/shunt with the possibility that it is removed completely from the recorded accidents on the network. This is a saving of 0.2 serious accidents per year, costed at £243,645 ( <a href="https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents">https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents</a> ) per serious accident which is a monetary saving of £54,141 per year.	Moderate Beneficial (++)
Changes in Productivity		This option is not expected to impact upon productivity.	Neutral (0)
Local Economy		This option is not expected to impact upon the local economy.	Neutral (0)
Land		It is anticipated that this option can be accommodated within the verge of current road system. This is not anticipated to have any requirements for additional land.	Neutral (0)
Capital Costs	The costs for this option have been calculated and include a 44% Optimism Bias	£ 494,443.57	

	Revenue Costs	None	Neutral (0)
<b>S&amp;C</b>	Journey Quality	A traffic management option is not envisaged to have an impact on the journey quality and, therefore, the impact is considered to be neutral.	Neutral (0)
	Physical Activity	A traffic management option is unlikely to impact on physical activity along the study route. Therefore, it is considered that the impact will be neutral.	Neutral (0)
	Security	As the signals are not within a site of concern (associated with crime), the security impact is considered to be neutral	Neutral (0)
	Access to Employment	Traffic management could improve the vehicle flow through the corridor and therefore create a more attractive route for drivers. This could potentially attract additional users and therefore slightly improve access to employment.	Slight Beneficial (+)
	Access to Services	Traffic management could improve the vehicle flow through the corridor and therefore create a more attractive route for drivers. This could potentially attract additional users and therefore slightly improve access to services.	Slight Beneficial (+)
	Affordability	This option is unlikely to lead to a local change in user class or impact on costs of transport.	Neutral (0)
	Severance	This option will not have an impact on severance	Neutral (0)
<b>VfM</b>	Value for Money	10 Years - PVB = £2,371,000 PVC = £422,000 NPV = £1,949,000 60 Years - PVB = 19,282,000 PVC =£422,000 NPV =18,860,000	BCR 10 years 5.6 60 years 45.7
<b>Other Issues</b>	Acceptability	Given the nature of the proposals, this measure is unlikely to be opposed by any groups or individuals.	
	Technical, Operational & Financial Feasibility	None identified at this stage.	
	Deliverability & Risk	Signal timing will have minimal cost as the option is an existing signalised junction with only timings being changed. An eastbound queue detector will need to be properly signed as a new junction layout to avoid traffic accidents.	
<b>Secondary Criteria of the Objective</b>	Will the intervention deliver an overall reduction in NO2 emissions to air	It is considered that this measure should have minimal impact on overall reduction in NO2	
	Will the intervention result in unintended consequences or other environmental impacts	No. There are no adverse consequences to other environmental impacts.	
	Will the intervention impact equally across multiple vehicle classes and journey types	Yes. This scheme should have an equal impact on all vehicle classes and journey types.	
	Will the intervention have a positive impact on wider public health and inequalities	Yes. It is considered that this measure should marginally improve the wider public health.	
<b>Future Generations 7 Well-being goals</b>	Prosperous	This option is likely to have a neutral impact to business activity and slightly influence business movements.	0
	Resilient	Signalising Swyffryd Junction & eastbound queue detector requires a minimal amount of resources for implementation. The measure is likely to assist in a more consistent flow in traffic, in comparison to the existing queues.	+1
	Healthier	This option is likely to have a neutral impact to the health of the local communities.	0
	More Equal	This option is unlikely to have an impact on anything associated with "more equal" objective.	0
	Cohesive Communities	This option is not likely to influence areas that make cohesive communities and scores as neutral for this goal.	0
	Vibrant Culture	This option is not likely to influence areas that make a vibrant culture and scores as neutral for this goal.	0
	Globally Responsible	This measure complies with the 'globally responsible' objective by reducing green house gas emissions, and providing a positive example of how infrastructure projects can integrate and promote wider well-being	+1

## Appraisal Summary Table

Option No. / Theme

7

<b>Name of scheme:</b>	Do Max - Change Signal Timings at Crumlin Junction + Signalise the A472/B4471 Swyffryd Junction with 2 lanes on A472 EB + Clean Air Zone / Low Emission Zone
<b>Location:</b>	Crumlin Junction, A472 Hafodyrynys Road / B4471 Swyffryd Junction
<b>Effectiveness:</b>	High
<b>Timescale:</b>	2023
<b>Feasibility:</b>	Yes. Road network is managed by CCBC Highways Operations Department.

	Objective	Summary of key impacts	Assessment
			Qualitative
Environment	Air Quality	The CAZ reduces concentrations of NO2 along the corridor by an average of -14 ug/m3. The CAZ option has a transformative effect on NO2 concentrations which reduce by 40-50% in the modelled corridor. This is primarily due to the effect of Euro 6/VI in the fleet. The CAZ option in 2021 does comply with the annual mean NO2 standard.	Large Beneficial (+++)
	Noise	<p>Receptors</p> <p>The closest sensitive receptors are at Woodside Terrace, situated in NAPPA 619 mid-way up Hafodyrynys Road (A472). A number of elevated receptors on Gladstone Road also overlook the A472 and a housing estate is situated approximately 100m to the north of the A472.</p> <p>Absolute Noise Levels</p> <p>With the implementation of a clean air zone, noise levels at Woodside Terrace are still predicted to exceed 68dB LA10,18h. Noise levels were measured in 2014 and found to be 76dB LA10,18h at 10m distance from the road.</p> <p>Noise Impact</p> <p>Similarly to option 6, short term impacts are predicted to be negligible at source, but with a slight decrease in noise levels of less than 1dB across the network. In the long term, impacts are generally predicted to be negligible overall. The minor beneficial impact on Crumlin road is marginally less than option 6 and receptors are unlikely to face a significant benefit.</p> <p>The design drawings indicate a new lane at the A472/B44721 Swyffryd Junction, causing the road to be brought approximately 3.5m closer to pond villa; this could result in a slight increase in noise levels .</p>	Neutral (0)
	Landscape	The introduction of a Clean Air Zone/Low Emission Zone, alterations to signal timings at Crumlin Junction and introducing traffic signals at the A472/B4471 Junction would see a displacement of HGV and other traffic to alternative routes and manipulation of vehicle flows using the transit corridor. The alterations would have neutral effect on the immediate landscape setting and wider area.	Neutral (0)
	Historic Environment	There will be no appreciable impacts, either positive or negative, on any Grade II* and Grade II Listed Buildings or their context. The option will not result in severance or loss of integrity, context or understanding of the Listed Buildings within the historic landscape. There will be no appreciable impacts, either positive or negative, on non-designated heritage assets or the historic landscape.	Neutral (0)
	Biodiversity	This option is unlikely to lead to any significant effects on biodiversity due to the minimal landtake and construction footprint, largely confined to existing areas of hardstanding.	Neutral (0)
	Water Environment	No predicted adverse effects to the water environment. Increase in AADT traffic flows are predicted at Swyffrydd Junction B4471/A472 but not considered sufficient to cause notable increase of pollution risk to receiving watercourses that receive discharge from wider catchment.	Neutral (0)
Economy	Journey Time Changes	This option similarly to the Clean Air Zone (CAZ) option, sees an immediate decrease in travel time in 2021, with a higher reduction for 2029, with an overall positive journey time change of 269 hours. However overall, this option is likely to include large vehicle displacement on the wider network such as the M4, A4042, A467 and the A465. The traffic management options (timings and junction improvement to Swyffryd Road) are likely to see more benefit to the journey time overall compared to the CAZ. Therefore the do maximum option is anticipated to have a moderate adverse impact on journey time changes.	Moderate Adverse (--)
	Journey Time Reliability Changes	This option sees a neutral benefit to the journey time reliability as the slight benefit from Option 1 (Change of signal timings) and Option 2 (Signalisation of Swyffryd Junction) are counterbalanced by the moderate adverse impacts of the CAZ.	Slight Adverse (-)
	Transport Costs	Monetary costs paid by those travelling e.g. vehicle operating costs and tolls. Vehicle operating costs include fuel and non-fuel operating costs. The TUBA estimates £2,286,000 of benefit. However, this benefit is a function of improved traffic flow due to the removal of traffic from the corridor as a result of the Clean Air Zone. Due to the limitations of the model extents, the TUBA does not calculate disbenefits associated with the rerouting of traffic away from the Clean Air Zone. Similarly, the TUBA costs do not include the charge paid by non compliant vehicles within the Clean Air Zone. Due to this, the impacts are expected to be Large Adverse.	Large Adverse (---)
	Accidents	An accident appraisal was carried out using accident data over a four-and-a-half-year period from the 1st January 2014 to the 30th June 2018 ( <a href="https://gov.wales/statistics-and-research/police-recorded-road-casualties/?tab=data&amp;lang=en">https://gov.wales/statistics-and-research/police-recorded-road-casualties/?tab=data&amp;lang=en</a> ). A total of 22 accidents occurred on the road network over these five years, 6 serious and 16 slight. These accidents were then filtered down to the area which will be affected by the implementation of the signal junction. As the traffic around the junction will have a reduced speed, it is assumed that this accident would be downgraded to a rear-end collision/shunt with the possibility that it is removed completely from the recorded accidents on the network. This is a saving of 0.2 serious accidents per year, costed at £243,645 ( <a href="https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents">https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents</a> ) per serious accident which is a monetary saving of £54,141 per year.	Moderate Beneficial (++)
	Changes in Productivity	This option is likely to affect the availability of labour markets within the area. The charging Clean Air Zone will act as a barrier to commuters between Caerphilly and Torfaen.	Moderate Adverse (--)

	Local Economy	A questionnaire for businesses, local to Hafodyrnyrs and A472 has been undertaken. Only three respondents considered proposed charges for the CAZ as 'about right'. Some respondents suggest also that such changes might result in the area to be unattractive from a business point of view. This is likely to have a large adverse impact on the local economy.	Large Adverse (---)
	Land	It is anticipated that this option can be accommodated within the verge of current road system. This is not anticipated to have any requirements for additional land.	Neutral (0)
	Capital Costs	The costs for this option have been calculated and include a 44% Optimism Bias	£ 20,494,443.57
	Revenue Costs	None	Neutral (0)
S&C	Journey Quality	A do maximum option which includes a clean air zone is envisaged to have an impact on the journey quality through less exposure to NO2 levels for drivers, passengers, pedestrians and cyclists. This is likely to have a slight beneficial impact.	Slight Beneficial (+)
	Physical Activity	A do maximum option is unlikely to impact on physical activity along the study route. Therefore, it is considered that the impact will be neutral.	Neutral (0)
	Security	As the signals are not within a site of concern (associated with crime), the security impact is considered to be neutral	Neutral (0)
	Access to Employment	Introducing a Clean Air Zone/Low Emission Zone is likely to reduce the residents' access to local employment as well as companies main transport routes being effected. The impact is considered to be large adverse.	Large Adverse (---)
	Access to Services	Introducing a Clean Air Zone/Low Emission Zone is likely to reduce the residents' access to the local services. Reduced number of trips associated with business & delivery will also see a reduction in the access	Large Adverse (---)
	Affordability	The clean air zone may result in an increase in the time necessary to save money to upgrade vehicles as a result of paying for the CAZ charge or having to extend their general daily trips.	Slight Adverse (-)
	Severance	This option will not have an impact on severance	Neutral (0)
VfM	Value for Money	10 Years - PVB = £4,795,943 PVC = £15,549,851 NPV = -£10,753,908 60 Years - PVB = £25,911,943 PVC = £15,549,851 NPV = £10,362,092	BCR 10 years 0.3 60 years 1.7
Other Issues	Acceptability	Given the nature of the proposals, this measure is likely to be opposed by current residents/businesses.	
	Technical, Operational & Financial Feasibility	No legislation currently in place to allow a clean air zone to be implemented in Wales. This is likely to take up to 2021 for legislation to be in place, with the JAQU guidance suggests a further 5 years implementation period considering legislation is in place.	
	Deliverability & Risk	Changes to the signal timings will have a minimal cost as the option is already a signalised junction. The diversion for vehicles away from the clean air zone is significant, if not policed properly vehicles will continue to use the route and ignore the new diversion. Need to ensure sufficient signage is used.	
Secondary Criteria of the Objective	Will the intervention deliver an overall reduction in NO2 emissions to air	It is considered that signal timings should have minimal impact on overall reduction in NO2. However, with the introduction of a CAZ there may potentially be an overall reduction to NO2, although it is likely that there may be localised increases in NO2 elsewhere, due to the Clean Air Zone/Low Emission Zone avoidance.	
	Will the intervention result in unintended consequences or other environmental impacts	Yes, potentially to the areas where the traffic re-routes.	
	Will the intervention impact equally across multiple vehicle classes and journey types	Signal timing changes should have an equal impact on all vehicle classes and journey types. However, older vehicles will be targeted as part of the CAZ measure, so the intervention will not impact equally across vehicle classes.	
	Will the intervention have a positive impact on wider public health and inequalities	It is considered that signal timings should marginally improve the wider public health. Although there may be a positive impact on the residents' health from a CAZ, significant social inequalities are envisaged due to a charge on older vehicles generally owned by people with less disposable income.	
Future Generations 7 Well-being goals	Prosperous	This option may impact on the local economy of Caerphilly and local residents.	-2
	Resilient	A clean air zone requires notable resource for implementation. However, the measure can positively impact on the ecosystem by removing poor quality vehicles that negatively impact on local air quality readings. The option needs to ensure that by changing certain vehicles, it does not create a problem somewhere else. This option would be further benefited by a government scrappage scheme or incentives to renew older vehicles. For the traffic management options, an eastbound queue detector requires a minimal amount of resources for implementation. The measure is likely to assist in a more consistent flow in traffic for the Swyfydd Road junction, in comparison to the existing queues.	+1
	Healthier	Signal timings and an eastbound queue detector is likely to have a neutral impact to the health of the local communities. A clean air zone is likely to see a reduction in poor quality vehicles, which is likely to have a moderate benefit to air quality and subsequently to the health of the local residents.	+2
	More Equal	The CAZ charge can be classified as a proportional charge system which does not take in consideration someone's income. The more deprived groups are likely to be impacted more than those that are more financially secure. A measure to tackle this problem can be the introduction of interest-free loans for a limited time to purchase compliant vehicles. This idea was put forward by the secretary of the Yorkshire Professional Driver's Association in response to the Leeds CAZ. This option would be further benefited by a government scrappage scheme or incentives to renew older vehicles.	-2
	Cohesive Communities	This measure is likely to negatively impact on local businesses that rely on the route for their commuting and freight transport.	-2
	Vibrant Culture	This option is not likely to influence areas that make a vibrant culture and scores as neutral for this goal.	0
	Globally Responsible	This measure complies with the 'globally responsible' objective by reducing green house gas emissions, and providing a positive example of how infrastructure projects can integrate and promote wider well-being. A clean air zone complies with the 'globally responsible' objective by reducing green house gas emissions, developing sustainable low-carbon technologies, and providing a positive example of how infrastructure projects can integrate and promote wider well-being	+2



## 4.11 CONCLUSION TO THE TRANSPORT CASE

This section provides a conclusion to the transport case through a summary of the air quality modelling results and the environmental, economic and social appraisals.

### 4.11.1 AIR QUALITY MODELLING SUMMARY

Air quality modelling has demonstrated that Option S1 (Retiming of signals) does not bring forward compliance or reduce the NO<sub>2</sub> levels.

Air quality modelling results have shown that the compliance status is met for Option S3 (Demolition of Dwellings at Woodside Terrace), although it does bring forward compliance. The study has stated compliance will be achieved by 2022. This allows sufficient time for a public inquiry should there be opposition from local residents. Demolition could achieve compliance sooner if CCBC are able to dispel concerns and get residents to agree to the option. Furthermore, Option S4 (Peak Period HGV bans), reduces concentrations of NO<sub>2</sub> along the corridor by a few µg/m<sup>3</sup>. However, Option 4 in 2021 does not comply with the annual mean NO<sub>2</sub> standard and is therefore an ineffective option as it does not meet the study's objectives. The Option S5 (CAZ) has a transformative effect on NO<sub>2</sub> concentrations which reduce by 40-50% in the modelled corridor. However, the implementation for the CAZ is likely to be 2023 due to the need for a further feasibility study to understand the displacement effects of the traffic and upgrading works required. Option S3 (Demolition), is preferred as it moves compliance forward, all the other options have little to no effect or cannot be achieved before the compliance year of 2025 without any local intervention.

### 4.11.2 APPRAISAL SUMMARY

The environment section of the Appraisal Summary Tables (AST) has found that from all other sub-sections (noise, landscape, historic environment, biodiversity and water environment), the biggest influence is on air quality. The demolition option, CAZ and the do maximum options have scored the highest for air quality. The HGV ban (S4) option has a slight benefit as it does reduce NO<sub>2</sub> concentrations, but not enough to meet legal compliance. Furthermore, this option has significant adverse impacts on the local economy. It is also anticipated that a HGV ban would displace traffic onto unsuitable alternative routes. Further analysis would be required to determine these impacts prior to the implementation of a HGV ban. The remaining options have scored neutral for all environment AST sections. The only adverse impacts being associated with the demolition option, for its impact on landscape and biodiversity. However, the impact on landscape would be temporary and any risks would need to be mitigated throughout the project.

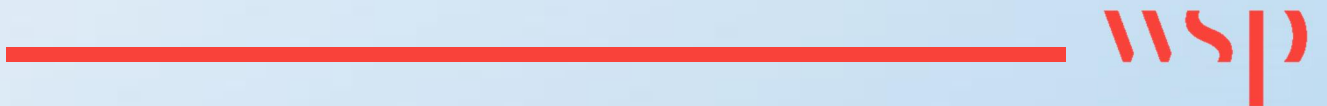
The economy section of the AST has found Option S2 (signalisation of Swffryd Road Junction) to have the highest BCR over the 10 years appraisal at 15.2 and the second highest for the 60 years appraisal at 94.6. Option S2 also scored positively for the journey time changes, journey time reliability, transport costs and accident reduction benefits. Option S3 (Demolish Dwellings at Woodside Terrace and realignment of the southern footpath) has been appraised as neutral across all economic aspects except land, due to the anticipated transgression to the existing land, road or pathway systems. The air quality modelling has quantified some monetised impacts as part of a Cost Benefit Analysis (CBA) output which have been calculated in the BCR. The impact on the local economy has been appraised using the pilot study questionnaire in **Appendix C**. This has found a large adverse impact of Option S5 (CAZ) and Option S7 (Do maximum) which also incorporates the

CAZ. Option S4 (Peak Period HGV bans) is also found to have a moderate adverse impact as of the surveyed businesses', have or distribute deliveries during the affected morning and evening peak.

The social & cultural section of the AST has found the options impact on the access to employment, access to services and affordability sub-sections. For the other sub-sections (journey quality, physical activity, security and severance), the score has been neutral. Option S2 (signalisation of Swffryd Road Junction) and subsequently Option S6 (traffic management), have scored positively for access to employment and access to services. Option S4 (Peak Period HGV bans) and Option S5 (CAZ) have scored negatively on their impact to access to employment and services, whilst the CAZ also influences affordability. This is due to the usual users who have high emission vehicles, likely having to pay the charge or extend their daily trips through rerouting.

# 5

## FINANCIAL CASE



## 5 FINANCIAL CASE

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### 5.1 OVERVIEW

The financial case informs you whether an option is affordable in the first place and the long term financial viability of a scheme. It covers both capital and revenue requirements over the lifetime of the project and the implications of these for the balance sheet, income and expenditure accounts for public sector organisations'.

At Stage Two, it was considered that any of the measures identified in the Low (up to £500k) and Medium (£500k – £2m) are affordable within the information available to inform the study, though the measures identified with High costs will need the affordability re-evaluated when detailed designs have been finalised.

### 5.2 FINANCIAL MODEL

The WeITAG appraisal guidance states that the lifetime costs of the project to include occurrence, price, source of funding, maintenance liabilities, risk allowances, environmental, social and cultural impacts and externalities.

#### 5.2.1 METHODOLOGY RELATING TO THE COMPILATION OF THE ESTIMATES.

The quantities have been taken off the drawings provided by the design team. These are General Arrangement drawings with no details relating to the specific Highways Method of Measurement Series.

Therefore, due to absence of data relating to the existing ground conditions, an estimated assessment of the various series has been included, with regards to the items and quantities.

The estimate has been compiled using the items and rates taken from the South East and Mid Wales Highways Framework 1<sup>st</sup> January 2019 – 31<sup>st</sup> December 2022, Schedule of Rates, Lot 8. In general, the higher band rates have been used. Rogue items have been inserted for items that are not included within the Schedule of Rates, using rates taken from Spon's Civil Engineering and Highway Price Book 2018 or historic rates deemed to be appropriate for the size and nature of the scheme.

The following comments and exclusions should be noted:

- No allowance has been made for the treatment and removal of contaminated material
- Land take and associated costs have not been assessed, unless stated within the individual option.
- Any costs associated with Statutory Undertakers diversions and fees are excluded
- VAT is excluded
- Preparation and Supervision Costs are excluded

With respect to the cost estimate for S5 Clean Air Zone, this is a high-level estimate based on uncertainty surrounding the option. The cost includes policy costs, infrastructure costs (enforcement cameras etc.), cost of improving alternative routes, and risk allowance. Due to limitations of the study it has not been possible to model the rerouting impacts of the CAZ. Further assessment work would need to be undertaken to identify mitigation requirements on alternative routes with due consideration for air quality exceedance, road safety, and other direct adverse impacts. Whilst it has

not been possible to model the rerouting of traffic, it is likely that the following routes would be impacted: the A467, A4043, A465 Heads of the Valleys Road, A4042 and the M4. These improvements are to ensure that the measure seeks to resolve the issues identified rather than simply displacing the impacts elsewhere.

### 5.3 SCHEME COSTS

At Stage Three more detailed construction costing activities have been undertaken by WSP. More detailed scheme costs can be found in the IAR.

The costs have been based on the design drawings which are presented in **Appendix D** and **Appendix E**.

**Table 5-1 – Scheme Costs**

Option Number	Scheme Option Description	Total Capital Costs	Total Costs with an applied 44% Optimism Bias
		No Risk Allowance	Optimism Bias Stage 1
1	Change Signal Timings at Crumlin Junction	£ 5,000	£ 7,200
2	Signalise the A472/B4471 Swffryd Junction and introduce an eastbound queue detector	£ 338,364	£ 487,244
3	Demolish Dwellings at Woodside Terrace and realignment of the southern footpath	£ 2,993,708	£ 4,310,940
4	Peak Period HGV Bans	£ 352,654	£ 507,821
5	Clean Air Zone / Low Emission Zone	£ 20,000,000	£ 20,000,000 (Initial Estimate Cost Includes Risk)
6	Traffic Management Option - Change Signal Timings at Crumlin Junction (Option 1) + Signalise the A472/B4471 Swffryd Junction with 2 lanes on A472 EB (Option 2)	£ 343,364	£ 494,444
7	Do Max - Change Signal Timings at Crumlin Junction + Signalise the A472/B4471 Swffryd Junction with 2 lanes on A472 EB + Clean Air Zone / Low Emission Zone	£ 20,343,364	£ 20,494,444

## 5.4 RISKS

Using the TAG Unit 1.2 Scheme Costs<sup>21</sup>, an optimism bias of 44% has been applied to the capital costs of the scheme. The optimism bias applies to the roads category. Risks for all options in **Table 5-1** have been highlighted below:

S1 – No risks on deliverability, timescale and implementation costs are expected.

S2 – There are medium risks associated with the signalisation of the A472/B4471 Swffryd Junction option. Predominantly due to the option designs created using 2D Ordnance Survey data. This option includes a topographical survey. The design for the junction will need to be developed from an outline design to a preliminary design. A geotechnical survey is not likely to be necessary for this option at the current stage.

S3 – There are high risks associated with the demolition option. This option has been designed using the topographical survey and additionally, a geotechnical survey will be necessary before the works can begin. Prior to the geotechnical survey, a detailed environmental survey will also need to be undertaken. In addition, the proposed compliance year of January 2022 allows for a period where residents may oppose this measure and a public inquiry may be necessary. If resident's concerns can be dispelled the compliance can be achieved sooner. This option is likely to require asbestos surveys, asbestos removal. Most of the buildings have basements which will have to be filled in with material.

S4 – Limited risks are associated with this option. The biggest risks are associated with the displacement of the HGVs on the local and regional highway network. No detailed surveys are expected to be required for this option. However, further assessment work is required.

S5 – Significant high risk. Further feasibility study required. Potential upgrading works may result from this on alternative routes and assessment required for behavioural change.

S6 - There are medium risks associated with this option.

S7 - This do maximum option requires a geotechnical survey before the designs can be finalised. The CAZ it is expected to have a significant high risk.

All identified risks have been documented in the risk registers which are presented within the IAR.

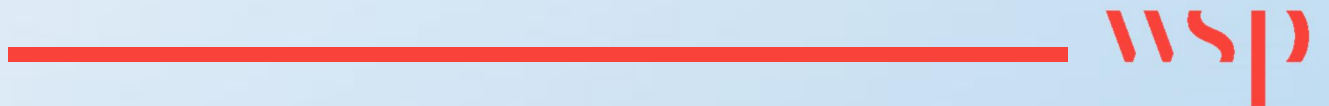
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<sup>21</sup>TAG Unit A1.2 Scheme Costs Available from:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/625380/TAG\\_unit\\_a\\_1.2\\_cost\\_estimation\\_jul17.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/625380/TAG_unit_a_1.2_cost_estimation_jul17.pdf)

# 6

## COMMERCIAL CASE



## 6 COMMERCIAL CASE

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### 6.1 OVERVIEW

The commercial case 'tells you if a scheme will be commercially viable, whether it is going to be possible to procure the scheme and then to continue it in to the future'. It includes the commercial and contractual means by which the proposals could be delivered.

The areas that have been included:

- i Output based Specification
- i Procurement strategy
- i Payment mechanisms (related to funding and associated issues to developing and implementing the measures)
- i Risk Allocation & Transfer (related to the measures)

#### 6.1.1 OUTPUT BASED SPECIFICATION

The Transport Case outlines potential measures which could be implemented at Hafodyrynys to accelerate compliance with the Ambient Air Quality Directive and achieve the study objectives. These will be assessed through the study to identify any interdependencies and efficiencies which can be achieved by grouping options together in packages. A preferred measure / basket of measures for delivery will be identified at the Full Business Case stage.

#### 6.1.2 PROCUREMENT STRATEGY

Any procurement strategy developed will follow and comply with Caerphilly County Borough Council's (CCBC) agreed procurement processes, the Council's Standing Orders for Contracts Guidance and any national or European legislation relevant at the time of tendering.

CCBC has a team within the Engineering Projects Group who are frequent engineering and construction clients, with experience in delivering major projects, primarily via partnering arrangements and within existing framework agreements.

Adopting a collaborative approach to procurement and building on existing relationships, the strategy will be used to engage early with Framework Contractors where appropriate to use their expertise in relation to engineering solutions and their intelligence in relation to the local supply chain. Consideration will also be given as to how we can embed the requirements of the Well Being of Future Generations Act, with a focus on the development of the local supply chain, creating and sustaining employment and training opportunities throughout the delivery of the proposal.

The options appraisal looked at seven measures within the Stage Three report (already discussed within the document), some as individual and some as a package of measures. The options appraisal has concluded that demolition of the properties on the south side of Hafodyrynys Road (namely 1-20 Woodside Terrace, 1 & 2 Woodside Shops and Yr Adfa and realignment of the footpath) is the measure that can achieve compliance in the 'shortest possible time'.

The delivery of the proposed demolition works along Hafodyrynys Road will require evaluation and management of risk, finance and performance. By utilising Framework Contractors, there is an



opportunity to build on lessons learned from previous projects and benefit from a process of continuous improvement.

There are essentially two procurement routes available for consideration and Caerphilly Council will consider, where appropriate the use of technical advisors to assist in the scheme specification, tendering and management.

These two main procurement routes are;

- i Full tender process under Band C of the Council's Standing Orders for Contracts
- i Utilising the South East & Mid Wales Highways Framework

The South East & Mid Wales Highways Framework has already been through a tender process and the framework is split in to lots, which has allocated contractors assigned to each of those lots.

The Authority chooses the lot which best fits the description and price of the proposed scheme, the Authority then has to run a mini competition with the contractors assigned to that lot. There is guidance given on how this should be done and timescales to allow for responses etc. Tendering through the framework document would be a far quicker process than the Council's Standing Orders for Contracts.

The Authority would utilise its Engineering Projects Group to help write the specification for the required works prior to the mini competition process and project manage the implementation phase.

### **6.1.3 PAYMENT MECHANISMS**

Funding for the proposals at Hafodyrynys is being supplied by Welsh Government via a Clean Air Fund. Details as to how Caerphilly and Welsh Government intend to make payments with respect to proposed products and services will be developed on completion of the final design.

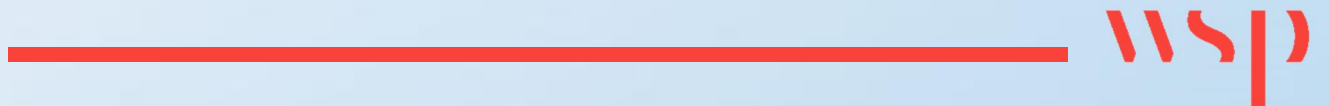
### **6.1.4 RISK ALLOCATION & TRANSFER**

It is not considered possible at this stage to determine how the risks of the proposal might be apportioned between Caerphilly and any Contractor. However, it is expected the general principle will be to ensure that risks should be passed to the party best able to manage them, subject to Value for money (VfM).

Under the terms of the South East & Mid Wales Highways Framework it is recommended that a scheme specific register is prepared and priced for each contract at pre-tender preparation stage. The pre-tender estimate and the risk allowance should be used to determine both the Contracting Authority's budget for the scheme and to determine the appropriate lot. In the case of Hafodyrynys, the approximate costs (with contingency) equates to £4.3m to demolish the properties make safe the road and landscape the area.

# 7

## MANAGEMENT CASE



## 7 MANAGEMENT CASE

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### 7.1 SUMMARY OF MANAGEMENT CASE FROM STAGE ONE AND TWO

The management case tells you if an option is achievable. This case 'covers the delivery arrangements for the project and then its management during its life time. It covers the arrangements for the procurement, construction and on-going operation of the intervention, details of the monitoring arrangements and the undertaking of the evaluation plan. The management case should embed the five ways of working.

The WeITAG Stage One and Two reports outlined:

- ┆ Project Planning – Governance, organisational Structure
- ┆ Key Project Parties & Roles
- ┆ Identified the Review Group
- ┆ Communications & Stakeholder Management Plan

Stage Two highlighted that the following assessments had to be included in the WeITAG Stage Three:

- ┆ Preliminary scheme drawings
- ┆ Preliminary cost estimates
- ┆ Assessment of Technical, Operational and Financial Feasibility, and Deliverability and Risk
- ┆ Qualitative Value for Money assessment
- ┆ Detailed modelling of impacts – both traffic modelling and emissions/dispersion modelling.

### 7.2 DELIVERABILITY

Key milestones and delivery dates. Some consideration has been given to medium and short-term measures but with no exact timelines at Stage One and Two of the WeITAG.

### 7.3 KEY PROJECT PARTIES & ROLES

- ┆ Caerphilly County Borough Council (CCBC)  
Ultimate client commissioning the study and overseeing delivery.
- ┆ Welsh Government (WG)  
Directing CCBC in the delivery of this study.
- ┆ RICARDO / WSP  
Project Consultants, delivering the study.
- ┆ Air Quality Independent Review Panel  
Appointed by Welsh Government

### 7.4 REVIEW GROUP

A Review Group has been set up to guide the WeITAG process and have met regularly to discuss the project.

This group will take on the role of the Review Group and its members are as follows:

- ┆ Caerphilly County Borough Council
- ┆ Welsh Government

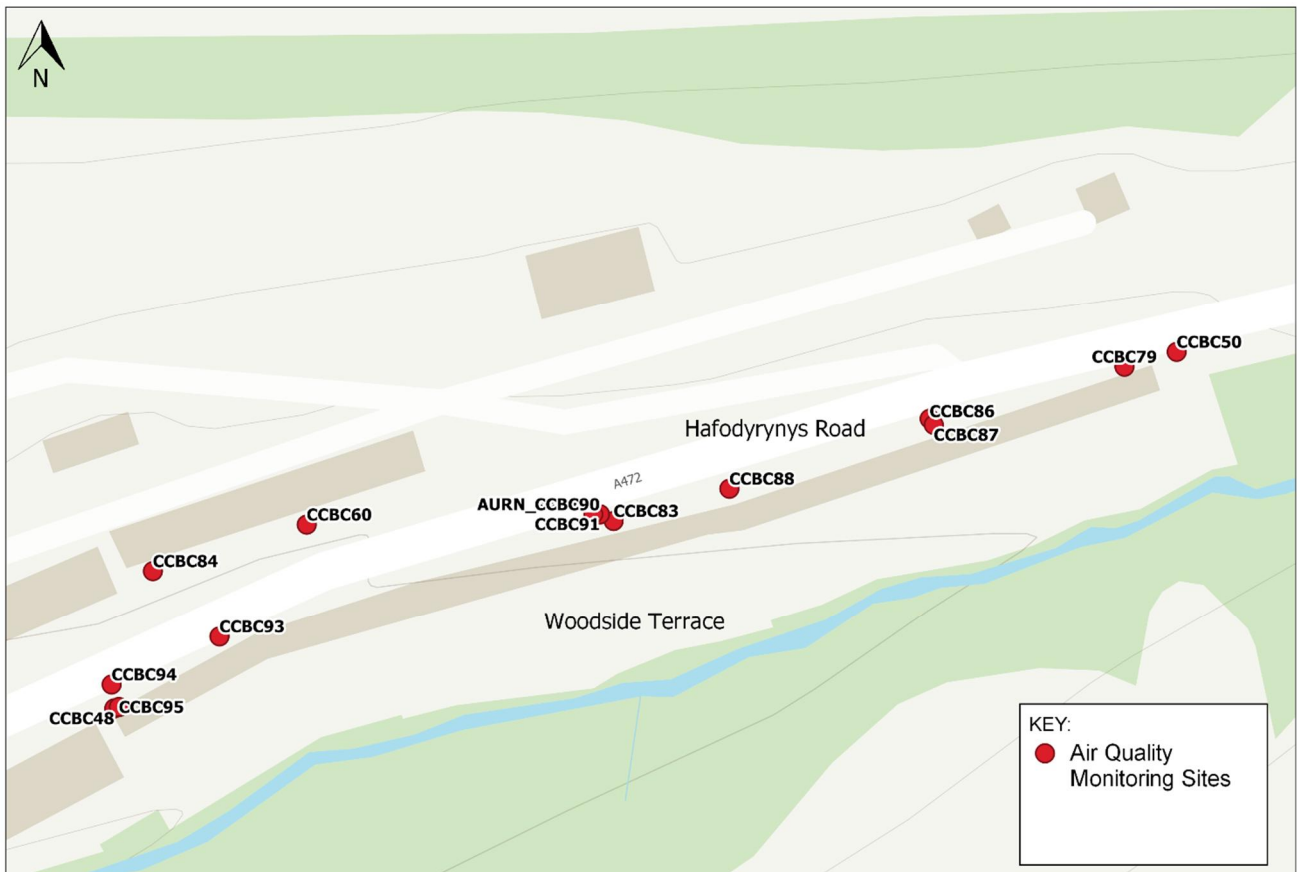
i Third party consultants (Ricardo / WSP at Stage One, Two and Three)

## 7.5 MONITORING AND EVALUATION PLAN

As per the five stages of WelTAG, it will be critical to monitor the impacts of the measures during and post implementation. The monitoring of outcomes during implementation in Stage Four will allow for adjustments to be made, if required, to realise the benefits of the intervention and mitigate any unforeseen adverse impacts. The longer-term evaluation provided in Stage Five covers both the process of delivering the scheme and the outcomes achieved. This makes WelTAG a learning process and future WelTAG appraisals will benefit from the sharing of experience gained elsewhere.

It is recognised that there is uncertainty in the modelling which has been undertaken. As such, should compliance on the A472 be delayed beyond current projections. It may be necessary to implement other measures mentioned in this report to ensure compliance with the limit values in the shortest time possible.

**Figure 7-1 – Existing NO<sub>2</sub> monitor locations on the A472 Woodside Terrace**



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### 7.5.1 AIR QUALITY MONITORING

Air quality monitoring along the A472 Woodside Terrace comprise a combination of reference and indicative methods.

The reference method for the measurement of nitrogen dioxide and oxides of nitrogen is that described in EN 14211:2005 'Ambient air quality — Standard method for the measurement of the concentration of nitrogen dioxide and nitrogen monoxide by chemiluminescence.'

Reference method monitoring will be undertaken at a minimum of one location within the study corridor, with the recommended location being shown in **Figure 7-1**. This location has been selected because it meets the criteria in Annex III of the Directive, which specifically notes that:

Sampling should be directed at locations where the highest concentrations occur to which the population is likely to be directly or indirectly exposed for a period which is significant in relation to the averaging period of the limit value (Para B.1a)

For all pollutants, traffic-orientated sampling probes shall be at least 25 m from the edge of major junctions and no more than 10 m from the kerbside (Para C)

The final choice for the reference monitoring location will need to take account of Health and Safety and provision of infrastructure.

In addition to the reference monitoring, it is recommended that indicative diffusion tube monitoring is continued. The existing monitoring locations are provided in Figure 7-1.

## 7.5.2 TRAFFIC MONITORING

This study has highlighted the intrinsic link between air quality and traffic volumes, speeds and fleet mix. As such, it is recommended that the air quality monitoring is supplemented with either long term or regular short-term traffic monitoring to better understand any observed change in air quality. The following surveys should be considered:

### **Classified Link (Volume) Counts**

This would require at least 1 full week (24 hours a day) of data for a DMRB neutral period. This data would be used to infer changes in Annual Average Daily Traffic (AADT) over time. Long term permanent count site data would be preferable so that the data would not need to be corrected for seasonality and the impacts of any incidents on the network could be fully understood.

### **Speed Data**

Traffic speeds should be monitored post implementation to identify the real impacts of a change in speed limit and the speed data should be used to inform any decision on the requirement for and nature of enforcement. INRIX traffic data could be used to monitor speeds post implementation of measures though where possible should be backed up with survey data. Whilst undertaking surveys would potentially provide more robust data (larger sample size), it will be important to consider whether the survey is likely to impact upon typical driver behaviour and could underestimate real speeds on the corridors.

### **Automatic Number Plate Recognition**

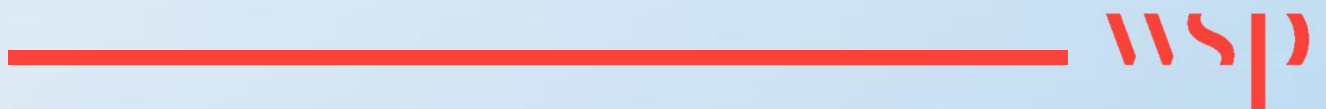
In addition to the classified link count data, there would be significant benefit in undertaking ANPR surveys. This data can be linked back to the DVLA database to determine not only vehicle classification, but also emission standards of vehicles. The data could be used to identify the rate of change of the fleet towards cleaner, newer, low emissions vehicles and could be used to evidence the need for additional measures to accelerate the rate of change, e.g. a scrappage scheme.



The monitoring locations on the northern side of the A472 will remain post implementation of the preferred measure (S3-Demolition). However, the location of the continuous monitor will need reviewing because the area of exposure will change on completion of the scheme. Any newly proposed location(s) for the monitor will be agreed with Welsh Government (WG).

# 8

## SUMMARY AND NEXT STEPS



## 8 SUMMARY AND NEXT STEPS

### 8.1 OVERVIEW

This WelTAG Stage Three report has considered the ‘preferred options’ brought forward from Stage Two in greater detail. Detailed traffic modelling has been undertaken for the options under consideration. The outputs of the traffic model have been used to inform robust air quality modelling to identify the potential reductions in NO<sub>2</sub> resulting from each option. In addition to this, the wider impacts of each option have been appraised against the WelTAG aspects of well-being. Value for Money assessments have also been undertaken, though this has not influenced the identification of measures taken forward for implementation.

### 8.2 AIR QUALITY BENEFITS

Each of the options have been modelled to identify their potential impacts on NO<sub>2</sub> concentrations. The results of this modelling can be summarised as follows:

Reference	Measure Description	Summary of Impacts
1	Change Signal Timings at Crumlin Junction	This option has imperceptible impacts on NO <sub>2</sub> concentrations.
2	Signalise the A472/B4471 Swffryd Junction	This option has imperceptible impacts on NO <sub>2</sub> concentrations. This option has significant Transport Economic Efficiency (TEE) benefits associated with improving eastbound traffic flow during the morning peak period.
3	Demolish Dwellings at Woodside Terrace and realignment of the southern footpath	This option does not reduce emissions overall though does remove the receptor and reduce NO <sub>2</sub> concentrations along the study corridor therefore bringing forward compliance (to 2022) as per the objective.
4	Peak Period HGV Bans	This option results in minor reductions in NO <sub>2</sub> concentrations though would have significant adverse impacts on the local economy and may potentially displace HGV traffic through other areas and create additional Air Quality Management Areas and/or unsafe routes.
5	Clean Air Zone / Low Emission Zone	This option would result in significant reductions in NO <sub>2</sub> concentrations in the implementation year of 2023 This option has significant adverse impacts on the local economy, road users and could potentially displace traffic through other areas and create additional Air Quality Management Areas and/or unsafe routes. The HIA and Distributional Analysis has identified unacceptable adverse impacts resulting from this option given the lack of alternate route choice on this part of the local highway network.



Reference	Measure Description	Summary of Impacts
6	Traffic Management Option (Changing Signal Timings at Crumlin Junction & Signalise the A472/B4471 Swffryd Junction	This option has imperceptible impacts on NO <sub>2</sub> concentrations.
7	Do Maximum Option (Changing Signal Timings at Crumlin Junction & Signalise the A472/B4471 Swffryd Junction & Clean Air Zone / Low Emission Zone)	This option would result in significant reductions in NO <sub>2</sub> concentrations in the implementation year of 2023. These benefits are primarily due to the CAZ within this option package. This option has significant adverse impacts on the local economy, road users and could potentially displace traffic through other Air Quality Management Areas and/or unsafe routes. The HIA and Distributional Analysis has identified unacceptable adverse impacts resulting from this option given the lack of alternate route choice on this part of the local highway network.

### 8.3 MEASURES FOR IMPLEMENTATION

The WeITAG Stage Three assessment has demonstrated that Option S3 (Demolish Dwellings at Woodside Terrace and realignment of the southern footpath) would bring forward compliance in the shortest possible time. On this basis, this Stage Report concludes that this measure should be taken forward for implementation. Some risks have been identified which may impact on the implementation timeframe of this option, though despite these risks, this option would still bring forward compliance in the shortest possible time in line with the Air Quality Directive.

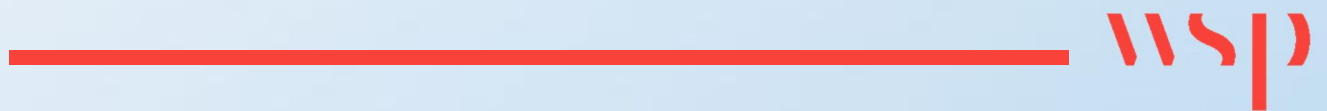
Whilst the modelling has demonstrated that Option S3 (Demolish Dwellings at Woodside Terrace and realignment of the southern footpath) would bring forward compliance in the shortest possible time, consideration needs to be given to the needs to reduce exposure in the short term. As such the air quality campaign is also proposed for implementation to compliment the demolition option as this can be delivered quickly. Option S1 (Change Signal Timings at Crumlin Junction) does not achieve any tangible benefits in air quality despite being able to be delivered quickly, therefore this measure is not proposed to be taken forward for implementation.

### 8.4 NEXT STEPS

To progress with Option S3 (Demolish Dwellings at Woodside Terrace and realignment of the southern footpath), it will be necessary to further develop the design. To inform this a topographical survey of the A472 corridor (Crumlin Junction to Swffryd Junction) has been undertaken. This survey has been used to update the outline design drawing of the preferred option (**Appendix D**) to preliminary design, which is presented within **Appendix E**. Additional surveys are currently being specified, this will include a geotechnical survey and environmental surveys. Upon receipt of all required survey information, detailed design drawings will be prepared for the preferred option. This will also include considerations for the requirements for traffic management during the construction phase. The cost estimates will be updated once the detailed design has been completed. It is anticipated that the completion of detailed design will reduce the risks which have been identified for this option and allow for robust costs and implementation timeframes to be identified.

# Appendix A

## SUMMARY OF CHANGES TO 2017 WELTAG GUIDANCE



## WELTAG 2017 GUIDANCE UPDATE

The main changes in the final WelTAG 2017 relative to the Consultation Draft used for Stage One and Two are as follows:

- i The application of the five ways of working to the consideration of possible solutions;
- i A consideration of how solutions enable public bodies to maximise their contribution to each of the seven national well-being goals: A prosperous Wales, a resilient Wales, a healthier Wales, a more equal Wales, a Wales of cohesive communities, a Wales of vibrant culture and Welsh language, and a globally responsible Wales.
- i A commitment towards the four aspects of well-being in Wales: economic, social, environmental and cultural; and
- i A move from Delivery Case to Management Case.

WelTAG 2017 combines the principles of the HM Treasury Green Book and WG's Five Case Model for Better Business Cases, represented by the five WelTAG Stage Reports. The 2017 guidance also differs from the previous consultation version wherein the five-case business model now more closely reflects the model adopted by the DfT WebTAG guidance.

The contents of each Stage Report must be presented using the structure of the Five Cases Model as follows:

- i Strategic case: the case for change, fit with other policies and objectives
- i Transport case: does the proposal offer good public value for money and maximise contribution to the well-being goals?
- i Financial case: is the proposed spend affordable?
- i Commercial case: how can the scheme be procured? Is it commercially viable?
- i Management case: is the scheme achievable? Can it be delivered?

Whilst WelTAG provides a fixed framework for appraisal, the guidance acknowledges that the level of detail provided in the WelTAG reports should be proportionate to the impacts under consideration and using the five ways of working set out in the Well-being of Future Generations Act. All major impacts and issues that could have a significant influence on delivery should be presented, but the level of detail in any analytical work should be proportionate to the scale and significance of the impact and sufficiently accurate for the decisions that need to be made.

The WelTAG Guidance has also been revised to reflect the Well-being of Future Generations (Wales) Act, which strives to improve the social, economic, environmental and cultural well-being of Wales and identifies seven well-being goals:

**A prosperous Wales:** An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.

**A resilient Wales:** A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).

**A healthier Wales:** A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.

**A more equal Wales:** A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio-economic background and circumstances).

**A Wales of cohesive communities:** Attractive, viable, safe and well-connected communities.



***A Wales of vibrant culture and thriving Welsh language:*** A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.

***A globally responsible Wales:*** A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

# Appendix B

PUBLIC CONSULTATION REPORT





# Caerphilly County Borough Council WeITAG Stage 3 Feasibility Study

## Consultation Summary Report

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### Introduction

The European Union Ambient Air Quality Directive (2008/50/EC) sets legally binding limits for concentrations of certain air pollutants in outdoor air termed 'limit values'. The A472, Hafod-yr-Ynys Road exceeds the limit value for nitrogen dioxide (NO<sub>2</sub>) and Caerphilly County Borough Council is investigating measures to bring forward reductions in NO<sub>2</sub> to ensure compliance with the Ambient Air Quality Directive in the shortest possible time.

A feasibility study has predicted that a 'Do Minimum' scenario, which involves public awareness raising and educational campaigns would achieve compliance by 2025. The study also assessed a number of options and concluded that demolition of the houses at 1-20 Woodside Terrace to include 1&2 Woodside Shops and Yr Adfa will achieve compliance with the air quality limit values in the shortest possible time; by 2022.

Caerphilly Council's Cabinet have considered the findings from the study. Following deliberations regarding the potential impact on the mental health and well-being of the residents, together with the potential to create financial hardship; the Cabinet agreed to consult on the 'Do Minimum' option as the preferred option for securing compliance with the Air Quality Directive. In addition, the Council have lobbied Welsh Government for additional financial support, in order to prevent those affected residents being forced into financial hardship in the event that the demolition option is subsequently required.

Following the Cabinet Decision and the outcome of the Feasibility Study, a 10 week Public Consultation commenced on Tuesday 02 April to allow people to submit their views on the draft version of the Stage 3 Feasibility Study Report prior to the submission of the final report to Welsh Government on 30 June 2019.

## Method

All stakeholders have been sign posted to the consultation by social media, with additional e-mails and written correspondence being sent to key stakeholders / groups to maximise the number of responses received during the consultation period.

## Engagement

Key engagement mechanisms included:

- Online - via the CCBC Website, social media (including Facebook and Twitter)
- E-mails and written correspondence (letters to local residents)
- Paper Questionnaires – hand delivered to residents directly affected by the outcome of the feasibility study.
- 

## Social Media

The consultation was promoted via social media at the outset of the consultation period with occasional social media reminders thereafter.

## Survey

The questionnaire was designed to seek residents, stakeholder and visitors views on

- The Cabinet decision to support 'Do minimum' as a preferred option whilst lobbying Welsh Government for additional funding should the demolition option be pursued, and;
- The outcome of the WelTAG Stage 3 Feasibility Study to demolish 23 properties to the Southern side of the A472.

Respondents were asked whether they agreed or disagreed in relation to each of the options set out for delivering compliance with the European Union Ambient Air Quality Directive (2008/50/EC) in the 'shortest possible time'. There was also provision within the questionnaire to explain why they agreed/disagreed with any of the options put forward and to note any equality implications.

## Survey Findings

A total of 54 responses were received and have been included in this analysis. Not all respondents answered every question and where the number of responses to a question is lower, this figure is noted in brackets next to the heading of the relevant question.

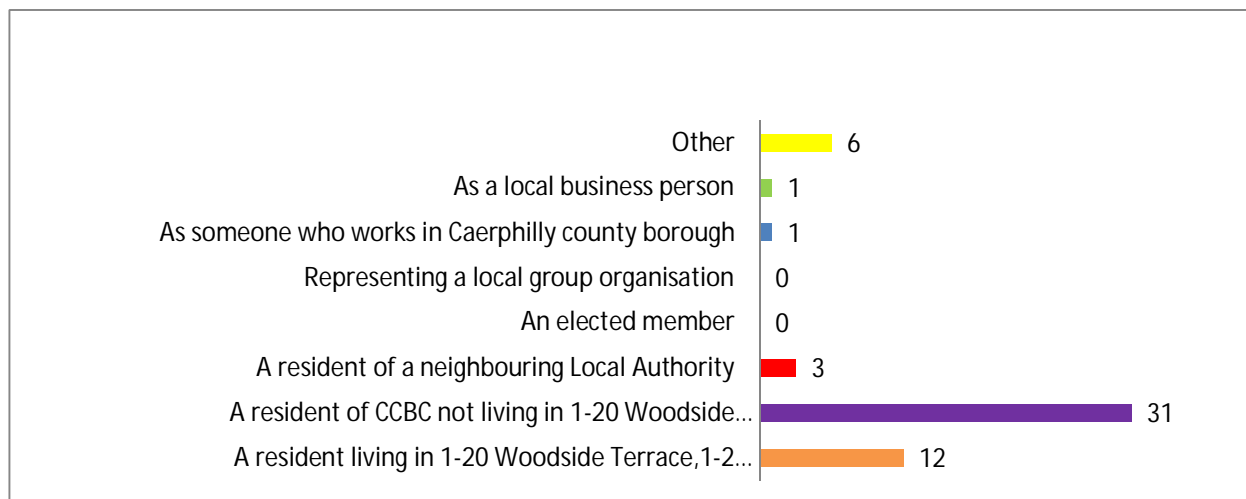
## Respondent Profile (n=54)

A profile of respondents provides context for an analysis of the responses received.



As shown in Graph 1, the largest proportion (31) of those who responded indicated that they were residents living in the borough. In addition 12 respondents indicated that they are residents of 1-20 Woodside Terrace, 1&2 Woodside Shops and Yr Adfa. Under the 'other' category 4 people indicated that they were either friends or relatives of those living in Woodside Terrace.

Graph 1: Interest in Consultation (n=54)

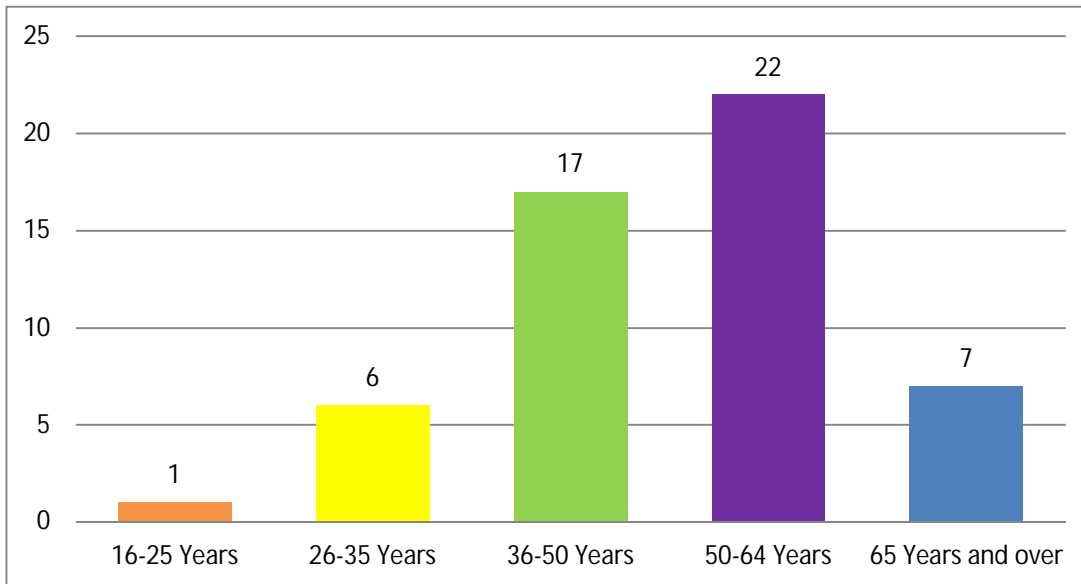


*Gender (n= 54)*

Of those who gave a response to this question, 25 were female and 29 were male.

## Age Groups (n=53)

As shown in Graph 2, the largest proportion of respondents were aged 50 and over.



## Equalities (n=53)

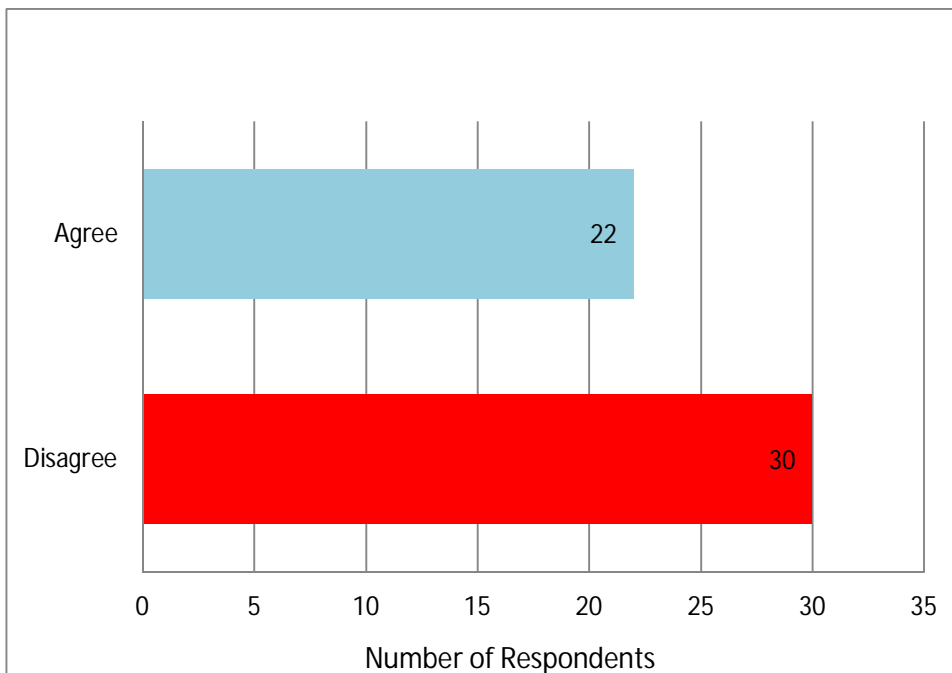
53 of the respondents felt that their responses to the public consultation was not influenced positively or negatively by any of the characteristics listed within Q9 of the questionnaire. However, 1 respondent commented that their answer was influenced by the fact that he/she has 3 small children who all depend on her.

## Options Appraisal

### Feasibility Study (n=52)

It can be seen from Graph 3 below that there is a divide of opinion in relation to the feasibility outcome. Of the 52 respondents who answered the question, 22 people agreed with the outcome of the feasibility study i.e. to demolish the properties. However, 30 people disagreed with this option.

Graph 3: Do you agree or disagree with the outcome of the Hafod-Yr-Ynys Air Quality Feasibility Study WeITAG Stage 3 Report? (n =52)



Respondents were additionally asked to give reasons why they agreed/disagreed with the feasibility study. Whilst the figures above suggest that 30 respondents disagreed with demolition, the comments that accompanied this answer did not always appear consistent with this view.

Key themes in support of the feasibility outcome include:

- Demolition is the only option that will bring about compliance with the EU Directive
- Concerns for the impact on residents, in particular health concerns
- Concern that the air quality situation will worsen over years at a quicker rate than green technology
- Increased housing development within the area will further add to air quality issues
- That improvements to air quality need to be made elsewhere not just at Woodside Terrace
- Severe uncertainty around predictions in the reduction of NO<sub>2</sub> to reach compliance by 2025.
- In the absence of restricting traffic type and volume, demolition is the only other option.
- Road Safety concerns – volume of traffic
- The area is extremely dilapidated

Key themes to emerge in disagreement with the feasibility outcome include:

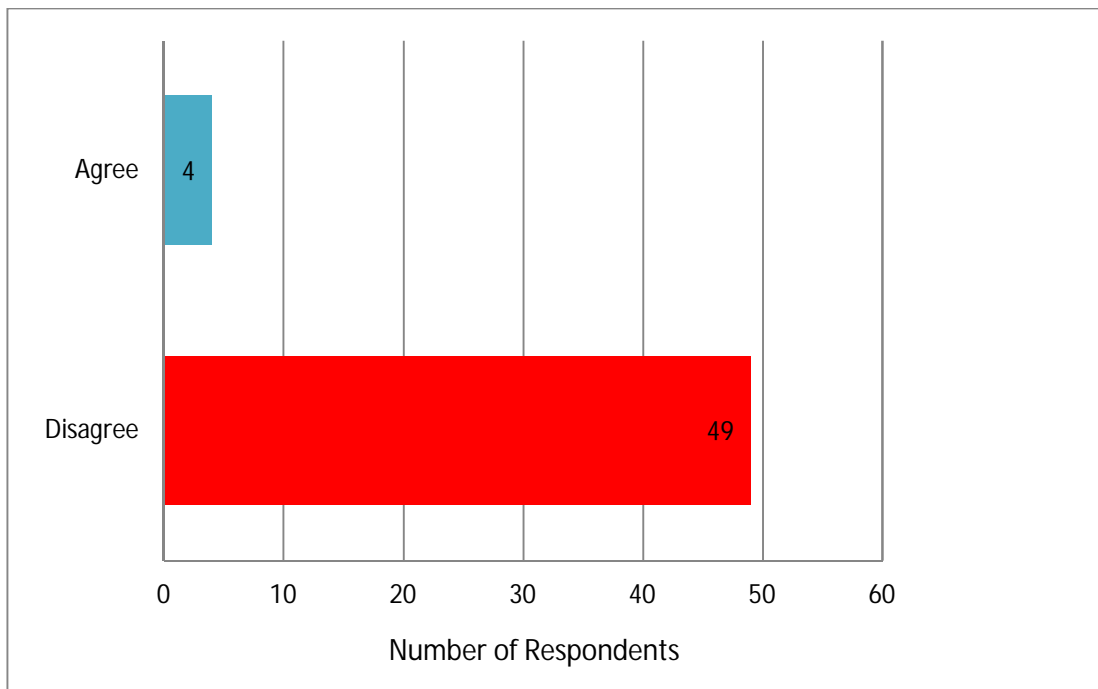
- Improvements to air quality can be made in other ways e.g. restricting traffic type and volume and improving the road network to reduce congestion
- Unreasonable to offer 10% of market value to residents.
- Re-utilise alternate traffic route through Swffryd (B4471) seen as a better option to relieve issue.

- Impact on residents has not been fully considered.
- Ambiguity surrounding reliance on vehicular emission modelling outcomes.
- No faith in assumption that residents on other side of the road aren't affected.
- The health impact assessment (in relation to demolition) does not take into consideration the psychological impacts on residents.
- Residents need safer environment to live in. Volume of traffic makes it an unhealthy place to live.
- Traffic flows are underestimated considerably.
- Demolition is the only option!

## Do minimum (n=53)

In relation to the 'Do minimum' option, 49 people disagreed with the CCBC cabinet proposal and 4 of the respondents agreed. One respondent did not answer.

Graph 4: Do you agree or disagree with the proposal that 'Do minimum' is the preferred option? (n=53)



Key themes in support of the 'Do minimum' option included:

- Residents in properties included in the demolition proposal not wishing to leave their home
- Tackling the traffic emissions by taking the higher pollution vehicles off the roads and replacing with greener equivalents should be the priority of Government

Key themes in disagreement with the 'Do minimum' option included:

- Do minimum is not an option as it is not compliant with EU directive
- 'Do minimum' does not feature in the content of the feasibility study and is not an option
- 'Do minimum' will have a detrimental effect on the lives of the residents
  - This is a public health issue - everything possible should be done to reduce the impact on people's health
- Air quality will worsen if nothing is done to address the issues
- Traffic and congestion is an ongoing issue in the area and needs to be resolved

## Discussion

Upon review of the data, it is apparent that the majority of people who responded to the question in relation to the feasibility study disagreed with the outcome of the report (30/54). Out of the respondents who disagreed, respondents further commented on the reasoning for their choice. For those who disagreed with the conclusions in the feasibility study (demolition), comments provided suggest that respondents felt that demolition will not encourage reductions in traffic emissions borough wide and feel that this is something that should be further considered.

Others felt that the air quality issues at Hafodyrynys could be effectively managed/reduced by other means such as further road infrastructure improvements, i.e. alternative traffic routes/diversions, construction of a by-pass to name a few. However, it should be noted that options such as a bypass which would offer an alternative route have been considered in earlier stages of the study and have been ruled out based on the timescales it would take to deliver the option.

Some residents living in the nearby vicinity felt that their properties should be included within the demolition proposal, however, real time data and modelling outcomes conclude that properties on the north side of the A472 are currently in compliance with the air quality limit value for NO<sub>2</sub> and demolition of the properties on the south side of the A472, will reduce the concentrations of nitrogen dioxide within the area even further. For this reason, the properties on the north side of the A472 or properties in the wider vicinity have not been included within the demolition proposal.

Some of the comments provided in support of the disagreement with the feasibility outcomes (little faith in modelling methodology and the under representation of traffic flows) still acknowledged that demolition of the properties is an option to resolve the issue going forward, not only to reduce the air quality issues within the area but also for road safety purposes.

Of those people who agreed with the feasibility outcome (22), respondents chose to provide further justification for their answers. Respondents raised concerns for the resident's health and prolonged suffering of those living at the properties. Respondents also chose to mention that it was the option that would achieve compliance with the EU directive and acknowledge that demolition should not leave residents in financial hardship should the option be implemented.

Of those who wished to elaborate on their reasoning for disagreeing with 'Do minimum' it was felt that CCBC were not taking the air quality, or health of the residents seriously.

One respondent felt that 'Do minimum would be acceptable as an 'interim' option prior to working on a long-term resolution, whilst other respondents felt the Local Authority were absolving their responsibility to address the issue at hand.

Although 22 of 52 respondents agreed with demolition, a majority (49/53 respondents) disagreed with the do minimum option. In addition, whilst there are mixed views relating to demolition, it would appear that a number of respondents did feel that demolition would be a better option going forward than do minimum.

## Annex 1

- Caerphilly 50+ Forum
- Coleg Gwent
- Department for Work and Pensions
- Aneurin Bevan University Health Board
- Gwent Police
- Gwent Association of Voluntary Organisations
- Keep Wales Tidy
- Groundwork Wales
- Charter Housing
- Smart Money Credit Union
- Age Cymru Gwent
- Bargoed YMCA
- Caerphilly Local Access Forum
- South Wales Fire & Rescue Service
- Action for Children
- Disability CanDo Organisations
- Coleg y Cymoedd
- Natural Resources Wales
- Alzheimer's Society
- Caerphilly People First
- Gwalia Housing Association
- Working Links
- Workers Education Association
- Islwyn Credit Union
- Caerphilly & Blaenau Gwent Citizen's Advice Bureau
- Office of the Police and Crime Commissioner for Gwent
- Public Health Wales
- Tabernacle Baptist Church, Newbridge
- Gwent Wildlife Trust
- United Welsh Housing Association
- Gofal
- Llamau
- Menter Iaith Caerffili
- Barnardos
- Wales Cooperative Centre
- Home Start Caerphilly Borough
- Coalfields Regeneration Trust
- St Gwladys' Church, Bargoed
- Pobl Group
- BAG Credit Union
- Business in the Community
- Stroke Association
- Sight Cymru
- Hafodyrnys Village Hall Association
- Pontymister Athletic Bowls Club

- Argoed Community Council
- Rhymney Valley Athletics Club
- Risca Town Council
- Blackwood Golf Club
- The Royal British Legion – Blackwood & District
- Blackwood Mini & Junior Rugby Club
- Cwmcarn OAP Hall & Welfare Association
- Trinant Association Football Club
- Little Peeps Playgroup
- Risca Chamber of Trade
- Pontllanfraith Karate Club
- Risca Town Council
- 1<sup>st</sup> Cefn Fforest Beavers and Clubs
- Cwmcarn Residents & Community Association
- Oakdale Rugby Club
- Pengam Boys & Girls Club
- Newbridge Methodist Church
- Pontllanfraith WI
- Trinant Café
- Blackwood & District Heritage Association
- Blackwood Town Council
- Rotary Club of Pontllanfraith
- Newbridge & District Chamber of Trade
- Cwmfelinfach Community Centre
- Britannia Community House
- Hollybush Community Centre
- Pontllanfraith Children's Contact Centre
- Mount Pleasant Baptist Church, Blackwood
- Cwmcarn Gymnastics/Sports Acrobatics Club
- Agape Community Church Ty Sign
- Argoed Baptist Church
- Newbridge Memo
- Blackwood Little Theatre
- Oakdale Photographic Society
- Cwmcarn Angling Association
- The Royal British Legion – Newbridge Branch
- New Life Christian Church, Abercarn
- 277 (Blackwood) Squadron Air Training Corps
- Moriah Baptist Church and The Big Conversation Risca
- Risca East Community Council
- Oakdale Community Partnership
- Mynyddislwyn Male Choir
- Blackwood Musical Theatre Society
- Risca Town Council
- SHADE
- Cwmfelinfach Residents' Association
- Oxford House Industrial History Society



- Phoenix Community Transport
- Cylch Meithrin Cwm Gwyddon
- Crumlin Navigation Colliery Project
- Blackwood & District Amateur Radio Society
- Aber Valley Community Council
- Risca Town Community Council
- Llanbradach and Pwllypant Community Council
- Draethen, Waterloo and Rudry Community Council
- New Tredegar Community Council
- Darran Valley Community Council
- Rhymney Community Council
- Argoed Community Council
- Risca East Community Council
- Penyrheol, Trecenydd and Energlyn Community Council
- Bargoed Town Council
- CCBC Inclusion Services
- Blackwood Town Council
- Bedwas, Trethomas and Machen Community Council
- Caerphilly Town Council
- Maesycwmmmer Community Council
- Nelson Community Council
- Gelligaer Community Council
- Road Haulage Association
- Freight Transport Association

## Hafod-Yr-Ynys Air Quality Feasibility Study (WelTAG Stage 3)

It should take you approximately 10 minutes to answer all the questions. If you need to speak to someone about this survey then please email: [ehadmin@caerphilly.gov.uk](mailto:ehadmin@caerphilly.gov.uk) or telephone 01443 811346/811347.

### Privacy notice (data protection)

Your response to this questionnaire is being collected by Caerphilly County Borough Council (as data controller) and will be used to inform the feasibility study and provide evidence to help us make decisions about how to improve air quality in Caerphilly CBC. By submitting your response, you are giving your consent for us to use the information you have provided. When results are shared publicly or with other organisations, your information will be anonymised so you cannot be identified. If you provide contact details then we may send you messages in line with the preferences you give, but you can opt-out at any time.

We will keep your information safe and secure in line with UK data protection law. Your data will be processed by the relevant services (departments) within Caerphilly County Borough Council.

Q1 Please indicate your interest in this consultation (please select all that apply):

- A resident living in 1-20 Woodside Terrace, 1-2 Woodside shops or Yr Adfa
- A resident of CCBC not living in 1-20 Woodside Terrace, 1-2 Woodside shops or Yr Adfa
- A resident of a neighbouring Local Authority
- An elected member
- Representing a local group or organisation
- As someone who works in Caerphilly county borough
- As a local business person
- Other

If you have indicated other, please give details:

Q2 Please could you provide your postcode in the space below e.g. CF82 7PG

Q3 Do you agree or disagree with the outcome of the Hafod-Yr-Ynys Air Quality Feasibility Study WelTAG Stage 3 Report?

- Agree
- Disagree

Q4 Please could you provide a brief explanation to your answer contained in Q3 in the box below:

Q5 Do you agree or disagree with the proposal that 'Do minimum' is the preferred option?

- Agree
- Disagree

Q6 Please could you provide a brief explanation to your answer contained in Q5 in the box below:

Q7 Please indicate your gender below:

- Male
- Female
- Prefer not to say
- Other

If you selected other, please specify in the box below your gender

Q8 I am aged:

- 11-15 years
- 16-25 years
- 26-35 years
- 36-50 years
- 50-64 years
- 65 years and over
- Prefer not to say

Q9 If you feel that your response to this survey has been influenced (positively or negatively) because of any of the following: your ethnic origin, gender, age, marital status, sexual orientation, disability, gender reassignment, religious beliefs or non-belief, use of Welsh language, BSL or other languages, nationality or responsibility for any dependents, please give details in the box provided:

Q10 I confirm that I wish to submit the information entered into this form to Caerphilly County Borough Council. I understand that this information will be collated via Snap Surveys, a third party organisation <https://www.snapsurveys.com/survey-software/privacy-policy-uk/> and for it to be used as described in Caerphilly County Borough Council's privacy notice <https://www.caerphilly.gov.uk/CaerphillyDocs/FOI/PrivacyNotices/Privacy-Notice-Consultations-Surveys.aspx>

- I confirm the above

Thank you for taking the time to respond to this survey. Please return this form to any of the main Council offices or your nearest library, leisure centre, cash office, housing office or customer first centre. If you prefer, you can also return the survey in the post to Consultation and Public Engagement Officer, Policy Unit, Caerphilly County Borough Council, Penallta House, Tredomen Park, Ystrad Mynach, Hengoed, CF82 7PG.

### Annex 3

It should be noted that some abusive comments have been taken out of the responses. The comments presented have been tabulated in the sections that the respondents chose to do so upon submission of the individual survey responses. Therefore, some comments may seem inconsistent with the initial selection of the agree/disagree columns for both the Feasibility Study Outcome and 'Do Minimum' options.

#### Feasibility Study

Agree
Air quality is a serious issue for residents of this street and those close by. No doubt the issue will worsen over the coming years before technology such as electric cars catch up. With new houses being built in Caerphilly Borough this issue will no doubt get worse.
The residents cannot be allowed to continue to suffer in the way that they are.
Definite improvements need to be made not just for the residents of Woodside houses but also the commuters who are continually caught in the jams in this area. HGV vehicles cause a big issue due to their inability to climb Hafodyrynys hill at pace, causing added congestion and air quality issues. A restriction on such vehicles as well as a better traffic management plan at the Swffryd and Crumlin junction I would anticipate to allow sufficient improvements to the residents allowing them to remain in their residence and improving congestion at peak times. Similar restrictions as implemented on Kendon Hill should be considered as this route has seen mass improvements since HGV restrictions have been put in place.
Definite improvements need to be made not just for the residents of Woodside houses but also the commuters who are continually caught in the jams in this area. HGV vehicles cause a big issue due to their inability to climb Hafodyrynys hill at pace, causing added congestion and air quality issues. A restriction on such vehicles as well as a better traffic management plan at the Swffryd and Crumlin junction I would anticipate to allow sufficient improvements to the residents allowing them to remain in their residence and improving congestion at peak times. Similar restrictions as implemented on Kendon Hill should be considered as this route has seen mass improvements since HGV restrictions have been put in place.
I agree that demolition is the only option that will bring compliance in the shortest possible time but the currently offered remuneration package of market value plus 10% is unreasonable leaving residents in financial hardship. A similar property in a cleaner area within the surrounding area could not be acquired for this figure - it is unreasonable to expect the residents to relocate to a smaller property or have to increase their borrowing The current value is adversely affected by the pollution issue & is therefore not a true reflection of the property value. I do not agree that there is sufficient evidence that levels will be met by 2025.
It works
I agree because I am concerned about my health.
If the council are not going to consider restricting traffic type and volume then the only option is purchase/demolition of the properties.
I agree that we need the air quality to improve quickly. So the do minimum is not the best option.

<p>We agree with the proposed next steps of proceeding with the demolition, because as outlined in the report all other options either fail to improve air quality to an acceptable level or leave us exposed to an unacceptable level of pollution for a prolonged period of time. Neither of which we find acceptable as three members of the household have developed respiratory problems since living at the address.</p>
<p>This street is a highly polluted area with people still living in it and the view of the council to do nothing is in affect helping to shorten the lives of these residents.</p>
<p>Overall pollution levels will decrease with the removal of the properties, which has been highlighted in the study and modelling. This will have the desired effect quickly, although the financial implications for residents should be seriously considered. This situation has greatly reduced the value of the properties and homeowners will need extra funding to help purchase a new home.</p>

<p>Disagree</p>
<p>The area is extremely dilapidated and should be made the subject of a compulsory purchase order then demolished. The entire design of having such a high volume road next to it is ridiculous</p>
<p>Air quality is a serious issue for residents of this street and those close by. No doubt the issue will worsen over the coming years before technology such as electric cars catch up. With new houses being built in Caerphilly Borough this issue will no doubt get worse. Traffic and congestion is an ongoing issue in the area and needs to be resolved.</p>
<p>No one should have to suffer those poor air conditions. I feel for the people living there. Surely the council could offer them alternate accommodation.</p>
<p>The houses are no longer habitable given the findings of the report. Doing the minimum should never be the default option when talking about someone's health. The Council should be leading and demonstrating that they care about the health of its residents. The Council should be issuing CPOs on all the owners and giving them appropriate compensation to find suitable comparable accommodation. All moving and legal feedback should also be covered. Alternatively, compensate the residents but allow them to keep their owns but p</p>
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<p>Something needs to be done as soon as possible</p>
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<p>Provide a bypass or knock the houses down no quality of life for the residents</p>

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<p>All the while you delay this decision the residents are living in a polluted atmosphere. You assume that things will naturally reduce due to vehicle emissions reducing, but this is not guaranteed - and what harm is still being done in the meantime</p>
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<p>Do minimum is the councils way of saving themselves money. They are not thinking about the residents interest or health.</p>
<p>Do minimum does not solve the issues for residents. I visited a family residing there last summer constant traffic pollution day and night so difficulty getting some sleep. Not being able to open your windows what a nightmare. The council needs to act Now.</p>
<p>Just seems like an easy but lazy option for CCBC to wait until cars become "greener". As a regular user of this road to get to and from work daily I see delays all the time and would like to see a quicker solution to this constant problem. I understand the Welsh Government are willing to help fund the solution sooner with demolition of the main row of houses along this stretch of road.</p>
<p>Please see above for reason. Theses houses have been on rumoured to be knocked down for many of years! The money the council spent to the road works have made the road more dangerous than before.</p>
<p>I think that the environment is hugely important, if not the most important thing in this time. Our children need to be safe in their homes and local area, not just safe from crime and hazards but also safe from toxic environments and pollution which can cause more damage in the long run. Also to the wildlife and nature around the area. "Do minimum" is shirking the responsibility of the council to protect the safety of the population and also the environment. We have been "doing minimum" for far too long.</p>
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<p>JUST KNOCK THEM DOWN, PUT A DUAL CARRIAGEWAY IN AND HOUSE THE POOR BUGGERS SOMEWHERE NICE WITH CLEAN AIR</p>



<p>A well formulated plan at whatever expense would see long term benefits and I believe a cost saving in the long term as a "do minimum approach will lead to further improvements being required at additional. Expense" - perhaps the motto should be "do it once and do it properly"</p>
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<p>Relying on valley residents to purchase more economical cars in the next few years is absurd! In the interim house prices on the road will continue to decline and the residents will continue to suffer with extreme pollution levels/ speeding traffic. Caerphilly councils air quality consultation has made my house unsellable due to the time taken to conclude.</p>
<p>I live on the road and I want to see the air quality improve I think the best option is to demolish the houses for this to happen.</p>
<p>1/ Do minimum option relies of motorists changing to electric vehicles etc. 2/ Does not alter the fact the amount of traffic using this road can only increase. We are at a critical point now with the amount of traffic using this road. 3/ We have had deaths on this road. More could/will happen.</p>
<p>For the same reasons as above. This option prolongs our exposure to unacceptable levels of pollution, which will only worsen our respiratory problems having a detrimental affect on our quality of life.</p>
<p>This is not the best option for the residents affected. It is leaving matters to chance. If the modelling does not materialise then the resident would have to wait longer for the quality of the air to be improved. Demolition would achieve this much quicker than is being suggested in all residents agree to their home loss payment and are able to identify suitable alternative accommodation.</p>
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There isn't a lot of information available on the Do Minimum option. This is also putting unnecessary stress on residents. One minute we are being told the preferred option is to knock down our houses, the next we are being told the council have decided to do nothing.
This street is a highly polluted area with people still living in it and the view of the council to do nothing is in affect helping to shorten the lives of these residents.
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knock the place down and rehouse the residents elsewhere. The road is a nuisance, it should be dualled.
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## Do Minimum

Agree
I do not see the description "Do Minimum" but the "Do Maximum" does not meet the time required and has other limitations.
We agree with do nothing approach. See same reasons above. especially as the road will not be widened.
The residents are not the cause of the air quality problems but seem to be seen as a quick solution. Surely tackling the traffic emissions by taking the higher pollution vehicles off the roads & replacing with greener equivalents should be the priority of Government. This would see widespread benefits not just those living on this stretch of road but future generations.

Disagree
The area is extremely dilapidated and should be made the subject of a compulsory purchase order then demolished. The entire design of having such a high volume road next to it is ridiculous
Air quality is a serious issue for residents of this street and those close by. No doubt the issue will worsen over the coming years before technology such as electric cars catch up. With new houses being built in Caerphilly Borough this issue will no doubt get worse. Traffic and congestion is an ongoing issue in the area and needs to be resolved.
No one should have to suffer those poor air conditions. I feel for the people living there. Surely the council could offer them alternate accommodation.
The houses are no longer habitable given the findings of the report. Doing the minimum should never be the default option when talking about someone's health. The Council should be leading and demonstrating that they care about the health of its residents. The Council should be issuing CPOs on all the owners and giving them appropriate compensation to find suitable comparable accommodation. All moving and legal feedback should also be covered. Alternatively, compensate the residents but allow them to keep their owns but p
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# Appendix C

PILOT STUDY QUESTIONNAIRE







# Hafodyrynys Business Questionnaire

This report was generated on 11/02/19. Overall 21 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

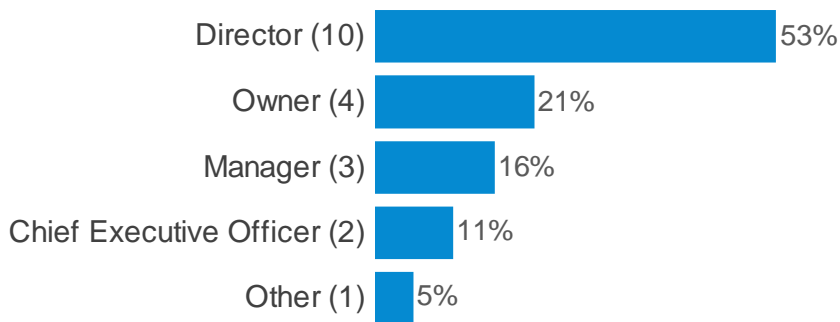
### Business Name:

Businesses names have been removed from these questionnaire results.

### What is the first half of your business postcode (e.g. CF1) ? We use this to better understand the responses to the consultation by looking at where people work.

NP11 3EH	NP12	NP11 3PL	NP11	NP12	NP11
NP12	NP11	CF82	NP11	NP13	NP11
NP12	NP11	NP12	NP11	np12	NP13
NP11	NP11				

### Position within the business:



### If other, please specify:

Assistant plant manager & Transport Manager  
Env, H & S Co-Ordintaor

Hafodyrnys Business Questionnaire

Please can you confirm the following:



What type of organisation are you representing?



If other, please specify

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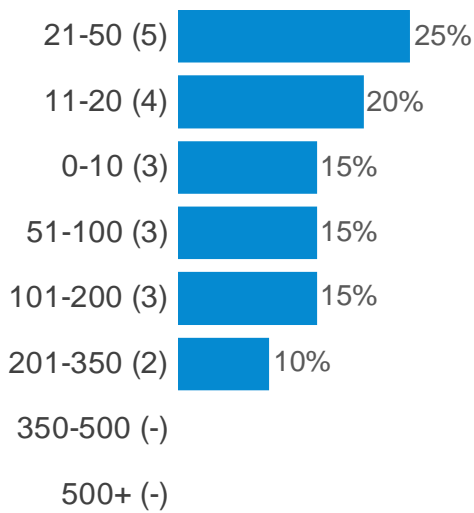
Laundry Facility (Nuclear)

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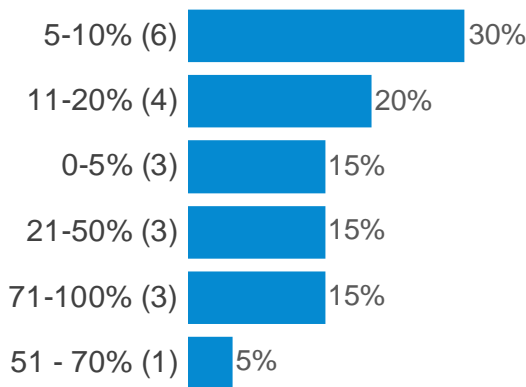
groundworks, demolition, aggregate recycling

Hafodyrynys Business Questionnaire

**What is the total number of employees within your local branch?**



**Approximately what percentage of your workforce currently commutes to work via the A472 where the proposed Clean Air Zone (CAZ) would be located?**



**Does your business provide vehicles for staff i.e. pool cars/business vehicles?**

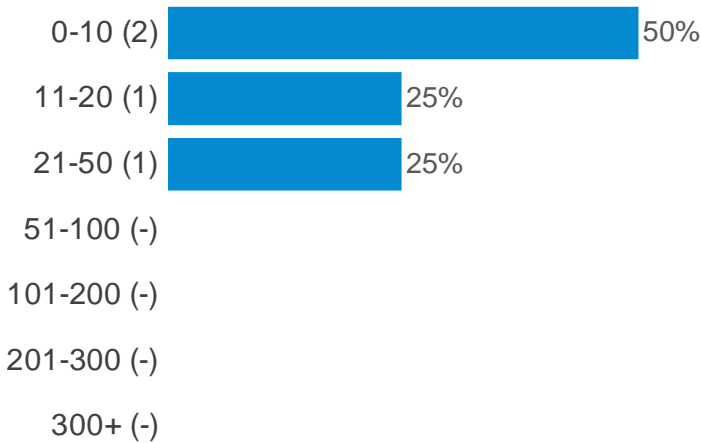


**If you have answered yes to Q8, please state how many business vehicles you have:**

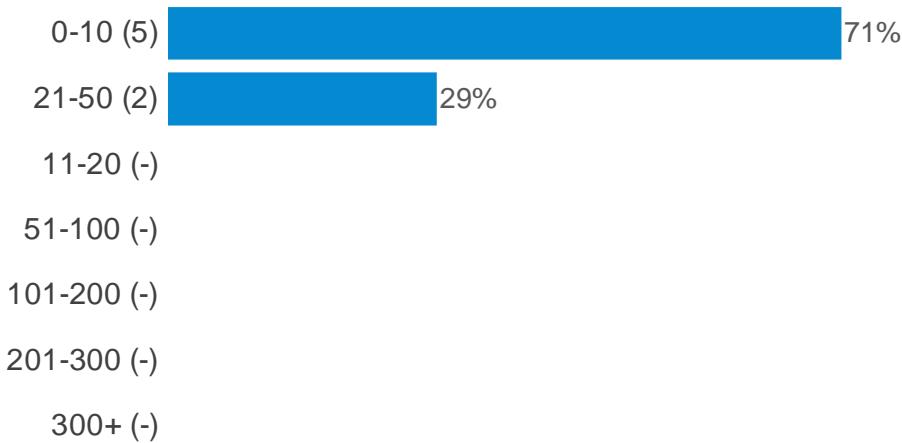
4	65
Three cars	1
8	1
35	

Hafodyrnys Business Questionnaire

To help us understand your fleet composition, please could you advise how many vehicles per each category below: (HGV)



To help us understand your fleet composition, please could you advise how many vehicles per each category below: (Van)



To help us understand your fleet composition, please could you advise how many vehicles per each category below: (Coach)

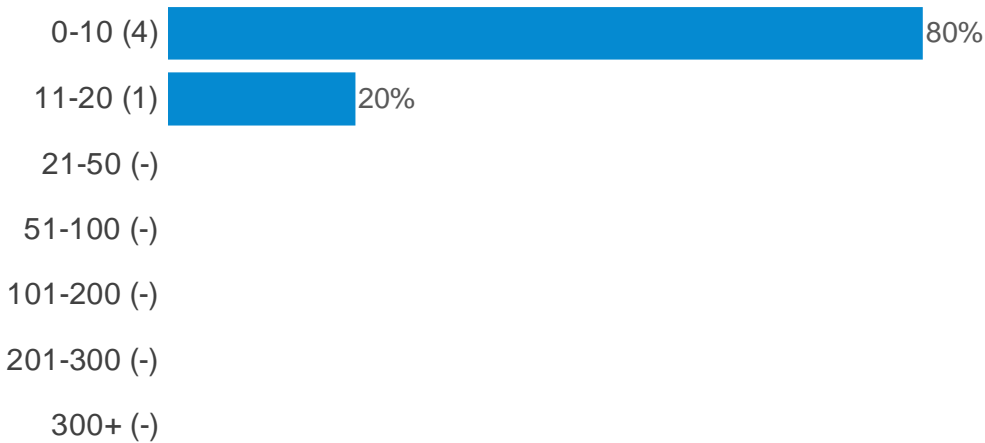


Hafodyrnys Business Questionnaire

To help us understand your fleet composition, please could you advise how many vehicles per each category below: (Bus)



To help us understand your fleet composition, please could you advise how many vehicles per each category below: (Car)



To help us understand your fleet composition, please could you advise how many vehicles per each category below: (Motorcycle/Moped)



Hafodyrynys Business Questionnaire

**To help us understand your fleet composition, please could you advise how many vehicles per each category below: (Minibus)**

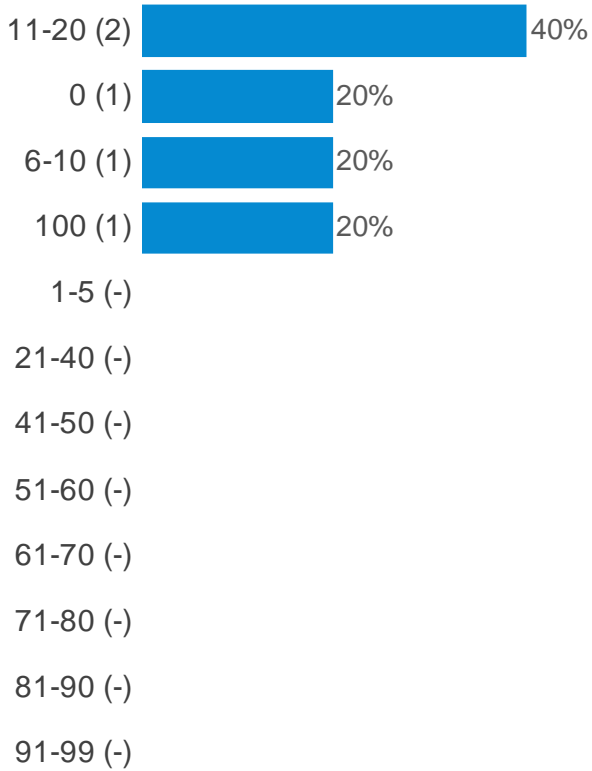


**To help us understand your fleet composition, please could you advise how many vehicles per each category below: (LGV)**



Hafodyrynys Business Questionnaire

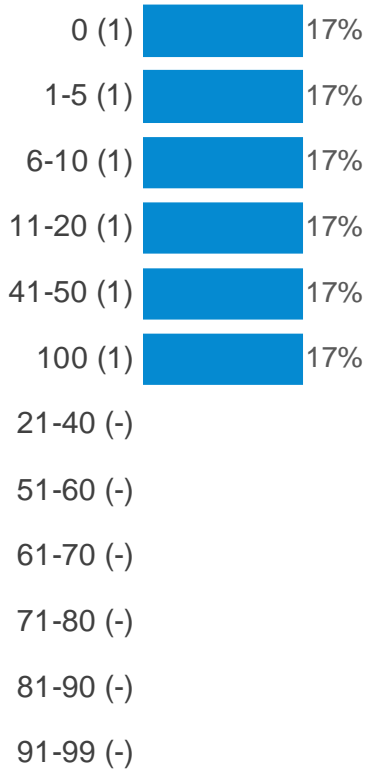
**Following on from question 10, please could you indicate what percentage of your vehicles (if any), are compliant with the following euro emission standard for each vehicle category below: (HGV Euro 6 diesel)**





Hafodyrnys Business Questionnaire

**Following on from question 10, please could you indicate what percentage of your vehicles (if any), are compliant with the following euro emission standard for each vehicle category below: (Van Euro 4 Petrol/Euro 6 diesel)**



Hafodyrnys Business Questionnaire

**Following on from question 10, please could you indicate what percentage of your vehicles (if any), are compliant with the following euro emission standard for each vehicle category below: (Coach Euro 6 diesel)**



Hafodyrnys Business Questionnaire

**Following on from question 10, please could you indicate what percentage of your vehicles (if any), are compliant with the following euro emission standard for each vehicle category below: (Bus Euro 6 diesel)**



Hafodyrnys Business Questionnaire

**Following on from question 10, please could you indicate what percentage of your vehicles (if any), are compliant with the following euro emission standard for each vehicle category below: (Car Euro 4 petrol/Euro 6 diesel)**



Hafodyrnys Business Questionnaire

**Following on from question 10, please could you indicate what percentage of your vehicles (if any), are compliant with the following euro emission standard for each vehicle category below: (Motorcycle/Moped Euro 4 petrol/Euro 6 diesel)**



Hafodyrnys Business Questionnaire

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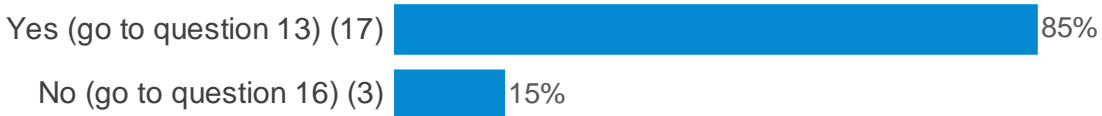


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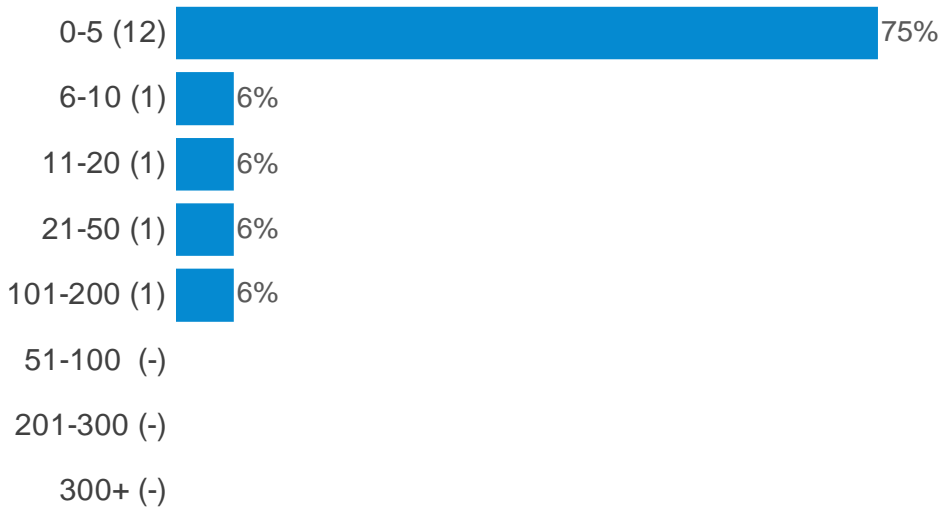


**Does your business deliver to customers (business and private) via the A472?**

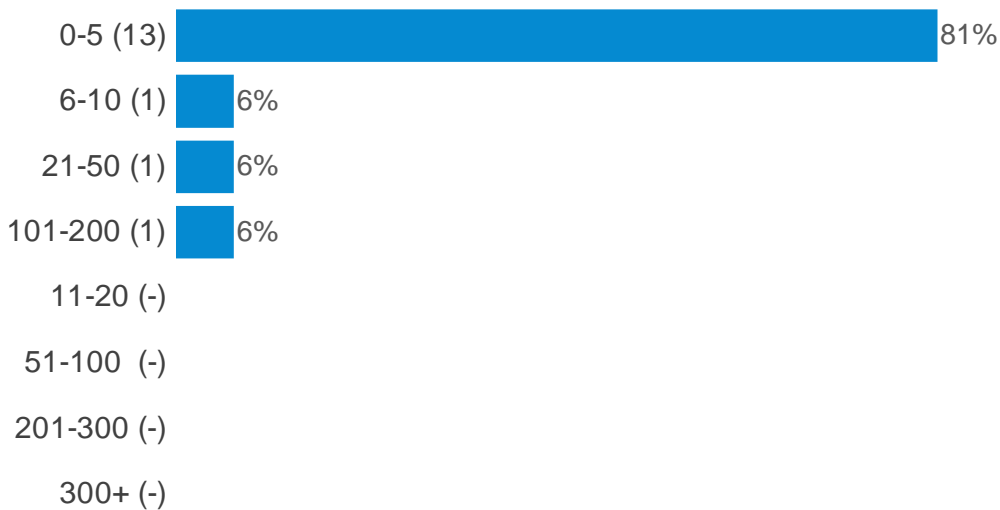


Hafodyrnys Business Questionnaire

**How many deliveries does your business make in a typical week that travel through the A472? (Please select the number of delivers per day) (Monday)**



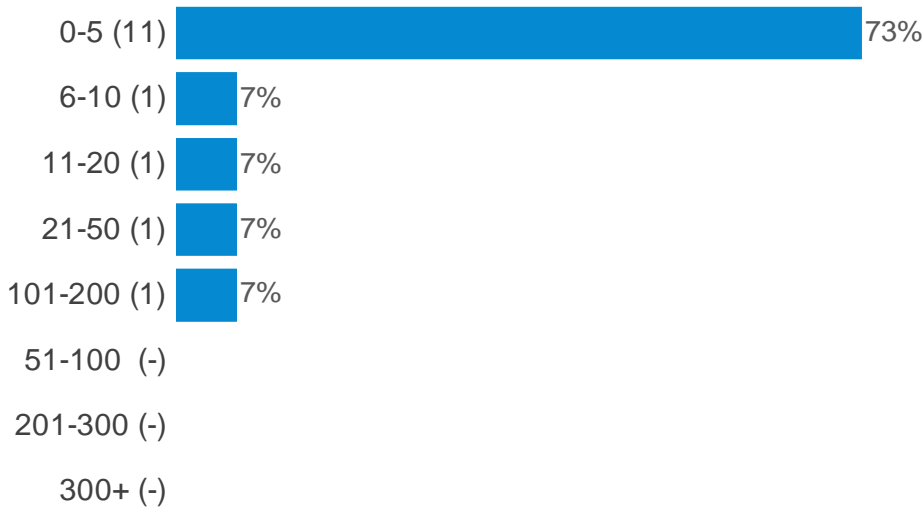
**How many deliveries does your business make in a typical week that travel through the A472? (Please select the number of delivers per day) (Tuesday)**



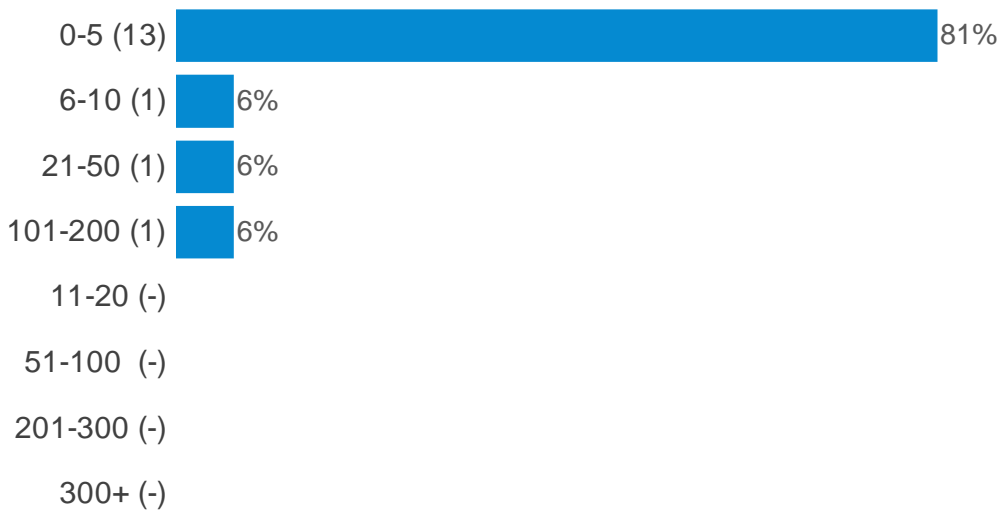


Hafodyrnys Business Questionnaire

**How many deliveries does your business make in a typical week that travel through the A472? (Please select the number of delivers per day) (Wednesday)**

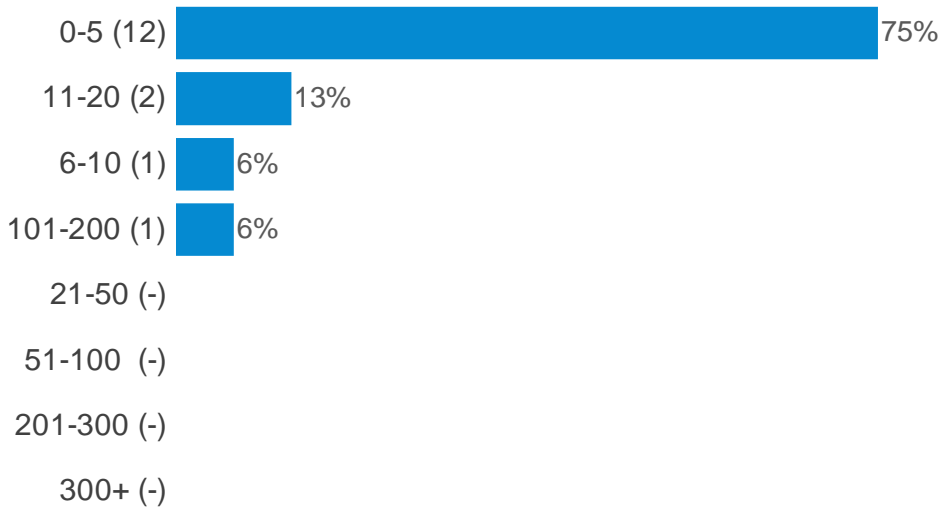


**How many deliveries does your business make in a typical week that travel through the A472? (Please select the number of delivers per day) (Thursday)**

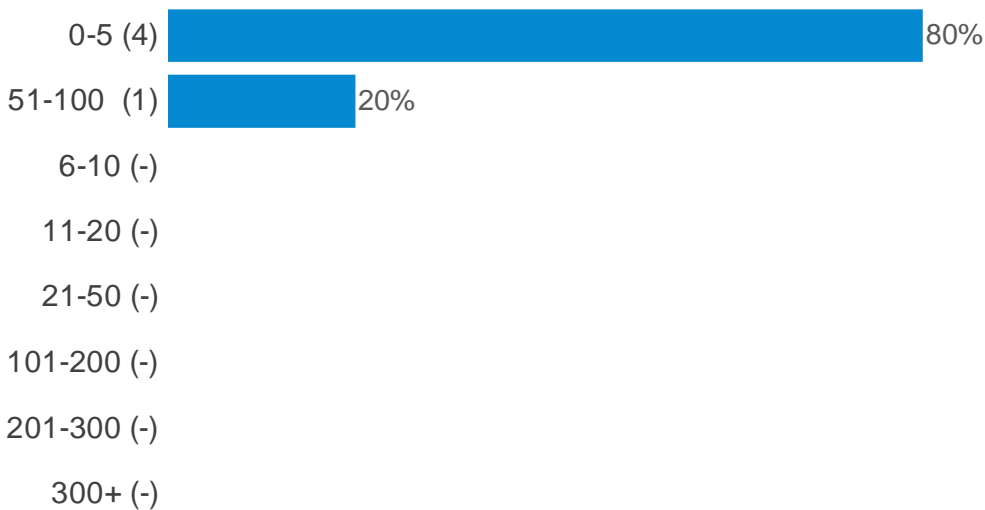


Hafodyrynys Business Questionnaire

**How many deliveries does your business make in a typical week that travel through the A472? (Please select the number of delivers per day) (Friday)**

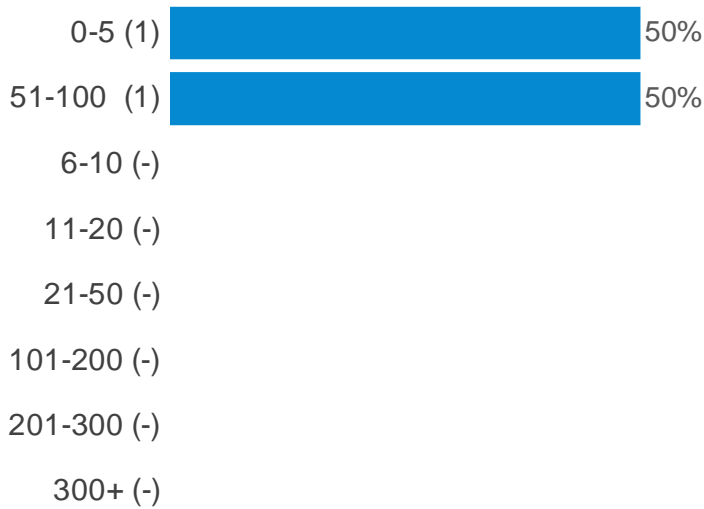


**How many deliveries does your business make in a typical week that travel through the A472? (Please select the number of delivers per day) (Saturday)**



Hafodyrnys Business Questionnaire

**How many deliveries does your business make in a typical week that travel through the A472? (Please select the number of delivers per day) (Sunday)**



**How many of the above deliveries would take place during the morning peak traffic times (between 07:00 and 10:00) ?**

- 3 - 5
- 2
- 0
- 2
- Variable Not quantifiable
- Somewhere in the region of 150 deliveries across 5 vehicles
- 2
- 10%
- 1-2
- 20%
- NONE
- 22
- 3
- 2
- Typically this would be "0" as most of our bookings are in the afternoon.
- zero

Hafodyrynys Business Questionnaire

**How many of the above deliveries would take place during the evening peak traffic times (between 16:00 and 19:00)?**

10 - 15

1

0

2

Variable , not quantifiable

5 Vehicles carrying an estimate of 30 deliveries

0

10%

0

20%

50 %

2

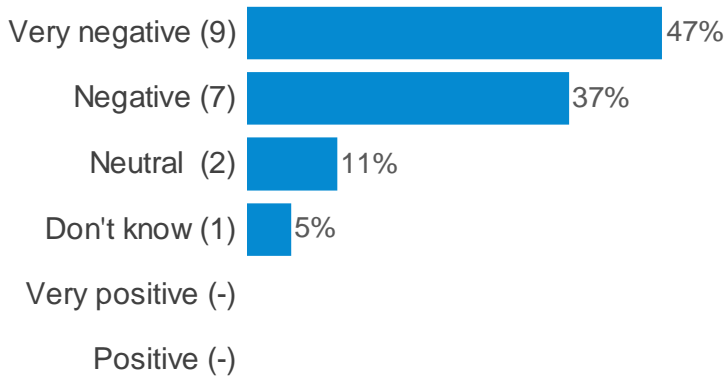
0

0

Collections are usually booked for the afternoon around midday - 1pm. Guess it may be 0-1 per day.

50%

**What impact do you feel restricting access to vehicles along the A472 would have on your business?**



**A proposed Clean Air Zone could be similar to the London's Low Emission Zone (LEZ), which also imposes a defined boundary which the most polluting vehicles are charged for entering. With this in mind, do you think the London LEZ charges for the vehicles that do not meet the minimum emission requirements are too much, too little, or about right for Caerphilly's Clean Air Zone? (HGVs £100)**



Hafodyrnyys Business Questionnaire

**A proposed Clean Air Zone could be similar to the London's Low Emission Zone (LEZ), which also imposes a defined boundary which the most polluting vehicles are charged for entering. With this in mind, do you think the London LEZ charges for the vehicles that do not meet the minimum emission requirements are too much, too little, or about right for Caerphilly's Clean Air Zone? (Buses £100)**



**A proposed Clean Air Zone could be similar to the London's Low Emission Zone (LEZ), which also imposes a defined boundary which the most polluting vehicles are charged for entering. With this in mind, do you think the London LEZ charges for the vehicles that do not meet the minimum emission requirements are too much, too little, or about right for Caerphilly's Clean Air Zone? (Coaches £100)**



**A proposed Clean Air Zone could be similar to the London's Low Emission Zone (LEZ), which also imposes a defined boundary which the most polluting vehicles are charged for entering. With this in mind, do you think the London LEZ charges for the vehicles that do not meet the minimum emission requirements are too much, too little, or about right for Caerphilly's Clean Air Zone? (Taxis £12.50)**

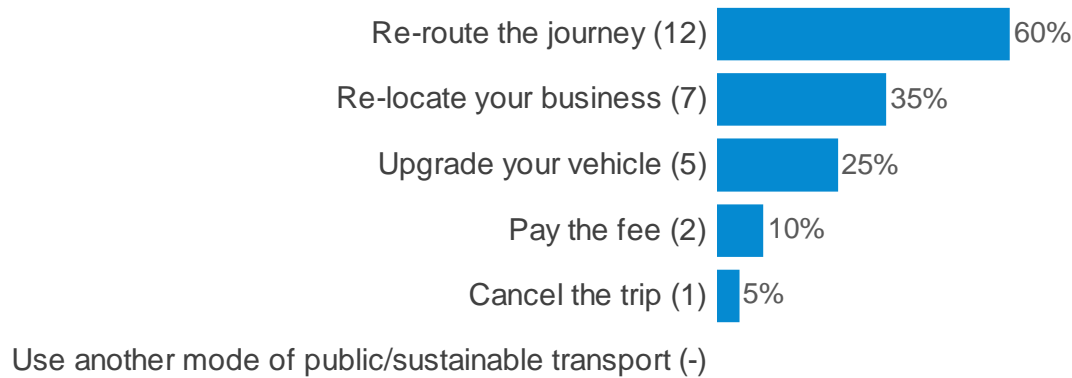


Hafodyrynys Business Questionnaire

**A proposed Clean Air Zone could be similar to the London's Low Emission Zone (LEZ), which also imposes a defined boundary which the most polluting vehicles are charged for entering. With this in mind, do you think the London LEZ charges for the vehicles that do not meet the minimum emission requirements are too much, too little, or about right for Caerphilly's Clean Air Zone? (Private vehicles £12.50)**



**If there was a daily charge at the above rates, how would you be most likely to respond?**



**Do you feel your suppliers and/or customers will be affected by potential vehicle access restrictions on the A472?**

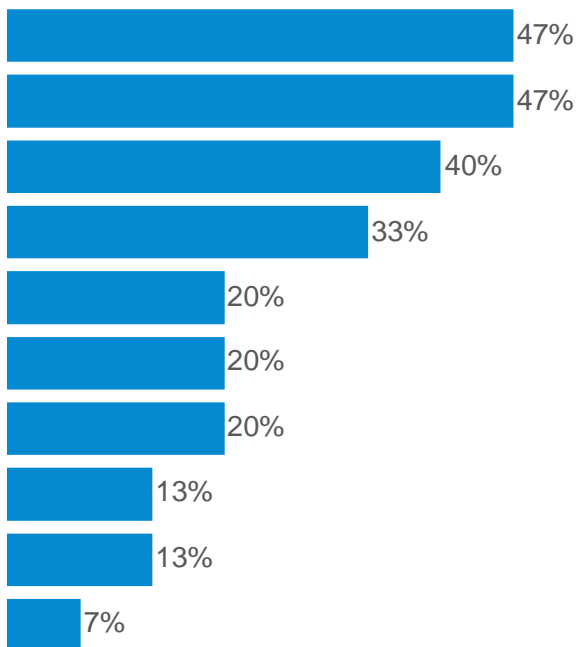


Hafodyrynys Business Questionnaire

**If you answered yes to question 19, please indicate why you think that this is the case in the space provided below:**

- Delays to delivery schedules and cancellation of work (due to the increased impact on drivers hours)
- Any additional costs incurred would need to be passed on.
- Increased journey length / time
- Critical shipments and turnaround times to nuclear power station sites across UK.
- Deliveries and couriers will travel their own routes and any charges will impact on pricing all ways
- This road is used as our main access to the M4 and M50, Raw materials are delivered daily
- Any costs put onto our suppliers will eventually make its way to us.
- Our customers have many options of who to buy from Cost is critical in our business.
- IT WOULD MAKE MY BUSINESS LESS ACCESSIBLE TO BOTH CUSTOMERS AND SUPPLIERS**
- Potential delays in receiving their deliveries/collections
- Additional costs and delivery schedules
- Delay of goods and or expensive to travel here
- costs would passed on to the customer; they might go elsewhere - detrimental to the business
- their company would be less productive
- Would affect companies delivering products which are seeking approval from us
- Increased charges to business from suppliers/couriers.
- We would have to relocate outside as this would push our prices up which would cripple our business

**What steps (if any) has your business already taken to reduce air pollution? (tick all that apply)**



**If other, please specify**

All of our HGVs are post 2014 build, so are fitted with Adblue NOx reduction equipment.

None apply

Vehicle renewal plans in place which replaces older vehicles with new.

We are a welsh government gold Corporate Health Standard Company and have ISO 14001 also cycle to wo

**Do you have any further comments or suggestions relating to the improvement of air quality along the A472 and what it means for your business?**

Restricting traffic or imposing a chargeable clean air zone will only move this problem South.

No, not my area of expertise

Demolition of the properties on south side of the A472 as only long term feasible solution .

we supply the whole bereavement services U.K. wide.Only other, road infrastructure improved to m4

We're committed to replacing the fleet in line to a minimum of euro 6 compliance.

Access should be improved not restricted, S.wales is already disadvantaged by infrastructure.

DUEL CARRAGE WAY FOR THE WHOLE A472 FROM CRUMLIN TO PONTYPOOL.

NONE

The Residents should be relocated, then action plan to demolish in due course.

For the residents it would be better if the houses were demolished, it is clearly affecting them.

I've tried to put comment in this field but not enough room!

I am very sympathetic to the residents, something must be done to improve air quality

The effect on local business could be dramatic with extra charges on services. Employees re-routing

All options currently proposed will make Caerphilly and Blaenau Gwent unattractive to business

**I confirm that I wish to submit the information entered into this form to Caerphilly County Borough Council. I understand that this information to be collated via Snap Surveys, a third party organisation (<https://www.snapsurveys.com/survey-software/privacy-policy-uk/>) and for it to be used as described in Caerphilly County Borough Council's privacy notice (<https://www.caerphilly.gov.uk/CaerphillyDocs/FOI/PrivacyNotices/Privacy-Notice-Consultations-Surveys.aspx>).**



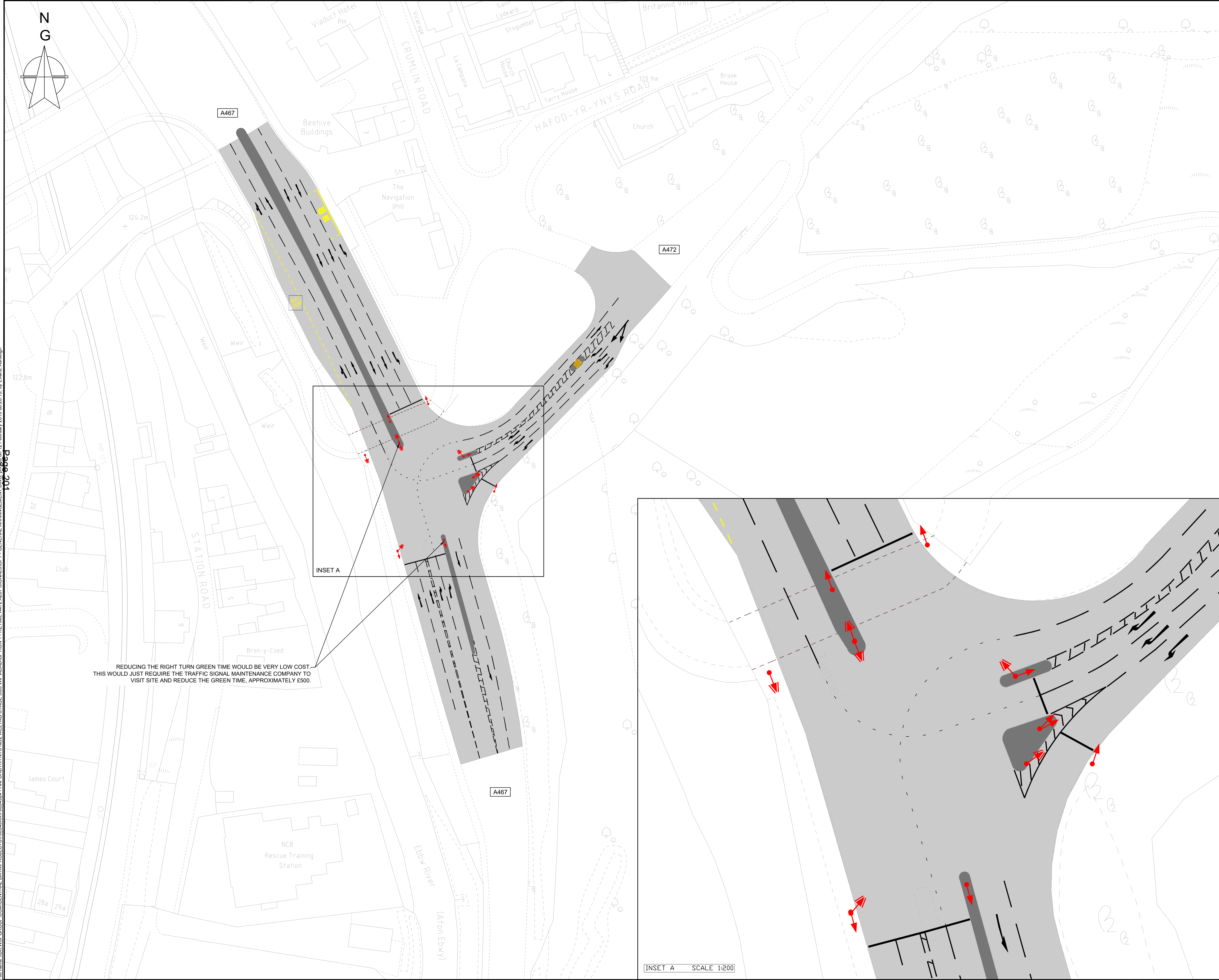
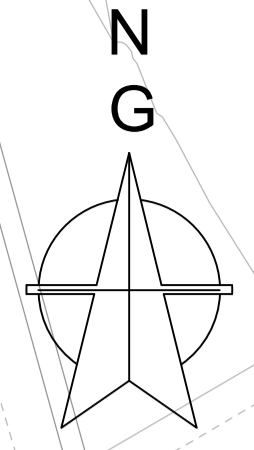


# Appendix D

OPTION DRAWINGS







REDUCING THE RIGHT TURN GREEN TIME WOULD BE VERY LOW COST. THIS WOULD JUST REQUIRE THE TRAFFIC SIGNAL MAINTENANCE COMPANY TO VISIT SITE AND REDUCE THE GREEN TIME, APPROXIMATELY £500.

INSET A SCALE 1:200

- NOTES**
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  5. ALL WORKS ARE TO BE IN ACCORDANCE WITH CAERPHILLY COUNTY BOROUGH COUNCIL SPECIFICATIONS AND STANDARDS.
  6. CONTRACTOR TO ESTABLISH ALL UTILITY AND DRAINAGE LOCATIONS AND COORDINATE SAFE WORKING PROCEDURES BEFORE ANY EXCAVATION WORKS TAKE PLACE.
  7. THE WORKS SHALL BE PROGRAMMED TO ENSURE A CLEAR FOOTWAY IS AVAILABLE FOR PEDESTRIANS THROUGHOUT THE WORKS.
  8. DIAGRAM NUMBERS TO TSRGD REFER TO THOSE SET OUT IN THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
  9. ALL ROAD MARKINGS ARE TO BE WHITE THERMOPLASTIC SCREED UNLESS STATED OTHERWISE.
  10. THE KERB AND THRESHOLD LEVELS SHOULD NOT BE ALTERED BY THE RE-SURFACING OF THE FOOTWAY.

- KEY**
- PRIMARY SIGNAL HEAD
  - SECONDARY SIGNAL HEAD

PO1	01/01/1901	XXX	FIRST ISSUE		XXX	XXX
REV1	DATE	BY	DESCRIPTION		CHK	APP

DRAWING STATUS: **S2 - FOR INFORMATION**

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CLIENT: **CAERPHILLY COUNTY BOROUGH COUNCIL**

ARCHITECT:

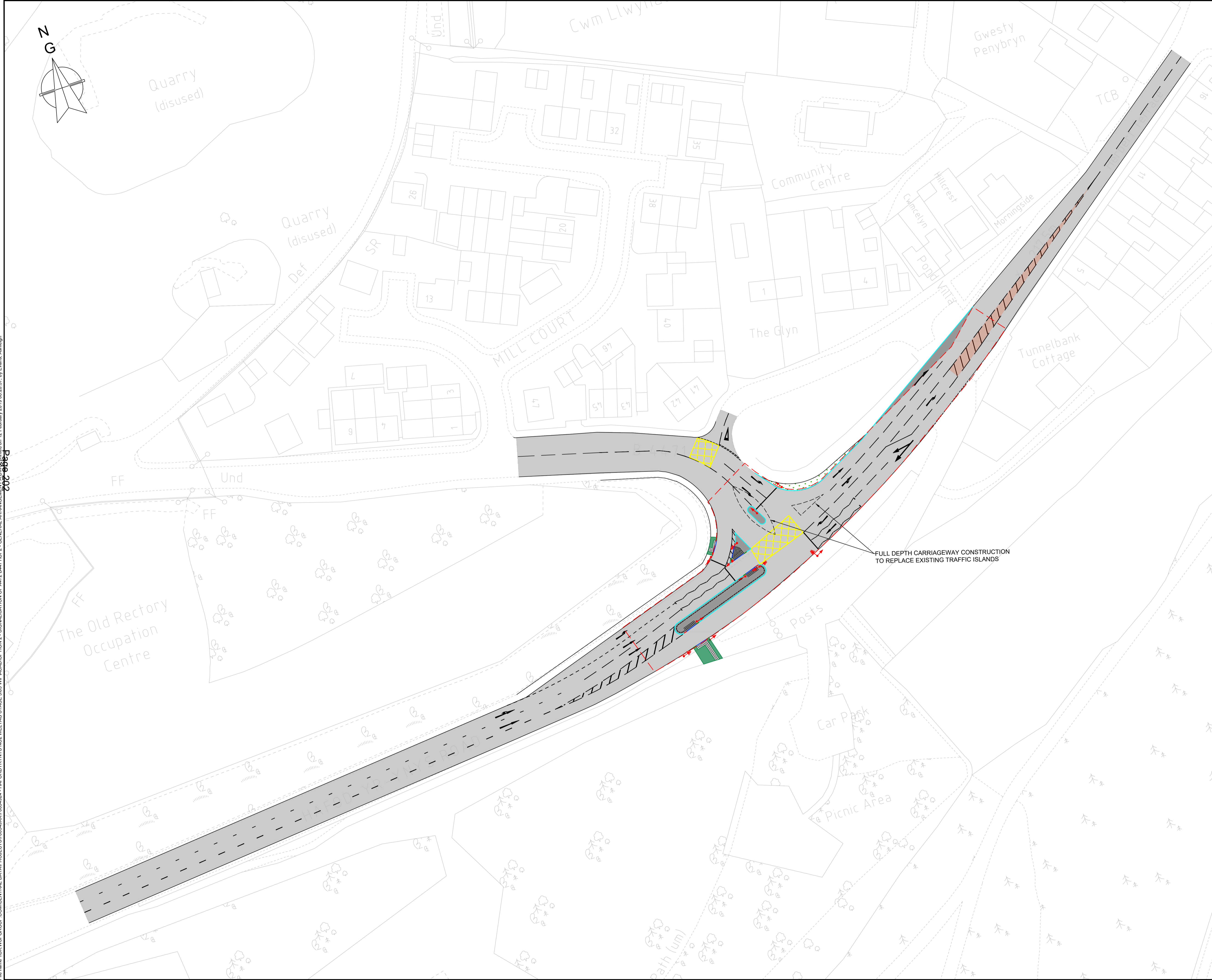
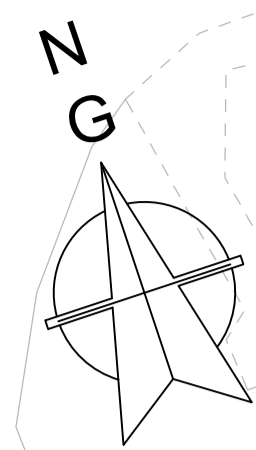
SITE/PROJECT: **HAFODYRNYNS, CAERPHILLY**

TITLE: **OPTION 1 - RETIMING OF A472/A467  
SIGNALISED JUNCTION  
GENERAL ARRANGEMENT**

SCALE @ A1:	1:500	CHECKED:	RM	APPROVED:	DM
PROJECT NO:	70054924	DESIGNED:	AE	DATE:	February 19

DRAWING NO:	70054924-OP1-100	REV:	P01
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- KEY**
- PRIMARY SIGNAL HEAD (8 no.)
  - SECONDARY SIGNAL HEAD (5 no.)
  - PEDESTRIAN GUARDRAIL (57 Lin.m)
  - 400mm x 400mm RED BLISTER TACTILE PAVING FOR CONTROLLED CROSSING POINTS
  - DROPPED KERBS (21.6m 24 units)
  - RIGHT TRANSITION KERB (5.4 Lin.m 6 units)
  - LEFT TRANSITION KERB (5.4 Lin.m 6 units)
  - HB2 KERB (172.5 Lin.m)
  - EXISTING CARRIAGEWAY RESURFACING EXTENTS (2350m²)
  - RE-SURFACING FLEXIBLE FOOTWAY CONSTRUCTION (41m²)  
SURFACE COURSE: 20mm THICK 6mm NOMINAL SIZE TO BSEN13108 PART 1: CLAUSE 7.6 WITH 160/220 PEN ASPHALT CONCRETE BINDER AND IN ACCORDANCE WITH CLAUSE 912 OF THE SPECIFICATION FOR HIGHWAY WORKS 1996, AS AMENDED.
  - 500mm OF TOPSOIL AND GRASS SEEDING (78.7m²)
  - EXISTING CARRIAGEWAY
  - PROPOSED FULL CARRIAGEWAY CONSTRUCTION (56.5m²)

PO1	01/01/1901	XXX	FIRST ISSUE		XXX	XXX
REV1		BY1	DESCRIPTION		CHK1	APP1

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CLIENT: CAERPHILLY COUNTY BOROUGH COUNCIL

ARCHITECT:

SITE/PROJECT: HAFODRYRNYNS, CAERPHILLY

TITLE: OPTION 2 - SIGNALISATION OF A472/B4471  
PRIORITY T- JUNCTION  
GENERAL ARRANGEMENT

SCALE @ A1: 1:500	CHECKED: RM	APPROVED: DM
PROJECT NO: 70054924	DESIGNED: AE	DRAWN: AE
		DATE: February 19

DRAWING NO: 70054924-OP2-100	REV: P01
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File name: I:\UK\WSP\GROUP\COMMON\CENTRAL DATA\PROJECTS\70054924 - HAFODYRYNYS NO2 WELTAG STAGE 3\03 WIP\ACAD\OPTION 5 - DEMOLITION OF A472 PROPERTIES\OP5 - GENERAL ARRANGEMENT E (A3 SM SETBACK FOOTPATH).DWG, printed on 19 February 2019 11:36:24, by Smith, Geraint



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  8. DIAGRAM NUMBERS TO TSGD REFER TO THOSE SET OUT IN THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
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  10. THE KERB AND THRESHOLD LEVELS SHOULD NOT BE ALTERED BY THE RE-SURFACING OF THE FOOTWAY.

- KEY**
- FULL 'FLEXIBLE' FOOTWAY CONSTRUCTION: (634m<sup>2</sup>)  
SURFACE COURSE: 20mm THICK, 6mm NOMINAL SIZE TO BS EN 13108 PART 1, CLAUSE 7.6 WITH 160/220 PEN ASPHALT CONCRETE BINDER AND IN ACCORDANCE WITH CLAUSE 912 OF THE SPECIFICATION FOR HIGHWAY WORKS 1998, AS AMENDED.  
BINDER COURSE: 50mm THICK, 20mm NOMINAL SIZE ASPHALT CONCRETE  
SUB-BASE: 150mm GRANULAR SUB-BASE
  - EXISTING RETAINING WALL STRUCTURE
  - EXISTING PROPERTIES TO BE DEMOLISHED
  - EXISTING PROPERTIES TO REMAIN
  - 500mm OF TOPSOIL, GRASS SEEDING & PLANTING
  - EDGING KERB

PO1	01/01/1901	XXX	FIRST ISSUE		XXX	XXX
REV1	DATE	BY	DESCRIPTION		CHK	APP

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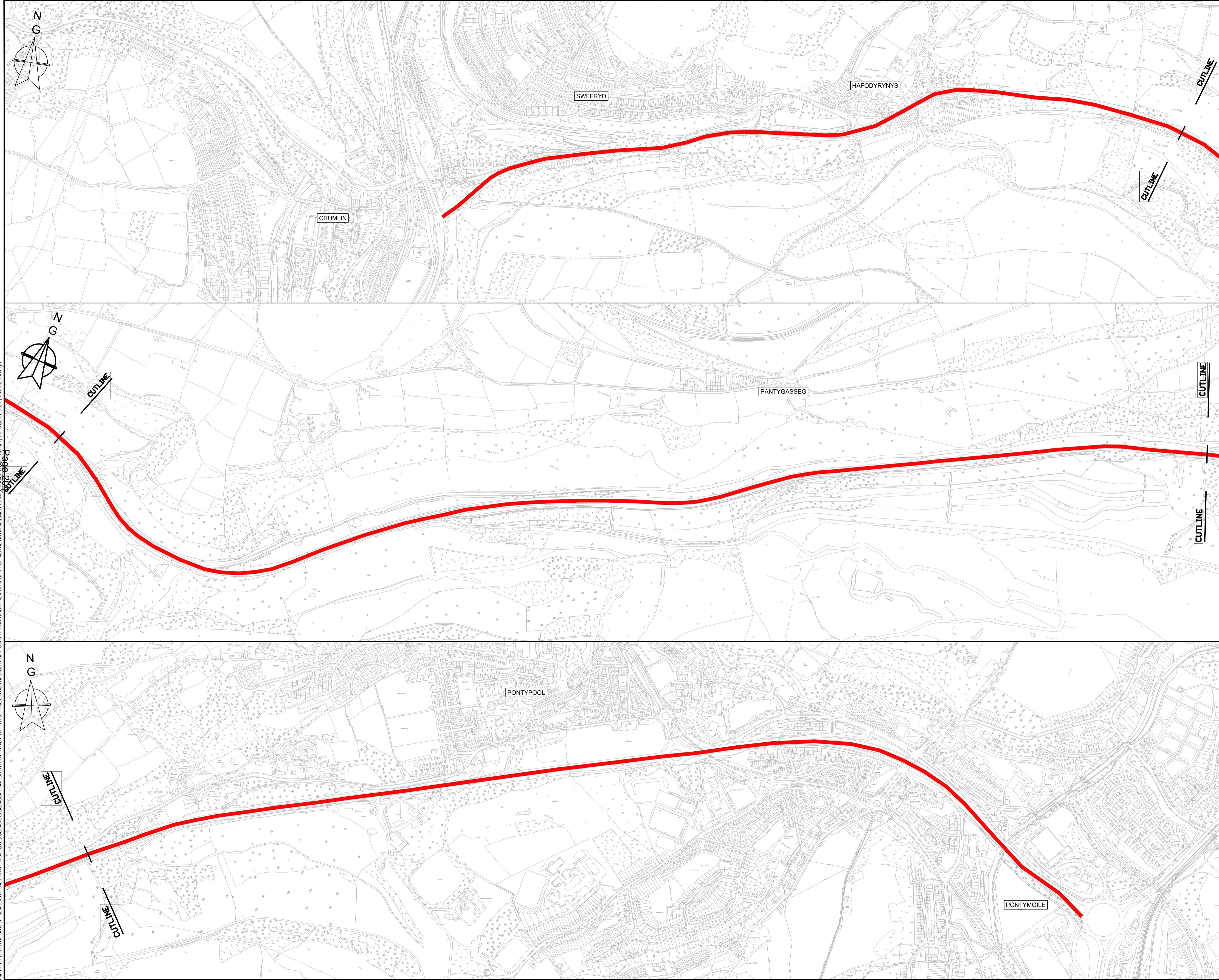
CLIENT: **CAERPHILLY COUNTY BOROUGH COUNCIL**

ARCHITECT:

SITE/PROJECT: **HAFODYRYNYS, CAERPHILLY**

TITLE: **Option 3 - Demolition of Dwellings at Woodside Terrace**

SCALE @ A1:	CHECKED:	APPROVED:
1:500	RM	DM
PROJECT NO:	DESIGNED:	DRAWN:
70054924	GS	GS
		DATE:
		February 19
DRAWING NO:		REV:
70054924-		P01
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**KEY**

█ PEAK HOUR HGV BAN ZONE

File name: I:\UK\WSP\GROUP\COMMON\CENTRAL DATA\PROJECTS\70054924\70054924 - HAFODYRYNYS NO2 WELTAG STAGE 3003 WPA\ACAD\OPTION 3 - PEAK HOUR HGV BAN\OP3 - GENERAL ARRANGEMENT.DWG, printed on 12 February 2019 09:22:03, by Evans, Ashleigh

PO1	01/01/1901	XXX	FIRST ISSUE		XXX	XXX
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SITE/PROJECT: HAFODYRYNYS, CAERPHILLY

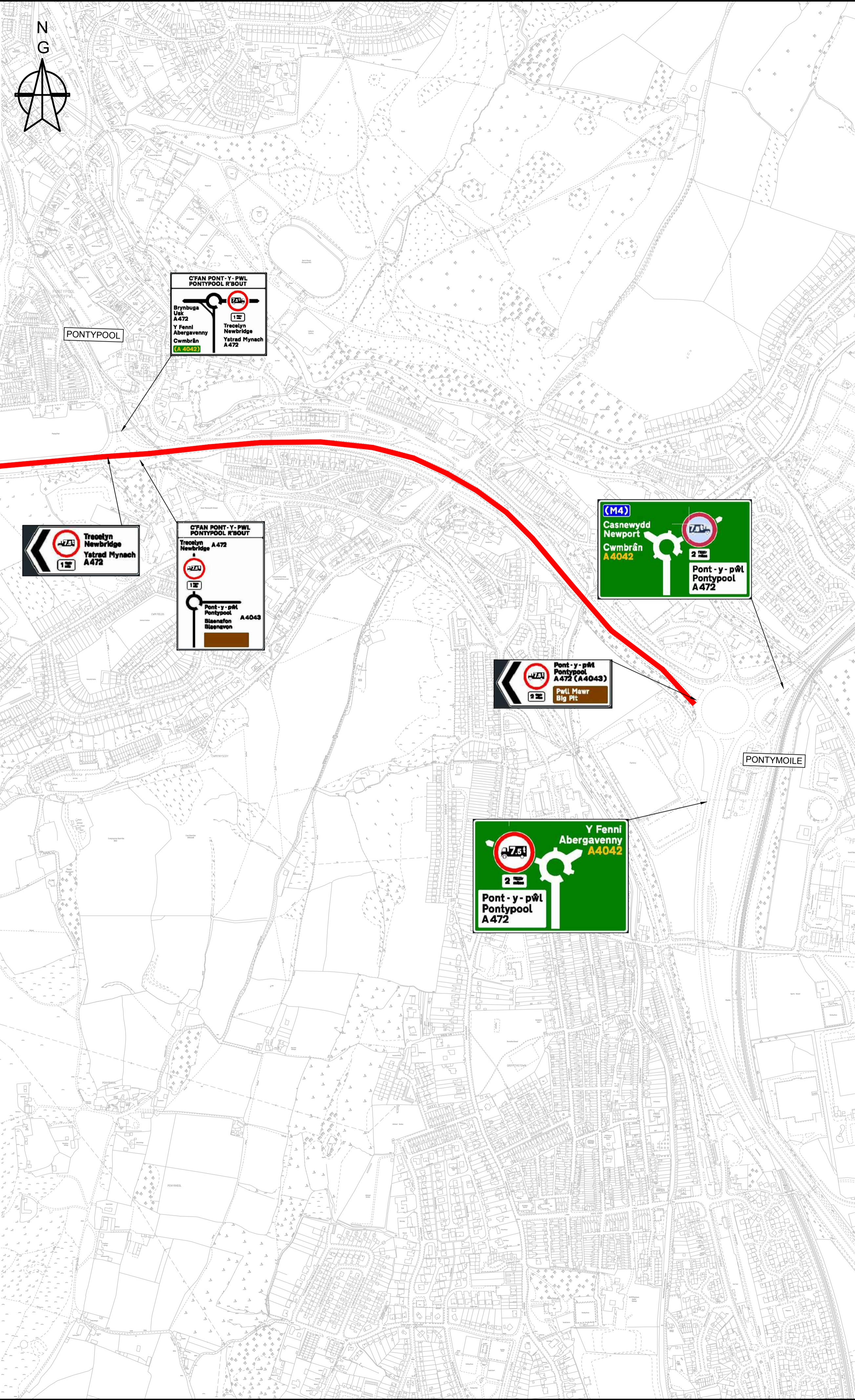
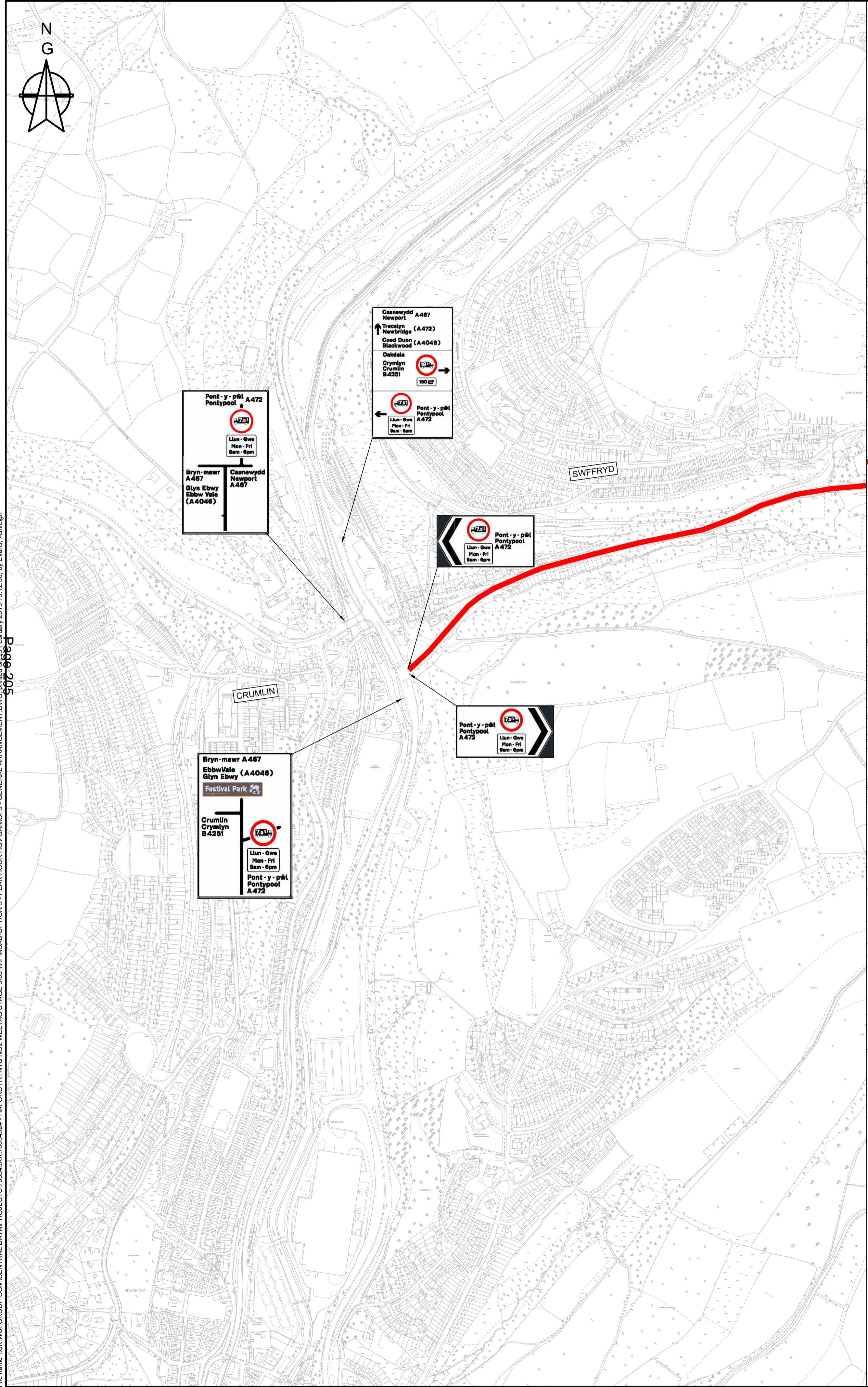
TITLE: **Option 4 PEAK HOUR HGV BAN  
GENERAL ARRANGEMENT  
SHEET 1**

SCALE @ A1: 1:5000	CHECKED: RM	APPROVED: DM
PROJECT NO: 70054924	DESIGNED: AE	DRAWN: AE DATE: February 19

DRAWING NO: 70054924-OP3-100-1	REV: P01
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**KEY**

█ PEAK HOUR HGV BAN ZONE

PO1	01/01/1901	XXX	FIRST ISSUE	XXX	XXX
REV1	DATE	BY	DESCRIPTION	CHK	APP

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ARCHITECT:

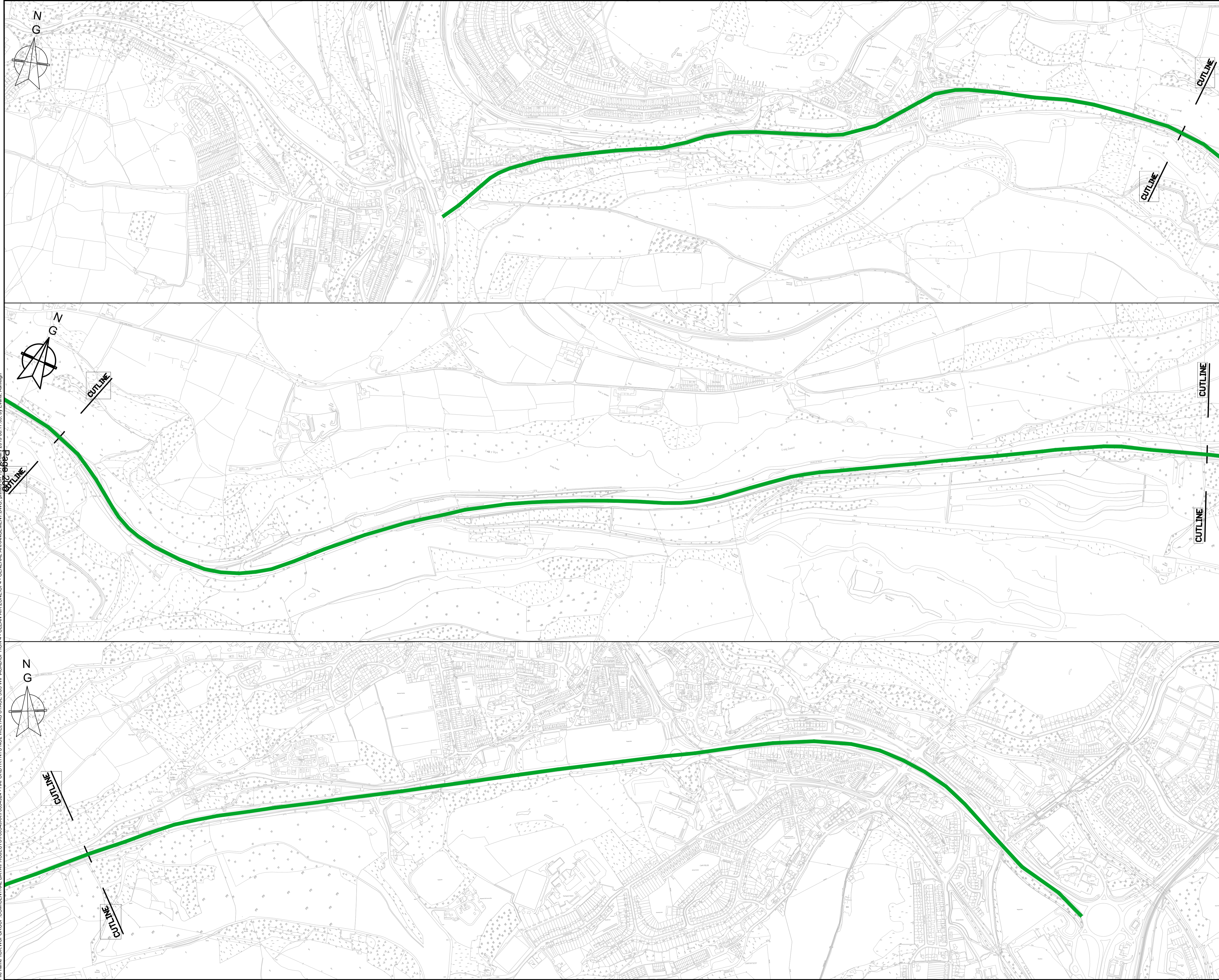
SITE/PROJECT: HAFODYRNYNS, CAERPHILLY

TITLE: Option 4 - PEAK PERIOD HGV BAN  
GENERAL ARRANGEMENT  
SHEET 2

SCALE @ A1:	CHECKED:	APPROVED:
1:5000	RM	DM
PROJECT NO:	DESIGNED:	DRAWN:
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		DATE:
		February 19

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70054924-OP3-100-2	P01

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**KEY**

█ AREA OF CLEAN AIR ZONE IMPLEMENTATION

File name: I:\UK\WSP\GROUP\COM\CENTRAL DATA\PROJECTS\70054924 - HAFODYRYNYS NO2 WELTAG STAGE 3003 WIP\ACAD\OPTION 4 - CLEAN AIR ZONE\OP4 - GENERAL ARRANGEMENT.DWG, printed on 13 February 2019 08:17:03, by Evans, Ashleigh

PO1	01/01/1901	XXX	FIRST ISSUE		XXX	XXX
REV	DATE	BY	DESCRIPTION		CHK	APP

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ARCHITECT:

SITE/PROJECT: **HAFODYRYNYS, CAERPHILLY**

TITLE: **Option 5 - CLEAN AIR ZONE IMPLEMENTATION GENERAL ARRANGEMENT**

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PROJECT NO: 70054924	DESIGNED: AE	DRAWN: AE
		DATE: February 19

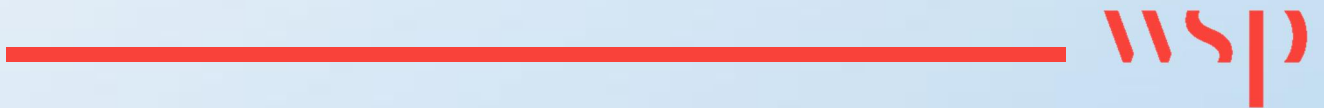
DRAWING NO: **70054924-OP4-100** REV: **P01**

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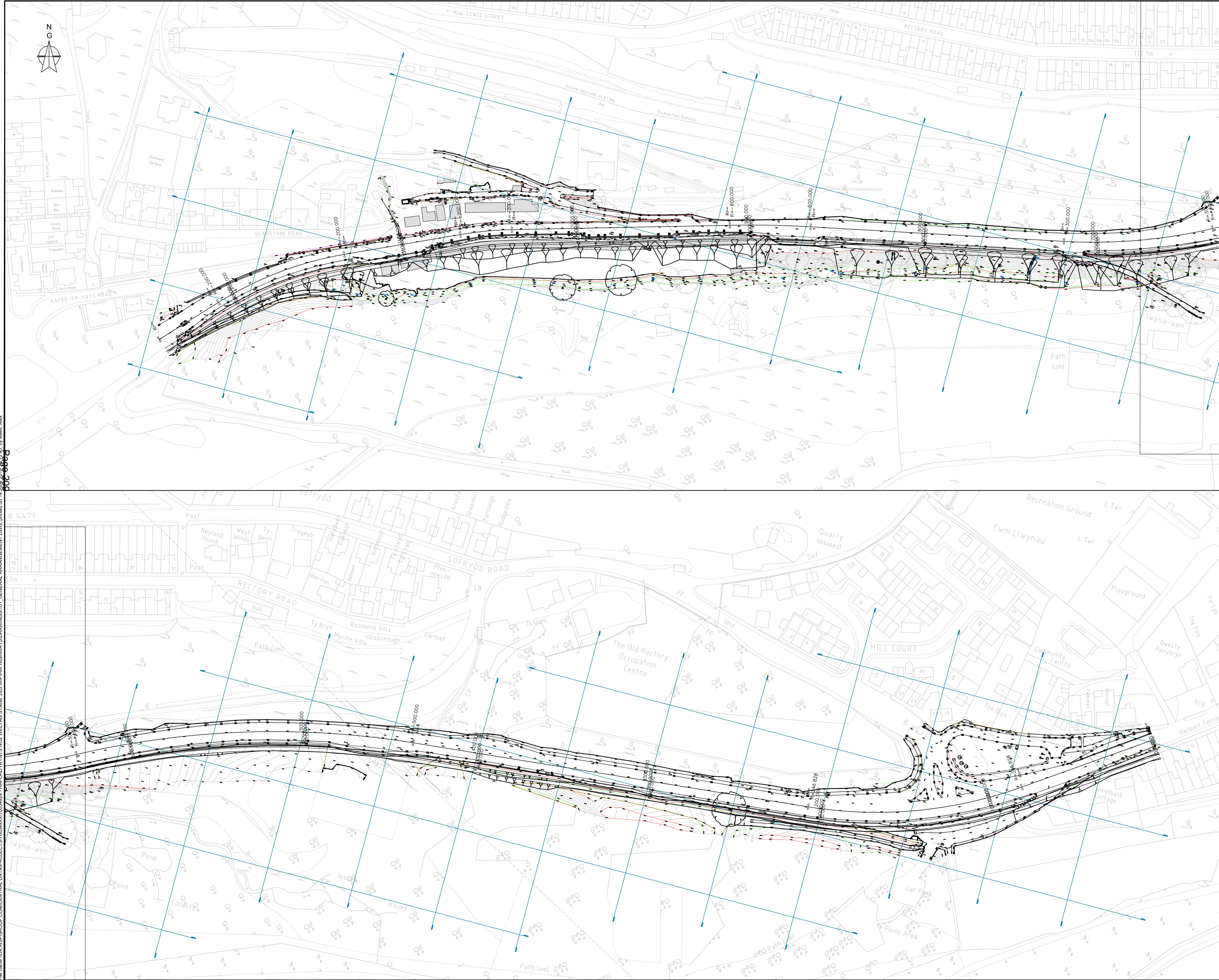


# Appendix E

PRELIMINARY DESIGN DRAWINGS -  
PREFERRED OPTION







- NOTES**
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  3. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEERING DETAILS, DRAWINGS AND SPECIFICATION.
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  5. ALL WORKS ARE TO BE IN ACCORDANCE WITH CAERPHILLY COUNTY BOROUGH COUNCIL SPECIFICATIONS AND STANDARDS.
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  8. DIAGRAM NUMBERS TO TSGRD REFER TO THOSE SET OUT IN THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
  9. ALL ROAD MARKINGS ARE TO BE WHITE THERMOPLASTIC SCREED UNLESS STATED OTHERWISE.
  10. THE KERB AND THRESHOLD LEVELS SHOULD NOT BE ALTERED BY THE RE-SURFACING OF THE FOOTWAY.

- KEY**
- ➔ PRIMARY SIGNAL HEAD
  - ➔ SECONDARY SIGNAL HEAD

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P01	01/01/1901	XXX	FIRST ISSUE	XXX	XXX
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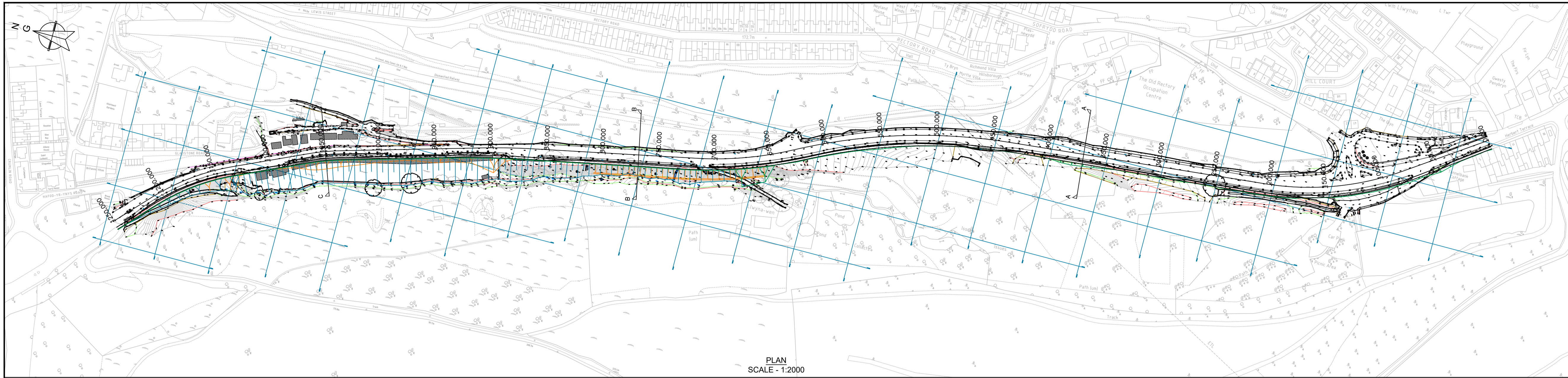
ARCHITECT:

SITE/PROJECT: HAFODRYNNYS, CAERPHILLY

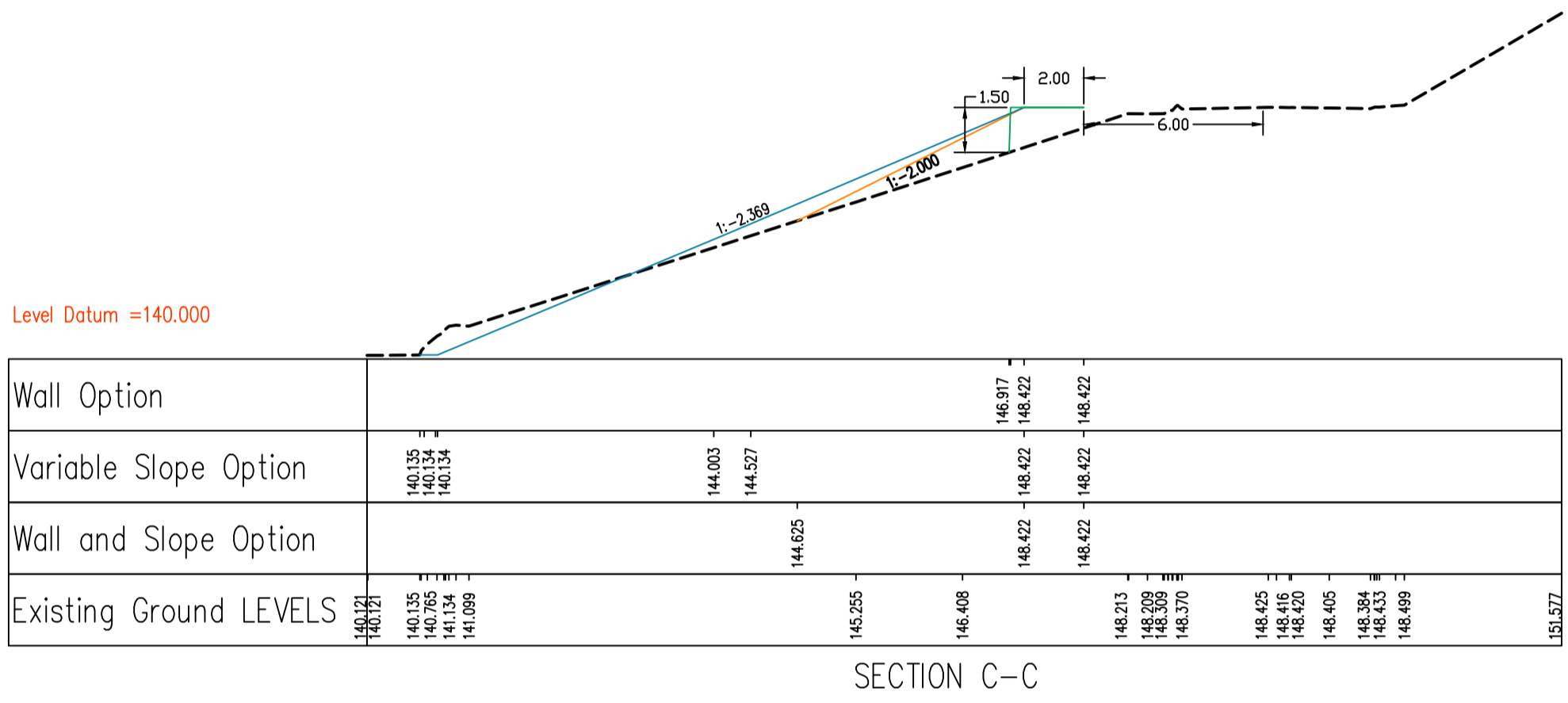
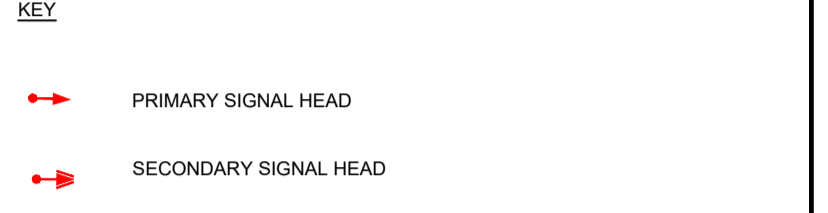
TITLE: ###

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PROJECT NO:	70054924	DESIGNED:	DRAWN:	DATE:
		AM	AM	May 19
DRAWING NO:	70054924-OP1-100			REV:
				P01

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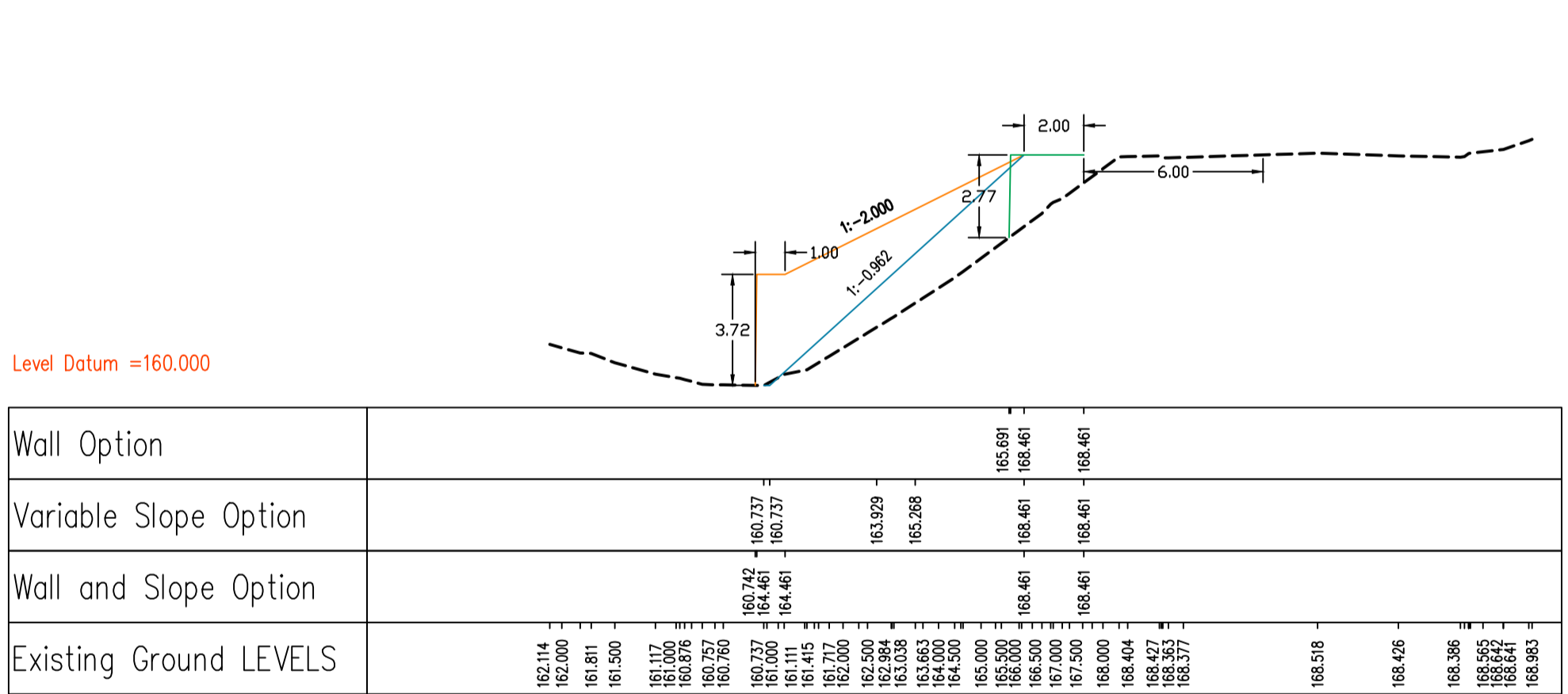
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  - THE KERB AND THRESHOLD LEVELS SHOULD NOT BE ALTERED BY THE RE-SURFACING OF THE FOOTWAY.



Level Datum =140.000

Wall Option																					
Variable Slope Option	140.135		144.003		144.527				146.917												
Wall and Slope Option									146.422												
Existing Ground LEVELS	140.121	140.135	140.134	141.089	141.098	141.098	142.250	143.376	143.376	143.376	143.376	144.425	144.425	144.425	144.425	144.425	144.425	144.425	144.425	144.425	144.425

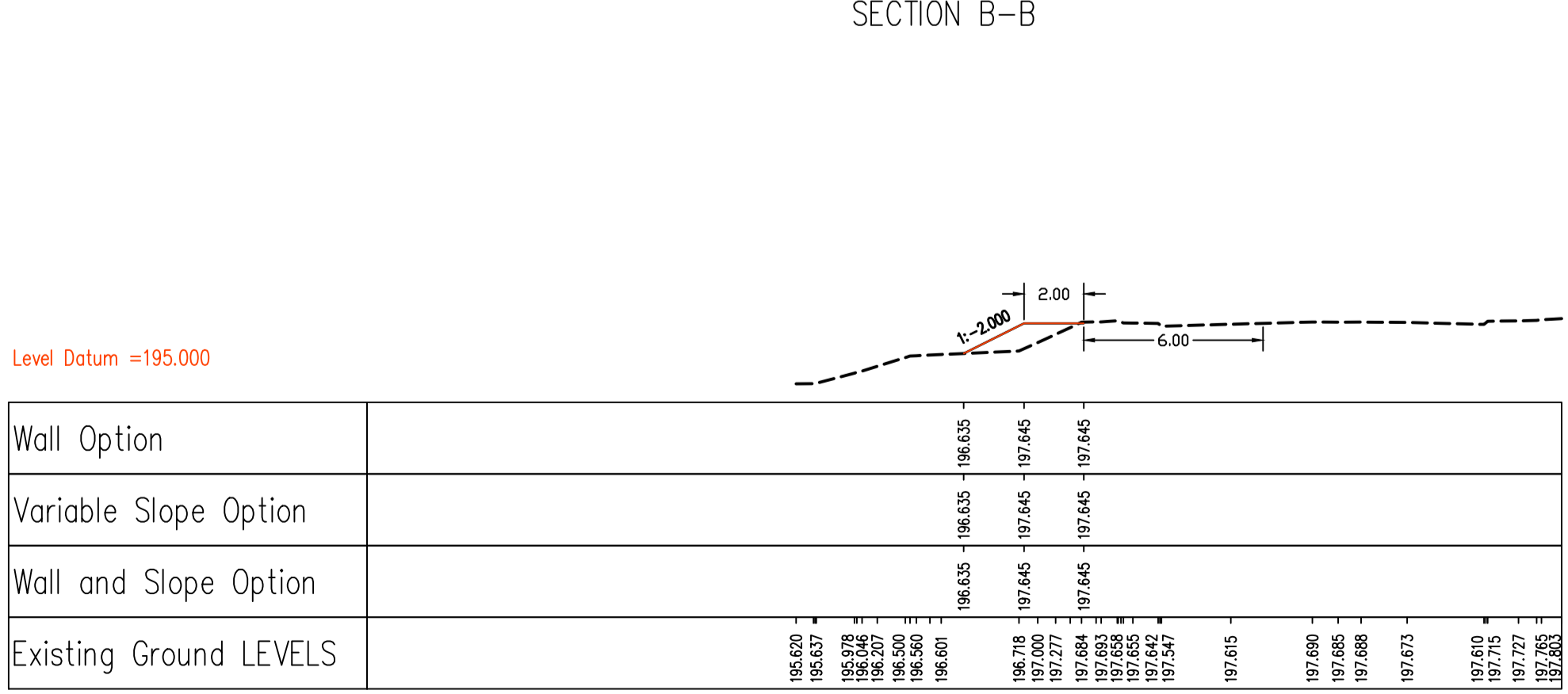
SECTION C-C



Level Datum =160.000

Wall Option																					
Variable Slope Option	160.237	160.237	160.237		163.829		165.891		168.461												
Wall and Slope Option									168.461												
Existing Ground LEVELS	162.114	162.114	162.114	161.550	163.829	163.829	165.891	166.461	166.461	166.461	166.461	168.461	168.461	168.461	168.461	168.461	168.461	168.461	168.461	168.461	168.461

SECTION B-B

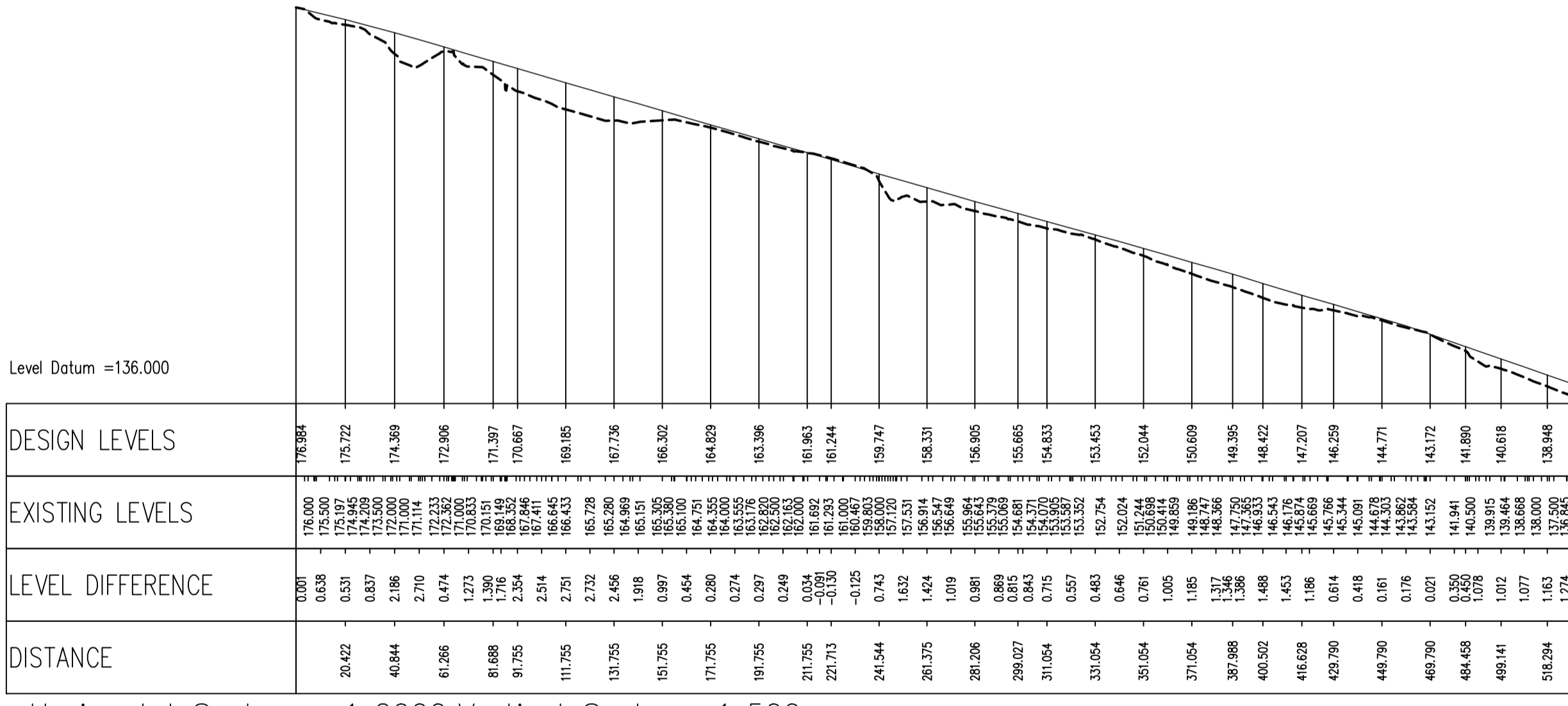


Level Datum =195.000

Wall Option																					
Variable Slope Option	197.645		197.645		197.645				197.645												
Wall and Slope Option									197.645												
Existing Ground LEVELS	196.620	196.620	196.620	196.500	197.645	197.645	197.645	197.645	197.645	197.645	197.645	197.645	197.645	197.645	197.645	197.645	197.645	197.645	197.645	197.645	197.645

SECTION A-A

CROSS SECTIONS SCALE - 1:200



Level Datum =136.000

DESIGN LEVELS	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984
EXISTING LEVELS	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984	176.984
LEVEL DIFFERENCE	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DISTANCE	20.42	40.84	61.26	81.68	102.10	122.52	142.94	163.36	183.78	204.20	224.62	245.04	265.46	285.88	306.30	326.72	347.14	367.56	387.98	408.40	428.82	449.24

Horizontal Scale = 1:2000,Vertical Scale = 1:500

P01	01/01/1901	XXX	FIRST ISSUE	XXX	XXX
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ARCHITECT: **HAFODYRNYNS , CAERPHILLY**

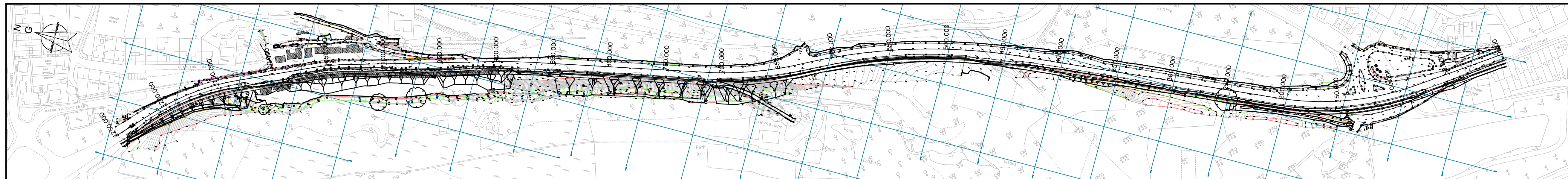
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TITLE: **###**

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PROJECT NO:	70054924	DESIGNED:	AM	DRAWN:	AM
DRAWING NO:	70054924-OP1-100	DATE:	June 19	REV:	P01

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- KEY**
- PRIMARY SIGNAL HEAD
  - SECONDARY SIGNAL HEAD

Level Datum = 140.000

Temporary LEVELS											148.371
General LEVELS											144.371
General OFFSET											-16.000
Design LEVELS											148.371
Design OFFSET											-11.000
Existing Ground LEVELS											140.766

Chainage = 1050.000

Level Datum = 160.000

Temporary LEVELS												168.389
General LEVELS												161.181
General OFFSET												-22.276
Design LEVELS												168.389
Design OFFSET												-11.000
Existing Ground LEVELS												162.233

Chainage = 770.000

Level Datum = 195.000

Temporary LEVELS												197.574
General LEVELS												196.591
General OFFSET												-9.987
Design LEVELS												197.574
Design OFFSET												-11.000
Existing Ground LEVELS												196.603

Chainage = 370.000

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CLIENT: **CAERPHILLY COUNTY BOROUGH COUNCIL**

ARCHITECT:

SITE/PROJECT: **HAFODRYNYNS, CAERPHILLY**

TITLE: **###**

SCALE @ A1: 1:1000	CHECKED:	APPROVED: DM
PROJECT NO: 70054924	DESIGNED: AM	DRAWN: AM
		DATE: May 19

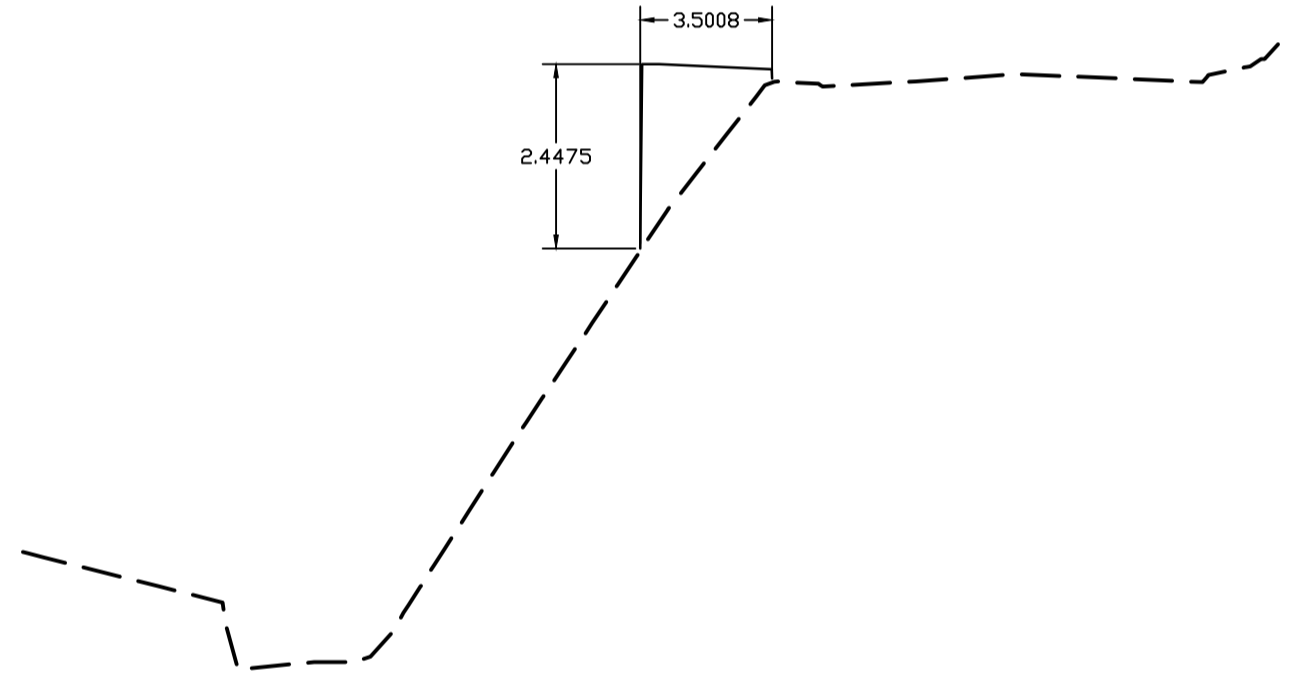
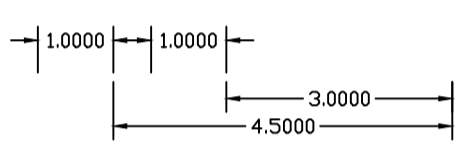
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- KEY**
- ➡ PRIMARY SIGNAL HEAD
  - ➡ SECONDARY SIGNAL HEAD

PLAN  
SCALE - 1:2000



Level Datum =159.000

Design LEVELS	Existing Ground LEVELS
	161.458
	161.387
	161.260
	161.000
	160.863
	159.800
	160.000
	161.000
	161.000
	162.000
	162.500
	163.000
	164.000
	165.000
	166.000
	167.000
	167.252
	167.551
	167.702
	167.813
	167.703
	167.798
	167.744
	167.894
	167.895
	167.896
	168.194

SECTION B-B  
RETAINING WALL OPTION

Level Datum =195.000

Design LEVELS	Existing Ground LEVELS
	195.500
	195.500
	195.673
	195.733
	196.072
	196.500
	197.000
	197.000
	196.863
	196.705
	196.862
	196.862
	196.876
	196.908
	196.905
	196.861
	196.848
	196.895
	196.967
	196.970
	197.052
	197.156

SECTION A-A  
1:2 EARTHWORKS TIE IN

CROSS SECTIONS  
SCALE - 1:200

REV	DATE	BY	DESCRIPTION	CHK	APP
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70054924	AM	AM	June 19

DRAWING No:	REV:
70054924-OP1-100	P01

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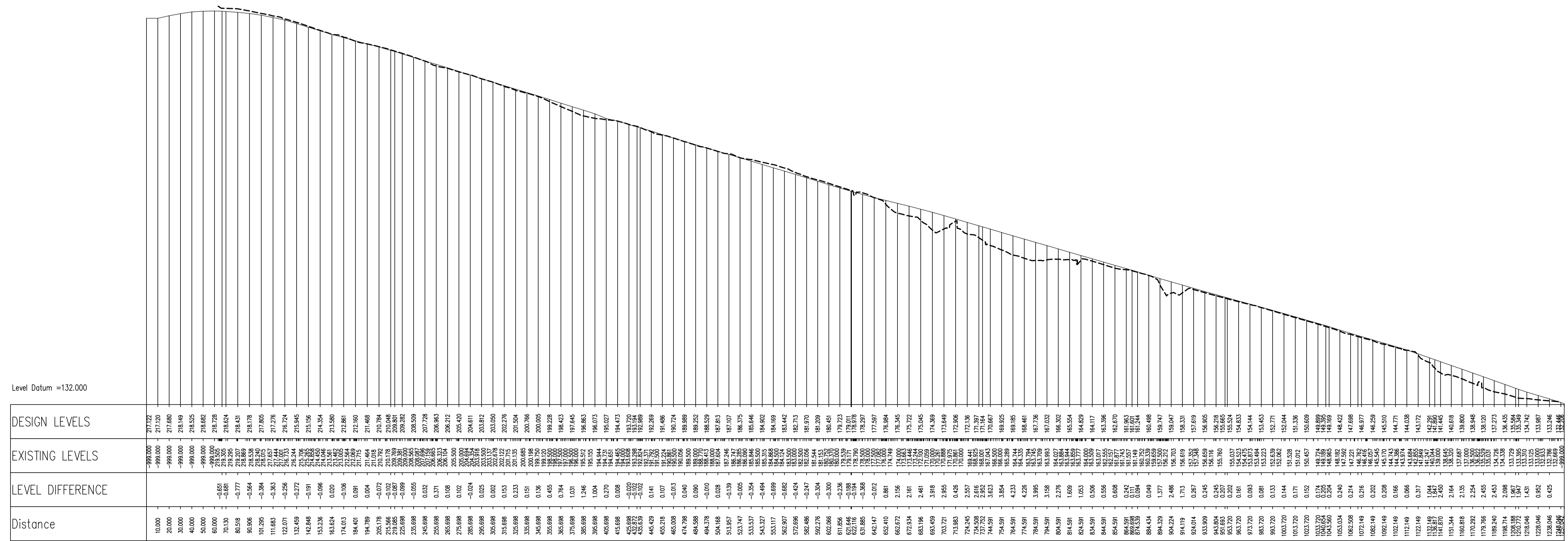
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PLAN SCALE - 1:2000

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Horizontal Scale = 1:2000, Vertical Scale = 1:500

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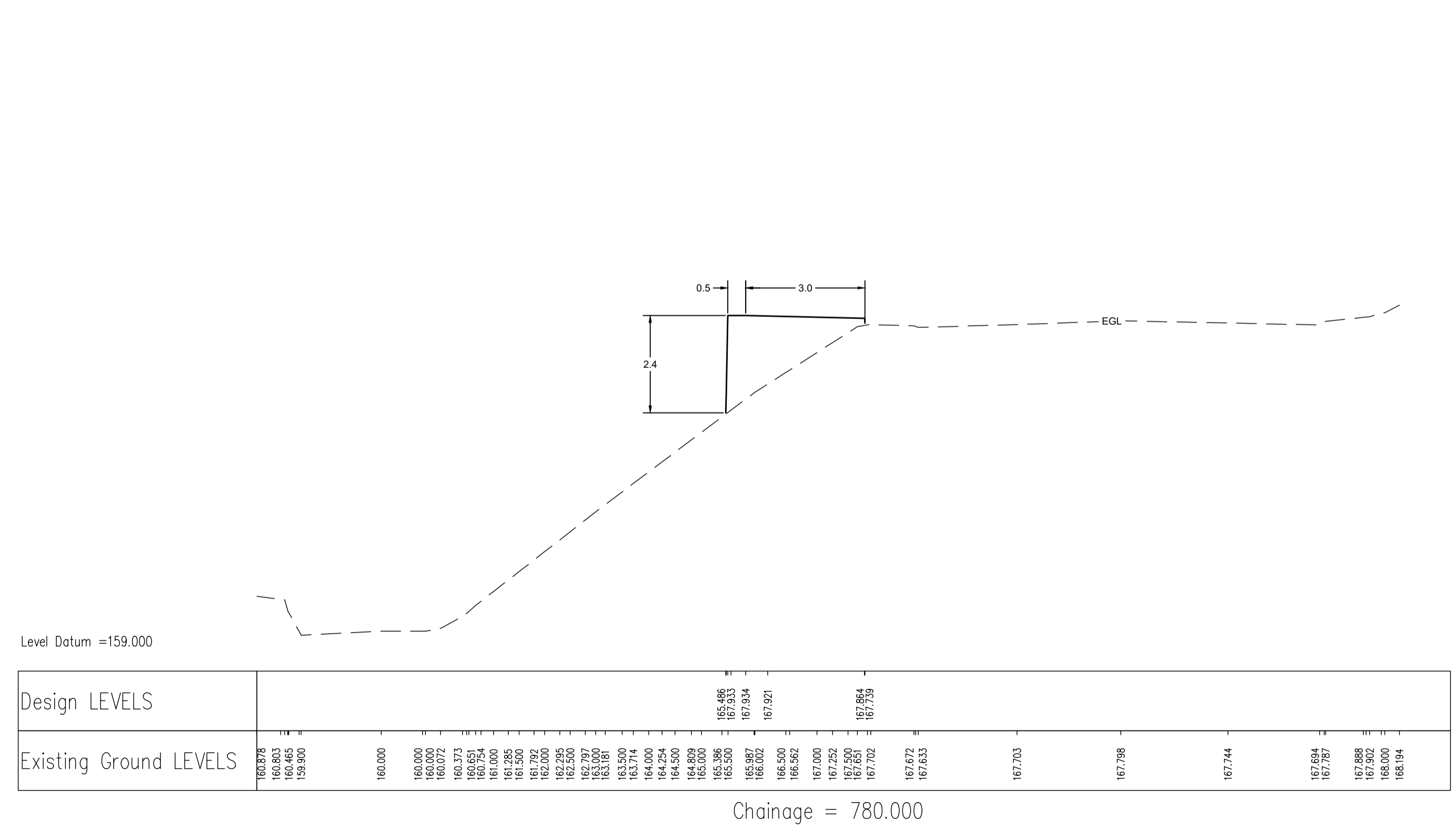
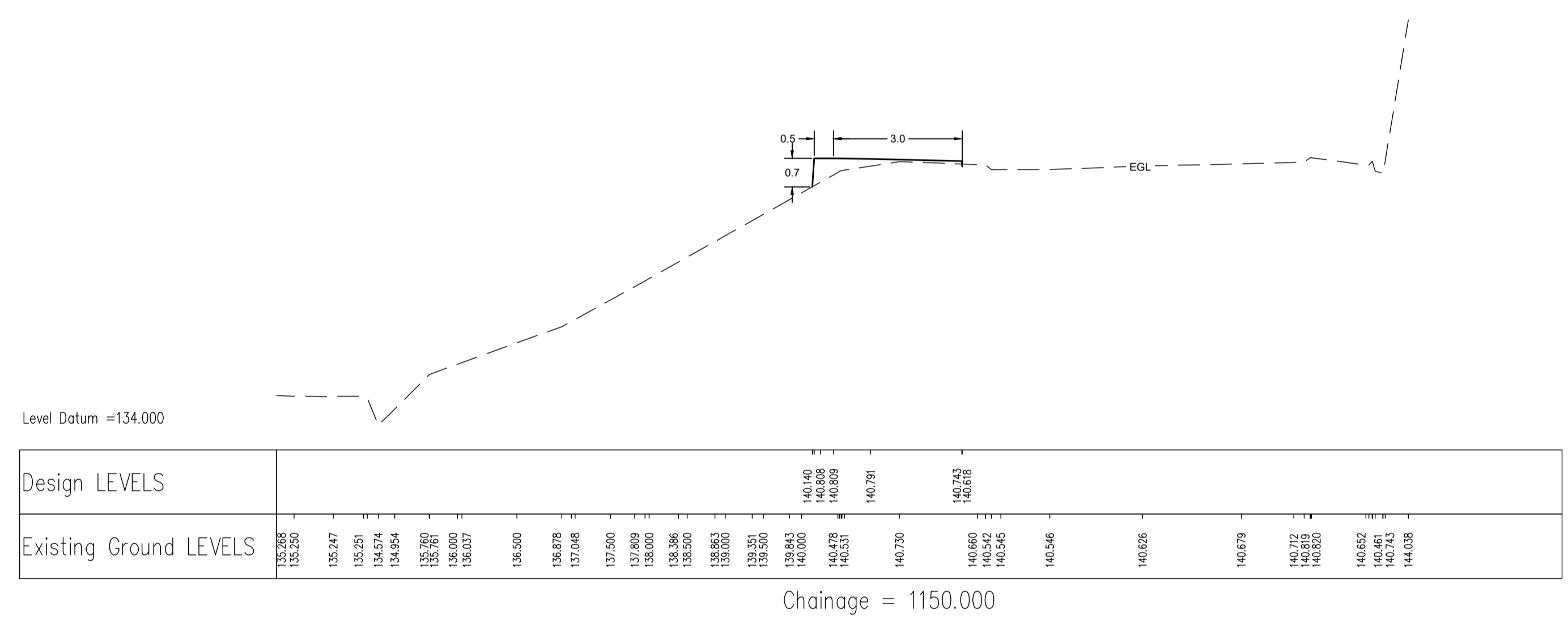
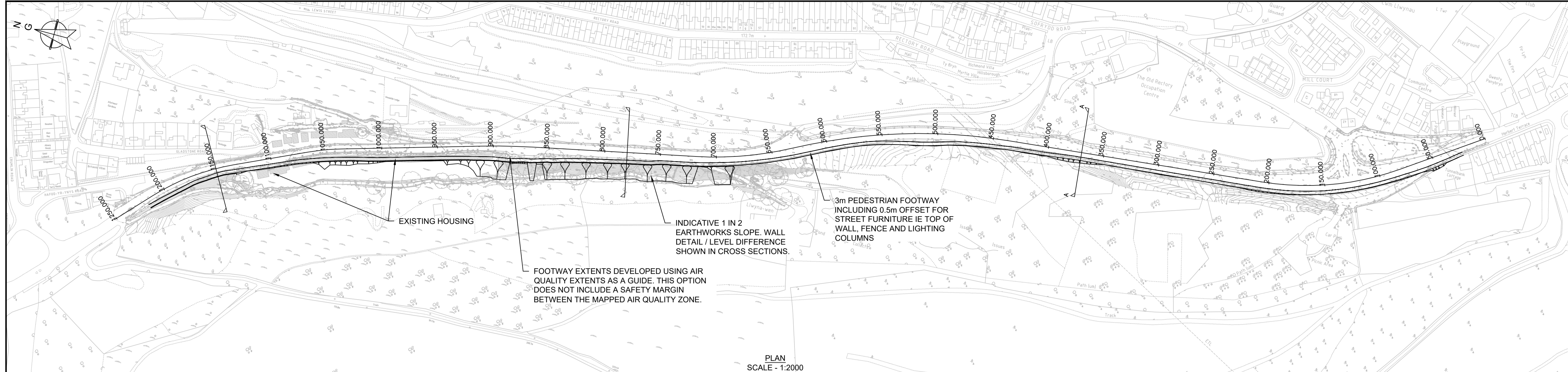
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ARCHITECT:

SITE/PROJECT: **HAFODRYRNYNS, CAERPHILLY**


TITLE: **###**

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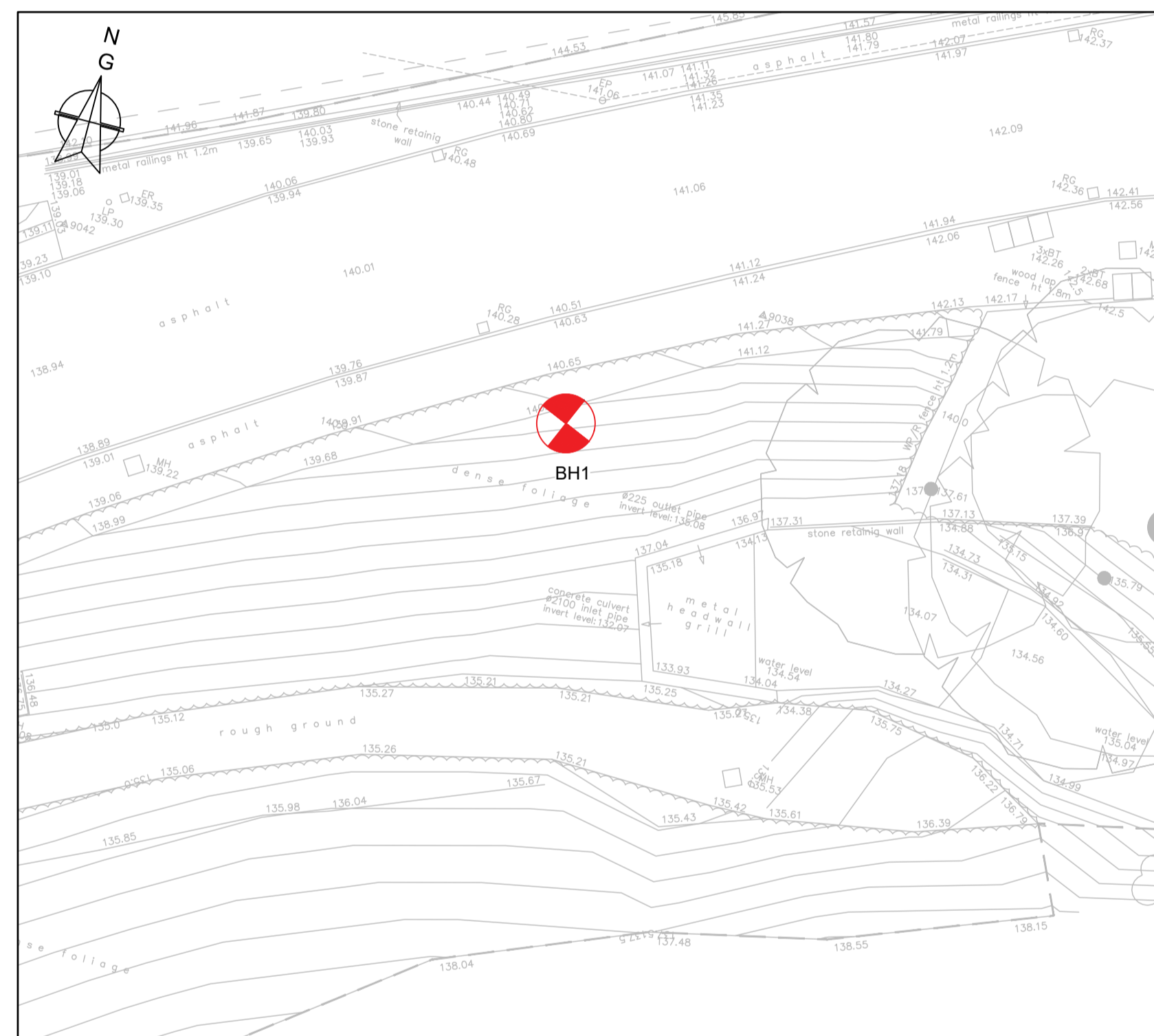
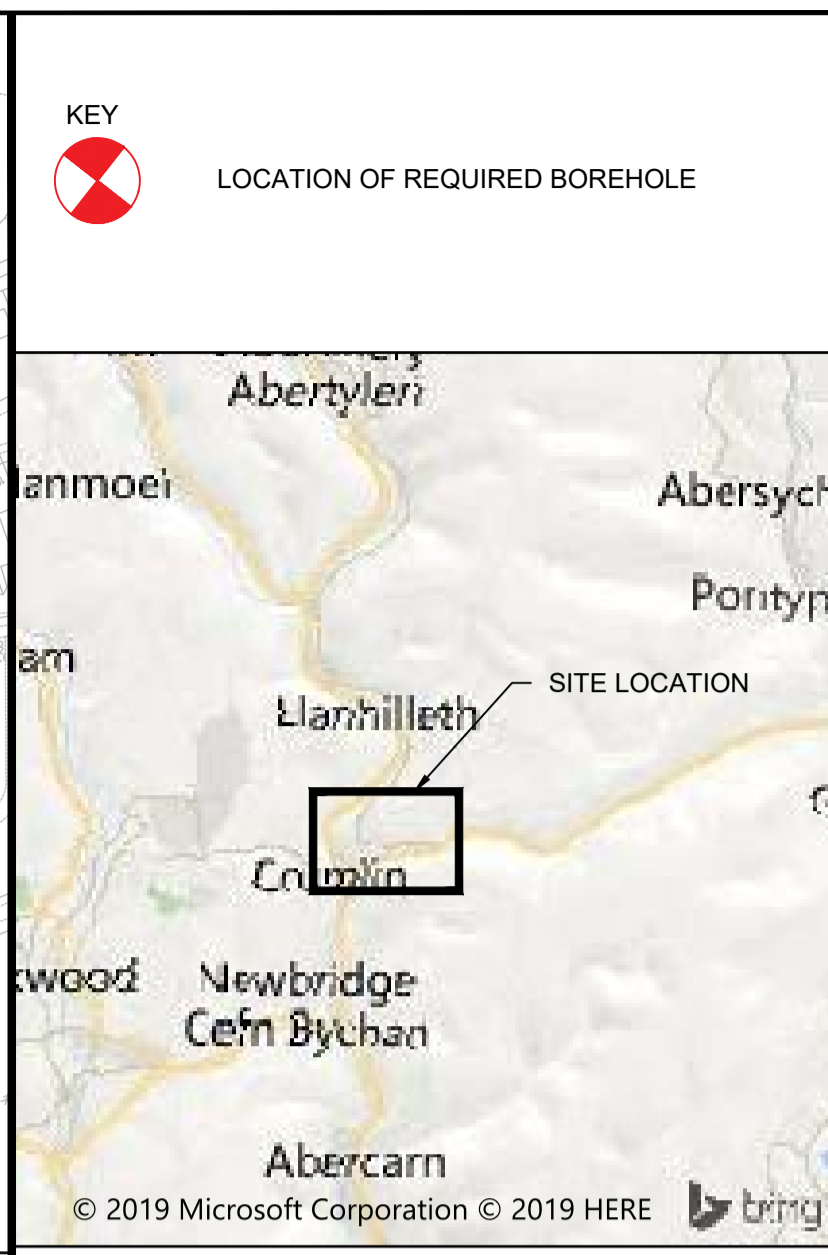
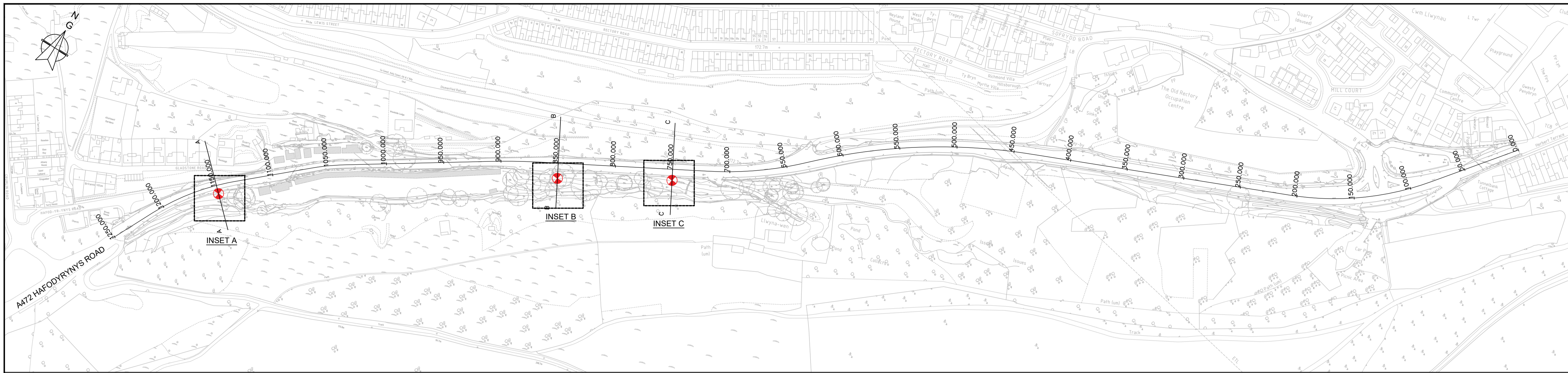
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TITLE: **INDICATIVE CROSS SECTIONS**

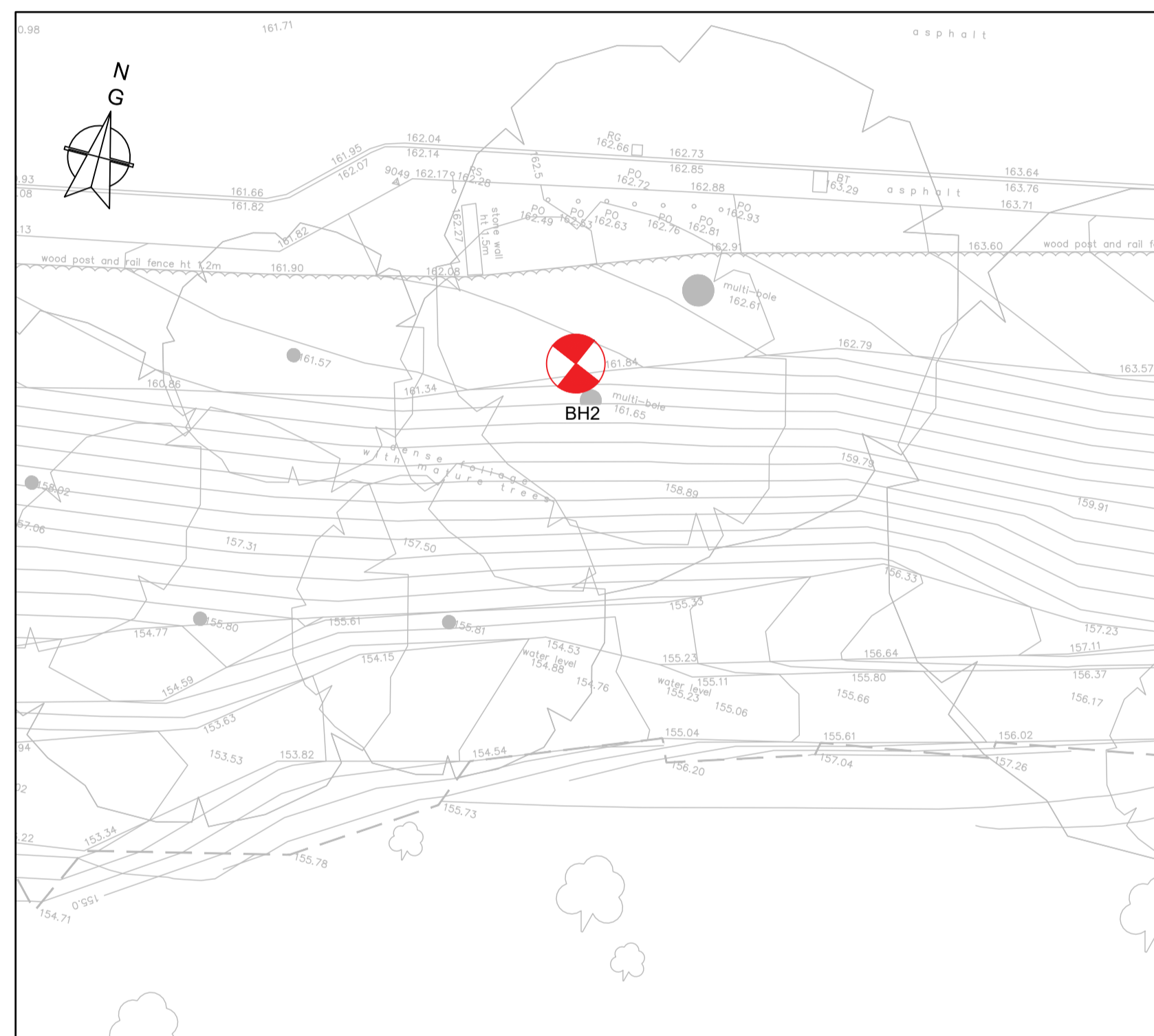
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PROJECT NO: 70054924	DESIGNED: AM	DRAWN: AM
DRAWING NO: 70054924-	DATE: June 19	REV: P01

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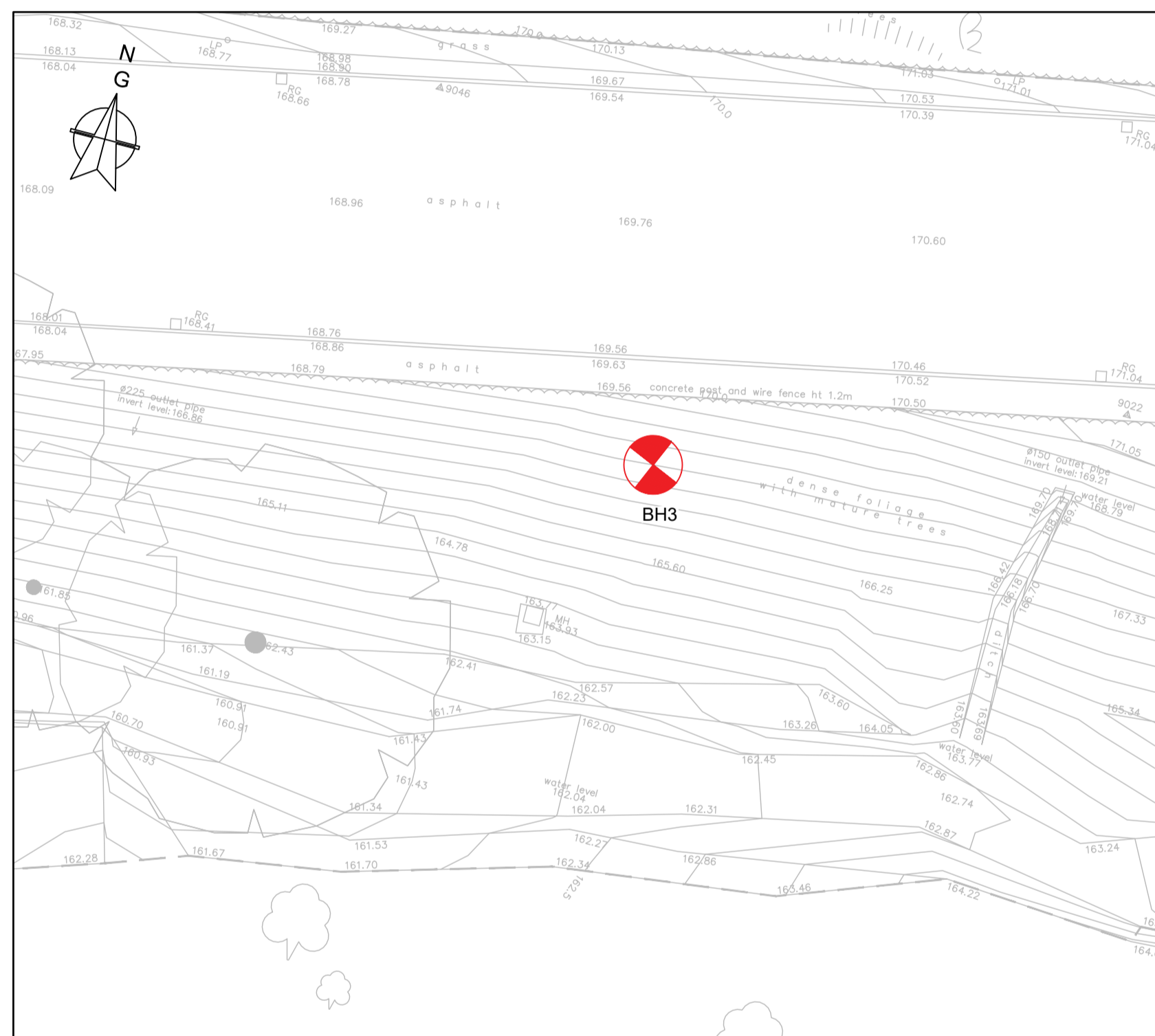




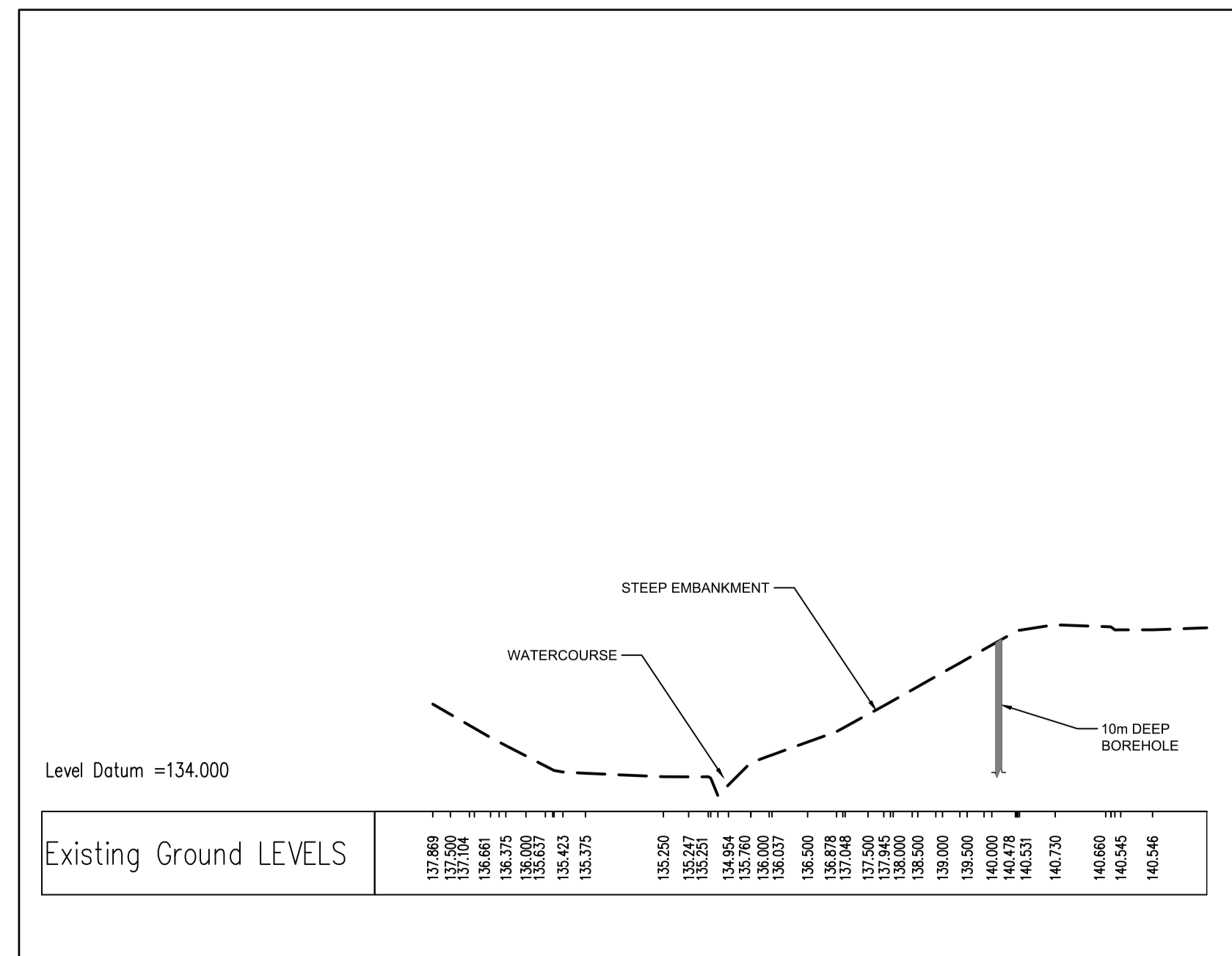
INSET A  
SCALE - 1:200



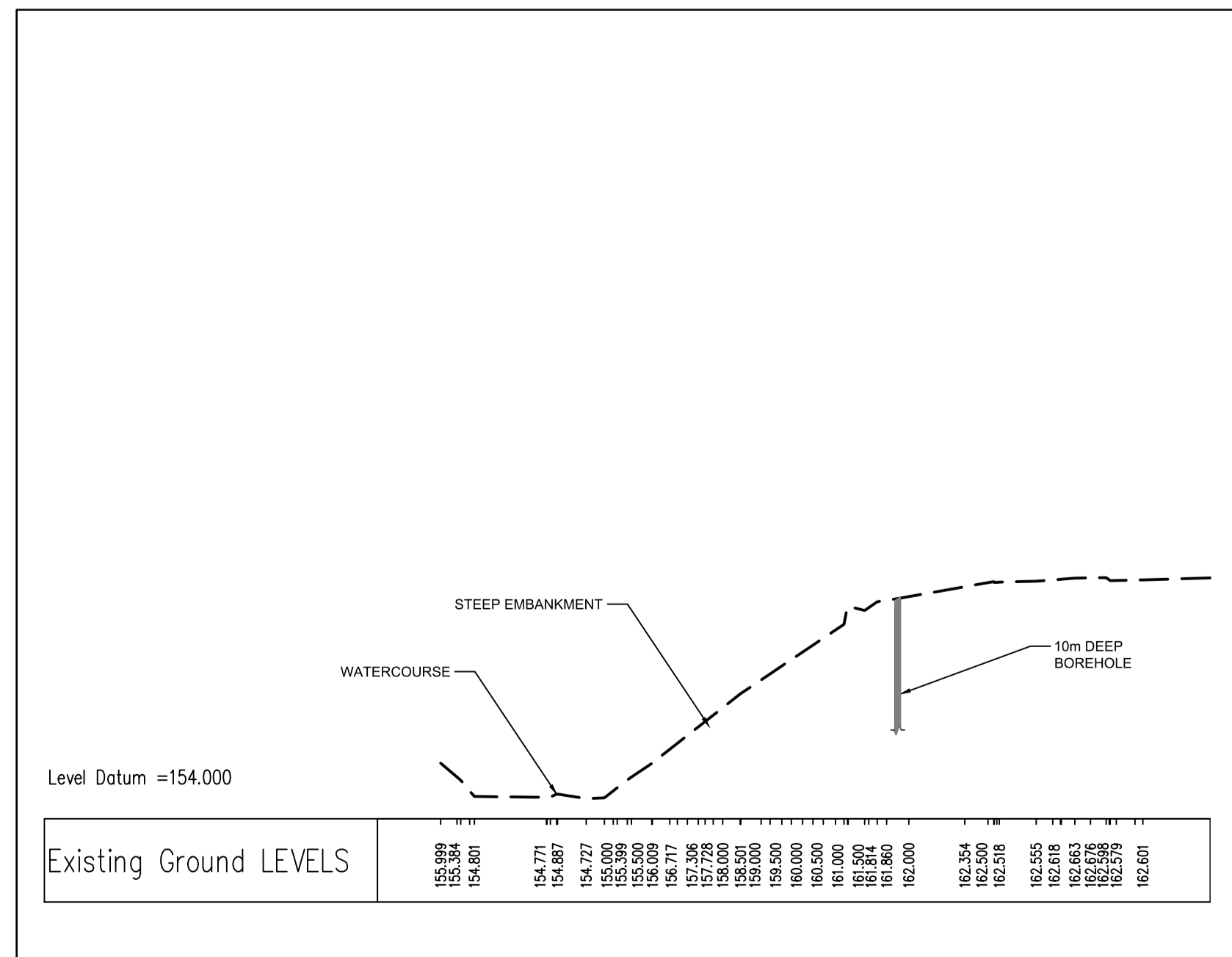
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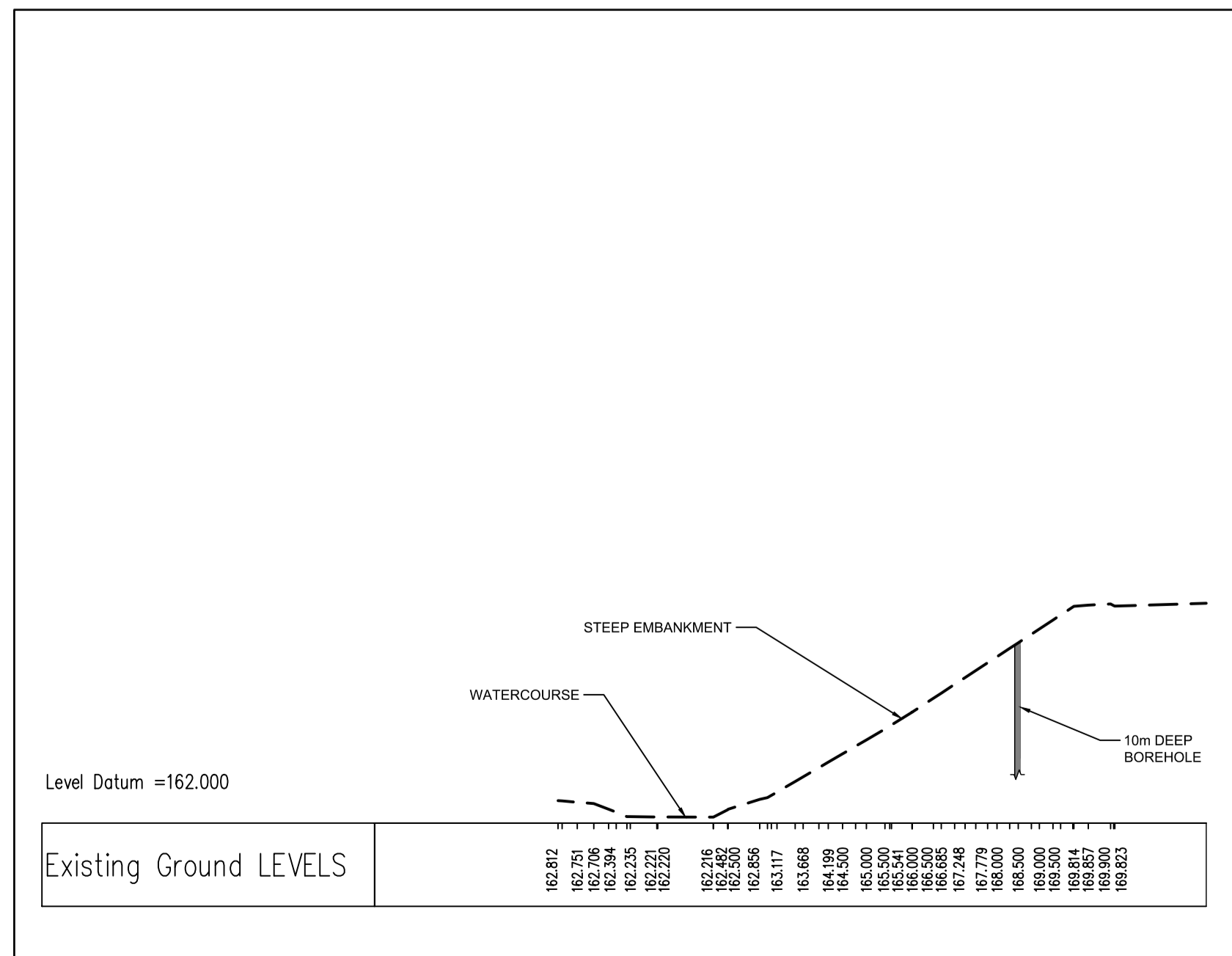
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SCALE - 1:200



CROSS SECTION A-A  
SCALE - 1:200



CROSS SECTION B-B  
SCALE - 1:200



CROSS SECTION C-C  
SCALE - 1:200

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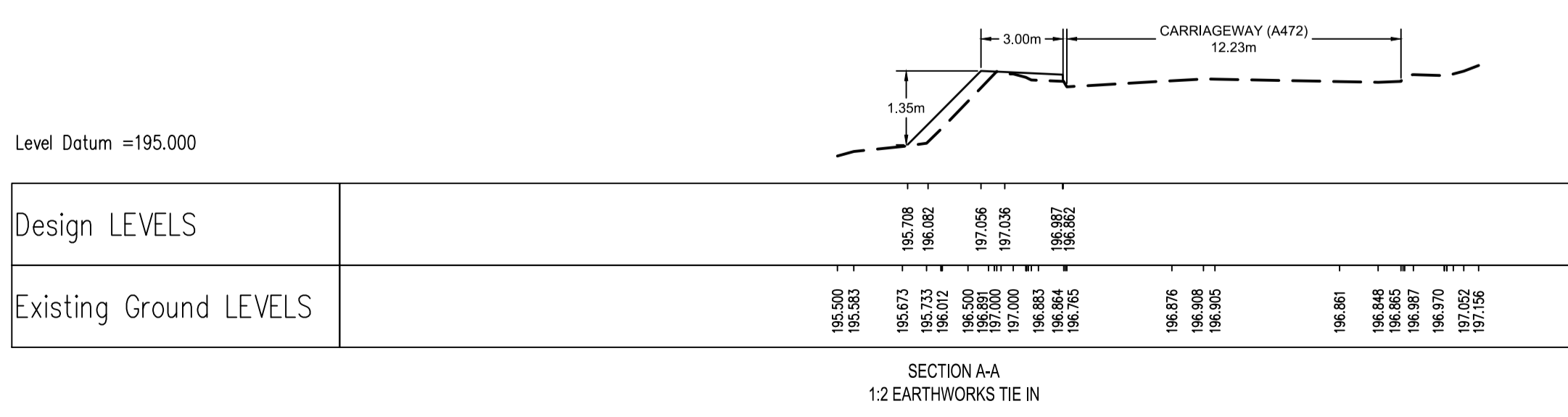
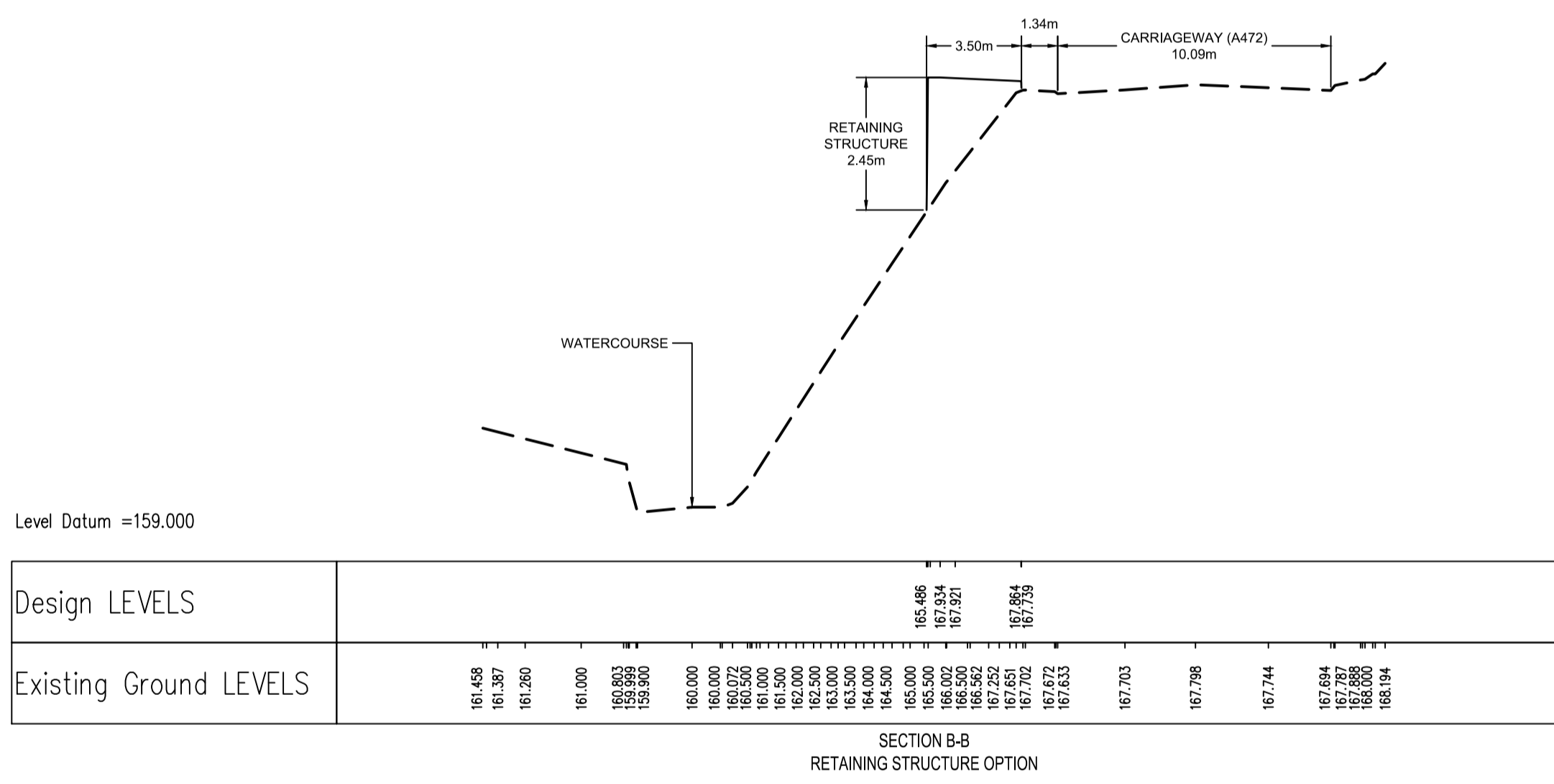
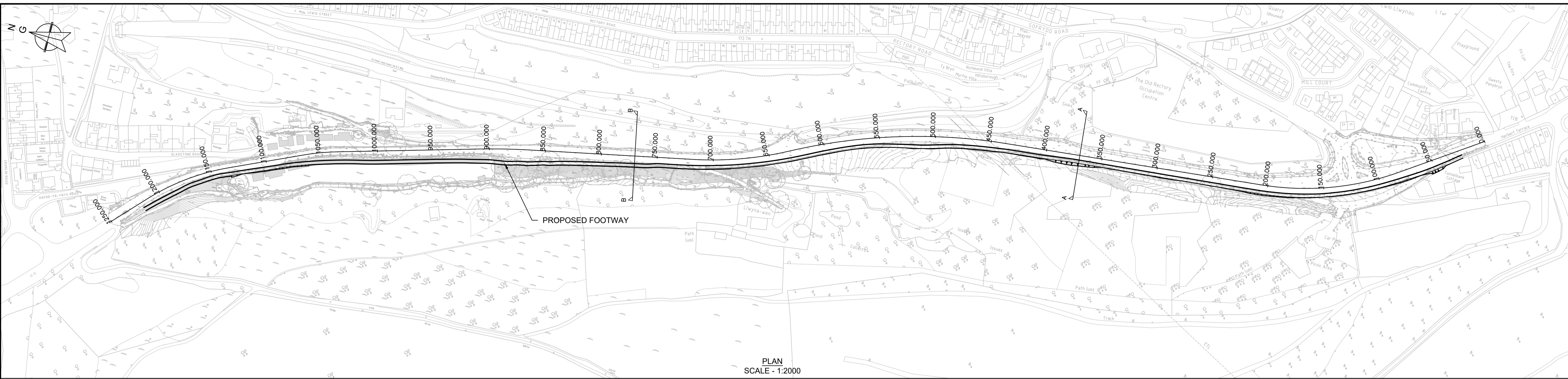
ARCHITECT:

SITE/PROJECT: HAFODRYNYS, CAERPHILLY

TITLE: ###

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AS SHOWN		DM
PROJECT NO:	DESIGNED:	DRAWN:
70054924	AM	AM
		DATE:
		June 19
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CROSS SECTIONS  
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SITE/PROJECT: **HAFODRYRNYNS, CAERPHILLY**

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# Caerphilly County Borough Council WelTAG Stage 3 Feasibility Study

## Consultation Summary Report

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### Introduction

The European Union Ambient Air Quality Directive (2008/50/EC) sets legally binding limits for concentrations of certain air pollutants in outdoor air termed 'limit values'. The A472, Hafod-yr-Ynys Road exceeds the limit value for nitrogen dioxide (NO<sub>2</sub>) and Caerphilly County Borough Council is investigating measures to bring forward reductions in NO<sub>2</sub> to ensure compliance with the Ambient Air Quality Directive in the shortest possible time.

A feasibility study has predicted that a 'Do Minimum' scenario, which involves public awareness raising and educational campaigns would achieve compliance by 2025. The study also assessed a number of options and concluded that demolition of the houses at 1-20 Woodside Terrace to include 1&2 Woodside Shops and Yr Adfa will achieve compliance with the air quality limit values in the shortest possible time; by 2022.

Caerphilly Council's Cabinet have considered the findings from the study. Following deliberations regarding the potential impact on the mental health and well-being of the residents, together with the potential to create financial hardship; the Cabinet agreed to consult on the 'Do Minimum' option as the preferred option for securing compliance with the Air Quality Directive. In addition, the Council have lobbied Welsh Government for additional financial support, in order to prevent those affected residents being forced into financial hardship in the event that the demolition option is subsequently required.

Following the Cabinet Decision and the outcome of the Feasibility Study, a 10 week Public Consultation commenced on Tuesday 02 April to allow people to submit their views on the draft version of the Stage 3 Feasibility Study Report prior to the submission of the final report to Welsh Government on 30 June 2019.

## Method

All stakeholders have been sign posted to the consultation by social media, with additional e-mails and written correspondence being sent to key stakeholders / groups to maximise the number of responses received during the consultation period.

## Engagement

Key engagement mechanisms included:

- Online - via the CCBC Website, social media (including Facebook and Twitter)
- E-mails and written correspondence (letters to local residents)
- Paper Questionnaires – hand delivered to residents directly affected by the outcome of the feasibility study.
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## Social Media

The consultation was promoted via social media at the outset of the consultation period with occasional social media reminders thereafter.

## Survey

The questionnaire was designed to seek residents, stakeholder and visitors views on

- The Cabinet decision to support 'Do minimum' as a preferred option whilst lobbying Welsh Government for additional funding should the demolition option be pursued, and;
- The outcome of the WelTAG Stage 3 Feasibility Study to demolish 23 properties to the Southern side of the A472.

Respondents were asked whether they agreed or disagreed in relation to each of the options set out for delivering compliance with the European Union Ambient Air Quality Directive (2008/50/EC) in the 'shortest possible time'. There was also provision within the questionnaire to explain why they agreed/disagreed with any of the options put forward and to note any equality implications.

## Survey Findings

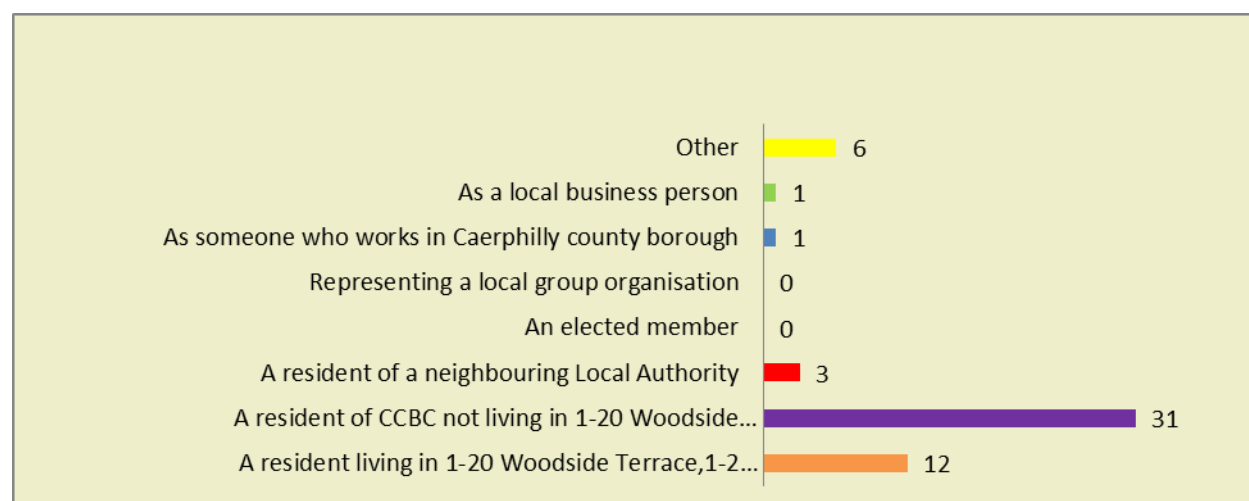
A total of 54 responses were received and have been included in this analysis. Not all respondents answered every question and where the number of responses to a question is lower, this figure is noted in brackets next to the heading of the relevant question.

### Respondent Profile (n=54)

A profile of respondents provides context for an analysis of the responses received.

As shown in **Graph 1**, the largest proportion (31) of those who responded indicated that they were residents living in the borough. In addition 12 respondents indicated that they are residents of 1-20 Woodside Terrace, 1&2 Woodside Shops and Yr Adfa. Under the 'other' category 4 people indicated that they were either friends or relatives of those living in Woodside Terrace.

**Graph 1: Interest in Consultation (n=54)**

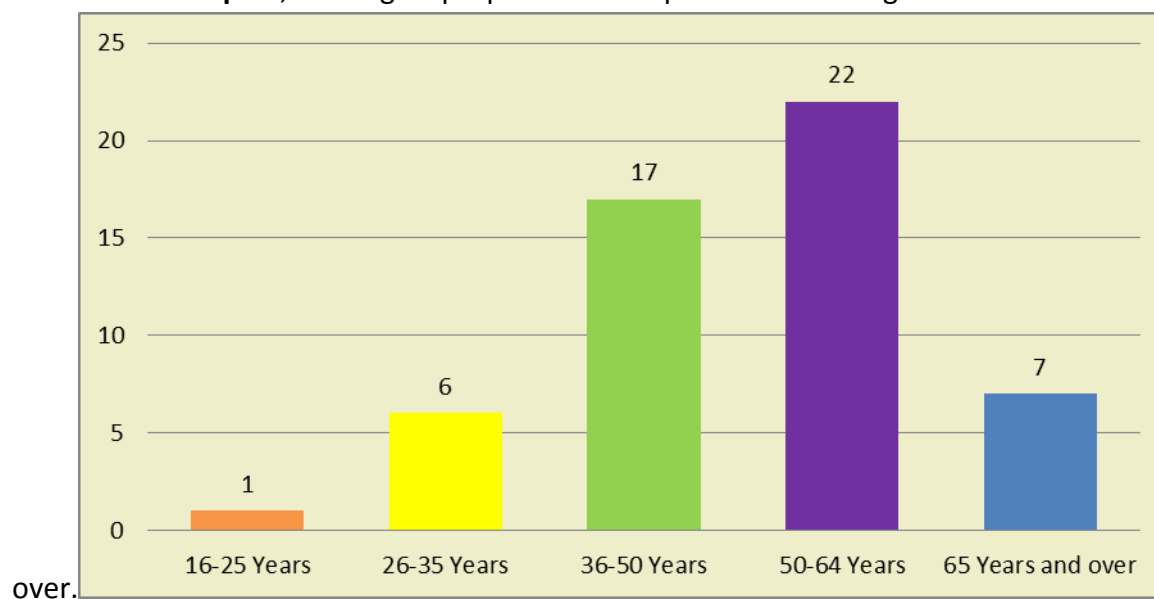


### Gender (n= 54)

Of those who gave a response to this question, 25 were female and 29 were male.

### Age Groups (n=53)

As shown in **Graph 2**, the largest proportion of respondents were aged 50 and



### Equalities (n=53)

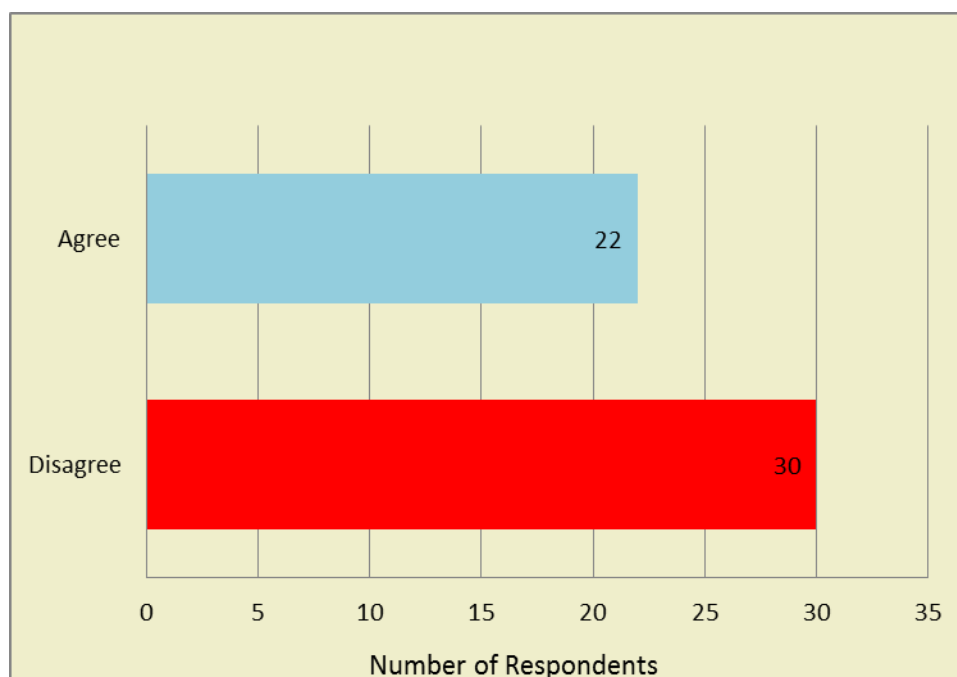
53 of the respondents felt that their responses to the public consultation was not influenced positively or negatively by any of the characteristics listed within Q9 of the questionnaire. However 1 respondent commented that their answer was influenced by the fact that he/she has 3 small children who all depend on her.

### Options Appraisal

#### Feasibility Study (n=52)

It can be seen from **Graph 3** below that there is a divide of opinion in relation to the feasibility outcome. Of the 52 respondents who answered the question, 22 people agreed with the outcome of the feasibility study i.e. to demolish the properties. However, 30 people disagreed with this option.

**Graph 3: Do you agree or disagree with the outcome of the Hafod-Yr-Ynys Air Quality Feasibility Study WelTAG Stage 3 Report? (n =52)**



Respondents were additionally asked to give reasons why they agreed/disagreed with the feasibility study. Whilst the figures above suggest that 30 respondents disagreed with demolition, the comments that accompanied this answer did not always appear consistent with this view.

**Key themes in support of the feasibility outcome include:**

- Demolition is the only option that will bring about compliance with the EU Directive
- Concerns for the impact on residents, in particular health concerns
- Concern that the air quality situation will worsen over years at a quicker rate than green technology
- Increased housing development within the area will further add to air quality issues
- That improvements to air quality need to be made elsewhere not just at Woodside Terrace
- Severe uncertainty around predictions in the reduction of NO<sub>2</sub> to reach compliance by 2025.
- In the absence of restricting traffic type and volume, demolition is the only other option.
- Road Safety concerns – volume of traffic
- The area is extremely dilapidated

**Key themes to emerge in disagreement with the feasibility outcome include:**

- Improvements to air quality can be made in other ways e.g. restricting traffic type and volume and improving the road network to reduce congestion
- Unreasonable to offer 10% of market value to residents.
- Re-utilise alternate traffic route through Swffryd (B4471) seen as a better option to relieve issue.

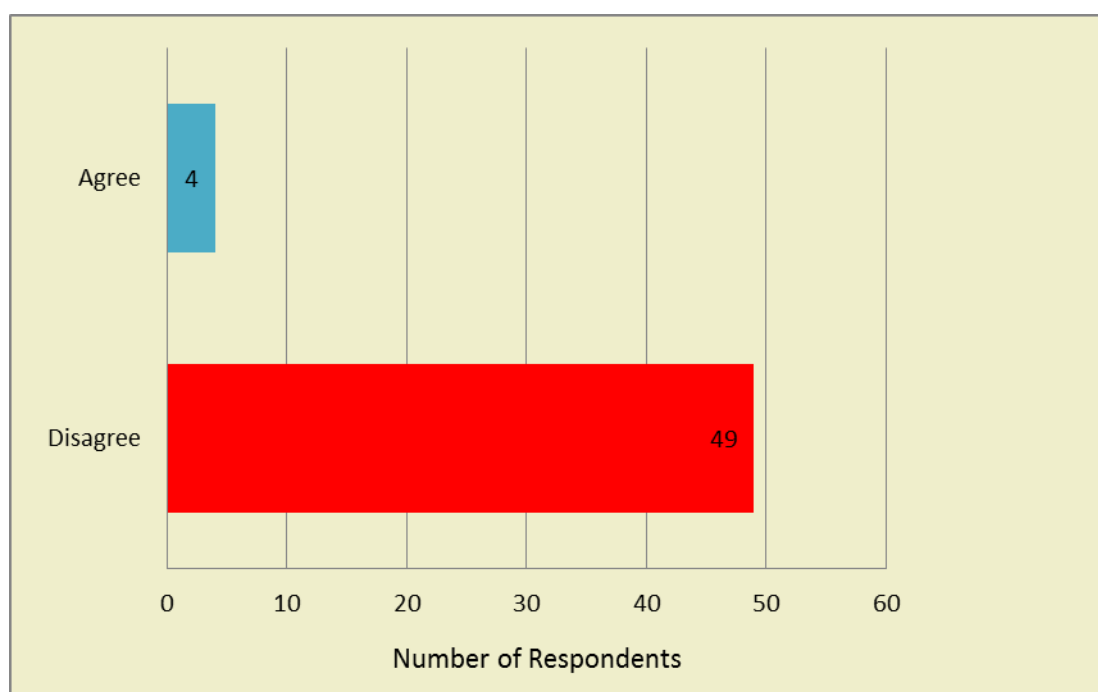


- Impact on residents has not been fully considered.
- Ambiguity surrounding reliance on vehicular emission modelling outcomes.
- No faith in assumption that residents on other side of the road aren't affected.
- The health impact assessment (in relation to demolition) does not take into consideration the psychological impacts on residents.
- Residents need safer environment to live in. Volume of traffic makes it an unhealthy place to live.
- Traffic flows are underestimated considerably.
- Demolition is the only option!

### Do minimum (n=53)

In relation to the 'Do minimum' option, 49 people disagreed with the CCBC cabinet proposal and 4 of the respondents agreed. One respondent did not answer.

**Graph 4: Do you agree or disagree with the proposal that 'Do minimum' is the preferred option? (n=53)**



#### Key themes in support of the 'Do minimum' option included:

- Residents in properties included in the demolition proposal not wishing to leave their home
- Tackling the traffic emissions by taking the higher pollution vehicles off the roads and replacing with greener equivalents should be the priority of Government

**Key themes in disagreement with the 'Do minimum' option included:**

- Do minimum is not an option as it is not compliant with EU directive
- 'Do minimum' does not feature in the content of the feasibility study and is not an option
- 'Do minimum' will have a detrimental effect on the lives of the residents
  - This is a public health issue - everything possible should be done to reduce the impact on people's health
- Air quality will worsen if nothing is done to address the issues
- Traffic and congestion is an ongoing issue in the area and needs to be resolved

**Discussion**

Upon review of the data, it is apparent that the majority of people who responded to the question in relation to the feasibility study disagreed with the outcome of the report (30/54). Out of the respondents who disagreed, respondents further commented on the reasoning for their choice. For those who disagreed with the conclusions in the feasibility study (demolition), comments provided suggest that respondents felt that demolition will not encourage reductions in traffic emissions borough wide and feel that this is something that should be further considered.

Others felt that the air quality issues at Hafodyrynys could be effectively managed/reduced by other means such as further road infrastructure improvements, i.e. alternative traffic routes/diversions, construction of a by-pass to name a few. However, it should be noted that options such as a bypass which would offer an alternative route have been considered in earlier stages of the study and have been ruled out based on the timescales it would take to deliver the option.

Some residents living in the nearby vicinity felt that their properties should be included within the demolition proposal, however, real time data and modelling outcomes conclude that properties on the north side of the A472 are currently in compliance with the air quality limit value for NO<sub>2</sub> and demolition of the properties on the south side of the A472, will reduce the concentrations of nitrogen dioxide within the area even further. For this reason, the properties on the north side of the A472 or properties in the wider vicinity have not been included within the demolition proposal.

Some of the comments provided in support of the disagreement with the feasibility outcomes (little faith in modelling methodology and the under representation of traffic flows) still acknowledged that demolition of the properties is an option to resolve the issue going forward, not only to reduce the air quality issues within the area but also for road safety purposes.

Of those people who agreed with the feasibility outcome (22), respondents chose to provide further justification for their answers. Respondents raised concerns for the resident's health and prolonged suffering of those living at the properties. Respondents also chose to mention that it was the option that would achieve compliance with the EU directive and acknowledge that demolition should not leave residents in financial hardship should the option be implemented.

Of those who wished to elaborate on their reasoning for disagreeing with 'Do minimum' it was felt that CCBC were not taking the air quality, or health of the residents seriously.

One respondent felt that 'Do minimum would be acceptable as an 'interim' option prior to working on a long-term resolution, whilst other respondents felt the Local Authority were absolving their responsibility to address the issue at hand.

Although 22 of 52 respondents agreed with demolition, a majority (49/53 respondents) disagreed with the do minimum option. In addition, whilst there are mixed views relating to demolition, it would appear that a number of respondents did feel that demolition would be a better option going forward than do minimum.

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## CABINET – 26TH JUNE 2019

**SUBJECT: REGENERATION GRANTS – WIDER CONSULTATION**

**REPORT BY: INTERIM CORPORATE DIRECTOR - COMMUNITIES**

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### 1. PURPOSE OF REPORT

- 1.1 Following a review undertaken on the revenue and capital grant schemes currently administered by the Council's Regeneration Division, a report was presented to Cabinet on the 27<sup>th</sup> February 2019 detailing how a new **Caerphilly Enterprise Fund** could operate to streamline and simplify the process of making a grant application. This Cabinet report is attached at Appendix 1.
- 1.2 Further to consideration of the report, officers were tasked with undertaking a consultation exercise in respect of the proposed change set out by officers in the original Cabinet report. This report outlines the results of the consultation which has been undertaken, predominantly with the voluntary sector and community groups, over a 4 week consultation period.
- 1.3 For completeness this report also summarises the potential to combine the five existing grant programmes into a single "**Caerphilly Enterprise Fund**" with a refocus towards offering improved support to start up businesses, stimulating economic growth, filling identified supply chain voids and supporting job creation.

### 2. SUMMARY

- 2.1 A report went before Cabinet on the 27<sup>th</sup> February 2019, detailing how a new grants regime could concentrate more activity on developing business growth and creating employment opportunities within the County Borough. The report outlined that the primary focus of a new **Caerphilly Enterprise Fund (CEF)** should be on economic growth.
- 2.2 Although the proposed grant regime would be open for community groups and social enterprises they would in future be required to evidence how their projects encourage economic activity. As the report advocated discontinuing the Community Regeneration Fund to fund the CEF, the recommendations to Cabinet on the 27<sup>th</sup> February 2019 requested that Cabinet note the contents of the report and approve a wider consultation exercise with the voluntary sector and community groups on the principles set out in the report.

2.3 This report outlines the results of the wider consultation.

### 3. RECOMMENDATIONS

That Cabinet:

3.1 Note the consultation feedback on the proposals presented within the original report presented to Cabinet on the 27<sup>th</sup> February 2019.

3.2 Approve that the existing grants, namely the Commercial Improvement Grant; Business Development Grant; Business Start Up Grant and Community Regeneration Fund are amalgamated to provide a new Caerphilly Enterprise Fund with immediate effect.

3.3 Approve that the existing core grant allocations are re-aligned to provide greater economic outputs within the county borough under the Caerphilly Enterprise Fund umbrella.

3.4 Approve that the existing Community Regeneration Fund be discontinued.

3.5 Approve that Officers request that the geographic boundary for the Oakdale Community Benefit Fund be increased from 1.5 miles to 2 miles but should not be available outside of the county borough.

3.6 Considers and endorses the protocols outlined within the original cabinet report for determining grant applications.

### 4. REASONS FOR THE RECOMMENDATIONS

4.1 To offer improved support to businesses and to maximise economic growth

4.2 To standardise the process for grants administration throughout the Regeneration Division and to improve the systems by which the Regeneration and Planning Division controls and administers grants.

### 5. THE REPORT

#### Background

5.1 The report presented to Cabinet on the 27<sup>th</sup> February 2019 advocated a new grants regime that would concentrate more activity on developing business growth and creating employment opportunities within the County Borough. It is recommended that the primary focus of a new **Caerphilly Enterprise Fund** should be on:

- Business Start Ups in all sectors (less than 12 months trading);
- Underutilised/empty town centre commercial properties;
- Small and Medium Sized Enterprises;
- Established Community Groups or Social Enterprises;
- Filling identified supply chain voids identified by CCBC Procurement;

- Projects that help create or safeguard jobs - contributing to the Council's Well Being Goals.

- 5.2 The full Cabinet Report is attached at Appendix 1
- 5.2 Although the grant regime would be open for community groups and social enterprises they will need to evidence that their projects focus on economic activity.
- 5.3 It is proposed that the Community Regeneration Fund programme be discontinued and the budget should be vired into the Caerphilly Enterprise Fund. Officers will continue to offer support and guidance to groups looking for funding and will actively signpost them to suitable available external grants.
- 5.4 If approved, the new Caerphilly Enterprise Fund will offer funding support under two categories; the first being Business Support and the second being Property Improvement. It is also proposed that the existing geographical boundary for the Oakdale Community Benefit Fund is extended from 1.5 miles to 2 miles

**Table 1: Proposed Grant Limits and Intervention Rates**

<b>Fund</b>	<b>Proposed Grant Available</b>	<b>Intervention Rate</b>
<b>Caerphilly Enterprise Fund - Theme 1 "Business Support"</b>	<b>£200- £2,000 revenue</b>	<b>Up to 45%</b>
<b>Caerphilly Enterprise Fund - Theme 2 "Property Improvement"</b>	<b>Up to £10,000 capital</b>	<b>Up to 50%</b>
<b>Oakdale Community Benefit Fund</b>	<b>Up to £3,000 capital Up to £3,000 revenue</b>	<b>Up to 80%</b>

- 5.5 The good work that the voluntary sector and community groups undertake is fully recognised and greatly appreciated, however the recommendations contained in the report will make the overall grants system simpler and easier to navigate. It is also apparent that there are a number of external funding mechanisms that voluntary and community groups are able to bid into to secure monies for localised community projects. Officers will continue to offer support and guidance to groups looking for funding and will actively signpost them to suitable available external grants.
- 5.6 It was considered appropriate to undertake a wider consultation exercise on the proposal to discontinue the CRF due to the likely impact this would have on its current beneficiaries. Cabinet requested that a further report outlining the consultation results be presented to them.

### **Consultation**

- 5.7 In order to reach as many groups as possible it was considered appropriate to undertake a varied series of consultation exercises/events including:

- Officers attended the Voluntary Sector Liaison Committee held on the 14<sup>th</sup> March 2019, where the proposed enterprise fund was explained and feedback received from committee members;
- A delegation of voluntary sector organisations was invited to meet with the Head of Regeneration and Planning to voice their concerns over the proposals. This meeting was held on the 29<sup>th</sup> April 2019.
- Webpage Questionnaire – A short consultation questionnaire focusing on the review of CCBC Regeneration Grants was posted on the “Have Your Say” section of the CCBC webpage for 4 weeks, along with the February Cabinet report in order to give people a better understanding of the proposals. GAVO and the Council’s policy team have signposted all known voluntary sector and community groups to participate. To balance this, the Council’s Business Support Team also asked local businesses to respond to the consultation. The Town and Community Councils were notified that the consultation was taking place.

## **Feedback**

- 5.8 The next section outlines the feedback received as the result of the consultation exercise outlined above.

### Voluntary Sector Liaison Committee and Subsequent Meeting on 29<sup>th</sup> April

- 5.9 The main threads running through the feedback received at the Voluntary Sector Liaison Committee and the meeting between the Head of Regeneration Planning and voluntary sector reps on the 29<sup>th</sup> April can be summarised as follows:
- The grants have been a constant in recent years and local groups have become accustomed to utilising the CRF to act as match-funding towards external funding bids for larger sums of money. As such it has been very productive at leveraging in external funding for local projects, many of which help with the prosperity of the local economy.
  - Although not necessarily economically focused, a large number of the projects supported through CRF, do provide services or support that have a positive impact on the communities’ economic strength. Instances such as providing childcare to allow parents to work or providing training to improve a person self-confidence/self-esteem may not make direct impacts but they do help enormously.
  - Concern that groups that are not constituted as Social enterprises or Community Interest Companies will miss out totally, even though they provide valuable services that do have an economic impact.
  - That the eligibility criteria will be so tight as to exclude groups from actually bidding into the CEF
  - Perceived that the CRF had more stringent conditions than the business grants in operation. Queries over which set of conditions would win out.
  - That the list of alternative grants available to these groups outlined in the original Cabinet report are not easy to access and listing these as an alternative source of funding is therefore misleading.



### Caerphilly Have Your Say Webpage Consultation Results

- 5.10 There were 54 respondents of which 28 were voluntary sector organisations, 4 were social enterprises and 25 were businesses
- 5.11 All of the respondents had received some form of grant from the regeneration grant programmes previously, with 49% benefitting from the Community Regeneration Fund.
- 5.12 Between 50% and 60% of respondents supported a new grant scheme focusing on developing business growth and employment opportunities, be it for start ups, SME's or targeted at town centre businesses.. This is counterbalanced with 55% strongly supporting grants being focused on community groups and social enterprises. A further 26% agree with this focus.
- 5.13 55% of respondents considered that the focus of the CEF should be on established community groups or social enterprises; followed by small and medium sized businesses (34%); and underutilised/empty properties in town centres (29%).
- 5.14 The online survey requested that participants outline the reason for their responses and this led to a large mixture of comments which can be viewed in detail in Appendix 2 – *Regeneration Grants Consultation Survey Report/Responses*.
- 5.15 A short synopsis of the comments made is as follows:
- Small and medium sized businesses need more support and grant aid helps enormously;
  - Start-up businesses need as much support as possible to become successful;
  - Community groups do not have access to the funding that private businesses have and will find it hard to access funding under the new regime;
  - Taking away the grant that offers support to the voluntary sector is short-sighted;
  - The focus on supporting economic growth is too narrow – vibrant communities are more than this;
  - The CRF is a very effective tool at supporting groups to provide much needed services and facilities in a number of communities across the county borough. Many of the projects provide pathways to employment;
  - Community Groups should not have to compete with businesses for this grant;
  - Several replies stating that the funding should not be used to fill supply chain voids;
  - Concentrate grants to town centres.
- 5.16 When asked whether they would apply for grant under the new fund there was an even split between those saying yes (41%) and those saying no (41%) with 19% stating they may.
- 5.17 A small amount of correspondence has also been received independently from the exercises outlined above. This has predominantly come from voluntary sector

organisations and community groups who all support the retention of the CRF grants programme.

- 5.18 Town and Community Councils have been notified of this proposals and the on line consultation process. Two Town Councils have filled in the on-line survey and Blackwood Town Council have emailed the council to express their displeasure with the proposals to stop the CRF grants.

### **Conclusion**

- 5.19 The survey results show a clear split in the responses between the replies of businesses and those of community groups/voluntary sector.
- 5.20 It is clear that voluntary sector /community groups feel threatened by the proposals and are apprehensive about being able to secure funding under the CEF. This is reflected in both the feedback from the voluntary sector liaison committee, the correspondence received and also from the survey results.
- 5.21 Local businesses however stress that they need as much help as possible in a challenging economic climate to succeed.

## **6. ASSUMPTIONS**

- 6.1 It is assumed that there will be a sufficient internal budget to allow the Regeneration Service to continue operating a grants regime in the future.
- 6.2 The need for MTFP savings has put a massive strain on internal budgets and 2019/20 has seen 'one year only savings' being introduced against the business grants. These could be introduced permanently from 2020/21 to help make the necessary departmental savings.
- 6.3 That the extensive consultation exercise will have captured the views of those people wishing to express an opinion on the proposals set out in the original Cabinet report.

## **7. LINKS TO RELEVANT COUNCIL POLICIES**

### **Corporate Plan 2018-2023.**

- 7.1 The report recommendations contributes towards or impacts predominantly on the following Corporate Well-being Objectives:

Objective 2 - Enabling employment.

Objective 6 - Support citizens to remain independent and improve their well-being.

## **8. WELL-BEING OF FUTURE GENERATIONS**

- 8.1 This proposal contributes to the Well-being Goals of the Council and is aimed at improving the economic well-being of the County Borough.

8.2 As such, the proposals align with the following well-being goals:

- **A prosperous Wales** – financial contributions to targeted business sectors will support opportunities for development of a skilled population in an economy which generates wealth and employment opportunities;
- **A resilient Wales** – targeted grant support will foster social, economic resilience and the capacity to adapt to change;
- **A more equal Wales** – the grant programmes encourage applications from a wide range of sectors and organisations, community, voluntary or business, and reflect a broad opportunity for participation;
- **A Wales of cohesive communities** – the grant programmes support measures to provide attractive and well connected communities through financial support to community based projects and environmental improvements;
- **A globally responsible Wales** – the grant programmes support measures which improve the economic, social and environmental well-being of the County Borough.

8.3 The report recommendations are consistent with the five ways of working as defined within the sustainable development principle in the Act. The five ways of working of the sustainable development principle, listed in the Act are:

- Long Term – The importance of balancing short-term needs with the need to safeguard the ability of future generations to meet their long-term needs
- Prevention - How acting to prevent problems occurring, or getting worse, may help public bodies meet their objectives
- Integration – Considering how the public body's well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies
- Collaboration – Acting in collaboration with any other person (or different parts of the body itself) that could help the body to meet its well-being objectives
- Involvement – The importance of involving people with an interest in achieving the well-being goals, and ensuring that those people reflect the diversity of the area which the body serves.

## 9. EQUALITIES IMPLICATIONS

9.1 An EQLA screening has been completed in accordance with the Council's Strategic Equality Plan and supplementary guidance and some potential for unlawful discrimination and or low level or minor negative impact have been identified affecting one or more of the target equality groups.

9.2 A full EQLA has been carried out as part of the original Cabinet Report setting out officers proposals to introduce a Caerphilly Enterprise Fund. (Appendix 1)

## 10. FINANCIAL IMPLICATIONS

10.1 These are covered in detail in the original cabinet report. However it should be noted that the one year only savings identified for 2019/20 in the original report, may become permanent savings for 2020/21 onwards.

## **11. PERSONNEL IMPLICATIONS**

- 11.1 Currently Business Support and Funding Team officers are the primary contact for the business growth grants with enquires relating to property improvements directed to the Urban Renewal team.
- 11.2 The restructuring of the Regeneration and Planning Department will identify roles and responsibilities for officers with regards to this new grants model, should it be implemented

## **12. CONSULTATIONS**

- 12.1 All consultation responses are reflected in the report.

## **13. STATUTORY POWER**

- 13.1 The Planning and Compulsory Purchase Act 2004.  
Local Government Acts.

Author: Allan Dallimore, Regeneration Services Manager

Consultees: Cllr Sean Morgan, Cabinet Member for Economy, Infrastructure, Sustainability & Wellbeing of Future Generations Champion (Chair)

Christina Harray – Interim Chief Executive

Mark S. Williams, Interim Corporate Director Communities

Stephen Harris, Interim Head of Business Improvement Services and Section 151 Officer

Rhian Kyte, Head of Regeneration and Planning

Robert Tranter, Head of Legal Services/Monitoring Officer

Antony Bolter, Group Manager (Strategy Funding & Support)

Glenn Cooper, Project Officer, Urban Renewal Team

Clair Vokes, Grants Officer (Strategy Funding and Support)

Tina McMahan, Community Regeneration Manager

Dave Roberts, Principal Group Accountant

Nadeem Akhtar, Group Accountant, Corporate Finance

Kath Peters, Corporate Policy Manager

Alison Palmer, Community Planning Co-Ordinator

Vicki Doyle, Policy Officer, Statistics and Funding

Anwen Cullinane, Senior Policy Officer – Equalities and Welsh Language

Shaun Watkins, Principal Personnel Officer

Appendices:

Appendix A

Cabinet Report – 27<sup>th</sup> February 2019

Appendix B

Regeneration Grants Consultation Survey Report/Responses.

## CABINET – 27TH FEBRUARY 2019

**SUBJECT: REVIEW OF CCBC REGENERATION GRANTS**

**REPORT BY: INTERIM CORPORATE DIRECTOR - COMMUNITIES**

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### 1. PURPOSE OF REPORT

- 1.1 Following a review undertaken on the revenue and capital grant schemes currently administered by the Council's Regeneration Division, it is recommended that existing grants be amalgamated into a combined "**Caerphilly Enterprise Fund**" that focuses delivery on developing business growth and creating employment opportunities. To accommodate this officers propose merging several grant programmes including the Community Regeneration Fund and focusing their budgets into the Caerphilly Enterprise Fund. Approval to consult more widely on these proposals is being sought from Cabinet.

### 2. SUMMARY

- 2.1 The current grant schemes are administered by both the Urban Renewal and the Business Support & Funding Teams within the Regeneration Division and offer financial support to both the commercial/business sectors and community/voluntary sectors. The current grant schemes are as follows:

#### Business Grants

- Commercial Improvement Grant (CIG)
- Business Development Grant (BDG)
- Business Start Up Grant (BSUG)

#### Administered By

Urban Renewal Team  
Business Support & Funding Team  
Business Support & Funding Team

#### Community / Voluntary Grants

- Community Regeneration Fund (CRF)                      Business Support & Funding Team
- Oakdale Community Benefit Fund (OCBF)                      Business Support & Funding Team

- 2.2 The above are a mixture of revenue and capital funded grants and as such there is a requirement to manage and keep them separate.
- 2.3 This Report provides an evaluation of the current grant schemes and outlines the potential to combine the grants into a single "**Caerphilly Enterprise Fund**" with a refocus towards offering improved support to start up businesses, stimulating economic growth, filling identified supply chain voids and supporting job creation. The report requests further consultation with the voluntary sector and community groups on the proposals within the report.

### 3. LINKS TO STRATEGY

- 3.1 The scheme supports the Well-being Objectives set out in the Caerphilly County Borough Council Corporate Plan 2018-2023, specifically “Enabling Employment”.
- 3.2 The scheme supports the Council’s Anti Poverty Strategy, whilst supporting and encouraging economic growth and business development which are themes running through the Council’s Regeneration Strategy entitled ‘A Foundation for Success 2018-2023’.
- 3.3 The grants programme will have a positive impact upon the social, economic and environmental well-being of the area and community it serves. In particular the grants contribute to the following goals within the Well-being of Future Generations Act (Wales) 2015:
- A resilient Wales
  - A sustainable Wales
  - A prosperous Wales
  - A Wales of cohesive communities
  - A Wales of vibrant culture and thriving Welsh Language

### 4. THE REPORT

#### **Background**

- 4.1 Grants are administered by the Urban Renewal Team and Business Support & Funding Team within the Regeneration and Planning Division. Urban Renewal administers a Commercial Improvement Grant Scheme (CIG), which is a capital budget targeted towards retail and commercial property improvements in towns and villages within the County Borough. The Business Support and Funding Team administer the Business Start Up Grant (BSUG) which is revenue funded and Business Development Grant (BDG) to the business sector which is made up of a capital and revenue budget.
- 4.2 Two additional grants are aimed at the community/voluntary sector, namely: the Community Regeneration Fund (CRF) which is a mixture of capital and revenue funding along with the Oakdale Community Benefit Fund (OCBF) which also consists of revenue and capital monies.
- 4.3 Officers have undertaken a comprehensive review of the current regeneration grant regimes, including the option to merge the grants into a single, targeted grant with the aim of offering a greater focus on: supporting start up businesses; encouraging economic growth; filling identified supply chain voids and stimulating and supporting job creation within the County Borough.

#### **Overview of current Regeneration Grant Schemes**

- 4.4 The following existing grant schemes are funded by the Council’s internal capital and revenue annual budget allocations. There are no conditions which would preclude changes or mergers of the Commercial Improvement Grants or Business Support Grants. However, the Community Grants Programmes will require Cabinet Approval to revise (see also paragraph 7.6).

#### **Commercial Improvement Grants (Urban Renewal Team)**

- 4.5 Financial assistance is offered for improvements to commercial, retail and industrial premises located in town and village centres within the County Borough. Eligible works include the

conversion, extension, improvement or modification of existing commercial buildings, and the conversion of other buildings into commercial, industrial or community use. The scheme offers a grant rate of up to 50%, with the maximum amount of grant offered to any one property not exceeding £15,000. In recent years the annual budget allocation for the CIG scheme has been £50,000 per annum. There are currently over 50 expressions of interest for this fund.

#### **Business Support Grants- (Business Support & Funding Team)**

4.6 Targeted at both existing businesses and new start ups. **The Business Development Grant (BDG)** currently supports established businesses to purchase capital equipment, IT equipment, software, marketing and web site development and some internal building works to upgrade their premises. Grant funding of up to 45% of the project cost is offered to a maximum of £2,000 per project. The annual budget for 2018/19 is £51,251 although it is expected to reduce by £25,000 for one year only in 2019/20.

4.7 **The Business Start Up Grant (BSUG)** is designed to help residents of the County Borough set up a full time business for the first time. Grant funding of up to 50% of the eligible project costs, to a maximum of £500 is offered. The annual budget for 2018/19 is £5,000. Applications are invited all year round for both BDGs and BSUGs subject to budget availability and are assessed with a recommendation for grant award or refusal as and when the full assessment has been completed by the case officer. This is not a CCBC core budget and is funded by TATA steel who provides the Council with this benefit fund.

#### **Community Regeneration Fund (Business Support & Funding)**

4.8 This fund enables community and voluntary sector organisations in the County Borough to bid for capital and/or revenue funding to take forward initiatives they have developed as part of the community planning process. Funding is available up to a maximum of 80% of the total project costs. Applicants can apply for a maximum of £25,000 in capital. Revenue funding for one year can be offered, subject to the availability of resources, up to a maximum of £30,000. The annual budget for 2018/19 is £199,057 (£100,057 revenue and £99,000 Capital). This allocation will reduce in 2019/20 due to the need to establish MTFP savings.

4.9 Applications are invited up to five times a year, subject to the availability of resources where applications are discussed and assessed at a Grants Panel meeting.

#### **Oakdale Community Benefit Fund (OCBF)**

4.10 The Oakdale Community Benefit Fund was established during the development of two 2MW wind turbines amounting to circa £10,000 per annum for the duration of the lease period (25 years). The purpose of the OCBF is to support and benefit viable and sustainable communities within 1.5 miles of the turbines, which comprises the communities of Argoed, Croespenmaen, Kendon, Oakdale, Penmaen, Pentwyn and Trinant. A grant of up to 80% of total project costs is available with the maximum grant available limited to £3,000 capital and/or £3,000 revenue in a single year. It should be noted that this is not a CCBC core budget and as such it will be restricted to the terms and condition imposed by the developer who provides the Council with the benefit fund.

#### **Evidence of Impact**

4.11 This section outlines how the grants have been used over the last 3 years, identifies the positive impact of the various programmes and considers the appropriate level of funding support under the proposed "Caerphilly Enterprise Fund":

#### **Commercial Improvement Grants (CIG)**

4.12 In the financial 5 year period between 2013 and 2018 a total of 16 CIG were awarded for improvement works to properties in towns and villages throughout the County Borough.

Although the maximum grant award is £15,000 under this programme, the average grant award was £9,100. Evidence therefore suggests that reducing the maximum grant approval to £10,000 will still stimulate economic activity and will also allow more applications to be processed per annum.

#### **Business Grants (BDG & BSUG)**

- 4.13 Evidence from the 3 previous years suggests that BDG grants at a maximum of £2,000 do help create jobs in small businesses. When compared against the recent LIF programme, (which had an average grant rate of nearly £6,000) the evidence shows that the BDG regime appear to be better value for money. Although it could be argued that a more targeted approach with a maximum grant to £10,000 would help deliver greater impact to fewer businesses, the facts show that awards at a lower level do help business growth and create more jobs overall than a more targeted approach.
- 4.14 Small BSUG grants have been offered at a maximum rate of £500 per application. Feedback from officers administrating the grant suggests that this level of support is ideal to help start lifestyle micro businesses. With a small budget of £5,000 which is derived from an annual donation from TATA Steel, it appears illogical to increase the grant level as this would dramatically reduce the number of new businesses that could be supported. Also by retaining the core elements of the grant this will also help any future awards to comply with the terms and conditions imposed by TATA Steel.

#### **Community Regeneration Grants**

- 4.15 This fund enables community and voluntary sector organisations in the County Borough to take forward valuable projects that have a positive impact on the community. Since 2011 a wide range of groups have received grant aid at up to 80% intervention rate. Churches, sports clubs, scout groups, OAP groups and local community partnerships are regular recipients of the grant with bigger organisations such as GAVO and Inside Out also receiving monies from the fund.
- 4.16 The Voluntary sector and community organisations play a large and critical role in helping local communities develop and grow. They are able to access external funding that the Council cannot bid into and have been very successful in the Caerphilly county borough council area at securing external funding for a myriad of projects. It must be noted that large numbers of local people have and do currently benefit from projects supported by the Community Regeneration Fund. The Voluntary Sector and community organisations have traditionally utilised this budget to add value to the community. The Community Regeneration Fund has enabled third sector organisations to grow and thrive. Significant match funding has been levered in from other sources: between 2011/12 and 2016/17 a total of £1,897,312 was awarded via the Community Regeneration Fund, which levered in match funding of £3,351,769 from a variety of sources. However, the projects do not have an economic focus and the review of past spend shows that only a small proportion were targeted at employment, training, skills or personal development.
- 4.17 With an underlying climate of financial cut backs to the Regeneration service area, officers would recommend that Cabinet consider refocusing the Community Regeneration Grant budget towards projects with an economic focus. In an age of austerity, it is imperative that the resources that the Council has available to it are channelled to give the greatest long-term sustainable impact.

#### **Oakdale Community Benefit Fund**

- 4.18 This fund derives from an annual contribution from the private company who operate wind turbines in the area. It enables community and voluntary sector organisations in the Oakdale area (as defined in paragraph 4.10 above) to bid for funding to take forward projects delivering a social, economic or environmental impact on the area or community concerned. Since



2014, many small community groups have benefited from the Fund, receiving grant aid at up to 80% intervention rate.

- 4.19 As with the Community Regeneration Fund, although valuable to communities, most of the funding does not have a demonstrable impact on the local economy. However, if changes are made that impact on the Community Regeneration Fund budget, then it will be desirable to continue with this fund and possibly extend the geographic reach to provide wider community benefits.

### **Proposed New Grant Regime**

- 4.20 It is proposed that a new grants regime should concentrate more activity on developing business growth and creating employment opportunities within the County Borough. It is recommended that the primary focus of a new **Caerphilly Enterprise Fund** should be on:
- Business Start Ups in all sectors (less than 12 months trading);
  - Underutilised/empty town centre commercial properties
  - Small and Medium Sized Enterprises (e.g. those with less than 250 employees, with turnover not exceeding €50 million (approx. £45 million) and / or a balance sheet not exceeding €43 million (approx. £38.7 million);
  - Established Community Groups or Social Enterprises;
  - Filling identified supply chain voids identified by CCBC Procurement;
  - Projects that help create or safeguard jobs - contributing to the Council's Well Being Goals.
- 4.21 The Council's Corporate Plan 2018-2023 outlines a number of core Well Being objectives that the Council will strive to deliver. Objective Two is Enabling Employment. The new grant regime outlined in this report will be a key tool that will allow the Council to influence / improve the levels of employment in the county borough. It is therefore considered appropriate to re focus the 'grant' budget allocated to Regeneration and Planning towards business growth and job provision in the county borough.
- 4.22 Following a review and critical appraisal of the current grant regimes, it is clear that there is scope to amalgamate the existing business-focused grant schemes, based on the clear commonality of their main economic objectives and administrative processes. If Cabinet are minded to progress with a standardisation of current regeneration grants, it is recommended that the three business focused grants (CIG; BSUG and BDG) are combined into a single fund, namely the **Caerphilly Enterprise Fund** with the OCDF continuing to be administered separately.
- 4.23 More radically, officers propose discontinuing the Community Regeneration Fund programme and focusing it's budget into the Caerphilly Enterprise fund. The good work that the voluntary sector and community groups undertake is fully recognised and greatly appreciated but it is apparent that there are a number of external funding mechanisms that they are able to bid into to secure monies for localised community projects. Larger funding bodies such as the Big Lottery, Garfield Weston Trust and Coalfields Community Grants offer substantial grants to such groups. At this current moment in time, It has been established that there are upwards of twenty external grants available to these groups (See Appendix 1) and even though it is proposed that the CRF fund is closed, officers will continue to offer support and guidance to groups looking for funding and will actively signpost them to suitable available external grants.
- 4.24 The proposed new **Caerphilly Enterprise Fund** will prioritise those projects that can demonstrate job creation, safeguarding of existing jobs and which can lever in private sector investment. It will be aimed predominantly at businesses looking to grow within the county

borough. Although the grant regime will be open for community groups and social enterprises they will need to evidence that their projects focus on economic activity.

4.25 It is proposed that from 2019/20, the new Caerphilly Enterprise Fund will offer funding support under two categories; the first being Business Support and the second being Property Improvement:

- **Fund 1 – Business Support Grants** that will operate in a very similar manner to the BDG and BSUG and will utilise the Council's core revenue allocation to offer grants of up to £500 to micro businesses and up to £2,000 to help create jobs and economic growth in small businesses, social enterprises and community groups. As this is predominantly targeted at supporting small businesses it is intended to offer grant to businesses that can prove they require it. There are concerns that small grants are being awarded to businesses with very large turnovers and that the grants have little impact on such large companies. Therefore grant applicants will need to provide financial evidence of the 'need' of the grant based on turnover, cashflow and the liquidity of the business.

The Council's Procurement Division have identified that there are opportunities for business growth to fill voids in the Council's supply chain. It is envisaged that this fund will be used as a tool to try and encourage the local business community to fill these gaps in provision.

This fund will be open to community businesses, in particular social enterprises to bid into.

- **Fund 2 – Property Improvement Grants** that will operate in a very similar manner to the existing CIG regime outlined above, with a focus on bringing empty or underutilised buildings back into beneficial use. This thematic will operate using a capital allocation and will offer capital grants of up to £10,000.

4.26 It is proposed that the existing Business Development Grant budget will form the core of the Fund 1 budget. The annual budget for 2018/19 is £51,251 with a similar budget allocation in 20/21.

**Please note that under the current budget proposals, this budget is expected to reduce by £25,000 for one year only in 2019/20.**

4.27 As part of the MTFP savings for 2019/20 it is proposed that the indicative Community Regeneration Grant **revenue** budget allocation is reduced from £100,000 to £50,000. It is further proposed that the remaining indicative £50,000 be allocated from the CRF to the Caerphilly Enterprise Fund to be refocused on economic outputs under Theme 1 – Business Support.

**Please note that under the current budget proposals the residual £50k outlined above has been identified as a temporary 'one year only' cut in order to balance the budget for 2019/20.**

4.28 Likewise it is recommended that the 2019/20 £99k indicative **capital** allocation for the Community Regeneration fund be vired to the Caerphilly Enterprise Fund Theme 2 – Property Improvements. This would result in the Community Regeneration Fund having a zero budget which would therefore effectively end that programme.

4.29 Section 7 of this report sets out in more detail the proposed allocations to be made to the new Caerphilly Enterprise fund and its two sub-categories for 2019/20.

- 4.30 With extreme pressure on senior managers to make savings for MTFP, it is likely that these grants programmes will come under scrutiny. It is therefore imperative that available resources are aligned to make the greatest impact and help take forward the Council's Corporate Objectives.
- 4.31 The Evidence of Impact section (4.11 – 4.19 above) outlines key evidence that has led officers to propose the maximum grant available under each of the priority funding categories as outlined in Table 1 below:

**Table 1: Proposed Grant Limits and Intervention Rates**

<b>Fund</b>	<b>Proposed Grant Available</b>	<b>Intervention Rate</b>
<b>Caerphilly Enterprise Fund - Theme 1 "Business Support"</b>	<b>£200- £2,000 revenue</b>	<b>Up to 45%</b>
<b>Caerphilly Enterprise Fund - Theme 2 "Property Improvement"</b>	<b>Up to £10,000 capital</b>	<b>Up to 50%</b>
<b>Oakdale Community Benefit Fund</b>	<b>Up to £3,000 capital Up to £3,000 revenue</b>	<b>Up to 80%</b>

- 4.32 It is further recommended that any grant funded project would need to demonstrate that it will contribute to improving the economic, social, environmental and cultural well being of the County Borough:

*Economic*

There will need to be evidence of job creation (at least one job) where grants of up to £5,000 are awarded. Where larger grants are awarded additional job creation will need to be evidenced.

*Environmental*

Property Improvement Grants must deliver environmental enhancements. Projects to refurbish empty, vacant or underutilised commercial premises will be prioritised.

*Social/Cultural*

Social enterprises/businesses must demonstrate how their project will contribute to their future growth and development.

- 4.33 It is proposed that the existing geographical boundary for the Oakdale Community Benefit Fund is extended from 1.5 miles to 2 miles. This would add the communities of Markham, Cefn Fforest, Blackwood, part of Newbridge and Crumlin to the existing eligible communities of Argoed, Croespenmaen, Kendon, Oakdale, Penmaen, Pentwyn and Trinant. It also brings in the communities of Llanhilleth, Brynithel and Aberbeeg in Blaenau Gwent and it should be noted that a number of similar schemes across the UK cut across local boundaries. However it is not suggested that communities outside Caerphilly CBC should have access to this fund. As this fund is provided from a contribution from a private company then they would need to agree to the expansion of the boundary.

## Approval Process – Options

- 4.34 Two options for the grants approval process have been considered as part of this review:
- **Written Procedure** via Case Officer Grants Approval Report (Report certified by Case Officer, Line Manager, Grants Manager, Head of Service in consultation with Cabinet Member)
  - **Panel Meeting and Assessment** – Case Officer Recommendations discussed at regular Panel meetings with designated Panel members (including Case Officer, Grants Manager, Head of Service, minimum quorum required)
- 4.35 On balance, it is recommended that the current written procedure process is retained for all new business grants under the Caerphilly Enterprise Fund that require grant funding of less than £5,000. This approach has worked for a number of years and has been effective and more responsive to business focused grants, as it allows projects to be assessed in a timely manner, on a rolling basis as they are received. It should also be noted that this process has been subjected to detailed external audits when the EU supported Local Investment Fund was delivered (up to April 2015).
- 4.36 It is acknowledged, however, that more scrutiny may be required for grant awards above £5,000. It is therefore recommended that a grants panel is established to assess grant applications over this £5,000 threshold both for revenue and capital bids. Grant panel membership would consist of:
- Project Officer presenting report
  - Section/Team Manager
  - Grants Manager, Corporate Finance
  - Cabinet Member for Economy, Infrastructure, Sustainability & Wellbeing of Future Generations
  - Head of Regeneration and Planning
- 4.37 All grant applications will undergo a stringent review, both those that go to panel and those under £5,000 that will be awarded directly. There are already review procedures in place for the existing grants and officers have developed these to be applicable for the grant regime.

## **5. WELL-BEING OF FUTURE GENERATIONS**

- 5.1 This proposal contributes to the Well-being Goals as set out in Links to Strategy above. It is consistent with the five ways of working as defined within the sustainable development principle in the Act and is aimed at improving the economic well being of the County Borough.
- 5.2 As such the proposals align with the following well being goals:
- **A Prosperous Wales** – financial contributions to targeted business sectors will support opportunities for development of a skilled population in an economy which generates wealth and employment opportunities;
  - **A resilient Wales** – targeted grant support will foster social, economic resilience and the capacity to adapt to change;
  - **A more Equal Wales** – the grant programmes encourage applications from a wide range of sectors and organisations, community, voluntary or business, and reflect a broad opportunity for participation.
  - **A Wales of cohesive communities** – the grant programmes support measures to provide attractive and well connected communities through financial support to community based

projects and environmental improvements.

- **A globally responsible Wales** – the grant programmes support measures which improve the economic, social and environmental well being of the County Borough.

## 6. EQUALITIES IMPLICATIONS

- 6.1 An EIA screening has been completed in accordance with the Council's Strategic Equality Plan and supplementary guidance and some potential negative impact has been identified affecting one or more of the target equality groups.
- 6.2 A full EQLA has been carried out and is appended to the report. Please see Appendix 2.

## 7. FINANCIAL IMPLICATIONS

- 7.1 The review has highlighted that up until 2018/19 that community focused grants have had an overall budget of nearly **three** times that of the funding targeted at the business community. Even the latest 2018/19 budget is nearly twice that of business orientated grants. This report seeks to alter this balance. Proposed budget allocations for 2019/20 are set out in table 2 below.
- 7.2 In order to meet MTFP targets it has been proposed that several of the grant allocations are reduced from 2019/20 onwards and amalgamated into the two Enterprise Funds identified in section 4.25. Table 2 outlines those proposed for 2019/20.
- 7.3 The 2018/19 approved budgets for CRF are £100,057 revenue and £99K capital. The proposal in this report is that the CRF be closed and the £100K revenue budget be split between a £50K MTFP saving and a £50K virement into the Caerphilly Enterprise Fund Thematic 1.  
**As noted above, under the current budget proposals, the residual £50k has been identified as a temporary 'one year only' cut in order to balance the budget for 2019/20. Likewise there will be a 'one year only' £25k reduction in the BDG allocation.**
- 7.4 The Community Regeneration capital budget of £99k will be redirected towards the property focused category of the proposed Caerphilly Enterprise Fund.
- 7.5 These proposals are reflected in Table 2 below. In short, this report recommends the closure of the Community Regeneration Fund, with monies being refocused towards delivering tangible economic outputs.

**Table 2: Proposed Grant Structure and Core Allocations**

Proposed Grant Regime	Proposed Core Allocations		
	Revenue	Capital	Total
Caerphilly Enterprise Fund - Fund 1 <b>Small businesses</b>	£101,251 <b>£26,251 for 19/20</b>	£0	£101,251 <b>£26,251 for 19/20</b>
Caerphilly Enterprise Fund - Fund 1 <b>Micro businesses</b>	£5,000	£0	£5,000
Caerphilly Enterprise Fund - Fund 2 <b>Property Grants</b>	£0	£149,000	£149,000

Proposed Grant Regime	Proposed Core Allocations		
	Revenue	Capital	Total
Total for Business Grants	£106,251 <i>£31,251 for 19/20</i>	£149,000	<b>£255,251</b> <i>£180,251 for 19/20</i>
Community Regeneration Grant	£0	£0	£0
Oakdale Community Benefit Fund	£10,000	£0	£10,000
<b>Total for Community Grants</b>	<b>£10,000</b>	<b>£0</b>	<b>£10,000</b>

- 7.6 It should be noted that any decisions relating to the CRF grants programme, will need to be viewed against the existing relationship between the Council and the Voluntary Sector. The Compact / Partnership Agreement is currently being renewed and will be presented in its final form to the Voluntary Sector Liaison Committee. Via the Compact Agreement, the Voluntary Sector Liaison Committee is a consultee on changes to third sector funding and should be included in the consultation process. It is therefore suggested that the recommendations in this report be presented to the voluntary sector and community groups (probably through consultation with the Voluntary Sector Liaison Committee) as part of a consultation process before implementation.

## 8. PERSONNEL IMPLICATIONS

- 8.1 Currently Business Support and Funding Team officers are the primary contact for the business growth grants with enquires relating to property improvements directed to the Urban Renewal team.
- 8.2 The restructuring of the Regeneration and Planning Department will identify roles and responsibilities for officers with regards to this new grants model, should it be implemented.

## 9. CONSULTATIONS

- 9.1 A wider consultation process is proposed with the voluntary sector and community organisations before implementation of the new grants programme. The results of this consultation will be reported back to Cabinet. The views and comments of consultees to date have been reflected in the report and certain concerns are outlined below. A response to each concern is outlined in italics below each bullet point.
- 9.2 The Community Regeneration Fund was previously administered by the Council's Policy Section. They are extremely concerned at the proposals to amalgamate the funds and refocus all of them on enterprise and job creation/employment. So rather than reflect their views and comments within the body of the report, it is considered prudent to summarise their views on the proposed refocusing of the current grant regime below.
- The Community Regeneration Fund has enabled third sector organisations to grow and thrive. The report fails to mention the significant match funding that the community grant programmes lever in from other sources. Between 2011/12 and 2016/17 a total of £1,897,312 was awarded via the Community Regeneration Fund, which levered in match funding of £3,351,769 from a variety of sources, which is a massive amount of economic benefit for the county borough as a whole.

**Regeneration Officer Comments** - *The proposed grant regime is not being established to deter community groups from applying but with the overall budget being cut year on year the grant regime needs to have a clear focus. This focus, as outlined in the report, will be on stimulating the local economy and as such the grants regime will concentrate on more defined economic outcomes. The voluntary sector and community groups do have access to a range of alternative funding bodies outside of this grants programme that they can apply to and expertise exists within the Council to continue to help signpost organisations and groups to these funding sources.*

- It appears very unjust that the focus is moving from supporting our local communities to only supporting businesses. The proposals in the report will make the majority of third sector organisation ineligible for the funding and, those that are will have to compete with the business sector. External grant sources such as EU funding were used to top up Council budgets to great effect. Many of the projects funded via the community grant schemes also included employing staff, so to suggest that the proposed changes will give a greater economic focus is not fully accurate.

**Regeneration Officer Comments** - *The recommendations in this report must be viewed in the wider context. Budgets for discretionary grants have seen severe cutbacks and although it is acknowledged that the CRF has had some positive economic benefits, its primary focus has always been around supporting community orientated projects. With dwindling resources, there is a need to make the process more competitive and it has been determined that there should be a refocus on projects that bolster the local economy. Groups who have traditionally accessed the CRF fund will still be able to bid into the fund but with more focused projects. Again it is worth re-iterating that all voluntary and community groups would acknowledge that there are numerous alternative funding mechanisms for community group support. Circa twenty alternative funding sources exist that these groups will still have access too and officers will signpost towards. Although budgets are being cut there will still exist a very strong and well staffed Community Regeneration Team offering support to these communities on a daily basis.*

- The report suggests that most of the CRF funding does not have a demonstrable impact on the local economy, and this is not the case. Had it not been for the seed funding provided by the Community Regeneration Fund, development projects like Newbridge Memo, Van Road Church in Caerphilly, Rudry Village Hall and many others simply may not have happened.

**Regeneration Officer Comments** - *This report does acknowledge the positive impact that the grants have had over time, but it also clearly argues that the Council must prioritise its reducing resources. It is believed that the best return on this budget will be to take a more focused economic approach to its distribution in order to bolster the robustness of local communities.*

- There is a need to consult with the voluntary sector in relation to the proposed changes. This is enshrined in the Compact agreement, which the Council is a primary signatory to. The Compact / Partnership Agreement is currently being renewed, having been approved in principle by the Public Services Board in September and will be presented in its final form to the Voluntary Sector Liaison Committee in due course. CCBC is a prime signatory to the Compact and the Funding Code of Practice. Via the Compact Agreement, the Voluntary Sector Liaison Committee is a consultee on changes to third sector funding and should be included in your consultation. It is suggested that this report be presented to the Voluntary Sector Liaison Committee as part of the consultation process

**Regeneration Officer Comments** - A full consultation process with the voluntary sector and community groups will be undertaken as part of the wider consultation process before the new grants regime goes live. This engagement will also allow the Council to highlight replacement funding opportunities available to these groups.

- The report makes reference to the Well-being of Future Generations Act. The Act requires that all public bodies consider the social, economic, environmental and cultural benefits of everything that they do, so a focus purely on economic benefits would not be in keeping with the spirit of the Act. The vast majority of the projects previously funded via the CRF have impacts on multiple benefits, including economic.
- **Regeneration Officer Comments** - The Well Being of Future Generations Act has been considered in delivering this report. Focusing the impact of grants towards maximising local economic activity will, it is believed, have the most profound effect on local communities well being. Stimulating more favourable economic conditions and new employment opportunities will have a plethora of positive outputs and outcomes on the local community as people's overall financial security/stability and well-being improves.
- The report requires a full EQLA be carried out as many CRF funded projects are aimed specifically at these targeted groups. These target groups need to be fully consulted before the report is approved by Cabinet.

**Regeneration Officer Comments** - This has been undertaken as part of the Cabinet report consultation mechanism. The full EQLA is attached at Appendix 2.

- In a wider context Community Asset Transfer is becoming more of a focus for the Council in the current financial climate. With ever diminishing resources it is unlikely that Council will be able to maintain the range of community venues within the county borough such as community centres, sporting facilities, changing rooms etc. It will be difficult to expect community organisations to take on these sorts of facilities if the Council cannot offer financial support with grant funding. External funding sources that they can be signposted to and offered support.

**Regeneration Officer Comments** - The CRF is a discretionary grants regime. Community and voluntary groups would be advised not to look to build support from this funding source into their building management or financial management models as further cuts are very probable.

## 10. PROPOSAL SUMMARY

- 10.1 The report advocates the merging of the current Commercial Improvement Grant, the Business Development Grant, the Business Start Up Grant and the Community Regeneration Fund into the Caerphilly Enterprise Fund which will concentrate more activity on developing business growth and creating employment opportunities within the County Borough. The proposals will simplify the grants application process and seek to standardise grants administration throughout the Regeneration Division. Officers seek approval to undertake a consultation exercise with community groups and the voluntary sector over the proposals; in particular the recommendation to effectively discontinue the Community Regeneration Fund and refocus its budget into delivering this new grants programme.



## **11. RECOMMENDATIONS**

- 11.1 That Cabinet note the content of the report and the principles set out in it.
- 11.2 That Cabinet approve officers conducting a wider consultation exercise with the voluntary sector and community groups on the contents of the report.
- 11.3 That following consultation, a further report be presented to Cabinet.

## **12. REASONS FOR THE RECOMMENDATIONS**

- 12.1 Primarily to allow officers to consult more widely on proposals to offer improved support to businesses and to maximise economic growth.

## **13. STATUTORY POWER**

- 13.1 Sections 70 and 71(1) of the Government of Wales Act 2006 and sections 126-128 of the Housing Grants, Construction and Regeneration Act 1996.

Author: Allan Dallimore, Team Leader, Urban Renewal

Consultees: Cllr Sean Morgan, Deputy Leader and Cabinet Member for Economy, Infrastructure, Sustainability & Wellbeing of Future Generations  
Christina Harrhy – Interim Chief Executive  
Mark S Williams, Interim Corporate Director (Communities)  
Rhian Kyte, Head of Regeneration and Planning  
Antony Bolter, Group Manager (Strategy Funding & Support)  
Glenn Cooper, Project Officer, Urban Renewal Team  
Clair Vokes, Grants Officer (Strategy Funding and Support)  
Tina McMahon, Community Regeneration Manager  
Dave Roberts, Principal Group Accountant  
Nadeem Akhtar, Group Accountant, Corporate Finance  
Kath Peters, Corporate Policy Manager  
Alison Palmer, Community Planning Co-Ordinator  
Vicki Doyle, Policy Officer, Statistics and Funding  
Anwen Cullinane, Senior Policy Officer – Equalities and Welsh Language  
Shaun Watkins, Principal Personnel Officer

Apendices:

Appendix 1 – Voluntary Sector/Community Group: Sources of External Grants  
Appendix 2 – Equalities Impact Assessment

Appendix 1

GRANT SCHEME NAME	PROVIDER	GRANT DESCRIPTION	WHO CAN APPLY	CAPITAL / REVENUE	GRANT AMOUNT	MATCH FUNDING REQUIRED
Technical Assistant Grant	CCBC	To support charities and voluntary organisations in Caerphilly undertaking a capital project with costs associated with technical assistance	Voluntary or Charitable organisations in Caerphilly	Capital	Up to £4800 including VAT	Not stated
Welsh Church Fund	CCBC	To promote the activities of voluntary organisations that benefit the people of Caerphilly and enrich local communities	Registered voluntary charities, movements and institutions which contribute towards community life, community organisations, community based projects, churches and chapels	Capital	Smaller Projects up to £5,000 or larger projects up to a maximum of £10,000	Up to £5000 fully funded for larger projects of over £5000, the remaining amount will be subject to a grant rate of 75% up to a maximum grant of £10,000
Health & Wellbeing Grant	Aneurin Bevan University Health Board	The purpose of the Health, Social Care and Wellbeing Grant is to support voluntary organisations working within the Caerphilly County Borough area on projects related to improving the health and wellbeing of residents.	Voluntary or community organisation, charity, community interest company or social enterprise operating in Caerphilly County Borough	Capital & Revenue	Max £4000	fully funded or match funded
GAVO Cash 4 U Grant	GwirVol Partnership	The purpose of the Cash 4 U Grant is to fund exciting and worthwhile projects that create more Volunteering opportunities for young people aged 14-25.	Voluntary organisations	Capital & Revenue		

Garfield Weston Foundation	Garfield Weston Foundation	Supports a wide range of charitable activity in the UK in areas such as arts, community, education, environment, youth, faith, health, welfare, museums and heritage	UK registered charities, Charitable Incorporated Organisations, Educational establishments including schools & universities, Churches, Housing Associations, Museums and Galleries	Capital & Revenue	Regular grants of up to £100,000 or Major Grants of £100,000 and above	Match Funding required. Capital projects 10% of total project cost. Revenue projects 10-20% of organisations total income/salary. Like to see evidence of 50% funding before applying for grant
Coalfields Community Grants - Wales	The Coalfields Regeneration Trust	The programme is for community and voluntary organisations that can clearly demonstrate that a grant will impact positively on people living in the former Coalfield Communities of Wales	Community & Voluntary Organisations	Capital & Revenue	From £500 up to £7000	Fully funded up to £7,000 or can be used to match fund
Gwent High Sheriffs' Community Fund	Community Foundation in Wales	Funding is available for community-based initiatives and projects that reduce crime and improve community safety in Gwent. The fund aims to provide a safer and better quality of life for the people of Gwent	Community groups, voluntary organisations and local charities in Gwent, ie the local authority areas of Newport, Blaenau Gwent, Torfaen, Monmouthshire and Caerphilly.	Capital	Max £5000	
National Lottery Awards for All - Wales	Big Lottery Fund	Grants are available for community organisations, schools and statutory bodies in Wales to help improve local communities and the lives of people most in need	Voluntary and community organisations, including: registered charities, constituted groups and clubs, not-for-profit companies and community interest companies, social enterprises, schools, statutory bodies including town, parish, and community council.	Capital & Revenue	Grants between £300 and £10,000	Fully funded up to £10,000 or match funded

Wales - People and Places	Big Lottery Fund	People and Places aims to support people and communities working together and using their strengths to make positive impacts on the things that matter to them the most	Voluntary or community organisation, registered charities, constituted groups or clubs, community interest companies, social enterprises, schools, statutory bodies including town, parish or community council	Capital & Revenue	Medium grant offers from £10,001 to £100,000 for projects lasting up to 5 years and Large grant offers from £100,001 to £500,000 for projects lasting up to 5 years	Funding is available for all eligible costs of the project but applicants are encouraged to seek funding from other sources
People's Postcode Trust	People's Postcode Lottery	Provides project based funding for up to 12 months in length ranging from £500 - £20,000 to organisations within Great Britain. The current themes of the Trust are: Poverty Prevention, Employability Programmes and Human Rights through combatting discrimination	Registered charity, CIO/SCIO, Constituted voluntary or community group, social enterprise, community interest company, not-for-profit organisation, local club or other constituted community group	Capital & Revenue	£500 - £20,000	
Tesco Bags of Help	Tesco / Groundwork	Bags of Help is Tesco's local community grant scheme where the money raised by the carrier bag charge in tesco stores is being used to fund thousands of community projects across the UK. The projects must meet the criteria of bringing benefits to the community.	voluntary or community organisations including registered charities/companies, schools, health bodies, NHS Hospital Trust, Foundation Trust, Parish/Town Councils, Local authorities and social housing providers	Capital	From £1000 to £4000 can be awarded	Fully funded or match funded if larger project
Tudor Trust	Tudor Trust	Core funding, unrestricted funding, project grants, capital grants	organisations/charities seeking support for work that has a charitable purpose	Capital & Revenue	No limit set	Fully funded

Local Community Projects Fund	Greggs Foundation	The Local Community Projects Fund awards grants of up to £2000 to enable not for profit organisations to do something they otherwise couldn't afford to.	Organisations supporting people in need. Any not for profit organisation can apply, however larger organisations with a turnover in excess of £300,000 will be unsuccessful	Capital	£2,000	Fully funded
Esmee Fairbairn Foundation	Esmee Fairbairn Foundation	Grants available to organisations doing legally charitable work in the UK that focuses on the Foundation's funding priorities in the arts, children and young people, the environment, food or social change	Charities and not-for-profit organisations with a regular annual turnover of at least £50,000	Capital & Revenue	Max £500,000	Match funding is not required however, it may help to have funding commitments from other sources and a credible investment raising plan
Tampon Tax Community Fund	Department for Digital, Culture, Media and Sport	Grants are available to local not-for-profit organisations for local projects that improve the lives of disadvantaged women and girls in local communities across the UK	Registered UK charities, constituted community groups, companies limited by guaranteed with charitable aims, community interest companies, co-operatives, credit unions, social enterprises	Revenue	£10,000	Fully funded or match funded
Trusthouse Charitable Foundation	The Trusthouse Charitable Foundation	Grants are available to smaller charitable and not-for-profit organisations in the UK to fund community support, arts, education and heritage projects in areas of extreme urban deprivation or remote, socio-economically deprived rural areas	Established charitable organisations including CICs, social enterprises, not-for-profit registered companies, voluntary organisations	Capital & Revenue	Max £60,000	Applicants must have secured a minimum of 50% of the total project cost before applying for both capital & revenue projects

Co-op Local Community fund	Co-op Membership	Helps pay for local projects that co-op members care about through 1% of own brand sales and carrier bag charges	Charities, local community groups or not-for-profit organisations	Capital & Revenue		
ACT Foundation (ACT)	ACT Foundation	Provides grants to individuals and other UK charities with the aim of enhancing the quality of life for people in need, specifically the mentally and physically disabled and the aged.	UK registered charities	Not specified	No upper limit but most grant awards are for under £10,000	
Armed Forces Covenant Fund Trust - Veterans Community Centres Programme	Ministry of Defence	The funding is to be used to improve existing community centres used by veterans.	Registered charity or CIC that already supports the Armed Forces Community	Capital	£30,000	Fully Funded
Baily Thomas Charitable Fund	Baily Thomas Charitable Fund	The Charity aims to support work for the aid and relief of those affected by learning disability	Voluntary organisations which are registered charities or are associated with a registered charity	Capital or Revenue	two grant schemes - small grants from £250 up to £10,000 or general grants over £10,000	Can be match funded
Improving Lives Grant Programme	The Henry Smith Charity	Grants for small and medium sized organisations in the UK to support projects and the running costs of organisations	Charities and not-for-profit organisations including social enterprises	Capital & Revenue	£20k - £60k	

# EQUALITY IMPACT ASSESSMENT FORM

October 2018

## THE COUNCIL'S EQUALITIES STATEMENT

This Council recognises that people have different needs, requirements and goals and we will work actively against all forms of discrimination by promoting good relations and mutual respect within and between our communities, residents, elected members, job applicants and workforce.

We will also work to create equal access for everyone to our services, irrespective of ethnic origin, sex, age, marital status, sexual orientation, disability, gender reassignment, religious beliefs or non-belief, use of Welsh language, BSL or other languages, nationality, responsibility for any dependents or any other reason which cannot be shown to be justified.

The Council is required to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct that is prohibited by the Equality Act 2010
- advance equality of opportunity between people who share a relevant protected characteristic and those who do not
- foster good relations between people who share a protected characteristic and those who do not.

The Act explains that having due regard for advancing equality involves:

- removing or minimising disadvantages experienced by people due to their protected characteristics
- taking steps to meet the needs of people from protected groups where these are different from the needs of other people
- encouraging people with protected characteristics to participate in public life or in other activities where their participation is disproportionately low.

The protected characteristics are:

- |                                  |                                  |
|----------------------------------|----------------------------------|
| • Age                            | • Race                           |
| • Disability                     | • Religion, Belief or Non-Belief |
| • Gender Re-assignment           | • Sex                            |
| • Marriage and Civil Partnership | • Sexual Orientation             |
| • Pregnancy and Maternity        | • Welsh Language*                |

\* The Welsh language is not identified as a protected characteristic under the Equality Act 2010, however in Wales we also have to treat Welsh and English on an equal basis as well as promoting and facilitating the use of the Welsh language.

Further advice on completing impact assessments can be found on the equalities pages of Corporate Policy Unit Portal.

## THE EQUALITY IMPACT ASSESSMENT

<b>NAME OF NEW OR REVISED PROPOSAL*</b>	Establishment of a new Caerphilly Enterprise Fund which combines all of the current grant funding programmes run under the Regeneration Department.
<b>DIRECTORATE</b>	Communities
<b>SERVICE AREA</b>	Regeneration & Planning – Urban Renewal and Business Support & Funding Teams
<b>CONTACT OFFICER</b>	Allan Dallimore Urban Renewal Team Leader dallia@caerphilly.gov.uk 01443 866441
<b>DATE FOR NEXT REVIEW OR REVISION</b>	N/A

**\*Throughout this Equalities Impact Assessment Form, ‘proposal’ is used to refer to what is being assessed, and therefore includes policies, strategies, functions, procedures, practices, initiatives, projects and savings proposals.**

The aim of an Equality Impact Assessment (EIA) is to ensure that Equalities and Welsh Language issues have been proactively considered throughout the decision making processes governing work undertaken by every service area in the Council as well as work done at a corporate level.

The Council’s work across Equalities, Welsh Language and Human Rights is covered in more detail through the [Equalities and Welsh Language Objectives and Action Plan 2016-2020](#).

When carrying out an EIA you should consider both the positive and negative consequences of your proposals. If a project is designed for a specific group e.g. disabled people, you also need to think about what potential effects it could have on other areas e.g. young people with a disability, BME people with a disability.

There are a number of supporting guidance documents available on the [Corporate Policy Unit Portal](#) and the Council’s Equalities and Welsh Language team can provide advice as the EIA is being developed. Please note that the team does not write EIAs on behalf of service areas, the support offered is in the form of advice, suggestions and in effect, quality control.

Contact [equalities@caerphilly.gov.uk](mailto:equalities@caerphilly.gov.uk) for assistance.



## PURPOSE OF THE PROPOSAL

<b>1</b>	<p><b>What is the proposal intended to achieve?</b> <i>(Please give a brief description and outline the purpose of the new or updated proposal by way of introduction.)</i></p> <p>A draft cabinet report presents a proposal to combine the existing regeneration grants into a single “<b>Caerphilly Enterprise Fund</b>” with a refocus towards offering improved support to start up businesses, stimulating economic growth, filling identified supply chain voids and supporting job creation. Officers have undertaken a review of the current regeneration grant regimes, and have recommended merging the grants into a single, targeted grant regime with an economic output focus. This Caerphilly Enterprise Fund will look to streamline the existing grants processes and have one point of access, making it easier to navigate for applicants.</p> <p>The Cabinet report proposes the refocusing of all regeneration grants towards economic outputs under a streamlined grants protocol. The report advocates that part of the Community Regeneration Fund (CRF) budget be identified as a possible MTFP saving and the remainder re-refocused towards supporting business and property grants that the department operates. The current 2018/19 approved budgets for CRF are £100,057 revenue and £100,000 capital. Likewise, it is proposed that the Community Regeneration Fund capital budget be re-directed towards the property focused category of the proposed Caerphilly Enterprise Fund.</p> <p>Effectively the report recommends the closure of the current CRF programme of grant funding as it operates at present. Whilst the purpose of the Community Regeneration Fund (CRF) has been to foster and enhance viable and sustainable communities within Caerphilly county borough, it is acknowledged that with reduced internal resources, the focus of grant activity should be focused on economic outputs. It is further acknowledged that there are external grants bodies who offer similar funding for local projects. The new Caerphilly Enterprise Fund will not exclude community groups from bidding into it, but the focus of the grants will be much narrower. It is acknowledged that the new grant regime may mean that some community groups will no longer be able to bid in for funding.</p>
<b>2</b>	<p><b>Who are the service users affected by the proposal?</b> <i>(Who will be affected by the delivery of this proposal? e.g. staff members, the public generally, or specific sections of the public i.e. youth groups, carers, road users, people using country parks, people on benefits etc. Are there any data gaps?)</i></p> <p>The proposed Caerphilly Enterprise Fund will offer improved support to start up businesses and will offer a streamlined grants application process to existing SME’s that will be easier to access, be more responsive to the needs of the business community and help stimulate economic growth. Local businesses and entrepreneurs will benefit from a more focused and better funded grants programme.</p> <p>The Enterprise fund will harmonise the existing Regeneration grants processes under one umbrella. The current CRF is used by voluntary and community groups to deliver community based projects that must have one of more of the following aims:</p> <ul style="list-style-type: none"><li>• they will enhance employment prospects and skills of local people, particularly the young and those at a disadvantage, and promote equality of opportunity</li><li>• they will protect and improve the local environment and infrastructure, and bring land and buildings into effective use</li><li>• they will enhance the quality of life of people through social, cultural and recreational opportunities</li><li>• they will promote and encourage local people to secure a sustainable future for local communities and/or encourage regeneration.</li></ul>

<p>With the proposed new regime, community groups and social enterprises will only be able to submit bids aimed at the first of the bullet points above, specifically at economic outputs</p> <p>In 2017-18, £129K revenue and £167K capital was allocated to 17 projects in 5 bidding rounds. The ability to fund third sector projects for anything other than economically focused projects would be lost if the current funding levels were identified as MTFP savings or vired to the new Caerphilly Enterprise Fund.</p> <p>The existing CRF Fund has traditionally enabled community and voluntary sector organisations in the county borough to bid for funding to take forward initiatives they have developed for the benefit of the local community or service users. Since its inception in 2011 a wide range of groups have received grant aid at up to 80% intervention rate. Churches, sports clubs, scout groups, Older people groups and local community partnerships are regular recipients of the grant with bigger organisations such as GAVO and Inside Out also receiving monies from the fund. These groups will still be able to bid into the enterprise fund but will need to have more focused projects. In addition, Council officers will continue to work with these groups to signpost them to the various external grant bodies that they can access</p> <p>A wider consultation process will be conducted with the voluntary sector and community groups</p>
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## IMPACT ON THE PUBLIC AND STAFF

<p><b>3</b> <b>Does the proposal ensure that everyone has an equal access to all the services available or proposed, or benefits equally from the proposed changes, or does not lose out in greater or more severe ways due to the proposals?</b>  <i>(What has been done to examine whether or not these groups have equal access to the service, or whether they need to receive the service in a different way from other people?)</i></p> <p>The proposed Caerphilly Enterprise Fund will be delivered using protocols and processes that comply with the Council's Strategic Equality Plan and the Welsh Language Measure. All documentation will be bi-lingual.</p> <p>The application will include questions regarding Welsh language and equalities and how the grantee will pay due regard to both.</p> <p>The application process will be easier to navigate for potential grant applicants. The programme will be open, transparent and more streamlined</p> <p>The creation of the Caerphilly Enterprise Fund will effectively bring a single application process for applicants to bid into for projects. The Voluntary Sector and community groups will be advised on how best to bid under this fund and will also be signposted to other funding opportunities for projects.</p> <p>A wider consultation exercise is advocated before the proposals are implemented</p>
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<b>4</b>	<b>Is your proposal going to affect any people or groups of people with protected characteristics?</b> <i>(Has the service delivery been examined to assess if there is any indirect effect on any groups? Could the consequences of the policy or savings proposal differ dependent upon people's protected characteristics?)</i>	
<b>Protected Characteristic</b>	<b>Positive, Negative, Neutral</b>	<b>Relevance of the Policy or Practice</b>
<b>Age</b>	<b>negative</b>	Some grants have been awarded to help these groups. Possible negative impact if they are discontinued
<b>Disability</b>	<b>negative</b>	Some grants have been awarded to help these groups. Possible negative impact if they are discontinued
<b>Gender Reassignment</b>	<b>neutral</b>	
<b>Marriage &amp; Civil Partnership</b>	<b>neutral</b>	
<b>Pregnancy and Maternity</b>	<b>neutral</b>	
<b>Race</b>	<b>neutral</b>	
<b>Religion &amp; Belief</b>	<b>negative</b>	Some grants have been awarded to help these groups. Possible negative impact if they are discontinued
<b>Sex</b>	<b>neutral</b>	
<b>Sexual Orientation</b>	<b>neutral</b>	

<b>5</b>	<p><b>In line with the requirements of the Welsh Language Standards. (No.1) Regulations 2015, please note below what effects, if any (whether positive or adverse), the proposal would have on opportunities for persons to use the Welsh language, and treating the Welsh language no less favourably than the English language.</b></p> <p><i>(The specific Policy Making Standards requirements are Standard numbers 88, 89, 90, 91, 92 and 93. The full detail of each Standard is available on the Corporate Policy Unit Portal. Although it is important that what is outlined in the proposal is available in Welsh and English, please consider wider impacts on Welsh speakers.)</i></p> <p>Consideration has been given to the how the project will be delivered having due regard for the Welsh language.</p> <p>All information and promotional material made available to the public will be in line with the requirements of the Welsh Language Standards and is produced bilingually. All application forms under the proposed Caerphilly Enterprise Fund will also be available bilingually. Officers will ensure that the Welsh Language Standards which relate to Grants are adhered to as part of the process.</p>
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## INFORMATION COLLECTION

6	<p><b>Please outline any evidence and / or research you have collected which supports the proposal? This can include an analysis of service users.</b> <i>(Is this service effectively engaging with all its potential users or is there higher or lower participation of uptake by one or more protected characteristic groups? If so, what has been done to address any difference in take up of the service? Does any savings proposal include an analysis of those affected?)</i></p> <p><b>Commercial Improvement Grants</b> In the financial 5 year period between 2013 and 2018 a total of 16 CIG were awarded for improvement works to properties in towns and villages throughout the County Borough. Although the maximum grant award is £15,000 under this programme, the average grant award was £9,100. Evidence therefore suggests that reducing the maximum grant approval to £10,000 will still stimulate economic activity and will also allow more applications to be processed per annum. The Council holds a very large database for property owners who have submitted an Expression of Interest. To date there are over 60 expressions of interest,</p> <p><b>Business Grants (BDG &amp; BSUG)</b> Evidence from the 3 previous years suggests that BDG grants at a maximum of £2,000 do help create jobs in small businesses. When compared against the recent LIF programme, (which had an average grant rate of nearly £6,000) the evidence shows that the BDG regime appear to be better value for money. Although it could be argued that a more targeted approach with a maximum grant to £10,000 would help deliver greater impact to fewer businesses, the facts show that awards at a lower level do help business growth and create more jobs overall than a more targeted approach. Evidence shows that the full budget is fully expended 'year on year' with strong demand for the grants programme.</p> <p>Small BSUG grants have been offered at a maximum rate of £500 per application. Feedback from officers administrating the grant suggests that this level of support is ideal to help start lifestyle micro businesses. With a small budget of £5,000 which is derived from an annual donation from TATA Steel, it appears illogical to increase the grant level as this would dramatically reduce the number of new businesses that could be supported. Also by retaining the core elements of the grant this will also help any future awards to comply with the terms and conditions imposed by TATA Steel.</p> <p><b>Current Community Regeneration Fund</b> Since 2011 a wide range of groups have received grant aid at up to 80% intervention rate. Churches, sports clubs, scout groups, OAP groups and local community partnerships have been regular recipients of the grant with bigger organisations such as GAVO and Inside Out also receiving monies from the fund. Between 2011/12 and 2016/17 a total of £1,897,312 was awarded via the Community Regeneration Fund, which levered in match funding of £3,351,769 from a variety of sources, However in 2017/18 the fund was under-subscribed.</p> <p>It has been established that there are circa twenty external bodies who offer grant support to the voluntary sector and community groups and it is proposed that CCBC groups use these to a greater extent than they have to date.</p> <p>Information will be gathered during the consultation period with the voluntary sector and community groups and will be reflected in the final report to Cabinet on this proposal.</p>
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## CONSULTATION

<b>7</b>	<p><b>Please outline the consultation / engagement process and outline any key findings.</b>  <i>(Include method of consultation, objectives and target audience. What steps have been taken to ensure that people from various groups have been consulted during the development of this proposal? Have you referred to the Equalities Consultation and Monitoring Guidance?)</i></p> <p>Before implementing the move towards an overarching Caerphilly Enterprise Fund that concentrates on economic outputs it is proposed that the new grants protocol will go to the Voluntary Sector Liaison Committee (and or the voluntary sector/community groups individually) The VSLC is a consultee on changes to third sector funding and as such will have a chance to comment on the proposals from this stance. In addition, the Cabinet report recommends that Cabinet approve wider consultation with community groups and voluntary sector organisations on the proposals within the report.</p>
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## MONITORING AND REVIEW

<b>8</b>	<p><b>How will the proposal be monitored?</b>  <i>(What monitoring process has been set up to assess the extent that the service is being used by all sections of the community, or that the savings proposals are achieving the intended outcomes with no adverse impact? Are comments or complaints systems set up to record issues by Equalities category to be able analyse responses from particular groups?)</i></p> <p>The Caerphilly Enterprise Fund grants, like the current business grants, will have an inbuilt monitoring protocol.</p> <p>Officers within the Regeneration team will have the specific role of monitoring not only who grants have been awarded to but also the impact off the grants on those businesses/organisations who they are awarded to.</p>
<b>9</b>	<p><b>How will the monitoring be evaluated?</b>  <i>(What methods will be used to ensure that the needs of all sections of the community are being met?)</i></p> <p>Officers monitor the grants and evaluate them using a set of criteria that the grants are awarded against. The criteria currently do not include for impact on protected characteristics.</p> <p>However the Council will ensure that residents of Caerphilly are potentially able to benefit from the economic impacts of grant award and that grant applications are encouraged from all geographic locations.</p>
<b>10</b>	<p><b>Have any support / guidance / training requirements been identified?</b>  <i>(Has the EIA or consultation process shown a need for awareness raising amongst staff, or identified the need for Equalities or Welsh Language training of some sort?)</i></p>

Officers need to encourage collaborative working and encourage all grant applicants and recipients to work to sustainable development principles (I-CLIP – involvement, collaboration, long term, integration, prevention) and use the medium of Welsh where possible and practicable.

Officers from within the Council's Community Regeneration and Economic Development section will continue to offer support and advice to community and voluntary groups as to how best to take projects forward and benefit from external grant bodies

**11 If any adverse impact has been identified, please outline any mitigation action.**

Officers will ensure that all partners and local organisations are aware of the new Caerphilly Enterprise Fund and are encouraged to submit applications.

There are a large number of external community and voluntary sector grants programmes and vehicles that the Council can help signpost groups to, that will help alleviate any negative impact of the CRF fund being withdrawn

**12 What wider use will you make of this Equality Impact Assessment?**  
*(What use will you make of this document i.e. as a consultation response, appendix to approval reports, publicity etc. in addition to the mandatory action shown below?)*

The assessment will underpin delivery of the Caerphilly Enterprise fund to ensure that all communities, groups, their protected characteristics are given the same opportunity to access the funding.

The EIA will be appended to the Cabinet report

**13** An equality impact assessment may have four possible outcomes, through more than one may apply to a single proposal. Please indicate the relevant outcome(s) of the impact assessment below.

**Please tick as appropriate:**

**No major change** – the impact assessment demonstrated that the proposal was robust; there was no potential for discrimination or adverse impact. All opportunities to promote equality have been taken.

**Adjust the proposal** – the impact assessment identified potential problems or missed opportunities. The proposal was adjusted to remove barriers or better promote equality.

**Continue the proposal** – the impact assessment identified the potential problems or missed opportunities to promote equality. The justification(s) for continuing with it have been clearly set out. (The justification must be included in the impact assessment and must be in line with the duty to have due regard. Compelling reasons will be needed for the most important relevant proposals.)

**Stop and remove the proposal** – the impact assessment identified actual or potential unlawful discrimination. The proposal was stopped and removed, or changed.

<b>Completed by:</b>	Allan Dallimore
<b>Date:</b>	20.11.18
<b>Position:</b>	Team Leader, Urban Renewal
<b>Name of Head of Service:</b>	Rhian Kyte – Head of Regeneration and Planning

## REVIEW OF CCBC REGENERATION GRANTS CONSULTATION REPORT

### INTRODUCTION

A report was presented to Caerphilly County Borough Council's Cabinet on the 27th February 2019 on the review of CCBC Regeneration Grants. The report sought Cabinet approval to consult more widely on proposals to merge several Council run grant programmes into a Caerphilly Enterprise Fund that focuses delivery on developing business growth and creating employment opportunities. The rationale behind combining the grants into a single fund is to offer improved support to start-up businesses, stimulate economic growth, fill identified supply chain voids and support job creation.

This report provides a summary of findings of a survey undertaken as part of the wider consultation process.

### METHOD

A voluntary sector, business and stakeholder consultations was undertaken from **Friday 12<sup>th</sup> April to 13<sup>th</sup> May 2019**. During this time a variety of methods were used to encourage and enable all sectors to get involved and have their say.

#### Survey

The questionnaire was designed to target all businesses and voluntary sector organisations across the borough who were eligible for previous grant schemes and to seek their views on the new proposed merged grant scheme. A copy of the survey is included in **Annex 1**.

#### Engagement

Key engagement mechanism included:

- Online – via the CCBC Website, social media (including Facebook and Twitter)
- Email alerts and correspondence to all business and voluntary sector databases
- Face to Face engagement with the businesses and voluntary sector organisations
- Voluntary Sector Liaison Committee and Newslines

#### Social Media

The consultation was promoted via social media with a reach of 2,735 individuals via Twitter and 5,466 via Facebook through both the main Council pages and the Caerphilly Business page. The social media activity is shown in **Annex 2**.



## SURVEY FINDINGS

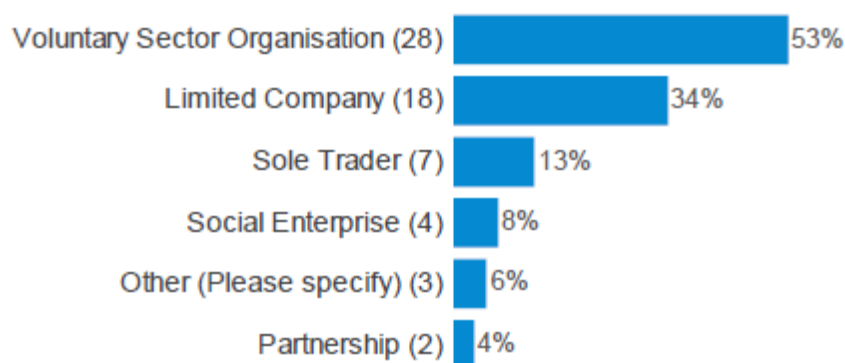
A total of 54 responses were received and have been included in this analysis. Where the number of responses to a particular question is higher / lower than this figure this is noted in brackets in the text of the relevant question.

### Respondent Profile

A profile of respondents provides context for an analysis of the responses received.

As shown in the graph below, the largest proportion (53%) of those who responded indicated that they were from Voluntary Sector Organisations. A further 34% Limited Companies, 13% Sole Traders, 8% Social Enterprises, 6% other and the lowest response being 4% of Partnership businesses. (Note: responses are not mutually exclusive meaning that respondents were able to select more than one response therefore, the total does not equal 100%)

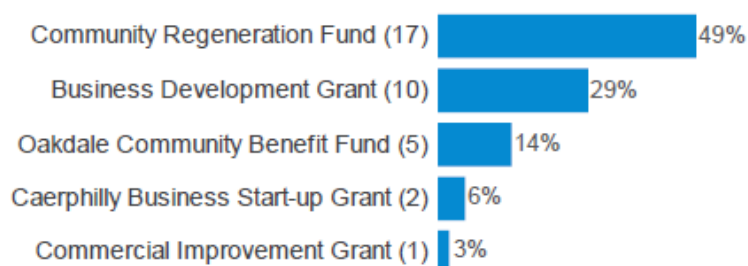
#### I am completing this survey as (Please tick all that apply):



### Previous Grant Received

From the number of respondents who completed this survey 35 of them have previously received grant funding through the Regeneration grant schemes leaving the remaining 19 as being either unsuccessful or new potential applicants. The below chart shows the breakdown of grants received with 49% of the respondents have previously received Community Regeneration Funding.

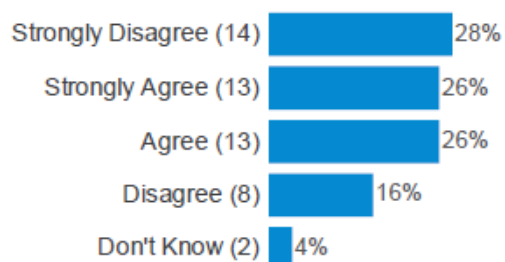
Has your organisation / business previously received a grant from one or more of the existing grant programmes? (Please tick all that apply)



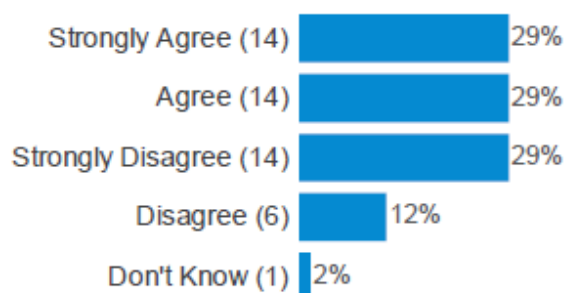
### Focus of New Grant Scheme

The third question of the survey was emphasised around the new proposed grant schemes main focus on developing business growth and employment opportunities and whether they agreed or disagreed with the identified areas. Below shows the results from each identified area.

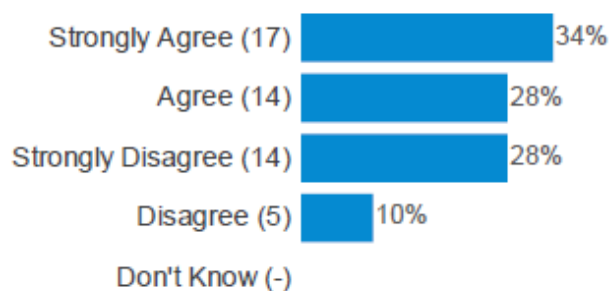
#### (Business Start-ups in all sectors (less than 12 months trading))



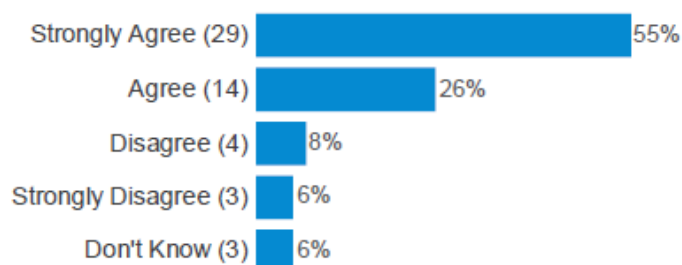
#### (Underutilised / empty town centre commercial properties)



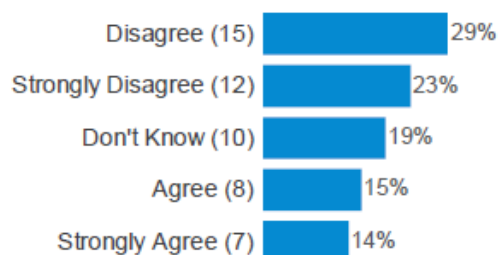
#### (Small and medium sized Enterprises)



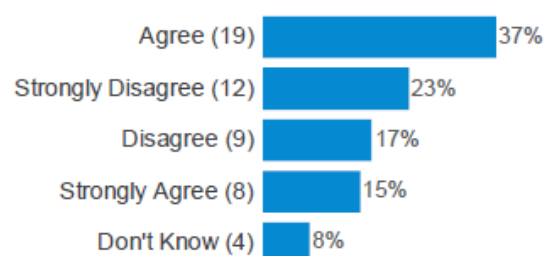
#### (Established Community Groups or Social Enterprises)



**(Filling identified supply chain voids identified by CCBC Procurement)**



**(Projects that help create or safeguard jobs – contributing to the Council's Well Being Goals)**



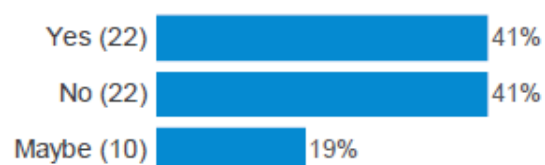
From this question the majority of the respondents strongly disagreed that the focus should be around start-up businesses or filling identified supply chain voids identified by CCBC Procurement. However the majority agreed that it should have a focus around job creation or safeguarding of jobs, supporting SME's, Social Enterprises and Community Groups along with underutilised / empty town centre commercial properties.

It was also opened up for respondents to provide reasons for their decisions. Evidence of these has been provided in **Annex 3** with 46 mixed comments provided.

**Apply for New Fund**

The respondents were asked if they would be encouraged to apply for the new fund after reading the primary focus. The respondents were equally encouraged and not encouraged to apply for the new fund with 19% of them being unsure.

**Having read the primary focus for the new proposed grant scheme would you be encouraged to apply for the new fund?**



## Survey Comments

**REGENERATION GRANT CONSULTATIONS COMMENTS**

Below are a number of comments made by respondents of the survey.....

As a small to medium sized business operating in the Caerphilly borough it has been a struggle to get our business off the ground and develop it into a company that is sustainable for both staff and the business. Whilst start up grants seem a good idea, with no track record and many businesses failing in the 1st year I feel the grants available could be better spent elsewhere. I am dubious that supply chain voids can be correctly identified and funds placed into the right hands by procurement teams as historically this has not been the case. If you wish the Caerphilly borough to prosper in my opinion the way forward would be with small to medium sized business growth, the full utilization of empty town centres and the safety of the jobs currently held in the community.

we are a small business in the Caerphilly area, pay alot of money in business rates, we have to pay for our own waste to be removed, an extra cost and burden, we are looking to invest in more technology and create jobs, any help with funding, grants would be a big help Concentrate on what makes the borough work.

Start up businesses need as much help as possible. Town centres are dying, ploughing more money in to them won't adjust peoples attitudes which have changed over the last 5 years. Small & medium sized businesses need as much help as can be given. My experience of community groups & social enterprises is not good. Funding shouldn't be given direct but in form of advice and guidance. It's a global economy; supply chain voids shouldn't be focused on. Safe guarding jobs is good.

WE NEED TO FOCUS ON REVIVING TOWN CENTRES BEFORE EVERYTHING ELSE.  
OF COURSE IT HASN'T HELPED BY THIS SHORT SIGHTED COUNCIL CLOSING ALL  
THE TOILETS.

A socialist council which is what the public believe they have elected would not blithely give public money away in the form of grants but would own the 'underutilised /empty town centre shops' you mention and would also have the ability to employ directly if we can afford to give the money away! The proposals are capitalist proposals which is very disappointing considering we have a labour council.

While supporting small businesses is clearly important, there are other, commercial sources that they should be able to access for funding: and anything that the Council can offer is still going to be small beer compared to the number of small businesses out there. Charities and community groups, on the other hand, will find it difficult to make a 'commercial' case to a bank or similar, and therefore will find it hard to access commercial loans, since, by definition, they are not in it to make a profit. They are, however, very worthy of support by the Council: they are often the only organisations in a position to 'take up the slack' from cut backs in Council services. We have considered applying for the current Regeneration grant, but have found its criteria too restrictive: the need to get all consents in place and to get three tenders for everything, for example. Those criteria are difficult to achieve when a charity is trying to start a new initiative, and probably affect a charity more than, say, a small business, which would probably be seeking funding to develop what it already does, rather than start something new. If you haven't been able to move all of the money you had in the Regeneration fund budget, it may be that your conditions were too tight.

I don't disagree with any of the above statements however the question is leading! I Do Not agree with the inclusion of a third sector grant in this funding pot!!! The focus of much of the 3rd sectors work is early intervention. It isn't based on getting people into work. However this happens and very successfully. Moreso infact than pure small business startups. However you are acting in a very short sighted manner. Many of the Vol orgs that receive community regen funding go on to be successful employers. BUT THIS IS NOT THE FOCUS THE FOCUS IS EARLY INTERVENTION!! I answered no go the question below because you are proposing taking away the one grant that the borough offers to support the 3rd sector. Don't abandon them you need them more than you think as budgets across your directorates are cut it's the 3rd sector who through preventative and early intervention will help to keep costs down. Not the small start up businesses who use the funding buy equipment and computers then close down taking it all with them. Also it's important to note: In the last community regen funding round all applications came from 3rd sector applications!!! It is also very important to note that small business start up grants, schemes, and small low interest loans are readily available. I have a list of over 40 which I can share with you should you need them. The 3<sup>rd</sup> sectors access to funding which fits their need is getting smaller each year. I ask you to reconsider. Support your third sector in the way they support you with everything they have...

I have benefited from a business development grant in the past and believe they have been instrumental in me being able to grow and expand my business.

The priorities in the report of focus on "start up businesses, stimulating economic growth, filling identified supply chain voids and supporting job creation." is too narrow. The wider objectives of the Council of community cohesion, vibrant communities, healthy lifestyles etc are excluded from these priorities and this proposal will much to the detriment of the many community groups for whom the CRF has been a major source of support.

Support for proven growth businesses is important along with the support of startups. The world is a small place and supporting projects that bring work to the area is vital. The continued support of colleges to provide a pool of young apprentices may not be part of this scheme but skills are severely lacking at all levels in our sector (engineering). Face to face contact with businesses is also important so that we feel we are listened to regarding whats available grant wise. We have grown from 6 to 38 people on an average salary close to £30,000 the main issue halting growth is taking on further debt not finding more customers. Support in machine purchase and small infrastructure grants (switch to LED lighting etc) would help to generate more employment.

I think that there should be more funding available for small and medium enterprises, its great getting grants when you start up a business but businesses that have been established a number of years struggle too.

I disagree with the reduction of funds for voluntary sector, especially Community Regeneration Fund, and Oakdale CB Fund, which has a specific local focus. There is no evidence that supporting the business sector has any positive impact as the Council does not monitor results 'down the line', i.e., checking to see if the business is still trading or has increased the number of staff it employs after a few years. This response is submitted on behalf of: 1. Oakdale & Penmaen Community Partnership and 2. Oakdale Community Centre.

The community regeneration grant has supported many voluntary organisations and groups to provide much needed services and facilities across the borough. It has also encouraged and provided these groups to apply for and receive match and additional funding that would of been otherwise unobtainable without the community regeneration funding. Businesses have many other streams of acquiring money to support them. While there are other funding streams available for the voluntary sector, many of them have very specific criteria and

require the group to be a registered charity which would not apply to many of the groups who would be considering applying for the community regeneration grant.

I disagree with the reduction of funds for the voluntary sector, especially Community Regeneration Fund, and Oakdale CB Fund, which has a specific local focus. Widening the area of benefit of the Oakdale Fund would seriously harm organisations currently benefitting as many do not have access to other funding streams. There is no evidence that supporting the business sector has any positive impact as the Council does not monitor results 'down the line', i.e., checking to see if the business is still trading or has increased the number of staff it employs after a few years.

I see that you say Community Groups or Social Enterprises will need to prove economic worth, but it depends how you quantify that. In my experience such groups and enterprises can damage local businesses. If they use government funds and volunteers to undercut local businesses who can't compete on that level, then it may appear on paper they are creating paid jobs and boosting the economy. But if that's at the expense of a local business who was paying taxes and not receiving public funds in the same way, it's damaging the economy in a way that can't be measured. I understand fostering community spirit is vitally important in the Valleys, and such schemes are useful for youngsters coming up trying to get skills in such areas. But if you are paying these youngsters a wage below industry standards (using the public funds that subsidise you), then what happens to these youngsters once they have gain the necessary skills and try to set up their own business. They aren't receiving public funds, so they can't be as cheap as Community Groups or Social Enterprises. They aren't going to be able to get work to sustain themselves, and generally are either forced into jobs outside their fields or to large cities like London or Bristol where such work exists that pays enough to live.

Community and/or voluntary groups should NOT have to compete directly with business enterprises regarding employment/business opportunities and growth. They are two distinct and separate roles within the community and should not be shoe-horned into one category.

Community funds should be what they say they are and grant monies should be ring-fenced for the volunteer sector to improve their communities where local residents give freely of their time to improve the communities in which they live. With council cutbacks already having a considerable impact on the lack of local services and provision, its left to volunteers to provide some of the work historically carried out by councils. I see no evidence to suggest supporting local businesses with grant funds brings about secured employment or business success and this appears to be a money saving tactic where funds are looking to be redirected to balance the councils books. Our particular volunteer organisation in Oakdale sees landscaping, litter picking, community centre support and improvement schemes being funded by such Grant's and with volunteers carrying out the work enhances the area and environment for all villagers and removing funding for materials to carry out this work through redirected monies will make these operations redundant.

Get rid of Caerphilly CBC

This fund was set up for use of local community projects not to bolster up council funds for business projects. My council tax along with thousands of other council tax payers both private and business should be used for council projects. Considering the council tax has risen this year substantially I find it despicable that funds set aside for community projects are being considered as a means to bolster up the council's mismanagement of funds in recent years e.g. paying out thousands to dishonest councillors put on "garden leave".

We are a self advocacy charity for people with learning disabilities, who are at present working with people with learning disabilities to get them to speak up for themselves and challenge discrimination, For the last 2 years we have been facilitating Protection Of

Vulnerable Adults (now called safeguarding) training. This has been so successful that we have also decided to facilitate other courses such as, Learning disability awareness, working with the workforce development team . Also we are working with the Welsh Ambulance to facilitate training on when and when not to ring for an ambulance and other tips about accidents, Our new project is to go into schools and teach students, aged 7 to 11 - we have facilitated 300 students so far. That's why we believe that we can be a small enterprise.

Important to support new businesses as well as companies wishing to expand.

It seems pretty clear on the document that all of the areas will be catered for in the new proposal.

Given the limited amount of funds I believe that more could be achieved by focussing on smaller Enterprises (therefore, exclude medium sized). Ideally the grants would target new job creation rather than safeguarding. If an ongoing business is struggling to safeguard jobs then either the market is against them or they are not executing well enough but either way I believe the grants available are too small to make a significant impact. I also believe that the grants are too small to have significant affect on supply chain voids. But the grants could make a huge difference to small start-ups or community projects. I work for a medium sized company and won't be applying for the grants as we are profitable and able to generate our own resources. I apply that this is appropriate.

While it is important to support businesses and social enterprises that enhance and equip the workforce I believe it is short-sighted to withdraw funding that supports grass-roots community groups - such as the Community Regeneration Fund - as it is often these voluntary sector organisations that provide the basic low-level interventions that act as the first steps of an individual's pathway into work. For many individuals who have been long-term unemployed, have never attained formal qualifications or have severe self-esteem and confidence issues (as well as any other barriers) it is highly unlikely that they will be able to secure and sustain more formal placements and meet the requirements of the schemes. Before these hard outcomes can be achieved there must be work to build the individual's interpersonal skills, confidence and time-management skills that are often developed by being a member of a smaller voluntary organisation where they can experience being part of a team, developing new skills in a supportive environment and building the courage to attend formal training days to gain qualifications - grass roots organisations often ensure these initial opportunities are informal and accommodating in a way that businesses cannot. They are then able to encourage individuals to progress to the more formal employment schemes that the proposed funds will be supporting. It saddens me that investment in businesses is coming at the expense of investment in voluntary organisations, who often have the same revenue and capital costs to consider as businesses. At a time when many funding streams for the voluntary sector are being reduced or dissolved I am disappointed that our council are following suit, despite the obvious implications this will have on the county's ability to meet the Well-being Goals under the Well-being of Future Generations Act as the 3rd sector is absolutely vital to creating and sustaining cohesive communities.

Not pet projects which get continuous funding and remain unsustainable. I do not see why supply chain gaps must be identified by Caerphilly procurement. Post brexit we will have local fresh produce gaps. Limited horticulture and farms still not diversifying. We will have the need to revitalise our towns through markets and different to online shopping experiences. Social enterprises should be seen as viable businesses not prop up projects moving into a new phase of funding.

The Community Regeneration Fund has supported Voluntary Sector groups for many years and this support for voluntary groups has been invaluable. Through its capital grants, it has supported funding to enable voluntary groups to restore important buildings in towns and villages throughout the borough. Revenue grants have also provided support to fund local

employment to carry out such work. The restoration of these buildings enhance the local environment, prevent the need for new build, prevent buildings falling into disuse and attracting unsocial behaviour from drug users etc. The community can take pride in their restored buildings. These organisations provide /building's to house many community activities, an important factor in supporting the well being of members of the community, which the council supports as a Welsh Assembly Directive. How do you quantify Health and Well Being? By providing activities and events that people can attend helps combat loneliness and isolation in a growing number of older folk in our community and promotes cohesion among community members. These organisations provide community support, makes provision for social activities near people's homes, especially for those who do not wish/ cannot travel/ afford to go into the cities to find similar events. Local provision of activities is at a price people can afford. Therefore we need to protect the current CRF at all costs. To concentrate on Community Enterprise Schemes to the disadvantage of the work of the voluntary sector must not happen. How long will some of these schemes last? What happens to equipment when they fail? A registered charity's assets would go to a similar organisation if that organisation closed. What will happen when an enterprise scheme fails? The criteria for the new Community Enterprise Scheme must broaden its criteria to allow Voluntary Organisations to be able to apply to a grant scheme which operates from a level playing field. Current proposals are concentrate far too much in favour of Community Enterprise Schemes. Other funders, as suggested by the council also have criteria far too limited to enable voluntary sector groups to apply.

Focus needs to be on what the community groups are currently providing and with the help of funding services can be sustained and increased.

Voluntary Community groups require support in the form of grant funding and as volunteer-led groups, they cannot give employment opportunities but opportunities for people to volunteer within their community. It is essential that voluntary community groups are still supported with grant-funding opportunities This is not a very detailed survey asking for people's opinions on the proposed changes.

I feel that the aim of the Community Regeneration Fund has always been to enable Voluntary Organisations to provide facilities in their local communities mainly to disadvantaged, vulnerable and neglected groups. The grants have been used to support a variety of projects from repairing and improving buildings, providing start-up sums for new activities and ensuring the continuation of valuable existing activities. Voluntary Organisations employ a certain number of people, usually living locally. Through their grant-funded activities they create and maintain local employment, whether by employment of local builders, support to un-paid carers and be-frienders, providers of local classes and training in a wide range of fields - healthy living, digital skills, support to volunteers and paid carers of vulnerable people Above all, voluntary organisations and volunteers are enormously good value because so many people give their time and effort to the community UNPAID AND WITHOUT PERSONAL REWARD. They contribute immeasurably to the Council's well-being agenda and seem to be increasingly called upon by the council to take over the council's functions. It seems perverse to be discouraging Voluntary Sector Organisations and volunteers at the very time when they are called upon to do more and more for the community. It is not the case that grants are readily available from other sources since funding bodies in general are cutting back as they less money to distribute and are facing higher demands. Many volunteers are older people with inadequate computer skills and find the grant application process laborious and time-consuming and can be easily discouraged by successive refusals. The promotion of business is important but it has to be remembered that the driving force behind businesses to personal gain, not the well-being of the community. Many business start-ups fail, many jobs provided do not last very long. There are alternative sources of funding and questions could be asked as to why the tax-payer should be funding businesses in the first place.



I think there is a real opportunity to tackle village/town high streets with a new type of retail though start ups. We need to ensure that a continual flow of New Business come through the system allowing for failures as well as the successful ones.

As someone who struggled to find any good quality help from anything when starting up a business that was something new to the market, I think "Business Start-ups in all sectors" is an important one. There are services to help new businesses, but mostly for specific types. A lot of towns are being degraded purely for the lack of services that aren't just another hair dressers and for the number of empty buildings not in use. I also think anything to do with well-being is a major priority in these days and times where the rate of mental health in young children and adults is increasing dramatically.

I think all the above points above are important. It would be good to focus on regeneration of the town centre and have a more diverse range of shops. I hope that CCBC tries to fill supply chain voids with local companies as much as possible. My only concern is funding for Social Enterprises, as many have failed in the past. Perhaps they need more scrutiny and/or guidance in the future.

I think it important to support community groups, having applied to countless external grants (Lottery, Coalfield etc) and being unsuccessful because they have limited funding and therefore greater competition for the funding. Please support the volunteers who give up countless hours of their own time to make our County Borough a better place.

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Because you asked to take part in consultation

Us small businesses need support. We need help to get tenable start up businesses that are in line with welsh government policy and meet the council's strategy for development and regeneration and are actually needed in the area . Small medium business and not large chains or multinational take over as they have economy of scale and opportunities not open to us small guys. We would like to expand and develop but lackaffordable and achievable investment opportunities , if these were available we would create jobs , offer tourists opportunities and make an environmental impact using regenerative stewardship of the land as well as keeping residents here spending their money locally and drawing them here from the city's . . A token amount is negiable for us . If you want all these long term benefits you need to properly invest short term and embrace our vision financially as long as its in line with policy and strategy and you think there is a market for it.. We have experienced increasing energy costs which we can not sustain, our ageing equipment doesn't help so new energy efficient equipment would really help us, this is unachievable for us . . We need a grants that we can install renewable energy sources , these may benefit the community where there is surplus, as well as allowing us to develop our business rather than stagnate or lose it. Although seasonal we create opportunities for younger workers who find it hard to get jobs locally th8s needs to be seen as valuable in the same way as other permanent, full time job creation is . . We need to invest in regenerative agriculture and agroforestry , keep supply chains as local as possible. With the growing climate concerns we have a massive opportunity here and could lead the way . We have massive vision but without financial help we are stuck .. The biggest challenge thwarting development we face as a,sme is the vat barrier , it stifles us . Perhaps some relief ( or rise) so we could make the massive leap we need to meet the additional tax , which would put us out of business now before the vision was realised that would put us in the position of being able to sustain it .this is a crazy situation to be in. In regards to identifying supply chains and the allocation of funding for

certain projects over others this could be open to criticism. I think careful thought should go into transparency and processes to justify decisions.

Stop wasting money on social and community enterprises, charities, voluntary third sector etc as these generate no wealth and often fulfil roles better undertaken by private enterprise. They soak up cash better spent in developing proper commercial ventures. The new approach is a step in the right direction!!

I fully appreciate the focus of the council on increasing jobs through business start-ups and projects that help safeguard or generate new jobs. However, what I observe is that town centre commercial properties are increasingly used by the major charities to sell goods to raise money for their charities. I assume that these properties do not generate income for the council, because I know that business rent is waived for charities. So unless utilization is through commercial use, it will not assist budgets, although it may preserve town centres from dilapidation. I do not agree with removing all focus from grant funding to community projects aimed, not at generating jobs, but at improving the quality of life for those living in the borough. Although you say that you will focus on established groups, later in the document you say that officers will focus on signposting these initiatives to larger funds such as Big Lottery, Garfield Weston etc. of which you provide a list. Looking through that list, there are several things to point out - firstly, these are open to a wider geographical area than CCBC, and hence competition for funds is very high. Secondly - some of these funds have a very narrow applicability - e.g. Gwent only, focus on women and girls only, armed forces veterans only, or learning disability only. Many (especially the larger ones) require match funding, for which CRF has been useful, and many are small - e.g. £2000 to £5000, so of limited help to larger projects. Whilst focus on jobs and business is good, it fails to recognize the increasing elderly population in the Borough - for whom neither of these things will improve their quality of life. The voluntary sector is moving towards focus on these areas - with opportunities for fellowship, dementia cafes and memory halls etc. These activities are flourishing thanks to CRF funding in the past to help provide appropriate buildings in which these things can happen. I totally endorse the comments made by the present administrators of CRF, and find the answers from the regeneration officer to be unsatisfactory - basically saying that "yes, the grant has done great work, but because there is alternative funding available across the rest of the country, we will not be continuing this". Basically the borough will be reliant on outside funders to support the continuation of this work. I wonder how many of these external funders will respond positively when they know that CCBC does not support its own??.

Expecting enterprise or the third sector to take over small under utilised buildings doesn't work and sets them up to fail.

While accepting the need for a robust strategy to encourage job creation and to underpin support for existing jobs in the borough, we should not lose sight of the fact that voluntary organisations often engage in projects that provide an important "pathway" for people to find employment by offering useful volunteering opportunities. This is over and above enhancing the well-being of people living in local communities because of improvements in the physical, economic and social environment.

I think this grant should be restricted to Voluntary Organisations who do good work throughout the community usually for vulnerable people. There are other ways of funding business.

Voluntary organisations create jobs and should continue to benefit from this grant.

Voluntary sector organisations create jobs so I believe they should be given preference for the grant

I feel the voluntary section, such as the community centre I represent would not have an opportunity to apply for grants. Whilst I agree that the proposal 'could' provide employment opportunities. Our centre provides many different opportunities to the wider community to take part in, for all age ranges. This is as important to the community as employment. We have birthday parties, church on a Sunday, Zumba, Kick boxing, baby club to name just a few things. Therefore I feel strongly the voluntary section should not be discounted.

I think the CRF grant should be reserved for voluntary sector organisations to help fund the valuable work they do in the community. The voluntary sector create jobs to at least a greater extent as businesses.

Teimlwn bod yr awgrymiadau i newid y gronfa dan sylw yn mynd i gael effaith niweidiol ar y sector gwirfoddol. Mae yna perygl y bydd y newidiadau yn golygu na all nifer o fudiadau yn y Trydydd Sector ymgeisio am gyllid o'r gronfa. Mae nifer o'r mudiadau hyn yn gwneud cyfraniad gwerthfawr tu hwnt i'w cymunedau lleol ac yn cyfrannu i'r economi leol mewn amrywiaeth o ffyrdd. Mae'n bwysig bod unrhyw newidiadau yn cydnabod y cyfraniadau hyn ac os yw'r gronfa yn newid ei fod yn agored i amrywiaeth o fudiadau. Er efallai nad yw rhai mudiadau yn creu swyddi, mae'r gwasanaethau maent yn cynnig yn cefnogi nifer o drigolion i ddychwelyd i'r gweithle, dilyn hyfforddiant, gwirfoddoli a magu hyder. Mae'r gwasanaethau hyn yn cael effaith gwerthfawr a chadarnhaol ar lles trigolio

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## CABINET – 26TH JUNE 2019

**SUBJECT: ENERGY AND CARBON REPORT**

**REPORT BY: CORPORATE DIRECTOR FOR EDUCATION AND CORPORATE SERVICES**

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- 1.1 The attached report was considered by the Housing and Regeneration Scrutiny Committee at its meeting on the 11th June 2019.
- 1.2 The Scrutiny Committee supported the existing initiatives outlined in section 5.6 to 5.17 of the Officer's report and recognised that further work needed to be done to reduce our carbon footprint and become a net carbon neutral local authority by 2030.
- 1.3 With regard to the key opportunities and projects going forward Members supported the principle of an Energy Plan and then sought clarification on the identification of possible Council sites for solar and wind power generation. Officers confirmed that Property Services were looking at a number of land assets where there may be opportunities for both. Reference was made to the potential for hydroelectric generation and it was noted that this was very limited due to fall and volume limitations. However a feasibility study had identified the potential of the stream adjacent to the visitor centre at Cwmcarn Forest Drive but its viability required further investigation.
- 1.4 The Scrutiny Committee also supported the principle of woodland development and again queried any identified sites. Members were advised that similar to sites for wind and solar farms, location identification was at a very early stage but there was definite potential for development. Members were then updated on the possible impact that the Ash Tree die-back programme across Wales could have on woodlands and Officers confirmed that further reports would be brought forward on this issue.
- 1.5 In terms of the Electric Vehicle Strategy and Action Plan assurance were sought that the charging infrastructure would be spread throughout the county borough. Officers confirmed that there would be 8-9 sites developed in order to ensure county wide coverage.
- 1.6 Members noted the wider economic benefits but concerns were expressed in relation to the capital spends required in order to take projects forward and the length of payback periods. Officers outlined how the Salix invest to save scheme operated and confirmed that a 10 year payback was standard and assurances given that the payback timeframe would always be aligned to ensure that it never exceeded the lifespan of the technology.
- 1.7 The Scrutiny Committee welcomed opportunities that would reduce fuel poverty and would also welcome projects that would increase PV roof installations on Council housing/buildings.
- 1.8 Having fully considered its content the Housing and Regeneration Scrutiny Committee unanimously supported the principle of a Draft Energy Plan and the recommendations

contained within the Officer's report and

RECOMMENDED that Cabinet: -

- (i) acknowledge the volume and diversity of work on carbon conservation that has already been undertaken as outlined in Appendix 1: Summary Report on initiatives to date.
- (ii) note the views of Scrutiny regarding the proposed overarching aims of the new Energy Plan to make us a carbon neutral council, and the associated proposed projects that will assist in delivering that aim.
- (iii) consider the next steps in the development of the Energy Plan and offer Scrutiny consideration once a draft is developed.

1.9 Cabinet are asked to consider the attached report and the above recommendation from the Scrutiny Committee.

Author: E. Sullivan (Senior Committee Services Officer)

Appendices:-

Appendix 1 Report to Housing and Regeneration Scrutiny Committee on 11th June 2019 – Agenda Item 7



## **HOUSING AND REGENERATION SCRUTINY COMMITTEE – 11TH JUNE 2019**

**SUBJECT: ENERGY AND CARBON REPORT**

**REPORT BY: INTERIM CORPORATE DIRECTOR COMMUNITIES**

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### **1. PURPOSE OF REPORT**

- 1.1 The report outlines the progress made in respect of energy conservation and carbon reduction predominantly through its Carbon Reduction Strategy. The report outlines the need for a new overarching plan which will assist the Council in meeting its “Green energy” ambitions whilst aligning the authority with Welsh Government’s and the Cardiff Capital Region (CCR) aspirations for decarbonisation. It also demonstrates how the Council can make radical improvements via some key opportunity areas and projects.

### **2. SUMMARY**

- 2.1 The report firstly summarises the positive track record that the authority has through introducing and implementing measures to reduce energy consumption and reduce its carbon footprint. It sets out the benefits attained from that work and outlines how this will be further enhanced by exploring and maximising the Council’s assets. The existing Carbon Reduction Strategy period ends in 2019, so there is a need to develop a new overarching strategy for the Council. Part of this process will be the development of an Energy Plan which sets out our overarching objective of being a carbon neutral council and identifies a number of projects that the Council can take forward over the short, medium and long term that will move us towards this overarching aim.

### **3. RECOMMENDATIONS**

- 3.1 To acknowledge the volume and diversity of work on carbon conservation that has already been undertaken, as outlined in Appendix 1: *Summary report on initiatives to date*.
- 3.2 To seek the views of the Committee regarding the proposed overarching aims of the new Energy Plan to make us a carbon neutral council, and the associated proposed projects that will assist in delivering that aim.
- 3.3 The committee consider the next steps in the development of the Energy Plan and to

offer scrutiny consideration once a draft is developed.

#### **4. REASONS FOR THE RECOMMENDATIONS**

- 4.1 The Council needs to build on the progress made over the last decade through the implementation of the Carbon Reduction Strategy. In order to continue that work the Council needs to take a coordinated approach to carbon/energy management. This report advocates a wider approach to reducing energy consumption and investing in energy efficiency using the Council's own assets to drive forward this agenda through the development of a new Caerphilly County Borough Council Energy Plan.
- 4.2 Taking this wider approach will certainly assist the Council in fulfilling its Green energy potential as well as demonstrating the current obligations we have already, set out by Welsh Government and Westminster Government. Importantly it will also help future-proof the local authority going forward. In order to shape the Energy Plan it is imperative that the Council first understands what problems it is trying to solve in order to align potential projects to deliver maximum impact.

#### **5. THE REPORT**

- 5.1 The requirement for the Authority to continue to be proactive stems from a suite of internal and external drivers and influences. Continuing energy cost increases are a prime external driver; whilst the need to develop a replacement Carbon Reduction Strategy and the opportunity to take a commercial approach to some of our assets are internal ones. Importantly, we brand ourselves as the "Green" council and we know there is still much to do to maximise our full potential in terms of Green energy credentials.
- 5.2 There is also a changing legislative landscape and a change in focus particularly by Welsh Government. The launch of Welsh Government's Prosperity for All: Low Carbon Wales in March 2019 outlines the following vision:
- "In 2050, Wales will be among the best places in the world to live, learn, work and do business. Our businesses, public services, third sector and government will have worked together to achieve the goals that we set in the ground-breaking Well-being of Future Generations Act and the target to reduce emissions by at least 80% against the 1990 baseline".*
- 5.3 Welsh Government advocates a low carbon pathway that requires decarbonisation across a number of sectors, such as power, buildings and transport. This means that the Council needs to ensure that long lived infrastructure for these sectors support low carbon options and avoid locking in high carbon infrastructure and behaviour. It will mean investing in infrastructure in the low carbon economy as soon as possible,
- 5.4 Regionally there is also pressure to accelerate decarbonisation. Cardiff Capital Region City Deal is working towards creating an overarching regional energy strategy. It is likely that the objectives set by this regional energy strategy will mirror and support those set out by Welsh Government. We have already identified through our Regeneration Strategy that the Green energy sector provides an important opportunity for us to develop an economic and environmental eco-system.



## WORK TO DATE

- 5.5 Caerphilly County Borough Council has been active in energy conservation methods and techniques since 2005, and is able to demonstrate many good examples of success as outlined below:

### **Carbon Reduction Strategy**

- 5.6 The authority has a Carbon Reduction Strategy which is due to expire in 2019. This 10 year strategy focusses in on reducing carbon emissions on non domestic buildings and street lighting. The strategy has been founded on the principles of: Good Housekeeping; Invest to Save; Asset Management and renewable energy all of which have played a major role in significant energy efficient projects being delivered by the authority. The Carbon Reduction Strategy identified a 45% reduction target and the Council have been working towards this over the last decade. Initial out-turn figures indicate that the Council is close to achieving this target.

### **Invest to Save**

- 5.7 The authority has a proven track record in delivering energy and carbon improvements using the Invest to Save model. The authority was a founding member (2004) of the national Salix scheme, which provides interest free loans from a revolving investment pot for technologies such as lighting (as in Ty Penallta), boiler controls or insulation to name a few. There have been 120 projects delivered in schools across the county borough. The authority has £800k to reinvest and is the top performer in Wales on the volume of annual carbon saved. The County Borough is also placed highly in UK national league tables. It is the eighth placed authority within the Salix scheme and is the highest placed Welsh Authority. Overall against all public sector organisations we are placed 16<sup>th</sup> out of 110 organisations.
- 5.8 As at 1<sup>st</sup> April 2018, the Salix scheme is reported to save £475,882 annually off the authority's gas and electricity bill. The Council's annual utility bill would have been significantly higher had the projects not been implemented. Our annual carbon savings through the Salix scheme is 2,930 tonnes and in 17/18 this equated to £51,861 saved on carbon tax. As the cost of carbon tax and utility costs increase and as we continue to add to the projects implemented, the annual savings continue to increase.

### **Renewables**

- 5.9 The Council has invested in 19 medium sized Photo Voltaic (PV) arrays and 45 smaller demonstration PV schemes that have offset grid electricity consumption by 621 MWh (CCBC have also exported power to the grid). These PV's schemes have resulted in a total of 583 tonnes of carbon saved at today's conversion rate; and a total Feed In Tariff revenue to the authority of circa £390k.

### **Street Lighting**

- 5.10 Caerphilly CBC has a current street lighting stock of approximately 27,500 units, which since 2009 have been subject to a number of energy saving measures (inter-urban road part-night lighting, replacement of conventional lamps with low-energy alternatives, dimming etc.). In 2015-16 a capital investment was made for the replacement of approximately 8,200 lights with LED gear trays (replacing the lighting elements only) and approximately 1250 LED lanterns replacing life expired sodium lanterns within residential areas. To date these changes have brought a reduction in energy of 4,239,776 kWh and 1747 tonnes of CO<sup>2</sup>.
- 5.11 At the beginning of April 2019 the Council has begun a program to convert all the county borough's remaining street lanterns to LED and at the same time implement

part night lighting, between the hours of midnight and 5.30am, to all lighting, except at junctions and in major town centres. Once the additional savings of 6,884,477KWh and 2,836 are realised, the Council will have contributed to energy reductions of 11,124,253 kWh and 4583 tonnes of Co<sup>2</sup>. This equates to a 63% reduction in CO<sup>2</sup> from Highway energy alone and 17.6% towards the Authority's 45% target. The new programme will see millions of pounds invested in replacing the remaining luminaires. The energy savings to date have been approx. £500,000. The energy savings for the current LED/part night initiative will realise an additional £940,000 in avoided costs/savings.

### **Housing**

- 5.12 Reducing energy consumption has been the key objective of the Council when considering its own housing stock. Over a third of the Council's stock has now benefitted from external wall insulation. A large proportion has also benefitted from the introduction of more efficient condensing boilers and loft insulation. This work has been supplemented by the introduction of double glazing on all of the Council's housing stock. Some innovative projects have been trialled, including the installation of Solar PV on stock at Ty Coch, Rhymney and air source heat pumps at properties in Rudry. The Council were also partners in the off grid housing exemplar at Maes Yr Onn to design and deliver a modern farmhouse and family home.

### **CCBC Office Stock**

- 5.13 The Council, wherever possible is looking to reduce energy costs associated with running its own office buildings. Much progress has been made in reducing the electricity consumption in Ty Penallta for example. 108 roof top PV panels have been installed, changes have been made to the heating and cooling controls strategy and the original tungsten and fluorescent lighting is progressively being replaced with the latest low energy LED fittings.

### **Housing Association Developments**

- 5.14 All of the zoned Housing associations active in the county borough are absolutely committed to addressing the Welsh Government's low carbon agenda and housing delivery challenges in Wales. Those HA's zoned in the locality have been working towards a decarbonisation agenda for some time and have been working to higher standards than volume house builders.

### **Utility Billing**

- 5.15 Between 2005-2013 the authority's energy team checked all non domestic Gas and Electricity bills. Post 2013 the team has been paying those bills. This has improved accuracy and speed of payment and prevents overpayment. Importantly this has led to accurate energy consumption/cost reporting on all Council owed buildings. This covers circa 7,880 invoices (including credits and rebills) with a value of £3.65m.

### **Sustainable transport**

- 5.16 Transport accounts for 14% of Welsh carbon emissions, and although vehicles are becoming increasingly efficient, this figure has barely moved since the 1990 baseline. Significant work has already been undertaken to reduce the emissions from Council vehicles, with a drive to phase out older vehicles and replace them with more efficient and cleaner new (Euro 6 compliant) vehicles. Work has also been undertaken to support staff to travel more sustainably, including: establishing a car share scheme; providing pool bikes; promoting low emission vehicles through a salary sacrifice car scheme; and installing shower and changing facilities to encourage people to cycle to work. The Authority also operates a "Cycle to Work Scheme, and has recently taken ownership of an electric bike which is available for staff to use

### **Electric Vehicles**

- 5.17 The Authority recently approved an *Electric Vehicle Strategy and Action Plan* setting out its vision to “*Introduce an electric vehicle infrastructure across Caerphilly county borough, to maximise the economic, social and environmental benefits and opportunities that the electric vehicle agenda will provide, and for electric vehicles to be a fundamental part of our fleet*”. The key aims are to:
- Provide electric vehicle infrastructure across the Caerphilly County Borough.
  - Lead by example incorporating electric vehicles into our fleet and trial new technologies as they evolve.
  - Work with private developers to incorporate electric vehicle infrastructure into new builds and developments.
  - Work with our partners and local businesses to encourage them to adopt a similar approach to electric vehicles and their infrastructure.
- 5.18 Continuing and expanding on this good work will bring about a number of benefits for the Council, its residents and indigenous businesses

### **REDUCING OUR CARBON FOOTPRINT CAN HAVE MULTIPLE BENEFITS:**

- 5.19 Although the Council has worked hard to reduce its current carbon footprint, we do still impact negatively on our environment. The Carbon Reduction Strategy concentrated on non domestic buildings and street lighting and looked to reduce energy consumption and associated carbon emissions. The Council has accurate data in relation to consumption and carbon for both that as allowed us to measure the impact of this strategy. . The starting carbon emission in 2007/08 was circa 27,718 tonnes dropping to circa 23,227 tonnes in 2017/18. Unfortunately outside of the Carbon Reduction Strategy there isn't a carbon map to currently outline the authority's overall carbon footprint which would include additional areas such as waste, transport and social rented housing.
- 5.20 The positive impact of the interventions that we have already made and measured can be further increased through the implementation of this new Energy Plan and it is of paramount importance that the Council seeks to measure the impact that these interventions will have. The Council advocates that carbon reduction should be the primary benefit and this should be our focus moving forward even if options that maximise carbon reduction are financially more expensive.
- 5.21 Our overall ambition is to ***become a net carbon neutral local authority by 2030***. This motion has been signed by the Cabinet plus the leaders from the two other political groups and has the support of the Environment and Sustainability Scrutiny Committee. The Energy Plan will set out opportunities for delivery against the objective to become carbon neutral and reduce and/or offset our non-domestic building and street lighting annual carbon emissions from its current level of circa 23,000 tonnes to zero by 2030. The plan will also enable us to quantify and agree a carbon reduction strategy for other areas such as transport, waste and social rented housing. Key benefits are as follows:

### **Carbon Reduction**

- 5.22 Carbon is one of the main greenhouse gas emissions that are directly responsible for the change in climatic conditions around the world. More and more extreme weather events are resulting in people losing their health, wealth and general wellbeing. Reducing carbon emissions must remain our key focus in driving forward the Energy Plan.

### **Social benefits**

- 5.23 Making homes more energy efficient will reduce fuel bills and is a key tool in reducing fuel poverty. Improving access to efficient, integrated transport will enable residents to access employment and will tackle inequalities.

### **Direct Financial Benefits**

- 5.24 As well as the environmental and social benefit to Carbon reduction there is also a financial benefit to the authority. Each tonne of carbon generated from building usage in 18/19 will cost £18.30. The annual cost for 17/18 was £337,415. From 1<sup>st</sup> April 2019 the Climate Change Levy tariff has increased for Electricity by 45% and Gas by 67% on last year's figures. Through the authority's invest to save scheme, we have shaved 3,078 tonnes off the annual carbon bill, 922 tonnes of this from schools. These are continual annual saving and as new projects are added, the value grows.
- 5.25 Energy improvement projects, including good housekeeping and invest to save opportunities, reduce the electricity bill value and carbon emissions by reducing consumption at source. It reduces the overall bill and reduces carbon taxes outright and also protects budgets. Some Invest to save opportunities can result in a steady revenue stream. The authority sells its electricity, generated from a PV scheme on the roof of Islwyn Indoor Bowls, to the club, bringing in a regular income stream to the authority. It also helps safeguard the bowls club as they are purchasing from the Council at a cheaper rate than they could obtain from grid suppliers.

### **Legislative compliance**

- 5.26 The authority is included in the Carbon Reduction Commitment scheme which has come at a financial cost, however non-compliance in the scheme could have resulted in fines (max £1M) and / or prosecution. The authority also has to provide Display Energy Certificates and Energy Performance Certificates in line with the Energy Performance Building Directive. It is to be assumed over time greater legal responsibility will be imposed on the authority to adhere to decarbonisation targets and it makes perfect sense to move towards wide scale reductions ahead of this

### **Future proofing**

- 5.27 Energy prices for gas and electricity are influenced by many factors such as: weather, location, green tariffs, political agenda and generation constraints. Local generation for local consumption can mitigate against grid price rises and future proof against cost increase, however this must go hand in hand with reducing consumption at source. Local generation can provide some opportunities to raise revenues.

### **Wider economic benefits**

- 5.28 Delivering on this agenda will have wider economic benefits. Proposals within the Energy Plan will bring opportunities to local businesses, including but not restricted to:
- Offering direct employment for a local workforce to manage projects once they are established.
  - Local businesses will have the opportunity to benefit from construction/build contracts.
  - Local firms will be encouraged to supply goods and services during construction and once the projects are operational.
  - Some local businesses will benefit from clean renewable energy.
  - Attracting inward investment into the county borough offering clean energy for business use at certain locations.
- 5.29 Individual projects may contribute to one or all of these benefits. The Council has

land, building and assets that provide the authority with the opportunity to implement projects that will bring forward some or all of the benefits outlined above. Some will focus on improving carbon reduction, others on economic prosperity, some will serve to alleviate social and energy poverty and some will bring more opportunities for job creation than others. All future projects will need to be considered in terms of the benefits they bring to the authority and its residents.

### **KEY OPPORTUNITIES/PROJECTS**

5.30 There are a number of projects that the Council can incorporate into their evolving Energy Plan. These can be identified against short, medium and long term timescales for implementation. For this report it has been assumed that short timelines are up to 24 months, medium are between two and 5 years and long term are 5 years plus.

5.31 Each of these projects will help the Council move towards reducing our carbon footprint and move us towards our goal of becoming a net carbon neutral authority by 2030. The Energy Plan will seek to measure how each project impacts positively on reducing carbon production and where appropriate energy savings to the council. A standard set of measurements are currently used to measure our carbon production in certain arenas of operation such as non domestic building management. The level of kilowatt hours of energy (gas and electricity) used by the Council is carefully measured and is then converted into “quantity of carbon generated” data. This will be a primary source of measurement going forward but will be refined for each project.

5.32 The following section gives a pen portrait of projects that the Council could readily take forward.

#### **Solar Power generation - Medium (24-60 months)**

5.33 In recent weeks the authority has undertaken an initial survey to establish if available land would be suitable for large scale renewable energy projects. From an initial 14 sites the Council has now established that large scale PV could be explored at five sites within the county borough. Additional consideration will be given to other available public sector land across the county borough, although The Council is aware that Western Power Distribution report infrastructure constraints for exported power between Rhymney and Abergavenny until 2026. Perhaps the most exciting prospect is the prospect of introducing solar farms on publicly owned open air car parks. With improvements in associated technologies, it is now possible to set up arrays of solar panels so they permit vehicles to park underneath them.

5.34 Smaller PV installations remain an option on buildings such as Tredomen House (circa £55k), Tredomen Innovation Centre and schools. Funding would be required to proceed and structural roof surveys will be needed, so no sites can be guaranteed at this stage. Approval will be required from Western Power Distribution before any power is exported onto the grid. Maximum benefit is derived from aligning PV schemes to buildings that have extended operating hours to absorb the power being generated at all times.

#### **Anaerobic Digester - Short (0-24 Months)**

5.35 Anaerobic Digesters (AD) break down feeder fuels such as food waste and maize to generate a biogas. The gas is burnt to generate electricity. Bryn Quarry which is 2.1km away from the Ty Penallta estate has an Anaerobic digester. Initial discussions with the company that owns it, indicates a willingness to discuss the option of the authority buying their electricity, which would be beneficial to both parties as it would increase their revenue stream whilst possibly reducing authority

energy costs. This opportunity could feed the Tredomen estate/campus and possibly a wider catchment of properties. Additional added benefits could include the use of authority land to grow feeder crops for the Anaerobic Digester.

**Wind Turbines - Medium/Long (24-60+ Months)**

- 5.36 The Council already has a partnership project between CCBC and the Partnership for Renewables, where two wind turbines have been installed on council owned land on Oakdale Business Park. Each turbine has a generating capacity of 2 Megawatts, capable of powering 2,000 homes. As part of the project a Community Benefit scheme was established which provides £10,000 to local projects each year of the 25 year lifetime of the scheme.
- 5.37 The authority's recent land review did not identify any obvious sites for Wind Turbine generation. However, the Heads of the Valleys may provide suitable opportunity for an energy belt to feed the grid and local industry. Large wind turbines have the potential for good power generation and therefore revenue generation, they require a smaller footprint than solar farms and are easier to safeguard against vandalism. As reported previously, Western Power Distribution is aware of grid infrastructure constraints in the area and a dialogue continues on this matter.

**Electric Vehicle Strategy and Action Plan - Short (0-24 Months)**

- 5.38 As part of the work on the Electric Vehicle Action Plan, CCBC is leading on a feasibility study to determine the most suitable sites for electric vehicle charge points in the 5 Gwent local authorities, for all types of vehicles including cars, vans and bikes. It will also identify the grid connection availability and approximate costs, along with the most appropriate type of charging unit and options for income generation. The study will form the basis of a bid for the Office for Low Emission Vehicles (OLEV) funding. The aim is to identify a cost-effective regional approach for electric vehicle charge point infrastructure across Gwent.
- 5.39 Linked to this, work is being undertaken to install charge points at the Tredomen Campus for fleet vehicles and visitors. The Council will look to roll out additional EV charging points across the authority. Caution must be taken to ensure the correct type of chargers are installed. They vary from very slow to super-fast and the latter are expensive to install but the authority need to future proof against improving battery systems.
- 5.40 CCBC is also leading on a strategic fleet review for each Gwent Local Authority and PSB Partner to break down current vehicle usage and quantify the benefits and any potential issues of introducing ultra-low emission vehicles (ULEV's) into their fleet (i.e. identifying opportunities for replacing existing fleet with more efficient ultra-low emission vehicles (ULEVs).

**Stage Coach Metro Link Medium (12-24 months)**

- 5.41 The Council has warmly welcomed the news that Stagecoach will deliver one of Europe's largest single investments in electric buses for Caerphilly, after securing £2.9m in grant funding from the UK Government. Stagecoach will invest £3.6 million in the ground-breaking project, which is supported by CCBC, the Cardiff Capital Region Transport Authority and the Welsh Government. The combined investment of £6.5 million will deliver a new 16 vehicle fleet of zero emission buses and associated infrastructure over the next two years.
- 5.42 Opportunities exist to use this as a catalyst for change towards greener and cleaner vehicles, particularly in the Caerphilly basin area where the Stagecoach services will be most concentrated. The Council has targeted the current rail/bus terminal in

Caerphilly town centre for redevelopment and investigatory work is currently underway to establish how the new station can become an electric vehicle hub, accommodating the electric bus fleet and electric cars, taxis and bikes.

- 5.43 The Stagecoach project can also provide the stimulus to work more intently towards a council owned electric fleet as outlined above.

**Valleys Metro - Short/Medium/Long (0-64months+)**

- 5.44 The £700m+ investment in the Valleys Metro will create many opportunities to stimulate a see-change in peoples attitude to travel. Although not directly affecting the authority's own targets, it is the spin offs for active travel and more sustainable means of travel that the Council can help to promote. Establishing new park and rides and/or expanding existing ones to encourage people to use the improved train service is fundamental to reducing congestion, emissions and fuel use. The use of active travel routes to better link communities with these public transport hubs is also a key factor in getting people to think differently about their mode of travel

**Agile Working Short (0-24 months)**

- 5.45 Still on the Transport theme, the introduction of agile working within the local authority will reduce the need for staff to travel unnecessarily and could reduce the need for office space. This would result in reduced energy consumption and bills. The Council is already developing an Agile working plan as part of the emerging Workforce Plan.

- 5.46 There are a number of opportunities that can be taken forward when the Council considers its existing housing stock and proposed new housing provision in the county borough. The Council can concentrate on making its own stock more energy efficient, look to introduce innovative measures to also make new builds more energy efficient and be proactive in promoting opportunities for making both existing and new stock energy generators.

**Housing Association New Build - Short/Medium/Long (0-64months+)**

- 5.47 The Council will continue to work with and support our active Registered Social Landlords to deliver ground-breaking innovative housing schemes within the county borough using their Social Housing Grant (SHG) allocations and Innovative Housing Programme (IHP) monies. Several of the schemes have planning permission or are close to getting on site. Examples include: the LINC Housing Association scheme at the Magistrates Court in Caerphilly, which will be developed to Passive House standards; and the United Welsh Scheme at Cwm Ifor Primary School, which will deliver highly energy efficient timber frame housing using the Beattie Passive system. Both schemes will use high performance insulation, making the buildings completely draught free, effectively eliminating heat loss to create buildings with very low environmental impact. The Council can support RSL's to continue to focus on energy saving construction by offering support in securing the necessary finances, be it SHG or IHP monies. This Passive House philosophy is based on a well-insulated and almost air tight envelope with tightly controlled ventilation. As we live in a cool climate heat recovery of expelled air is essential so the building services are a key component. Few Passive House standard homes have been delivered in the UK.

**Reducing Fuel Poverty - Short/Medium/Long (0-64months+)**

- 5.48 The Council has been concentrating its efforts with its own council stock on reducing fuel poverty and improving insulation, through a number of energy supplier grants and the Welsh Government Arbed scheme. In the short term these initiatives to reduce tenants' heating bills will continue to be a primary focus of the Council's housing staff.

- Maximising Assets - Short/Medium/Long (0-64months+)**
- 5.49 Caerphilly CBC can become much more proactive in using its own assets (primarily land in this instance) to drive its carbon agenda forward by working closer with partnering organisations such as Housing Associations and housing developers. For instance, the capital value of its own assets (i.e. capital receipts for land) can be offset by carbon reduction initiatives such as building to Passive house standards. By accepting reduced value on land in exchange for innovative building techniques the council could resolve to stimulate good quality energy efficient developments.
- Partnerships with Housing Associations - Short/Medium/Long (12-64months+)**
- 5.50 The Council working in partnership with zoned Housing Associations has targeted a number of large housing developments to use innovative housing techniques to help take forward the decarbonisation agenda in the medium term. The Council are working closely with Pobl Housing Association to deliver the Chartist Village at the former Ty Pontllanfraith site and United Welsh are working towards developing land at Ty Du Nelson for the development of over 200 blended tenure homes.
- Modular Build - Short/Medium/Long (12 -64months+)**
- 5.51 Modular off site construction techniques are considered by many housing associations within South Wales to be a real alternative to traditional construction techniques. Seven regional housing associations have commissioned consultants to explore the opportunities to work together to create enough forward demand for modular build to make it viable for modular construction companies to set up within the region. CCBC is heavily involved in this dialogue and hope to be able to benefit from any inward investment opportunities that stem from the region by offering suitable sites for locating these companies
- Caerphilly Homes New Build Programme - Short/Medium/Long (12-64months+)**
- 5.52 The Council is committed to delivering new council housing. The same innovative housing techniques being employed by the housing associations will be considered by the authority on its new build stock, helping to reduce fuel consumption by its tenants and in doing so help contribute positively towards addressing fuel poverty.
- WHQS Successor Programme - Short/Medium/Long (12-64months+)**
- 5.53 Post WHQS completion in 2020 there is currently an understanding that resources will thereafter be focused on the energy agenda. Officers have recently opened a dialogue with the Welsh Government Energy Services to explore how the authority could act as a pilot authority to lead any new initiatives.
- Existing Housing Stock – Energy Production Short/Medium/Long (6-64months+)**
- 5.54 There are opportunities to create energy from PV's on our own housing stock. The Council is currently exploring the best model for taking this forward. One option available is to work in partnership with private companies who offer a fully rounded package (including covering costs of installation, paying fee for using our assets and offering benefits of green energy to tenants). Officers are tasked with establishing the most beneficial model for the Council to progress.
- Plot Shop – Self Build Short/Medium/Long (12-64months+)**
- 5.55 Welsh Government has announced an initiative to encourage potential home owners to develop their own homes. Through the Development Bank of Wales Welsh Government will invest £40m into the Plot Shop – Self Build Fund scheme, which will help to deliver additional housing throughout Wales. CCBC are in the process of identifying suitable sites eligible for the scheme and will be able to set design standards for the new housing. One of Welsh Government's key aims of the scheme is to develop housing that has highest levels of energy efficiency. As part of the



process of bringing sites forward the council will need to prepare a 'Passport' for each plot which sets out the all the relevant parameters for the development, which could include decarbonisation and energy efficiency aspirations. On sites with a larger number of plots, consideration could be given to the use of communal heating and power systems where they are appropriate

**Changing Planning/Building Control Legislation (24 months+)**

- 5.56 The Council, along with the Public Service Board would like to lobby Government to use planning legislation and building regulations to ensure properties use less carbon. Examples of this would include provision within planning legislation to require electric vehicle charging points within new residential developments.. Building regulations could further advocate the use of more environmentally friendly materials.

**Woodland development - Short/Medium (6-36 Months)**

- 5.57 The Welsh Government Low Carbon Delivery Plan 2019 proposes the development of a new national park. The Council could look to establish a new Caerphilly Forest in line with the national plan which could offset and lock out carbon emissions from the county borough. .

**Community Partnership work/tree planting Short/ Medium (6 -36 months)**

- 5.57 The Caerphilly Climate Change Strategy was formally launched in November 2009. Since then partners have worked together to reduce Carbon emissions and to combat climate change. In total 12 climate change woodlands have been planted across the county borough. Further opportunities exist to plant additional woodlands on Council owned land, particularly in our country parks, which could make a significant contribution to off-setting Carbon emissions and could help develop the Caerphilly Forest concept mentioned above.

**Water consumption -Short (0-24 Months).**

- 5.58 The authority needs to consider water conservation as part of its carbon and energy strategy. Water takes energy to distribute, and process before and after use. Welsh Water are now starting to issue electronic billing which will allow the authority to monitor and report on consumption. It is also an area where we can reduce costs as well as carbon emissions.

**Waste Management - Short/Medium/Long (0-64months+)**

- 5.59 Prosiect Gwyrdd is a high profile waste management facility that generates electricity for sale to the grid with the Council playing a major role in its development. In addition to this we have local arrangements in place, such as food waste being converted into green energy via the Anaerobic Digester at Bryn Quarry. There may be further opportunities for the authority to link digestible waste into this scheme or gain additional benefit from it.

- 5.60 In addition, the Council has been generating electricity from landfill gas at the former Trehir Landfill Site (small scale generation). This scheme has been operating for some 5-6 years and has been reported to Scrutiny previously.

**Opportunities for heat clusters in the County Borough - Short/Medium/Long (12-64months+)**

- 5.61 Opportunities for the provision of community heating systems are being investigated on new build schemes, be they residential, commercial or industrial where there is an opportunity for a heat cluster. The Council are currently actively looking to introduce a scheme in the county borough and are working with the Welsh Government Energy Service to develop viable options.

### **Hydroelectric Viability Overview– medium (24-36 months)**

- 5.62 In 2014, a study was undertaken with the aim of identifying potential sites for hydro schemes within the county borough, a partnership project was established with Carbon Trust Wales. Consultants were appointed to complete a hydro viability study and overview of the opportunities for hydroelectric generation from high head and low head systems within the county borough.
- 5.63 Phase one of the study involved a high level screening study of the area which identified 11 medium high head sites and 13 low head sites. Of these sites five were shortlisted for preliminary feasibility studies. Despite three schemes progressing to preliminary system design and specification for appropriate type and scale of technology, none of the schemes were considered to be viable.
- 5.64 The study did identify the potential for generation from the stream adjacent to the visitor centre at Cwmcarn Forest Drive. An initial feasibility study has been undertaken and although there are some issues it does appear that this site offers the greatest potential for hydro electricity generation across the Authority's land holdings. The site offers the potential for any scheme to provide educational and tourism opportunities as well. Further investigation is needed to clarify whether or not a viable scheme could be developed.

### **Beyond Caerphilly Boundaries**

- 5.65 The authority does not have any viable Hydroelectric opportunities, but it is possible for the authority to consider partnerships outside of the authority on all major forms of renewable energy projects including hydro, solar, wind, and possibly tidal.
- 5.66 Partnerships could also be developed with other local authorities to identify arable farm land to grow the crops necessary to feed into the anaerobic digester described in section 5.35 above.

## **6. CONCLUSION**

- 6.1 Over the last decade, the Council has worked hard to reduce carbon emissions. The Salix Invest to Save scheme alone has delivered 2,930 tonnes of annual carbon savings across 266 non domestic building projects. These values will grow, with new LED lighting being installed at key buildings including Ty Penallta as outlined above. many examples to prove this.
- 6.2 However, we need to increase our pace and focus upon reducing our carbon footprint and moving us towards being a carbon neutral council. This will also enable us to respond to Welsh Government's recent statement of intent referring to decarbonisation (Prosperity for All: Low Carbon Wales) and also influence the work being undertaken by the Cardiff Capital Region. The best way to achieve this is to develop an overarching carbon/energy strategy that reflects this ambition and sets out a route-map on how we intend to deliver this objective.
- 6.3 Opportunities exist to adopt a commercial perspective on the projects outlined above and there is a growing realisation that the benefits stemming from these projects can spread more widely into the local communities within the county borough. The Council must decide which benefits are most important so it can focus its activity accordingly to where most impact can be made.

- 6.5 In order to develop the strategy and set out a proposed route-map of deliverable projects, it is proposed to set up an officer group to firstly develop the strategy but thereafter deliver the projects identified within it.
- 6.6 Further scrutiny consideration would be welcomed once the draft strategy and Energy Plan is developed prior to formal adoption as Council policy.

## 7. ASSUMPTIONS

- 7.1 A number of assumptions have been made in writing this report. The first is that Welsh Government will tighten its approach towards decarbonisation and the use of clean energy. The production of WG's Prosperity for All: Low Carbon Wales in March 2019 is a clear indication of their direction of travel. It is also safe to assume that that legislation on carbon reduction will increase over the next 10 years as central government look to address the current levels of carbon production.
- 7.2 Energy prices continue to increase and it is predicted that this rise will continue. Hence it makes economic sense to invest now in reducing energy consumption and look at opportunities for green energy production. Related to this, it is assumed that there will be no central government grants in the immediate future to help the Council take these opportunities forward.
- 7.3 Fuel poverty exists within the county borough and is particularly focused on areas of deprivation often centred around traditional council housing estates. Investment in the Council's housing stock to reduce energy consumption is helping, but clean energy production that tenants can benefit from will help further.
- 7.4 It is assumed that there will be an Increase in population. This will put more strain and demand on resources and infrastructure.
- 7.5 An assumption has been made when it comes to specific projects that the necessary volume of assets, be they buildings or land, will be available to take projects through to fruition and accumulate the benefits mentioned earlier.

## 8. LINKS TO RELEVANT COUNCIL POLICIES

- 8.1 The following Council policies are relevant to the development of an Energy Strategy:
- CCBC Carbon Reduction Strategy 2009-2019
  - CCBC Sustainable Development Strategy
  - A Foundation for Success 2018-2023
  - Caerphilly County Borough Local Development Plan up to 2021

### **Corporate Plan 2018-2023.**

- 8.2 Carbon reduction and renewable energy generation work supports the following Corporate Well-being Objectives, identified within the CCBC Corporate Plan 2018-2023:

**Objective 2 - Enabling employment.** The green economy is likely to be one of the fastest growing sectors in the coming years. Development of a Carbon Strategy will incorporate projects which will have the potential to generate significant new jobs. There is also the potential to offer energy at a reduced rate for business to encourage inward investment and jobs.

**Objective 3 - Address the availability, condition and sustainability of homes throughout the county borough and provide advice, assistance or support to help improve people's well-being.** Making existing houses more energy efficient or retrofitting renewable energy technology has the potential to reduce fuel bills and could move some residents out of fuel poverty. The Strategy will consider the opportunities to increase the sustainability of new building through the Planning process.

**Objective 4 - Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment.** The inclusion of sustainable transport and in particular electric vehicles, in the proposed Strategy will have the potential to contribute significantly to this objective.

## **9. WELL-BEING OF FUTURE GENERATIONS**

- 9.1 The development of Carbon reduction and renewable energy projects contribute to several of the Well-being goals within the Well-being of Future Generations Act (Wales) 2015, including:
- A prosperous Wales
  - A resilient Wales
  - A healthier Wales
  - A more equal Wales
  - A Wales of cohesive communities
  - A globally responsible Wales
- 9.2 Carbon reduction and renewable energy projects are consistent with the five ways of working as defined within the sustainable development principle in the Act.
- 9.3 The five ways of working of the sustainable development principle, listed in the Act are:
- Long Term – taking action to improve our energy efficiency and to generate clean energy will enable progress towards a low carbon society that uses resources efficiently it will reduce our dependency on fossil fuels and will reduce the contribution that we make to climate change.
  - Prevention – Providing opportunities for the use of ultra-low emission vehicles to help mitigate climate change and reduce air pollution and the resulting health issues.
  - Integration – The proposal contributes to the Corporate Well-being Objectives identified within the CCBC Corporate Plan 2018-2023 as set out in section 8.2.
  - Collaboration – The proposal will require a collaborative approach with PSB Partners, and others.
  - Involvement – Local residents, staff and visitors all have an important role to play in developing and delivering the Strategy and will be involved at all stages of the work.

## **10. EQUALITIES IMPLICATIONS**

- 10.1 Making homes more energy efficient will reduce fuel bills and is a key tool in reducing fuel poverty. Improving access to efficient, integrated transport will enable residents to access employment and will help to tackle inequalities.

- 10.2 An EIA screening has been completed in accordance with the Council's Strategic Equality Plan and supplementary guidance. No potential for unlawful discrimination and/or low level or minor negative impact has been identified, therefore a full EIA has not been carried out.

## **11. FINANCIAL IMPLICATIONS**

- 11.1 The Council has been using Salix funding for the Invest to Save scheme since 2004. We have recently taken on an additional £4.1m from Salix for the street lighting project and we would be able to attract additional funding from this route for new projects. This is an interest free loan basis.
- 11.2 The Council may resolve to use internal financial reserves in order to take forward new energy schemes in the future.
- 11.3 In developing a suite of short, medium and long term projects there will be a need to establish which are feasible and viable options for the Council to pursue. Technical support will be required to undertake this task and this will come at a cost. The Council is looking at a number of ways of financing this initial work including using its own reserves and working with the Welsh Government Energy Service to secure external grant
- 11.4 Once projects have been prioritised they will require business plans to be developed. This will include more detailed design and the analysis of financial plans. Again the Council will look at a number of financing options including using its own monies and grant aid
- 11.5 While the Council will look at funding the construction/implementation of these projects, it is aiming to deliver projects that will pay for themselves over time. It must however be acknowledged that the end of the feed in tariff rate means that some renewable energy payback periods will be considerable. On buildings this could be between 7.5 to 15 years and this excludes ongoing maintenance costs.

## **12. PERSONNEL IMPLICATIONS**

- 12.1 There are no personnel implications relevant to this report.

## **13. CONSULTATIONS**

- 13.1 The views of consultees have been included within the report

## **14. STATUTORY POWER**

- 14.1 Local Government Measure 2009.  
Local Government Acts.

Author: Paul Rossiter, Energy and Water Officer /Paul Cooke, Senior Policy Officer /Allan Dallimore, Regeneration Services Manager

Consultees:

- Cllr Sean Morgan, Deputy Leader and Cabinet Member for Economy, Infrastructure, Sustainability & Wellbeing of Future Generations
- Cllr Lisa Phipps, Cabinet Member for Homes and Places
- Cllr John Ridgewell – Chair of Regeneration and Housing Scrutiny Committee
- Cllr Mrs Christine Forehead – Vice Chair of Regeneration and Housing Scrutiny Committee
- Christina Harray - Interim Chief Executive
- Mark S Williams - Interim Corporate Director Communities
- Rhian Kyte – Head of Regeneration and Planning
- Marcus Lloyd – Head of Infrastructure
- Stephen Harris – Interim Head of Business Improvement Services & Sec 151 Officer
- Mark Williams – Interim Head of Property
- Richard (Ed) Edmunds - Corporate Director for Education & Corporate Services
- Dave Street - Corporate Director - Social Services
- Lisa Lane – Monitoring Officer
- Rob Tranter - Head of Legal Services/Monitoring Officer
- Shaun Watkins – Human Resources Manager
- Sean Couzens, Chief Housing Officer

Appendices:  
Appendix 1 Summary Report On Initiatives To Date

# Appendix 1

## **CCBC Energy & Carbon Report - *Summary report on initiatives to date.***

The aim of this short report is to pull together in one place, all the work that the Authority has done, or is doing on energy and climate change issues. This can then be used as a basis for identifying and prioritising the work that the Council would like to do going forward..

The report is structured to identify what we have done to date, and is divided into:

- Corporate Energy Projects – Co-ordinated by Corporate Energy & Water Team
- Housing Projects – Co-ordinated by Housing and WHQS Teams
- Community/Climate Change/Other/Co-ordinated by the Policy Team ( previously the SD & Living Environment Team)

## **Section 1: What have we done to date?**

### **Corporate Energy Projects – Co-ordinated by Corporate Energy & Water Team**

#### **WHERE HAVE WE COME FROM?**

Prior to 2005 energy management within the authority lacked strategy, direction and accountability. There were many gaps in data, processes and application of energy management:

#### **Carbon Strategy**

There was no formal and agreed Carbon Reduction Strategy in place.

#### **Investment**

The invest to save scheme was established in 2004 using Salix and Caerphilly Funding.

#### **Strategic Indicator**

There was little by way of formal reporting to the Sustainable Development Advisory Panel.

There was no central record of total authority energy consumption (kWh) or costs and there was little reliable data for individual buildings due bills being issued directly

from the supplier to the individual building. This impacted on benchmarking for buildings.

There was no formal energy awareness training taking place.

There were no energy audits available for the majority of authority buildings, therefore no reference to the potential for energy saving. Building managers did not have the data required to take objectives decisions.

### **Billing**

Payment of energy bills was delegated to the building manager/head teacher resulting in poor control of payments. One school paid a credit note statement thinking it was a bill.

Individual building managers and head teachers entered into stand alone energy contracts which were not always the best available at the time. Some sites entered long-term contracts and some buildings were left on expensive out of contract tariffs for extended periods of time. One leisure centre had no formal gas supplier for eight years.

## **WHERE ARE WE NOW?**

### **Invest To Save.**

We are recognised as one of the leading participants within the UK's Salix Invest To Save scheme and we regularly perform well on various KPI's. We are Wales's top authority in carbon emissions saved in the Salix scheme, and figure highly in the national league tables.

To date we have spent £2.2M to reduce energy consumption in our buildings through invest to save and have achieved an annual energy cost saving of over £525k. In doing this we have reduced our annual carbon footprint by over 3,101 tonnes to date, of which 1,355 tonnes has been registered since the start of the carbon reduction strategy in 2009. Furthermore our carbon tax payments have been reduced considerably.

The £2.2m was spent installing as much insulation as possible in e.g. schools as well as other buildings. Other technologies include; Street Lighting control, plant room insulation; energy efficient LED lighting and controls; utilising variable speed drives on pumps; installing building energy management systems to improve heating and cooling control; installing Voltage Optimisation units and heat recovery units amongst other technologies.

Over 266 projects have been installed across authority buildings, 120 of these in schools.

We are the best performing authority in Wales and figure highly in national league tables.



## **Strategic Indicators**

After the establishment of the carbon reduction strategy and carbon management group, we now report carbon performance annually. Adjusted baseline emissions were 24,238 tonnes on 07/08 falling to approximately 16,907 (before weather correction) in 17/18. An overall reduction of circa 30%, at this point in time.

We now have one of the most comprehensive Fynnon scorecards and dashboards in the authority, supported by pinpoint reporting for individual buildings energy consumption, cost and carbon data.

We have up to date building energy benchmarks for key building types and detailed energy audits for all key buildings.

Education finance will be issued with annual energy reporting to improved accuracy it brings to their reports.

There is a statutory requirement to report carbon emissions and purchase carbon credits accurately to the environment agency under a scheme called Carbon Reduction Commitment. 2017/18 emissions were 19,063 tonnes and cost £338k.

Further legislative requirements include the generation of Display Energy Certificates and Energy Air Conditioning inspection reports.

## **Billing.**

Central collection of bills and extraction of data is fundamental to monitoring and reporting. The Energy Team now receives all electricity and gas invoices for all sites on the Crown Commercial Services Contract. We check each invoice for accuracy and pay them, with a reported administrative savings of £8 -10 per invoice. We paid circa £3.6 million in 17/18.

We are the central point of contact for suppliers and council officers. We ensure all sites are on appropriate contracts and arrange all connections and disconnections of supplies.

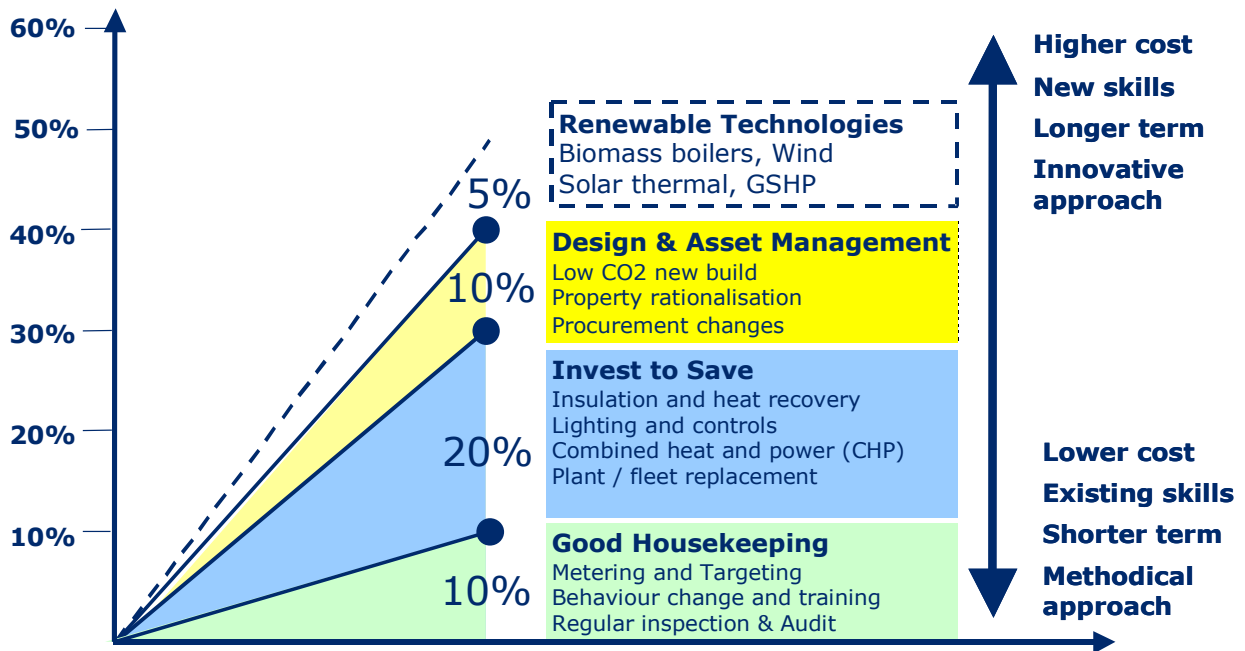
We are currently dealing with major supplier billing issues with EDF Energy and British Gas on behalf of the authority.

In 18/19 we started to receive and centrally pay some electronic water invoices for non domestic buildings, the intention being that most non domestic buildings will be billed this way by the end of the first year.

## **Carbon Strategy**

In 2009 the authority approved an ambitious aspirational Carbon Reduction Strategy. Caerphilly's target is to reduce its carbon emissions (buildings and street lighting) by 45% of the 07/08 emissions levels resulting in carbon emissions falling by 10,907

tonnes. This is a 10 year strategy that expires in 2019. The strategy focuses on four key areas and is summarised thus:



## Housing Projects – Co-ordinated by Housing and WHQS Teams

In 1997, to comply with the Home Energy Conservation Act (HECA), the Council prepared a report outlining how it aimed to improve the energy efficiency of the housing stock to all tenures by 30% within the ensuing 10 years. Whilst currently HECA still applies in England, the Welsh Assembly Government revised the original target of 30% by 2007 to 12% as set out in its policy agreement targets.

At the end of 2006/07 this Authority's progress to date was 12.01% and the Policy agreement target of 12% had been met.

The use of the Home Energy Efficiency Scheme (HEES) played a significant role in improving the energy efficiency of homes within Caerphilly CBC. Since 2003 - 3,645 households had improvements carried out at an estimated cost of £3,237,408. In addition to the HEES scheme over 2500 households had energy efficiency measures carried out via the energy suppliers Energy Efficiency Commitment Scheme (EEC).

## **What has been carried out within the last 5 years**

### **Strategic Energy Performance Investment Programme (Arbed)**

This programme was introduced by the Welsh Government in 2009 to bring social, environmental and economical benefits to Wales and co-ordinate investment into the energy performance of Welsh Homes. This scheme is more commonly known as ARBED which means 'Save'.

The Council was successful with a bid for an Arbed project at Fochriw. This project now completed was project managed by Melin Homes. Some 300 plus private sector and 58 council properties benefited from a mixture of measures made up from External Wall Insulation, Gas condensing boilers, voltage optimisers and positive input ventilation. The estimated value of the works is in the region of £2.5 - 3 million and was funded by the Welsh Government.

A further successful bid was submitted for upgrading the energy efficiency of 115 private dwellings at Hollybush. This entailed installing a gas main into the village and residents receiving a gas central heating installation with condensing boilers and up to date controls.

### **The Community Energy Saving Programme (CESP)**

CESP is a central government initiative that required gas and electricity suppliers to deliver energy saving measures to domestic customers in low-income areas. CESP has been designed to promote a 'whole house' approach to improving the energy efficiency of homes.

There are several CESP projects that have been undertaken within the county borough over the last 5 years. A synopsis of each scheme is as follows:-

#### **British Gas CESP Scheme:**

The council entered into an agreement with British Gas to improve the energy efficiency of council properties at Markham and Panside. The approximate value of the works is £1 million. (CCBC £600,000 & British Gas £400,000)

#### **Markham**

58 properties received external wall insulation, there were also 31 condensing boilers installed at these properties.

#### **Panside**

79 properties received external wall insulation, 18 condensing boilers were installed at these properties.

### **SSE (Swalec) CESP Scheme**

An agreement was entered into with SSE (Swalec) to improve the council properties within the following lower super output areas. The measures carried out and programmed were:-

#### **i Porset/Lansbury Park**

126 properties (wimpy no-fines) received external wall insulation; there were 1 condensing boiler/heating renewal and 45 loft insulation upgrades.

#### **ii Rhymney**

168 properties received external wall insulation (Tanybryn/Maerdy View), there are also 95 condensing boiler/heating renewals and 6 loft insulation upgrades.

#### **iii Gilfach**

155 properties (wimpy no-fines) received external wall insulation, there are also 6 condensing boiler/heating renewals and 120 loft insulation upgrades.

#### **iv Fochriw**

96 properties (wimpy no-fines) received external wall insulation; there are also 45 condensing boiler/heating renewals and 70 loft insulation upgrades.

#### **v Cefn Hengoed**

42 properties programmed to receive boiler/heating renewals and 70 loft insulation upgrades.

The estimated value of the work was £4.4 million. (SSE £3.1million & CCBC £1.3 million).

### **Community Energy Saving Programme - Blackwood (SERS / British Gas)**

22 Council properties at Morrison Street and 12 properties at Attlee Road received external wall insulation. This work was funded by British Gas and carried out by SERS at a cost of £1.00 CCBC contributed £7,888 for additional work.

Estimated cost of EWI works £240,000

In addition to the above schemes there have been a number of private housing CESP projects carried out. These projects are at:-

#### **Brithdir & Trethomas**

SERS a local specialist external wall insulation company undertook a CESP project to private householders within Brithdir and Trethomas. Approximately 350 properties have received external wall insulation as part of this project.

### **Cefn Hengoed**

EDF energy targeted the private homes within the Cefn Hengoed area. It is understood that at least 100 private sector properties received external wall insulation which included some 38 condensing boiler renewals.

### **Bryn Carno Rhymney.**

29 Private properties at Bryn Carno is receiving external wall insulation at Bryn Carno. These works were project managed by UWHA and being funded by the Welsh Government and an Energy company.

### **Energy Company Obligation – (SERS / Scottish Power)**

334 Wimpy no-fines flats in the areas below received external wall insulation. This work was funded by Scottish Power and carried out by SERS at a cost of £1.00 CCBC anticipated contribution is £41,500 for additional work.

Gelligaer = 180 flats complete 8 omitted due to 31 March deadline.

Porset Park = 40 flats complete

Pontlottyn = 86 flats complete 8 omitted due to 31 March deadline.

Gilfach = 28 flats complete 8 omitted due to 31 march deadline

Estimated cost of EWI works £1,480,000

### **Cyd Cymru**

Cyd Cymru – is a collective energy switching scheme developed to offer people in Wales an opportunity to save money by coming together to buy fuel “in bulk”.

The scheme has been developed by Cardiff Council and the Vale of Glamorgan Council, with support from the Welsh Government’s “Regional Collaboration Fund”. Cyd Cymru was developed in the Autumn of 2013.

Caerphilly CBC signed up to the CYD Cymru Charter in January 2015 and became active in promoting the scheme just before CYD CYmru commenced with its 3<sup>rd</sup> switch. Following the successful completion of Switch 3 of Cyd Cymru can reveal the final results for numbers switching and savings made. Over 5,600 households registered for the scheme with just over 2,000 households switching (36% conversion rate). The average saving per household was just over £250 per annum resulting in savings across Wales of over £525,000.

## **Community/Climate Change/Other/ Co-ordinated by the Policy Team (previously the SD & Living Environment Team)**

### **Sustainable Development**

The Council has had a long commitment to sustainable development and to reducing its resource consumption. It approved its first sustainable development policy in 1997, and has built on this foundation. In 2008 the **Sustainable Development Strategy, Living Better, Using Less**, was published. It sets out the approach that the Authority is taking to sustainable development and our vision for a sustainable county borough. It sets out our strategy for tackling the issues and explains how we will manage and monitor the process and how we will report on progress

Information on sustainable development and the work of the Team can be found at: <http://your.caerphilly.gov.uk/sustainablecaerphilly/content/welcome>

### **Future Generations Advisory Panel (Formerly the Sustainable Development Advisory Panel)**

The Sustainable Development Advisory Panel (SDAP) was set up in February 2002. In June 2016 it became the Future Generations Advisory Panel (FGAP), to reflect the new requirements of the Well-being of Future Generations (Wales) Act. It consists of 11 elected members across all political parties. It is currently chaired by the Deputy Leader and Cabinet Member for Economy, Infrastructure, Sustainability & Wellbeing of Future Generations. FGAP has a remit to look at any aspect of sustainable development within the Council, or within the wider County Borough, and makes recommendations direct to Cabinet.

### **Welsh Declaration on Climate Change.**

In April 2006, Caerphilly County Borough Council signed the Welsh Declaration on Climate Change.

### **Climate Change Challenge Week**

CCBC held a climate change challenge week held during March 2007 to raise awareness of the potential impact of climate change and encourage individuals to make a difference. Achievements during the week included:

- 4,051 pledges undertaken,
- 99 people attended workshops,
- 60 people received personal travel plans from SEWTA,
- 90 people attended the free viewings of the Al Gore film 'An Inconvenient Truth'.

## **Corporate Improvement Objectives**

In the Corporate Improvement Plan 2005 – 2008, one of the Council's 12 key objectives was "**To improve the sustainability of Council operations**". Progress on this was measured against 5 aims, which included – “To reduce our contribution to global warming and climate change” – measured by “Reduce the tonnes of CO2 emissions in Council buildings”. Reducing Carbon emissions has remained a corporate priority since then.

## **Sustainable Development Charter**

In July 2011 Caerphilly County Borough Council signed the Welsh Government's Sustainable Development Charter. The aim of the Charter is to contribute to making Wales a sustainable nation by encouraging organisations to work with the Welsh Government to deliver sustainable development objectives.

By signing the charter, we committed to make sustainable development our central guiding principle, and to promote and deliver wellbeing through our decisions and operations.

## **ICT Services**

The Policy Team and Energy Management Team work closely with ICT Services on projects to reduce carbon emissions. ICT currently represents about 2% of CCBC's total CO2 emissions. Within that 2%, 39% can be attributed to PCs and monitors, 23% to servers and cooling, 15% to fixed-line telecom, 9% to mobile telecom, 7% to LAN and office telecom, and 6% to printers.

The Authority took a decision to replace all CRT monitors with Flat Panel Monitors and energy efficient PCs. This process was completed for corporate buildings in 2012 and dramatically reduced power consumption with LCD display using about 60% less electricity than CRTs.

The deployment of multi function printers (MPF's) to consolidate local printers, scanners and fax machines onto single devices began in 2008. 270 MFP's have been deployed to replace approximately 1,300 individual devices.

In December 2009, power management was introduced on all PCs and laptops.

The Authority is moving from PCs to IGel thin clients, where applicable, to reduce the support costs and also the power consumption. With this technology the devices run on approximately 12 watts of electricity rather than the 50-60 watts used by a standard PC.

## **Caerphilly Solar Schools Project**

The Caerphilly Solar Schools project was developed in 2009, delivered by the Policy Team (previously the Sustainable Development Team) and has run over 5 project phases. To date 4Kw solar PV installations have been installed on 45 schools in the Caerphilly county borough. In total £361,311 external funding has been secured to support the programme along with £100K from the Carbon Reduction Budget.

Each system has an estimated electricity generation of 3,196Kwh per school per year, estimated electricity saving of £415 per year and an estimated CO<sub>2</sub> saving of 1.9 tonnes per school per year.

Overall, for the 45 systems, this gives an estimated energy generation of 143,820Kwh per year, estimated electricity saving of £18,675 per year and estimated CO<sub>2</sub> saving of 85.5 tonnes per year.

As part of the programme a Caerphilly Solar Schools Resource pack was developed, to support schools incorporating renewable energy and energy efficiency into the curriculum. The pack contains primary and secondary lesson plans, examples of audits and action plans and advice on energy efficiency. It has been distributed to every school in the Caerphilly county borough, with extra resources (solar PV kits) available for schools to borrow.

## **Active Travel Work**

As part of the authority's carbon reduction and active travel work, the Policy Team has established a pool bike scheme for staff, to encourage them to commute to work by bike and support the health and well-being agenda. There are currently 16 pool bikes available for staff to use based at Penallta House and Tir-Y-Berth depot.

## **Eco Schools**

Every school in the county borough is an Eco School. At present, 88% of our schools have achieved their green flag award, with 43% achieving the prestigious Platinum award (4<sup>th</sup> green flag award and highest award). The remaining 12% of schools are working towards their green flag award, with 10% having achieved the silver award and 2% the bronze award.

The Policy Team runs Eco School training covering all 8 Eco School topic areas, for teachers, Eco Coordinators and support staff.



A specific session focussed on Energy & Water. The aim was to run short sharp sessions (2hrs max) providing the attendees with the information to go away and start making a difference.

The sessions covered the following:

- Importance of topic area and reasons to take action
- Ideas for actions/projects
- No cost/ low cost/ higher cost actions
- Curriculum links and links to Literacy & Numeracy Framework
- Ideas to monitor and evaluate actions
- Benefits to the school and wider community
- Other alternatives (e.g. renewable technology)
- Links with other schemes (Healthy Schools, Fairtrade Schools etc.)

The sessions supported a variety of schools and helped them move forward on their Eco Schools award programme.

### **Wind Turbines at Oakdale Business Park**

A partnership project between CCBC, led by Economic Development, and Partnership for Renewable successfully installed 2 wind turbines on Oakdale Business Park. Planning permission was granted in 2011. Each turbine has a generating capacity of 2 Megawatts, capable of powering 2,000 homes. As part of the project a Community Benefit scheme was established this will provide £10,000 to local projects each year of the 25 year lifetime of the scheme.

### **Renewable energy baseline for the county borough**

The Policy Team in partnership with the Strategic & Development Plan Team undertook a Renewable Energy Baseline Assessment (REBA) for the county borough to inform the preparation of the Draft Renewable Energy Assessment for Caerphilly County Borough. The REBA was carried out in accordance with the guidance contained in "Planning for Renewable and Low Carbon Energy – A Toolkit for Planners" which was published by the Welsh Government in July 2010.

The study was undertaken to inform discussions on whether or not a countywide renewable energy target or site specific provision would be appropriate in any future review of the Local Development Plan (LDP).

The report provides a series of recommendations to facilitate the development of suitable forms of renewable and low carbon energy in order to move towards a low carbon economy and thus help to tackle the causes of climate change.

### **Hollybush Sustainable Energy Study**

Heads of the Valleys funding was secured to undertake a study into energy issues for Hollybush. With 120 properties, the village was the largest in the county borough

that is not connected to the gas network. The majority of properties are pre 1920 solid wall terraced properties. The study included door to door surveys collecting data on energy use, fuel type, income etc on which to base findings and recommendations.

Hollybush was one of the two successful areas in the county borough under Arbed II funding. The project involved extending the existing gas mains network to the village and to installing gas central heating to each property. Work was completed in 2014 to install full gas central heating systems for residents.

## **RDP SUSTAINABLE ENERGY PROGRAMME**

In 2011 two RDP Sustainable Energy Officers were appointed under axis 4 of the plan, which ran until the end of December 2014. The officers were based in the SD & LE Team. The main aim of their project was to engage with farm households and rural businesses to reduce energy use and promote the uptake of renewable energy. Energy costs are rising and energy security is an increasing issue.

There are approximately 320 farms in the RDP eligible wards in the County Borough; many of these are primarily hill farms. The majority of the farmhouses were built before 1900, and are considered “hard to treat” being of solid wall construction. Around 96% are off the mains gas grid, and over half of farmers believe that they spend more than 10% of their income on fuel bills.

The help provided to eligible farms & businesses was in a 3 tiered system of support:

- Level 1: Information and advice
  - Telephone and email advice on energy efficiency and renewable energy
  - Information on grants/loans, signposting to external organisations
  - Desktop solar power assessments
  - Factsheets – covering the different renewable energy technologies, including biomass, heat pumps, microhydro, solar photovoltaic, solar thermal and wind.
- Level 2. Surveys and support
- Level 3. Exemplar projects

### **Hydro Viability Overview in Caerphilly County Borough**

Established with the aim of developing micro hydro schemes within the county borough, a partnership project was established with Carbon Trust Wales.

Consultants were appointed to complete a hydro viability study and overview of the opportunities for hydroelectric generation from high head and low head systems within the county borough.

Under phase 1 of the study a high level screening study of the area was undertaken to assess the viability for low and high head hydro developments. The consultant carried out a desk based high-level assessment of all appropriate rivers and streams in the Caerphilly Borough area for hydro energy development potential. Phase 1 of the project initially identified 11 medium to high head sites and 13 low head sites.

Following further screening 5 priority sites were shortlisted for preliminary feasibility studies (initial assessments), which included head, flow rate etc and assessment of potential generation capacity.

A preliminary system design and specification for appropriate type and scale of technology was produced for 3 schemes, along with a financial appraisal of the hydro development. Advice on any planning and environmental issues associated with the development was also produced, coupled with an assessment of any existing electrical usage and infrastructure.

Business cases were prepared for each of these schemes. A scheme at Gibbs weir, on the Sirhowy was progressed to detailed feasibility but was withdrawn due to the number of risks involved in the development of the scheme. This weir has subsequently been removed by NRW to allow salmon to navigate further up the Sirhowy. Projects at Nant y Twyn and Nant Twynyrharris schemes were not taken forward by the landowners.

### **Maes Yr Onn - Off Grid Living exemplar**

In late 2011 Caerphilly County Borough Council's RDP Sustainable Energy Team put together a partnership with the Building Research Establishment (BRE) and SSE to design and deliver a modern farmhouse and family home for the Davies family who had secured planning permission to build near Manmoel.

The site had no access to mains electricity, water, gas or sewerage services.

The solution included designing the property to minimise heat loss from every part of the building fabric, so the envelope of the building was designed as a super-insulated home. SSE's Contracting division installed all the power, heating and water supply technologies. These included:

- a 20kW biomass boiler
- a 3.9kW solar photovoltaic array linked to a battery system with a small diesel generator as backup, and
- rainwater-harvesting technology with a 5500 litre tank located in the basement plant room.

Living off grid means that the family needs to be constantly aware of their consumption to ensure that there is no wasteful use of lights and appliances. Over

the past two years, Constructing Excellence in Wales and the Wales School of Architecture, at Cardiff University, have been monitoring the family's use of the various renewable energy technologies and the overall energy and water consumption.

The project has been hailed as an exemplar in sustainable low carbon living, and has won several high profile accolades including the top prize at the Royal Town Planning Institute Wales awards. In June 2014 the project was visited by one of the most senior UK representatives in the European Union, Shan Morgan, UK Deputy Permanent Representative to the EU. She was very impressed with the project and in particular was interested in how the technology could be replicated in properties both on and off the grid to encourage people to change their behaviour and use energy and water more sustainably.

## **CLIMATE CHANGE ADAPTATION**

During 2011 the Authority started the process of developing a Climate Change Adaptation Plan. The SD & LE Team engaged with a broad range of Council Service Areas to begin the process.

Part 1 involved the development of a Local Climate Impacts Profile (LCLIP). A database of extreme weather events between 2003 and 2013 was collated by reviewing local media reports.

Meetings were undertaken with 43 senior officers covering each of the 18 Service within the Authority. One hundred and twenty eight impacts were identified, of which 33 were rated as a high priority for further assessment.

The study made a total of 14 recommendations, divided into two areas:

- Existing work and reviews where consideration of climate change adaptation issues should be included. This includes 5 recommendations under 3 headings:
  - Strategies and Plans
  - Review of policies and procedures
  - Financial considerations
- Specific additional work on climate adaptation issues. This includes 9 service specific recommendations

## **LIVING ENVIRONMENT PARTNERSHIP / GREENER CAERPHILLY**

The Policy Team supported and co-ordinated the work of Greener Caerphilly, previously the Living Environment Partnership, on environmental issues, including climate change, in the county borough.

The Team now supports the Public Services Board, Well-being Plan Action Area “To protect and enhance the local natural environment”

### **Well-being Action Area - To protect and enhance the local natural environment**

This is one of the 5 themes of the Well-being Plan. It was agreed as a priority based on the findings from the Caerphilly Well-being Assessment. It includes 3 priority areas of activity:

- Protect, enhance and promote our natural environment, including encouraging and supporting community involvement
- Identify and remove the barriers to people accessing green spaces
- Increase the contribution that the environment makes to the health and well-being of residents

### **Caerphilly Climate Change Strategy**

The Living Environment Partnership played a lead role in co-ordinating a partnership approach to tackling climate change. The Partnership’s Climate Change Working Group developed the Climate Change Strategy for the county borough, which was formally launched at the Standing Conference in November 2009. Since then work has been ongoing to raise awareness of the issues and to develop projects in response to the issues.

### **Climate Change Commitment**

A Climate Change Commitment was developed as an innovative way of engaging with individuals, organisations and businesses to enable them to reduce their greenhouse gas emissions and take simple steps to save energy, reduce the amount of fossil fuels used, and lower the climate change impacts of everyday activities.

The pledges had 3 levels. Level 1 activities were simple changes in behaviour such as switching appliances off rather than leaving them on standby. These small steps only require simple changes that little or no financial investment. Level 2 pledges include using public transport more often or improving the insulation in a house. These actions require more effort and may include some financial investment. Level 3 actions which include installing renewable energy generation equipment or having UK only holidays require more commitment and investment.

Over the 3 years that the commitment was promoted 5,635 residents made a commitment to combat climate change.

## **Climate Change Woodlands**

The Climate Change Woodlands concept was developed as a public engagement tool. It linked with the Climate Change Commitment scheme, and enabled signatories to make a pledge to do their bit to tackle climate change and plant a tree as a long-lasting and publicly-visible sign of that commitment and to help absorb carbon dioxide and reduce their local contribution to global climate change.

In total 12 Climate Change Woodlands have been planted across the county borough.

## **Electric Vehicles and Charging Infrastructure**

The Policy Team are leading on the authorities electric vehicle work. To date the following has been achieved.

In September 2018 the CCBC Electric Vehicle Strategy and Action Plan was approved by Cabinet. The strategy sets out the proposed approach to supporting the installation of electric vehicle infrastructure to maximise the economic, social and environmental benefits and opportunities that electric vehicles provide, and for electric vehicles to be a fundamental part of the council's own fleet.

As part of the work to deliver the Strategy Action Plan, the Caerphilly Policy Team are leading on a Gwent Regional Electric Vehicle Charge Point Feasibility Study to identify sites suitable for EV charging across the Gwent region, linking to the OLEV On Street Residential Charge Point Fund and the OLEV Workplace Fund. The study involves all 5 Gwent local authorities and the 4 PSB Partners (ABUHB, SWFRS, Gwent Police and Natural Resources Wales).

The Caerphilly Policy Team are also leading on the Gwent Regional Fleet Review, involving all 5 local authority partners and 3 PSB Partners (ABUHB, SWFRS and Gwent Police). £75K funding has been secured from the Welsh Government Decarbonisation Team to deliver this project.

The project aims of the Gwent Regional Fleet Review are to:

- Undertake individual and a strategic overview fleet reviews for each eight Gwent Local Authorities and PSB Partner, breaking down current vehicle usage and quantify the benefits and any potential issues of introducing ultra-low emission vehicles (ULEV's) into their fleet (i.e. identifying opportunities for replacing existing fleet with more efficient ULEVs)
- Undertake a grey fleet review to identify the potential savings by introducing ULEV pool cars/ vans into the fleet.
- Contribute to cleaner air for communities in Gwent

- Combine with the EV Feasibility infrastructure review, to encourage ULEV visibility to help nudge communities to transition to a cleaner mobility environment.

In 2017 the Policy Team installed 6 electric vehicle slow charge units at Penallta House and 5 slow charge units at Tir-Y-Berth Depot. These are designed as slow overnight charge points and were required to allow different services to trial electric vehicles. These charge points were also designed and installed to support the electrification of the Meals Direct Fleet, which was initially planned for 2017.

In August 2018 the Policy Team worked with Facilities to install a fast charge unit, dedicated for fleet vehicles at Penallta House. The fast charge unit is currently used by the Leader of the authority, for the hybrid vehicle.

Several types of electric vehicles have been trialled over the past two years by various services and individual users, all of which have been successful.

The Gwent Regional work is linking with Cardiff Capital Region City Deal (CCRCDC). The Gwent Region is leading the way on this area of work, but they are sharing their resources with the CCRCDC to help them catch up. We are looking to hold a regional Electric Vehicle dissemination and 'have a go' event towards the end of May to give potential users, including taxi's, businesses etc. the opportunity to try an electric vehicle.

The Policy Team and Procurement Team are working with Tusker, the CCBC Car Salary Sacrifice Scheme to promote electric vehicles to staff. As part of this work Tusker are offering free home charging units in May/ June 2019 for employees who purchase an electric vehicle during those two months. They are also looking into providing a demo vehicle for CCBC staff to use to try before they buy. We are waiting for more information on this.

The Policy Team have also taken delivery of an electric bike to support staff commuting sustainably and possible over longer distances. The bike also gives staff a chance to try before they buy as part of our sustainability and well-being for future generations agenda.

## **Section 2: What are we currently doing?**

### **Corporate Energy Projects – Co-ordinated by Corporate Energy & Water Team**

See section above

### **Housing Projects – Co-ordinated by Housing and WHQS Teams**

#### **Arbed scheme at Phillipstown.**

This is the third successful Arbed project that Caerphilly has been successful with a bid. Currently works are on site undertaking external wall insulation and voltage optimisers to approximately 400 Private & Council properties at Phillipstown at an estimated cost of £2.5 million.

#### **Energy Company Obligation (ECO)**

Framework agreement in place to undertake external wall insulation and loft insulation within specific lower super output areas, although CCBC will contribute funding to the scheme the cost of the works will be subsidised via the carbon savings generated. This framework has 2 energy suppliers Eon (rank 1) and SSE (rank 2). This agreement is in place until end of March 2017.

#### **What works are proposed**

2015 -16 Wimpy No-fines = 191 properties to receive external wall insulation.  
Properties with less than 200mm loft insulation will receive loft insulation upgrades.

Further investigations will be undertaken to evaluate if properties at Lansbury Park & Trecenydd Caerphilly would qualify for ECO funding and be programmed for 2015/16 – 2017.

#### **Welsh Government Warm Homes Project**

A bid has been submitted to the Welsh Government Warm Homes project to improve 178 (primarily private sector) homes within several LSOA areas that have not benefitted from previous schemes. The bid was submitted in June 2015 and it is anticipated that the Welsh Government will confirm the successful project bids in September 2015. The potential value of this bid is around £2.4 million and all works would need to be completed by end of March 2016.



**Cyd Cymru**

Switch 4 registration opens on 7th September and promotional activities by Cyd Cymru are currently being considered.

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## CABINET – 26TH JUNE 2019

**SUBJECT: WELSH LANGUAGE STANDARDS ANNUAL REPORT 2018-2019 AND THE ANNUAL PROGRESS REPORT ON THE WELSH LANGUAGE STRATEGY 2017-2022**

**REPORT BY: CORPORATE DIRECTOR, EDUCATION AND CORPORATE SERVICES**

### 1. PURPOSE OF REPORT

- 1.1 To inform members and seek their endorsement of the progress made during the financial year 2018-2019 against four specific areas of Welsh language work, as required under the regulatory framework for implementing the Welsh Language Standards.
- 1.2 The report will then be published online by the deadline date of 30th June 2019, as required by Welsh Language Standard 158.
- 1.3 The report also provides an update on the 5 Year Welsh Language Strategy 2017-2022 as requested by Cabinet, see Appendix 1.

### 2. SUMMARY

- 2.1 The Council has a statutory duty to produce an annual monitoring report on implementing Welsh Language issues under current legislation and in compliance with Standard 158.
- 2.2 The information required for 2018-2019 covers four required key areas.

Detail of Reporting Requirement	Related Standard Number (and sub-clause)
<p><b>Complaints from the Public</b></p> <p>The annual report must include the number of complaints that you received during that year which related to your compliance with the standards with which you were under a duty to comply.</p>	147, 148, 149, 156, 158 (2), 162, 164 (2), 168 (a), 170 (2) (d)
<p><b>Staff Language Skills</b></p> <p>The number of employees who have Welsh language skills at the end of the year in question (on the basis of the records kept in accordance with standard 151);</p>	170 (2) (a) 151
<p><b>Welsh Medium Training Provision</b></p> <p>The number of members of staff who attended training courses you offered in Welsh during the year (on the basis of the records you kept in accordance with standard 152);</p>	170 (2) (b) 170 (2) (c) 152

If a Welsh version of a course was offered by you during that year, the percentage of the total number of staff attending the course who attended the Welsh version (on the basis of the records you kept in accordance with standard 152).	
<p><b>Recruiting to Empty Posts</b></p> <p>The number of new and vacant posts that you advertised during the year which were categorised as posts where:</p> <ul style="list-style-type: none"> <li>(i) Welsh language skills were essential</li> <li>(ii) Welsh language skills needed to be learnt when appointed to the post</li> <li>(iii) Welsh language skills were desirable,</li> <li>(iv) Welsh language skills were not necessary</li> </ul> <p>(on the basis of the records you kept in accordance with standard 154);</p>	<p>170 (2) (ch) 154</p>

2.3 In addition to the above, there is also an Annual Progress Report on the Welsh Language Strategy 2017-2022, as requested by Cabinet when it was approved in January 2017, which is appended to the report as Appendix 1.

### 3. RECOMMENDATIONS

3.1 It is recommended that Cabinet members note the content of the annual report and endorse the publication of this information as a record of progress towards, and compliance with, the relevant Welsh Language Standards.

### 4. REASONS FOR THE RECOMMENDATIONS

4.1 As per Standard 158 of the Council's Compliance Notice, the Council must;

- Produce an annual report which deals with the way in which it has complied with the service delivery standards with which it is under a duty to comply during that year.
- Include in the annual report the number of complaints received during that year which relate to its compliance with the service delivery standards with which it is under a duty to comply.
- Publish the report on its website by 30<sup>th</sup> June 2019.

### 5. THE REPORT

5.1 The annual report highlights the following performance information;

- We received 4 formal complaints and 5 formal Welsh Language Commissioner Investigations. Of the 4 formal complaints received, 3 of these became Welsh Language Commissioner Investigations. All the complaints were responded to within corporate deadlines and were upheld.

From the 3 complaints that became Welsh Language Commissioner Investigations 2 have been closed by the Welsh Language Commissioner due to insufficient evidence from the complainant however we have used the opportunity to learn and improve our service at reception in libraries. A third investigation is ongoing but we recently responded to an Evidence Notice for further information and we now await the Welsh Language Commissioner's response and findings.

- There was a dramatic increase in the number of staff who have Welsh Language skills compared with previous year's figures. The increase can partly be explained by a staff survey undertaken by People Services during the summer of 2017, which asked staff to identify their Welsh language skills based on the ALTE (Association of Language Testers in Europe) Levels 1-5. The ongoing data collection of staff skills is also based on skills levels as outlined in the staff survey.
- There was a further increase in the number of staff learning Welsh with a figure of 144, due in part to the introduction of the free 10 hour online training course which has been rolled out to staff delivering reception services. The course specifically targeted reception services named under Standards 65 and 65A, which came into effect on 30<sup>th</sup> September 2018. A recent independent Mystery Shopper Exercise, conducted by Menter Iaith, has reported that these reception areas were performing well.
- 632 vacancies were advertised in total. 6 posts were advertised as Welsh Essential. 1 post was advertised where Welsh language skills needed to be learnt, 626 posts were assessed as Welsh desirable and 1 where no Welsh language skills were required this was due to the fact that other staff members in the team had Welsh language skills. All posts have a default of Welsh desirable as a minimum.

It has become apparent that there are some posts which People Services do not manage the recruitment of, such as Chief Officer posts and apprentice posts; this has meant that they have not followed the usual process of mandatory Welsh Language Assessment. This has been raised with People Services with a view to using the same recruitment process for all posts in future and therefore complying with Standard 136 fully. As an authority we have determined that, as a minimum, all posts should be Welsh desirable.

### **Standard 136**

*When you assess the requirements for a new or vacant post, you must assess the need for Welsh language skills, and categorise it as a post where one or more of the following apply –*

- (a) Welsh language skills are essential;*
- (b) Welsh language skills need to be learnt when appointed to the post;*
- (c) Welsh language skills are desirable; or*
- (ch) Welsh language skills are not necessary.*

- 5.2 In addition to reporting on the four main areas of work, included within Appendix 1 of the Annual Welsh Language Standards Report 2018-2019 is the Annual Progress Report on the Welsh Language Strategy 2017-2022.
- 5.3 The Strategy was approved by Full Council in January 2017 with a Cabinet request for an annual progress report on its 6 Strategic Areas. The Strategy is required under Standard 145 and the Council must deliver on the Welsh Language Strategy, it does this by working in partnership with a number of organisations in the county borough. The partners who responded to the request for progress information are evidenced in the progress report.
- 5.4 There are a number of areas where partnership working is taking place between Council departments and Welsh medium partner organisations to ensure that actions set out in the Strategy are delivered.

In last year's report it was noted that the Welsh Language Forum had secured funding to develop a booklet on how to be bilingual, giving a journey from birth on what options there are to access Welsh medium childcare and school provision to raise bilingual children. This booklet has been completed and is currently being disseminated through partner organisations and relevant departments within the council.

5.5 At a recent Welsh Language Forum meeting discussions were had to revise and update some of the targets, which have already been met, to ensure the strategy remains a living document.

## 5.6 **Conclusion**

It is evident from the content of the report that there is progress however there are still areas for improvement. These areas were identified in the recent Mystery Shopper exercise and will be followed up.

Some targets in the Strategy have already been met which is evidence that there is progress and some good work taking place. A revision and update of these targets will be made with key partners to ensure that those targets are not yet met are on the right path to being met during the lifespan of the Strategy.

## 6. **ASSUMPTIONS**

6.1 No assumptions made.

## 7. **LINKS TO RELEVANT COUNCIL POLICIES**

7.1 Welsh language is a crosscutting theme of the Well-being Goals within the Well-being of Future Generations Act (Wales) 2015 and impacts on every Council policy, function and procedure, covering those aimed at the public and internal policies covering the Council's staff members. The report contributes to the following Well-being Goals:

- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language

7.1.1 The Strategic Equality Plan 2016-2020, which includes Welsh language and compliance with the Welsh Language Standards as a strategic equality objective in its own right, has direct links with a number of other current policies and strategies, both within the Council and in terms of partnership working.

7.1.2 There are also Welsh Government strategies or regulations that the Council's Welsh Language work links to, including "**Mwy Na Geiriau / More Than Words**" (the National Health and Social Care Welsh Language Strategy), "**Cymraeg 2050: A Million Welsh Speakers**" (Welsh Government's Welsh language strategy) and **Prosperity for All**.

## 7.2 **Corporate Plan 2018-2023.**

This report ties in with the following objectives of the Corporate Plan 2018-2023;

Objective 1 - Improve education opportunities for all

Objective 2 - Enabling employment

Objective 6 - Support citizens to remain independent and improve their well-being

## 8. **WELL-BEING OF FUTURE GENERATIONS**

8.1 This section should explain how the report contributes to the Well-being Goals which are:-

- A more equal Wales
  - A Wales of cohesive communities
  - A Wales of vibrant culture and thriving Welsh Language
- Long Term – Ensuring that staff have the skills to deliver bilingual services now and in the future
  - Prevention – Improving services and upskilling staff will ensure that everyone regardless of language choice has equal access to services and thus preventing complaints and Welsh Language Commissioner Investigations.
  - Integration – By providing bilingual services to the public we make everyone feel equal and valued.
  - Collaboration – Partnership working is key to this and assists the council in meeting its duties under the Welsh Language Standards. Working in collaboration with partners is further evidenced in the Five Year Welsh Language Strategy.
  - Involvement – As noted under collaboration, we must involve our partners to deliver on the Five Year Welsh Language Strategy and to assist us with service delivery.

## **9. EQUALITIES IMPLICATIONS**

- 9.1 Full Equalities and Welsh Language assessments and consultation were undertaken on the Strategic Equality Plan as it was being developed; therefore no full assessment has been made on this annual report. The report is an assessment of progress made by the Council under the Welsh Language Standards.

## **10. FINANCIAL IMPLICATIONS**

- 10.1 There are no direct financial implications to this report as the annual report covers work already undertaken in the previous financial year. However it should be noted that moving the agenda forward will incur financial implications, particularly in relation to Welsh language training for staff.

The cost of supporting staff to attend courses to learn Welsh for the workplace for the year 2018-2019, which assists in the delivery of bilingual Council services under the Standards, was £3448.38

## **11. PERSONNEL IMPLICATIONS**

- 11.1 There are no personnel implications to this report, although this continues to be reviewed as the work of implementing the Welsh Language Standards progresses. This is relevant to section 4 of the annual report, which focuses on Recruiting to Empty Posts.
- 11.2 No posts will be advertised without a Welsh Language Skills Assessment.

## **12. CONSULTATIONS**

- 12.1 All responses from consultations have been incorporated in the report.

## **13. STATUTORY POWER**

- 13.1 Welsh Language Standards (No.1) Regulations 2015, Welsh Language (Wales) Measure 2011.
- 13.2 Well-being of Future Generations (Wales) Act 2015.

Author: Anwen Cullinane, Senior Policy Officer – Equalities, Welsh Language and Consultation ([cullima@caerphilly.gov.uk](mailto:cullima@caerphilly.gov.uk))

Consultees: Richard Edmunds, Corporate Director – Education and Corporate Services  
Cllr Barbara Jones, Deputy Leader and Cabinet Member for Finance, Performance and Governance  
Cllr James Pritchard, Equalities Champion  
Christina Harray, Interim Chief Executive  
Stephen Harris, Interim Head of Business Improvement Services  
Keri Cole, Chief Education Officer  
Lynne Donovan, Head of People Services  
Kathryn Peters, Corporate Policy Manager  
Lisa Lane, Interim Monitoring Officer  
Ros Roberts, Performance Manager

Background Papers:

Strategic Equality Plan 2016-2020

Equalities and Welsh Language Objectives and Action Plan 2016-2020

Compliance Notice – Section 44 Welsh Language (Wales) Measure 2011

Report to Cabinet on the 18<sup>th</sup> January 2017 – Welsh Language Strategy 2017-2022

Various Guidance Documents

*(These are available electronically for information on the Intranet Portal and on relevant internet pages at [www.caerphilly.gov.uk/equalities](http://www.caerphilly.gov.uk/equalities))*

Appendices:

Appendix 1 Welsh Language Standards Annual Report 2018-2019



# Welsh Language Standards Annual Report 2018-2019

Prepared in accordance with the requirements of the



Comisiynydd y  
Gymraeg  
Welsh Language  
Commissioner

30<sup>th</sup> June 2019

A greener place  
Man gwyrddach

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## Introduction

This annual monitoring report for 2018-2019 covers the four areas required of it under the regulatory framework and demonstrates the Council's ongoing commitment to providing bilingual services to the public and staff members.

Detail of Reporting Requirement	Related Standard Number (and sub-clause)
<p>Complaints from the Public</p> <p>The annual report must include the number of complaints that you received during that year which related to your compliance with the standards with which you were under a duty to comply.</p>	<p>147, 148, 149, 156, 158 (2), 162, 164 (2), 168 (a), 170 (2) (d)</p>
<p>Staff Language Skills</p> <p>The number of employees who have Welsh language skills at the end of the year in question (on the basis of the records kept in accordance with standard 151);</p>	<p>170 (2) (a) 151</p>
<p>Welsh Medium Training Provision</p> <p>The number of members of staff who attended training courses you offered in Welsh during the year (on the basis of the records you kept in accordance with standard 152);</p> <p>If a Welsh version of a course was offered by you during that year, the percentage of the total number of staff attending the course who attended the Welsh version (on the basis of the records you kept in accordance with standard 152).</p>	<p>170 (2) (b) 170 (2) (c) 152</p>
<p>Recruiting to Empty Posts</p> <p>The number of new and vacant posts that you advertised during the year which were categorised as posts where:</p> <ul style="list-style-type: none"> <li>(i) Welsh language skills were essential</li> <li>(ii) Welsh language skills needed to be learnt when appointed to the post</li> <li>(iii) Welsh language skills were desirable,</li> <li>(iv) Welsh language skills were not necessary</li> </ul> <p>(on the basis of the records you kept in accordance with standard 154);</p>	<p>170 (2) (ch) 154</p>

The Council's 5<sup>th</sup> Welsh Language Scheme came to an end on 31<sup>st</sup> March 2016 and has been replaced by a commitment in the Council's updated Strategic Equality Plan 2016-2020. Four of the Strategic Equality Objectives explicitly include Welsh language issues, namely:

Strategic Equality Objective 4	-	Improving Communication Access
Strategic Equality Objective 6	-	Compliance with the Welsh language Standards
Strategic Equality Objective 10	-	Diversity in the Workplace
Strategic Equality Objective 11	-	Corporate Compliance

The Council's Cabinet and Corporate Management Team have been actively involved in discussions and debates around the implementation of the Welsh language Standards since January 2014 and have received a number of reports and presentations in order to keep them fully informed of progress prior to the final Compliance Notice date of 23<sup>rd</sup> January 2017.

This annual report will be published online by the 30<sup>th</sup> June 2019.

It is also available to download in pdf format on the Council's website on the dedicated Welsh language page at [www.caerphilly.gov.uk/equalities](http://www.caerphilly.gov.uk/equalities).

# 1. Compliance with the Standards

Since the Welsh Language Standards were introduced on 30<sup>th</sup> March 2016, we have developed a Compliance Work Programme to ensure that services we deliver are in accordance with the Standards, that staff are aware of their obligations and that they have the required language skills where possible.

The Compliance Work Programme is summarised below:

## **Correspondence - Standards 4, 5 & 7**

These standards relate to correspondence which must be bilingual if we do not know language choice, or are sending letters out to a number of people regarding the same subject matter. We must ensure that our letterhead is also compliant.

### **Action taken**

- FACTSHEET for staff – General Correspondence – 15/05/17
- New letterhead template already in place

## **Telephone – Standards 8, 9, 11, 14, 16, 17, 19, 20, 21 & 22**

These standards relate to how we deal with telephone calls and that a bilingual greeting is given. Staff must be equipped with the relevant language skills to deal with calls in Welsh, and if they are unable, that they know who the Welsh speakers are that are able to deal with the matter, and how to transfer calls. If no Welsh speaker is available to provide the subject specific information the call can be put through to a non-Welsh speaker.

We must state, when we publish main telephone numbers, that we welcome calls in Welsh and all our automated telephone systems must be bilingual.

### **Action taken**

- FACTSHEET for staff– Telephone Greetings – 15/05/17
- Training delivered to staff to ensure they can give basic greetings and provide reception services in our main locations
- Welcoming Welsh language calls has been published in *Newsline* since the June 2017 edition
- Employees provided with desk stands which are Quick Reference Guides – 15/05/17
- Automated telephone messages for service areas recorded bilingually

## **Meetings - Standards 24, 24A, 27, 27A, 27D, 29 & 29A**

These standards are about how we invite individuals to meetings and when we must offer them the opportunity to use the Welsh language. If they so wish, we must then arrange simultaneous translation to facilitate that meeting.

If inviting more than one individual to a meeting they must all be asked if they wish to use the Welsh language. However, if at least 10% wish to use Welsh then simultaneous translation must be arranged. If less than 10%, the Welsh speakers must

be informed that on this occasion we are not required to fulfil their request to speak Welsh at the meeting.

If the meeting with the individual is regarding their well-being, and they wish to speak Welsh, then simultaneous translation must be provided so that the individual can speak in their language of choice. Well-being meetings must be conducted with simultaneous translation if any attendee has requested that they use Welsh.

#### **Action taken**

- FACTSHEET for staff– Meetings with individuals – 15/05/17
- When inviting individuals to a meeting services are required to include a standard sentence asking their language choice and if they wish to use or conduct the meeting through the medium of Welsh

#### **Public Meetings and Events – Standards 30, 31, 32, 33, 34, 35 & 36**

Any advert or notice publicising public meetings/events/activities must state that Welsh can be used.

Any invitations to public meetings/events/activities must be sent in Welsh and English and all material displayed at the public meeting must be bilingual, Welsh first.

Any speakers at public meetings/events/activities must be asked if they wish to use Welsh, and if so simultaneous translation must be arranged. All attendees at public meetings/events/activities must be informed orally that they are welcome to use Welsh and that simultaneous translation is available for the non-Welsh speakers.

#### **Action taken**

- FACTSHEET for staff – Public Meetings – 15/05/17
- FACTSHEET for staff – Event Planning – 15/05/17
- Translation and Interpretation Framework in place since May 2017 for simultaneous translation requests

#### **Agendas, minutes and other public documents – Standards 41 & 47**

These Standards relate to producing the following documents in Welsh;

- Agendas and minutes for Cabinet
- Agendas and minutes for Education for Life Scrutiny and Full Council

In addition if a document is produced for public use, and is not caught by any other standard it must be produced in Welsh if the subject matter suggests it should be produced in Welsh, or if the anticipated audience and their expectations suggests that it should be produced in Welsh e.g. Reports relating to Welsh medium education.

#### **Action taken**

- Producing agendas and minutes for Cabinet, Education for Life Scrutiny and Full Council in Welsh is current practice

### **General Publications – Standards 42, 43, 44, 45, 46 & 47**

These Standards relate the following being produced in Welsh if they are for the public or provide information to the public;

- licences, certificates, brochures, leaflets, pamphlets, cards, policies, strategies, annual reports, corporate plans, guidelines, codes of practice or any rules that apply to the public

Any statement that we issue to the press must be bilingual unless the statement is issued during an “emergency” as defined in Section 1 - Civil Contingencies Act 2004.

If a document is produced for public use, and is not caught by any other standard it must be produced in Welsh if, the subject matter suggests it should be produced in Welsh or if the anticipated audience and their expectations of the audience suggests that it should be produced in Welsh.

#### **Action taken**

- Producing licences, certificates, brochures, leaflets, pamphlets, cards, policies, strategies, annual reports, corporate plans, guidelines, codes of practice or any rules that apply to the public, in Welsh, is already current practice
- Communications Team aware regarding the issuing of public statements

### **Consultation Documents – Standards 44, 91, 92 & 93**

Consultation documents must be bilingual and must consider and seek views on;

1. what the effects whether positive or negative the proposal would have on; or
2. how the proposal could be developed or revised so that it would have positive or increased positive effects on; or
3. how the proposal could be developed or revised so that it would not have negative effects, or so that it would have decreased negative effects on;

a) opportunities to use the Welsh language

b) not treating the Welsh language less favourably than the English language

#### **Action taken**

- Consultation and Monitoring Guidance in place and refers to the Welsh Language. This document is currently being revised
- A Welsh Language in Consultation Checklist is being created so that officers undertaking consultation exercises are aware of their obligations
- Questions embedded in the impact assessment process asking if considerations have been given to Welsh language in the consultation process

### **Website, Social Media and Electronic Devices – Standards 52, 56, 58 & 60**

Each page of the Council’s website must be bilingual, fully functional with Welsh treated no less favourably than the English pages. The interface and menus on pages must be bilingual.

Any social media accounts which belong to the Council must treat the Welsh language no less favourably than the English language.

Self-service machines must treat Welsh no less favourably e.g. parking ticket machines.

### **Action taken**

- Audit of entire website and its functionality is being undertaken. To be completed by early July 2019
- Social Media Usage Guidance includes a section on the Welsh Language Standards and those with accounts have been asked to acknowledge the requirements to comply. Monitoring will start shortly and those not complying will be reminded of their obligations
- Parking machines give people the option to select language choice

### **Public Signage – Standard 62, 67, 70, 141, 142 & 143**

New and renewed signs must be bilingual and treat Welsh no less favourably than English and the Welsh language must be positioned so it is likely to be read first.

### **Action taken**

- New and renewed signs are compliant
- FACTSHEET – Signage – 15/05/17
- All translation work received is returned in the correct format. This is current practice

### **Visitors to Buildings – Standards 64, 65, 65A, 67 & 68**

A bilingual reception service must be provided at the following Council buildings the Welsh language must not be treated less favourably than the English language;

- Penallta House
- Bargoed, Risca, Rhymney, Blackwood, Caerphilly and Ystrad Mynach libraries;
- Caerphilly Visitor Centre;
- Llancaiach Fawr Manor House;
- Registration Services;
- Caerphilly, Heolddu, Newbridge and Risca Leisure Centres.

Signs must be displayed on receptions that state the Welsh language may be used. Welsh speaking staff at receptions must display a badge stating that they can speak Welsh.

### **Action taken**

- Training programme completed for staff on reception at Penallta House and Contact Centre. Further training being rolled-out along with ongoing support
- Cymraeg Gwaith - 10-hour online course rolled out to staff since September 2018
- All venues listed under Standard 64 have been given the poster to display in reception indicating that a Welsh language service is available
- Information available to staff on the Corporate Policy Unit Portal
- All learners and Welsh speakers have received a Iaith Gwaith lanyard or badge



### **Grant Awarding – Standards 71, 72 & 72A**

Application forms for grants must be bilingual. Anything published regarding a grant must state that applications may be submitted in Welsh and will not be treated less favourably than the English, this includes timescales set for assessment etc.

#### **Action taken**

- FACTSHEET for staff – Grants – 15/07/17
- The Welsh Language Commissioner's Thematic Review looked at the process of awarding grants. Most service areas are compliant and those who weren't have been advised accordingly. They've also been told to ask the language choice of the applicant and to issue the forms in that language or to issue bilingually

### **Education Courses – Standards 84 & 86**

Education courses must be offered in Welsh unless an assessment under Standard 86 has been carried out.

#### **Action taken**

- Asking people if they wish to receive the course in Welsh at registration or enquiry point and then assessing the demand for the course through the medium of Welsh

### **Public Address – Standard 87**

All public addresses must be bilingual with Welsh first.

#### **Action taken**

- Fire Alarm Test and Minute Silence messages are bilingual
- Emergency Evacuation – English Only
- Tourism has been asked to look at their events programme and the need to ensure that all public announcements are bilingual, Welsh first
- Libraries' automated public address messages are fully compliant

### **Policy Making – Standards 88, 89 & 90**

New, revised or reviewed policies must consider the effect the policy will have on opportunities to use Welsh and must not treat Welsh less favourably.

#### **Action taken**

- The Equalities Implications in Committee Reports Guidance was updated to include reference to the Welsh language

### **Intranet / Internet Pages - Standards 122 & 124**

The intranet home page must be bilingual, fully functional and treat Welsh no less favourably. English language pages must state that a corresponding Welsh page is available, with a link if applicable.

#### **Action**

- A bilingual intranet is not current practice. There is a dedicated Welsh Language page on the Corporate Policy Unit Portal for staff to access

### **Welsh Language Training and Staff Communication – Standards 128, 129, 130, 133, 134 & 135**

We must provide training in Welsh for staff if it is provided in English on; recruitment, performance management, complaints, disciplinary, induction, dealing with the public, health and safety, on using Welsh in meetings, interviews, complaints and during disciplinary procedures.

Staff must be given opportunities in work hours to receive basic Welsh lessons and for employees who manage others to receive training on using Welsh in their role as managers.

We must provide new employees with information on the Welsh language and text or logo for Welsh speaking employees to use in e-mail signatures that indicates they are willing to use Welsh, whether fluently or as a learner.

Welsh language version of contact details in emails and out of office messages must also be in Welsh.

#### **Action**

- FACTSHEET for staff – HR – 15/05/17
- If any training requests were received, we would work with neighbouring councils to make courses viable
- Annual Welsh language training programme delivered since 1999, which offers staff a variety of different courses, which include online, self-study, residential and weekly courses. 144 learners undertook Welsh language training during 2018-2019
- Information on the Welsh language should be included in HR Induction Packs
- The Equalities, Welsh Language and Consultation Team are involved in the Social Services Induction Programme for new starters
- IT has provided all staff with a bilingual auto-signature for all emails
- IT has been unable to pre-populate a bilingual e mail out of office message therefore desk stands were created for all staff to raise awareness of the requirement to ensure their out of office message are bilingual

### **Workplace Signage – Standards 141,142 and 143**

New and renewed signs must be bilingual and treat Welsh no less favourably than the English and the Welsh language must be positioned so it is likely to be read first.

#### **Action**

- All public facing signage is bilingual and if new or renewed is produced Welsh first

### **Welsh Language Strategy – Standards 145 & 146**

We must produce and publish on the website, a 5-year strategy that sets out how we propose to promote the Welsh language and facilitate its use more widely in the county borough. The Strategy must include –

(a) a target (in terms of the percentage of speakers in your area) for increasing or maintaining the number of Welsh speakers in your area by the end of the 5 year period concerned, and

(b) a statement setting out how you intend to reach that target; and you must review the strategy and publish a revised version on your website within 5 years of publishing a strategy (or of publishing a revised strategy).

#### **Action taken**

- The Strategy was launched at Ffiliffest 2017 by the Minister for Lifelong Learning and Welsh Language
- An action plan was developed in collaboration with partners in local Welsh language organisations, through the Welsh Language Forum (please see Appendix 1)
- A progress report is presented annually to Cabinet
- A review of the targets originally set needs to be revised and updated, with some having already been met. The revision and update will be done during 2019
- The Strategy was adopted by Caerphilly Public Services Board in December 2018

### **Publicising Compliance – Standards 161, 167, & 163**

We must publish on the website a document that states the policy making standards we must comply with and how we do so and this must be available in each office open to the public.

We must publish on the website a document that states the operational standards we must comply with and how we do so and this must be available in each office open to the public.

We must have arrangements in place to oversee compliance with the policy making standards, publish the arrangements on the website and make the document available in each office open to the public.

#### **Action taken**

- See - CCBC Compliance Notice Report 30.03.16 on website
- Compliance Notice on website to allow any queries from the public to be dealt with by accessing the internet on their behalf. This has been discussed following meeting with Customer Services

**Complaints – Standards 147, 148, 149, 156, 158 (2), 162, 164 (2), 168 (a), 170 (2) (d)**

We must keep a record of the number of complaints received which relate to compliance with the Standards.

**Action taken**

- Reported annually in the Welsh Language Standards Annual Report, which is published on the Council's website by the 30<sup>th</sup> June every year

**Staff Language Skills – Standards 151 & 170 (2) (a)**

We must keep a record (following an assessment) of the number of employees who have Welsh language skills at the end of every financial year to include the skill level.

**Welsh Language Training – Standards 152, 170 (2) (b) & 170 (2) (c)**

We must keep a record of the number of staff that attend training courses through the medium of Welsh and the percentage of the total number of staff who attended a course in Welsh.

**Recruitment – Standards 154, 170 (2) (ch) & 154**

We must keep a record of the number of new and vacant posts advertised during the year which were categorised as posts where:

- (a) Welsh language skills were essential
- (b) Welsh language skills needed to be learnt when appointed to the post
- (c) Welsh language skills were desirable,
- (ch) Welsh language skills were not necessary

**Action taken**

- *Staff Language Skills, Welsh Language Training Provision and Recruitment* are reported on annually in the Welsh Language Standards Annual Report, which is published on the Council's website by the 30<sup>th</sup> June every year

## 2. Complaints from the Public

The Council's **Strategic Equality Objective 11 – Corporate Compliance** commits the Council to monitoring Equalities and Welsh language complaints, and staff guidance has been issued on the staff Portal and the external website giving details of how staff should deal with these issues.

During 2018-2019, **4** service requests and **4** complaints were received relating to the Welsh language. All were responded to within deadlines and all were upheld. 1 of the 4 service requests related to road markings and the other 3 related to signage.

### General Definitions

Corporate complaints are those that are due to failure of process or failure to operate Council policy correctly. These are complaints that could ultimately be forwarded to the Public Services Ombudsman or Welsh Language Commissioner, for example.

Code of conduct issues around staff behaviour or attitude are dealt with via internal HR processes. Equalities and Welsh language complaints are however something of a hybrid, in that a failure of process may be as a result of the attitudes or opinions of a staff member towards a particular group for example.

### Complaints by Directorate

DIRECTORATE	WELSH LANGUAGE
Chief Executive	0
Corporate Services	1
Communities	3
Social Services	0
<b>TOTALS</b>	<b>4</b>

### Complaint Themes and Timescales

All **4** Welsh language complaints relate to breaches of the Welsh Language Standards including failure to provide Welsh language services in libraries, the compliance of car parking machines and service areas not having Welsh speaking staff to deal with enquiries. The **4** complaints received were all responded to within corporate timescales.

## Welsh Language Commissioner Investigations

In 2018-2019 we received **5** new Welsh Language Commissioner Investigations, and had a further **1** which was ongoing from the previous financial year, details of which are listed on the following pages;

### Investigations Ongoing since 2017-2018

#### CSG304

DETAILS OF INVESTIGATION	OUTCOME	UPDATE
<p>The Welsh language Commissioner received a complaint from a member of the public alleging;</p> <ul style="list-style-type: none"> <li>an online Information Advice and Assistance (IAA) reporting form on the Council's website submitted in Welsh and has not received a response. Also some text on the webpage is in English only.</li> </ul>	<p>The investigation determined that...</p> <ul style="list-style-type: none"> <li><b>Standard 1</b> – CCBC did not fail to comply with Standard 1 in this instance. The basis of the determination is that the Council provided a Welsh language response to correspondence dated 22/12/2017 in accordance with the requirements of Standard 1</li> <li><b>Standard 52</b> – CCBC failed to comply with this Standard 52 on the basis that English only text appeared on one of the Council's Welsh language web pages in December 2017</li> </ul>	<p>On 30/10/18 we received a proposed report from the Welsh Language Commissioner outlining the determination of this investigation and the further action required by the Council to undertake.</p> <p>The further action is as follows;</p> <ol style="list-style-type: none"> <li>Undertake a review of the website to ensure that the text of every page of the website is available in Welsh.</li> <li>Take steps to ensure that staff responsible for the website's content are aware of the requirements of Standard 52.</li> <li>Prepare and provide guidelines for staff responsible for loading and monitoring website content in order to ensure compliance with Standard 52.</li> <li>Provide sufficient written evidence to satisfy the Welsh Language Commissioner that it has completed enforcement actions 1 – 3.</li> </ol> <p><b>Deadline – 11.07.19</b></p>

## New Investigations 2018-2019

### CSG351

DETAILS OF INVESTIGATION	OUTCOME	UPDATE
<p>The Welsh Language Commissioner received a complaint from a member of the public alleging;</p> <ul style="list-style-type: none"> <li>that correspondence dated 25/04/2018 relates to a failure to reply to a Welsh e-mail sent to the Leader of the Council on 16/10/17 and that was sent again on 15/12/2017, 12/03/18 and on 25/04/18.</li> </ul>	<p>The investigation determined that...</p> <ul style="list-style-type: none"> <li><b>Standard 1</b> – CCBC failed to comply with Standard 1 in this instance on the basis that the Council did not understand that a response was needed to the complainant's first Welsh language correspondence sent to the Leader of the Council.</li> </ul>	<p>We received the final report into this investigation on 22/03/19 and the further action is as follows:</p> <ol style="list-style-type: none"> <li>The Council must make arrangements to ensure that Welsh language correspondence received by the Leader of the Council's office is read by Welsh speakers or is translated.</li> <li>A review of the Welsh language correspondence received must be undertaken.</li> <li>Caerphilly County Borough Council must provide sufficient written evidence to satisfy the Welsh Language Commissioner that enforcement step 1 has been completed.</li> </ol> <p><b>Actions fulfilled and evidence submitted 28/05/19</b></p>

CSG360

DETAILS OF INVESTIGATION	OUTCOME	UPDATE
<p>The Welsh Language Commissioner received a complaint from a member of the public alleging;</p> <ul style="list-style-type: none"><li>• that staff at Rhymney Library are learning Welsh but are not using their skills and in particular when they visited the library.</li></ul>	<p>Library Service responded to the Welsh Language Commissioner on the 11/05/18 acknowledging that the Council is responsible for providing a library service at Rhymney.</p> <p>We drew the Commissioner's attention to the fact that the Compliance Date for providing a reception service at Rhymney Library was 30/09/18. The date of the original complaint was 16/04/18; therefore Standard 64 had not been breached. We also explained the processes we have in place to deal with a member of the public through the medium of Welsh.</p>	<p>Correspondence received from the Welsh Language Commissioner on the 19/12/18 confirmed that due to Standard 64 not coming into force until 30/09/18 CCBC did not have a duty to comply with the Standard at the time the complaint was lodged and therefore it was not possible to continue with the investigation.</p> <p><b>Investigation closed.</b></p>



CSG369

DETAILS OF INVESTIGATION	OUTCOME	UPDATE
<p>The Welsh Language Commissioner received a complaint from a member of the public alleging;</p> <ul style="list-style-type: none"><li>• that the complainant received an English only email by the Council asking for permission to continue to send emails to their account following the recent changes to the law on data protection.</li></ul>	<p>The Council responded to the Commissioner's Evidence Notice and explained that the complainant could only have received English only GovDelivery message if they had subscribed to receive the service in that language.</p>	<p>The Welsh Language Commissioner requested further information from the complainant a number of times but no response was received.</p> <p>Correspondence received from the Welsh Language Commissioner on the 14/11/18 confirmed that the decision had been made to close the investigation.</p> <p><b>Investigation closed.</b></p>

**CSG441**

<b>DETAILS OF INVESTIGATION</b>	<b>OUTCOME</b>	<b>UPDATE</b>
<p>The Welsh Language Commissioner received a complaint from a member of the public alleging;</p> <ul style="list-style-type: none"><li>the complaint, dated 25/10/2018, is regarding an allegation that the complainant failed to receive a service in Welsh at Bargoed Library on 25/10/18</li></ul>	<p>Response was sent to the Welsh Language Commissioner on the 07/11/18 acknowledging that the Council is responsible for providing the service at Bargoed Library.</p> <p>This was also being dealt with via the Council's complaints process.</p>	<p>Correspondence received from the Welsh Language Commissioner on 31/01/19 confirming that following several requests for further information from the complainant none was received therefore the investigation is closed.</p> <p><b>Investigation closed.</b></p>

**CSG487**

<b>DETAILS OF INVESTIGATION</b>	<b>OUTCOME</b>	<b>UPDATE</b>
<p>The Welsh Language Commissioner received a complaint from a member of the public alleging;</p> <ul style="list-style-type: none"><li>the complaint, dated 16/01/19, is regarding an allegation that the complainant contacted the Council at 15:00 on 08/01/19 regarding a council tax enquiry on 01443 815 588 and was unable to discuss his enquiry in Welsh.</li></ul>	<p>Response sent to the Welsh Language Commissioner on 21/01/19 confirming that CCBC is responsible for providing the service.</p> <p>Terms of Reference and Evidence Notice received.</p>	<p>Response to the Evidence Notice sent on the 14/05/19.</p> <p>Awaiting further correspondence from the Commissioner.</p> <p><b>Ongoing.</b></p>

### 3. Staff Language Skills

The ability to record Welsh language issues in terms of staff data and analysis is an integral part of the payroll system within Caerphilly County Borough Council. Financial year-end figures to 31<sup>st</sup> March 2018 are shown below and overleaf.

Compared with last year, the number of recorded Welsh speakers has increased significantly. The increase can partly be explained by a staff Survey undertaken by People Services during the summer of 2017, which asked staff to identify their Welsh language skills based on the ALTE (Association of Language Testers in Europe) Levels 1-5. The ongoing data collection of staff skills is also based on skills levels outlined in the staff survey.

Now the data entry has been completed the increase is reflected in the figures illustrated below. However due to an internal restructure of service areas over the last 12 months, it is not possible to illustrate a comparison with last year as in previous years.

As time of reporting last year, the total number of staff and Welsh speakers within the organisation was as follows;

COUNCIL TOTALS	2017-2018			2016-2017		
	Total Staff	Welsh Speakers	%	Total Staff	Welsh Speakers	%
	8,682	402	4.63	8,767	436	4.97

### LINGUISTIC PROFILE OF WORKFORCE - WELSH LANGUAGE ABILITY BY SERVICE AREA AND FLUENCY AS AT 31<sup>st</sup> MARCH 2019

#### i) OVERALL STAFF FIGURES

<i>Communities</i>	Total Staff	Welsh Speakers	%
Community & Leisure Services	811	101	12.45
Infrastructure	234	24	10.25
Property Services	59	17	28.81
Public Protection	109	16	14.67
Regeneration & Planning	346	39	11.27
<b>Total</b>	<b>1551</b>	<b>194</b>	<b>12.51</b>

<i>Education &amp; Corporate Services</i>	<b>Total Staff</b>	<b>Welsh Speakers</b>	<b>%</b>
Business Improvement Services	<b>966</b>	127	13.15
Corporate Finance	<b>169</b>	23	13.61
Customer & Digital Services	<b>145</b>	19	13.10
Education Planning & Strategy	<b>171</b>	35	20.47
Learning Education & Inclusion	<b>489</b>	88	17.99
Legal & Governance	<b>57</b>	8	14.03
People Services	<b>101</b>	25	24.75
Schools	<b>3425</b>	899	26.25
<b><i>Total</i></b>	<b>5204</b>	<b>1161</b>	<b>22.31</b>

<i>Social Services &amp; Housing</i>	<b>Total Staff</b>	<b>Welsh Speakers</b>	<b>%</b>
Adult Services	<b>1139</b>	127	11.15
Business Support	<b>6</b>	2	33.33
Caerphilly Homes	<b>517</b>	63	12.18
Children Services	<b>275</b>	54	19.64
<b><i>Total</i></b>	<b>1939</b>	<b>246</b>	<b>12.69</b>

<b>Council Total</b>	<b>8533</b>	<b>1581</b>	<b>18.53</b>
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## NOTES

- The figures per service area for **Total Staff** and **Welsh Speakers** do not equal the overall total per Directorate due to some members of staff having more than one post within the organisation and those posts are within different service areas.
- As with previous reports, the figures in **3 i)** above are the total number of people per directorate who have completed the Linguistic Skills form noting Welsh Language skills.
- The figures shown in **3 ii)** to **3 iv)** that follow refer to levels of fluency of Welsh speakers per service area and cannot be compared directly with the totals shown in **3 i)** because for example, in Corporate Finance (the second section below in **3 ii)** the " Level 4" column refers to a staff member who can read, speak, understand and write at Level 4, not 3 different members of staff.

ii) COMMUNITIES

<b>Community &amp; Leisure Services</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening /Speaking	14	9	6	11	57	4	0
Understanding	16	9	8	9	45	13	1
Writing	14	4	10	13	30	29	1
<b>Total Staff with Welsh Skills</b>	<b>101</b>						

<b>Infrastructure</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	-	-	-	2	18	3	1
Understanding	-	-	-	1	19	3	1
Writing	-	-	-	1	15	6	2
<b>Total Staff with Welsh Skills</b>	<b>24</b>						

<b>Property Services</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	-	1	1	1	13	1	-
Understanding	-	1	1	2	12	1	-
Writing	-	-	1	1	7	8	-
<b>Total staff with Welsh Skills</b>	<b>17</b>						

<b>Public Protection</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	3	1	3	2	6	1	-
Understanding	5	2	1	3	3	2	-
Writing	3	-	3	2	4	4	-
<b>Total staff with Welsh Skills</b>	<b>16</b>						

<b>Regeneration and Planning</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	5	-	1	7	23	3	-
Understanding	5	2	4	3	23	2	-
Writing	5	-	2	6	15	11	-
<b>Total staff with Welsh Skills</b>	<b>39</b>						

iii) EDUCATION AND CORPORATE SERVICES

<b>Business Improvement Services</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	14	4	2	14	83	8	2
Understanding	14	8	5	15	61	21	3
Writing	15	4	2	10	28	63	5
<b>Total staff with Welsh Skills</b>	<b>127</b>						

<b>Corporate Finance</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	-	1	-	4	14	4	-
Understanding	-	1	1	1	16	4	-
Writing	-	1	-	2	10	10	-
<b>Total staff with Welsh Skills</b>	<b>23</b>						

<b>Customer &amp; Digital Services</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	-	1	2	1	14	1	-
Understanding	-	2	1	-	14	1	1
Writing	-	1	1	1	7	8	1
<b>Total staff with Welsh Skills</b>	<b>19</b>						

<b>Education Planning &amp; Strategy</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	-	-	1	4	27	3	-
Understanding	-	1	2	3	25	4	-
Writing	-	-	3	-	18	13	1
<b>Total staff with Welsh Skills</b>	<b>35</b>						

<b>Learning Education &amp; Inclusion</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	5	6	-	10	64	3	-
Understanding	6	6	4	9	50	13	-
Writing	6	-	7	5	40	28	2
<b>Total staff with Welsh Skills</b>	<b>88</b>						

<b>Legal &amp; Governance</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	-	-	-	1	6	-	1
Understanding	-	-	1	-	7	-	-
Writing	-	-	-	1	6	1	-
<b>Total staff with Welsh Skills</b>	<b>8</b>						

<b>People Services</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	1	1	2	6	14	1	-
Understanding	1	3	1	4	14	2	-
Writing	-	2	-	6	8	9	-
<b>Total staff with Welsh Skills</b>	<b>25</b>						

<b>Schools</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	162	39	33	168	477	15	5
Understanding	164	56	64	126	414	54	21
Writing	167	30	31	146	288	209	28
<b>Total staff with Welsh Skills</b>	<b>899</b>						

iv) **SOCIAL SERVICES AND HOUSING**

<b>Adult Services</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	13	9	7	6	79	13	-
Understanding	15	11	5	5	71	16	4
Writing	14	7	3	11	39	49	4
<b>Total staff with Welsh Skills</b>	<b>127</b>						

<b>Business Support</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	-	-	-	-	1	1	-
Understanding	-	-	-	-	1	1	-
Writing	-	-	-	-	1	1	-
<b>Total staff with Welsh Skills</b>	<b>2</b>						

<b>Caerphilly Homes</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	2	3	6	6	42	4	-
Understanding	1	7	2	2	34	15	2
Writing	5	3	4	4	19	28	-
<b>Total staff with Welsh Skills</b>	<b>63</b>						

<b>Children Services</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>No Skills</b>	<b>Undisclosed</b>
Listening / Speaking	3	-	2	1	46	1	1
Understanding	2	1	2	3	38	7	1
Writing	2	1	1	3	27	19	1
<b>Total staff with Welsh Skills</b>	<b>54</b>						



## 4. Welsh Medium Training Provision

Caerphilly CBC has provided conversational Welsh courses for staff and elected members since 2001. Courses are also accessible for member of the public and staff members from partner organisations to attend. The courses range from basic taster courses for beginners to courses which cater for those who have become fluent Welsh speakers.

The data for the courses offered and attended by Caerphilly CBC staff for the academic year 2018-2019 is as follows;

COURSE OFFERED	NUMBER OF COURSES OFFERED	NUMBER OF STAFF ATTENDING
30 Week	37	53
Online 10 Hour Course	1	75
2 Day Welsh Taster	3	14
Say Something in Welsh - Online Welsh Course	1	2
Withdrawn	N/A	6

### Caerphilly Staff Figures – 2001-2018

Academic Year	Year courses	Taster Courses	Total Learners	(Numbers withdrawn)
2001 – 2002	46	0	46	(0)
2002 – 2003	66	0	66	(11)
2003 – 2004	84	37	121	(17)
2004 – 2005	70	43	113	(15)
2005 – 2006	61	77	138	(10)
2006 – 2007	66	27	93	(12)
2007 – 2008	68	38	106	(7)
2008 – 2009	43	58	101	(9)
2009 – 2010	48	50	98	(13)
2010 – 2011	50	33	83	(1)
2011 – 2012	52	21	73	(2)
2012 – 2013	52	22	74	(3)
2013 – 2014	61	142	203	(16)
2014 – 2015	56	58	114	(13)
2015 – 2016	40	28	68	(14)
2016 – 2017	45	14	59	(3)
2017 – 2018	50	61	111	(4)
2018 – 2019	53	91	144	(6)
<b>TOTALS</b>	<b>1011</b>	<b>800</b>	<b>1811</b>	<b>(152)</b>

The 2 day Welsh Taster courses are run collaboratively with several other South East Wales authorities and organisations. These courses always prove to be popular, with Caerphilly CBC hosting a course in July 2018, attended by four members of staff from neighbouring authorities.

A 10 Hour Online Welsh Course called **Cymraeg Gwaith** (Work Welsh) was launched in Spring 2018 and has been developed to be used by those providing frontline reception type services. This course was targeted at those service areas which Standard 64 directly impacts in the first instance.

<b>Standard 64</b>	<p>Any reception service you make available in English must also be available in Welsh, and any person who requires a Welsh language reception service must not be treated less favourably than a person who requires an English language reception service.</p> <p><b>You must comply with standard 64 in relation to the following by 30 September 2017:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">The body’s main reception service.</a></li> </ul> <p><b>You must comply with standard 64 in relation to the following by 30 September 2018:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Bargoed, Risca, Rhymney, Blackwood, Caerphilly &amp; Ystrad Mynach libraries;</a></li> <li>• <a href="#">Caerphilly Visitor Centre;</a></li> <li>• <a href="#">Llancaiach Fawr Manor House;</a></li> <li>• <a href="#">Registration Services at Penallta House;</a></li> <li>• <a href="#">Caerphilly, Heolddu, Newbridge and Risca leisure centres.</a></li> </ul>	30/09/17
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The course can be undertaken in stages and takes the learner through a series of scenarios followed by a set of questions. On completion of the course, learners are emailed a certificate. A follow-on course is now also available and this will be rolled-out to those who have completed the first 10 hours in the Summer of 2019.

Further online courses of this type are now available for specific service areas including social care and business which will also be rolled out to relevant service areas in the Summer of 2019.

No courses were requested to be delivered through the medium of Welsh, therefore there are no staff training figures to record. The above information is published here to provide continuity with previous reports.

## 5. Recruiting to Empty Posts

A total of **632** new and vacant posts advertised since 30<sup>th</sup> March 2018 were categorised as posts where:

- (i) Welsh language skills were essential

**6**

- (ii) Welsh language skills needed to be learnt when appointed to the post

**1**

Welsh language training courses have been available to all staff free of charge since the 2001-2002 academic year (see **Section 3**)

- (iii) Welsh language skills were desirable,

**626**

- (iv) Welsh language skills were not necessary

**1\***

**\*This post was assessed as no Welsh language skills necessary due to the Welsh language skills of the other team members. However, all vacancies are advertised as Welsh desirable as a minimum requirement.**

The Welsh language Skills Assessments in relation to vacancies/new posts are undertaken as required by Standard 136, and have been recorded by Human Resources since October 2016. The assessment and supporting evidence then forms part of the business case that is necessary to gain permission to fill a vacant post or create new ones.

All vacant or new posts must have a Welsh language Skills Assessment and all posts are advertised as **Welsh desirable** as a standard requirement, and that the assessment will consider whether that needs to change to **Welsh essential**.

There are some instances where a number of posts are recruited by agency, acting up, ring-fence or expression of interest where there is no formal advert; a Welsh Language Skills Assessment may not always be available for these posts. If posts are not dealt with by People Services, e.g. recent Apprentice posts which were approved by a committee report and a Welsh Language Skills Assessment not undertaken for these roles because they were not approved through the usual Corporate Management Team approval process.

Similarly Chief Officer posts don't always go via People Services and therefore there would be no Welsh Language Skills Assessment for these posts either.

## Appendix 1 – Annual Progress Report on the Welsh Language Strategy 2017-2022

<b>Strategic Area 1 – The Family</b>	<b>Vision – Increase the number of families where the Welsh language is spoken with children</b>
<b>Strategic Priorities</b>	
<ul style="list-style-type: none"> <li>• Extend regular informal opportunities for parents to develop their Welsh language Skills so as to assist their children</li> </ul>	
<ul style="list-style-type: none"> <li>• Create a consistent message across the sector, in order to promote the benefits of transferring the Welsh language within the family, allowing children to acquire Welsh language</li> </ul>	
<ul style="list-style-type: none"> <li>• Raise awareness about the importance and availability of providing Welsh Medium activities for families</li> </ul>	

No.	Action	Progress Comment	
1.1	Promote Welsh language organisations such as Menter Iaith Caerffili, the Urdd, Mudiad Meithrin, Gwent Welsh for Adults Centre and in particular their family activities and services (through social media, Council publications, Family Information Service).	<p>The CCBC Communications Unit continues to use its wide range of channels to promote Welsh Language events and organisations. These channels include Newslines, social media, CCBC website and our email marketing platform. Recent examples include the Ras yr Iaith, organised by Mentrau Iaith Cymru.</p> <p>Cymraeg i Blant continues to share information about local support groups and the advantages of raising children bilingually with the Midwifery and Health Visiting team across Aneurin Bevan health board. Presentations are held regularly to update the teams of our provision.</p> <p>Cymraeg i Blant continues to run a range of support groups for new parents in Caerphilly, Trethomas, Risca, and Ystrad Mynach. In addition Miri Meithrin pre-school events are held in partnership with Menter Caerffili.</p> <p>Cymraeg i Blant continues to signpost parents on to the free learn Welsh course Clwb Cwtsh, the local Ti a Fi parent toddler groups and the Cylchoedd Meithrin. (Welsh medium playgroups)</p> <p>FIS continues to promote the above groups and events on its social media channels. Staff aware of services/orgs and promote when relevant</p> <p>Distribute and share information about the NFI on any opportunity with prospective learners and current learners through events, informal learning sessions and Saturday speaking.</p> <p>Include details of events in monthly email to Welsh learners of Gwent.</p> <p>Staff aware of services/organisations and promote when relevant.</p>	<p>Communications Team</p> <p>Cymraeg i Blant</p> <p>Families First</p> <p>Canolfan Dysgu Cymraeg Gwent</p>

		<p>Caerphilly Family Information Service (FIS) work in partnership with Menter Iaith, Mudiad Meithrin and individuals to promote Welsh language education, childcare, activities, groups (including Ti a Fi) and events all year around throughout the borough. Live current information is made available via FIS website, social media pages, helpline, post and e-mail.</p> <p>Menter Iaith Sir Caerffili promotes its own services as well as the activities and services of partners and other organisations. This is done through the Menter's email system, social media and the Menter's website and in recognizing partnership working across its services. We also work closely with Caerphilly Council to promote our work and encourage partners to work together in the same way.</p> <p>Caerphilly Council's Equalities and Welsh language Team promotes the work and services of all its partners including the work of organisations represented on the Language Forum. We will promote using social media channels and through the Council's email system. We will always encourage partners to work with us in the same way.</p>	<p>Family Information Service</p> <p>Menter Iaith Caerffili</p> <p>Corporate Policy</p>
Page 347	Events evaluation forms to include questions regarding language use.	<p>Cymraeg i Blant continue to ask parents to complete feedback forms after a series of 6 sessions which include specific questions about the language of the home.</p> <p>The Adult Education Service works with a number of agencies across the borough and promotes the Welsh language wherever possible. We have offered a number of Welsh language courses in recent years by working in partnership with Coleg Gwent and Menter Iaith Caerffili</p> <p>During all our activities, we distribute and collect events evaluation forms and information. The information includes the views and needs of local people and identifies the choice and use of the language of participants.</p>	<p>Cymraeg i Blant</p> <p>Families First</p> <p>Menter Iaith Caerffili</p>
1.3	Develop a comprehensive information resource (booklet/online resource) which shows the services available through the medium of Welsh for families and the Welsh medium education journey in addition to the advantages of bilingualism.	<p>Cymraeg i Blant shares the 'Being Bilingual' booklet and other promotional leaflets with Health Visitors, new parents and partners.</p> <p>All Families First leaflets are produced in a bilingual format and meet the Welsh language Standards.</p> <p>Caerphilly FIS provide a range of Bilingual PDF booklets and hard copies about the</p>	<p>Cymraeg i Blant</p> <p>Families First</p> <p>Family Information</p>

		<p>advantages to Bilingualism/ Welsh Language and Welsh Medium Education e.g. “Your guide to Welsh Medium Education”, “8 reasons to introduce Welsh from birth”, “Homework help” and WG Positive Parenting publications etc. And as 4.9 &amp; 4.10</p> <p>The Caerphilly County Language Forum has secured funding to generate the resource and in the process of agreeing the content and appearance of the booklet. It is planned during April-May 2018 to publish the resource and to distribute it widely across the county. Partners and members of the Forum will be able to receive and distribute the booklet during activities, events and their work in supporting families locally. The Forum will discuss further the opportunity to transfer the booklet to become an online resource in the future.</p> <p>Worked with the Language Forum to develop a useful booklet on the advantages of raising bilingual children. The document will be online to download.</p>	<p>Service</p> <p>Menter Iaith Caerffili</p> <p>Corporate Policy</p>
1.4 Page 348	<p>Newsline to develop a Welsh medium service feature (twice a year) highlighting the Welsh medium activities and services available locally.</p>	<p>Examples of the way Newsline has been used to promote Welsh language includes:</p> <ul style="list-style-type: none"> <li>• Feature on investment in new Welsh language School provision across the county borough.</li> <li>• Promotion of the Ras yr Iaith organised by Mentrau Iaith Cymru.</li> </ul> <p>Members of the Language Forum are keen to work with those officers that produce Newsline to increase the material that appears in the paper that promotes the opportunities locally to use Welsh. Through the Forum, members have received information on how to provide material for the paper and are eager to work together further to ensure adequate attention to the Welsh language within the paper.</p> <p>Members of the Welsh Language Forum are informed of Newsline’s printing schedule for Newsline so that they have enough time to submit articles to be considered for inclusion in the next issue.</p>	<p>Communications Team</p> <p>Menter Iaith Caerffili</p> <p>Corporate Policy</p>

<b>Strategic Area 2 – Children and Young People</b>	<b>Vision – Increase use of the Welsh language amongst children and young people, improve awareness of the value of Welsh, ensure better access to Welsh medium social events and services</b>
<b>Strategic Priorities</b>	
<ul style="list-style-type: none"> <li>• Support educators to allow them to promote the extra-curricular activities available through medium of Welsh</li> <li>• Work with young people to raise awareness of Welsh language as a valuable skills for training and employment</li> <li>• Raise awareness amongst staff that come into contact with CYP of the need to foster positive attitudes</li> <li>• Increase the number of children accessing Welsh Medium Education</li> <li>• Develop Bi-lingual leadership skills amongst young people to help them become champions</li> </ul>	

Page 349	2.1	Audit current Welsh medium opportunities and services for Children and young people to identify gaps and areas of demand.	<p>FIS supply yearly data on the number of Welsh Medium childcare providers and places by area, for inclusion in WG Childcare Sufficiency Assessments.</p> <p>Menter Iaith Sir Caerphilly commissioned a Language Profile of the position of Welsh in the county in May 2016. In addition, Caerphilly WESP identifies the Welsh-medium services that are available to children and people of the County. Menter Iaith Caerphilly would like to work with partners and a relevant Scrutiny Committee within Caerphilly Council to complete a detailed audit of existing Welsh-medium opportunities and services for children and young people in order to identify gaps and geographical areas where there are not enough Welsh-medium services.</p>	<p>Family Information Service</p> <p>Menter Iaith Caerffili</p>
	2.1 (&1.1)	Promote Welsh language organisations and in particular their services for children and young people.	<p>See 1.1 above</p> <p>Staff aware of services/orgs and promote when relevant.</p> <p>As 1.1</p> <p>As set out in 1.1, Menter Iaith Caerphilly promotes services itself as well as the services and work of other organizations. This is done via email, social media, our website and during the activities we run. In addition, during any community events, we invite partners to attend and promote their work.</p> <p>Urdd and Menter Iaith continue to form a delivery partnership with CCBC Youth Service.</p>	<p>Communications Team</p> <p>Families First</p> <p>Family Information Service</p> <p>Menter Iaith Caerffili</p> <p>Youth Service</p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 350</p>	<p>2.3 Work in Partnership with a range of organisations to raise awareness of the value of Welsh language skills as a career or employment opportunity</p>	<p>Adult Education 'European Social Fund employability operations team' works with a number of agencies across the borough and promotes the Welsh language wherever possible. We advertised a Welsh language reception skills course and didn't have anyone apply for a place. We ask participants if they require delivery of courses in Welsh but as yet no one has expressed an interest.</p> <p>Cymraeg i Blant works with Coleg y Cymoedd to provide a being bilingual workshop with students on their Child Care courses.</p> <p>The Welsh Language Forum is currently discussing an event for Ysgol Gyfun Cwm Rhymni, in partnership with Careers Wales. The event would be an opportunity for all members of the Forum to distribute information to the school's students about the type of services they provide and the career opportunities for Welsh speakers. Menter Iaith Sir Caerffili also offers numerous volunteering opportunities for young Welsh speakers and currently supports volunteers within our childcare services and various activities for children and young people.</p> <p>Attended an event with an information stand at Coleg y Cymoedd event - 'Sgil Iaith Sgil Gwaith'. The aim of promoting the council's services and the great demand for Welsh speakers to come to work in order to be able to provide services through the medium of Welsh and to comply with the Welsh Language Standards.</p>	<p>Community Education</p> <p>Cymraeg i Blant</p> <p>Menter Iaith Caerffili</p> <p>Corporate Policy</p>
<p>2.4</p>	<p>Develop the Welsh language awareness training for staff working with children and young people in addition to a resource pack to support provisions to promote language and local heritage.</p>	<p>All European Social Fund staff have the opportunity to attend Welsh Language courses as part of their Continuous Professional Development, there have been some expressions of interest but not taken up as yet.</p> <p>Families First staff received training in 2017/18 and continue to receive information on the Welsh Language Measure as part of their induction.</p> <p>Menter Iaith Caerphilly has developed various language awareness packs to support provision for children and young people. We are keen to work with the Urdd and the Caerphilly Youth Service to develop further support for projects and youth services. This would be able to offer training as part of the youth service training program as well as developing a package of resources that would assist staff to promote local Welshness and heritage.</p> <p>This was not possible with the training post being vacant. The post has now been filled and the postholder will ensure that this training is included in the training schedule for the year.</p>	<p>Community Education</p> <p>Families First</p> <p>Menter Iaith Caerffili</p> <p>Corporate Policy</p>



2.5	Consult and create a campaign to attract young people to be involved in youth work, sport and art activities as leaders	Menter Iaith Caerphilly is keen to work with the Urdd, the Urdd Sports Department and Caerphilly Council Youth Service to promote career opportunities through the medium of Welsh. We have a shortage of youth workers who can speak Welsh in the County and the demand for Welsh-medium youth services is increasing. We are keen to discuss possible plans for a training and recruitment campaign over the next year.	Menter Iaith Caerffili
2.6	Plan and co-ordinate and promote a calendar of Welsh medium care, play and recreational activities for children between 11-18 years of age.	<p>As 1.1</p> <p>Although Menter Iaith Caerphilly promotes a variety of care and play activities for the children and young people of the County, as partners, we have not worked together on one calendar of activities. Members of the Fforwm Iaith work closely with the County's Welsh medium schools to promote the range of activities available to families in the county but we welcome the opportunity to discuss the development of a calendar that summarises what is available to families.</p>	<p>Family Information Service</p> <p>Menter Iaith Caerffili</p>
2.7	Plan and co-ordinate and promote a calendar of Welsh medium care, play and recreational activities for children between 4-11 years of age.	<p>As 1.1</p> <p>Although Menter Iaith Caerphilly promotes a variety of care and play activities for the children and young people of the County, as partners, we have not worked together on one calendar of activities. Members of the Fforwm Iaith work closely with the County's Welsh medium schools to promote the range of activities available to families in the county but we welcome the opportunity to discuss the development of a calendar that summarises what is available to families.</p>	<p>Family Information Service</p> <p>Menter Iaith Caerffili</p>

<b>Strategic Area 3 – Communities</b>	<b>Vision: Support community groups and help them to increase the use of Welsh within their localities</b>
Strategic Priorities	
<ul style="list-style-type: none"> <li>• Support existing Welsh language community activities and share good practice</li> </ul>	
<ul style="list-style-type: none"> <li>• Support community groups to mainstream the use of the Welsh language and offer learners the opportunity to practice it</li> </ul>	
<ul style="list-style-type: none"> <li>• Provide specific support to community initiatives in order to enable them to realise their plans to promote the Welsh language</li> </ul>	

Page 352	3.1	Promote the availability of bilingual services by ensuring Welsh speakers and learners within service areas wear appropriate lanyards and or badges showing their skill, to encourage the public to speak Welsh when accessing services.	<p>FIS Welsh Medium Advisor employed indicated by lanyard. Able to answer complex FIS enquiries through the medium of Welsh.</p> <p>Menter Iaith Caerphilly distributes appropriate lanyards and badges for a variety of organizations including schools and businesses across the County.</p> <p>We provide lanyards and badges for members of staff with Welsh language skills or who are learning Welsh to show that a service through the medium of Welsh is available. Information is also available on our portal for staff.</p>	<p>Family Information Service</p> <p>Menter Iaith Caerffili</p> <p>Corporate Policy</p>
		Plan and coordinate a campaign to distribute Welsh speaking badges and signs across businesses and organisations to support local people to use the Welsh language.	<p>As part of our Welsh language in Business Project, Menter Iaith Caerphilly distributes Welsh language badges and signs amongst businesses and organizations in the County. The project supports businesses to increase their use of Welsh and it clearly demonstrates that bilingual services are available to the public as an important part of the process.</p> <p>The Council is working with the Menter Iaith to ensure that local businesses are aware of the need to promote services through the medium of Welsh in the county borough - connecting through the Caerphilly Business Forum.</p>	<p>Menter Iaith Caerffili</p> <p>Corporate Policy</p>
	3.3	Support the development and promotion of a directory of Welsh medium services available locally.	<p>As 1.1</p> <p>During April-May 2017, Menter Iaith Caerphilly launched a directory of Welsh-medium services within the County. The directory was distributed widely across the county and the resource received a very positive response. We are currently discussing the potential of developing the information to be an online and interactive resource.</p> <p>Promoting this work is ongoing with Menter Iaith Caerffili.</p>	<p>Family Information Service</p> <p>Menter Iaith Caerffili</p> <p>Corporate Policy</p>

Page 353	<p>3.4 Support and promote the development of Ffiliffest, Menter Iaith Caerffili's annual festival which celebrates the Welsh language and local heritage. This would include support from departments such as Tourism, Leisure, Arts Development, Youth Service and Communications.</p>	<p>The CCBC Communications Team continues to support and promote this annual event via all the communication channels at its disposal.</p> <p>Cymraeg i Blant support the annual Ffiliffest event with activities aimed at pre-school children.</p> <p>As 1.1</p> <p>During June 2018, the Menter held its summer festival, Ffiliffest, again this year at Caerphilly Castle. It was attended by almost 5000 people of the festival and the day was supported by members of the Forum as well as a number of other organizations. Valuable support was received from Caerphilly Council's marketing and communications officers.</p> <p>During the festival, a program of varied activities was provided for children and families as well as a video and stage games area with live music. The festival will be held again in 2019 on June 29th and we are very keen to work with the various departments of the Council in order to further promote and develop the festival.</p> <p>We work closely with Menter Iaith by creating a link between them and the Council's services. We support them in meetings with specific services to try to build relationships and ensure that the collaboration is successful.</p>	<p>Communications Team</p> <p>Cymraeg i Blant</p> <p>Family Information Service</p> <p>Menter Iaith Caerffili</p> <p>Corporate Policy</p>
	<p>3.5 Ensure Welsh language input and activities within CCBC community events programme (Big Cheese, Blackwood Beach Party, and Christmas Markets etc.).</p>	<p>Menter Iaith Sir Caerffili welcomes any opportunity to collaborate with Caerphilly Council in order to increase the Welsh medium activities available within its community events program.</p> <p>Menter Caerffili will provide a bilingual public publications service on behalf of the Council within some of its events including The Big Cheese in 2019.</p> <p>We work with Council departments to raise awareness and to ensure compliance with the Welsh Language Standards when creating a bilingual marketing document.</p>	<p>Menter Iaith Caerffili</p> <p>Corporate Policy</p>

<b>Strategic Area 4 – Welsh language Services</b>	<b>Vision: Promote and improve availability of Welsh-medium services in the borough</b>
Strategic Priorities	
<ul style="list-style-type: none"> <li>The relevant language standards being operated.</li> </ul>	
<ul style="list-style-type: none"> <li>Senior council managers should show a strong commitment to the Welsh language in collaboration arrangements, and 3rd party contract and commissioning documents</li> </ul>	
<ul style="list-style-type: none"> <li>Welsh language classes made available to council staff and partner organisations</li> </ul>	

4.1	Continue to encourage all council departments to use the Iaith Gwaith badges and lanyards (Standard 68).	See 3.1 above.  See 3.1. above  As 3.1	Communications Team  Corporate Policy  Family Information Service
	Support and encourage the Council's Welsh speaking staff and learners to use their skills in the workplace.	All staff answer phones bilingually. Staff attend Welsh Language classes if they choose.  As 3.1  We wear badges and lanyards so that speakers and learners have the opportunity to use their spoken Welsh language skills. We have also provided a series of information on our portal to support staff in understanding the Welsh Language Standards and how to implement them.  Above the clocking-in clocks and at every lift on each floor at the Council's headquarters, there are frames on the wall that show the Phrase of the Week. There are a series of them including phrases for work and some informal ones relating to holidays. Under the phrases is a phonetic description of how to pronounce the phrase.  Desktop cards were created for staff on how to answer the phone bilingually, how to do bilingual out of the office messages, bilingual answer machine and automated telephone systems messages, Welsh first.  The authority has an organisation license for Cysgliad and the software is available on all Council computers with staff guidance on how to use the software available on the Corporate Policy Unit Portal. The licence is renewed annually.	Families First  Family Information Service  Corporate Policy

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4.3	Plan to improve service provision based on feedback and the number of complaints received.	We will ensure that any complaints received are recorded, investigated and that any changes that are required will be carried out in accordance with the Welsh Language Standards.	Corporate Policy
4.4	Award scheme for Welsh learners' courses – Learner of the Year / Most Improved Service Area etc.	There are plans to put in place a Staff Recognition Scheme and it is hoped that one of the awards will be one for a Service or Team that complies well or Bilingual Service/Team of the Month.	Corporate Policy
4.5	Group meetings/events for Council learners to practice.	<p>Regularly share information on Caerphilly County Council's Facebook and Twitter and Menter Caerffili for the Gwent Welsh Speaking Learning Saturdays with staff to raise awareness of the opportunities available to practice / speak Welsh outside the work / class.</p> <p>Menter Iaith Caerphilly is eager to support Welsh learners across the County and organize a program of weekly and monthly opportunities for them. We are keen to promote these opportunities among Council learners.</p> <p>With a training officer now in post we hope to establish a group shortly. It is hoped that organizations such as the Menter Iaith would come in to discuss and promote their services.</p>	<p>Canolfan Dysgu Cymraeg Gwent</p> <p>Menter Iaith Caerffili</p> <p>Corporate Policy</p>
4.6	Contact partner organisations to determine how many Welsh Essential posts they have, the nature of the posts and how they are currently filled.	Families First staff are asked if they speak Welsh or any other language so we are aware of the skills of our staff teams. We have some Welsh Essential posts in our Outreach SRB team who work in Welsh Language schools.	Families First
4.7	Contact partner organisations to determine how many currently provide Welsh language Awareness Training to staff and how that training is provided.	<p>Welsh Language training is available to internal staff. We now promote the courses advertised on learnwelsh.cymru to all external partners and link them to support in Coleg Gwent.</p> <p>Menter Iaith Caerphilly can provide language Awareness training tailored to specific sections.</p>	<p>Families First</p> <p>Menter Iaith Caerffili</p>

4.8	With the information collated above, develop a marketing programme including an annual Welsh language job fair to raise awareness among the community and young people of the potential career opportunities for Welsh speakers.	<p>As noted previously, Menter Iaith Caerphilly is keen to support a Welsh-medium job marketing program and the opportunities within various sectors for Welsh speakers.</p> <p>Initial discussions are being had between regional Welsh Language Officers, the respective Menter Iaith organisations, Careers Wales and other partners involved in the delivery of the Five Year Welsh Language Strategy. The Council is keen to be involved in such an event to raise awareness amongst Welsh-medium school pupils and local students about the demand for Welsh speakers in workplaces and to ensure that they value the language. We will work together as a Fforwm Iaith (Welsh language Forum) to try and organize such an event.</p>	<p>Menter Iaith Caerffili</p> <p>Corporate Policy</p>
4.9	All council departments to log/record details when a member of the public indicates that they wish for all their telephone calls to be conducted through the medium of Welsh (Standard 21).	<p>Families First Central Support team will log any calls where relevant.</p> <p>FIS record details of contacts within settings and groups wishing to communicate through the medium of Welsh along with members of the general public.</p> <p>The Council's individual departments must ensure that they record this and then make sure that every call made to that person is made in their preferred language. We will work with departments on how to put similar systems into operation.</p>	<p>Families First</p> <p>Family Information Service</p> <p>Corporate Policy</p>
4.10	Raise awareness of Welsh language provision of services in order to meet the requirements of a positive offer and raise awareness of the ability to contact the local authority in Welsh by telephone, face to face or via written communication.	<p>The Adult Education service works with a number of agencies across the borough and promotes the Welsh language wherever possible. All potential learners are asked in the initial stages of engagement if they would prefer support in Welsh and also if they would prefer courses delivered in Welsh, as yet no one has expressed an interest.</p> <p>Welsh Language presentation given to partner organisations in 2017/18.</p> <p>FIS encourage settings and groups wishing to communicate through the medium of Welsh along with members of the general public to contact the FIS using their chosen method through the medium of Welsh.</p> <p>Menter Iaith Caerphilly is keen to support Caerphilly Council in raising public awareness of the availability of Welsh-medium services as well as supporting the Council to measure progress in meeting the demands of the Active Offer.</p> <p>The Council's letter template states '<b>Correspondence may be in any language or format. Corresponding in Welsh will not lead to any delays</b>'. In Newsline we state that '<b>We welcome calls in Welsh</b>' and the Social Services Directorate has run the <b>Active Offer</b> training for staff.</p>	<p>Community Education</p> <p>Families First</p> <p>Family Information Service</p> <p>Menter Iaith Caerffili</p> <p>Corporate Policy</p>

4.11	Develop improved partnerships between Council Departments and partners.	<p>The Adult Education service works with a number of agencies across the borough and promotes the Welsh language wherever possible. We have offered a number of Welsh language courses in recent years by working in partnership with Coleg Gwent and Menter Iaith Caerffili.</p> <p>Continued discussion with partners over the course of the year has helped us to raise awareness of the standards.</p> <p>Established partnership working – FIS and Menter Iaith, Mudiad Meithrin etc.,</p> <p>At meetings we will promote different partnerships including the organizations on the Fforwm Iaith (Welsh language Forum) with the Menter Iaith if applicable.</p>	<p>Community Education</p> <p>Families First</p> <p>Family Information Service</p> <p>Corporate Policy</p>
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<b>Strategic Area 5 – The Workplace</b>	<b>Vision: Increase Opportunities for people to use the Welsh language in the workplace</b>
Strategic Priorities	
<ul style="list-style-type: none"> <li>• Increase Welsh language skills and awareness amongst local managers</li> <li>• Increase knowledge about the linguistic skills of staff who work within the Council and partner organisations.</li> <li>• Increase recognition that the Welsh language is a valuable skill in the workplace</li> <li>• Increase awareness of the importance of the Welsh language as a skill when recruiting, amongst those who are responsible for jobs and employment.</li> <li>• Enable and support fluent staff and staff who are learning, to use the Welsh language in the workplace.</li> <li>• Compliance by Commissioned Services and Independent Third Party Provision</li> </ul>	

Page 358	5.1	Increase partnership work between partners and the Council in order to promote the value of the Welsh language.	<p>Continued discussion with partners over the course of the year has helped us to raise awareness of the standards.</p> <p>FIS take part in meetings and networking events to maintain good partnership working. Networking event scheduled for 8<sup>th</sup> June, 2019.</p> <p>Menter Iaith Caerphilly works in close partnership with a range of Council departments including: Youth Service, Early Years and Childcare, Economic Development, Rural Development Plan Team, Countryside and Parks, Policy and Co-ordination Team. This work involves carrying out work on their behalf or working together to develop and deliver Welsh-medium services. We are keen to see these opportunities increasing to ensure that the public can access a wide range of Welsh-medium services. We see that there is a wider potential to develop service level agreements with departments to improve Welsh-medium provision by exploiting the experience and expertise of the Menter.</p> <p>At meetings we will promote different partnerships including the organizations on the Fforwm Iaith (Welsh language Forum) with the Menter Iaith if applicable.</p>	<p>Families First</p> <p>Family Information Service</p> <p>Menter Iaith Caerffili</p> <p>Corporate Policy</p>
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5.2	Encourage businesses and the voluntary sector to use the laith Gwaith badges and lanyards and to develop a bilingual image.	<p>As part of Menter Caerffili's Welsh language in Business project, the Project Officer distributes badges, open and closed signs and lanyards for the businesses and organizations of the County. As well as the wider support for businesses, these products ensure that a number of businesses can develop a bilingual image that encourages the Welsh speakers of the County to request a Welsh-medium service.</p> <p>We work in partnership with Menter laith and are happy to support and encourage small businesses and the voluntary sector to use laith Gwaith badges etc.</p> <p>CCBC Youth Service is working to establish a 2<sup>nd</sup> Welsh language youth club in the Caerphilly Town area.</p>	<p>Menter laith Caerffili</p> <p>Corporate Policy</p> <p>Youth Service</p>
5.3	Develop a joint campaign raising awareness of all partner organisations' existing Welsh language services e.g. phone lines, self-service machines etc.	<p>We would be happy to work together on this campaign; we may build on and expand Menter laith's directory of Welsh language businesses. Consider using <b>Dewis</b> where applicable.</p> <p>FIS record languages used in Childcare settings, groups and services and make this information available via the website and via helpdesk enquiries.</p>	<p>Corporate Policy</p> <p>Family Information Service</p>
Page 359	Ensure appropriate Welsh language training is available to staff to learn Welsh from basic to advanced/proficient	<p>Welsh Language training is available to internal staff. We promote the courses advertised on learnwelsh.cymru to all external partners and link them to support in Coleg Gwent.</p> <p>We have been providing Welsh in the Workplace Courses for staff since 2001 from taster to proficiency level. We also offer online courses such as 'Say Something in Welsh' and a 10-hour Welsh Work online course. The courses are offered flexibly and free of charge with staff being supported to attend courses.</p>	<p>Families First</p> <p>Corporate Policy</p>
5.5	Establish promoting Welsh as a recognised objective for managers so that they are able to provide evidence of the work undertaken to increase Welsh speaking staff and promote Welsh medium services.	Welsh Language Action Plan in place.	Families First

5.6	Create a resource and App that lists all the businesses and services available locally through the medium of Welsh in order to highlight opportunities to use the language across community life.	<p>Following the success of producing a directory of the County's Welsh medium businesses and services, Menter Caerffili is currently investigating the opportunities to develop the resource as an 'app' or a digital interactive version. Adequate funding will be required for this work as well as gathering feedback from existing users of the resource.</p> <p>Menter laith launched a directory which we fed into. It provides information of what services are available in the county borough in one place. There are plans to make the directory electronic so that details can be updated when necessary.</p> <p>As 5.3</p>	<p>Menter laith Caerffili</p> <p>Corporate Policy</p> <p>Family Information Service</p>
5.7	Promote the opportunities to follow a career through the medium of Welsh locally as a partnership of organisations.	<p>In partnership with members of the County's Fforwm laith, Menter laith Caerphilly is committed to promoting the opportunities locally to pursue a career through the medium of Welsh. We welcome the opportunity to contribute to any marketing campaigns or opportunities to target specific sectors.</p> <p>We have been promoting jobs with the council at Coleg y Cymoedd's Sgil laith Sgil Gwaith event. Pupils and students need to know how valuable the Welsh language is in searching for a job or choosing a career. Currently having discussions around holding a Jobs Fair for the need for Welsh speakers in jobs.</p>	<p>Menter laith Caerffili</p> <p>Corporate Policy</p>

<b>Strategic Area 6 – Infrastructure (Policies and Practise)</b>	<b>Vision: Organisations and services integrate the Welsh language into policies and activities.</b>
<b>Strategic Priorities</b>	
<ul style="list-style-type: none"> <li>• Ensure that the impact assessment processes consider Welsh language issues in line with Welsh language Standards 88-90.</li> <li>• Ensure that the Council’s policy development practices comply with the relevant Policy Making Standards</li> <li>• Ensure that the review of this Strategy is undertaken in 5 years as required by Welsh language Standard 146.</li> </ul>	

Page 361	6.1	Welsh language to be further embedded in consultation practices /exercises (as an element for consideration in addition to the organisations that are consultees).	<p>All consultations that have been available in Welsh or we have sought the language preference of those completing.</p> <p>Menter Iaith Caerphilly works in partnership with Caerffili Council to ensure that the county's Welsh speakers can contribute to consultations through the medium of Welsh. During the period in question, the Menter has supported the Viewpoint Panel, through coordinating and leading a Welsh-medium panel. In addition, the Menter supported the preparation of the Well-being Assessment and the draft Well-being Plan by facilitating a session in Welsh with member of the public. We welcome further opportunities to support the Council's consultation exercises.</p> <p>We ensure departments create a bilingual consultation ethos and support Welsh speakers to take part in those consultations. We work closely with Menter Iaith which help when the Consultation and Engagement Officer organises a Viewpoint Panel on different topics. We are happy to facilitate these events to support a table of Welsh speakers and learners.</p>	<p>Families First</p> <p>Menter Iaith Caerffili</p> <p>Corporate Policy</p>
	6.2	Welsh language as an integral part of developing and impact assessing proposed Caerphilly County Borough Council policies.	Under section 6 of the Council's report template, namely Equalities Implications consideration should be given to the Welsh language. There is guidance available to staff on our portal and members of staff should be aware of the Welsh language Standards and consider them when writing policies. They should ensure that there is no negative impact on the Welsh language and that the Welsh language is not treated less favorably than the English language.	Corporate Policy
	6.3	Establish Welsh language implications as an integral part of planning developments in terms of housing and education expansion, particularly in terms of Welsh medium school places.		

6.4	Encourage wider partners to have the Welsh language as an integral part of developing and impact assessing proposed policies and practices.	Continued discussion with partners over the course of the year has helped us to raise awareness of the standards.  Urdd staff embedded in Youth Service's Youth Forum.	Families First  Youth Service
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