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For all enquiries relating to this agenda please contact Jo Thomas  
(Tel: 07714600912 Email: [thomaj8@caerphilly.gov.uk](mailto:thomaj8@caerphilly.gov.uk))

**Date: 20th July 2023**

To Whom It May Concern,

A multi-locational meeting of the **Cabinet** will be held in Penallta House, and via Microsoft Teams on **Wednesday, 26th July, 2023 at 1.00 pm** 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 on request.

Members of the public or Press may attend in person at Penallta House or may view the meeting live via the following link: <https://civico.net/caerphilly>

This meeting will be live-streamed and a recording made available to view via the Council's website, except for discussions involving confidential or exempt items. Therefore, the images/audio of those individuals present and/or speaking will be publicly available to all via the recording on the Council website at [www.caerphilly.gov.uk](http://www.caerphilly.gov.uk)

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Chrissy Harrhy', enclosed within a large, loopy oval shape.

**Christina Harrhy**  
CHIEF EXECUTIVE

## AGENDA

Pages

- 1 To receive apologies for absence.

A greener place Man gwyrdach



2 Declarations of Interest.

Councillors and Officers are reminded of their personal responsibility to declare any personal 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 July 2023. 1 - 8

To note the Cabinet Forward Work Programme.

- 4 Cabinet Forward Work Programme. 9 - 12

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

- 5 Day Opportunities. 13 - 62

- 6 Caerphilly County Borough Council Speed Limits Traffic Regulation Order 2023. 63 - 164

- 7 A Routemap to Inform Our Resource And Waste Strategy. 165 - 262

- 8 Covid 19, Economic Recovery Framework - Monitoring Report. 263 - 304

- 9 Scrap Metal Dealers, Dog Breeders, And Licensing Of Activities Involving Animals Licensing Fees 2023/24 And Future Fee Setting Determination. 305 - 312

- 10 Provisional Revenue Budget Outturn for 2022/23. 313 - 328

**Circulation:**

Councillors C. Andrews, S. Cook, E. Forehead, N. George, P. Leonard, S. Morgan, C. Morgan, J. Pritchard and E. Stenner

And Appropriate Officers

**HOW WE WILL USE YOUR INFORMATION**

Those individuals that attend committee meetings to speak/give evidence will be named in the minutes of that meeting, sometimes this will include their place of employment or business and opinions expressed. Minutes of Meetings including details of speakers will be publicly available to all via the Council website at [www.caerphilly.gov.uk](http://www.caerphilly.gov.uk). except for discussions involving confidential or exempt items.

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# Agenda Item 3



## CABINET

### MINUTES OF THE MULTI-LOCATIONAL MEETING HELD AT PENALLTA HOUSE AND VIA MICROSOFT TEAMS ON WEDNESDAY 12<sup>TH</sup> JULY 2023 AT 1PM

#### PRESENT:

Councillor S. Morgan – Chair

#### Councillors:

C. Andrews (Cabinet Member for Education and Communities), J. Pritchard (Cabinet Member for Prosperity, Regeneration and Climate Change), N. George (Cabinet Member for Corporate Services and Property, Highways), S. Cook (Cabinet Member for Housing), P. Leonard (Cabinet Member for Planning and Public Protection) and C. Morgan (Cabinet Member for Waste, Leisure and Green Spaces).

#### Together with:

R. Edmunds (Corporate Director of Education and Corporate Services) and D. Street (Deputy Chief Executive).

#### Also in Attendance:

S. Harris (Head of Financial Services and S151 Officer), R. Tranter (Head of Legal Services and Monitoring Officer), S. Pugh (Communications Manager), S. Richards, (Head of Education Planning and Strategy), M. Lloyd (Head of Infrastructure), C. Rogers (Business Development Manager), C. Campbell (Transportation Engineering Manager), G. Jenkins (Assistant Director - Head of Children's Services), F. Wilkins (Housing Services Manager), N. Challenger (Principal Housing Officer (Technical)), C. Adams (Highway Engineering Group Manager) and L. Lucas (Head of Customer and Digital Services).

## RECORDING AND VOTING ARRANGEMENTS

The Leader reminded those present that the meeting was being live streamed, and a recording would be made available to view via the Council's website, except for discussions involving confidential or exempt items. [Click Here To View](#).

### 1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor E. Stenner (Cabinet Member for Finance and Performance) and Councillor E. Forehead (Cabinet Member for Social Care) also C. Harray (Chief Executive), M.S. Williams (Corporate Director of Economy and Environment) and K. Cole (Chief Education Officer).

### 2. DECLARATIONS OF INTEREST

There were no declarations of interest received.

**3. MINUTES – 28<sup>TH</sup> JUNE 2023**

RESOLVED the minutes of the meeting held on the 28<sup>th</sup> June 2023 be approved as a correct record.

**4. MINUTES - CABINET AS TRUSTEES OF BLACKWOOD MINERS' INSTITUTE – 28<sup>th</sup> June 2023.**

RESOLVED the minutes of the meeting held on the 28<sup>th</sup> June 2023 be approved as a correct record.

**5. CABINET FORWARD WORK PROGRAMME – TO NOTE**

Cabinet was provided with the Cabinet Forward Work Programme, which detailed the scheduled reports until 18<sup>th</sup> October 2023.

Following consideration and discussion, it was moved and seconded that the Forward Work Programme be noted. By a show of hands this was unanimously agreed.

**6. COURT HOUSE CAR PARK, BLACKWOOD – VARIATION OF PARKING CHARGES**

Consideration was given to a report that sought Cabinet approval to vary the parking charges in Courthouse Car Park, Blackwood to allow up to 1 hour parking free of charge for all users.

Cabinet noted that there is a new play area adjacent to Blackwood Road which has been constructed to support the Chartist Gardens development and enhance play provision in the Pontllanfraith area. The Officer advised Cabinet that in considering how better to facilitate use of the new play area a review of the parking charges for Courthouse Car Park has been carried out.

Cabinet were pleased to support the recommendation within the report as it aligns with the Council's strategic Active Recreation Strategy and encourages outside play.

Following a query from Cabinet, the Officer confirmed that there are other car parks adjacent to play areas throughout the Borough. However, none currently charge.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved and by way of Microsoft Forms this was unanimously agreed.

RESOLVED that for reasons contained in the Officers report Cabinet approved the variation of parking charges in Courthouse Car Park, Blackwood to allow up to 1 hour parking free of charge for all users.

**7. REVISIONS TO THE SOUTH EAST WALES EDUCATION ACHIEVEMENT SERVICE COLLABORATION AND MEMBERS AGREEMENT (THE CAMA)**

Consideration was given to a report which sought Cabinet's approval to revise the South East Wales Education Achievement Service Collaboration and Members Agreement (the CAMA).

Cabinet noted that all four partnering Local Authorities of the Gwent Region which share the same EAS have already signed. The Officer explained that the CAMA aims to make any

additional funding contributions required more straightforward by aligning them to the existing core contributions being made.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved and by way of Microsoft Forms this was unanimously agreed.

RESOLVED that for reasons contained within the Officers report the revised wording in paragraph 5.16 of the Officer's report be agreed and the EAS be allowed to retain fifty percent of their balances to protect their liquidity be agreed.

## **8. CAERPHILLY INTERCHANGE FUNDING**

Consideration was given to a report which sought Cabinet approval for the virement of £520k from the Regeneration Project Board Development Reserve towards the overall cost of completing the RIBA (Royal Institute of British Architects) Stage 4 design and WeITAG (Welsh Transport Appraisal Guidance) Stage 3 study/business case for the Caerphilly Interchange project.

Cabinet noted that to fully meet the funding requirement for this stage of work, up to £580k is also required from an alternative funding source and it is proposed that this is funded from the Council's Placeshaping Earmarked Reserve in the event that alternative external funding cannot be identified.

The Deputy Leader was pleased to move this report and acknowledged the importance of supporting projects such as this.

The Officer informed Cabinet that in terms of the regeneration the Caerphilly Interchange is the gateway to the Caerphilly 2035 PlaceShaping Agenda and is a critical piece of infrastructure and catalyst to all other works that are due to be carried out within Caerphilly in the future.

Cabinet noted that three public consultations had taken place in relation to the project. The first two were healthy engagement regarding potential issues and how the Council are approaching the design.

The Officer advised Cabinet that, as the project has progressed, and the community has began to understand the design approach and have less concerns in regards to the interchange the responses received have reduced.

Cabinet were pleased to note that the concept design was revealed online and also a model was on display for two weeks in the library.

The Officer advised Cabinet that the Caerphilly Conversation site had received 291 visits and there had been 18 specific responses to the interchange consultation.

The library held a specific day in which residents were able to go and staff were available to answer questions and give out hard copies of the survey. It was reported that around 40 residents attended through the day and healthy conversations took place.

Cabinet noted at the end of the third consultation process 35 responses have been received with a high level of support for the project.

Clarification was sought as to how Park and Ride Schemes will be affected in the future as the Regeneration Project Board Development Reserve funding was previously allocated to Park and Ride Schemes.

The Officer advised Cabinet that Ystrad Mynach Park and Ride Scheme will continue and has received alternative funding mechanisms. The Officer further advised Cabinet the TFW review of the Strategic Park and Ride is not in support of the Llanbradach scheme at this point in time, this has been deferred whilst TFW work out the usage profiles going forward.

Clarification was sought as to the current balance of the Regeneration Project Board Development Reserve and what impact the proposed virement of funding would this have on any proposed earmarked funding for future projects.

The Officer advised that Cabinet has previously approved total funding of £3.5 million, that has been allocated to a wide range of schemes. The Officer explained that the report is seeking approval for the Park and Ride Schemes funding to be vired into the Interchange as the funding is no longer needed for its intended purpose.

In response to a query raised by Cabinet, The Officer advised Cabinet, Caerphilly has a current Active Travel Network Map that shows the ambitions of the County Borough and the indicative routes that have previously been identified. A number of studies have been progressed to develop concept designs for some of these proposals as part of the 15 year delivery programme for the county borough. Development of the routes for the Rudry, Machen, Trethomas and Bedwas areas will be progressed as part of this delivery programme when resources are available.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved and by way of Microsoft Forms this was unanimously agreed.

RESOLVED that for reasons contained within the Officers report;

1. The virement of £520k from the Regeneration Project Board Development Reserve for the delivery of RIBA Stage 4 for the Caerphilly Interchange proposal be approved.
2. A further allocation of up to £580k from the Council's Placeshaping Earmarked Reserve to cover the residual shortfall in funding in the event that further external funding cannot be identified be approved.

## **9. ANNUAL CORPORATE SAFEGUARDING REPORTS 2022 – 2023**

Consideration was given to a report which presented Cabinet with the 2022-23 Annual Corporate Safeguarding Report, Forward Work Programme and Safeguarding Key Activity Data for information.

Cabinet noted the report has been approved by the Corporate Safeguarding Board on the 22<sup>nd</sup> May 2023 and had been presented to the Social Services Scrutiny Committee as an information item on 11<sup>th</sup> July 2023. Team Together reports provide a strategic overview of Corporate Safeguarding activity during the year and identify progress made in areas for favouring development during 2023-2024.

In response from a query raised by Cabinet, the Officer explained that there is a revised timetable from WG in regards Safeguarding Training which is due to start in November 2023. However, this was due to take place earlier in the year so there is a possibility that this date may be pushed back further.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved and by way of Microsoft Forms this was unanimously agreed.

RESOLVED that for reasons contained within the Officers report Cabinet noted the

content of the Annual Reports and the progress made in implementing the Forward Work Programme.

## 10. MOBILISING TEAM CAERPHILLY

Consideration was given to a report which sought Cabinet approval to access additional external capability from time to time to ensure the successful delivery of the Council's Team Caerphilly Transformation Programme.

The Deputy Leader stated that Cabinet are acutely aware of the financial pressures the Authority is facing over the next two financial years and have taken into consideration the high levels of inflation, the current economic outlook and the range of temporary measures proposed for the 2023 – 2024 financial year. The Authority needs to identify potential savings of nearly £48.5 million over the next two years, which will be a colossal task. Without additional support the Authority will struggle to find these savings whilst putting the delivery of core services at risk. Using external capacity will enable core services to be maintained whilst also implementing the necessary changes to ensure these services remain sustainable over the long-term. The report includes details of two specific pieces of work delivered by two separate organisations that will work with the Authority for between six to twelve weeks to assist the Authority in building up pace and explicit programme change. The programme will be designed to drive out significant costs over the next two years and the outcomes and proposals will be available to share with the Council this Autumn. The one-off cost associated with this work will be met by the Council's existing Invest to Save Reserve.

Cabinet acknowledged that this report was presented to the Policy and Resources Scrutiny Committee, where it was debated in full.

Cabinet further noted that Scrutiny requested that recommendation 3.1(4) be removed. However, Cabinet have discussed this request, and it is felt that the recommendation cannot be removed due to the need to maintain pace and the time restrictions in bringing any spending proposals back to Scrutiny. If this were to be carried out then the savings would not come forward and this would jeopardise the setting of a balanced budget for 2024-25, taking into consideration the gap is £48 million and not being able to present a balanced budget is not lawful.

This is by no means ignoring scrutiny and the reasons are as laid out by the Deputy Leader.

In response to concerns raised the Officer informed Cabinet that this approach has been successful in other Local Authorities and is not out of the ordinary. As well as external capacity it also brings in leading edge skills and capabilities to help challenge approaches and to assist in shaping an already challenging agenda.

The Officer advised Cabinet that the process of the project would be to develop proposals which will be brought back to Members for their approval. If, however, Members are not satisfied that these proposals are appropriate for Caerphilly they do not have to be agreed.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved and by way of Microsoft Forms this was unanimously agreed.

RESOLVED that for reasons contained within the Officers report;

1. The need for additional resources to be engaged in various aspects of the Council's Transformation programme as set out within the body of this report was noted.
2. The specific proposals for support set out in 5.28 and 5.29-5.34 at a cost of

£221k be approved.

3. The residual balance of £641k within the Council's Invest to Save Reserve be repurposed to provide additional one-off support to the ongoing transformation programme be agreed.
4. Delegated authority on the use of the Invest to Save Reserve be granted to the Chief Executive in consultation with the Leader, relevant Cabinet Member and Section 151 Officer be approved.
5. The outcome and findings of the external support be shared with a meeting of all Scrutiny Committees in the Autumn be agreed.

## **11. FREE SCHOOL MEAL HOLIDAY PAYMENTS – SUMMER HOLIDAY 2023**

Consideration was given to a report which informed Cabinet that Welsh Government have recently made a decision to cease Free School Meal Holiday payments with immediate effect. The report sought Cabinet approval to allocate one-off funding to continue the Free School Meal Holiday payments to eligible families across Caerphilly during the Summer Holiday period 2023.

It is proposed that the Council provides a one-off payment of £19.50 per week, per child, to eligible families for the school holiday period commencing Friday 21 July 2023 and ending on Thursday 31 August 2023.

The Deputy Leader thanked Officers for compiling the report so quickly following the Leader's statement at Council that the Authority would be making provision for the Free School Meal scheme to run throughout the summer.

Cabinet are aware that it is very important that the Authority continue a rapid response to the cost of living crisis by adapting to change wherever possible, despite the future financial pressures the Authority is facing.

In response to a query raised by Cabinet the Deputy Chief Executive provided Cabinet with an update on the support offered to local residents in relation to the current cost of living crisis.

Cabinet were pleased to note there has been excellent work carried out within the Welfare Benefits, Tenancy Support and Cost of Living teams to maximise residents' income. This assistance has not only been offered to Council tenants but also extended to non-Council tenants. It has been a partnership approach working with the Citizen Advice Bureau and the Department for Work and Pensions (DWP).

Cabinet were further pleased to note that the 'Welcome Space' scheme which ran through the winter has been a great success with almost 50 operating within the Borough. These spaces have also remained open throughout the summer months.

The Deputy Chief Executive also informed Cabinet work is currently being undertaken to explore what practical support can be provided to residents.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved and by way of Microsoft Forms this was unanimously agreed.

RESOLVED that for reason contained within the Officers report a one-off funding in the sum of £900,000 from uncommitted Capital Earmarked Reserves to enable the extension of the free school meal holiday payments for the period as outlined in 2.2 of the report be approved.



**12. PUBLIC INTEREST TESTS**

Members considered the Public Interest Tests and concluded that on balance the public interest in maintaining the exemption outweighed the public interests in disclosing the information and it was: -

RESOLVED that in accordance with Section 100(4) of the Local Government Act 1972 the public be excluded from the remainder of the meeting because of the likely disclosure to them of exempt information as defined in paragraph 14 of Schedule 12A of the Local Government Act 1972.

**13. GEORGE STREET, CWMCARN – REAR WALLS SCHEME**

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved and by way of Microsoft Forms this was unanimously agreed.

RESOLVED that for reasons contained within the Officers report the recommendations at 3.1-3.3 be approved.

**14. PROPOSED MINERAL WORKING AND RESTORATION OF BEDWAS TIPS – EXTENSION OF EXCLUSIVITY AGREEMENT**

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved and by way of Microsoft Forms this was unanimously agreed.

RESOLVED that for reasons contained within the Officers report the recommendation at 3.1 be approved.

The meeting closed at 13.55 p.m.

Approved and signed as a correct record subject to any corrections made at the meeting held on 26<sup>th</sup> July 2023.

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CHAIR

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### Cabinet Forward Work Programme – 19th July 2023

Meeting date:	Report title:	Key issue:	Report author:	Cabinet Member:
26/07/2023	Day Services	For Cabinet to consider the new proposed Day Services Model.	Jo Williams	Cllr. Elaine Forehead
26/07/2023 13:00	Covid 19 - Economic Recovery Framework, Monitoring report	To provide Cabinet with an update on progress in respect of the Council's economic recovery framework.	Rhian Kyte/Allan Dallimore	Cllr. James Pritchard
26/07/2023	Default speed limit consultation on restricted roads across the county borough from 30mph to 20mph	To review proposed 30mph exemptions within the County Borough as a result of the change in the default restricted road speed limit to 20mph.	Marcus Lloyd	Cllr. Nigel George
26/07/2023	Review of Licensing fees for Dog Breeders, Scrap Metal Dealers and Activities involving Animals (Pet sales) 2023.	To seek approval of licensing fees following the funding review.	Lee Morgan/Rob Hartshorn	Cllr. Philippa Leonard
26/07/2023	Provisional Revenue and Capital Budget Outturn for 2022/23	To provide Cabinet with details of the provisional revenue and capital budget outturns for the 2022/23 financial year prior to the completion of the external audit by Audit Wales.	Stephen Harris	Cllr. Eluned Stenner
26/07/2023	Waste Route Map	To agree the waste route map which will inform the development of the Council's Waste Strategy.	Marcus Lloyd	Cllr. Chris Morgan
20/09/2023 13:00	Natural Resources Wales (NRW) CCBC Collaboration Agreement - Cwmcarn Forest Drive	To allow Cabinet to review the outcome of the 2-year pilot in respect of the CCBC management of the Cwmcarn Forest Drive and consider whether or not to extend the collaboration agreement for the continued management of the drive with Natural Resources Wales for a further 5 year period.	Antony Bolter/Allan Dallimore	Cllr. James Pritchard

### Cabinet Forward Work Programme – 19th July 2023

Meeting date:	Report title:	Key issue:	Report author:	Cabinet Member:
20/09/2023	Development and Governance Strategy - Housing	For Cabinet to consider the establishment of the development strategy which details the principles, practices and governance arrangements which are needed to facilitate enable and support the new build objectives of Caerphilly Homes now and in the future.	Nick Taylor-Williams/ Jane Roberts-Waite	Cllr. Shayne Cook
20/09/2023	Winter Service Plan Update	To provide an update to Cabinet on key winter service activities and priorities in relation to winter maintenance and flooding and to seek Cabinet endorsement of the updated Winter Service Plan.	Marcus Lloyd	Cllr. Nigel George
20/09/2023	Corporate Performance Assessment	To provide Cabinet with an update with the Corporate Performance Assessment.	Sue Richards/Ros Roberts	Cllr. Eluned Stenner
20/09/2023	Public Protection Enforcement Annual report for 2022/23	For Cabinet to agree progress and performance.	Rob Hartshorn	Cllr. Philippa Leonard
20/09/2023	Proposal for the closure of Cwm Glas Infants School	For Cabinet to give approval to consult following the Statutory process as prescribed by the 'School Organisation Code 2018'.	Sue Richards, Andrea West	Cllr Carol Andrews
20/09/2023	Proposal for the Federation of Cwmaber Infants School and Cwmaber Junior School	For Cabinet to give approval to consult following the process as prescribed by the 'Federation process of maintained schools' in Wales guidance.	Sue Richards, Andrea West	Cllr Carol Andrews
20/09/2023	Risca Comprehensive School / Leisure Centre Options for New Artificial Pitch Provision	To present Cabinet with options for new artificial pitch provision at Risca Comprehensive School/ Leisure Centre	Jared Lougher	Cllr Chris Morgan/ Cllr Carol Andrews
04/10/2023 13:00	Caerphilly Homes – Re-development of the Former Oakdale Comprehensive School	To seek Cabinet approval for the signing of a delivery agreement (DA) via SCAPE with Willmott Dixon to deliver an 85 new home mixed tenure scheme.	Jane Roberts-Waite	Cllr. Shayne Cook

### Cabinet Forward Work Programme – 19th July 2023

Meeting date:	Report title:	Key issue:	Report author:	Cabinet Member:
04/10/2023	Caerphilly Homes – Re-development of the Former Ty Darran Care Home, Risca	To seek Cabinet approval for the signing of a delivery agreement (DA) via SCAPE with Willmott Dixon to deliver a 46 new, affordable home later living scheme which will set the ambition for the future of later living accommodation in the county borough.	Jane Roberts-Waite	Cllr. Shayne Cook
04/10/2023	Corporate Plan (including Well-Being Objectives) 2023 to 2028	To consider the Council’s Corporate Plan and Well-being Objectives 2023 to 2028	Christina Harrhy/Sue Richards/Jo Pearce	Leader/Cllr. Eluned Stenner
18/10/2023 13:00	Support for pupils unable to attend school (formerly “Tuition” report).	To seek Cabinet approval for proposals for revising the model of support for pupils accessing tuition.	Keri Cole	Cllr. C. Andrews
18/10/2023	Exempt item - Ness Tar	Exempt item subject to Public Interest Test	Rhian Kyte	Cllr. James Pritchard

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## **CABINET – 26<sup>TH</sup> JULY 2023**

**SUBJECT: DAY OPPORTUNITIES**

**REPORT BY: DEPUTY CHIEF EXECUTIVE**

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### **1. PURPOSE OF REPORT**

1.1 The report is to seek Cabinet approval on the Implementation Plan (Appendix 1) to embed the model of day opportunities identified by Hugh Irwin Associates (HICO) (Appendix 2) which was presented to the Social Services Scrutiny on the 11<sup>th</sup> July 2023.

### **2. SUMMARY**

2.1 The report identifies the progress made in embedding the model of day opportunities which is based on best practice in achieving outcomes for individuals. It is acknowledged that progress has taken longer than would be ideal however it was important to commission an independent organisation to hear the views of stakeholders and research best practice to inform the model.

2.2 The report details the current level of service provision in day bases, community sessions and employment.

2.3 Equity is a very important principle thus the report recommends an alternative depiction of the model which is represented as a circle where everyone's outcomes are equal regardless of how they are met which would shift the emphasis from location to outcomes.

2.4 The report acknowledges the model could impact on some families/unpaid carers/parents who previously had a higher level of service which focused on respite as opposed to outcomes for individuals who attend. The Bridging the Gap project described later in the report will hopefully go some way to addressing that.

2.5 The implementation plan will set out actions and identify progress made to inform practice to ensure the model is fully implemented.

### **3. RECOMMENDATIONS**

3.1 Members provide comments on the implementation plan.

3.2 Members endorse the extension of the day bases core hours at Brooklands from 9:30-3:30 to enable individuals to have their outcomes the bi product of which could be seen as respite for some families.

3.3 Members endorse the alternative pictorial representation of the model for day opportunities.

#### 4. REASONS FOR THE RECOMMENDATIONS

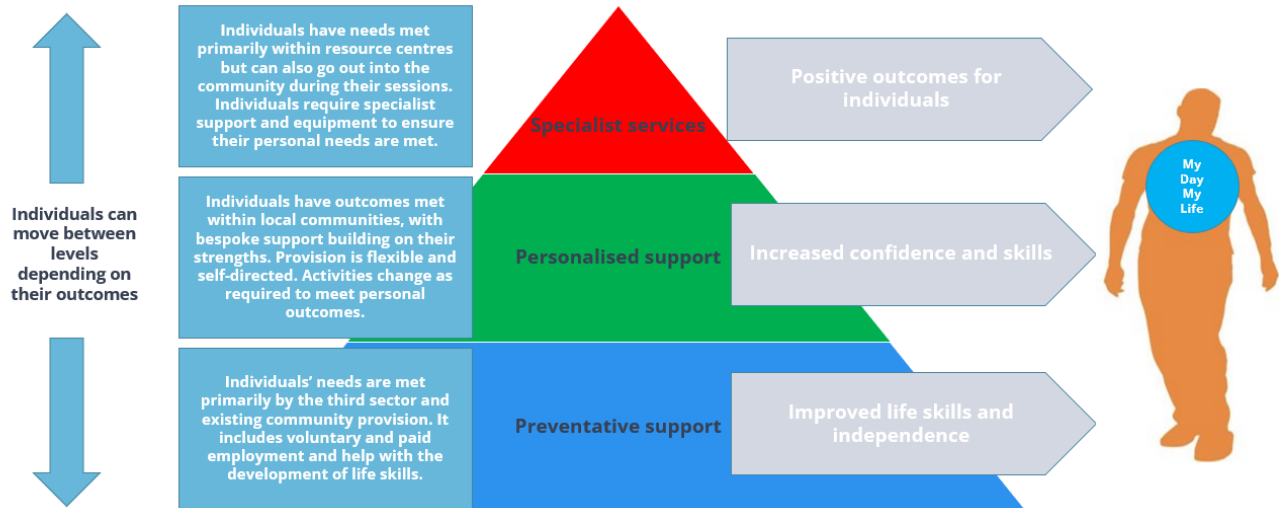
4.1 The implementation plan reflects the actions required to fully embed the model for day opportunities.

4.2 The model actively promotes individuals abilities and offers adults a range of opportunities that promote independence that focus on strengths and outcomes.

4.3 The alternative depiction of the model is more equitable it sees everyone's outcomes as equal regardless of how or where they are being met.

#### 5. THE REPORT

5.1 HICO presented their proposed model for day opportunities to scrutiny committee in January 2023. The model was represented as a triangle which can be interpreted as hierarchy;

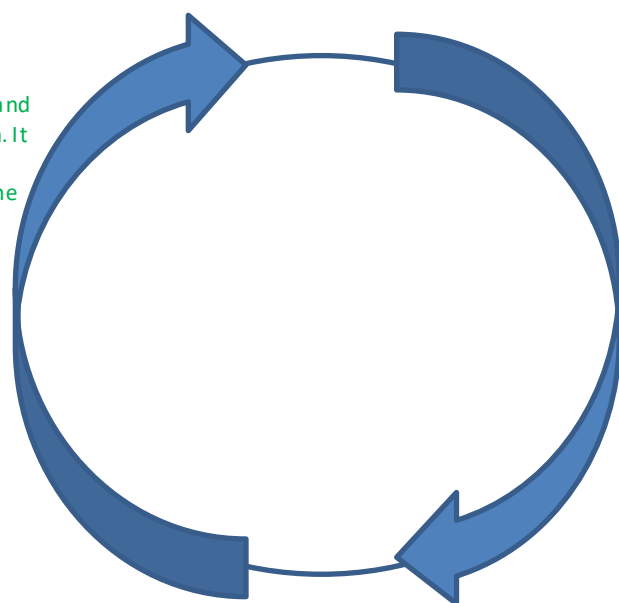


5.2 Whereas the above model has its merits it is felt that the model depicted as a circle below would be more equitable. There are no changes to the wording of the model, and it still allows people to move between services as their outcomes change.



### Preventative Support

Individual's needs are met primarily by the third sector and existing community provision. It includes voluntary and paid employment and help with the development of life skills.



### Specialist Provision

Individuals have needs met primarily within resource centres but can also go out into the community during their sessions. Individuals require specialist support and equipment to ensure their personal needs are met.

### Personalised Support

Individuals have outcomes met within local authority communities, with bespoke support building on their strengths. Provision is flexible and self-directed. Activities change as required to meet personal outcomes.

- 5.3 Underpinning the model is the notion that support is allocated to individuals by matching the offer with identified individual outcomes, through a Day Opportunities 'hub' This includes promotion of the use of Direct Payments where appropriate. Direct payments is a means of an individual receiving an ongoing payment to employ a personal assistant to assist them in meeting their outcomes .
- 5.4 In respect of direct payments these are being promoted by Social Workers especially at transition for children's to adult services to give individuals choice and control to meet their own outcomes. A fixed term regional post has been agreed and a candidate appointed and a start date is awaited. The aim of this post is to provide consistency across authorities, simplify the process, provide promotional material and look how we can support people to recruit personal assistants.
- 5.5 The development of a hub is in its infancy and discussions have been held with Pembrokeshire who have developed this way of working. It is proposed a short task and finish group is established. Members to include, an individual who uses services, carer/family member, Assessment Care Management, and the third sector. The remit of the hub will be to see a person as an individual and look at requests received to match outcomes to opportunities available. The hub will be multi agency, will be able to identify outcomes that can't be met under themes and then impact on future developments both in house and in the third sector. For example if there were several requests coming through for people who like to play board games/cards then appropriate groups could be established which could be run by volunteers A key principle of the hub will be optimising existing resources in the community and working with partners to increase opportunities across the County Borough.

- 5.6 The principle of care closer to home will enable individuals to become active participants in their communities. Activities outside communities do occur when that is what is required to meet someone's outcome and can include one off trips to specific locations or events.

### **Current Provision**

- 5.7 Currently 23 staff provide support to 136 individuals accessing our Community Service. Of these 136 people 65 (47%) have only ever received their service in the community.
- 5.8 Community activities include walks in local parks/areas of interest, cycling, visits to coffee shops, journeys on trains, community classes such as craft, woodwork, cookery, gentle exercise, dementia groups and men's shed groups.
- 5.9 Daytime opportunities has expanded the well-established Windy Ridge garden project model which is based in Blackwood, and developed garden projects within 3 residential homes and one day base. Collectively these garden projects are known as 'Gardenscape'. Individuals access the project and are supported to actively participate in grounds work, growing and nurturing of plants from seed and obtain a vast general understanding of horticulture. The outcomes for individuals having such opportunities in an environment which offers freedom to learn and express themselves reinforced the need to introduce additional opportunities within similar environments. Individuals also regularly attend plant sales and agricultural shows.
- 5.10 The introduction of the garden project within the Residential Homes has created an environment which offers further opportunities for individuals which also benefit our residents who reside within the homes. Plant sales and Garden open days give additional experiences to individuals and are an excellent way of promoting such developments. Feedback from CIW on these projects have been very positive.
- 5.11 Having bases accessible 5 days per week offers further scope to expand future referrals and increase opportunities. There are currently 52 Individuals accessing our Garden Projects and 27 accessing Windy Ridge.
- 5.12 The Craft and Woodcraft projects are based in Woodfieldside and were reopened towards the end of 2020/beginning of 2021, providing sessions for individuals to enjoy vocational opportunities. There are currently 31 Individuals accessing these projects.
- 5.13 Out of the 136 Individuals currently accessing the Community Service 65 did not access any day service support prior to August 2020 and all now receive service in the community.
- 5.14 Islwyn Park Coffee Shop sits within the heart of the community in Pontllanfraith and serves the public 5 days per week. The Coffee Shop is run by individuals with a learning disability some of whom used to access a day base. Since the coffee Shop has opened this has had an incredibly positive response from the public and visiting parties. Footfall has increased week by week with regular groups returning and benefiting from the venue and high standard of service they receive. Feedback from members of the public is exceptional in terms of service and friendliness of the staff.
- 5.15 Although the coffee shop is now generating a healthy turnover, one of the biggest

achievements that has come from this venture is that 5 individuals are now paid employees. There are another 5 Individuals who work at the venue who have chosen to remain voluntary but continue to benefit from the experience and opportunity this brings. There are currently 12 Individuals attending Islwyn Catering. Of these 12, we are progressing paid employment for 4, with 8 choosing to remain working in a voluntary capacity at this time.

- 5.16 Base provision currently offers 72 individuals support across 7 bases. Which are Brondeg, Brooklands, Ystrad Mynach, Oaklands, The Links, Windy Ridge and Markham. Individuals can access the community from their base however they need a base to meet their personal care outcomes or require specialist staff skills.
- 5.17 As part of our ongoing development and service review, we have acknowledged a need to extend the core hours within one of our bases (Brooklands). We consider offering individuals the opportunity to receive support from 9:30 -15:30 a positive development for individual's outcomes.
- 5.18 Incorporated within our base provision is The Links. The Links is a service for individuals who have autism and behaviours that can challenge. The service operates from a base in Wyllie and supports individuals to access opportunities within their local communities. The Links also operates from a former resource base in Markham on a daily basis to offer a range of activities for individuals who need a specific type of environment. There are 10 Individuals currently accessing The Links.

### **Unpaid Carers**

- 5.19 The need to support all unpaid carers to continue in their role is paramount. The provision of carers assessments is a statutory function and Social Workers will continue to offer carers assessments in their own right.
- 5.20 All carers will be offered the opportunity to have their details passed to the carers team, who are responsible for supporting carers in a wide range of ways from access to small grants, carers meetings, activities and opportunities to socialise and have their outcomes met. Carers week this year provided a wide range of activities and opportunities for people, full details can be found in Appendix 3.
- 5.21 Regionally a successful business case has been agreed and funded to implement Bridging the Gap, this is an award project in North Wales. It is a tool kit for implementing respite for unpaid carers, which we are seeking to replicate. Bridging the Gap in North Wales has over 50 providers signed up to the scheme to offer different forms of support to carers. These are presented to carers in a brochure so they can choose what they would like to receive. A carer receives a code which is worth up to an agreed value to use over 6 months. Carers can look through the brochure and book as and when they need support. When consultation for this scheme was taking place, families said they struggled with traditional forms of respite care for things such as needing to go for a haircut or attend a family wedding. This scheme allows carers to have the choice.
- 5.22 Other services that support unpaid carers include overnight respite, one off sitting requests, carers coffee mornings which take place across the borough, access to small grants and carers rights information.
- 5.23 HICO's report clearly indicated a training need for staff, as a result specialist training has been commissioned on collaborative conversations for social work staff which

reflects the Social Services and Well-Being Act. This consists of two days initial training with a further follow up day to ensure practice continues to be developed. There are also sessions for senior managers. Sessions commenced on the 6<sup>th</sup> June and are scheduled into the autumn. Following this it is hoped mentors will be identified to continue to ensure practice reflects collaborative conversations to reflect individual outcomes.

5.24 Community mapping of activities, groups events etc is now standard practice, new activities are identified regularly and communicated to all staff to enable individuals to have their outcomes met.

#### 5.25 **Conclusion**

Day opportunities is a vehicle for enable individuals to achieve their outcomes, become active citizens in their communities and can offer employment opportunities both voluntary and paid.

### 6. **ASSUMPTIONS**

6.1 No assumptions have been made in relation to this report.

### 7. **SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

7.1 The integrated impact assessment has identified no negative impacts in people with protected characteristics all individuals are treated equitably  
[Link to full Integrated Impact Assessment](#)

### 8. **FINANCIAL IMPLICATIONS**

8.1 The 2023/24 original budget for day care provision amounts to a net total of £5,220,346 and included provision for a total of 103.01 full time equivalent staff.

### 9. **PERSONNEL IMPLICATIONS**

9.1 HICO's report recommended Day opportunities are outcome focussed and provided 7 days a week.

9.2 The job description has been revised to reflect the intention to move to 7 day working although this hasn't been implemented to date. However the 16 staff that have been recruited since August 2020 to work in the community, which is 69% of the team, have been advised of the intention to move to 7 day working with extended hours.

9.3 Trade Unions have requested formal consultation is not commenced until the report has been to Cabinet.

### 10. **CONSULTATIONS**

10.1 The Day Opportunities report was considered by the Social Services Scrutiny Committee on Tuesday 11<sup>th</sup> July 2023. Following agreement from the Chair the UNISON Branch Secretary for Caerphilly addressed Committee Members. Ms.

Dallimore outlined how the move to a 7-day service should be carefully managed. Members heard how all staff should be fully consulted on the new model and consideration and flexibility shown to those staff who cannot work weekends. Ms. Dallimore highlighted that UNISON had not seen the revised job description mentioned in the report and would like to be consulted on it. The Corporate Director for Social Services and Housing provided assurances that consultation would be forthcoming on both issues raised by the trade union.

One Member sought assurances on tailoring services for the individual needs of users, ensuring that there is a smooth transition to a 7-day service and the support available to carers. The Assistant Director Adult Services advised that currently 26 people were supported into volunteering opportunities and the mileage policy had been reviewed in order to support the travelling demands of carers. Members heard how care would focus on personal outcomes for service users and that this was reflected in the training programme for the Assessment Care management. It was also outlined to the Committee that the transition to a 7-day service would be done incrementally and involve significant negotiation and planning.

A Member asked about the planned roster system and the method of communication for community activities. The Assistant Director Adult Services highlighted that the rostering system would be the same as is currently used in domiciliary care and she outlined how it worked to Members. The Committee then heard how community activities were updated and communicated by quality assurance staff.

On staffing one Member enquired about the loss of staff due to redeploying them from day care to residential care during the pandemic and asked if a change in roles risked further losses. The Assistant Director Adult Services highlighted that whilst some staff found redeployment challenging at first a lot of staff had decided to stay in their new role once Covid-19 restrictions were lifted. It was reiterated that consultation would take place with staff on where they worked in terms of client group. The Member expressed concerns about a perceived move from respite to outcomes in the report, and also asked about the support to voluntary organisations for providing opportunities in community settings. The Assistant Director Adult Services advised that both outcomes and respite were equally important. The Bridge the Gap project was highlighted as one way unpaid carers were supported in terms of respite. Members then heard about the ways voluntary organisations were being supported in terms of accessing grants available.

A Committee Member requested more information on Direct Payments and working with other Councils on Hubs, the Member also asked if timescales were met for Carer Assessments. The Assistant Director Adult Services outlined to Members that there was a statutory requirement to promote Direct Payments and advised that ways of simplifying the process on a regional basis were taking place. Help available on managing finances was also explained to Members. Members heard how the Council would be part of a learning improvement network so that best practice could be developed and shared with other Local Authorities. It was then outlined that there was a statutory duty to offer Carer Assessments and that these were completed in a timely manner by the care assessment team.

One Member asked if any pre-Covid service users would not be part of the new programmes. The Assistant Director Adult Services advised that there were a small number of users who had decided to make their own arrangements and not return to Day Services.

A Member wished to know about the provision of social group activity for people with Autism and also asked if support was offered to the Third Sector so that they could access specific training for client groups. The Assistant Director Adult Services gave information on a specialist service for people with Autism called The Links. Detail on future training funded by the Welsh Government was also provided to Committee Members.

One Member commented on the provision of services for people with poor mental health. The Assistant Director Adult Services gave information on the work of the in-house support team which included help with budgeting and maintaining their tenancies. Members also heard about a scheme funded through the Regional Partnership for people with low level mental health needs.

A Member sought assurances on effective communication with service users and that proper assessment of their needs had taken place. The Assistant Director Adult Services advised that user assessments and reviews had been completed. Whilst recognising previous challenges with communicating with service users, Members heard that the situation was improving in this area. Conversations were ongoing and the better use of social media platforms were also being considered.

One Member enquired if there was provision within the proposed model for an increase in demand for services. The Assistant Director Adult Services outlined how there was no additional capacity built-in to the proposed model but that regular discussions were taking place with partners such as the Health Board on the best way to meet the challenge of increased demand in the future.

The Chair requested information on skills that can be provided by the Third Sector. The Assistant Director Adult Services gave information on groups run by the Third Sector on such skills as IT, budget monitoring and cookery. Having noted the content of the report, it was moved and seconded that the recommendations are supported and should be forwarded to Cabinet for approval. By way of Microsoft Forms (and in noting there were 13 for, 0 against and 1 abstention) this was agreed by the majority present.

## **11. STATUTORY POWER**

### **11.1 Social Services and Well Being (Wales) Act 2014**

Author: Paul Evans, Service Manager Provider Services  
Evansp5@caerphilly.gov.uk

Consultees: David Street, Deputy Chief Executive - streed@caerphilly.gov.uk  
Jo Williams, Assistant Director for Adult Services - willij6@caerphilly.gov.uk  
Mike Jones Finance Services Manager - jonesmj@caerphilly.gov.uk  
Steve Harris Head of Financial Services and S151 Officer - harrisr@caerphilly.gov.uk  
Robert Tranter Head of Legal Services and Monitoring Officer - trantrj@caerphilly.gov.uk  
Lynne Donovan Head of People Services - donovl@caerphilly.gov.uk  
Nikki Chapman HR Services Manager - chapmn@caerphilly.gov.uk  
Cllr. Elaine Forehead, Cabinet Member for Social Services - forehe@caerphilly.gov.uk  
Cllr. Donna Cushing, Chair - cushid@caerphilly.gov.uk  
Cllr. Marina Chacon-Dawson, Vice-Chair- chacom@caerphilly.gov.uk

Appendices:

Appendix 1 Implementation Plan

Appendix 2 HICO Report

Appendix 3 Carers Week information

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## Day Opportunities Implementation Plan

Action	Plan	Actions Completed to date	Progress update June 2023
Consider access to other funding opportunities	Link with the successful levelling up fund bid to develop a new leisure centre in Caerphilly basin		The success of the existing Coffee Shop supports the potential to expand the venture into other areas. Proposal within the new Leisure facility to be considered.
Review charging policy	Implement equitable charging policy	Members task and finish group previously established with recommendations for increases to day service charging  Regional group established with other LA's and finance officers	Regional team establishing terms of reference for Learning Information Network.  Currently no individual is being financially assessed for attending day opportunities, awaiting cabinet response.
Promote independence choice and control for individuals	Promote the uptake of direct payments particularly at transition	Regional post established to review direct payment standardise recruitment and promotional material	Regional post agreed appointment made start date to be agreed

		Work programme to be agreed	
Provide service over 7 day and extended hours	Consult with staff and trade unions regarding changes to contracts	New Job description to be used for all future recruitment which reflects 7 day working	<p>All newly recruited staff have been advised of the intention to move to 7 days service including evenings</p> <p>Request from trade unions not to commence discussion until report has been to cabinet</p>
Learning from best practice Establish a hub to manage all requests for day opportunities	Establish a short task and finish group to establish the hub, identify clear remit and membership		<p>Representatives have met with colleagues from Pembroke Council. Areas of good practice have been identified in relation to a central hub referral model.</p> <p>Meetings have been arranged with Provider representatives within CCBC and a plan for introducing a similar model presented.</p> <p>Opportunities to include a voluntary carer/family representative on the group to be explored.</p>

			Recent discussions have also included Rhondda Cynon Taff, Day opportunities model to be shared for good practice recommendations.
Work with the health board to look at joint commissioning and funding of day opportunities	To discuss at the Gwent regional commissioning board		
<p>Workforce/Staff Development –</p> <p>Ensure that all staff involved in the future of daytime opportunities are enabled and supported to work in a person-centred way.</p>	<p>That further progress will be based on a person led response rather than a service led response</p> <p>Ensure staff have skills and knowledge to support a number of individuals and staff are rotated regularly</p> <p>Ensure staff are trained in having the “what matters conversations” and identifying personal outcomes</p>	<p>Funding approved for rostering system which will address this and match staff to individuals</p> <p>Dedicated post established for planning work.</p> <p>Further discussion with Workforce Development about person centred thinking, person centred</p>	<p>Contracts have been agreed and meetings arranged for the implementation of Cygnum system.</p> <p>Planning post has been successfully recruited, Staff in post since 16/5/23</p> <p>Training arranged for SW staff on outcomes/ collaborative conversations 6 x 2 days session with a further</p>

<p>Ensure individuals don't become dependent on a single member of staff</p>		<p>planning and person centred reviews.</p> <p>New staff being introduced to individuals</p>	<p>follow up day Commenced 6<sup>th</sup> June .</p> <p>Sessions arranged for feedback to senior managers</p> <p>Mentors to be identified and developed</p> <p>We currently have 26 staff and are recruiting two peri-staff who cover sickness and holiday absences. Action completed</p>
<p>22/06/2023 Regularly review and update events/activities that are going on in the community</p>	<p>To establish a data base of activities/ events/ that is regularly reviewed and updated</p>	<p>Community mapping undertaken and shared with staff, this will be regularly updated. This action is complete and will transfer to normal practice</p>	<p>Meetings have been reinstated with People First where progressing the mapping work will be discussed. Further engagement has also taking place with Valley Daffodils and My Mates to look at expanding opportunities for individuals. Action completed</p>

Review length of sessions at day bases	Analyse the feasibility and any additional requirements to expand length of session in a day base for those who have the more complex needs	Option included in scrutiny report	Opportunities have been considered in response to extending session lengths.  Discussions with ACM and staff teams to be scheduled in order to agree implementation dates. Option included in scrutiny report Action completed
HICO model	Review pictorial representation of the model and consult on alternative presentation Establish a small task and finish group to undertake this work	Feedback to HICO had suggested a circle rather than a triangle to reflect equity	Pictorial has been revised to reflect a circle for consideration by scrutiny and cabinet Action completed
Increase opportunities in the community	Work with the third sector and Caerphilly Cares to influence developments in the community including use of volunteers	This is no normal practice	Quarterly meetings reinstated with People First/Person to Person  Engagement with other third party providers including Valley daffodils and My Mates have also begun. Action completed
Review mileage limits whilst supporting	Focus remains on care and support closer to home, to enable people to	Meetings held on 30/01 with day services staff - advised they can go out of	Action completed

<p>individuals in the community</p>	<p>become part of their communities and develop their independence</p>	<p>county in areas that border with other local authorities. Reminded staff there has always been the opportunity for individuals to go to specific events etc to meet their personal outcomes - this remains in place</p>	
<p>Communication plan to be developed in order to keep all stakeholders up to date with implementation and progress</p>	<p>Establish and agree clear communication plan with dates for updates for all stakeholders</p> <p>Ensure HICO report is in an accessible format</p>	<p>Letter sent to all stakeholders following presentation at Scrutiny Meetings held with day service staff and social workers to feedback on presentation to scrutiny committee</p> <p>Meeting held with trade unions</p> <p>Response to report to be presented to Scrutiny July 2023</p>	<p>Action completed</p> <p>Action completed</p>

# **Caerphilly Day Opportunities: Implementing a future model January 2023**

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### Executive summary

Caerphilly County Borough Council (the Council) provides a range of day opportunities for older people and adults with learning disabilities. These services are discretionary and are aimed at supporting the health and wellbeing of individuals, providing meaningful opportunities in the community, promoting social networks and as a result provide respite for families and carers.

Changes were made to day opportunities over the course of the Covid-19 pandemic, in response to Welsh Government legislation and guidance. Over the course of the pandemic, significant changes were made to the model which saw a shift from a focus on resource centres to a more community-based approach. By early 2022 the majority of people accessing day opportunities were receiving support in the community or in 'vocational' settings. Those with more intense or complex needs continue to receive support in resource centres. Support is provided on a more individualised basis, and the number of sessions has typically reduced to between one and three sessions a week. The number of people accessing day opportunities is currently 294, whilst the budget remains largely unchanged.

Individuals and their carers were informed of the evolving changes to the model and were asked about their future preferences. There were strong views from some parents/carers in favour of a return to previous arrangements.

In response the Council committed to the appointment of an external organisation to co-produce a model of day opportunities for the future. HICO were appointed in May 2022 with a brief *'to engage equitably with stakeholders, explore best practice and advise the Council on alternative delivery models, which would support people to achieve their outcomes, by promoting independence and with an emphasis on active community presence and involvement'*.

Alongside a review of relevant policy, strategy and delivery models in other parts of Wales, such as Social Services and Future Generations legislation, A Healthier Wales, the Learning Disability Improving Lives Programme and Strategic Action Plan, regional population needs and wellbeing assessments and the Caerphilly Corporate Plan, we also looked at how other nearby councils are delivering day opportunities and how any change to provision is being managed. The majority have either gone through or are going through a similar transformation or are intending to modernise day opportunities in the future in line with a community focussed approach.

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We engaged with a range of stakeholders during our review, including individuals accessing day opportunities, their carers, senior and operational staff in the Council, elected Members and representatives of partner agencies.

We spoke with approximately one fifth of individuals currently accessing day opportunities and our conversations suggest a broad consensus on current arrangements and desired future direction.

Several key messages emerged from our conversations. We found that some individuals are clearly benefitting from the changes, and equally, some staff report improved job satisfaction and motivation. Although largely accepting the case for change, a significant number of parent/carers reported that specific adjustments and the process of change itself had had a negative impact. Some carers reported that the reduction in time that their family member received has resulted in increased pressure and stress on them and their families. Generally, carers are keen to work with the Council and other stakeholders to further develop and implement a new model for day opportunities.

Some individuals clearly benefit from more individualised support and there is evidence of meaningful and valued relationships developing. Those accessing volunteering and work opportunities are gaining valuable life skills and we saw a tangible sense of pride and achievement among the individuals concerned. We also heard instances of social networks developed within resource centres being lost. There is a potential risk of individuals becoming dependent on specific members of staff, which could be addressed by introducing shared rotas.

The perceived quality and range of community-based support may be compromised by the perception of a lack of resources within given localities. Some staff told us they couldn't broaden the range of activities for the people they supported because facilities weren't available or weren't open at the time sessions take place. The Council is beginning to address this by ensuring staff are better informed of what is available within different parts of the County Borough, and complementary provision by third sector groups such as 'My Mates' further broadens potential. Developing further community opportunities to expand the range available for individuals receiving community support needs further development. Increasing travel limits and session duration, may assist with this.

Further work is needed to ensure that key partners such as the NHS, Advocacy organisations are fully involved in the development of opportunities and provision of individualised support.

We make three recommendations for the future, which are as follows:

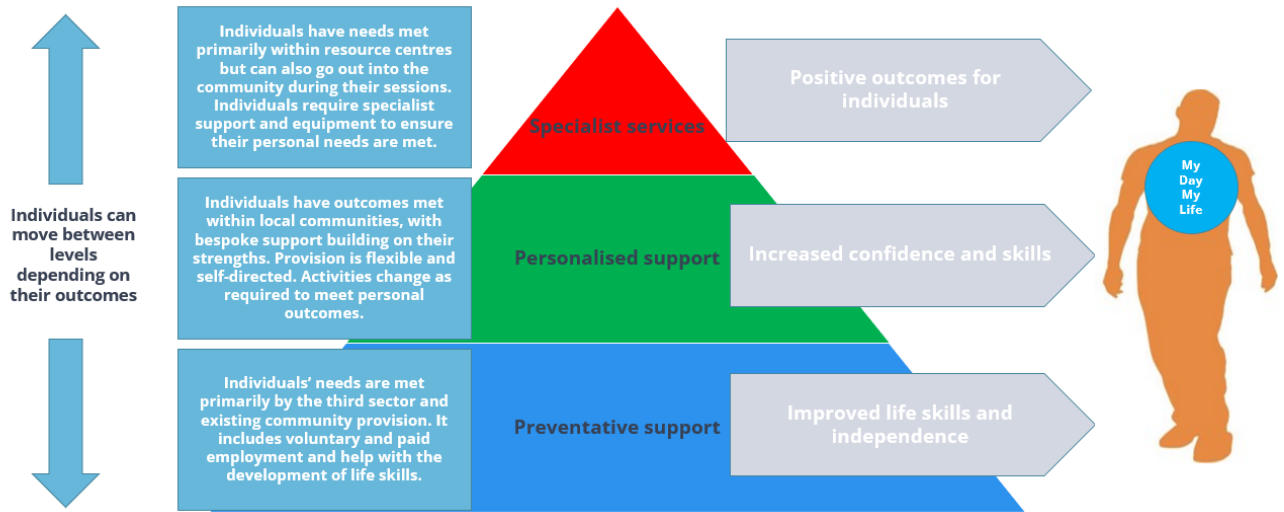
1. The Council should issue a broad but comprehensive statement of future intent to all stakeholders acknowledging the findings of this exercise and setting out how a new model (which is suggested on the next page), based on its adopted approach, will be progressed in collaboration with stakeholders.
2. Where reviews have not yet been undertaken for individuals with highest level of need and their carers, these should be prioritised.
3. medium-term plan for full implementation of the emerging Day Opportunities model should be developed and implemented. This needs to be co-produced and actively involve relevant stakeholders.

The emerging day opportunities model would deliver support across three categories, depending on individual outcomes. The model is depicted opposite.

We suggest a series of short and medium-term actions to be taken collectively by stakeholders to deliver the model over the coming period. A structured, co-productive approach will be critical to this.

As arrangements are being put in place, work needs to be done to reassess the needs of individuals with the most intensive needs and adjust care accordingly. New flexibilities within community-based support will also help ensure the best experience for individuals. A comprehensive learning and development programme for staff should be developed and implemented to shape the change.

The future



4

## **1. Introduction & Background**

### **Day opportunities in Caerphilly**

Caerphilly County Borough Council (the Council) provides a range of day opportunities for older people and adults with learning disabilities. These services are discretionary and are subject to an assessment process.

Day Opportunities aim to:

- Enable people to have access both to meaningful community activities and appropriate supported environments
- Meet health and social care needs of individuals
- Provide respite for families and carers
- Support and maintain friendships and help people access community activities and services

### **An evolving approach to day opportunities**

The Council made changes to their approach during the pandemic. They issued a series of letters to users and carers along with a survey asking for views on changes that had been made and on future provision. The responses received were mainly from parents who expressed a strong view for a return to the previous arrangements.

In February 2022 users and carers were informed that the Council intended to implement a new approach whereby it would 'continue providing support through a blended system of building-based care and within the community'. This letter also committed to the appointment of an external organisation to co-produce a model of day opportunities for the future.

### **Day opportunities then and now**

A number of changes have been made to day opportunities during and coming out of the Covid-19 pandemic. These are summarised below.

Pre-pandemic:

- The budget for day opportunities was £5,554,574
- 195 older people and 444 adults with learning disabilities were supported
- Support was provided predominantly in Resource Centres
- Many adults with learning disabilities had 4 or 5 full day sessions every week, with

## Passionate about public sector

varied activities

- Older people and adults with learning disabilities were supported separately
- Community-based support was provided for individuals within their localities
- Adults with learning disabilities accessed sessional activities including vocational and independent living skills training, gardening and horticulture, woodwork, craft and ceramics and catering

During the pandemic:

- Resource centres closed in March 2021
- A very small number of the most vulnerable users continued to receive socially distanced, community-based support
- Reduced, community-based and garden project sessions commenced in August 2020 for individuals prioritised by assessment care management
- Resource Centres reopened in June 2021 for users with high levels of need whose outcomes could not be met in the community, with a reduction in the number and duration of sessions

Post pandemic:

- The budget stands at £6,005,266
- 94 older people and 187 adults with learning disabilities are supported (it should be noted that pre-Covid the Council was also supporting 104 Individuals who were living in accommodation services, including residential and supported living)
- These individuals are no longer supported directly but are receiving help from their house staff to access alternative daytime opportunities
- Hours of provision for individuals have been reduced compared with pre-pandemic levels, with unintended negative impact on particular carers, notably those caring for individuals with more intensive or complex needs
- Community-based sessions are provided on an individual basis
- Half day sessions are held jointly for older people and adults with complex physical and learning disabilities
- Sessions provided in gardening, craft and ceramics, catering and the Islwyn Park Coffee Shop are longer, with the aim to progress to employment of individuals

## 2. Reviewing Caerphilly's approach

### What we were asked to do

HICO was appointed in May 2022 to review the Council's approach to day opportunities.

Our brief was:

***'to engage equitably with stakeholders, explore best practice and advise the Council on alternative delivery models which would support people to achieve their outcomes, by promoting independence and with an emphasis on active community presence and involvement'***

In the course of our work we:

- Undertook a desk top review of recent changes to day opportunities and current arrangements in Caerphilly
- Considered the legislative and policy context in which day opportunities need to operate
- Looked at day opportunities in other parts of Wales and further afield to identify notable practice

We asked people to share their views on recent changes and what they wanted to see in the future. People using services and carers were asked what was important to them, and the kinds of day opportunities that would help them achieve their personal outcomes. Other stakeholders were invited to share their perspectives on recent changes, their perceived impact on individuals and how they had affected their own practice.

### Stakeholder engagement

We engaged with the following stakeholders:

- 57 people who use day services, through voluntary, informal conversations and a written survey
- 43 carers, through facilitated group sessions and a written survey
- 40 day services staff, some whilst delivering sessions and others in group discussions
- The Cabinet Member for Social Services, Chair of the Social Services Scrutiny Committee, senior and middle managers and the carers' lead in facilitated group discussions
- Members of the Social Services Scrutiny Committee at one of their formal meetings
- 16 social workers in online workshops
- Clinicians and managers from Aneurin Bevan University Health Board in an online workshop
- Independent Supported Living providers in an online discussion
- Advocacy organisations in an online discussion
- Representatives from other local authorities via email and telephone conversations

We offered all users of day opportunities, and their carers, the chance to engage with us. We spoke with all those who said they wanted to, equating to approximately one fifth of current individuals accessing day opportunities.

Participation was considerably higher among adults with learning disabilities and their carers than it was among older people. Moving forward, ensuring the ongoing engagement of older people will be crucial in ensuring that opportunities meet needs across the different communities.

Whilst we cannot gauge the views of those who didn't want to meet, views expressed by those with whom we did engage suggest there is a broad consensus regarding current arrangements and desired future direction.



### 3. Policy context

#### Strategic context

We reviewed material from across the UK and explored arrangements in several Welsh Local Authority areas, to identify innovative practice in the provision of day opportunities and set the changes being progressed in Caerphilly within a broader context.

In Wales there are various drivers for change aimed at supporting the transformation of support. These include generic objectives within the Social Services and Wellbeing (Wales) and Wellbeing of Future Generations (Wales) Acts and principles enshrined in A Healthier Wales – the national plan for health and care, alongside more specific priorities set out in a range of strategies for older people and people with learning disabilities. It is important that the ongoing changes in Caerphilly align with the strategic objectives within these drivers.

These drivers are summarised below.



#### Wellbeing of Future Generations (Wales) Act

- Cohesive communities – ensuring people are active doing things that matter to them
- A more equal Wales – enabling all people to fulfil their potential
- A Healthier Wales - supporting the wellbeing of people and communities



#### Social Services and Wellbeing (Wales)

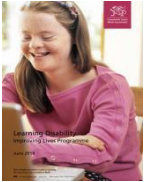
- Voice and Control: putting the individual and their needs at the centre of their care
- Prevention and early intervention
- Wellbeing: supporting people to achieve their own wellbeing



#### A Healthier Wales

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- Prevention and early intervention
- Independence
- Voice – empowering people with the information and support needed
- Personalised – health and care services which are tailored to individual needs



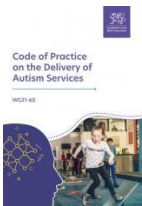
### **Learning Disability Improving Lives Programme and Strategic Action Plan**

- Equal access to non-specialist services
- Right to career paths, employment opportunities and access to education
- Reducing loneliness and isolation
- Promoting recovery and new approaches to day centres, respite care and short breaks



### **Locked Out: Liberating Disabled People's Lives and Rights in Wales**

- Action to improve involvement of disabled people in decision-making



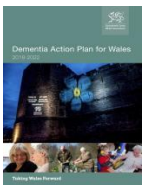
### Code of Practice on the Delivery of Autism Services

- Encourage innovation
- Ensure reasonable adjustments to ensure people have access to services in the same way as others
- Develop strategic and operational teams which include autistic people to inform service development



### Strategy for Older People in Wales 2013-23 and Ageing Well in Wales Programme

- Access for older people to services that support their needs and promote independence
- Developing age friendly and dementia supportive communities



### National Dementia Action Plan 2018-22

- Rights of people with dementia to feel valued and live as independently as possible in their communities

In addition, **Commissioning Guidance for People With a Learning Disability** issued by the Welsh Local Government Association and National Commissioning Board in 2017 includes, among a range of elements of high-quality support, the following principles:

- Person-centred – ensuring that individuals receiving care and important people in their lives identify what is important to them in achieving their ambitions and have person-centred plans reflecting their views, goals and needs
- Voice, choice and control – assisting people to express their views and opinions and ensuring these are listened to and acted upon in the care and support provided

## Passionate about public sector

- Active support – providing people with the right level of person-centred assistance to participate in a wide range of activities at home and in the community
- Progression and independence – supporting people to learn new skills, try new experiences and take more personal responsibility
- Consistent support and environments – using person-centred routines to maximise understanding and familiarity for those receiving care and support
- Positive risk-taking - balancing benefits with risks and developing plans that maximise outcomes whilst minimising risk to the individual
- Positive social interactions and support in developing relationships – maintaining and enriching existing relationships and development of new ones
- Personal care and health – maintaining the dignity of individuals and promoting good health through care and support provided
- Positive Behavioural Support – optimising outcomes and independence for those with more complex needs

Similar drivers exist at regional and local level, and these should also be reflected in changes being made in Caerphilly. They are summarised below.



### **Gwent Population Needs Assessment 2022-27**

- The pandemic has disrupted routine for older people and people with learning disabilities, affecting mental health and leading to isolation
- Need for person-centred care for autistic people
- Remaining independent and being able to go out are important for older people
- Reducing loneliness and isolation for older people through early intervention is key
- Improving life outcomes for people with dementia needs to remain a priority

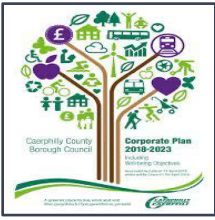


### **Gwent Wellbeing Assessment 2022**

- Rich culture and heritage across the region supports wellbeing by bringing people together; this has been strengthened through Covid

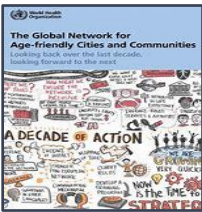
## Passionate about public sector

- Ageing population presents future challenges



### Caerphilly Corporate Plan

- Protecting services for the most vulnerable
- Introducing new and more innovative ways of working through emerging technologies
- Engaging with communities to understand their needs and explore opportunities for delivering services through collaboration
- Wellbeing objectives include supporting active, healthy lifestyles, helping people identify 'what matters' to them and providing support to reduce the need for higher statutory interventions



### Age Friendly Communities

- Multi-agency work in train to join World Health Organisation's Age Friendly Cities and Communities Network

## **4 What is happening elsewhere**

We found that many local authorities in Wales and across the UK have been reviewing and changing their day opportunities both for people with learning disabilities and older people.

Some predate Covid-19, although clearly the pandemic has accelerated the pace of change in some areas. Several of the changes we identified in other areas resonate with those being taken forward in Caerphilly. These examples from neighbouring areas and others further afield provide potential pointers in terms of how care needs to look and how change is best implemented.

A more detailed summary of relevant practice across the UK has been prepared and accompanies this report.

### **Rhondda Cynon Taf**

In the wake of the pandemic, and building on a model of day opportunities that had been in place for a number of years, the Council undertook an engagement exercise – ‘My Day, My Way’ – involving people over 16 with a learning disability, parents and carers and staff in the sector. People were invited to engage in a variety of ways between August and November 2021, letting the Council know what they would like to see in terms of day and evening opportunities. Working with Cwm Taf people First, a charity run by and for people with learning disabilities, the Council ran surveys and engagement events asking them to say what they liked about current services, where they thought there were gaps and what could be done to improve support. They also partnered with the Innovate Trust to provide opportunities for online engagement, including by those with intense communication needs, and promote the change programme. A range of services, including education, health and community development, also participated, enabling consideration of a wide range of possibilities moving forward.

A task group was established to consider the findings of the engagement exercise. Resulting actions, which are being progressed across the County Borough include:

- Reviewing assessments and care plans, moving away from support 5 days a week at day centres where appropriate
- Looking for opportunities for users to pool Direct Payments to organise shared activities
- A commitment to be driven by what people want rather than what's available in

## Passionate about public sector



providing services

- A short-term offer for those in crisis, including support within day centres, over the period of the transition

## Blaenau Gwent

The Council operates a mixed model of day support, which comprises a day centre for people with complex and multiple disabilities, a separate centre for those unable to access community support, a community outreach service and vocational training delivered in partnership with the third sector.

As in Caerphilly, Covid-19 led to significant changes in provision, as centres were forced to close. This resulted in some individuals withdrawing from services or accessing options such as Direct Payments. People living in Supported Accommodation now get enhanced support from their staff team to access opportunities and achieve desired outcomes.

Moving forward, the Council is looking to respond to these changes and develop models of care and support that:

- Are less centre based
- Provide a more person-centred approach – this is now possible even in centre settings as the numbers of attendees has declined
- Are available to individuals outside traditional hours and in community settings
- Use technology to enable access to virtual activities online
- Support individuals in connecting with friendship groups, supported by partners such as 'My Mates', which operates across the Gwent area

User and carer engagement has been key and will continue to be so as changes are progressed. Individuals and their families were contacted throughout the period of the pandemic and further intervention was arranged where distress and/ or risk of family breakdown were identified. Whilst general support for changes has been evident through user and carer surveys, people have been able to provide feedback on the forward model being developed by the Council.

## Monmouthshire

Monmouthshire County Council has an established model of daytime support for people with learning disabilities known as 'My Day. My Life'. Implemented from 2014, the approach has seen the Council move away from traditional buildings-based day services to more bespoke

## Passionate about public sector



support tailored to meet the identified needs of individuals. Support is provided in a range of day and community settings. Key to the approach has been a highly personalised focus, working with individuals to review and develop their support within the broad principles of the model, rather than enforcing a 'top down' model of care. Ongoing engagement with individuals and their carers has also been key. The Council has been careful to consider the needs of individuals and carers and ensure that the support provided addresses both as far as possible. Resulting changes have included a 'holiday' respite scheme in place of a care home-based model.

Coming out of the pandemic, during which remaining centres were temporarily closed, further opportunities have been taken to increase community options, such as the 'Growing Spaces' gardening and produce project delivered in partnership with the third sector. The Council recently commissioned a review of the arrangements with a view to embedding the approach and building further on the established model.

## Pembrokeshire

To inform development of a new model of care and support for people with learning disabilities, Pembrokeshire County Council partnered with a local third sector organisation, People Too, in undertaking a comprehensive, co-productive engagement exercise with individuals and their carers, social care staff, health, education and third sector colleagues

to identify how things could be improved. As a result, they identified the following themes which people said were important to them:

- Greater flexibility and variety of opportunities
- Support that is close and accessible for individuals
- Personalised opportunities
- Fair access for all

In response the County Council is developing a Day Opportunities Gateway Service, whereby a central bureau assesses individuals and matches them with activities of their choice that deliver identified outcomes. More specialised services are provided at a central hub, with other services delivered through local 'spokes' across the County. Although delayed by Covid-19, the Council is now progressing full implementation of this model.

## Cardiff



## Passionate about public sector

In line with national policy and recognised good practice, Cardiff Council has developed 3-tiers of day opportunities for older people as follows:

- Providing information, advice and assistance to encourage independent access to social activities and engagement opportunities for this with low level needs
- Providing those who need it with assistance to access community services and activity through targeted intervention and support
- Supporting those with the most complex needs through high quality, specialist day services

Principles underpinning Cardiff's approach include:

- A focus on the outcomes that individuals and carers want to achieve
- A reablement approach at the heart of service delivery
- A focus on prevention, wellbeing and delivery of services in convenient settings
- Flexibility to address projected rise in demand for care and support

## 5. What stakeholders told us

### Feedback from individuals, staff and unpaid carers

**Some people are clearly benefitting from the change:** Changes are benefitting some individuals – we saw evidence of individuals flourishing, growing in confidence and some acquiring new skills (e.g. in gardening, catering and craft). This can induce pride and a sense of achievement for those involved.

**Some staff report improved job satisfaction and motivation:** Some staff report that their jobs are more rewarding as a result; they are motivated by seeing the progress of individuals leading to improved outcomes. Some employees are relishing the opportunity to work with new client groups and develop new skills, for example horticulture and relaxation or music therapy.

**The process of change has affected some users negatively:** Some unpaid carers and NHS staff felt that the Pandemic and resulting changes in day services had had a negative impact on some individuals and on their carers linked to a reduced service provision

**A perception exists that community activities provided currently are not always varied enough:** We saw evidence of some individuals partaking in varied activities. Some unpaid carers felt there was an over reliance within community-based support on visits to cafes, which they perceived as resulting in a boredom for some individuals and reported weight gain in some cases.

**Some carers say they have been adversely affected:** Day opportunities primary focus is on positive outcomes for individuals.. For carers the unintended impact of reduced sessions on them needs to be taken into account when transforming services. Carers have commented it has impacted upon their ability to continue in their caring role. Some carers expressed fear that this added pressure and the impact on their own health could in time lead to them not being able to provide any care and their family member needing full time support.

**Support for carers:** Some carers felt their needs needed a greater focus. Some told us they had not had carers' assessments; some who had been assessed said they had not received appropriate support as a result. The need to improve the range of support available for all carers was also highlighted by social workers and senior managers.

**Transport to and from opportunities:** Some carers were unhappy with arrangements, for

## Passionate about public sector

transport, and did not understand the Council's transport criteria. Application of these results in some carers having to drop off and collect their loved ones, further reducing time away from their caring responsibilities.

## Relationships and networks

**Some individuals are clearly benefitting from more person-centred approaches:** We saw compelling evidence of more meaningful relationships being built as individual/staff ratios have been reduced and one to one support becomes the norm. This bodes well for improved personal outcomes. Individuals spoke affectionately about day service staff and carers also praised the attentiveness of individual staff.

**New relationships through volunteering and work opportunities are being formed:** New and developing volunteering and work opportunities are having a positive impact on individuals with the capacity to benefit from them. An example is the excellent facility at the Islwyn Coffee Shop. Wider social networks and relationships are also being developed which includes My Mates, People First etc.

**Dependency on individual members of staff needs to be avoided:** Notwithstanding the advantages of one-to-one support, we saw that some individuals using day services are becoming dependent on individual staff members and feeling uncomfortable about being supported by anyone else. In some cases individuals are currently missing out on support when their member of staff takes leave or is unwell.

**Lost social networks:** We heard that individuals have lost valued social networks which they enjoyed when attending larger sessions in resource centres. When asked if there was anything they missed about centre-based support, many mentioned not seeing their friends; we heard that this had resulted in a loss of confidence among some individuals.

## Types of support available and logistics

**The shift from resource-based support has opened up new opportunities:** Many of the individuals we spoke with clearly welcome the opportunity to do new things in a variety of settings which weren't available to them in resource centres. New opportunities include visits to parks and shopping centres.

**There is a mixed economy of provision within the County Borough:** Council services are complemented by some third sector support, e.g. People First, Person to Person and 'My Mates', which operates across the County Borough and provides support to individuals with a

## Passionate about public sector

learning disability to develop and sustain friendships and more personal relationships. There are opportunities for greater alignment of these services in the future.

**Changes introduced by the Council have encouraged new approaches by other partners, leading to more varied opportunities for individuals:** Partner agencies have responded to the changes by diversifying their own provision. Advocacy organisations are providing increased opportunities as gardening projects and supported living providers have enhanced the support they provide within the community.

**Restrictions on community-based support reduce options for individuals:** The duration of community sessions and limitations on travel may diminish the options available to those receiving them. There is a perception individuals can only be taken to attractions outside the County Borough on an exceptional basis. Some staff express frustration at not being able to be more creative when planning community activities, due to these constraints.

**Access to community activities is inequitable across the County Borough:** The perception of a lack of community activities available within certain localities, or facilities not being accessible at the time when community sessions take place, was mentioned by some staff.

This suggests that more needs to be done to ensure that staff are advised of available opportunities and supported in accessing them. We noted the Council has begun to address this by compiling community profiles for staff. Longer term, a community development approach will be key in ensuring that place-based, low level provision increases across Caerphilly's communities. Ensuring a person centred service is provided on evenings and weekends going forward is also important.

**Concern and lack of clarity over some of the changes and their perceived impact on individuals:** Some staff reported not being able to adequately explain changes to individuals and their carers and feeling that they could not always match individuals with the care and support they feel would be beneficial under the new arrangements.

**There is a lack of evidence of joint planning or commissioning between the NHS and the Council in relation to day opportunities:** The needs of individuals who use day opportunities vary significantly from moderate to those with profound and multiple learning and physical disabilities. There are clear opportunities for more effective joint working between the NHS and the Council in supporting those with more profound needs. This needs

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to start at the level of strategic planning and feed down into integrated commissioning and funding for the delivery of seamless support for individuals. Regional and local partnership arrangements provide appropriate forums for this to be taken forward. The duty for better planning sits with both the Health Board and the Council.

## **6 Summary of our findings**

There is acceptance amongst many stakeholders of the need to modernise day opportunities and that a return to pre-pandemic arrangements is neither feasible nor desirable.

Stakeholders recognise the potential benefits of a more person-centred approach, and some have become less reticent as they see benefits. They appreciate the financial constraints in which the Council is operating and agree that opportunities provided need to be proportionate and affordable.

The new arrangements are in their infancy and are not yet delivering benefits some carers and staff associate with resource centres, such as a greater range of activities and more robust social networks.

Whilst day opportunities need to be focused on delivering positive outcomes for individuals accessing those opportunities, the impact on carers, in particular those caring for people with more intensive or complex needs, needs to be taken into account and their needs addressed as a priority alongside implementation of any new model.

Communication around the rationale for and implementation of changes to date, including feedback on previous consultation and engagement and later decisions on support for individuals, is seen as inconsistent. This has resulted in a lack of buy-in and distrust from some carers and other stakeholders.

There remains a need to ensure internal staff (including those working in day opportunities and social workers) and partners such as the NHS are fully apprised of the rationale for change and details of the new arrangements.

There is evidence that, by building on the changes that have been made and by working collaboratively to address the perceived and actual challenges associated with new model, it can be further developed to deliver genuinely positive outcomes for people accessing those opportunities. The model depicted later in the report attempts to summarise the shared ambitions (including the council) of all stakeholders. The subsequent challenge will be in the implementation.

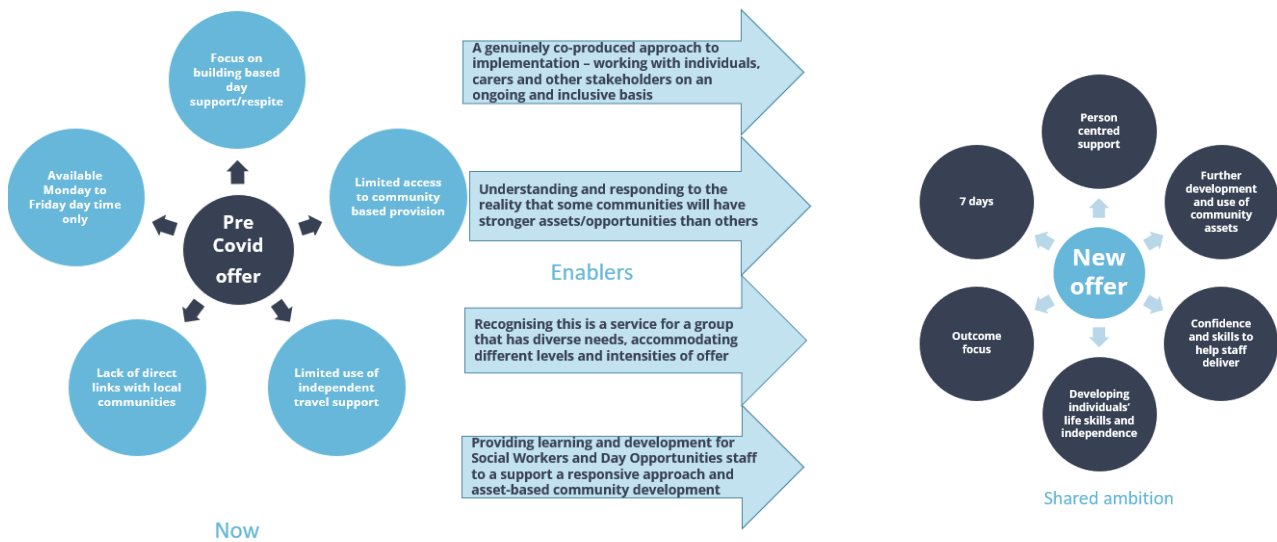
## **7 Recommendations**

1. The Council should issue a broad but comprehensive statement of future intent to all stakeholders acknowledging the findings of this exercise and setting out how a new model (which is suggested on the next page), based on its adopted approach, will be progressed in collaboration with stakeholders and following co-production principles.
2. If not already undertaken, reviews should be undertaken for individuals and carers with highest level of need and most impacted by the changes, and new flexibilities introduced to community support, to help restore confidence and address any gaps in provision.
3. A medium-term plan for full implementation of the emerging Day Opportunities model should be developed and implemented. This needs to be co-produced and actively involve all relevant stakeholders and be supported by comprehensive learning and development programme for staff.
4. The needs of all unpaid carers should be recognised and alternative options for delivery of support for unpaid carers needs to be developed.

## 8 Making it happen

### The future and the process of getting there

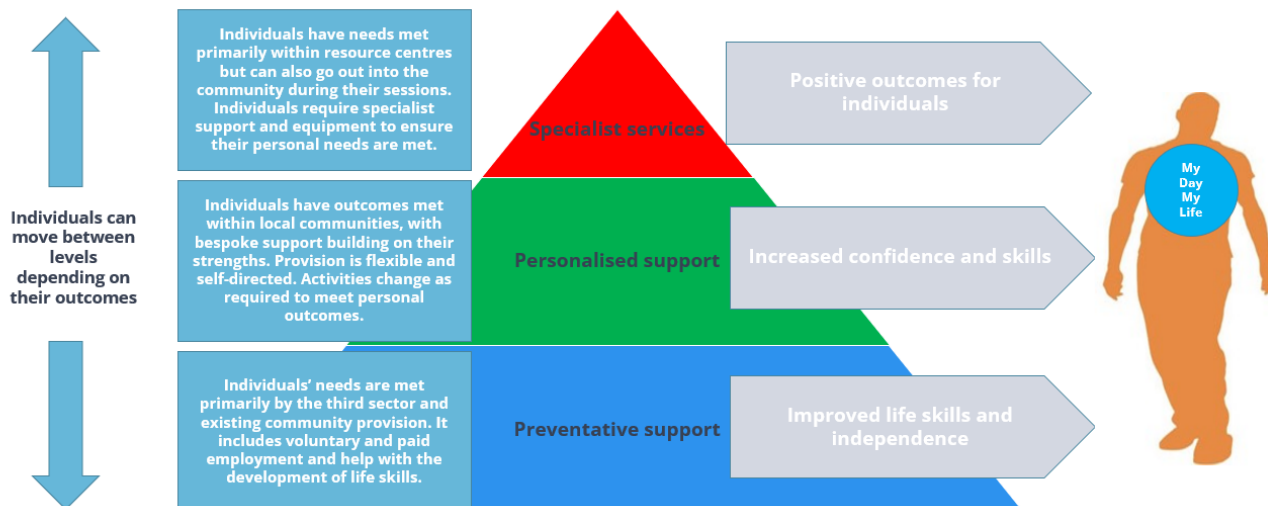
Based on our discussions with stakeholders, this graphic summarises the day opportunities offer now, the shared ambition for the future and the enablers they felt would take the current model forward and lead to the shared ambition being realised. As the change happens, support for those in most need will need to be reviewed and adjusted as necessary.



### Emerging Day Opportunities model

We are proposing the following model building on current arrangements and taking the expressed views of stakeholders fully into account. We explored a model incorporating three categories of support provided depending on individual need. The following graphic depicts the envisaged model.





## Underpinning principles for the model

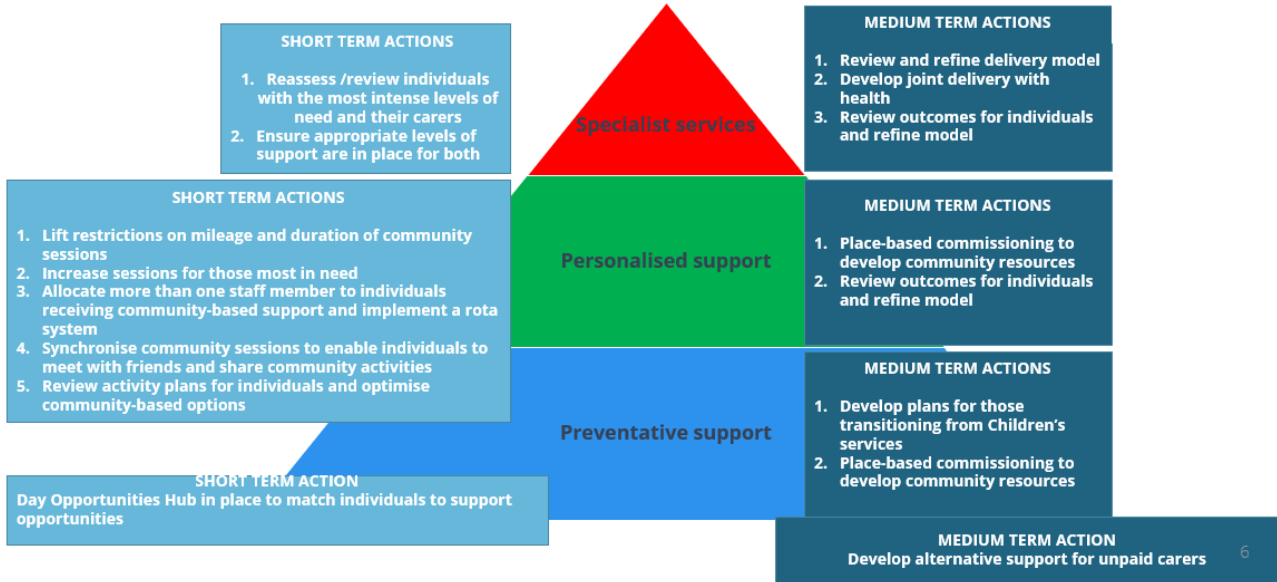
Underpinning principles for the recommended model are suggested as follows:

- Support is allocated to individuals by matching the offer with identified individual needs and outcomes, through a Day Opportunities 'hub' This includes Direct Payments where appropriate
- Day opportunities are outcome focussed and provided 7 days
- Friendship groups are developed, maintained and supported so that they flourish and can continue outside day opportunities support
- Existing resources in the community are optimised, and opportunities sought to work with partners in growing more opportunities across the County Borough
- Continued learning is provided, which may include the use of technology to deliver and support activities
- There is a clear role for the NHS in integrated planning, commissioning, funding and delivery of day opportunities

## Taking forward implementation

# Passionate about public sector

Full delivery of the model will require short term actions followed by development and delivery of a medium-term implementation plan, co-produced with stakeholders. Recommended actions are set out below.



## 9 Acknowledgements

We would like to thank all those who contributed to our review. We are especially indebted to individuals using day opportunities, carers and families and staff who allowed us to have conversations in care settings and helped ensure all those who wanted to contribute were able to do so in a meaningful way. We also valued regular engagement with senior managers and elected members within the Council and colleagues from several partner agencies.

We are grateful for everyone's time and openness and their positive constructive approach to our discussions.

This gives us confidence that our findings and recommendations reflect what people told us about the positive elements of current arrangements and areas where change is still needed.

We believe this process of engagement, which has been pivotal to our work, provides a robust foundation for the co-productive approach to future development that underpins our recommendations.



Martyn  
Palfreman



Hugh Irwin



Kathy Graham



Steve Inett

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# Carers' Week 2023

**Do you look after or help to look after someone?**

This could be a family member, friend or a child with disabilities.

**Please contact us on:**

**01443 864658**

**01495 233234**

**01495 233218**

email: [carers@caerphilly.gov.uk](mailto:carers@caerphilly.gov.uk)

to let us know if you are coming along and for further information about the event.



# Taflen Wythnos Gofalwyr 2023

**Ydych chi'n gofalu am rywun  
neu'n helpu gofalu am rywun?**

Gallai fod yn aelod o'r  
teulu, ffrind neu blentyn  
ag anableddau.

**Cysylltwch â ni ar:**

**01443 864658**

**01495 233234**

**01495 233218**

ebost: [carers@caerphilly.gov.uk](mailto:carers@caerphilly.gov.uk)

i gadarnhau y byddwch chi'n  
bresennol ac i gael rhagor o  
wybodaeth am y digwyddiad.

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Please come and join us for  
Carers' Week 2023 at the  
following events / venues.



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## Saturday 3rd June 2023, 1pm - 4:30pm

**Spa day** - with afternoon tea served afterwards at **Bryn Meadows Golf & Spa** (8 carers only). Please contact us for more details and to request a place.

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## Monday 5th June 2023, 11am - 12:30pm

Drop in and meet the team at **Murray's Bargoed** and have a breakfast roll and hot drink. Please let us know if you would like to come.

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## Tuesday 6th June 2023, 2 - 4pm

Afternoon walk around **Morgan Jones Park, Caerphilly** - Come and meet with the team and enjoy a cake and hot drink to reward yourself for your walk!

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## Thursday 8th June 2023, 12 - 1:30pm

**Risca Carers' Group** - A chance to meet with us if you live in the Risca area and enjoy a cake and hot drink.

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## Friday 9th June 2023, 10am - 3pm

Information day for carers. Come and speak to various organisations at **Newbridge Memo** - Refreshments provided.

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## Sunday 11th June 2023, 12 - 6pm

### "Care"philly Fest at Blackwood RFC

- Join the team for a family day with live bands, food stalls, a magician, face painting, bouncy castle, photo booth and more!



**Ymunwch â ni ar gyfer Wythnos  
Gofalwyr 2023 yn y digwyddiadau  
/ lleoliadau canlynol.**



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**Dydd Sadwrn 3 Mehefin 2023, 1pm - 4:30pm**

**Diwrnod sba** - wedyn bydd te prynhawn yn cael ei weini. (8 o ofalwyr yn unig). Cysylltwch â ni i gael rhagor o fanylion ac i drefnu lle.

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**Dydd Llun 5 Mehefin 2023, 11am - 12:30pm**

Galwch heibio a chwrdd â'r tîm yn **Murray's Bargod**, a chael rhôl frecwest a diod boeth. Os hoffech chi ddod, rhowch wybod.

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**Dydd Mawrth 6 Mehefin 2023, 2 - 4pm**

Taith gerdded prynhawn o amgylch **Parc Morgan Jones, Caerffili**. Dewch i gwrdd â'r tîm a mwynhau cacen a diod boeth fel gwobr am eich taith gerdded!

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**Dydd Iau 8 Mehefin 2023, 12 - 1:30pm**

**Grŵp Gofalwyr Rhisga** - Cyfle i gwrdd â ni os ydych chi'n byw yn ardal Rhisga a mwynhau cacen a diod boeth.

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**Dydd Gwener 9 Mehefin 2023, 10am - 3pm**

Diwrnod gwybodaeth i ofalwyr. Dewch i siarad ag amrywiol sefydliadau yn **Neuadd Goffa Trecelyn**. Bydd lluniaeth yn cael ei darparu.

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**Dydd Sul 11 Mehefin  
2023, 12 - 6pm**

**Gŵyl Câr-ffili yng Nghlwb Rygbi Coed Duon.**

- Ymunwch â'r tîm am ddiwrnod i'r teulu gyda bandiau byw, stondinau bwyd, consuriwr, paentio wyneb, castell neidio, bwth tynnu lluniau a mwy!







## CABINET – 26<sup>TH</sup> JULY 2023

**SUBJECT: CAERPHILLY COUNTY BOROUGH COUNCIL SPEED LIMITS  
TRAFFIC REGULATION ORDER 2023**

**REPORT BY: CORPORATE DIRECTOR FOR ECONOMY AND  
ENVIRONMENT**

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### 1. PURPOSE OF REPORT

- 1.1 To seek Cabinet approval to implement the Caerphilly County Borough Council Speed Limits Traffic Regulation Order 2023 as amended.

### 2. SUMMARY

- 2.1 In July 2022 the Welsh Government (WG) passed new legislation that will change the default speed limit on restricted roads in Wales from 30mph to 20mph. The Council has proposed to retain 30mph speed limits on a number of roads.
- 2.2 In addition to the above, it was also proposed to amend the existing speed limits to 40mph at four locations to improve road safety.
- 2.3 The report details recommendations for members to consider.

### 3. RECOMMENDATIONS

- 3.1 That Cabinet approves the making of the Caerphilly County Borough Council Speed Limits Traffic Regulation Order 2023 as amended.
- 3.2 That Cabinet approves additional signage and road markings as detailed within the report.

### 4. REASONS FOR THE RECOMMENDATIONS

- 4.1 The proposed speed limit changes have been developed in accordance with Welsh Government's (WG's) guidance and support WG's proposed 20mph default speed limit initiative. Details of the Council's rationale for each location are provided in Appendix 1.

## 5. THE REPORT

- 5.1 In July 2022 the Welsh Government (WG) passed new legislation that will change the default speed limit on restricted roads in Wales from 30mph to 20mph. A restricted road is defined by Section 82 of the Road Traffic Regulation Act (RTRA) 1984 as *'a road with a system of street lighting furnished by means of lamps placed not more than 200 yards apart.'*
- 5.2 The new national 20mph speed limit for restricted roads will come into effect on 17<sup>th</sup> September 2023 and all 22 Welsh local authorities are committed to delivering the transition of their speed limits on or as close to the prescribed date as practicable.
- 5.3 WG have developed an 'Exceptions Criteria' to ensure that local authorities adopt a consistent approach when introducing 30mph Exceptions across Wales. This approach has been applied when considering 30mph speed limits on roads within Caerphilly County Borough where the lower 20mph speed limit is not deemed appropriate.
- 5.4 Welsh Government's 'Setting Exceptions to the 20mph Default Speed Limit for Restricted Roads' is provided in Appendix 2. This guidance is intended for local interpretation by highway authorities to make evidence-based decisions on setting exceptions to the default speed limit of 20mph on restricted roads in Wales. It provides a methodology to ensure a consistent approach to Exceptions across Wales is taken; yet allowing for local factors and circumstances to be taken into account. It was used as a basis to demonstrate reasoning for making any Exception to enable the speed limit to remain at 30mph.
- 5.5 The guidance states that decisions on Exceptions should not be influenced by existing traffic speeds and that highway authorities continue to have the flexibility to set local speed limits that are right for individual roads, reflecting local needs and considerations. However, where their decision deviates from this guidance highway authorities should have a clear and reasoned case.
- 5.6 Exceptions have been applied across the Borough in accordance with this guidance. Particular regard has been given to those roads that serve part of the strategic highway network ('A' and 'B' class roads) that meet the Exceptions Criteria and, where deemed appropriate, it is recommended that these routes remain at 30mph. A table detailing the location of the proposed 30mph speed limit Exceptions and the Council's rationale is provided in Appendix 1. It should be noted that any road currently subject to a 30mph speed limit not highlighted as an 'Exception', will become 20mph by default on 17<sup>th</sup> September 2023.
- 5.7 In light of the concerns raised during the consultation exercise, it is recommended that additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided at various locations. It is considered that these additional measures will help to raise drivers' awareness of the speed limit and have a positive impact on vehicle speeds.
- 5.8 WG acknowledge that it may take some time for the new default speed limit to 'bed in' and for drivers to become accustomed to the changes throughout Wales. WG are in the process of establishing a working group/task and finish group to develop a common approach to address speeding concerns when the legislation comes into force.

These are some of the issues that they intend to consider:

- How to manage the public's expectation about speeding concerns.
- What will GoSafe/Police/FRS do in terms of engagement, education and enforcement.
- How can Highway Authorities request engagement/education/enforcement by GoSafe.
- How can 'softer' engineering measures, like removing the centre line, reducing carriageway width, using planters and parking lots be used as compared to more traditional traffic calming.
- How can this be linked to funding for bus priority measures and active travel.

5.9 In view of this, it is recommended that the Council does not undertake any speed surveys on roads that will be subject to the new default speed limit for a period of at least six months following implementation. During this period, any concerns relating to non-compliance should be directed to GoSafe/Gwent Police.

5.10 In addition to the Exceptions identified above, it is also recommended that the speed limits be amended to improve road safety at the following locations:

- A469 Bargoed to Brithdir – New 40mph speed limit between the existing 40mph speed limits at Factory Road, Bargoed and Brithdir.
- A4048 North of Hollybush – Reduction in length of existing 30mph speed limit and introduction of a new 40mph speed limit buffer.
- B4254 Gelligaer Road (between Gelligaer and Nelson) – New 40mph speed limit between the existing 30mph speed limit at Gelligaer and the national speed limit to the east of the Reed Beds.
- A472 Nelson to Tredomen – New 40mph speed limit between Nelson roundabout (B4255 Caerphilly Road junction) and the existing 30mph speed limit at Tredomen.

## **6. ASSUMPTIONS**

6.1 The assumption is that setting realistic speed limits will encourage a greater level of compliance in all areas and have a positive impact on road safety.

## **7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

7.1 A full Integrated Impact Assessment has not been undertaken on this report however, the implementation of all traffic regulation orders is undertaken following the publication of the proper notices, allowing for objections to be made by local residents. Any impacts identified on individuals or groups will be considered in the final decision.

## **8. FINANCIAL IMPLICATIONS**

8.1 There are no financial implications for the authority as all costs associated with the default 20mph speed limit changes and Exceptions are being funded by Welsh Government. The total cost is circa £1.1 Million.

## 9. PERSONNEL IMPLICATIONS

- 9.1 The legal and consultation processes and associated signage design works have been managed by existing traffic management staff, but the amount of work involved within the WG imposed timescale has been very challenging.

## 10. CONSULTATIONS

- 10.1 The proposals were consulted upon in accordance with the Councils approved procedure.
- A Member seminar was held on 15<sup>th</sup> December 2022 during which details of the proposed Exceptions were discussed. Details of the provisional Exceptions Map were sent to all Councillors via email on 9<sup>th</sup> December 2022 for their initial comment. No objections were received.
  - All Councillors including Councillor Julian Simmonds (former Cabinet Member for Infrastructure) were contacted by email on 19<sup>th</sup> April 2023. Details of the comments/objections that have been received from Members and Officers' responses are provided in Appendix 3.
  - Statutory Consultees including Town and Community Councils, the Chief Constable of Gwent Police, South Wales Fire and Rescue Service, Welsh Ambulance Services NHS Trust, the Road Haulage Association, Freight Transport Association and Green Lane Association were contacted by email on 19<sup>th</sup> April 2023. All Councillors including the Cabinet Member were sent a copy of the email. Details of the comments/objections received, and Officers' responses are provided in Appendix 3.
  - A Statutory Consultation email was sent to all Public Transport companies that operate in the Caerphilly County Borough area on 27<sup>th</sup> April 2023. No comments were received.
- 10.2 A Notice detailing the above proposals was advertised for public consultation on 25<sup>th</sup> May 2023. A copy of the proposals, a statement of the Council's reasons for making the Order and Maps showing the affected lengths of road were placed on deposit with CCBC Legal section for public scrutiny following advertising of the Notice in the press. The Notice was advertised at the following locations for public scrutiny.
- Notice advertised in the Western Mail newspaper.
  - Approximately 350 Notices erected on lighting columns along the affected lengths of road.
  - Statutory Consultees, local ward members and Cabinet Member were sent copy of the Notice via email.
  - A copy of the Notice, Order, Plans and Statements of Reasons and General Effect were placed on the Council's website and links were posted on social media.
  - Plans showing the extent of the proposed 30mph Exceptions were published on DataMapWales.
- 10.3 Following the public notice exercise, 23 objections were received relating to the

proposed Exceptions, and 3 objections were received relating to the proposed 40mph speed limits. Details of the objections received, and Officers' responses are detailed in Appendix 4. In addition, 16 letters/emails of concern were received in relation to the 20mph default speed limit changes for restricted roads. As these relate to WG's legislative changes and not the Council's traffic regulation order, the comments have not been included within this report.

- 10.4 As a result of the objections received, following further investigation, it is recommended that the Order be made with the following amendments:
- 10.4.1 **A468 Newport Road, Trethomas from the western side of Clos Pantglas to the existing 30mph signs to the west of the village.** In light of the concerns raised, it is recommended that the proposed 30mph Exception be reduced in length by approximately 60m at its Eastern end. This minor amendment to the extent of the Exception will help to improve safety on the approach to the village.
- 10.4.2 **B4254 Highfields Way from the roundabout to the west of the junction with Montclair Avenue.** In order to improve safety, it is recommended that the proposed 30mph Exception be amended to exclude the roundabout and the approach roads. The default 20mph will therefore apply to the roundabout and the following sections of road:
- Bryn Road – from the roundabout to a point approximately 25m north.
  - Oak Terrace Bypass – from the roundabout to a point approximately 25m south.
  - Highfields Way - from the roundabout to a point approximately 140m east (to cover the access road to Tesco Express and Parc Plas).
- 10.4.3 **A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout).** In light of concerns raised, further investigation has concluded that, due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenue, Tredomen Villas and Maes-y-Coed Terrace, it is recommended that the 30mph Exception be removed from the Order. This section of road will therefore default to 20mph.
- 10.4.4 **A472 from east of Shappelles access to Ystrad Mynach Roundabout (including the roundabout).** In light of concerns raised, further investigation has concluded that, due to significant traffic flows and concerns regarding visibility for pedestrians and cyclists crossing the A469, it is recommended that the 30mph Exception be removed from the Order. This short section of road will therefore default to 20mph.
- 10.5 The tables shown in Appendices 3 and 4 were sent to Cllr Nigel George, Cabinet Member for Infrastructure, Property and Corporate Services, as well as each of the ward members for which comments/objections had been received on 29<sup>th</sup> June 2023 and they were asked to consider the recommendations made by officers.
- 10.6 Details of the response received along with officers' responses are provided below.
- *Councillor Nigel Dix (Blackwood Ward), 29/6/2023 - Are the proposed 20mph residential, as 20mph on A and B roads would be unenforceable and negatively affect business?*

Officer response - As outlined above, details of the proposed 30mph Exceptions have previously been sent to councillors for their comment. All restricted roads have been assessed in accordance with the Welsh Government's guidance. The majority of the 20mph speed limits will apply to residential roads, however some sections of the 'A' and 'B' class roads within the borough will be reduced to 20mph where Welsh Government's Exception criteria is not met.

- *Councillor Tudor Davies (Aberbargoed and Bargoed Ward), 29/6/2023 - Considering the concerns we have raised about the potential safety of the Angel Way/Gilfach Street junction, please clarify if the 20 miles limit would apply to this section of the highway?*

Officer response - The junction of Angel Way and Gilfach Street will be subject to the new default 20mph speed limit.

- *Councillor Walter Williams (Argoed Ward), 30/6/2023 - Thank you for the email on 30 mph exceptions. Would it be ok to forward this email to the two residents email address I have who emailed me regarding their objections?*

Officer response – The information is for councillors' review and comment at this stage. Residents who formally responded to the public notice will receive a copy of the final report after it has been approved by the Council's Cabinet.

- *Councillor Colin Mann (Llanbradach Ward), 7/7/2023 - I am happy with the Coedybrain Road, Llanbradach proposal.*

Officer response – The comments are welcomed.

- *Councillor Chris Morgan (Machen and Rudry), 5/7/2023 – I am happy with the recommendations of the Highways Department.*

Officer response – The comments are welcomed.

- *Councillor Amanda McConnell (Machen and Rudry), 5/7/2023 – I'm in agreement with the recommendations of the Highways Department.*

Officer response – The comments are welcomed.

## **11. STATUTORY POWER**

### **11.1 Road Traffic Regulation Act 1984.**

Author: Dean Smith, Principal Engineer

Consultees: Councillor Tudor Davies Chair Environment and Sustainability Scrutiny Committee  
Councillor Adrian Hussey Vice Chair Environment and Sustainability Scrutiny Committee  
Councillor Nigel George, Cabinet Member for Infrastructure, Property and Corporate Services  
All Councillors  
Christina Harray, Chief Executive Officer

Mark S. Williams, Corporate Director Economy and Environment  
Marcus Lloyd, Head of Infrastructure  
Lynne Donovan, Head of People Services  
Clive Campbell, Transportation Engineering Manager  
Rob Tranter, Head of Legal and Monitoring Officer  
Steve Harris, Head of Financial Services and Section 151 Officer  
Anwen Cullinane, Senior Policy Officer – Equalities and Welsh  
Language

Background Papers:  
None

Appendices:

- Appendix 1 Rationale for 30mph Exceptions
- Appendix 2 Welsh Government's 'Setting Exceptions to the 20mph Default Speed Limit for Restricted Roads'
- Appendix 3 Councillor and Statutory Consultation Responses
- Appendix 4 Objections and Comments for 30mph Exceptions

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## Appendix 1 - Rationale for 30mph Exceptions

NB Camera surveys were undertaken during school termtime in April and May 2023. Pedestrian and cycle flows are based on the average hourly flow over the 12-hour survey period (7:00am – 7:00pm).

Ward	Road	Rationale
Aberbargoed and Bargoed	Angel Way Link Road from Commercial Street, Aberbargoed to Morrisons traffic signals (including roundabout and A469 approach arms)	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• No frontage development.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Aberbargoed and Bargoed	Angel Way Link Road between Aberbargoed roundabout and Britannia roundabout (including both roundabouts)	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>Crossing road – 1.5 pedestrians, 0 cycles per hour Travelling along road – 3.1 pedestrians, 0.3 cycles per hour</p>
Aberbargoed and Bargoed Cefn Fforest and Pengam	A4049 Pengam Road from Britannia roundabout to south of Britannia Terrace	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Very limited frontage development.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian crossing assessment recently carried out. Site does not have sufficient numbers of pedestrians crossing the road to satisfy our criteria.</li> <li>• Warning signs to be installed to raise drivers' awareness of playground.</li> </ul>
Argoed	A4048 Hollybush	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Frontage development mainly limited to one side of the road.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting or hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>Northern end</p>

		<p>Crossing road – 2.9 pedestrians, 0 cycles per hour Travelling along road – 1 pedestrian, 1.6 cycles per hour</p> <p>Southern end Crossing road – 2.5 pedestrians, 0 cycles per hour Travelling along road – 1.4 pedestrians, 1.6 cycles per hour</p>
Argoed	A4048 Argoed	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Frontage development mainly limited to one side of the road.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting or hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>Northern end Crossing road – 3.6 pedestrians, 0.1 cycles per hour Travelling along road – 4.3 pedestrians, 1.9 cycles per hour</p> <p>Near Village Hall Crossing road – 0 pedestrians, 0 cycles per hour Travelling along road – no pedestrian data, 0.2 cycles per hour</p> <p>Southern end Crossing road – 1.5 pedestrians, 0 cycles per hour Travelling along road – 3 pedestrians, 1.8 cycles per hour</p>
Bedwas and Trethomas Machen and Rudry	A468 Newport Road, Trethomas from east of its junction with Ridgeway to a point west of the fuel station	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development on one side only.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian refuge is provided to aid crossing manoeuvres.</li> <li>• Provides a 30mph buffer zone between the 40mph speed limit section and the 20mph speed limit within the village.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>Crossing road – 3.6 pedestrians, 1 cycle per hour Travelling along road – 11.2 pedestrians, 3.5 cycles per hour</p>

<p>Bedwas and Trethomas</p>	<p>A468 Newport Road, Trethomas from the western side of Clos Pantglas to the existing 30mph signs to the west of the village</p>	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development on one side only.</li> <li>• Not within 100m walk of any hospital.</li> <li>• Within 100m walk of the Workman's Hall however this is set back from this road and are accessed from Old Newport Road.</li> <li>• Signalised pedestrian crossing is provided to aid crossing manoeuvres.</li> <li>• Provides a 30mph buffer zone between the 40mph speed limit section and the 20mph speed limit within the village.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
<p>Blackwood</p>	<p>B4254 Highfields Way from the roundabout to the west of the junction with Montclair Avenue</p>	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian refuge island is provided at the roundabout at the western end to aid crossing manoeuvres.</li> </ul> <p>Highfields Way near St Andrews Drive junction  Crossing road – 1.2 pedestrians, 0.1 cycles per hour  Travelling along road – 9.4 pedestrians, 0.4 cycles per hour</p> <p>Highfields Way near Ash Grove junction  Crossing road – 6 pedestrians, 0 cycles per hour  Travelling along road – 13.4 pedestrians, 0.5 cycles per hour</p> <p>Bryn Rd arm of roundabout  Crossing road – 6.9 pedestrians, 0.1 cycles per hour  Travelling along road – 23.6 pedestrians, 0.6 cycles per hour</p> <p>Highfields Way arm of roundabout  Crossing road – 7 pedestrians, 0.2 cycles per hour  Travelling along road – 23.7 pedestrians, 1.1 cycles per hour</p> <p>Oak Terrace BP arm of roundabout  Crossing road – 6.1 pedestrians, 0.1 cycles per hour  Travelling along road – 12.3 pedestrians, 0.7 cycles per hour</p> <p>Heol y Dderwen arm of roundabout  Crossing road – 4.6 pedestrians, 0 cycles per hour</p>

		Travelling along road – 26.3 pedestrians, 1 cycle per hour
Blackwood	B4251 High Street from the Chartist Bridge roundabout to a point north of the access road to St Margaret's Church	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>Crossing road – 0.8 pedestrians, 0 cycles per hour Travelling along road – 11.1 pedestrians, 0.8 cycles per hour</p>
Blackwood Penmaen Pontllanfraith	B4254 Southern Cross Valley Link (between Libanus traffic Signals and the Penmaen Road Roundabout (including the B4251 Penmaen Road approach)	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian facilities are present within the traffic signals at the Libanus Road junction and pedestrian refuge islands are provided at the eastern end to aid crossing manoeuvres.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>Near Maes-yr-Afon junction Crossing road – 10.8 pedestrians, 0.8 cycles per hour Travelling along road – 5.8 pedestrians, 0.5 cycles per hour</p>
Cefn Fforest and Pengam Blackwood	Bryn Road from the Highfields Way Roundabout to its junction with Twyn Gardens	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• Bryn Road has limited frontage development.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian refuge island is provided at the roundabout at the western end to aid crossing manoeuvres.</li> </ul> <p>Bryn Rd arm of roundabout Crossing road – 6.9 pedestrians, 0.1 cycles per hour Travelling along road – 23.6 pedestrians, 0.6 cycles per hour</p> <p>Highfields Way arm of roundabout Crossing road – 7 pedestrians, 0.2 cycles per hour Travelling along road – 23.7 pedestrians, 1.1 cycles per hour</p>

		<p>Oak Terrace BP arm of roundabout  Crossing road – 6.1 pedestrians, 0.1 cycles per hour  Travelling along road – 12.3 pedestrians, 0.7 cycles per hour</p> <p>Heol y Dderwen arm of roundabout  Crossing road – 4.6 pedestrians, 0 cycles per hour  Travelling along road – 26.3 pedestrians, 1 cycles per hour</p>
Cefn Fforest and Pengam	A4049 from south of Gellihaf Road junction to a point south of Fairview signals	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Very limited frontage development.</li> <li>• Not within 100m walk of any community centre, hospital.</li> <li>• A school is accessed from this section of road, however, the school building is in excess of 100m walk from the road.</li> <li>• A signalised pedestrian crossing is provided and pedestrian facilities are also present within the traffic signals at the Oak Terrace bypass junction to aid crossing manoeuvres. Pedestrian refuge islands are also provided near the school entrance.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>South of Ysgol Cwm Rhymni entrance  Crossing road – 0.9 pedestrians, 0 cycles per hour  Travelling along road – 4.6 pedestrians, 0.8 cycles per hour</p> <p>North of Ysgol Cwm Rhymni entrance  Crossing road – 5.6 pedestrians, 0 cycles per hour  Travelling along road – 15.8 pedestrians, 0.7 cycles per hour</p> <p>Near Plas Road junction  Crossing road – 1.3 pedestrians, 0 cycles per hour  Travelling along road – 6.8 pedestrians, 0.8 cycles per hour</p>
Cefn Fforest and Pengam	B4254 from a point approx. 100m east of the school side gate to the Highfields Way roundabout	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> <li>• Pedestrian refuge island is provided at the roundabout at the eastern end to aid crossing manoeuvres.</li> </ul>

		<p>End of southern footway  Crossing road – 2.3 pedestrians, 0 cycles per hour  Travelling along road – 6.2 pedestrians, 0.3 cycles per hour</p> <p>Near access road to property on northern side  Crossing road – 1.7 pedestrians, 0 cycles per hour  Travelling along road – 3.6 pedestrians, 0.2 cycles per hour</p> <p>Bryn Rd arm of roundabout  Crossing road – 6.9 pedestrians, 0.1 cycles per hour  Travelling along road – 23.6 pedestrians, 0.6 cycles per hour</p> <p>Highfields Way arm of roundabout  Crossing road – 7 pedestrians, 0.2 cycles per hour  Travelling along road – 23.7 pedestrians, 1.1 cycles per hour</p> <p>Oak Terrace BP arm of roundabout  Crossing road – 6.1 pedestrians, 0.1 cycles per hour  Travelling along road – 12.3 pedestrians, 0.7 cycles per hour</p> <p>Heol y Dderwen arm of roundabout  Crossing road – 4.6 pedestrians, 0 cycles per hour  Travelling along road – 26.3 pedestrians, 1 cycle per hour</p>
Crosskeys	B4591 Risca Road from the A467 to the junction with High Street	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• 7.5 tonnes maximum weight limit (except for access).</li> <li>• Segregated footway provision on one side only with no access to the carriageway for pedestrians</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Crumlin	B4251 Kendon Road from a point east of Ty Brachty Terrace playground to its junction with Woodview Terrace	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development on one side only.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting or hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul>

		<p>Crossing road – 0.2 pedestrians, 0 cycles per hour  Travelling along road – 1.3 pedestrians, 0.3 cycles per hour</p>
Crumlin	B4251 Kendon Road from east of Main Street junction to the A467	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• No frontage development on one side only.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Segregated alternative route exists for pedestrians.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Crossing road – 1.9 pedestrians, 0.2 cycles per hour  Travelling along road – 3.4 pedestrians, 0.8 cycles per hour</p>
Crumlin	A467 from the junction with Crumlin Road to a point south of the fuel station	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development on one side only.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Crumlin	A472 Hafodyrynys Road from the A467 junction to a point east of the newly demolished properties	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development on one side only.</li> <li>• Low numbers of pedestrians and cyclists travelling along or across the road.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian refuges are provided to aid crossing manoeuvres.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Lawn Terrace junction  Crossing road – 0.3 pedestrians, 0 cycles per hour  Travelling along road – 0 pedestrians, 0.1 cycles per hour</p> <p>East of Lawn Terrace junction  Crossing road – 0.3 pedestrians, 0.1 cycles per hour  Travelling along road – 0.3 pedestrians, 0.2 cycles per hour</p> <p>Near junction with Gladstone Road</p>

		<p>Crossing road – 0.3 pedestrians, 0 cycles per hour Travelling along road – 1 pedestrians, 0.3 cycles per hour</p> <p>East of recently demolished properties Crossing road – 0.1 pedestrians, 0 cycles per hour Travelling along road – 0.6 pedestrians, 0.2 cycles per hour</p>
Crumlin	A472 Hafodyrynys Road from west of the Swffryd junction to a point east of the former fuel station.	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development.</li> <li>• Not within 100m walk of any educational setting or hospital.</li> <li>• Within 100m walk of Community Centre however a signalised pedestrian crossing facility is provided to aid crossing manoeuvres.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Darran Valley	Common road between the cattle grid at the northern end of Pentwyn Village to the cattle grid south of Fochriw.	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Ganbradach	Coed-y-Brain Road from Coed-y-Brain roundabout for approx. 250metres in a northerly direction.	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian refuge is provided to aid crossing manoeuvres.</li> <li>• Footway present on one side only.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Crossing road – 5.6 pedestrians, 0.8 cycles per hour Travelling along road – 0 pedestrians, 0.7 cycles per hour</p>
Machen and Rudry	A468 Newport Road and Wesley Hill, Machen from a point approximately 150m west of the Ffwrwm Road junction to the existing 30mph signs to the west of the village	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development on one side only.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> </ul>



		<ul style="list-style-type: none"> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Crossing road – 0.5 pedestrians, 0 cycles per hour Travelling along road – 1.9 pedestrians, 0.7 cycles per hour</p>
Maesycwmmmer	A472 from east of Shappelles access to Ystrad Mynach Roundabout (including the roundabout)	<ul style="list-style-type: none"> <li>'A' class road that forms part of the strategic highway network.</li> <li>No frontage development.</li> <li>Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>Not within 100m walk of any educational setting, community centre, hospital.</li> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Crossing road – 0.6 pedestrians, 0.1 cycles per hour Travelling along road – 4.8 pedestrians, 1.9 cycles per hour</p>
Maesycwmmmer	A472 from Ystrad Mynach Roundabout to east of Gellideg Heights	<ul style="list-style-type: none"> <li>'A' class road that forms part of the strategic highway network.</li> <li>Frontage development on one side of the road only.</li> <li>Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>Not within 100m walk of any educational setting, community centre, hospital.</li> <li>A signalised Toucan crossing is provided at the north-eastern end of the section, pedestrian facilities are also present within the traffic signals at the centre of the village and the south-western end to aid crossing manoeuvres. A subway is also available for use at the Tabor Road junction.</li> <li>Existing off-highway active travel route running east-west.</li> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Near car sales at Western end Crossing road – 0.5 pedestrians, 0 cycles per hour Travelling along road – 2.2 pedestrians, 0.8 cycles per hour</p> <p>Near The Boot junction Crossing road – 5.2 pedestrians, 0.1 cycles per hour Travelling along road – 0.3 pedestrians, 0.8 cycles per hour</p>
Maesycwmmmer Pontllanfraith	A4049 from the Bryn Road Roundabout to a point east of the new housing development	<ul style="list-style-type: none"> <li>'A' class road that forms part of the strategic highway network.</li> <li>Limited frontage development on one side of the road only.</li> <li>No roadside amenities/attractors for pedestrians and cyclists.</li> <li>Not within 100m walk of any educational setting, community centre, hospital.</li> </ul>

Moriah and Pontlottyn	Carn-y-Tyla Terrace, Abertysswg from south-east of IDS School access road to a point west of the primary phase access road	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, limited frontage development on one side of the road only.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital (note – 20mph will apply around the two school access points).</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>At northern end  Crossing road – 2.5 pedestrians, 0 cycles per hour  Travelling along road – 4.8 pedestrians, 1.1 cycles per hour</p> <p>At southern end  Crossing road – 1.4 pedestrians, 0 cycles per hour  Travelling along road – 6.2 pedestrians, 1 cycle per hour</p>
Moriah and Pontlottyn	A469 Merchant Street between access to Capital Valley Ind Est and Heol Evan Wynne	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Provides a 30mph buffer zone between the national speed limit section and the 20mph speed limit within the village.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Moriah and Pontlottyn Darran Valley	Fochriw Road between Brynhyfryd, Pontlottyn and Heol-y-Bryn, Fochriw	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• Very limited frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Nelson	A472 Mafon Road west of the Railway Inn PH to the Nelson roundabout	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• A signalised Toucan crossing and a pedestrian refuge island are provided to aid access to amenities.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul>

		<p>Near Railway Public House          Crossing road – 3.4 pedestrians, 0.1 cycles per hour          Travelling along road – 2.9 pedestrians, 2.5 cycles per hour</p>
New Tredegar	A4049 between A469 junction and the Colliers Row junction	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Very limited frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Provides a 30mph buffer zone between the 40mph speed limit section and the 20mph speed limit within the village.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
New Tredegar	A4049 White Rose Way between the junction with St David's Park and the southern end of the village.	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Very limited frontage development.</li> <li>• Section of road is within 100m of primary school and community centre, however, there is an alternative provision to enable pedestrians and cyclists to cross the road without mixing with motor traffic (DDA compliant footbridge).</li> <li>• Active travel route provided in the form of a shared use footway.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Near The Winding House Museum          Crossing road – 1.6 pedestrians, 0 cycles per hour          Travelling along road – no pedestrian data, 0 cycles per hour</p>
Penyrheol	Hendredenny Drive from St Cenydd Road to a point east of Chester Court	<ul style="list-style-type: none"> <li>• Very limited frontage development.</li> <li>• Very limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian phase within traffic signals at St Cenydd Road to aid crossing manoeuvres.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Near the junction with Groeswen          Crossing road – 5.8 pedestrians, 0.1 cycles per hour          Travelling along road – 7.1 pedestrians, 0.5 cycles per hour</p>

Risca West	B4591 Pontymister between the Mill Street Roundabout and the A467 Roundabout (including the A467 Roundabout)	<ul style="list-style-type: none"> <li>• 'A' and 'B' class roads that form part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
St Cattwg	A469 New Road, Pengam between Angel Way traffic signals and north of the Aldi junction in Tir-y-Berth	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of a community centre, hospital.</li> <li>• Northern end is adjacent to the main vehicular entrance to Lewis School Pengam, however, pedestrians do not mix with motor traffic as movements are controlled by extensive pedestrian guardrail and a pedestrian phase within the traffic signals. School pupils also have the benefit of a footbridge to gain access to the school.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>South of Pengam Traffic Signals  Crossing road – 0.7 pedestrians, 0 cycles per hour  Travelling along road – 3.6 pedestrians, 0.3 cycles per hour</p> <p>North of Pengam Traffic Signals  Crossing road – 3.8 pedestrians, 0 cycles per hour  Travelling along road – 5.5 pedestrians, 0.3 cycles per hour</p> <p>Near Pwll yr Allt junction (including pedestrian refuge)  Crossing road – 2.3 pedestrians, 0.1 cycles per hour  Travelling along road – 8.9 pedestrians, 1.5 cycles per hour</p>
St Cattwg Hengoed	A469 New Road, Tir-y-Berth from south of William Street to southern end of village	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian refuge island is present to aid crossing manoeuvres.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
St Cattwg	B4254 between Glyn-Gaer Road and Castle Hill, Gelligaer	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> </ul>

		<ul style="list-style-type: none"> <li>• Low numbers of pedestrians and cyclists travelling along or across the road.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Signalised pedestrian crossings are provided at both ends of the section to aid crossing manoeuvres.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
St Cattwg	B4254 Church Road, Gelligaer and Gelligaer Road between the junction with Aneurin Bevan Avenue and west of its junction with Penywrlod	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>East of junction with Heol Adam  Crossing road – 0.4 pedestrians, 0 cycles per hour  Travelling along road – 1.6 pedestrians, 1.6 cycles per hour</p>
St Cattwg	B4254 Gelligaer Road from its junction with Llancaiach Fawr to the county boundary	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• Low numbers of pedestrians and cyclists travelling along or across the road.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Near junction with Llancaiach Fawr:  Crossing road – 0.2 pedestrians, 0 cycles per hour  Travelling along road – 0 pedestrians, 1.5 cycles per hour</p>
Twyn Carno	Merthyr Road between Llechryd and the Prince of Wales PH.	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• Limited frontage development.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> </ul>
Twyn Carno	B4257 High Street Rhymney between Llechryd and approx. 100m north of Ael-y-Bryn Community Centre.	<ul style="list-style-type: none"> <li>• 'B' Class Road</li> <li>• Very limited frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> </ul>

		<ul style="list-style-type: none"> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Van	Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae.	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Shared cycleway/footway alongside carriageway on part of the length.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> <li>• Partial prohibition of pedestrians along route</li> </ul> <p>Near ramp leading to Pen-Y-Cae  Crossing road – 5.3 pedestrians, 0.3 cycles per hour  Travelling along road – 1.6 pedestrians, 0.3 cycles per hour</p> <p>Refuge to north of Pen-Y-Cae  Crossing road – 0.4 pedestrians, 0 cycles per hour  Travelling along road – 1.6 pedestrians, 1.6 cycles per hour</p>
Van	Rudry Road from its junction with Lansbury Park Distributor Road to east of its junction with Rudry Close	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Footway present on one side only.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>East of junction with Lansbury Park Distributor Road  Crossing road – 2.3 pedestrians, 0.6 cycles per hour  Travelling along road – 1.3 pedestrians, 0.5 cycles per hour</p>
Van	Van Road from the roundabout at the junction with Lansbury Park Distributor Road to its junction with Cefn Carnau Lane	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• Very limited frontage development.</li> <li>• Very limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> </ul>

		<ul style="list-style-type: none"> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>West of Cwrt Ty Mawr  Crossing road – 4.9 pedestrians, 0 cycles per hour  Travelling along road – 8.2 pedestrians, 1.3 cycles per hour</p> <p>East of Cwrt Ty Mawr  Crossing road – 5.8 pedestrians, 0 cycles per hour  Travelling along road – 4.9 pedestrians, 1.1 cycles per hour</p> <p>Near Wernddu Court  Crossing road – 0.8 pedestrians, 0.2 cycles per hour  Travelling along road – 3 pedestrians, 1.3 cycles per hour</p>
Ynysddu	B4251 Ynysddu from the northern end of the village to the northern end of Cwmfelinfach	<ul style="list-style-type: none"> <li>'B' class road that forms part of the strategic highway network.</li> <li>Limited frontage development.</li> <li>Not within 100m walk of any educational setting, community centre, hospital.</li> <li>Signalised pedestrian crossing and pedestrian refuges are provided to aid crossing manoeuvres.</li> <li>7.5 tonnes maximum weight limit (except for access)</li> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Northern end of village  Crossing road – 2.7 pedestrians, 0 cycles per hour  Travelling along road – 0.8 pedestrians, 0.2 cycles per hour</p> <p>North of High Street junction  Crossing road – 0.5 pedestrians, 0 cycles per hour  Travelling along road – 1.7 pedestrians, 0.3 cycles per hour</p> <p>South of High Street junction  Crossing road – 0.8 pedestrians, 0 cycles per hour  Travelling along road – 3.4 pedestrians, 0.4 cycles per hour</p>
Ynysddu	B4251 Wattsville from Full Moon roundabout to the North Blackvein Ind Est entrance	<ul style="list-style-type: none"> <li>'B' class road that forms part of the strategic highway network.</li> <li>Limited frontage development on one side only.</li> <li>No roadside amenities/attractors for pedestrians and cyclists.</li> <li>Not within 100m walk of any educational setting, community centre, hospital.</li> <li>7.5 tonnes maximum weight limit (except for access).</li> </ul>

		<ul style="list-style-type: none"> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Near Islwyn Road junction  Crossing road – 0.1 pedestrians, 0.1 cycles per hour  Travelling along road – 0.3 pedestrians, 0.5 cycles per hour</p>
Ystrad Mynach	A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)	<ul style="list-style-type: none"> <li>'A' class road that forms part of the strategic highway network.</li> <li>Limited frontage development.</li> <li>Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>Not within 100m walk of any educational setting, community centre, hospital.</li> <li>A signalised pedestrian crossing is provided at the eastern end of the section to aid crossing manoeuvres and a refuge island is available at Tredomen roundabout.</li> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Nelson Road north west of Tredomen Roundabout  Crossing road – 1.7 pedestrians, 0 cycles per hour  Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout  Crossing road – 3.8 pedestrians, 0 cycles per hour  Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout  Crossing road – 2 pedestrians, 0.1 cycles per hour  Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting  Crossing road – 1.0 pedestrians, 0 cycles per hour  Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p>
Ystrad Mynach	Penallta Link Road from Tredomen roundabout to north of Penallta House access road	<ul style="list-style-type: none"> <li>Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>No frontage development.</li> <li>Not within 100m walk of any educational setting, community centre, hospital.</li> <li>Pedestrian refuge island is provided at Tredomen roundabout to aid crossing manoeuvres.</li> <li>Off-road active travel route in underpass provided to facilitate east-west movements.</li> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul>



		<p>Penallta Link Road at entrance to Tredomen Roundabout          Crossing road – 4.2 pedestrians, 0 cycles per hour          Travelling along road – 6 pedestrians, 1.4 cycles per hour</p>
<p>Ystrad Mynach</p>	<p>Northern end of Penallta Link Road and Penallta Road to Pen-y-Bryn Terrace</p>	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• Very limited frontage development and continuous footway on one side of the road only.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists. Refuge island provided to access bus stop.</li> <li>• Good standard of footway</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling across the road are not considered significant.</li> </ul> <p>Near junction with Dragon Way          Crossing road – 1.1 pedestrians, 0 cycles per hour          Travelling along road – 21.1 pedestrians, 2.7 cycles per hour</p> <p>Near junction with Cwm Calon Road          Crossing road – 1.6 pedestrians, 0 cycles per hour          Travelling along road 13.8 pedestrians, 1.4 cycles per hour</p> <p>Near Penallta Park entrance          Crossing road – 3.3 pedestrians, 0.1 cycles per hour          Travelling along road – 12.9 pedestrians, 1.4 cycles per hour</p>

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#### PUBLICATION

# Setting exceptions to the 20mph default speed limit for restricted roads

How highway authorities can set exceptions to 20mph speed limits on restricted roads in Wales.

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(#section-105968)

# 1. Introduction

## 1.1 Status

1.1.1 This Welsh Government guidance document is an Addendum to Circular No: 24/2009, **Setting Local Speed Limits in Wales (SLSLW)** (<https://gov.wales/setting-local-speed-limits>).

1.1.2 This guidance is intended for local interpretation by highway authorities to make evidence-based decisions on setting exceptions to the default speed limit of 20mph on restricted roads in Wales, which will come into force on 17 September 2023.

1.1.3 This Guidance provides a methodology to ensure a consistent approach to exceptions across Wales is taken; yet allowing for local factors and circumstances to be taken into account.

1.1.4 It is to be used as a basis to demonstrate reasoning for making any exception from the default 20mph limit for restricted roads so that the speed limit remains at 30mph.

1.1.5 Restricted roads are defined by section 82 (1) (a) of the Road Traffic Regulation Act 1984 as roads with a system of street lighting furnished with lamps not more than 200 yards apart. Most restricted roads are in built-up areas.

1.1.6 Guidance in SLSLW which deals with speed limits on restricted roads and 20mph limits and zones is superseded by this circular. A new version of SLSLW is currently being prepared to reflect the change in the default speed limit for restricted roads. When the updated SLSLW guidance is published

(towards the end of 2022) it will supersede this addendum to circular no: 24/2009.

## 1.2 Policy

1.2.1 The Senedd has approved legislation to lower the default national speed limit on restricted roads from 30mph to 20mph to reduce the number and severity of collisions and casualties, to enable more people to use active travel, to reduce environmental impacts and to improve people's quality of life in communities across Wales.

1.2.2 This legislation supports the objectives set out in **Llwybr Newydd: The Wales Transport Strategy 2021** (<https://gov.wales/llwybr-newydd-wales-transport-strategy-2021>), which prioritises walking and cycling above all other modes of travel; and Future Wales, the national development framework which sets the aim for people to live in places where travel has a low environmental impact.

1.2.3 In making this change Welsh Government is aspiring to meet the aims of Article 11 of the United Nations' Stockholm Declaration which states:

“Reiterating our strong commitment to achieving global goals by 2030 and emphasizing our shared responsibility, we hereby resolve to [...]

“Focus on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed of 30km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries.”

## 1.3 Legislation

### **The Restricted Roads (20mph Speed Limit) (Wales) Order 2022**

1.3.1 The Restricted Roads (20mph Speed Limit) (Wales) Order 2022 was made by Welsh Ministers on 13 July 2022 following a resolution of Senedd Cymru to approve a draft of the Order.

1.3.2 The Order reduces the general speed limit for restricted roads, set by section 81(1) of the Road Traffic Regulation Act 1984, to 20mph.

1.3.3 It will come into force on 17 September 2023. From that date any restricted road will have a speed limit of 20mph unless a different speed limit is set by the highway authority by Order.

### **The Traffic Signs Regulations and General Directions 2016**

1.3.4 Changes to the Traffic Signs Regulations and General Directions are in the course of preparation and will follow in 2023.

1.3.5 These changes will remove the requirement for and the ability of highway authorities to place repeater signs on roads with street lighting where the speed limit is 20mph. Highway authorities will have a saving period of 6 months after the coming into force date to take down 20mph repeater signs.

1.3.6 Repeater signs will normally be required on lit 30mph roads. Guidance on the provision of repeater signs is given in the **Traffic Signs Manual: Chapter 3** (<https://www.gov.uk/government/publications/traffic-signs-manual>).

## **2. Exceptions to the default 20mph limit for restricted roads**

### **2.1 Principles**

2.1.1 In line with the Welsh Government's aspiration to meet the Stockholm declaration (Para 1.2.3), a 20mph speed limit should be set where pedestrians and/or cyclists and motor vehicles mix in a frequent manner, except where strong evidence exists that higher speeds are safe.

2.1.2 Not all existing 30mph roads will meet this test, and highway authorities should prepare Orders to retain the current speed limit for these roads. These are termed 'exceptions' to the default speed limit for restricted roads.

2.1.3 Two principal questions, A and B below, should be considered by highway authorities when deciding whether a 30mph exception should be made:

**Question A: Are there significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road?**

- If the answer to A is 'no' then an exception for a 30mph speed limit may be appropriate.

**Question B: If the answer to A is 'yes', are the pedestrians and cyclists mixing with motor traffic?**

- If the answer to B is 'no' then a 30mph speed limit exception may be



appropriate.

- If the answer to B is 'yes' then a 20mph speed limit will be appropriate unless the robust and evidenced application of local factors indicates otherwise.

2.2.1 Decisions on exceptions should not be influenced by existing traffic speeds.

2.2.2 In view of Llwybr Newydd: Wales Transport Strategy, the fact that a section of road is on a bus route is not in itself a justification for making an exception.

## **2.2 Process for setting exceptions**

### **Consider existing 30mph roads only**

2.2.3 To reduce the scale of the task, highway authorities should generally consider only existing restricted roads when deciding whether to make exceptions, prior to 17 September 2023. Roads that have been made 30mph by Order can also be considered at this stage, if the highway authority consider it appropriate. This will include where extensive lengths of lit roads have been made 30mph by Order.

2.2.4 All existing 20mph roads, whether zones or limits, which have been made by Order should retain their existing speed limit. Where roads are lit these existing 20mph Orders should be revoked, unless roads in the area generally have their limits set by Order.

2.2.5 Speed limits of 40mph and above should not generally be changed at this stage, but their limits may need to be reviewed after 17 September 2023 and following the publication of the revised SLSLW guidance.

## **Road classification**

2.2.6 Most exceptions are expected to be made on A and B classified roads. These generally form the main routes carrying traffic through urban areas.

2.2.7 C class and unclassified roads typically carry mostly local traffic and serve only residential properties. They are usually important routes for people walking and cycling, and will be sharing the carriageway with motor vehicles. It is expected that exceptions should therefore not normally be made for such roads, but authorities may choose to do so, based on this guidance and taking into account local factors.

## **Place criteria**

2.2.8 The following 'Place' criteria have been developed to guide highway authorities to determine, in a consistent way across Wales, which sections of roads may have significant demands for people walking and cycling:

1. Within a 100m walk of any educational setting (e.g. primary, secondary, further education and higher education)
2. Within 100m walk of any community centre
3. Within 100m walk of any hospital
4. Where the number of residential and/or retail premises fronting a road exceeds 20 properties per km.

2.2.9 Sections of road which meet any of these Place criteria should be considered to positively answer principal question A as set out above in 2.1.3.

2.2.10 However, highway authorities continue to have the flexibility to set local speed limits that are right for individual roads, reflecting local needs and considerations.

2.2.11 Where their decision deviates from this guidance highway authorities should have a clear and reasoned case.

## **Applying local factors to the place criteria**

2.2.12 Highway authorities can apply relevant local factors when interpreting the Place Criteria to determine the need for exceptions.

2.2.13 Examples as to how this may be done are provided below. These are purely illustrative to demonstrate how evidence-based local decisions could be made.

2.2.14 **Local facilities:** Local facilities such as community centres or medical facilities may be located on the road in question, but people may access them on foot and cycle via a different route entirely. They may cross the road via a subway or bridge and so not have to encounter motor traffic. In such cases the highway authority may consider place criteria 1 to 3 are not met.

2.2.15 **Residential and retail:** Residential and retail premises may be one side of the road, but if there is open land on the other side of the road, it could mean there is little need for pedestrians and cyclists to cross the road. The properties may not be accessed on foot or cycle directly from the road – people may use a separate service road for example. In such circumstances the local authority may consider Criterion 4 is not met, although the needs of cyclists travelling along the road will still need to be considered, in line with the **Active Travel Act guidance (ATAG)** (<https://gov.wales/active-travel-act-guidance>), published by the Welsh Government in July 2021.

2.2.16 Conversely there may be sections of road where there are significant demands, or potential demands, for walking and cycling which do not meet any of the place criteria, but where a 20mph speed limit may be appropriate, such as:

- land on either side of the carriageway is open parkland and/or sports fields in regular use by people on foot and/or cycle
- regularly used accesses to schools or hospitals are along the road, even though this may be more than 100m from their main entrances
- there is a designated active travel route on the carriageway
- where the number and/or type of collisions occurring along the road means that the road users and the local community would gain significant road safety and other benefits from a speed limit of 20mph.

2.2.17 Attention is drawn to para 2.2.21 regarding the minimum length of speed limits.

### **Protected facilities for pedestrians and cyclists**

2.2.18 Exceptions may be appropriate where there is significant demand (or potential demand) for walking and cycling so long as the highway authority is satisfied that the answer to Principal Question B is 'no' (see 2.1.3) – i.e. that people on foot and cycle are not required to mix with motor traffic.

2.2.19 This would require protected facilities to be provided for pedestrians and cyclists which meet the ATAG, in particular:

- there are footways in accordance with Section 9.6 of the ATAG on the side(s) of the road fronted by development or to provide necessary connectivity.
- any demand for pedestrian and cycle crossing movements mainly takes place at defined locations, which are provided with facilities in accordance with Section 12.3 of the ATAG; or alternatively there is no requirement for people on foot or cycle to cross the road (e.g. development is only on one side).
- cycle provision along the route is 'suitable for most people', based on Table 11.1 of the ATAG. This will usually require physical protection from motor

traffic.

## **Minimum lengths of speed limits**

2.2.20 Where applying this guidance would result in short sections of 30mph speed limits, no exception should be made.

2.2.21 SLSLW recommends the minimum length of a speed limit, in exceptional circumstances, should be 300m on roads with a local access function.

## **Part time speed limits**

2.2.22 Where a highway authority considers that an exception is appropriate at some times but not at others it may derestrict the road and set a part time speed limit by Order.

2.2.23 Variable message terminal signs will be required at the start and end of the section of road. Depending on its length it may also be necessary to erect variable repeater signs, which would show blank faces during the periods when a 20mph speed limit applies.

This document may not be fully accessible.

For more information refer to our [accessibility statement](https://gov.wales/accessibility-statement-govwales) (<https://gov.wales/accessibility-statement-govwales>).

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**Appendix 3 - Councillor and Statutory Consultation Responses**

**Objections to Proposals**

Wards	Road	Comment	Rationale / Response
Argoed  Argoed	A4048 Hollybush  A4048 Argoed	<p>An email was received from Cllr W Williams on the 15<sup>th</sup> June 2023 stating the following:</p> <p>The area that needs to change to 20 mph is from the old school Hollybush A4048 Through the village to western cottages.</p> <p>From Manmoel crossing ARGOED to Past the rock villas. This is a built up area children of both villages have to cross the busy A4048 to catch the school bus, there isn't a crossing point. Also there have been many accidents, And cars damaged by speeding cars.</p>	<p>Camera surveys were undertaken during school term time in April and May 2023. Pedestrian and cycle flows are based on the average hourly flow over the 12 hour survey period (7am to 7pm).</p> <p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road. Whilst it is recognised that there are Community Centres within 100m of each Exception, surveys have shown that pedestrian and cycle activity along the routes are low. In both areas, although the property density is in excess of 20 per km, the majority of the frontage development is situated on one side of the road only and significant numbers of pedestrians and cycles do not mix with traffic.</p> <p>Surveys have been undertaken at various points along the route which have shown the following:</p> <p>Northern end of Argoed            Crossing road – 3.6 pedestrians, 0.1 cycles per hour            Travelling along road – 4.3 pedestrians, 1.9 cycles per hour</p> <p>Near Argoed Village Hall            Crossing road – 0 pedestrians, 0 cycles per hour            Travelling along road –no pedestrian data, 0.2 cycles per hour</p> <p>Southern end of Argoed            Crossing road – 1.5 pedestrians, 0 cycles per hour            Travelling along road – 3 pedestrians, 1.8 cycles per hour</p> <p>Northern end of Hollybush</p>

			<p>Crossing road – 2.9 pedestrians, 0 cycles per hour Travelling along road – 1 pedestrian, 1.6 cycles per hour</p> <p>Southern end of Hollybush Crossing road – 2.5 pedestrians, 0 cycles per hour Travelling along road – 1.4 pedestrians, 1.6 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Council records confirm that during the last 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision in each of the affected lengths of road in Hollybush and Argoed.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. The A4048 through Argoed is a police mobile safety camera site and receives regular enforcement from GoSafe.</p> <p>In addition, this route is an 'A' class road that forms part of the strategic highway network with frontage development mainly limited to one side of the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured</b></p>
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			<p>surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.</p>
<p>Bedwas and Trethomas / Machen and Rudry</p>	<p>A468 Newport Road, Trethomas from east of its junction with Ridgeway to a point west of the fuel station</p>	<p>An email was received from Community Councillor Kevin Ingram of the Bedwas, Trethomas and Machen Community Councillor on 10<sup>th</sup> May 2023 objecting to the stretch of the A468 east of the Ridgeway junction to the west of the filling station being an exception to the proposed 20mph.</p> <p>Having lived on this estate for years entering and exiting the estate has been problematic with people accelerating before the 40mph limit towards fountain bridge. I myself have nearly on several occasions been rear ended when turning into the lower Graig-yr-Rhacca estate coming from Trethomas. Many residents have had accidents when turning in coming from Machen resulting in a right-hand turn box and traffic island. There have been many accidents on this stretch of road which not only is a busy junction for traffic entering and exiting the estate but also has a very busy Esso garage and Greggs as well as a crossing point for the cycle track.</p> <p>To me it makes even more sense that this road is made a 20mph area and not an Exception.</p> <p>Gwent police have had numerous speed monitoring campaigns but there are no easy solutions to locate a mobile speed camera and the only viable solution proposed was rumble strips from CCBC.</p> <p>The road is a race track most weekend evenings as I can hear it from my living room and the 20mph would be a welcome deterrent and important for the safety of residents entering and exiting the estate.</p>	<p><b>A468 Newport Road, Trethomas from east of its junction with Ridgeway to a point west of the fuel station</b></p> <p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>A survey has been undertaken on the route which has shown the following:</p> <p>Refuge island outside petrol station  Crossing road – 3.6 pedestrians, 0.9 cycles per hour  Travelling along road – 11.2 pedestrians, 3.5 cycles per hour.</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>In addition, this route is an 'A' class road that forms part of the strategic highway network and the limited frontage development is mainly limited to one side of the road resulting in little requirement for pedestrians to cross the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital. A pedestrian refuge is provided to aid crossing manoeuvres for pedestrians and cyclists. However, consideration will be given to the provision of warning signs to raise drivers' awareness of the crossing point. The 20mph speed limit will apply where there is increased frontage development further into the village. The proposed 30mph Exception will provide</p>
<p>Machen and Rudry</p>	<p>A468 Newport Road and Wesley Hill, Machen from a point approximately 150m west of the Ffwrwm Road junction to the existing 30mph signs to the west of the village</p>		

I would urge you to reconsider and remove this stretch from the exception list in the interest of safety of residents, cycle track users and patrons of the Garage.

I also think the whole of Machen should be 20mph with no Exceptions such as mentioned as we have had multiple accidents in the last few months.

a buffer zone on the approach to the village and help to encourage compliance with the new 20mph speed limit.

Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there have been two slight personal injury collisions in the affected length of road.

Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. A static speed camera is provided in the village of Trethomas.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway features, road marking repeater speed limit roundels and pedestrian/cycle warning signs be provided. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.**

**A468 Newport Road and Wesley Hill, Machen from a point approximately 150m west of the Ffwrwm Road junction to the existing 30mph signs to the west of the village**

The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.

			<p>A survey has been undertaken on the route which has shown the following:</p> <p>Near White Hart junction  Crossing road – 0.5 pedestrians, 0 cycles per hour  Travelling along road – 1.9 pedestrians, 0.7 cycles per hour  Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there have been no personal injury collision in the affected length of road.</p> <p>In addition, this route is an ‘A’ class road that forms part of the strategic highway network and the limited frontage development is mainly limited to one side of the road resulting in little requirement for pedestrians to cross the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital. The 20mph speed limit will apply where there is increased frontage development further into the village. The proposed 30mph Exception will provide a buffer zone on the approach to the village and help to encourage compliance with the new 20mph speed limit.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
Aberbargoed and Bargoed	A4049 Pengam Road	An email was received from Cllr T Heron on 19 <sup>th</sup> April 2023 indicating that she had noted that the road A4049	The Exception has been proposed in accordance with Welsh Government’s guidance. The rationale relates to

<p>Cefn Fforest and Pengam</p>	<p>from Britannia roundabout to south of Britannia Terrace</p>	<p>is going to be 30mph as shown on the Exception table as Pengam Road from Aberbargoed Roundabout to south of Britannia Terrace.</p> <p>This is an extremely fast road that runs adjacent to Bedwellty Fields, a recent new housing development and Britannia Housing estate. Please see the attached images attached.</p> <p>The issues that car users have and residents are:</p> <ul style="list-style-type: none"> <li>• Car users leaving Britannia Fields, blind bend from their right.</li> <li>• Pedestrians leaving Britannia Fields run across the road to avoid the speeding cars from the blind bend.</li> <li>• Pedestrians leaving Britannia to access the bus stops on the opposite side need to run across the road to avoid speeding cars.</li> <li>• Cars leaving Britannia Ter onto the highway also have a blind spot from the south end.</li> </ul> <p>These issues have been highlighted to me since becoming a councillor. Many times I have witnessed children and the elderly trying to cross the road as safely as possible only to see them struggling to avoid the speed of cars, often resulting in missing buses. There has been one death on the roads lower down near Ffynnon Wen Cottages on the A4049.</p> <p>The link to this tragic accident  <a href="https://www.walesonline.co.uk/news/wales-news/cole-roper-aberbargoed-cefn-fforest-16884875?utm_source=linkCopy&amp;utm_medium=social&amp;utm_campaign=sharebar">https://www.walesonline.co.uk/news/wales-news/cole-roper-aberbargoed-cefn-fforest-16884875?utm_source=linkCopy&amp;utm_medium=social&amp;utm_campaign=sharebar</a>.</p> <p>This particular stretch of road has had many issues with bumps from cars, as we all know car users will share their insurance information reducing the need for the Police to attend. This is not giving accuracy on accident statistics. I will also acknowledge that Gwent Police have been very pro-active in speed cameras in the</p>	<p>whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>This route is an 'A' class road that forms part of the strategic highway network and the limited frontage development is mainly limited to one side of the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting, community centre or hospital.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences.</p> <p>Consideration will be given to the provision of warning signs to raise drivers' awareness of the proximity of the playground and junctions at Bedwellty Fields and Britannia Terrace. Proposed vegetation clearance will also help to improve visibility for drivers when exiting Bedwellty Fields.</p> <p>Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision in the affected length of road (not associated with turning manoeuvres at the junctions). The Council is only provided with personal injury collision data to work with, as there is no requirement for damage only collisions to be reported, resulting in under-reporting of this dataset. Where they are reported, the information necessary to understand the circumstances of the collision are not always available. Consequently, prioritising sites based on damage only collisions would be inappropriate. It is however widely recognised that for every personal injury</p>
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		<p>vicinity, unfortunately cars “flash” other drivers as the drive past the police vehicle to warn other speeding motorist, again this is not giving an accurate figure sadly.</p> <p>I would like to ask you to consider this request to review the speed on this stretch of road.</p>	<p>collision recorded, there will be a number of damage-only collisions. The use of personal injury collisions only for analysis is a nationally recognised approach.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards), road marking repeater speed limit roundels and junction warning signs be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and the junctions and have a positive impact on vehicle speeds.</b></p>
<p>Blackwood / Cefn Fforest and Pengam</p> <p>Blackwood / Cefn Fforest and Pengam</p> <p>Cefn Fforest and Pengam</p>	<p>Bryn Road from the Highfields Way Roundabout to its junction with Twyn Gardens</p> <p>B4254 Highfields Way from the roundabout to the west of the junction with Montclair Avenue</p> <p>B4254 from a point approx. 100m east of the school side gate to the Highfields Way roundabout</p>	<p><b>Following analysis of survey data which identified significant pedestrian activity in the vicinity of the Highfields Way roundabout, Councillors views were sought on 15<sup>th</sup> and 16<sup>th</sup> June 2023 on a recommendation to amend the proposed 30mph Exception to make the roundabout and it’s approaches 20mph (The 20mph speed limit will extend approximately 25 metres from the roundabout on Bryn Road and Oak Terrace Bypass and 140 metres on Highfields Way to cover the access road that leads to Tesco Express, Parc Plas etc).</b></p> <p><b>On 16<sup>th</sup> June 2023 Cllr M Chacon-Dawson stated the following:</b></p> <p>I not sure why the 20mph needs to extend that distance. In my experience of crossing that road, people tended to cross at the drop kerb near the roundabout.</p> <p>I had a lot of negative comments about the whole idea of dropping to 20 miles an hour. I know how I feel about road safety as I walk a lot even though I have a car. I am not here to put my view forward but that of my constituents and they are mostly discontent. So a little give is welcome.</p>	<p>Highfields Way has been assessed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road. Where there are significant numbers of pedestrians and cyclists who mix with traffic, an Exception should not apply and the road should default to 20mph.</p> <p>Surveys have been undertaken at various points along the route which have shown the following:</p> <p>Bryn Rd arm of roundabout          Crossing road – 6.9 pedestrians, 0.1 cycles per hour          Travelling along road – 23.6 pedestrians, 0.6 cycles per hour</p> <p>Highfields Way arm of roundabout          Crossing road – 7 pedestrians, 0.2 cycles per hour          Travelling along road – 23.7 pedestrians, 1.1 cycles per hour</p> <p>Oak Terrace Bypass arm of roundabout          Crossing road – 6.1 pedestrians, 0.1 cycles per hour          Travelling along road – 12.3 pedestrians, 0.7 cycles per hour</p>

*Is 25 metres the standard measure, and why 140metres on the other road?*

**On 16<sup>th</sup> June 2023 Cllr S Williams stated the following:**

I wonder if the roundabout exclusion, as suggested is really necessary? Isn't it the case that vehicle drivers slow down as they approach the roundabout, and indeed exit it? I appreciate the proximity to Tesco express but that is barriered off. Given the bus stops and pavements on Bryn Road and Highfields Way, there has always been pedestrian activity there. Significant pedestrian activity is cited, but what time periods is this recent pedestrian activity compared to? I don't know if there are any records, but have there been many accidents recorded at these locations before and since the original exception was suggested? I doubt that shortening the length of the 30mph exception in this way, is likely to change drivers' behaviour, but as I said, given the way the roundabout is approached now, and exited, drivers already slow down to under 20mph, so this amendment to the planned exception seems unnecessary.

**On 16<sup>th</sup> June 2023 Cllr T Heron stated the following:**

Unfortunately, I have to agree with both my colleagues. I cannot understand how altering speed either side of a roundabout, especially as enforcement will be extremely hard to implement, will keep residents safe, as most residents will use the drop down kerbside. The nature of a roundabout will always encourage drivers to reduce speed for obvious reasons.

**On 17<sup>th</sup> June 2023 Cllr K Etheridge stated the following:**

I remember a number of years ago submitting a petition on Highfields Way because of the speed and children to

Heol y Dderwen arm of roundabout  
Crossing road – 4.6 pedestrians, 0 cycles per hour  
Travelling along road – 26.3 pedestrians, 1 cycle per hour

The surveys have identified significant pedestrian activity in the vicinity of the roundabout. Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds.

Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there has been one slight personal injury collisions in the affected length of road.

There is no set distance from a junction for which a speed limit should commence. The recommendation has been made based on what is considered to be appropriate for the location in order to achieve the desired speed reduction. The start/end points also need to be able to physically accommodate the signs on the ground taking into account site constraints such as adjacent properties, presence of street furniture and visibility of the new terminal signs.

**Recommendation - In order to improve safety, it is recommended that the proposed 30mph Exception be amended to exclude the roundabout and the approach roads. The default 20mph will therefore apply to the roundabout and the following sections of road:**

**Bryn Road – from the roundabout to a point approximately 25m north.**

**Oak Terrace Bypass – from the roundabout to a point approximately 25m south.**

**Highfields Way - from the roundabout to a point approximately 140m east (to cover the access road to Tesco Express, Parc Plas).**

		<p>and from Libanus Primary School. I have no problems with this.</p> <p>My concerns are you aware is the enforcement of these issues which I appreciate are not within your remit.</p>	
Hengoed	A469 New Road, Tir-y-Berth from south of William Street to southern end of village	<p>An email was received from Gelligaer Community Council on the 4<sup>th</sup> May 2023 highlighted three areas on the Exception list, which members agreed at a recent meeting, whereby 20mph zones would be preferable to 30mph.</p> <ul style="list-style-type: none"> <li>• Hengoed - New Road, Tir-y-Berth from south of William Street to southern end of village</li> </ul>	<p><b>A469 New Road, Tir-y-Berth from south of William Street to southern end of village</b></p> <p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p>
St Cattwg	B4254 Church Road, Gelligaer and Gelligaer Road between the junction with Aneurin Bevan Avenue and west of its junction with Penywrlod	<ul style="list-style-type: none"> <li>• St Cattwg - B4254 Church Road, Gelligaer and Gelligaer Road between the junction with Aneurin Bevan Avenue and west of its junction with Penywrlod</li> </ul>	<p>The route has no frontage development and no roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre or hospital. A 20mph speed limit is therefore not deemed appropriate. A pedestrian refuge island is provided to aid crossing manoeuvres. The proposed 30mph Exception will provide a buffer zone on the approach to the village and help to encourage compliance with the new 20mph speed limit.</p>
Ystrad Mynach	A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)	<ul style="list-style-type: none"> <li>• Ystrad Mynach - A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)</li> </ul>	<p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards), road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.</b></p> <p><b>B4254 Church Road, Gelligaer and Gelligaer Road between the junction with Aneurin Bevan Avenue and west of its junction with Penywrlod</b></p>

The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.

A survey has been undertaken on the route which has shown the following:

Near bus stop

Crossing road – 0.4 pedestrians, 0 cycles per hour

Travelling along road – 1.6 pedestrians, 1.6 cycles per hour

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

The route is a 'B' class road and forms part of the strategic highway network. The affected length of road is not within 100m walk of any educational setting, community centre or hospital. There is limited frontage development on one side of the road only and few roadside amenities/attractors within the extents of the Exception. The 20mph speed limit will apply where there is increased frontage development further into the village. The proposed 30mph Exception will provide a buffer zone on the approach to the village and help to encourage compliance with the new 20mph speed limit. A 20mph speed limit is therefore not deemed appropriate.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.**



**A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)**

The exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.

Surveys have been undertaken on the route which have shown the following:

Nelson Road north west of Tredomen Roundabout  
 Crossing road – 1.7 pedestrians, 0 cycles per hour  
 Travelling along road – 5.4 pedestrians, 2.2 cycles per hour

Nelson Road south east of Tredomen Roundabout  
 Crossing road – 3.8 pedestrians, 0 cycles per hour  
 Travelling along road – 8.5 pedestrians, 2.8 cycles per hour

Access to Council offices off Tredomen Roundabout  
 Crossing road – 2 pedestrians, 0.1 cycles per hour  
 Travelling along road – 3.9 pedestrians, 0 cycles per hour

Outside Lunar Lighting  
 Crossing road – 1.0 pedestrians, 0 cycles per hour  
 Travelling along road – 17.6 pedestrians, 3.6 cycles per hour

**Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenue, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.**

Machen and Rudry	A468 Newport Road and Wesley Hill, Machen from a point approximately 150m west of the Ffwrwm Road junction to the existing 30mph signs to the west of the village	<p>An email was received from Community Councillor Steve Aicheler representing the Machen Ward on 25<sup>th</sup> April 2023.</p> <ul style="list-style-type: none"> <li>• Firstly, the proposed exception on the A468 (Newport Rd) in Machen. I do not support an exception to the 20mph limit for this stretch of road. This stretch of road represents the entrance to the village, and as such drivers entering Machen from the direction of Trethomas should be clear that they are entering a residential area and should be driving at the 20mph limit throughout the whole village. The stretch of road is fairly steeply downhill when travelling in an easterly direction, and directly after the end of the proposed exception are busy junctions with The Crescent and Dranllwyn Lane, and the entrance to Machen Primary School. Traffic speed needs to be reduced prior to these areas to ensure that the benefits of the 20mph limit are felt. Within the proposed exception zone are a number of residential properties which open directly onto the road, and these residents should be treated no differently to other residents who will benefit from the new 20mph limit. There are also junctions with White Hart Drive and White Hart which give further access to residential areas. To access the rest of the village facilities by use of active travel, residents in these areas will make use of the A468, and should also benefit from the reduced speed limit.</li> </ul>	<p><b>A468 Newport Road and Wesley Hill, Machen from a point approximately 150m west of the Ffwrwm Road junction to the existing 30mph signs to the west of the village</b></p> <p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>A survey has been undertaken on the route which has shown the following:</p>
Bedwas and Trethomas / Machen Rudry	A468 Newport Road, Trethomas from east of its junction with Ridgeway to a point west of the fuel station	<ul style="list-style-type: none"> <li>• Secondly I also do not support the proposed exception located in Trethomas which includes the junction with Ridgeway. Again, this section of road represents the entrance to the village, and therefore sets the precedence for the acceptable speed throughout the whole community. The section also includes a busy junction with Ridgeway, a very busy garage and the crossing of the Route 4 cycle route over the A468. These factors make this an inappropriate section of road to be excepted from the new 20mph limit.</li> </ul>	<p>Near White Hart junction  Crossing road – 0.5 pedestrians, 0 cycles per hour  Travelling along road – 1.9 pedestrians, 0.7 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there have been no personal injury collision in the affected length of road.</p> <p>In addition, this route is an 'A' class road that forms part of the strategic highway network and the limited frontage development is mainly limited to one side of the road resulting in little requirement for pedestrians to cross the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital. The 20mph speed limit will apply where there is increased frontage development and schools further into the village. The proposed 30mph Exception will provide a buffer zone on the approach to the village and help to encourage compliance with the new 20mph speed limit.</p> <p>Welsh Government has indicated that speed limits of 40mph and above should not generally be changed at this stage,</p>

The gradual reduction argument - there is an argument to gradually reduce traffic speed at the entrance to communities 40 > 30 > 20 rather than a more direct reduction 40 > 20. If this argument is being used for these sections, I would suggest that the more effective solution would be to reduce the limit on the A468 between Trethomas and Machen from the current 40mph to 30 mph. This section of road has regular RTC's so a reduction in the limit will both reduce the risk of these and encourage active travel in a safe environment between the communities of Machen and Trethomas.

but their limits may need to be reviewed after 17 September 2023 following the publication of the revised Setting Local Speed Limits in Wales (SLSLW) guidance.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.**

**A468 Newport Road, Trethomas from east of its junction with Ridgeway to a point west of the fuel station**

The Exception has been proposed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.

A survey has been undertaken on the route which has shown the following:

Refuge island outside petrol station  
 Crossing road – 3.6 pedestrians, 0.9 cycles per hour  
 Travelling along road – 11.2 pedestrians, 3.5 cycles per hour.

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

In addition, this route is an ‘A’ class road that forms part of the strategic highway network and the limited frontage development is mainly limited to one side of the road resulting in little requirement for pedestrians to cross the

road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital. A pedestrian refuge is provided to aid crossing manoeuvres for pedestrians and cyclists. However, consideration will be given to the provision of warning signs to raise drivers' awareness of the crossing point. The 20mph speed limit will apply where there is increased frontage development further into the village. The proposed 30mph Exception will provide a buffer zone on the approach to the village and help to encourage compliance with the new 20mph speed limit. Our records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there have been two slight personal injury collisions in the affected length of road.

Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. A static speed camera is provided in the village of Trethomas.

Welsh Government has indicated that speed limits of 40mph and above should not generally be changed at this stage, but their limits may need to be reviewed after 17 September 2023 following the publication of the revised Setting Local Speed Limits in Wales (SLSLW) guidance.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway features, road marking repeater speed limit roundels and pedestrian/cycle warning signs be provided. It is considered that these**

			<b>additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.</b>
Van	Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae	An email was received from Cllr E Forehead on 18 <sup>th</sup> April 2023 who considered that this road should be reduced to 20mph due to the pedestrian footpaths, the 2 schools that are next to it and the densely populated housing estates. She advised that she had discussed her comments with Cllr Chris Forehead and confirmed that she was in agreement.	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>A survey has been undertaken on the route which has shown the following:</p> <p>Near ramp leading to Pen-Y-Cae  Crossing road – 5.3 pedestrians, 0.3 cycles per hour  Travelling along road – 1.6 pedestrians, 0.3 cycles per hour</p> <p>Refuge island to the north of Pen-Y-Cae  Crossing road – 0.4 pedestrians, 0 cycles per hour  Travelling along road – 1.6 pedestrians, 1.6 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by The Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences.</p> <p>The route has no frontage development and no roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre or hospital. A shared</p>

			<p>cycleway/footway is provided alongside some of the route. A 20mph speed limit is therefore not deemed appropriate.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds. It is also recommended that consideration be given to extending the 30mph speed limit beyond the Pen-y-Cae junction as part of a future programme or works.</b></p>
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**General comments / queries**

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Wards	Road	Comment	Rationale / Response
Aberbargoed and Bargoed	Angel Way Link Road from Commercial Street, Aberbargoed to Morrisons traffic signals (including roundabout and A469 approach arms)	<p>An email was received on 24<sup>th</sup> May 2023 from Bargoed Town Council who were extremely concerned about the blanket reduction in the speed limit in the urban areas across Aberbargoed, Bargoed and Gilfach. They strongly felt that the 3 Exceptions listed on the consultation document of:</p> <ul style="list-style-type: none"> <li>• Angel Way Link Road from Commercial Street, Aberbargoed to Morrisons traffic signals (including roundabout and A469 approach arms);</li> <li>• Angel Way Link Road between Aberbargoed roundabout and Britannia roundabout (including both roundabouts);</li> <li>• Pengam Road from Aberbargoed Roundabout to south of Britannia Terrace</li> </ul>	All restricted roads within the Borough have been assessed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.
Aberbargoed and Bargoed	Angel Way Link Road between Aberbargoed roundabout and Britannia	<p>to be insufficient and that a large proportion of the community should also be included for Exceptions.</p> <p>They asked how the council would like to proceed with this feedback. Would the council like Members to do any more work in identifying other areas they feel need</p>	

Aberbargoed and Bargoed Cefn Fforest and Pengam	roundabout (including both roundabouts)  A4049 Pengam Road from Britannia roundabout to south of Britannia Terrace	to be looked at? They are really unhappy with the 20mph proposed reduction.	
Morgan Jones	All	An email was received from Cllr J Pritchard on 19 <sup>th</sup> April 2023 queried if Welsh Government were covering the costs associated with delivering the 30mph Exceptions for signage in the areas.	A reply was sent to Cllr Pritchard on 19 <sup>th</sup> April 2023 advising him that Welsh Government were meeting the full cost of these works across Wales.
Nelson  Nelson / Ystrad Mynach	A472 Mafon Road west of the Railway Inn PH to the Nelson roundabout  A472 Nelson to Tredomen – Introduce new 40mph speed limit between Nelson roundabout (B4255 Caerphilly Road junction) and the existing 30mph speed limit at Tredomen.	An email was received from Cllr S Morgan on 9 <sup>th</sup> May 2023 confirming his support for the proposed 30mph Exceptions in the Nelson area and the reduction of the Caerphilly Rd, Nelson to Ystrad Mynach to 40mph.	A reply was sent to Cllr Morgan on 9 <sup>th</sup> May 2023 acknowledging his support for the proposed Exceptions and 40mph speed limit.
Nelson	A472 Mafon Road west of the Railway	An email was received from Cllr B Miles on 2 <sup>nd</sup> February 2023 confirming that she was reasonably	A reply was sent to Cllr Miles on 2 <sup>nd</sup> February 2023 confirming that the extents of this Exception on the plan indicates the area that is currently subject to a 30mph speed

	Inn PH to the Nelson roundabout	<p>content with the Exception area identified in Nelson due to the need to keep traffic flowing along the A472.</p> <p>Cllr Miles asked for confirmation if the Exception ends where it does because it is the end of the built-up area and, essentially, current speed limits would not change?</p>	limit, and it is proposed that the existing arrangements will remain on this section of road.
Nelson	More road exceptions and gradual speed reductions	<p>An email was received on 8<sup>th</sup> May 2023 from Town Councillor Eifion Dafydd from Nelson Town Council indicating that these were his own thoughts and have been sent to other Council members for their information.</p> <ul style="list-style-type: none"> <li>• As a general comment, there needs to be more road exceptions based on road safety principles. As an example, housing estates could be 20mph, where other roads would be 30mph.</li> <li>• Considering the main road A472 through Nelson and on towards Ystrad: <ul style="list-style-type: none"> <li>○ Use gradual speed reductions signs (derestricted road to 30mph road) from 60 to 30 using 50 &amp; 40 signs; or 30 warning signs from 300/200/100 yards away.</li> <li>○ 40mph (blue section) along the whole length is too slow; 50mph would be a more appropriate change.</li> </ul> </li> </ul>	<p>A reply was sent to the Town Councillor on 24<sup>th</sup> May 2023 stating that all restricted roads within the Borough have been assessed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>It is not appropriate to introduce frequent transitions of speed limits along a relatively short length of road as this could lead to confusion amongst drivers.</p> <p>The proposed 40mph speed limit is considered appropriate due to the number of side road junctions, traffic volumes and the alignment of the route.</p>
Nelson Ystrad Mynach	A472 Nelson to Tredomen – Introduce new 40mph speed limit between Nelson roundabout (B4255 Caerphilly Road junction) and the existing 30mph speed limit at Tredomen.	<p>An email was received from Town Councillor A John from Nelson Town Council on 9<sup>th</sup> May 2023 indicating that most of the residents would totally agree with the speed reduction on the Caerphilly Rd, Nelson to Ystrad Mynach. Having spoken a few times with the business owners/workers and daily commuters, they have indicated that the road is too fast at the moment. What is happening now is that drivers leaving Collier's Farm have to turn left - doing so from a standing hill start onto a 60mph road, but will then turn into the mouth of the carpark 50m down the road and turn around. We have seen so many accidents on the corner further up from Heol Las and before Tredomen - one being fatal, I think that its paramount that this road sees a change in its</p>	<p>A reply was sent to the Town Councillor on 9<sup>th</sup> May 2023 acknowledging his support for the proposed 40mph speed limit.</p>



		speed, and be reduced to 40mph before we have another fatal accident.	
Twyn Carno	60 to 50mph	An email was received from Cllr C Cuss on 4 <sup>th</sup> May 2023 indicating that he thought that further consideration should be given to the road from Butetown to the roundabout bottom of Carno Street Rhymney due to the residential area of Butetown nearby. It is currently a 60mph and feels that this should be 50mph. A lot of people use this road to cross to the pond and to work up the factories.	A reply was sent to Cllr Cuss on 24 <sup>th</sup> May 2023 indicating that the Welsh Government has indicated that speed limits of 40mph and above should not generally be changed at this stage, but their limits may need to be reviewed after 17 <sup>th</sup> September 2023 following the publication of the revised Setting Local Speed Limits in Wales (SLSLW) guidance.

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## Appendix 4 - Objections and Comments for 30mph Exceptions

Wards	Road	Comment / Objection	Rationale / Response
Argoed	A4048 Argoed	<p>I wish to raise objections to the decision made by CCBC to maintain a 30mph speed limit on the A4048 through the village of Argoed. You have stated that there are low numbers of pedestrians or cyclists which suggest that those of us who have to cross the road or walk along it do not matter. Residents on Woodland Terrace risk an accident most days having to pull out in their cars on to the main road with traffic coming from Blackwood speeding up over the brow of the hill and down the hill coming from Tredegar. Traffic moving through the village do not keep to the 30mph limit and I am sure you are aware that there have been several deaths on this road already. I would like some of the councillors to come and walk through this village and experience how frightening it is for those of us who can't sprint across the road when cars appear at high speeds. Have there been any traffic surveys to monitor the speed of cars through the village? A police presence does not reflect a true picture as drivers warn each other that they are there. If we can't have a 20mph restriction, can the council at least do more to enforce the 30mph restriction?</p>	<p>Camera surveys were undertaken during school term time in April and May 2023. Pedestrian and cycle flows are based on the average hourly flow over the 12 hour survey period (7am to 7pm).</p> <p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken at various points along the route which have shown the following:</p> <p>Northern end            Crossing road – 3.6 pedestrians, 0.1 cycles per hour            Travelling along road – 4.3 pedestrians, 1.9 cycles per hour</p> <p>Near Village Hall            Crossing road – 0 pedestrians, 0 cycles per hour            Travelling along road – no pedestrian data, 0.2 cycles per hour</p> <p>Southern end            Crossing road – 1.5 pedestrians, 0 cycles per hour            Travelling along road – 3 pedestrians, 1.8 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>A speed survey was carried out near the Penylan Road junction in 2017 which established that the mean speed was 31.0mph. However, Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the Highway Code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers</p>

			<p>in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. The A4048 through Argoed is a police mobile safety camera site and receives regular enforcement from GoSafe.</p> <p>Council records confirm that during the last 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision on the affected length of road.</p> <p>In addition, this route is an 'A' class road that forms part of the strategic highway network with frontage development mainly limited to one side of the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
Argoed	A4048 Hollybush	1 <sup>st</sup> Email I was disappointed to find out that the A4048 between Hollybush to Blackwood will not be reduced to 20mph in the villages of Hollybush and Argoed. This road is a death trap. It would be no hardship at all for drivers to reduce to 20mph for a few hundred yards in the village. In fact, driving at more the 20mph in this 30mph zone is unsafe in any case. The house side pavement is always covered in wheelie bins and the on the other side pavement the hedge is overgrown. What chance have residents got with 40tonne HGV lorries pushing their speeds outside the front doors. Quite often I have to walk down the street in the carriageway due to wheelie bins on pavement and cars wheels on the kerbs (so they don't get their mirrors smashed off). Could you please	<p>Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision in each of the affected lengths of road in Hollybush and Argoed. The data does not support the view that both approaches to the village of Hollybush are dangerous. The Council is only provided with personal injury collision data to work with, as there is no requirement for damage only collisions to be reported, resulting in under-reporting of this dataset. Where they are reported, the information necessary to understand the circumstances of the collision are not always available. Consequently, prioritising sites based on damage only collisions would be inappropriate. It is however widely recognised that for every personal injury collision recorded, there will be a number of</p>
Argoed	A4048 Argoed		

pass my comment on to the relevant officers. Perhaps you could also let me know who the road safety officer is. There have been a succession of parked cars being smashed up around nr 20 Llwynbach Terrace and Glenview. Could you please find out if these regular collisions have been taken into account before the decision to exempt Hollybush from the 20mph reduction was made.

#### 2<sup>nd</sup> email

I do not think that the A4048 in Hollybush should be exempt from the 20mph reduction. Yes, I know it is a trunk road used by many commuters, lorries, vans, articulated lorries etc. but it is also a residential street with some 40 houses on it. Cars are parked on the pavements, wheelie bins are left on the pavements and I quite often have to walk on the carriageway to simply get to the bus stop. There is a community centre and rugby club in close proximity. There have been numerous RTA's in recent years and there is a regular collision around nr 20 Llwynbach terrace, and also regular accidents opposite Springfield terrace by the bus stop. And the junction with Banalog terrace. There are school children picked up at both bus stops. The south entrance to the village is a hazardous bend. The north entrance to the village has a bad junction which is used as a turning point. I could go on. This road should be reduced to 20mph. Let's face it a lot of drivers ignore the 30mph and it simply is not safe to take your children anywhere near the A4048 in Hollybush these days with 40ton lorries whizzing past you like they were on a dual carriageway.

#### 3rd email

Photograph shows cars parked on pavement and wheelie bins on pavement. The bus stop is about six cars down from where I took the photo. The cars park on the pavement so they don't get their wing mirrors smashed off. Some years ago, a parked car was written off by a lorry that didn't even bother stopping. Another residents has had several cars written off by passing vehicles colliding with them. I think there is a strong argument for the road to be downgraded to a B road. Clearly the presence of parked cars on one side makes it impossible for buses and lorries

damage-only collisions. The use of personal injury collisions only for analysis is a nationally recognised approach. Due to data protection laws, detailed information relating to the collisions cannot be provided.

Wheeled bins are a universally approved system of collection. Whilst it is acknowledged that such containers can prove challenging in certain urban settings the environmental benefits of the system compare favourably with the alternative form of collection (i.e. black bags). All areas remain subject to routine monitoring together with visits in response to complaints.

It is an offence for a vehicle to drive along a footway or park causing an obstruction to pedestrians for which the police are able to take enforcement action. The Council currently have no powers to deal with these offences.

The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road. Whilst it is recognised that there is a rugby club in Hollybush and Community Centres within 100m of each Exception, surveys have shown that pedestrian and cycle activity along the routes are low. In both areas, although the property density is in excess of 20 per km, the majority of the frontage development is situated on one side of the road only and significant numbers of pedestrians and cycles do not mix with traffic. The accesses to the Active Travel route and the playing field are in excess of 100metres from the affected length of road.

Surveys have been undertaken at various points along the route which have shown the following:

#### Northern end of Argoed

Crossing road – 3.6 pedestrians, 0.1 cycles per hour

Travelling along road – 4.3 pedestrians, 1.9 cycles per hour

#### Near Argoed Village Hall

Crossing road – 0 pedestrians, 0 cycles per hour

Travelling along road – no pedestrian data, 0.2 cycles per hour

to pass one another halfway along. There have been situations where the traffic has been at a standstill in both directions due to ambulances having to block the road because they cannot park alongside the kerb. When this happens cars sometimes mount the pavement on the other side to drive by. I have been walking on the pavement when this has happened and have had to turn sideways with my back to the fence for them to pass me.

#### 4th email

Pedestrians, cyclists, animals are all road hazards and drivers need to slow down when they are around. Unfortunately, many drivers passing through Hollybush do not slow down, in fact some have speeded up when I have crossed the road. This is why I believe WAG have taken the decision to slow down out of the driver's hands and introduced the 20mph limit. Certainly, the residents have not been consulted and many of the WAG criteria for not reducing the limit have not been considered. Finally, would you be able to forward me the collated data to RTAs along this section of road over that past few years. I have contacted GOSAFE but they are only able to provide me with details of speeding fines issued. I am trying to collect some evidence to allow me to request average speed cameras to be fitted between Hollybush and Blackwood. I was very impressed by the installation of average speed cameras by MTBC between Treharris and Pentrebach and think these should be more widely adopted.

#### 5th email

Please find attached photo taken last night of pavement along Llwynbach Terrace and Glenview. I appreciate it is a difficult subject to resolve. But ultimately pedestrian safety needs to be the priority. When I go to the Rugby Club or the bus stop I have to walk down to number 7 or 8 and turn up the gully between the two rows of houses. Currently to do this I need to walk on the 30mph carriageway as the pavement is blocked by bins, cars and telegraph posts etc. This is the same for the whole length of the main road. I understand that the local authority are in the process of being given powers to deal with parking on the pavements.

#### Southern end of Argoed

Crossing road – 1.5 pedestrians, 0 cycles per hour

Travelling along road – 3 pedestrians, 1.8 cycles per hour

#### Northern end of Hollybush

Crossing road – 2.9 pedestrians, 0 cycles per hour

Travelling along road – 1 pedestrian, 1.6 cycles per hour

#### Southern end of Hollybush

Crossing road – 2.5 pedestrians, 0 cycles per hour

Travelling along road – 1.4 pedestrians, 1.6 cycles per hour

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. The A4048 through both Argoed and Hollybush are police mobile safety camera sites and receive regular enforcement from GoSafe. Welsh Government has provided a guidance/best practice document for the assessment of sites for average speed cameras. The primary considerations are collision history along the route and an evidenced speeding issue (based on 85<sup>th</sup> percentile speeds). In addition, analysis into the causes of the collisions must have demonstrated that camera enforcement is the correct solution, and there is no other cost-effective engineering measure that would be more appropriate.

As part of the proposals, it is also intended to reduce the national speed limit on the northern approach to the village to 40mph which will act as a buffer zone and help to encourage compliance with the 30mph speed limit.

Clearly this situation need to be dealt with. It is not wholly the fault of the residents, there is nowhere to store the multiple bins especially for persons with mobility issues. And cars parked fully in the carriageway tend to have their mirrors smashed off by passing vehicles that have failed to recognise the hazard.

6th email

I have read the WAG guidance on the granting of exceptions. Could you please add the attached to my previous observations. I have read the document issued by the WAG which is available from the following link.

<https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-htm> (<https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-htm>)

I understand that Caerphilly Council have proposed the A4048 in Hollybush is not deemed appropriate for the lower 20mph speed limit. I have listed below reasons why I do not agree with the exception, most of which are referred to in the above guidance document.

1. **a 20mph speed limit should be set where pedestrians and/or cyclists and motor vehicles mix in a frequent manner:**
  - a. Llwynbach Terrace, Glenview and Springfield residents park cars and vans kerbside overnight.
  - b. Residents vehicles need to stop to park outside their homes, this sometimes agitates other drivers.
  - c. Passengers have to exit vehicles into oncoming traffic, residents need to unload shopping and other goods kerbside.
  - d. Numerous bins are left on the pavement as residents do not have room for them on their properties or are disabled.
  - e. Residents have to walk on the carriageway to get down the street due to bins and cars parked on kerbs.
  - f. Cars park on kerb in an attempt to protect their vehicles from damage by passing vehicles that are going too fast to avoid the hazards.

In addition, this route is an 'A' class road that forms part of the strategic highway network and there is currently no scope to downgrade its classification as there is no viable alternative route. The frontage development is mainly limited to one side of the road resulting in little requirement for pedestrians to cross the road. There are limited roadside amenities/attractors for pedestrians and cyclists (ice-cream vans, refuse lorries, post vans, food deliveries are not deemed to be roadside amenities for the purpose of this exercise) and the route is not within 100m walk of any educational setting or hospital.

The presence of parked vehicles along the road can have a positive impact on traffic speeds and they serve as a natural inhibitor. It is recognised that through traffic may need to stop/reduce speed to allow residents to manoeuvre their vehicle into a parking space or access their vehicle and to enable buses to pick up and set down passengers. This is a common occurrence along many routes.

On street parking is prevalent throughout the country and emergency service vehicles will park wherever necessary to carry out their duties. This can often result in vehicles being double-parked.

The proposals were advertised in accordance with the Local Authorities' Traffic Orders Procedures Regulations. The Notice detailing the proposals was advertised in the Western Mail for public comment on 25<sup>th</sup> May 2023. Copies of the notice were erected on site, and plans showing the extents of the proposed Exceptions were available on the Council's website and DataMapWales. Public comments were invited until 16<sup>th</sup> June 2023.

Concerns regarding overgrown vegetation have been passed to the Parks Department.

The Council is in the process of introducing parking restrictions on A4048 Newport Road near the junction with Banalog Terrace in order to prevent obstructive parking and improve road safety at the southern end of the village.

- 2. There are significant numbers of pedestrians and cyclists travelling along across the road.**
- Hollybush is a point of entrance and exit to the Sirhowy Valley cycle track Sustrans route 467.
  - Ramblers groups start their walk from the junction with Railway terrace.
  - There are three bus stops in Hollybush on the A4048 two of which do not have pull-ins and buses need to stop in the carriageway.
  - The bus stops are used by local schoolchildren who have to cross the road daily.
  - Many local residents all walk along the road to walk dogs, take children to the park and access the valley walk.
  - The hedgerow on the opposite pavement is sometimes left uncut causing prams difficulty passing.
- 3. Within 100m walk of any community centre**
- The Hollybush Rugby Club warm hub is within 100m of the highway.
  - The Hollybush Community centre is approx. 100m from the highway.
  - Residents from the bottom of the village all have to cross the road to access the above centres.
- 4. Where the number of residential and/or retail premises fronting a road exceeds 20 properties per km.**
- This is true, the houses on the A4048 have bin collections, food delivery vans, ambulances many of which have difficulty parking safely.
  - Larger delivery lorries have to block the road.
  - There are several disabled persons in the street who need to get in their vehicles safely.
  - The local company Lectogic now have many more workers and vans all of which are in close proximity to the main road for loading in the mornings.
- 5. Where the number and/or type of collisions occurring along the road means that the road users and the local community would gain significant road**

The widened footway at the northern end is provided to improve visibility for drivers exiting Railway Terrace and the Council has not received any previous concerns regarding the road layout.

The Council utilises vehicle activated signage which displays a reminder of the speed limit (and SLOW/ARAF) if a vehicle approaches in excess of that limit. Speed indicator devices (which display the actual approach speed of a vehicle) are not used within the Borough as they can encourage poor driver behaviour.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.**



**safety and other benefits from a speed limit of 20mph.**

- a. The number of accidents in recent years is too numerous to list, the worst spots are the bad junctions at the north and south entrances to the village and the area in front of Glenview / Llwynbach.
- b. The approach from the south of the village is dangerous due to the bus stop and cars parked opposite causing a bottleneck with oncoming vehicles.
- c. The north because the junction with Railway terrace it is used as a turning circle and it is a difficult lefthand turn if you are turning left coming from Tredegar.

**6. And on either side of the carriageway is open parkland and/or sports fields in regular use by people on foot and/or cycle**

- a. Rugby ground and children's park is on one side of the road and the Sirhowy walk and mountain walks are on the other side of the road.

I hope you will take the above points into consideration prior to your final decision.

7th email

I have found the attached on the Caerphilly website. I do not think it is correct. Very Low Pedestrians? There are 42 dwellings with occupants of all ages fronting the road, potentially 100 -200 persons all pedestrians plus persons visiting. No roadside amenities - 3 bus stops, ice cream van, bin lorry, post van, food deliveries, Lectogic solar panels. Access to Sirhowy valley walk. Not within 100m - Hollybush Village warm hub, Rugby club, Hollybush community centre, playground at end of Banalog .

8th email

Considering the A4048 is classed as a strategic route surely the situation shown is unacceptable. Cars are coming from the south and are completely unaware of the park cars on their right until they come around the bend into the path of oncoming vehicles. The problem is that occasionally a vehicle will come around the bend having failed to reduce its

		<p>speed to 30mph. Lorries have to cross the white lines into the junction to negotiate the hazard.</p> <p>9th email My observations are</p> <ol style="list-style-type: none"> <li>1) auto speed sign is ineffective, it is partially covered in foliage and is not very bright. It flashes occasionally but it does not appear to tell drivers their actual speed.</li> <li>2) There were two scaffold lorries parked outside 1 &amp; 2 Llwynbach. A little earlier there was also a telecom road gang wagon parked near the auto speed sign.</li> <li>3) There were 4 scaffolders (pedestrians) unloading in the road.</li> <li>4) Vehicles were passing the scaffold lorry into oncoming traffic.</li> <li>5) Two lorries or a bus arriving at this point at the same time from opposite directions would have been an issue.</li> <li>6) There is a pedestrian refuge island on the left which forces larger vehicles towards one another. This is a problem if they haven't slowed down.</li> <li>7) It was very difficult for me to cross the road at this location as there was not a clear view up the road looking south from the Llwynbach pavement side.</li> </ol>	
Argoed	A4048 Hollybush	<p>I understand that Caerphilly Council have proposed the A4048 in Hollybush is not deemed appropriate for the lower 20mph speed limit.</p> <p>I have listed below reasons why I do not agree with the exception, most of which are referred to in the above guidance document.</p> <p><b>A 20mph speed limit should be set where pedestrians and/or cyclists and motor vehicles mix in a frequent manner :</b></p> <p>Llwynbach Terrace, Glenview and Springfield residents park cars and vans kerbside overnight. Residents vehicles need to stop to park outside their homes, this sometimes agitates other drivers.</p>	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road. Whilst it is recognised that there is a rugby club and a Community Centre within 100m, surveys have shown that pedestrian and cycle activity along the route is low. Although the property density is in excess of 20 per km, the majority of the frontage development is situated on one side of the road only and significant numbers of pedestrians and cycles do not mix with traffic. The accesses to the Active Travel route and the playing field are in excess of 100metres from the affected length of road.</p> <p>Surveys have been undertaken along the route which have shown the following:</p>

Passengers have to exit vehicles into oncoming traffic, residents need to unload shopping and other goods kerbside.

Numerous bins are left on the pavement as residents do not have room for them on their properties or are disabled. Residents have to walk on the carriageway to get down the street due to bins and cars parked on kerbs.

Cars park on kerb in an attempt to protect their vehicles from damage by passing vehicles that are going too fast to avoid the hazards.

**There are significant numbers of pedestrians and cyclists travelling along across the road.**

Hollybush is a point of entrance and exit to the Sirhowy Valley cycle track Sustrans route 467.

Ramblers groups start their walk from the junction with Railway terrace.

There are three bus stops in Hollybush on the A4048 two of which do not have pull-ins and buses need to stop in the carriageway.

The bus stops are used by local schoolchildren who have to cross the road daily.

Many Local residents all walk along the road to walk dogs, take children to the park and access the valley walk.

The hedgerow on the opposite pavement is sometimes left uncut causing prams difficulty passing.

**Within 100m walk of any community centre**

The Hollybush Rugby Club warm hub is within 100m of the highway.

The Hollybush Community centre is approx. 100m from the highway.

Residents from the bottom of the village all have to cross the road to access the above centres.

**Where the number of residential and/or retail premises fronting a road exceeds 20 properties per km.**

This is true, the houses on the A4048 have bin collections, food delivery vans, ambulances many of which have difficulty parking safely.

Larger delivery lorries have to block the road.

Northern end of Hollybush  
Crossing road – 2.9 pedestrians, 0 cycles per hour  
Travelling along road – 1 pedestrian, 1.6 cycles per hour

Southern end of Hollybush  
Crossing road – 2.5 pedestrians, 0 cycles per hour  
Travelling along road – 1.4 pedestrians, 1.6 cycles per hour

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision in the affected length of road.

Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences.

As part of the proposals, it is also intended to reduce the national speed limit on the northern approach to the village to 40mph which will act as a buffer zone and help to encourage compliance with the 30mph speed limit.

In addition, this route is an 'A' class road that forms part of the strategic highway network. The frontage development is mainly limited to one side of the road resulting in little requirement for pedestrians to cross the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital.

The presence of parked vehicles along the road can have a positive impact on traffic speeds and they serve as a natural

		<p>There are several disabled persons in the street who need to get in their vehicles safely. The local company Lectogic now have many more workers and vans all of which are in close proximity to the main road for loading in the mornings.</p> <p><b>Where the number and/or type of collisions occurring along the road means that the road users and the local community would gain significant road safety and other benefits from a speed limit of 20mph.</b></p> <p>The number of accidents in recent years is too numerous to list, the worst spots are the bad junctions at the north and south entrances to the village and the area in front of Glenview / Llwynbach.</p> <p>The approach from the south of the village is dangerous due to the bus stop and cars parked opposite causing a bottleneck with oncoming vehicles.</p> <p>The north because the junction with Railway terrace it is used as a turning circle and it is a difficult left-hand turn if you are turning left coming from Tredegar.</p> <p><b>And on either side of the carriageway is open parkland and/or sports fields in regular use by people on foot and/or cycle</b></p> <p>Rugby ground and children's park is on one side of the road and the Sirhowy walk and mountain walks are on the other side of the road.</p> <p>I hope you will take the above points into consideration prior to your final decision.</p>	<p>inhibitor. It is recognised that through traffic may need to stop/reduce speed to allow residents to manoeuvre their vehicle into a parking space and access their vehicle and to enable buses to pick up and set down passengers. This is a common occurrence along many routes.</p> <p>On street parking is prevalent throughout the country and emergency service vehicles will park wherever necessary to carry out their duties. This can often result in vehicles being double-parked.</p> <p>Concerns regarding overgrown vegetation have been passed to the Parks Department.</p> <p>The Council is in the process of introducing parking restrictions on A4048 Newport Road near the junction with Banalog Terrace in order to prevent obstructive parking and improve road safety at the southern end of the village.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
Argoed	A4048 Hollybush	<p>I have read the document issued by the WAG which is available from the following link <a href="https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html">https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html</a> (<a href="https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html">https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html</a>)</p> <p>I understand that Caerphilly Council have proposed the A4048 in Hollybush is not deemed appropriate for the lower 20mph speed limit.</p>	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road. Whilst it is recognised that there is a rugby club and a Community Centre within 100m, surveys have shown that pedestrian and cycle activity along the route is low. Although the property density is in excess of 20 per km, the majority of the frontage development is situated on one side of the road only and significant numbers of pedestrians and cycles do not mix with traffic. The accesses to the Active</p>

I have listed below reasons why I do not agree with the exception, most of which are referred to in the above guidance document.

**A 20mph speed limit should be set where pedestrians and/or cyclists and motor vehicles mix in a frequent manner :**

Llwynbach Terrace , Glenview and Springfield residents park cars and vans kerbside overnight .

Residents vehicles need to stop to park outside their homes, this sometimes agitates other other drivers.

Passengers have to exit vehicles into oncoming traffic, residents need to unload shopping and other goods kerbside.

Numerous bins are left on the pavement as residents do not have room for them on their properties or are disabled.

Residents have to walk on the carriageway to get down the street due to bins and cars parked on kerbs.

Cars park on kerb in an attempt to protect their vehicles from damage by passing vehicles that are going too fast to avoid the hazards.

**There are significant numbers of pedestrians and cyclists travelling along across the road.**

Hollybush is a point of entrance and exit to the Sirhowy Valley cycle track Sustrans route 467.

Ramblers groups start their walk from the junction with Railway terrace.

There are three bus stops in Hollybush on the A4048 two of which do not have pull-ins and buses need to stop in the carriageway.

The bus stops are used by local schoolchildren who have to cross the road daily.

Many Local residents all walk along the road to walk dogs, take children to the park and access the valley walk.

The hedgerow on the opposite pavement is sometimes left uncut causing prams difficulty passing.

**Within 100m walk of any community centre**

Travel route and the playing field are in excess of 100metres from the affected length of road.

Surveys have been undertaken along the route which have shown the following:

Northern end of Hollybush

Crossing road – 2.9 pedestrians, 0 cycles per hour

Travelling along road – 1 pedestrian, 1.6 cycles per hour

Southern end of Hollybush

Crossing road – 2.5 pedestrians, 0 cycles per hour

Travelling along road – 1.4 pedestrians, 1.6 cycles per hour

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision in the affected length of road.

Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences.

As part of the proposals, it is also intended to reduce the national speed limit on the northern approach to the village to 40mph which will act as a buffer zone and help to encourage compliance with the 30mph speed limit.

In addition, this route is an 'A' class road that forms part of the strategic highway network. The frontage development is mainly limited to one side of the road resulting in little requirement for

The Hollybush Rugby Club warm hub is within 100m of the highway.  
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**Where the number of residential and/or retail premises fronting a road exceeds 20 properties per km.**

This is true, the houses on the A4048 have bin collections, food delivery vans, ambulances many of which have difficulty parking safely.

Larger delivery lorries have to block the road.

There are several disabled persons in the street who need to get in their vehicles safely.

The local company Lectogic now have many more workers and vans all of which are in close proximity to the main road for loading in the mornings.

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The number of accidents in recent years is too numerous to list, the worst spots are the bad junctions at the north and south entrances to the village and the area in front of Glenview / Llwynbach .

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Rugby ground and childrens park is on one side of the road and the Sirhowy walk and mountain walks are on the other side of the road.

pedestrians to cross the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital.

The presence of parked vehicles along the road can have a positive impact on traffic speeds and they serve as a natural inhibitor. It is recognised that through traffic may need to stop/reduce speed to allow residents to manoeuvre their vehicle into a parking space and access their vehicle and to enable buses to pick up and set down passengers. This is a common occurrence along many routes.

On street parking is prevalent throughout the country and emergency service vehicles will park wherever necessary to carry out their duties. This can often result in vehicles being double-parked.

Concerns regarding overgrown vegetation have been passed to the Parks Department.

The Council is in the process of introducing parking restrictions on A4048 Newport Road near the junction with Banalog Terrace in order to prevent obstructive parking and improve road safety at the southern end of the village.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.**

		I hope you will take the above points into consideration prior to your final decision.	
Argoed	A4048 Argoed	<p>I am writing in reference to the Speed Limits Traffic Regulation Order 2023 and wish to object to Caerphilly County Borough Council's proposal to retain the 30mph speed limit on road A4048 – Argoed.</p> <p>Having read the rationale for setting exceptions to the 20mph speed limit <a href="https://www.gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html">https://www.gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html</a>, I would like to make the following observations:</p> <p>1. I appreciate that the A4048 is a Class A road, but that does not appear to be reason enough for an exception to be made. Argoed is a small section of this road, and reducing the speed limit in this residential area should not significantly impact the flow of traffic along that road – I refer to Welsh Government's response to the following FAQ:</p> <p><i>Q. What effect will the speed limit have on journey times? A. In many cases lowering the speed limit to 20mph will have little or no impact on journey times. Where there is an impact, our analysis showed us that most journeys would only be around 1 minute longer, but this would make the roads safer for pedestrians and cyclists.</i></p> <p><a href="https://www.gov.wales/introducing-20mph-speed-limits-frequently-asked-questions">https://www.gov.wales/introducing-20mph-speed-limits-frequently-asked-questions</a></p> <p>2. I would suggest that the response to Question A - Are there significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road? - in the Setting Exceptions... guidance should be "Yes".</p> <p>The Argoed stretch of the A4048 is a residential area, and within easy walking distance of a cycle path and a primary school, and a village hall is situated on the A4048, in the centre of Argoed village. There are children who live in the area who walk from Cwm Argoed (as well as those who live</p>	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road. Whilst it is recognised that there is a Community Centre along the route, surveys have shown that pedestrian and cycle activity is low. Although the frontage property density is in excess of 20 per km, the majority of the frontage development is situated on one side of the road and significant numbers of pedestrians and cycles do not mix with traffic. The access to the Active Travel route is some distance from the affected length of road.</p> <p>Surveys have been undertaken at various points along the route which have shown the following:</p> <p>Northern end Crossing road – 3.6 pedestrians, 0.1 cycles per hour Travelling along road – 4.3 pedestrians, 1.9 cycles per hour</p> <p>Near Village Hall Crossing road – 0 pedestrians, 0 cycles per hour Travelling along road – no pedestrian data, 0.2 cycles per hour</p> <p>Southern end Crossing road – 1.5 pedestrians, 0 cycles per hour Travelling along road – 3 pedestrians, 1.8 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>In addition, this route is an 'A' class road that forms part of the strategic highway network with frontage development mainly limited to one side of the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital.</p>

on the main road) to the primary school in Markham or to the nearest bus stop/s, who must navigate a dangerous junction at the bottom of Penylan Road daily. There have been several car accidents (including fatalities) along this road and as a resident living on the A4048 I know all too well how frequently drivers move at high speed as they career past my house. Residents drive their children to the bus stop on Penylan Road to catch the school bus, for fear of them having an accident, even though it's less than a 5-minute walk. There was also a car accident on this junction recently when a vehicle ran into the side of a car.

Both the village hall and cycle path have seen an upsurge in use since the Covid pandemic, and with more people working from home, spending time in and around their local community is of increasing importance to them. If the road was safer, even more people would feel confident to walk and cycle along this road. I refer again to Welsh Government's FAQs, where they provide evidence of lower speed limits positively impacting people's decision to walk or cycle more. Evidence too of the reduction in pollution and "pollution neutral" areas in 20mph zones, which is hugely important now that the world is faced with a climate emergency. Making positive change is critical to wellbeing in current times, and for the wellbeing of future generations.

As there is a centrally situated community centre in Argoed, could you please outline your rationale with regards to the above, and when considering points 2.2.8 and 2.2.9 of Setting exceptions to the 20mph default speed limit for restricted roads? The rationale also, please, in relation to point 2.2.16 where examples are provided of how the place criteria can be interpreted.

I am copying in my local county councillor, Walter Williams, as I have had email and telephone conversations with him over recent months regarding traffic issues on the A4048 in Argoed, and I would be more than willing to share details of my communication with him. I have also cc'd Rhiannon Passmore, MS for Islwyn.

Council records confirm that during the last 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision on the affected length of road.

A speed survey was carried out near the Penylan Road junction in 2017 which established that the mean speed was 31.0mph. However, Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. The A4048 through Argoed is a police mobile safety camera site and receives regular enforcement from GoSafe.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.**



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 Many Local residents all walk along the road to walk dogs, take children to the park and access the valley walk.  
 The hedgerow on the opposite pavement is sometimes left uncut causing prams difficulty passing.  
 Within 100m walk of any community centre.  
 The Hollybush Rugby Club warm hub is within 100m of the highway.  
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The number of accidents in recent years is too numerous to list, the worst spots are the bad junctions at the north and south entrances to the village and the area in front of Glenview / Llwynbach.  
 The approach from the south of the village is dangerous due to the bus stop and cars parked opposite causing a bottleneck with oncoming vehicles.

Council does not have any powers to address moving traffic offences.

As part of the proposals, it is also intended to reduce the national speed limit on the northern approach to the village to 40mph which will act as a buffer zone and help to encourage compliance with the 30mph speed limit.

In addition, this route is an 'A' class road that forms part of the strategic highway network. The frontage development is mainly limited to one side of the road resulting in little requirement for pedestrians to cross the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital.

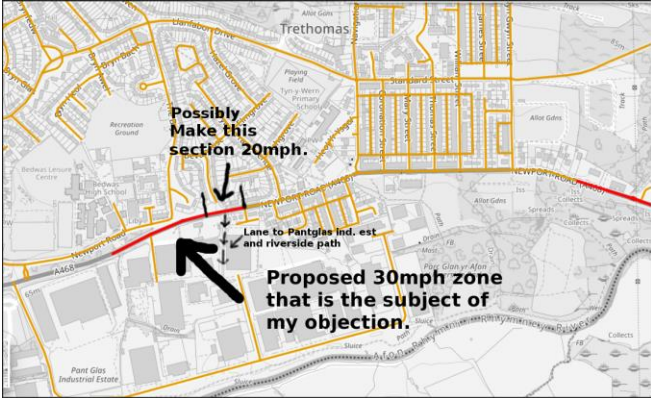
The presence of parked vehicles along the road can have a positive impact on traffic speeds and they serve as a natural inhibitor. It is recognised that through traffic may need to stop/reduce speed to allow residents to manoeuvre their vehicle into a parking space and access their vehicle and to enable buses to pick up and set down passengers. This is a common occurrence along many routes.

On street parking is prevalent throughout the country and emergency service vehicles will park wherever necessary to carry out their duties. This can often result in vehicles being double-parked.

Concerns regarding overgrown vegetation have been passed to the Parks Department.

The Council is in the process of introducing parking restrictions on A4048 Newport Road near the junction with Banalog Terrace in order to prevent obstructive parking and improve road safety at the southern end of the village.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road**

		<p>The north because the junction with Railway terrace it is used as a turning circle and it is a difficult left-hand turn if you are turning left coming from Tredegar.</p> <p>And on either side of the carriageway is open parkland and/or sports fields in regular use by people on foot and/or cycle Rugby ground and children's park is on one side of the road and the Sirhowy walk and mountain walks are on the other side of the road.</p> <p>I hope you will take the above points into consideration prior to your final decision.</p>	<p><b>marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
<p>Bedwas and Trethomas</p>	<p>A468 Newport Road, Trethomas from the western side of Clos Pantglas to the existing 30mph signs to the west of the village</p>	<p>Please find attached two maps detailing the proposed 30mph limit that my objection relates to and a suggestion that shows how the intended 30mph section could be amended to offer a safer alternative and the location of a much used lane that is usually accessed by crossing the busy A468 and the location of The Box Cafe.</p>  <p>Firstly, let me state that I am fully in favour the 20mph speed limits in particular through Trethomas village where I reside and I greatly support the CCBC implementation of said speed limits and I thank for all your hard work regarding this matter. However I respectfully request that you make an amendment to your plans to Implement a 30mph limit in the manner that you propose on the western side of the village by either shortening the 30mph section so</p>	<p>The entrance gates to the school are located in excess of 100m from the A468. However, a traffic signal controlled pedestrian crossing facility is available to aid crossing movements.</p> <p><b>Recommendation – In light of the concerns raised, it is recommended that the proposed 30mph Exception by reduced in length by approximately 60m at its Eastern end. This minor amendment to the extent of the Exception will help to improve safety on the approach to the village.</b></p>

that the 20mph limit section is longer and so covers the whole of Trethomas village, move it further west or preferably dispense with it completely, there are other 40mph to 20mph transitions without a buffer being proposed. The proposed downhill location of the transition between 30mph and 20mph will not have the desired effect of offering the full protection that a 20mph limit will offer the village and if retained would be better placed further west, where drivers will fully recognise the start of the community and take appropriate action to reduce their speed. My suggested amendments to your proposal will have minimal effect on the progress of motor vehicles but will have a large positive benefit to the community as a whole. The 30mph section of road that I have objections to is within 100m of Bedwas High School, Bedwas Workmens Hall, Bedwas Library, Bedwas Bowls club, Bedwas Leisure Centre and the recently opened Civic taxi office on old Newport Road and also only just over 100m from Bedwas Community Centre, so is a busy hub of local activity. Also, there is a busy eatery (The Box Cafe) located on the A468 Newport Road itself, adjacent to the car wash, slightly set off from the road that is regularly accessed by locals on foot. Next to the eatery on the A468 Newport Road, there is a car dealer and then a row of factory units that are all regularly accessed by people on foot from the village. Opposite the Box Cafe on the opposite side of the road in your proposed 30mph section, there is a small green area that children regularly use to play, that I would hope you would agree would benefit greatly from the safety aspects of a 20mph limit, as there is regular interaction by vulnerable pedestrians with traffic at this point. I cannot find reference in the Welsh Govt. process for setting exceptions, place criteria, that allows an exception where a school or community centre is 'set back from a road' merely that the road in question has to be 'Within 100m walk of any educational establishment' or community centre and the 30mph section you propose is measurably within that distance. Please take into account that not everyone uses a motor vehicle to access the school, in fact the majority of pupils are from Trethomas village and nearby locality and a significant number can visibly be seen regularly frequenting

the narrow pavement alongside part of your proposed 30mph section on the A468 Newport Road on the way to and from school and lunchtime to access local food establishments in the village including The Box Cafe. What applies to the school also applies to the other establishments referenced near to the school and whereas in the past large numbers would be seen to be using their motor vehicles, an increasing number of people can now be seen to be accessing the local facilities on foot, which is predicted to increase as sustainable means of transport become more frequently used, which will even more increase the numbers using the narrow pavement alongside the A468 Newport Road within your proposed 30mph section as part of their journey. Not forgetting those that regularly walk to the Box Cafe etc on the A468 Newport Road itself and even a slight extension of the 20mph limit as suggested will further encourage people to experience the mental and physical benefits that walking have been proven to offer. Other local factors are also important, so please note that according to records, even in just the small section of the A468 Newport Road that I have suggested could possibly be changed to 20 mph from your proposed 30mph, a number of pedestrians have sustained serious injuries in recent years involving collisions with vehicular traffic, at least one of which was a child of high school age.

Ref:

[https://bikedata.cyclestreets.net/collisions:field%3Acasualties=Cyclist%2CPedestrian%2CCar%20occupant&field%3Aspeed\\_limit=30/#15.28/51.589568/-3.18824](https://bikedata.cyclestreets.net/collisions:field%3Acasualties=Cyclist%2CPedestrian%2CCar%20occupant&field%3Aspeed_limit=30/#15.28/51.589568/-3.18824)

In addition, within your proposed 30mph section there is a footway that allows access to the Pantglas Industrial estate from the A468 Newport Road that is not only used by workers going to and from their place of employment, but also by others such as people walking their dogs and children going to the riverside walk and cycle path. The safe way to cross the road and use the lane is to walk up the hill and use the pedestrian crossing, but human nature being what it is, a significant number choose to cross the busy road directly opposite the lane at either the end of Bevan Close or the green area and interact with the traffic and so this area would benefit greatly if it was 20mph and not

		<p>30mph as it will be with your exception. I have marked on the attached maps the location of this lane for your consideration. So, to sum up, common sense and the Welsh Government guidelines would dictate that the whole of the village that is frequently used by pedestrians/cyclists should be offered the full protection of a 20mph limit, which will not occur with your present proposal. I thank you for giving time to consider my objection, please give serious consideration to what could potentially amount to only a slight amendment to your plans, that will have a large positive effect on the community and so as ensure that the much busier west end of Trethomas village, that is a veritable hive of activity, is fully protected by 20mph as intended and ultimately encourage more people to walk or cycle.</p>	
<p>Blackwood</p>	<p>B4254 Highfields Way from the roundabout to the west of the junction with Montclair Avenue</p>	<p>We are writing to object to the proposal to apply for an exemption to the new 20mph speed limit for the above road. In my view many cars/vehicles exceed the current speed limit of 30 mph on Highfields Way. In terms of road safety and road crossing, this has created a higher risk of an accident for both primary school children and pedestrians. This could be mitigated by the introduction of a lower speed limit. At peak times there is always a queue of traffic at the traffic lights close to Libanus Primary school, with a detrimental impact on air quality. Reducing the speed limit to 20 mph will reduce the volume of cars waiting at the lights at peak times and reduce the impact on air quality. In addition, the current speed of many cars/ vehicles has created severe noise pollution. If the exception to the 20mph limit is granted, the introduction of speed bumps along Highfields Way would help to mitigate the risks discussed above.</p>	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. The site has previously been assessed in accordance with the Council's Speed Management Strategy and does not meet the criteria for the consideration of traffic calming measures.</p> <p>Surveys have been undertaken at various points along the route which have shown the following:</p> <p>Highfields Way near St Andrews Drive junction          Crossing road – 1.2 pedestrians, 0.1 cycles per hour          Travelling along road – 9.4 pedestrians, 0.4 cycles per hour</p>

Highfields Way near Ash Grove junction  
 Crossing road – 6 pedestrians, 0 cycles per hour  
 Travelling along road – 13.4 pedestrians, 0.5 cycles per hour

Bryn Rd arm of roundabout  
 Crossing road – 6.9 pedestrians, 0.1 cycles per hour  
 Travelling along road – 23.6 pedestrians, 0.6 cycles per hour

Highfields Way arm of roundabout  
 Crossing road – 7 pedestrians, 0.2 cycles per hour  
 Travelling along road – 23.7 pedestrians, 1.1 cycles per hour

Oak Terrace Bypass arm of roundabout  
 Crossing road – 6.1 pedestrians, 0.1 cycles per hour  
 Travelling along road – 12.3 pedestrians, 0.7 cycles per hour

Heol y Dderwen arm of roundabout  
 Crossing road – 4.6 pedestrians, 0 cycles per hour  
 Travelling along road – 26.3 pedestrians, 1 cycle per hour

Numbers of pedestrians and cyclists travelling along or across Highfields Way are not considered to be significant at this location. However, the surveys have identified significant pedestrian activity in the vicinity of the roundabout.

**Recommendation - In order to improve safety, it is recommended that the proposed 30mph Exception be amended to exclude the roundabout and the approach roads. The default 20mph will therefore apply to the roundabout and the following sections of road:**

**Bryn Road – from the roundabout to a point approximately 25m north.**

**Oak Terrace Bypass – from the roundabout to a point approximately 25m south.**

**Highfields Way - from the roundabout to a point approximately 140m east (to cover the access road to Tesco Express, Parc Plas).**

			<p><b>In light of the concerns raised, it is also recommended that additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
<p>Blackwood</p>	<p>B4254 Highfields Way from the roundabout to the west of the junction with Montclair Avenue</p>	<p>I would like to object to the proposed retention of the 30mph limit in Highfields Way, Blackwood. Your proposal makes no sense considering the residential nature of the area the road runs through. There are 5 roads that lead off Highfields Way all leading to residential properties. A primary school at the bottom of the road at the traffic lights and a shop at the top. There is a small car park at the junction of Highfields Way and Montclair Avenue. There is no doubt this is an entirely residential area. There are no traffic calming measures on this road meaning cars rarely abide by the current speed limit. There is no evident enforcement of the current speed limits. The road is quite steep meaning that cars gain speed when approaching the Montclair Avenue junction. This makes the situation dangerous for pedestrians using the car park before walking the last stretch to school. Your well-being plan is about making communities safer for citizens, this road is currently dangerous due to the speed the traffic travels and will remain that way unless the speed limit is dropped. It also requires effective speed enforcement. Air quality is also a concern. There is no chance of securing safer routes to school that involve Highfields Way, as a parent I would not allow a primary school aged child to walk alone on this road. There is also little chance of this road forming part of an active travel route, as an adult I find walking on Highfields Way dangerous due to the current speed of vehicles travelling. It is also dangerous for vehicles to pull into and out of the roads that lead off Highfields Way. Please consider this objection before making your final decision.</p>	<p>The Exception has been proposed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council’s Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. The site has previously been assessed in accordance with the Council’s Speed Management Strategy and does not meet the criteria for the consideration of traffic calming measures.</p> <p>The Council’s records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision in the affected length of road.</p> <p>Surveys have been undertaken at various points along the route which have shown the following:</p> <p>Highfields Way near St Andrews Drive junction          Crossing road – 1.2 pedestrians, 0.1 cycles per hour          Travelling along road – 9.4 pedestrians, 0.4 cycles per hour</p> <p>Highfields Way near Ash Grove junction</p>



Crossing road – 6 pedestrians, 0 cycles per hour  
 Travelling along road – 13.4 pedestrians, 0.5 cycles per hour

Bryn Rd arm of roundabout

Crossing road – 6.9 pedestrians, 0.1 cycles per hour  
 Travelling along road – 23.6 pedestrians, 0.6 cycles per hour

Highfields Way arm of roundabout

Crossing road – 7 pedestrians, 0.2 cycles per hour  
 Travelling along road – 23.7 pedestrians, 1.1 cycles per hour

Oak Terrace Bypass arm of roundabout

Crossing road – 6.1 pedestrians, 0.1 cycles per hour  
 Travelling along road – 12.3 pedestrians, 0.7 cycles per hour

Heol y Dderwen arm of roundabout

Crossing road – 4.6 pedestrians, 0 cycles per hour  
 Travelling along road – 26.3 pedestrians, 1 cycle per hour

Numbers of pedestrians and cyclists travelling along or across Highfields Way are not considered to be significant at this location. However, the surveys have identified significant pedestrian activity in the vicinity of the roundabout.

The route is a 'B' class road and forms part of the strategic highway network, and has very limited frontage development. There are limited roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre, hospital. A 20mph speed limit is therefore not deemed appropriate.

Highfields Way has been identified in the Active Travel Network Map. Detailed proposals will be developed in due course.

The section of road near Libanus Primary School has not been included as an Exception and will default to 20mph.

**Recommendation - In order to improve safety, it is recommended that the proposed 30mph Exception be amended to exclude the roundabout and the approach roads.**

			<p><b>The default 20mph will therefore apply to the roundabout and the following sections of road:</b></p> <p><b>Bryn Road – from the roundabout to a point approximately 25m north.</b></p> <p><b>Oak Terrace Bypass – from the roundabout to a point approximately 25m south.</b></p> <p><b>Highfields Way - from the roundabout to a point approximately 140m east (to cover the access road to Tesco Express, Parc Plas).</b></p> <p><b>In light of the concerns raised, it is also recommended that additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
<p>Crumlin</p>	<p>B4251 Kendon Road from east of Main Street junction to the A467</p> <p>A467 from the junction with Crumlin Road to a point south of the fuel station</p>	<p>As a resident of Crumlin I think this is a perfect time to question the speed limits around our area, we are the most polluted area in Caerphilly from past results, you knocked the houses down on a472 to improve lives BUT made ours more noisier I would like to put my proposal/concerns forward to improve our lives and air quality in our area one of many good reason for the 20mph new law. Looking at the map you seem to be waiving about the A467 lights in Crumlin and area. I think this is a very dangerous junction and to improve on noise levels also safety and pollution, not forgetting speed. I am asking can all the roads to this set of lights stay new 20mph under the new law. As a resident we live in a very noisy area - trains, doctors, 999 sirens, the speed of road etc all roads around us eg north roads. At night it’s like a race track up and down Kendon Hill and up Hafodyrynys Hill with cars racing up and down, loud, excess speed, disobeying law at lights, now 30mph going in to national 60mph. I would like to see the 60mph scrapped to</p>	<p>The Exception has been proposed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken at various points along the route which have shown the following:</p> <p><b>B4251 Kendon Road from east of Main Street junction to the A467</b>          Crossing road – 1.9 pedestrians, 0.2 cycles per hour          Travelling along road – 3.4 pedestrians, 0.8 cycles per hour</p> <p><b>A472 Hafodyrynys Road from the A467 junction to a point east of the newly demolished properties</b>          Lawn Terrace junction          Crossing road – 0.3 pedestrians, 0 cycles per hour          Travelling along road – 0 pedestrians, 0.1 cycles per hour</p>

<p>A472 Hafodyrny s Road from the A467 junction to a point east of the newly demolished properties</p> <p>A472 Hafodyrny s Road from west of the Swffryd junction to a point east of the former fuel station.</p>	<p>40 or 50 mph on the hills, the 30 to new 20mph to help law enforcements and make clear signs, as for the lights I would like to see it 20mph but realistically 30 if the surrounding area was 20mph as you turn off the road and the national speed limit reduced on hills.</p> <p>I think this new 20mph would improve safety and our lives with noise who lives in the area especially walking north road to take children to school and you know this is a hot spot for enforcement. Even though we don't live on the lights the noise and pollution is constantly loud day and night. as the train lines double with no real benefit (no station), residents are going to see even more. This is a great chance to make our lives safer and quieter for all that live in our area, also for all the travellers cars trucks taxi trains just who pass us and use Crumlin like a junction and rat run with no regards to the safety and noise or the speed limit. Thanks for this opportunity to have a say Please keep me updated I think this 20mph could be the best thing for Wales if done correctly not a blanket ban 20mph all the best time will tell.</p>	<p>East of Lawn Terrace junction          Crossing road – 0.3 pedestrians, 0.1 cycles per hour          Travelling along road – 0.3 pedestrians, 0.2 cycles per hour</p> <p>Near junction with Gladstone Road          Crossing road – 0.3 pedestrians, 0 cycles per hour          Travelling along road – 1 pedestrians, 0.3 cycles per hour</p> <p>East of recently demolished properties          Crossing road – 0.1 pedestrians, 0 cycles per hour          Travelling along road – 0.6 pedestrians, 0.2 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across any of these proposed exception sites are not considered to be significant.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences.</p> <p>Welsh Government guidance states that speed limits of 40mph and above should not generally be changed at this stage, but their limits may need to be reviewed after 17 September 2023 and following the publication of the revised Setting Local Speed Limits in Wales guidance.</p> <p>It is acknowledged that 20mph speed limits can offer a range of benefits including noise pollution reduction, promoting cleaner air, and environmental improvements, however, the Exceptions have been developed in accordance in accordance with Welsh Government's guidance. The routes are 'A' and 'B' class roads and form part of the strategic highway network, and have no/limited</p>
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			<p>frontage development and a 20mph speed limit is not deemed appropriate.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (road markings and signs on yellow backing boards) be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
Crumlin	B4251 Kendon Road from a point east of Ty Brachty Terrace playground to its junction with Woodview Terrace	<p>I write to confirm my objection to the Exception. The reasons for my objection relate to the dangerous junction between the Trinant road and the B4251 which is in the middle of this length, I cannot understand the logic of the proposed exception, most drivers who use this junction feel they are taking their lives in their hands when exiting the Trinant Road due to the excessive speeds that many drivers achieve coming down Kendon Hill. Drivers find this junction the most difficult to safely use of any in the area, for many months always turning left out of the Trinant Road irrespective of where they were going. Clearly the risk could be mitigated by a junction visibility improvement but unless that is done, I see no reason to permit drivers to increase their speed as they come down past this junction. I do not necessarily agree with the new 20mph blanket speed limits but do believe great care needs to be exercised in the exemption process to ensure that existing risks are not exacerbated.</p>	<p>The Exception has been proposed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>A survey has been undertaken near the Trinant junction which has shown the following:</p> <p>Crossing road – 0.2 pedestrians, 0 cycles per hour Travelling along road – 1.3 pedestrians, 0.3 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>The route is a ‘B’ class road and forms part of the strategic highway network, and has very limited frontage development. There are no roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre, hospital. A 20mph speed limit is therefore not deemed appropriate.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, it is recommended that new ‘junction ahead’ warning signs and gateway treatments (road markings and signs on yellow backing boards) be provided on the approaches to the Trinant junction. It is considered that these additional measures will help to raise driver’s awareness of the junction and have a positive impact on road safety.</b></p>

<p>Penyrheol</p>	<p>Hendredenny Drive from St Cenydd Road to a point east of Chester Court</p>	<p>I strongly object to this proposal. I had a meeting with the police and local councillors about 4 years ago regarding the continual speeding both up and down Hendredenny Hill. There is a 30mph illuminated sign informing drivers flouting the law on the uphill direction but not the downhill direction. I walked up the hill this evening, just by the signal unit, and saw 6 cars drive up the hill, but only 1 car did not activate the abode 30mph sign. Maintaining the 30mph sign will not improve road safety. If it was set to 20mph, perhaps speeds will decrease to more like 30mph. Having 'Your Speed' signs telling drivers their actual speeds would help with compliance. Please think very carefully before deciding to continue with your course of action.</p>	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>A survey has been undertaken on the route which has shown the following:</p> <p>Crossing road – 5.8 pedestrians, 0.1 cycles per hour          Travelling along road – 7.1 pedestrians, 0.5 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences.</p> <p>The route has very limited frontage development and few roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre, hospital. A 20mph speed limit is therefore not deemed appropriate.</p> <p>The Council utilises vehicle activated signage which displays a reminder of the speed limit (and SLOW/ARAF) if a vehicle approaches in excess of that limit. Speed indicator devices (which display the actual approach speed of a vehicle) are not used within the Borough as they can encourage poor driver behaviour.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of road marking repeater speed limit roundels be provided. It is</b></p>
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			considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.
Van	Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae	Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae (Perhaps at the south-east corner of the St James School where it meets the highway). This would enhance the safety of traffic emerging from Pen-y-Cae onto a 30mph section of road rather than the present 40 mph. As a local resident very rarely does one see traffic travelling within either of the present speed limits on the above road.	<b>Recommendation - It is acknowledged that it would be beneficial to consider extending the 30mph speed limit beyond the Pen-y-Cae junction. It is recommended that this request will be included in a future programme or works.</b>
Ynysddu	B4251 Ynysddu from the northern end of the village to the northern end of Cwmfelinfach	I write in response to your notice to retain the 30mph. speed limit on the B4251 road through Cwmfelinfach and Ynysddu. As I understand, the original aim of the Welsh Government was to reduce the speed limit to 20 m.p.h. in all residential areas in order to improve safety. Cwmfelinfach and Ynysddu are clearly residential areas and children regularly cross this road. To my knowledge, there has been one fatality on this road and several collisions of road vehicles. By making an exception to the 20mph limit on this road you are sending out a message that children and others in these villages are of less value than those in other areas such as Cardiff. Large areas of Cardiff have already introduced these lower speed limits. The setting of speed limits has been arbitrary in this area. As an example, the High Street in Ynysddu has been 20 m.p.h. for several years but Alexandra Road (where many children play in the road) is 30 m.p.h. This anomaly would be remedied by the ruling of the Welsh Government to impose the lower speed limit in all residential areas. I would be grateful if you would reconsider your proposal and impose the lower speed limit on the B4251.	<p>The proposed 30mph Exception would apply to the section of B4251 through the village of Ynysddu only. The section of B4251 through the village of Cwmfelinfach will become 20mph due to there being an increased level of frontage development and roadside attractors and amenities for pedestrians and cyclists.</p> <p>Historically, the Council have only considered 20mph speed limits or zones in those roads surrounding schools. The 20mph zone on High Street was implemented due to the presence of Ynysddu Primary School.</p> <p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys has been undertaken on the route through Ynysddu which have shown the following:</p> <p>Northern end of village  Crossing road – 2.7 pedestrians, 0 cycles per hour  Travelling along road – 0.8 pedestrians, 0.2 cycles per hour</p>

			<p>North of High Street junction            Crossing road – 0.5 pedestrians, 0 cycles per hour            Travelling along road – 1.7 pedestrians, 0.3 cycles per hour</p> <p>South of High Street junction            Crossing road – 0.8 pedestrians, 0 cycles per hour            Travelling along road – 3.4 pedestrians, 0.4 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there has been one slight personal injury collision in the affected length of road.</p> <p>The route has limited frontage development and limited roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre or hospital and is subject to a 7.5tonnes weight restriction (except for access). A signal-controlled pedestrian crossing facility is provided to aid crossing movements. A 20mph speed limit is therefore not deemed appropriate.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
<p>Ystrad Mynach</p>	<p>A472            Caerphilly Road from west of its junction with Maes-y-coed</p>	<p>I am writing to object to the decision to exempt a stretch of the A472 from the new lower limit. I can see no sense in allowing 30 mph limit from the junction with Station Rd, Ystrad Mynach to that point beyond the junction into Tredomen west of the Ty Penallta roundabout. The road at the entrance to Brynmynach is dangerous and encouraging</p>	<p>The Exception was proposed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p>

	<p>Terrace to west of its junction with Station Road (including Tredomen roundabout)</p>	<p>people to accelerate from the Station Rd area is entirely unjustified. There a number of junctions along the way. Surely it would be clearer and fairer to avoid speed limit changes until the national speed limit sign west of Tredomen. Travelling from Nelson east would also benefit from lower speeds before the Tredomen junction and on the approach to the roundabout. Pedestrians crossing that road would benefit from lower speeds. The stretch under the railway tunnel is very dangerous as people walk on the road where there is no real pavement. A number of these are people working in the Council offices. What are the gains from allowing 30 mph on this half a mile stretch? How do you make these calculations?</p>	<p>Nelson Road north west of Tredomen Roundabout            Crossing road – 1.7 pedestrians, 0 cycles per hour            Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout            Crossing road – 3.8 pedestrians, 0 cycles per hour            Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout            Crossing road – 2 pedestrians, 0.1 cycles per hour            Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting            Crossing road – 1.0 pedestrians, 0 cycles per hour            Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p> <p><b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenure, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b></p>
<p>Ystrad Mynach</p>	<p>A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)</p>	<p>I am writing in relation to the proposed new 20mph limit on the A472 between the Tredomen roundabout and the Royal Oak roundabout. This newer lower speed limit is to be greatly welcomed, especially around the schools, but why not take this opportunity to extend the 20mph zone all the way from the Royal Oak to the national speed limit sign just beyond the turning for the Tredomen estate? Turning out of Brynmynach Avenue or the Tredomen estate is a real challenge as the traffic is currently moving too fast in both directions at both junctions. Making it 20mph further down the hill won't improve this situation. People living in the Brynmynach estate regularly turn left in order to go right, because the traffic coming up the hill is travelling too fast and can't be seen until it comes around the corner. Even turning left can be a challenge at times. Turning out of the</p>	<p>The Exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Nelson Road north west of Tredomen Roundabout            Crossing road – 1.7 pedestrians, 0 cycles per hour            Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout            Crossing road – 3.8 pedestrians, 0 cycles per hour            Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p>



		<p>Tredomen estate has more visibility but traffic coming from Nelson is often approaching at 60mph and again, it can take a long time to find a gap to exit safely. I also often walk along this stretch of road to either go into town or to Parc Penallta, and as a pedestrian would find the road much easier to cross if the traffic was slower moving. The stretch near the railway bridge where there is no pavement can be particularly scary. Why not prioritise local residents over through traffic for this short section, and improve this section of road for everybody's safety? It would only add a minute to through traffic transit but could improve life for local residents living in the Brynmynach and Tredomen estates beyond measure.</p>	<p>Access to Council offices off Tredomen Roundabout  Crossing road – 2 pedestrians, 0.1 cycles per hour  Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting  Crossing road – 1.0 pedestrians, 0 cycles per hour  Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p> <p><b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenure, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b></p>
<p>Ystrad  Brynach  Page 151</p>	<p>A472  Caerphilly  Road from  west of its  junction  with Maes-  y-coed  Terrace to  west of its  junction  with Station  Road  (including  Tredomen  roundabout)</p>	<p>I'm writing in regards to the notice given to residents on the A472 road from Station Road up towards Ty Penallta roundabout/Maes-y-Coed Terrace stating that a 30mph will be retained from Station Road onwards following the implementation of Welsh Governments default 20mph speed limit on restricted roads from 17th September. Why on earth does the proposal of 20mph stop at Station Road? School children are dropped off school buses just below Tredomen Roundabout and the speed in which the traffic travel along this road is unacceptable. It's incredibly difficult to cross this road at any time of the day due to heavy speeding traffic. Residents of Tredomen Villas have liaised with Dean Smith, Principal Engineer and Councillor Martyn James on the issues we experience exiting our properties and the abuse we receive off some drivers. We requested at the time for a 'slow' sign to be erected but this was refused as there would be too much traffic furniture along this route. A survey in 2016 was carried out for speeding and the results shown were proved to be acceptable, in the words of the council representative, does this mean that all accidents, injuries and deaths related to speed on the road of 30mph, since 2016 are an acceptable loss. There have been numerous accidents, last being 6th June 2023 which</p>	<p>The Exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Nelson Road north west of Tredomen Roundabout  Crossing road – 1.7 pedestrians, 0 cycles per hour  Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout  Crossing road – 3.8 pedestrians, 0 cycles per hour  Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout  Crossing road – 2 pedestrians, 0.1 cycles per hour  Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting  Crossing road – 1.0 pedestrians, 0 cycles per hour  Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p>

		<p>was on Tredomen Roundabout. I'm hoping that person is ok. On 1<sup>st</sup> October 2017 a car speeding down from Tredomen Roundabout towards Tredomen Villas lost control and fortunately had no contact with any pedestrians, spinning off the road onto the pavement straight through a boundary wall causing thousands of pounds of damage. People at the scene were flabbergasted nobody was killed, just the driver of the vehicle sustained injuries. I have video evidence to support this. Martyn, please can you contact the residents of Brynmynach and Tredomen to start immediate action in support of this application to reduce this 300metre stretch of road to a 20mph zone to save lives to the families and children of Brynmynach and Tredomen who should not be discriminated in this way. (20mph is plenty, speed kills as proven by recent tragedies on this section of road).</p>	<p><b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenue, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b></p>
<p>Ystrad Mynach</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 152</p>	<p>A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)</p>	<p>I am writing to object to the decision to exempt a stretch of the A472 from the new lower limit. I can see no sense in allowing 30 mph limit from the junction with Station Rd, Ystrad Mynach to that point beyond the junction into Tredomen west of the Ty Penallta roundabout. The road at the entrance to Brynmynach is dangerous and encouraging people to accelerate from the Station Rd area is entirely unjustified. Exiting Tredomen Villas is dangerous, with cars travelling at 30mph (often in excess) around a blind bend. There a number of junctions along the way which are also affected. Surely it would be clearer and fairer to avoid speed limit changes until the national speed limit sign west of Tredomen. Travelling from Nelson towards Ystrad Mynach east would also benefit from lower speeds before the Tredomen junction and on the approach to the roundabout. Pedestrians crossing that road would benefit from lower speeds. The stretch under the railway tunnel is very dangerous as people walk on the road where there is no real pavement. There is no safe way for me and my family to walk to the nursery and school. What are the gains from allowing 30 mph on this half a mile stretch? A fatal traffic accident yesterday and this is not the first. Please reconsider for the safety of your community.</p>	<p>The Exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Nelson Road north west of Tredomen Roundabout  Crossing road – 1.7 pedestrians, 0 cycles per hour  Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout  Crossing road – 3.8 pedestrians, 0 cycles per hour  Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout  Crossing road – 2 pedestrians, 0.1 cycles per hour  Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting  Crossing road – 1.0 pedestrians, 0 cycles per hour  Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p>

			<p><b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenure, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b></p>
<p>Ystrad Mynach</p>	<p>A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)</p>	<p>I'm writing with regard to notices posted on the A472 road stating that a 300m section of the road will be exempt from the nationwide reduction of the speed limit to 20mph. I am acutely aware of how busy this section is, with constant but obscured traffic and pedestrians walking along and across the road at all times of day and night. The area around Tredomen Roundabout is particularly busy as a point of convergence for people walking to Penallta Park. The unfortunate events that took place yesterday, 7 June 2023, have left the many people living on this section very unsettled and even more disturbed by the exemption in question. I firmly believe that this exemption undermines the Welsh Government's goal of enhancing road safety. Allow me to outline some key points:</p> <p>Inadequate consideration of local residents and amenities:</p> <ul style="list-style-type: none"> <li>• Contrary to the council's assertion, numerous residences and businesses are situated along or adjacent to this section of road, for example, Brynmynach Avenues and the Tredomen estate, and many people rely on it for daily commuting.</li> <li>• The absence of proper footpaths, under the railway bridge for example, a lack of crossings, and the presence of blind bends further compound the risks pedestrians face, compelling them to share the road with vehicles.</li> <li>• Pedestrians frequently traverse this road to access essential destinations such as work (including the council's own HQ) and Penallta Park, which serves as a vital amenity for the community.</li> </ul> <p>Substantial safety benefits outweigh minimal time savings:</p>	<p>The Exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Nelson Road north west of Tredomen Roundabout          Crossing road – 1.7 pedestrians, 0 cycles per hour          Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout          Crossing road – 3.8 pedestrians, 0 cycles per hour          Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout          Crossing road – 2 pedestrians, 0.1 cycles per hour          Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting          Crossing road – 1.0 pedestrians, 0 cycles per hour          Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p> <p><b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenure, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b></p>

		<ul style="list-style-type: none"> <li>• Including this section of road within the new 20mph limit will enhance safety for all road users and expand the safer area around Ystrad Mynach Primary School beyond the bare minimum.</li> <li>• While some drivers passing through may experience a minor time saving of less than a minute, it is crucial to prioritize the safety and well-being of the community over such limited benefits.</li> </ul> <p>Concerns about the decision's alignment with the spirit of the new speed limit:</p> <ul style="list-style-type: none"> <li>• This exemption contradicts the progressive nature of the nationwide decision to reduce the speed limit, which aims to prioritize the safety of all road users.</li> <li>• Local councils should actively support and uphold this important initiative, rather than seeking reasons to avoid its implementation.</li> </ul> <p>I kindly request that you consider revisiting the decision and re-evaluating the inclusion of this stretch of road within the new speed limit. Doing so would demonstrate a commitment to the safety and well-being of the community, aligning with the overarching goal of enhancing road safety nationwide.</p>	
<p>Ystrad Mynach</p>	<p>A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)</p>	<p>I'm writing in regards to the notice given to residents on the A472 road from Station Road up towards Ty Penallta roundabout/Maes-y-Coed Terrace stating that a 30mph will be retained from Station Road onwards following the implementation of Welsh Governments default 20mph speed limit on restricted roads from 17th September, this stretch of road needs to be reduced to 20mph in line with the aforementioned section, this will undoubtedly save lives whilst causing no extra inconvenience to the motorist , this is a quick win for the council that needs to be applied asap , if not implemented I can only assume the council see all the resident and their children of Brynmynach and Tredomen as acceptable losses in the event of any of their deaths by the motorist, come in Caerphilly Council do the right thing before anyone else gets hurt or killed.</p>	<p>The Exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Nelson Road north west of Tredomen Roundabout          Crossing road – 1.7 pedestrians, 0 cycles per hour          Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout          Crossing road – 3.8 pedestrians, 0 cycles per hour          Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout</p>

			<p>Crossing road – 2 pedestrians, 0.1 cycles per hour Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting Crossing road – 1.0 pedestrians, 0 cycles per hour Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p> <p><b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenue, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b></p>
<p>Ystrad Mynach</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 155</p>	<p>A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)</p>	<p>I'm writing in regard to the new urban speed limits due to be introduced in the autumn. Specifically, where it affects Nelson Road in Ystrad Mynach. Though I have not seen the plans myself, I have been led to believe that Nelson Road will have its speed limit reduced from 30 to 20mph, but only to a point just above the Station and Station Road junctions. I would respectfully ask that this might be reconsidered as there is a strong case for continuing the 20mph limit to the point where the current 30mph limit ends (above the entrance to the Tredomen housing estate). Residents of Brynmynach Avenue find it quite hazardous trying to join Nelson Road at the junction due to the speed and volume of traffic. If the speed limit on Nelson Road were to be 20mph then it would be safer to emerge at that point. The same safety concerns relate to the Tredomen Villas and also to the Tredomen housing estate. The Tredomen roundabout too would be safer if negotiated at a slower speed. In addition to this, there would be considerable safety benefits for cyclists and pedestrians having to use this section of road (it can be very unnerving walking the, in places, narrow pavement when the frequent large lorries pass too quickly). I would urge you therefore to consider extending the 20mph zone as far as possible.</p>	<p>The Exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Nelson Road north west of Tredomen Roundabout Crossing road – 1.7 pedestrians, 0 cycles per hour Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout Crossing road – 3.8 pedestrians, 0 cycles per hour Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout Crossing road – 2 pedestrians, 0.1 cycles per hour Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting Crossing road – 1.0 pedestrians, 0 cycles per hour Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p>

			<p><b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenue, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b></p>
Ystrad Mynach	A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout	<p>I've had a look at the maps. I'm of the opinion that the following 30mph short exceptions should also be changed to 20mph to avoid confusion and aid safety.</p> <ul style="list-style-type: none"> <li>a) Tredomen area</li> <li>b) Maesycwmmmer - it not often you can do over 20mph any way and a built-up area.</li> <li>c) A472 outside of Shappelles Dance Centre, Ystrad Mynach - Often used for crossing.</li> <li>d) South Entrance to Llanbradach - An often-used area for people crossing the road</li> </ul> <p>I also know the following roads well and also think they should have their speed limit reduced to 20 mph:</p> <ul style="list-style-type: none"> <li>• Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae.</li> <li>• Rudry Road from its junction with Lansbury Park Distributor Road to east of its junction with Rudry Close</li> <li>• Van Road from the roundabout at the junction with Lansbury Park Distributor Road to its junction with Cefn Carnau Lane</li> </ul> <p>I live in the area so know these routes well.</p>	<p><b>A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout</b></p> <p>The exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Nelson Road north west of Tredomen Roundabout            Crossing road – 1.7 pedestrians, 0 cycles per hour            Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout            Crossing road – 3.8 pedestrians, 0 cycles per hour            Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout            Crossing road – 2 pedestrians, 0.1 cycles per hour            Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting            Crossing road – 1.0 pedestrians, 0 cycles per hour            Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p> <p><b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of</b></p>
Maesycwmm er	A472 from Ystrad Mynach Roundabout to east of Gellideg Heights		
Maesycwmm er	A472 from east of Shappelles access to Ystrad Mynach Roundabout (including		

Llanbradach	<p>the roundabout)</p> <p>Coed-y-Brain Road from Coed-y-Brain roundabout for approx. 250metres in a northerly direction.</p>		<p><b>Brynmynach Avenure, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b></p>
Van	<p>Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae</p>		<p><b>A472 from Ystrad Mynach Roundabout to east of Gellideg Heights</b></p> <p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Near car sales at Western end          Crossing road – 0.5 pedestrians, 0 cycles per hour          Travelling along road – 2.2 pedestrians, 0.8 cycles per hour</p> <p>Near The Boot junction          Crossing road – 5.2 pedestrians, 0.1 cycles per hour          Travelling along road – 0.3 pedestrians, 0.8 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location. In addition, this route is an 'A' class road that forms part of the strategic highway network. The frontage development is mainly limited to one side of the road only resulting in little requirement for pedestrians to cross the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital. Signalised pedestrian crossing facilities and a subway are provided to aid crossing movements along the route.</p>
Van	<p>Rudry Road from its junction with Lansbury Park Distributor Road to east of its junction</p>		<p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional</b></p>

<p>Van</p>	<p>with Rudry Close</p> <p>Van Road from the roundabout at the junction with Lansbury Park Distributor Road to its junction with Cefn Carnau Lane</p>		<p><b>measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.</b></p> <p><b>A472 from east of Shappelles access to Ystrad Mynach Roundabout (including the roundabout)</b></p> <p>The exception was proposed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:          Crossing road – 0.6 pedestrians, 0.1 cycles per hour          Travelling along road – 4.8 pedestrians, 1.9 cycles per hour</p> <p><b>Recommendation - Following complaints received, further investigation has concluded that due to significant traffic flows and concerns regarding visibility for pedestrians and cyclists crossing the A469, it has been determined that the 30mph Exception should be removed from the Order. This short section of road will therefore default to 20mph.</b></p> <p><b>Coed-y-Brain Road from Coed-y-Brain roundabout for approx. 250metres in a northerly direction.</b></p> <p>The Exception has been proposed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>A survey has been undertaken on the route which has shown the following:          Crossing road – 5.6 pedestrians, 0.8 cycles per hour          Travelling along road – 0 pedestrians, 0.7 cycles per hour</p>
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Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

The route has no frontage development and no roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre or hospital. There is a footway present on one side only and a pedestrian refuge is provided to aid crossing manoeuvres near the roundabout. A 20mph speed limit is therefore not deemed appropriate.

**Recommendation – It is recommended that the Exception is taken forward.**

**Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae**

The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.

A survey has been undertaken on the route which has shown the following:

Near ramp leading to Pen-Y-Cae

Crossing road – 5.3 pedestrians, 0.3 cycles per hour

Travelling along road – 1.6 pedestrians, 0.3 cycles per hour

Refuge island to the north of Pen-Y-Cae

Crossing road – 0.4 pedestrians, 0 cycles per hour

Travelling along road – 1.6 pedestrians, 1.6 cycles per hour

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

The route has no frontage development and no roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre

or hospital. A shared cycleway/footway is provided alongside some of the route. A 20mph speed limit is therefore not deemed appropriate.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds. It is also recommended that consideration be given to extending the 30mph speed limit beyond the Pen-y-Cae junction as part of a future programme or works.**

**Rudry Road from its junction with Lansbury Park Distributor Road to east of its junction with Rudry Close.**

The Exception has been proposed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.

A survey has been undertaken on the route which has shown the following:

East of junction with Lansbury Park Distributor Road  
Crossing road – 2.3 pedestrians, 0.6 cycles per hour  
Travelling along road – 1.3 pedestrians, 0.5 cycles per hour

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

The route has no frontage development and no roadside amenities/attractors for pedestrians and cyclists. There is a partial footway present on one side of the road only. The Exception is not within 100m walk of any educational setting, community centre or hospital. A 20mph speed limit is therefore not deemed appropriate.

**Recommendation – It is recommended that the Exception is taken forward.**

**Van Road from the roundabout at the junction with Lansbury Park Distributor Road to its junction with Cefn Carnau Lane.**

The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.

Surveys have been undertaken on the route which have shown the following:

**West of Cwrt Ty Mawr**

Crossing road – 4.9 pedestrians, 0 cycles per hour

Travelling along road – 8.2 pedestrians, 1.3 cycles per hour

**East of Cwrt Ty Mawr**

Crossing road – 5.8 pedestrians, 0 cycles per hour

Travelling along road – 4.9 pedestrians, 1.1 cycles per hour

**Near Wernddu Court**

Crossing road – 0.8 pedestrians, 0.2 cycles per hour

Travelling along road – 3 pedestrians, 1.3 cycles per hour

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

The route has no frontage development and no roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre or hospital. A 20mph speed limit is therefore not deemed appropriate.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise**

			<b>driver's awareness of the speed limit and have a positive impact on vehicle speeds.</b>
St Cattwg	B4254 Gelligaer Road from its junction with Llancaiach Fawr to the county boundary	<p>We live on the affected length of road. We have read the road speed notices and were really disappointed to learn that, despite opportunities to reduce the speed limit, the opportunity was passed by the local authorities. This seems like a slap in the face as we have raised concerns over speeding vehicles, including HGVs and article so many times. Our road is treated like a racetrack going from Trelewis to Gelligaer. There are daily near-misses with boy racers, HGVs and the white vans. Just the other day my family had a near-miss and had to jump off the road when they were crossing due to a speeding vehicle which must have still been going at 60mph even within 20m of the roundabout. We also have racers coming from Gelligaer, wheel spinning around the roundabouts and racing back to Gelligaer. The racers and their loud exhausts are even waking us multiple times per week as they're so loud. Not only does the speed need reducing but we need traffic control for the safety of all. I say this is with absolute certainty, someone will be killed or seriously hurt if something isn't done to sort this. A speed camera and simple 'priority way' system would work fine. Please can you look into this as soon as you can!? It cannot be ignored by the local authorities any longer</p>	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>A survey has been undertaken on the route which has shown the following:</p> <p>Crossing road – 0.2 pedestrians, 0 cycles per hour Travelling along road – 0 pedestrians, 1.5 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences.</p> <p>The route is a 'B' class road and forms part of the strategic highway network. The section of road has no frontage development and no footway provision. There are limited roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre or hospital. A 20mph speed limit is therefore not deemed appropriate.</p> <p>Council records indicate there have been no recorded personal injury collisions along this section of road during the last 3-year period for which data is available (1/7/19-30/6/22). As such, the location would not meet the criteria for safety camera enforcement</p>

			<p>or traffic calming measures such as a priority give-way arrangement.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of road marking speed limit roundels be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
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**Objections and Comments for 40mph Proposals**

<b>Wards</b>	<b>Road</b>	<b>Comment / Objection</b>	<b>Rationale / Response</b>
<p>Aberbargoed and Bargoed / Darren Valley / New Tredegar</p> <p>Page 163</p>	<p>A469 Bargoed to Brithdir – New 40mph speed limit between the existing 40mph speed limits at Factory Road, Bargoed and Brithdir</p>	<p>I wish to object to the lowering of the existing speed limit to 40mph. You just seem to be jumping on the bandwagon on the impending speed limit reductions to 20 mph from 30 mph on nearby roads. As you state road safety as the main reason for this reduction in speed limit, can you clarify the number of accidents (both fatal and non-fatal) attributed to excessive speed in excess of the national speed limits there have been in the last 5 years? If road safety is your major concern, why isn't there a pedestrian footway linking Brithdir to Bargoed? Similarly, there is no pedestrian footway linking Brithdir to Coedcae to Tirphil either?</p>	<p>In response to complaints received regarding inappropriate vehicle speeds and lack of forward visibility due to the horizontal and vertical alignment of the route, it is considered that a 40mph speed limit is appropriate for this section of road. The new 40mph limit will also help to reduce vehicle speeds on the approach to the Puzzle House junction.</p> <p>Council records indicate that there have been two recorded personal injury collisions along this section of road during the last 3-year period for which data is available (1/7/19-30/6/22). The Council are unable to provide detailed information relating to the collisions due to data protection laws.</p> <p>Unfortunately, the route has insufficient width to provide a continuous footway link.</p> <p><b>Recommendation – It is recommended that the 40mph speed limit is taken forward.</b></p>
<p>Aberbargoed and Bargoed / Darren Valley / New Tredegar / Ystrad Mynach /</p>	<p>A469 Bargoed to Brithdir</p> <p>A4048 North of Hollybush</p>	<p>I object to reducing other roads to 40mph which again is unnecessary and will increase emissions.</p>	<p>The proposed 40mph speed limits were considered necessary in order to improve road safety along the routes.</p> <p><b>Recommendation – It is recommended that the 40mph speed limit is taken forward.</b></p>

<p>Argoed / St Cattwg</p>	<p>B4254 Gelligaer Road (between Gelligaer and Nelson)</p> <p>A472 Nelson to Tredomen</p>		
<p>Aberbargoed and Bargoed / Darren Valley / New Tredegar / Ystrad Mynach / Argoed / St Cattwg</p>	<p>A469 Bargoed to Brithdir</p> <p>A4048 North of Hollybush</p> <p>B4254 Gelligaer Road (between Gelligaer and Nelson)</p> <p>A472 Nelson to Tredomen</p>	<p>I object to reducing other roads to 40mph which again is unnecessary and will increase emissions.</p>	<p>The proposed 40mph speed limits were considered necessary in order to improve road safety along the routes.</p> <p><b>Recommendation – It is recommended that the 40mph speed limit is taken forward.</b></p>



## CABINET – 26<sup>TH</sup> JULY 2023

**SUBJECT: A ROUTEMAP TO INFORM OUR RESOURCE AND WASTE STRATEGY**

**REPORT BY: CHIEF EXECUTIVE**

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### **1. PURPOSE OF REPORT -**

- 1.1 To seek Cabinet approval on the Council's draft Routemap that sets out the principles of an emerging waste strategy.
- 1.2 To seek the approval on the proposed immediate interventions to improve recycling performance in Caerphilly.
- 1.3 To set out a timeframe and associated milestones for Member engagement and scrutiny in developing the Council's Resource and Waste Strategy.

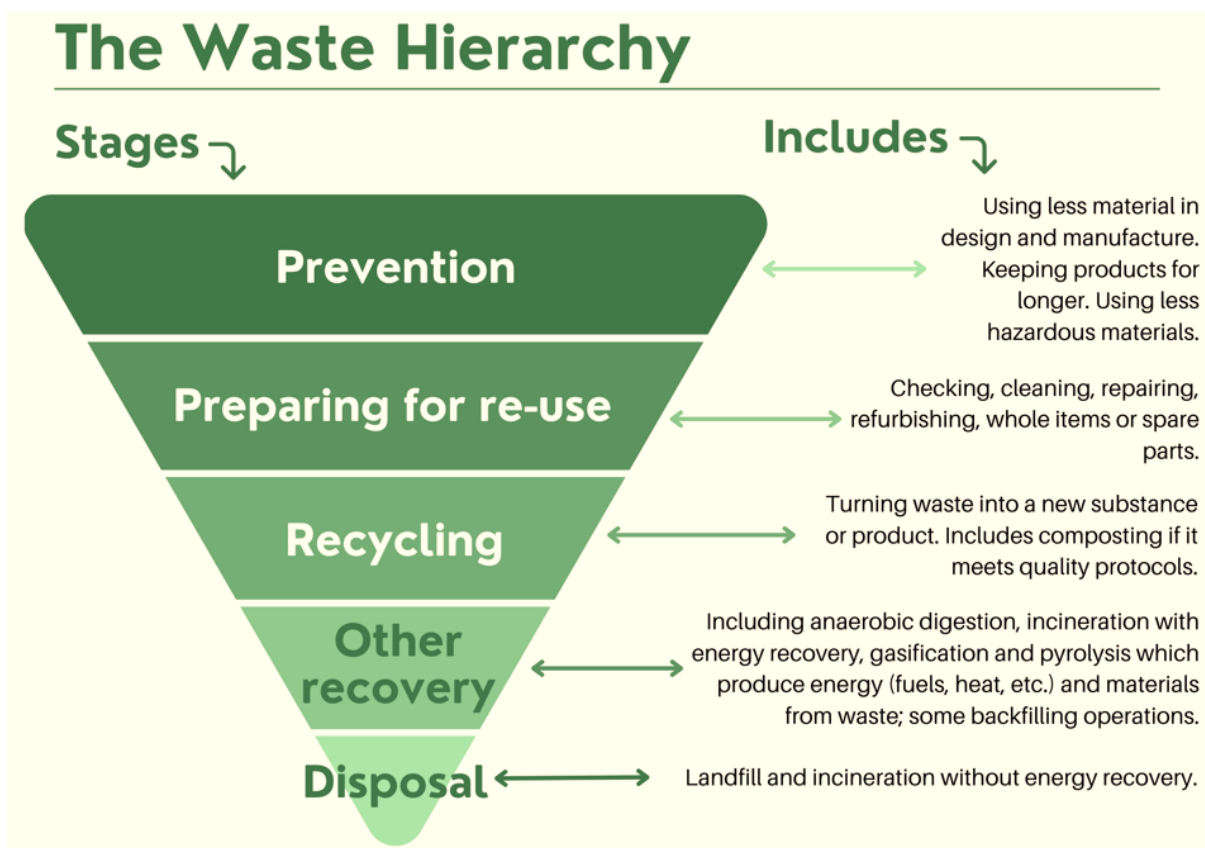
### **2. SUMMARY**

- 2.1 We are globally in a climate emergency and members are fully aware and committed to doing all the Authority can, to reduce the impact of climate change, declaring a climate emergency in 2019 and pledging to become net zero by 2030.
- 2.2 Unsustainable consumption of precious resource and waste disposal has a significant impact on our environment and cannot be decoupled from its impact on our climate. Taking steps to reduce consumption and move away from traditional linear resource models of make, buy, dispose, to a sustainable circular model. As we transition to a Circular Economy, precious resources are kept in use for longer, maximising material quality and offering social and economic opportunities.
- 2.3 As a public body we will ensure we work with our communities to protect the long-term impact of our decisions in line with the Well-Being and Future Generations Act (2015) and the Environment Act (2021). It is clear we cannot make the required step changes alone and a collective effort from residents, the workforce and the wider community will be essential to reduce consumption and improve waste and recycling in Caerphilly. A community education plan will be developed.
- 2.4 We will be guided by the Welsh National Waste Strategy, Towards Zero Waste (2010) and the Beyond Recycling - A Strategy to make the Circular Economy in Wales a reality

(2021) as well as the forthcoming Workplace Recycling Regulations. The Welsh Government has set an overall zero waste target by 2050 and challenging recycling targets for councils in the interim period. These are statutory targets and an Authority can be fined if they are not achieved. The current target of 64 percent is already in place and stretches further to 70 percent from next year (2024-25). The recycling rate in Caerphilly, was 59.70 percent in 2021-22 and projected at 60.7% for 2022/23 which is well below the levels required to achieve the current and future targets. Consequently, the Authority continues to be at risk of significant fines. Dialogue with the Minister for Climate Change and senior Welsh Government officials has led to the development of a Resource and Waste Route Map to address the performance of the Authority.

- 2.5 The Route Map sets out the plan to ensure Caerphilly meets and exceeds statutory performance targets, whilst being realistic about the timescales and resources required to meet these ambitions. It has been developed in line with the waste hierarchy (Image 1), supporting the principles of waste prevention and minimisation, supporting re-use, recycling and finally residual recovery and landfill for items not suitable for re-use or recycling.

Image 1 – Waste Hierarchy



- 2.6 In developing the route map a number of early interventions for the period 2023-2025, have been identified. Collectively, it is anticipated these will contribute to an



initial uplift in recycling performance starting the journey for long term change.

- 2.7 The route map builds upon previous work and sets out the long-term plan to ensure Caerphilly meets and exceeds statutory performance targets. It sets out the anticipated timescales and resources required to deliver a high-quality service that maximises material quality and supports the transition to a Circular Economy offering social and economic opportunities.
- 2.8 The route map was considered by Joint Scrutiny on June 28<sup>th</sup>, 2023, a full summary is included in 10.5. Joint Scrutiny recommended to remove 2 interventions namely the introduction of a trial booking system at HRC and the roll out of food waste liners.

### **3. RECOMMENDATIONS**

- 3.1 To approve the principles of the draft Routemap.
- 3.2 To consider and approve the proposed early interventions, anticipated to increase current recycling performance, along with approval to establish a specific reserve of £2.347m funded from uncommitted capital earmarked reserves.
- 3.3 To note the agreement by Joint Scrutiny to establish a Member task and finish group to assist in the development and delivery of the draft Routemap and associated Strategy thereafter.

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

- 4.1 The Council pledged to become net zero by 2030, reducing consumption and decarbonising the waste and recycling services, is a key part of reaching this pledge.
- 4.2 The Route Map sets out the strategic direction to reduce waste and exceed Welsh Government statutory recycling targets, including short term interventions aimed at increasing performance by 2025-26.
- 4.3 The Authority is at risk of circa £2m per annum fines for not reaching statutory recycling targets, the Minister previously took the decision not to fine Caerphilly subject to a root and branch review and to take actions to meet its targets. The Resources and Waste Route Map sets out the long-term ambitions from which the new strategy will be developed and provides evidence to the Minister of Caerphilly's commitment to make change.

### **5. THE REPORT**

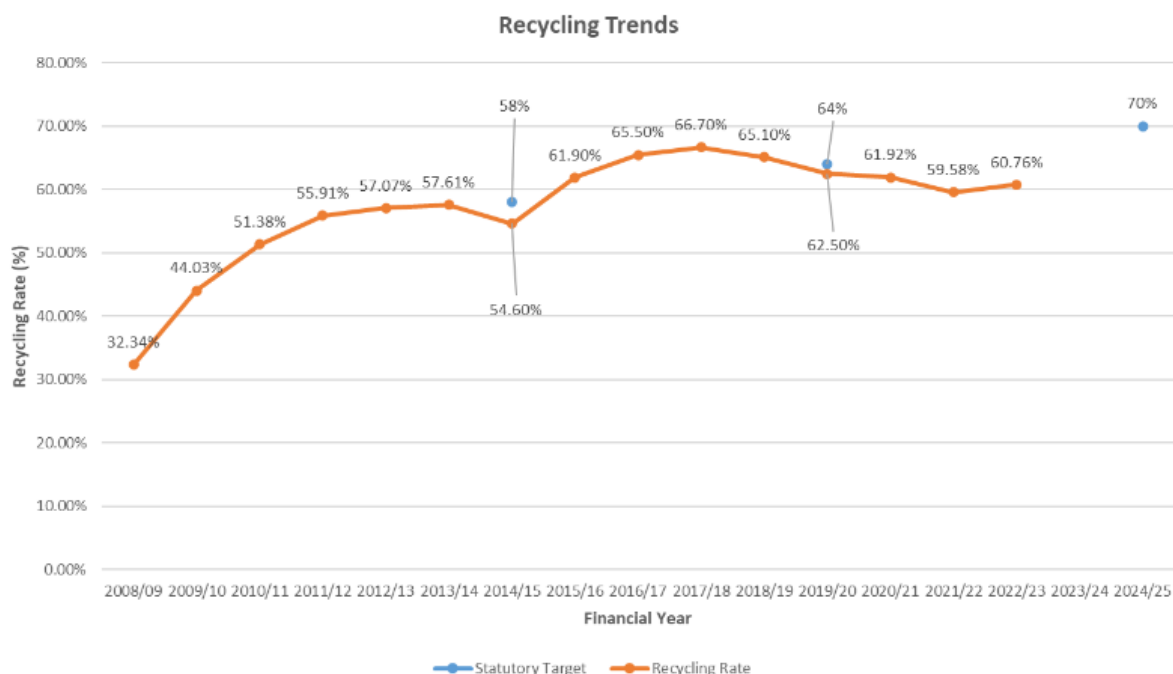
- 5.1 In responding to the Climate emergency, Caerphilly has pledged to become net zero by 2030. Addressing consumption and decarbonising the waste service is a key component of this challenge.
- 5.2 The Welsh Government, Towards Zero Waste strategy (2010), set out a series of challenging recycling targets for Local Authorities and through the Waste (Wales) Measure (2010), made the targets from 2012-13 and beyond, statutory. This status allows Welsh Government to levy financial penalties against Councils that fail to achieve them. The statutory targets are weight based and have increased gradually over time. These are outlined below:

Table One: Welsh Government Recycling Targets 2010 - 2025

	2010/12	12/13	15/16	19/20	24/25
<b>Min. levels of reuse &amp; recycling/composting (or AD)</b>	40%	52%	58%	64%	70%
<b>Min. proportion of reuse/recycling/composting from source separation*</b>	80%	80%	80%	80%	80%
<b>Max. level of landfill</b>	-	-	-	10%	5%
<b>Max. level of energy from waste</b>	-	-	42%	36%	30%
<b>Min. levels of preparing for reuse (excluding Waste Electrical and Electronic Equipment (WEEE))</b>	-	0.4%	0.6%	0.8%	1.0%

5.3 Caerphilly has historically performed well against these targets, achieving 66.7 percent in 2017-18, significantly higher than the then target of 58 percent. However, over the last three years recycling performance has declined and since 2019-20 has performed below the 64 percent target. Caerphilly's recycling performance is outlined below.

Graph One Caerphilly Recycling Performance and Statutory targets





5.4 In the current national Welsh Government waste strategy, Beyond Recycling - A Strategy to make the Circular Economy in Wales a reality (2021), the Welsh



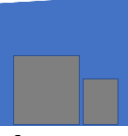
Government has stated they will work with Local Authorities and other key partners to develop further future recycling targets in line with their pathway to zero waste, with the ultimate aim of achieving 100 percent recycling by 2050. Welsh Government indicate that they will put in place further minimum statutory recycling targets for Local Authorities beyond 2025, potentially at a level of 80 percent by 2033.

5.5 The 2021/22 recycling level 59.7 percent and the projected level of 60.7% for 2022/23 are well below the levels required to achieve the 70 percent statutory target by next year (2024-25) and the Authority is at risk of significant fines. Decisions to fine an Authority are considered on its own merits and the Minister for Climate Change, took the decision for the period 2019-20, not to fine Caerphilly, subject to a root and branch review of the services and a commitment to take action.

5.6 In reviewing performance and seeking to address the issues, the following challenges have been identified:

Table 2 Key Challenges

	Challenge	Kerbside	HRC	Evidence (2021-22 performance & efficiency review)	Opportunity
 Reduce	Residents in Caerphilly are producing comparatively more residual waste	✓	✓	368kg/hh/yr which is 91kg/hh/yr higher than the national average of 277kg/hh/yr for 2022/2023.	Reduce overall consumption
	There are high waste arisings at Household Recycling Centres (HRCs), especially residual waste.		✓	Compositional analysis confirms that more than half, 58.5 percent of the residual kerbside stream contained material that could be recycled, using existing services.	
 Reuse	Material Reuse at Household Recycling Centres (HRCs) has been historically low but a reuse shop at Penallta was opened in October 2022		✓	Reported dry reuse for 2021/22 was 250.22 tonne, which is 167.84 tonnes less than the national average of 418.06 tonne.	Maximise reuse opportunities to move towards a Circular Economy in Wales

 <p>Recycle</p>	<p>There are high levels of contamination in the existing co-mingled kerbside collection of recyclable material</p>	<p>✓</p>		<p>20-23 percent of all waste collected at the kerbside for recycling is not able to be processed as recycling. This consists of untargeted materials e.g Tetrapak and contaminants e.g food waste</p>	<p>Improve material quality to move towards a Circular Economy in Wales.</p>
	<p>HRC on site recycling yields are low</p>		<p>✓</p>	<p>Reliance on secondary sort of residual waste containers which is costly and over recent years recovery rates have declined.</p>	<p>Improving the HRC recycling offer on site through a user friendly, recycling first provision with opportunities to maximise reuse</p>
 <p>Recover</p>	<p>Caerphilly has the highest quantity residual waste per person in Wales</p>	<p>✓</p>	<p>✓</p>	<p>368kg/hh/yr which is 91kg/hh/yr higher than the national average of 277kg/hh/yr for 2022/2023</p>	<p>Reduce overall residual waste</p>
	<p>There are high levels of recyclable material in the residual stream.</p>	<p>✓</p>		<p>Compositional analysis confirms that more than half, 58.5 percent of the residual kerbside stream contained material that could be recycled, using existing services.</p>	<p>Move materials from residual to recycling streams</p>
	<p>There are high levels of food waste in the residual stream.</p>	<p>✓</p>		<p>Highest percentage of recyclable waste in the residual bin was food, 30.9 percent</p>	<p>Reducing avoidable food waste and moving food waste from residual bin to existing food waste service.</p>
 <p>Infrastructure</p>	<p>The HRC network is under pressure and access to the Trehir site is challenging</p>		<p>✓</p>		<p>Ensuring user friendly, modern, efficient HRC provision is important to support</p>

	and requires a long-term investment plan.				wider service changes
	The current Waste Transfer Station at Full Moon requires significant investment and there are concerns about suitability/capacity at this site for future requirements	✓	✓		The future Resource and Waste strategy cannot be considered in isolation, developing compliant, efficient and effective infrastructure that supports a safe working environment and is suitable for our environmental aspirations must be delivered alongside the future strategy.

5.7 The Routemap (Appendix 1) builds on previous work and sets out the long-term plan to ensure Caerphilly meets and exceeds statutory performance targets. It sets out the anticipated timescales and resources required to deliver a high quality service that maximises material quality and supports the transition to a Circular Economy offering social and economic opportunities.



5.8 To link to Waste Hierarchy, the following key objectives and associated actions have been set :

Table Two: Resource and Waste Route Map Objectives

Objective One Prevention	Objective Two Reuse	Objective Three Recycling	Objective Four Recovery
<b>Reduce the overall waste arisings</b>	<b>Maximise repair and reuse</b>	<b>Increase quality and proportion of recycled material</b>	<b>Optimise contribution to renewable energy</b>
<ul style="list-style-type: none"> <li>Promote minimisation messages alongside targeted campaigns</li> <li>Develop and promote a network of library of things</li> <li>Reduce use of single use items including plastic and encourage others to follow</li> <li>Develop and promote home composting</li> </ul>	<ul style="list-style-type: none"> <li>Expand reuse at HRC including making it easy to donate items</li> <li>Promote network of repair and reuse</li> </ul>	<ul style="list-style-type: none"> <li>Increase opportunities for community to recycle e.g. separate litter and pop up events</li> <li>Increase participation in food waste</li> <li>Develop HRC to capture as much recycling as possible</li> <li>Introduce pre-sort requirements at HRC</li> </ul>	<ul style="list-style-type: none"> <li>Reduce residual waste arisings sent to recovery through residual capacity/frequency reductions</li> <li>Review the garden waste collection service</li> <li>Enhance recovery of methane from organic waste</li> </ul>

<ul style="list-style-type: none"> <li>• Introduce HRC booking system – subject to trial and positive outcomes</li> <li>• Support Extended Producer Responsibility and Deposit Return Scheme implementation to comply with new legislation</li> </ul>		<ul style="list-style-type: none"> <li>• Work together with wider public sector to tackle hard to recycle streams</li> <li>• Expand trade recycling collections to comply with new legislation</li> <li>• Improve HRC operations</li> <li>• Expand the range of materials collected for recycling at HRCs and the kerbside, to further improve performance and meet future legislative requirements</li> </ul>	<ul style="list-style-type: none"> <li>• Optimise collections and move to ultra-low emission vehicles</li> <li>• Reduce waste sent to landfill</li> </ul>
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**Objective Five – Helping our residents.**

- Wide ranging communication, engagement and behavioural campaign
- Digitalise the service making it as easy as possible for residents to engage whilst maximising service efficiencies by providing robust performance data
- Clear, consistent messaging and signposting
- Making desired behaviours as easy as possible
- Prepare a community education programme

5.9 To support the development of the route map, a transformation programme will be mobilised consisting of five “pillar projects” and five “enabling themes”. Each project and theme will be delivered by project teams.

5.10 Pillar projects

**Household Recycling Centres** – There are six HRCs managing circa 22,000 tonnes of material. A full review of sites will be undertaken, to ensure they are fit for purpose, increasing re-use and recycling opportunities and reducing residual waste. This will include a review of future site provision, developing a business case for change and implementing the recommended changes.

**Kerbside Dry Recycling** – Undertake a review of kerbside recycling to improve the capture and quality of material collected. Using best practice and taking an evidence-based approach, this pillar project will utilise data gathering and modelling to inform the business case for the future service and will also include the mobilisation of any service changes.

**Kerbside Organic Recycling** – Promote and improve existing service offers for organic kerbside collection including increasing food waste participation and developing long term plans for garden waste.

**Kerbside Residual** – Kerbside residual waste capacity and frequency will be reviewed. A detailed Equalities Impact Assessment will be undertaken to assist in the development of support services to assist any future changes.

**Trade Waste Services** - This project pillar will seek to meet the new regulations for business, third and public sector organisations across the county borough by mobilising trade waste services that include the separate collection of in scope recyclable materials.

- 5.11 The Enabling themes will run across all five pillars and support the delivery of the transformation route map.

**Communication and Engagement** - Following stakeholder mapping, a detailed, comprehensive and multipronged communication and engagement plan will be developed to support the delivery of the strategy. This enabling stream will permeate across the whole programme. Behavioural insight, participation mapping and nudge theory will form the foundation for the various campaigns and they will adapt and evolve as we move through the stages of the route map.

**Workforce Engagement** - The workforce is a key enabler to the overall success of this new approach. These changes will directly impact them and should not be underestimated. This workstream will support ongoing staff engagement, staff training, workforce consultation, health and safety and the development of new policies. This will include engagement with the workforce and their Trade Unions throughout.

**Infrastructure** - Building upon previous work undertaken, develop and deliver a comprehensive infrastructure strategy that supports the strategy. This will include the consideration of a Waste Transfer Station, depot requirements as well as a long-term plan for HRC provision.

**Ultra Low Emission** - Develop a strategy to deliver long term aspirations for an ultra-low emission fleet including procurement and required infrastructure.

**Digital Offer** – In line with the Council’s corporate Customer and Digital strategy, the digital capability of the service is essential to drive efficiencies and to provide end to end service information to help monitor, measure and review the service continually to ensure it meets citizen requirements. Digital deliverables include: route optimisation, front end systems and in cab devices and this work will seek to maximise opportunities to work smarter. This vital data will form a key element in understanding community behaviour changes at a hyper local level.

- 5.12 In developing the Route Map, a number of priority interventions for the period 2023-2025, have been identified, some of these are anticipated to increase recycling performance in the short term which prompts the beginning of the journey for long term change.



Table Three, Priority Interventions to increase recycling for delivery between 2023-2025

Pillar / Enabling theme	Activity	Projected Percentage point increase
Pillar 1, <b>HRC provision</b>	<p>Implement recommendations from the recent WRAP observational study in relation to signage and site layout, to move focus to recycling rather than waste disposal.</p> <p>Introduce recycling pre-sort requirement across the HRC network. This will require site users to bring waste to the site segregated into its various material fractions.</p> <p>Improve customer engagement across the Network through the introduction of additional customer trained operatives on site.</p> <p>Introduce a trial booking system on one site (Trehir), followed by a roll out to the remaining sites if the trial proves successful. It is proposed that the trial is undertaken at Trehir due to it being the busiest site with the highest concentration of population and the options to reassign to an alternate site will be lessened.</p>	1%
Pillar 2, <b>Kerbside Dry Recycling</b>	<p>A widespread informational campaign will be launched, supported by WRAP's well established "Be Mighty" campaign to reinforce messages of acceptable materials.</p> <p>The information campaign will be further supported with a behaviour change campaign. The campaign will run alongside the informational campaign and will focus on the "why recycle?" designed to evoke an emotional response and focus on the impacts of non-participation. To support the behaviour change campaign, engagement and education staff will directly engage with residents on the doorstep to promote and maximise recycling opportunities. This will include an ongoing campaign within our schools to ensure our younger people are engaged.</p> <p>Additional capacity requirements will be discussed on an individual basis and extra containers provided on a case by case basis.</p>	1%
Pillar 3, <b>Kerbside Organic Recycling</b>	<p>Campaign 1 and 2 will have a significant focus on food waste participation messages, both informational and emotive to evoke a behaviour change. To support the behaviour change</p>	1%

	<p>campaign engagement and education staff will engage with residents on the doorstep.</p> <p>This will include an ongoing campaign within our schools to ensure our younger people are engaged.</p> <p>This will be further supported by the introduction of free caddy liners for 1 year. 6 month supply of liners will be delivered to properties with an accompanying information booklet. The impact of this intervention will be reviewed thereafter.</p> <p>The team will continue with the “Mash for Cash” food waste incentivisation campaign and consider rebranding and relaunching the campaign to align with the behaviour change campaign.</p> <p>Additional capacity requirements will be discussed on an individual basis and extra containers provided on a case by case basis.</p>	
<b>Pillar 4, Kerbside Residual</b>	Engage with residents to maximise recycling through the enforcement of existing residual waste policies, that include for top hatting (bags stacked on top of the bin) and side waste.	
<b>Pillar 5, Trade Service</b>	<p>Review existing service to ensure the residual trade waste service is competitive and has a focussed customer base.</p> <p>Develop business case for future trade recycling services and implement new service in line with the new commercial waste regulations.</p>	1%
<b>Enabling Theme 1, Communication and Engagement</b>	<p>Extensive and continuous communication is an essential ingredient throughout this programme of change. It is therefore weaved throughout each pillar, forming a vital part of service change and increased participation.</p> <p>The multipronged approach will see the delivery of two campaigns running alongside one another, the first will focus upon reinforcing information about how to recycle effectively and the second will focus upon the theme of behaviour change, focussing on the “why recycle?”.</p> <p>The campaigns will be delivered across various media channels in order to ensure we reach all segments of the community and will feature a range of key messages tailored to the audience, including our schools.</p> <p>The bespoke campaigns will be further supported by WRAP’s highly recognised “Be Mighty” campaign which focuses on a sense of teamwork and togetherness.</p>	

	Combined together all 3 campaigns will ensure we communicate the How, Why and Teamwork required to achieve success.	
Enabling Theme 2, <b>Workforce Engagement</b>	Initial meetings have held with the Trade Unions and workforce on the route map and its priority interventions. This engagement will continue throughout the programme of change and in the development of the waste strategy  Identify key training requirements necessary to implement the interventions. This has already commenced with additional customer service training for HRC operatives.  Engage with collection crews on the transition to digitisation and round configuration	
Enabling Theme 3, <b>Infrastructure</b>	Consideration of future requirements for waste transfer station and depot requirements	
Enabling Theme 4, <b>Ultra Low Emissions</b>	Consider opportunities for ULEV when reviewing the vehicle replacement strategy. Explore issues around charging infrastructure at Tiryberth depot. Extend the roll out of electric small supervisor vans	
Enabling Theme 5, <b>Digital Offer</b>	Introduce a digital mobile solution for waste collection rounds to improve efficiencies and enhance the customer experience. Linking to the back office it will enable officers to respond proactively and develop a targeted and individual approach to education and communication as well improve customer interactions and journeys.	1%

- 5.13 The engagement and support of elected members is crucial in shaping the policies and procedures that will be necessary to support the delivery of the Resource and Waste Route Map and the Strategy that will be developed thereafter. It is therefore proposed that a scrutiny task and finish group is established consisting of a maximum of 10 members, will all scrutiny committee members invited to express an interest. The group will report to the Housing and Environment Scrutiny Committee or a Joint Scrutiny Committee meeting, with its findings and recommendations.
- 5.14 It is clear we cannot make the required step changes alone and a collective effort is required. It is important that residents, and our communities have the opportunity to shape proposals and it is proposed that as the strategy is developed, a far-reaching consultation process is undertaken. Returning to Scrutiny in the Autumn a fully drafted Resource and Waste Strategy will be presented in advance of seeking approval from Cabinet to commence public consultation. The consultation will utilise a range of channels to ensure the process is fair, equitable and representative. Undertaken over an extended period in early 2024, and a further report will be considered by the Council joint scrutiny and cabinet thereafter.

## **Conclusion**

- 5.15 The Council's Waste and Recycling service needs to improve to support the transition to Net Zero by 2030 and meet current and future statutory recycling targets. The resource and waste route map presented sets out the long-term ambitions for the service, structured around the waste hierarchy and with decarbonisation and reducing consumption at its heart. It includes immediate interventions that are intended to support behaviour change and achieve an initial uplift against current baseline recycling performance. It also sets out a longer-term programme of change structured with five pillar projects and five enabling themes.

The challenges to deliver such wide-ranging change should not be underestimated and the route map sets out realistic timescales to deliver the step change required. To do this, the Council and its residents are going to need to work differently and together, as it is clear we cannot do this alone.

Our Team Caerphilly approach will help us deliver our ambition of being an exemplar Resource and Waste Council and importantly taking positive action now to preserve the Caerphilly of tomorrow for our future generations.

## **6. ASSUMPTIONS**

- 6.1 The Authority remains at risk of a fine being levied for not meeting statutory recycling targets. It is assumed that by demonstrating commitment to the Resource and Waste Route map and development and delivery of the new Strategy, the Authority will be able to demonstrate its commitment and make the progress required to avoid future fines.
- 6.2 The immediate interventions to deliver an increase to baseline recycling performance have been reviewed and are assumed they will be achievable within the timescales detailed.
- 6.3 It is assumed that resource from WRAP Cymru will be made available as part of the Welsh Government funded Collaborative Change Programme to support the immediate interventions identified.
- 6.4 It is assumed that subject to the five-case business model and approvals, Welsh Government funding and future Cabinet approvals will be made to support the investment needed to deliver the Resource and Waste Route Map.

## **7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

- 7.1 The respective IIA forms have been drafted and are attached in Appendices 2 and 3 and provide contingency arrangements to meet the needs and aspirations of our residents with protected group characteristics and special requirements. These will be further refined following consideration of the public consultation feedback.

**[Link to IIA Form Waste Strategy Report](#)**

**[Link to IIA Form HRC Booking System](#)**

## 8. FINANCIAL IMPLICATIONS

- 8.1 There are considerable financial implications associated with the full strategy, these will be fully considered when the strategy is brought forward to Cabinet, following consultation. At the same time a full five case business model will be developed and an understanding of Welsh Government funding support to deliver the full strategy will be provided.
- 8.2 It is important to highlight that the Council faces potential Welsh Government financial penalties for not achieving recycling targets, equating to £200k for each percentage point below target. The current recycling performance for 2021-22 (last full year of ratified data) is 59.67 percent, against a target of 64 percent and 70 percent from next year. At 10 percent below target the Authority is at risk of a £2m fine per annum unless it acts.
- 8.3 The following table highlights the work needed to be undertaken in the short term. The estimated costs are £2.347m for an initial two-year period and cover the development of the strategy, consultation, and the immediate interventions identified to improve recycling performance in the short term and demonstrate progress towards targets whilst a full strategy is developed.

Pillar / Theme	Activity
	<p>Additional 2 year fixed-term appointments within the waste team to support the implementation of the actions detailed below: -</p> <ul style="list-style-type: none"> <li>• Information Liaison Officer x 1 (£69k)</li> <li>• Technical Assistant x 1 (£86k)</li> <li>• Data Entry Administrator x 1 (£63k)</li> <li>• Recycling Advisors x 6 (£462k)</li> <li>• Health &amp; Safety Officer x 1 (£97k)</li> </ul>
<b>Pillar 1, HRC provision</b>	<p>Sites improvements to include new signage, new branded uniforms, and site reconfiguration (£20k)</p> <p>Implementation of a Digital Booking system (cost included in Enabling Theme 5 below)</p> <p>Nine additional staff at HRCs to implement service changes and improve customer engagement (£567k)</p>
<b>Pillar 2, Kerbside Dry Recycling</b>	Provision of Extra Bins - Based on a projected additional 8,000 bins (£180k)
<b>Pillar 3, Kerbside Organic Recycling</b>	<p>Provision of free food waste liners for 12 months only (£255k)</p> <p>Extra caddies to respond to any increases in participation - Based on a projected additional 10,000 caddies (£52k)</p>
<b>Pillar 4, Kerbside Residual</b>	Stickers for top hatting/side waste (£18k)

Pillar 5, <b>Trade Service</b>	A business case will be developed
Enabling Theme 1, <b>Communication and Engagement</b>	Communication costs to support the delivery of the interventions including advertising, design costs, events, and leaflets (£128k)
Enabling Theme 2, <b>Workforce Engagement</b>	Continue discussions with TU's and the workforce
Enabling Theme 3, <b>Infrastructure</b>	Review and develop proposals
Enabling Theme 4, <b>Ultra Low Emission</b>	Review and develop proposals
Enabling Theme 5, <b>Digital Offer</b>	Complete end to end waste digital solution (£350k)

8.4 It is proposed that the initial short-term costs of £2.347m are funded through the establishment of a specific reserve funded from current uncommitted capital earmarked reserves.

## 9. PERSONNEL IMPLICATIONS

9.1 The proposals in the Resource and Waste Route Map and immediate interventions to increase recycling would mean changes to the waste service and working practices. None of the changes will result in a reduced number of staff within the services but will require an increase in staffing levels as identified in 8.3, albeit that the initial increase in posts will be funded on a fixed-term basis as part of the proposed establishment of a £2.347m reserve.

9.2 The workforce has a key role to play to making the step changes required and will be engaged in the development of this strategy.

9.3 The future strategy that will be developed as part of the route map, will be subject to full consultation in 2024 and a workforce plan to support future service delivery will be developed, which will be fully costed and included in future Cabinet reports. HR and the Trade Unions will be fully engaged in this process.

9.4 The scale of changes within the route map and subsequent strategy are wide ranging and support will be required from across the Council to deliver the changes. The programme of projects detailed within this report will be managed and delivered through a robust project management process which will involve all key service areas from across the Council.

## 10. CONSULTATIONS

10.1 In November/December 2022, the Council commenced a phase of engagement called 'What matters to you?'. This highlighted:

- 93 percent of respondents agreed that waste collection and recycling services should continue to be a priority when planning council services and budgets for 2022/23 and beyond.
- 86 percent of respondents felt that waste collection and recycling services was as important or more important to them than 12 months ago. Insight

10.2 An online 'quick poll' sought additional views on waste and recycling during January 2023, with 2,632 responses, insights included:

- 79% of respondents said they recycle food waste at the kerbside.
- From those respondents who don't currently recycle food waste, their reasons for not doing so were primarily that they compost any food waste, they don't waste any food, they don't like the smell/feel its unclean or they don't have any liners to place inside the caddy.
- 99 percent of respondents said they regularly recycle using their brown bin/recycling box/recycling bags at the kerbside.
- 73 percent of respondents said they regularly make use of the green/garden waste recycling service.
- From those respondents who don't, their reasons for not doing so were primarily that they don't have any garden waste/a garden or that they use the service but seasonally (not year-round).

10.3 Meetings with Trade Union colleagues have taken place and the proposals were broadly accepted on the understanding that changes did not reduce the workforce, although it was understood some repurposing of existing roles may be required. As the workforce plan and draft waste strategy is developed, Trade Union colleagues will be fully engaged throughout the process.

10.4 Meetings with the operational workforce have taken place and the proposals were broadly accepted. There was unanimous acceptance and understanding of the need to change, with an expectation that operational challenges associated with the current operating model would be addressed. Specific concerns were raised around the increase of physical and verbal abuse incidents from the public. This matter will be explored further with the workforce and Trade Union colleagues with appropriate interventions put in place thereafter.

10.5 A joint meeting of the Scrutiny Committees was held on the 28<sup>th</sup> June 2023 to consider the Routemap to Inform Our Resource and Waste Strategy report. Members raised a number of issues and comments during the meeting which are summarised below:

#### **Top Hatting/Enforcement**

Members asked if enforcement would lead to more fly tipping and assurance was sought that enforcement will only apply to residual waste bins and not recycling bins. The scrutiny committee highlighted that there are several properties in the county borough that don't have rear access and secure places to keep their bins, resulting in difficulties in retaining bins to sort waste appropriately and members asked how the Authority will engage and assist these households. Concerns were raised about possible enforcement action where people who are disabled/ elderly or perhaps have dementia and cannot sort their waste and don't have the support to do this.

Officers advised that enforcement will not necessarily lead to more fly tipping but needs to be aligned to engagement, education and awareness raising. We need to work with the small minority and use enforcement only if necessary. Assurance was provided that Top Hatted only applies to residual waste, there is no intention to enforce additional recycling in clear bags.

### **Communication and Engagement**

Members requested further detail on how this will be approached and queried if every household receive an officer visit. The scrutiny committee asked how people with special needs such as learning disabilities, will be included. A Member asked if it is intended to work with the Business Forum and stated there is a need to engage in social housing areas. Members were supportive of the proposals to communicate and engage with residents to change people's mindsets regarding recycling. It was suggested that there should be particular focus on contamination of recycling and the implications and costs involved. The scrutiny committee also highlighted examples where bins are currently not emptied and asked how communication could be improved so this information could be shared with them to answer complaints raised by residents.

Officers advised that it is not intended for every household to have an officer visit, but the proposal is to use digital technology to gather data and target households. The use of face to face as well as digital methods of communication will seek to break down barriers to participation. In respect of access to HRC sites outside current working times it was stated that the reason for the proposed pilot is together evidence which will help determine what would be successful. The committee were advised that the Integrated Impact Assessment includes information on how we will address the equalities aspects of communications and engagement and future reports will have updated IIA's. Members were advised that the digital technology should also assist in providing updates on missed collections.

### **Trehir HRC Booking System Trial**

A number of concerns were highlighted which included whether a booking system at the HRC would increase fly tipping, and if yes, what would be done to address this. Concerns about how a booking system will respond to the needs of people who work and have limited time, is there a proposal to extend the opening times to early evenings. People may decide to go to a different HWRC to avoid booking at the Trehir site and is it possible to measure this? Concerns were expressed if tonnage at Trehir reduces during the trial that this data could be used to suggest closure of the site. More detail/breakdown requested on the £350k costs for the trial. There was scepticism of how a trial could be measured as it is not just tonnage processed and if any evaluation will include feedback from residents. Members wondered if a trial would give an accurate reflection of how a booking system could be rolled out across other sites, would the resources available during the trial be replicated if it is rolled out and are all the sites suitable with sufficient capacity. Members sought clarification if the Authority is intending operate a similar system as Cardiff with a Cap on the number of visits per annum and commented that a simple version is better. Members expressed concerns that people who cannot read and write and those people that are digitally excluded or that are economically disadvantaged would find an online booking system difficult to access, so would the contact centre be available on weekends. Clarity was sought on how long the trial would run if it were to go ahead. The scrutiny committee also highlighted the land adjacent to the site which could be utilised.



Officers advised that the purpose of the trial was to gather evidence and inform future proposals. It is not intended to introduce a cap on number in the trial. It was confirmed that the trial is proposed to run for 6 months.

### **Additional staff**

The scrutiny committee queried if the financial costs for staff included on-costs and will the posts be fixed term. Members asked if the £567k for additional staff will need to continue if the pilot booking system does not proceed.

Officers advised that the on-costs were included and the posts are fixed term with the draft strategy then able to include all the financial information including staff costs. Members were assured that the new staff are not dependent on the booking scheme proceeding.

### **Recycling**

The recycling contamination issues were recognised and members asked if the proposed RD scheme for glass and cans, where financial reimbursement is proposed to be introduced, will be built into the proposals. The question of why our recycling results have worsened over recent years. The table at 5.12 shows these proposals should make up about 5%, and we have to make our recycling target up to 70%, so how will the other 5% be achieved?

Members were assured that the legislation on the RD scheme will be taken into account. In terms of our recycling performance the committee were advised that dry recycling has been maintained but we are producing more residual waste, 368kg per household which is 91kg higher than other LA areas. Modelling is being looked at and will be brought back in future reports.

Officers advised that the Minister has said she will look on us favourably if we can demonstrate improvements in our recycling performance.

### **Residual Waste**

Members discussed waste items that cannot currently be recycled such as plastic wrappers and Tetra Pac items and asked why we don't currently have an option to recycle these items. Members also commented that at the previous meeting there was the proposal to move to a 3 or 4 weekly residual waste collection and wanted to make sure that this is still going to be considered.

Members were advised that markets are being explored in this area with a trial run at Full Moon HRC. Unfortunately, this service was pulled by the merchants, we are governed by the end points. It is important that we look at the area not currently accepted by current contractors. The scrutiny committee were assured that the 3 or 4 weekly collection is not off the table but we now have more time to develop the strategy.

### **Climate Emergency**

Members agreed that it needs to be acknowledged that we are in a climate emergency with a wider view taken. The emphasis needs to be upon consuming less and the waste review needs to include analysis of what all waste is made up of. The scrutiny

committee stated that more needs to be done to reduce single use plastics and action on a national level to engage with food suppliers and supermarkets. A Member stated that they were not convinced by the 2030 net zero carbon target.

Officers agreed that there is a need to address this urgently, we have access to a detailed waste analysis which will be available for the task and finish group to consider. The waste hierarchy included the report the need to reduce waste and confirmed that food waste is more expensive to deal with compared to composting. In respect of the messaging on Single Use Plastics the authority is looking at how the messaging will work and has advice from WRAP.

### **Caddy Bags**

Members queried the proposal to introduce free caddy bags for 12 months at a cost of £300k at a time when we must make significant costs savings. Comments on how plastic bags and paper can be used in the food waste bins or food can be deposited loose, improved communications could help increase participation.

Members were advised that CCBC is the only Welsh LA that does not provide free caddy liners and discussions with WG have suggested that this may be barrier to people depositing food waste and by offering the bags it could boost participation and reduce residual waste.

### **Household Recycling Centre's**

Members gave examples of centres in other Authorities that allow items deposited to be sold and re-used.

### **Task and Finish Group**

Members felt it was important to look at the previous recommendations made by the waste task and finish group.

It was also commented that CCBC needs to not just aim to catch up with other local authorities but supersede them and look at initiative such as nappy collection and pet waste in order to improve.

Members were assured that the recommendations from the previous task and finish group will be made available to the new group.

### **Recommendations**

A motion was proposed to amend Pillar 1 of the Routemap and remove the proposal to run a pilot booking system at Trehir and not proceed with a HRC booking system. This was moved and seconded and agreed by the majority present.

A motion was proposed to amend Pillar 3 and remove the provision of free caddy bag liners for one year, this was moved and seconded and agreed by the majority present.

A final amendment was proposed to recommendation 3.3 to change the beginning 'To agree to establish a Member task and finish group', instead of 'To consider the proposed member task and finish group', this was moved and seconded and unanimously agreed.

The recommendations were therefore:

3.1 Through critical questioning, Members scrutinize the principles of the draft Routemap.

3.2 To consider and offer comments regarding the proposed early interventions, anticipated to increase current recycling performance, along with the proposal to establish a specific reserve of £2.347m funded from uncommitted capital earmarked reserves.

3.3 To agree to establish a Member task and finish group to assist in the development and delivery of the draft Routemap and associated Strategy thereafter.

3.4. The trial at Trehir and HRC booking system is removed from Pillar one of the Routemap

3.5. The provision of free caddy liners for 12 months be removed from Pillar 3 of the Routemap.

The recommendations were moved and seconded and agreed by the majority present.

- 10.6 As previously stated we cannot do this alone, and it will take a collective effort of our residents, communities and workforce working together. As such it is important that residents help shape the future strategy and proposals. Officers propose to present the draft waste strategy to a future Scrutiny Committee and Cabinet during the Autumn period where approval will be sought to launch an extensive consultation process beginning in early 2024, following which the strategy will be finalised and approved as Council policy.

## 11. STATUTORY POWER

- 11.1 The following statutory powers, relevant to the Resource and Waste Rout Map are identified:
- Environment Protection Act (2010)
  - Revised Waste Framework Directive (r2018)
  - Environment Act (2021)
  - Waste (Wales) Measure (2010)

Author: Hayley Jones Waste Strategy and Operations Manager / Marcus Lloyd, Head of Infrastructure

Consultees: Christina Harrhy, Chief Executive  
Cllr. Chris Morgan, Cabinet Member for Waste, Leisure and Green Spaces  
Cllr Sean Morgan, Leader of Council  
Sue Richards, Head of Education, Planning and Strategy  
Ben Winstanley, Head of Land and Property Services  
Stephen Harris, Head of Financial Services and S151 Officer  
Rob Tranter, Head of Legal Services and Monitoring Officer  
Dave Roberts, Principal Group Accountant  
Cath Forbes-Thompson, Scrutiny Manager  
Liz Lucas, Head of Customer and Digital Services  
Rob Hartshorn, Head of Public Protection, Community and Leisure Services

Lynne Donovan, Head of People Services  
Sarena Ford, Communications Manager  
Stefano Jefferson, Transformation Manager – Commercial Investment  
Councillor. D. Tudor Davies MBE, Chairman, Environment and  
Sustainability Committee  
Councillor. Adrian Hussey, Vice Chairman, Environment and Sustainability  
Committee  
Councillor. Gary Johnston, Chair, Joint Scrutiny Committee  
Councillor. Brenda Miles, Deputy Chair, Joint Scrutiny Committee

Appendices: Appendix 1 – Resource and Waste Routemap  
Appendix 2 - Integrated Impact Assessment (Informational Campaign  
Behaviour Change)  
Appendix 3 – Integrated Impact Assessment (HRC Booking System and  
Pre-Sort)

**APPENDIX 1 – Resource and Waste Routemap**



CAERPHILLY COUNTY BOROUGH COUNCIL  
**RESOURCE AND  
WASTE ROUTE MAP**



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# INTRODUCTION

**T**he following transformation route map outlines a credible plan that Caerphilly Council are committed to deliver, with support from Welsh Government to transform the county borough's resource and waste service.

The route map sets out the plan to ensure Caerphilly meets and exceeds statutory performance targets, whilst being realistic about the timescales and resources required. It seeks to deliver a high-quality service that maximises material quality and supports the transition to a Circular Economy, offering social and economic opportunities.

However, to do this both the Council and its residents are going to need to work differently and together. The route map outlines how this long-term change will be achieved.

The next decade will see significant policy changes to the resource and waste sector in Wales, with economic levers to reduce consumption and improve material quality and security, including Workplace Recycling Regulations, Extended Producer Responsibility (EPR), Deposit Return Scheme (DRS) and Digital Waste Tracking.







# BACKGROUND

**C**aerphilly had historically performed well, achieving 66.7 percent recycling in 2017-18, but has since declined, and performance over the past three years has been below target with the Authority at risk of a penalty fine.

The current recycling rate is well below the levels required to achieve the statutory target of 70 percent by 2024-25 and the Authority continues to be at risk of significant fines.

This route map sets out the plan to ensure Caerphilly meets and exceeds statutory performance targets, whilst being realistic about the timescales and resources required to meet these ambitions. It has been developed in line with the waste hierarchy supporting the principles of waste prevention and minimisation, supporting re-use, recycling and finally residual recovery and landfill for items not suitable for re-use or recycling.



**Table 1: Caerphilly recycling performance against targets 2019-2022**

Year	Target	Actual %	Penalty liability
2019-20	64%	62.51	£272,000
2020-21		61.92	£401,800
2021-22		59.70	£838,200
2022-23		60.76 (projected)	

### The Waste Hierarchy





	Challenge	Kerbside	HRC	Evidence (2021-22 performance & efficiency review)	Opportunity
 <p>Recover</p>	Caerphilly has the highest quantity residual waste per person in Wales.	✓	✓	368kg/hh/yr which is 91kg/hh/yr higher than the national average of 277kg/hh/yr for 2022/2023.	Reduce overall residual waste.
	There are high levels of recyclable material in the residual stream.	✓		Compositional analysis confirms that more than half, 58.5 percent of the residual kerbside stream contained material that could be recycled, using existing services.	Move materials from residual to recycling streams.
	There are high levels of food waste in the residual stream.	✓		Highest percentage of recyclable waste in the residual bin was food, 30.9 percent.	Reducing avoidable food waste and moving food waste from residual bin to existing food waste service.
 <p>Infrastructure</p>	The HRC network is under pressure and access to the Trehir site is challenging and requires a long-term investment plan.		✓		Ensuring user friendly, modern, efficient HRC provision is important to support wider service changes.
	The current Waste Transfer Station at Full Moon requires significant investment and there are concerns about suitability/ capacity at this site for future requirements.	✓	✓		The future Resource and Waste strategy cannot be considered in isolation, developing compliant, efficient and effective infrastructure that supports a safe working environment and is suitable for our environmental aspirations must be delivered alongside the future strategy.



# APPROACH



**W**orking collaboratively with Welsh Government and their external advisors,<sup>7</sup> an evidence led approach that maximises previous learning and best practice will ensure a long-term holistic strategy is developed and delivered, taking the service to 2030 and beyond. This will take account of current and future policy changes, including Workplace Recycling Regulations, Packaging Extended Producer Responsibility, Deposit Return Scheme, and Waste Tracking, to develop a service fit for the future and supported by the residents of Caerphilly.

It is clear that the Council cannot do this alone and a collective effort from residents, the workforce and the wider community will be essential in achieving sustained success. Residents will be at the heart of the transformation journey and where possible incremental change will be used to immediately improve performance and to help embed long term behavioural change. The changes need to result in a highly engaged population who are recycling effectively.

We are in a climate emergency and the Council declaration in 2019, committed to becoming net zero by 2030. Climate change is significantly impacted by unsustainable consumption and waste disposal. The route map and associated

change programme will develop a strong narrative to the climate emergency, creating a golden thread from climate to resource consumption, resources and waste management across the county borough. This must have, decarbonisation at its heart, seeking to reduce the amount of energy and emissions including ultra-low emission vehicles and the production of renewable energy.

The approach aligns with, and must sit within, the national context and policy framework. As a public body we will ensure we work with our communities to protect the long-term impact of our decisions in line with the Well-being and Future Generations Act (2015) and the Environment Act (2021). We will also be guided by the Welsh National Waste strategy, Towards Zero Waste, the Beyond Recycling strategy as well as the forthcoming Business, Third and Public Recycling legislation.

The programme will be presented in line with the waste hierarchy, supporting the principles of waste prevention and minimisation, supporting re-use, recycling and finally residual recovery and landfill for items not suitable for reuse or recycling. Using this approach whilst developing the strategy, will provide a framework that brings residents with us on the journey to net zero waste.

<sup>7</sup> Local Partnership and WRAP Cymru







# THE PROGRAMME

**T**o support the development of the route map, a transformation programme will be mobilised consisting of five "Pillar Projects" and five "Enabling Themes".

## PILLAR PROJECTS

**Household Recycling Centres:** There are six HRCs managing circa 22,000 tonnes of material. A full review of sites will be undertaken, to ensure they are fit for purpose, increasing re-use and recycling opportunities and reducing residual waste. This will include a review of future site provision, developing a business case for change and implementing the recommended changes.

**Kerbside Dry Recycling:** Undertake a review of kerbside recycling to improve the capture and quality of material collected. Using best practice and taking an evidence-based approach, this pillar project will utilise data gathering and modelling to inform the business case for the future service and will also include the mobilisation of any service changes.

**Kerbside Organic Recycling:** Promote and improve existing service offers for organic kerbside collection including increasing food waste participation and developing long term plans for garden waste.

**Kerbside Residual:** Kerbside residual waste capacity and frequency will be reviewed. A detailed Equalities Impact Assessment will be undertaken to assist in the development of support services to assist any future changes.

**Trade Waste Services:** This project pillar will seek to meet the new regulations for business, third and public sector organisations across the county borough by mobilising trade waste services that include the separate collection of in scope recyclable materials.

The following Enabling themes will run across all five pillars to support the delivery of the transformation route map.

**Communication and Engagement:** Following stakeholder mapping, a detailed, comprehensive and multi-pronged communication and engagement plan will be developed to support the delivery of the strategy. This enabling stream will permeate across the whole programme.

Behavioural insight, participation mapping and nudge theory will form the foundation for the various campaigns and they will adapt and evolve as we move through the stages of the route map.

**Workforce Engagement:** The workforce is a key enabler to the overall success of this new approach. These changes will directly impact them and should not be underestimated. This workstream will support staff engagement, staff training, workforce consultation, health and safety and the development of new policies. This will include engagement with the workforce and their Trade Unions throughout.



**Infrastructure:** Building upon previous work undertaken, develop and deliver a comprehensive infrastructure strategy that supports the strategy. This will include the consideration of a Waste Transfer Station, depot requirements as well as a long-term plan for HRC provision.

**Ultra Low Emission:** Develop a strategy to deliver long term aspirations for an ultra-low emission fleet including procurement and required infrastructure.

**Digital Offer:** In line with the Council's Customer and Digital strategy, the digital capability of the service is essential to drive efficiencies and to provide end to end service information to help monitor, measure and review the service to ensure it meets citizen requirements. Digital deliverables include: route optimisation, front end systems and in cab devices and this work will seek to maximise opportunities to work smarter. This vital data will form a key element in understanding community behaviour changes at a hyper local level.







# DELIVERY APPROACH

In developing the route map, a number of immediate interventions for the period 2023- 2025, have been identified.

These are anticipated to increase recycling performance, thereby demonstrating our immediate focus upon beginning our journey for long term change.

Pillar/Enabling theme	Activity	Projected % point increase
Pillar 1 <b>HRC provision</b>	<p>Implement recommendations from the recent WRAP observational study in relation to signage and site layout, to move focus to recycling rather than waste disposal.</p> <p>Introduce a pre-sort requirement across the HRC Network. This will require site users to bring waste to the site segregated into its various material fractions.</p> <p>Improve customer engagement across the Network through the introduction of additional customer trained operatives on site.</p> <p>Introduce a trial booking system on one site, followed by a roll out to the remaining sites if the trial proves successful.</p>	1%
Pillar 2 <b>Kerbside Dry Recycling</b>	<p>A widespread informational campaign will be launched, supported by WRAP's well established "Be Mighty" campaign to reinforce messages of acceptable materials.</p> <p>The information campaign will be further supported with a behaviour change campaign. The campaign will run alongside the informational campaign and will focus on the "why recycle?" designed to evoke an emotional response and focus on the impacts of non-participation. To support the behaviour change campaign, engagement and education staff will directly engage with residents on the doorstep to promote and maximise recycling opportunities. This will include an ongoing campaign within our schools to ensure our younger people are engaged.</p> <p>Additional capacity requirements 1 will be discussed on an individual basis and extra containers provided on a case by case basis.</p>	1%

Pillar/Enabling theme	Activity	Projected % point increase
<p><b>Pillar 3</b> <b>Kerbside Organic Recycling</b></p>	<p>Campaign 1 and 2 will have a significant focus on food waste participation messages, both informational and emotive to evoke a behaviour change. To support the behaviour change campaign engagement and education staff will engage with residents on the doorstep.</p> <p>This will include an ongoing campaign within our schools to ensure our younger people are engaged.</p> <p>This will be further supported by the introduction of free caddy liners for 1 year. 6 month supply of liners will be delivered to properties with an accompanying information booklet. The impact of this intervention will be reviewed thereafter.</p> <p>The team will continue with the "Mash for Cash" food waste incentivisation campaign and consider rebranding and relaunching the campaign to align with the behaviour change campaign.</p>	<p>1%</p>
<p><b>Pillar 4</b> <b>Kerbside Residual</b></p>	<p>Engage with residents to maximise recycling through the enforcement of existing residual waste policies, that include for top hatting (bags stacked on top of the bin) and side waste.</p>	
<p><b>Pillar 5</b> <b>Trade Service</b></p>	<p>Review existing service to ensure the residual trade waste service is competitive and has a focussed customer base.</p> <p>Develop business case for future trade recycling services and implement new service in line with the new commercial waste regulations.</p>	<p>1%</p>
<p><b>Enabling Theme 1</b> <b>Communication and Engagement</b></p>	<p>Extensive and continuous communication is an essential ingredient throughout this programme of change. It is therefore weaved throughout each pillar, forming a vital part of service change and increased participation.</p> <p>The multipronged approach will see the delivery of two campaigns running alongside one another, the first will focus upon reinforcing information about how to recycle effectively and the second will focus upon the theme of behaviour change, focussing on the "why recycle?".</p> <p>The campaigns will be delivered across various media channels in order to ensure we reach all segments of the community and will feature a range of key messages tailored to the audience, including our schools.</p> <p>The bespoke campaigns will be further supported by WRAP's highly recognised "Be Mighty" campaign which focuses on a sense of teamwork and togetherness.</p> <p>Combined together all 3 campaigns will ensure we communicate the How, Why and Teamwork required to achieve success.</p>	

Pillar/Enabling theme	Activity	Projected % point increase
Enabling Theme 2 <b>Workforce Engagement</b>	Initial meetings have held with the Trade Unions and workforce on the route map and its priority interventions. This engagement will continue throughout the programme of change and in the development of the waste strategy.  Identify key training requirements necessary to implement the interventions. This has already commenced with additional customer service training for HRC operatives.  Engage with collection crews on the transition to digitisation and round configuration.	
Enabling Theme 3 <b>Infrastructure</b>	Consideration of future requirements for waste transfer station and depot requirements.	
Enabling Theme 4 <b>Ultra Low Emissions</b>	Consider opportunities for ULEV when reviewing the vehicle replacement strategy. Explore issues around charging infrastructure at Tiryberth depot. Extend the roll out of electric small supervisor vans.	
Enabling Theme 5 <b>Digital Offer</b>	Introduce a digital mobile solution for waste collection rounds to improve efficiencies and enhance the customer experience. Linking to the back office it will enable officers to respond proactively and develop a targeted and individual approach to education and communication as well improve customer interactions and journeys.	1%





# RESOURCES

**T**he programme will require additional staff and financial resource to ensure it is delivered effectively. A Head of Waste post will be created to provide additional capacity and expertise alongside the Head of Infrastructure.

The existing waste team will be reviewed, and additional capacity and skill sets will be required to support the development and delivery of the route map, whilst ensuring the existing service is not compromised. Furthermore, an integrated programme team, supported by the corporate transformation resource has been convened which will include ICT, Health and Safety, Finance, People Services, Communications, etc. Project Managers will be required to lead the work pillars and enabling streams.

Additionally, Welsh Government will continue to provide support.





## CONCLUSION & NEXT STEPS

**T**he Council remains committed to addressing its recycling performance and the route map outlined is fully supported by the Leader, Cabinet Member and Chief Executive to deliver long term sustainable change, that aligns to our climate declaration and meets statutory recycling targets.



During this financial year we will undertake several service interventions across all five pillars and begin development towards the five enabling streams in earnest, to begin to improve our performance. A comprehensive communication and engagement campaign building on behavioural insights, will help residents fully understand and engage with existing services in the first instance. This focus will initially be upon addressing food waste, reducing contamination in the recycling stream and reducing residual waste.

In parallel, work will be undertaken over the Summer period to develop an updated draft strategy, that will include future recycling service changes and timescales for implementation for consideration by a Joint Scrutiny committee and decision by Cabinet late Autumn 2023 with a view of commencing public consultation at the beginning of 2024.



Mae'r ddogfen hon ar gael yn Gymraeg, ac mewn ieithoedd a fformatau eraill ar gais.  
This document is available in Welsh, and in other languages and formats on request.

## **Appendix 2**

### **Caerphilly County Borough Council - Integrated Impact Assessment**

This integrated impact assessment (IIA) has been designed to help support the Council in making informed and effective decisions whilst ensuring compliance with a range of relevant legislation, including:

- Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011
- Socio-economic Duty – Sections 1 to 3 of the Equality Act 2010
- Welsh Language (Wales) Measure 2011
- Well-being of Future Generations (Wales) Act 2015
- Statutory Consultation v Doctrine of Legitimate Expectation and Gunning Principles

**PLEASE NOTE: Section 3 *Socio-economic Duty* only needs to be completed if proposals are of a strategic nature or when reviewing previous strategic decisions.**

**See page 6 of the Preparing for the Commencement of the Socio-economic Duty Welsh Government Guidance.**

#### **1. PROPOSAL DETAILS**

**Lead Officer:- Rhodri Lloyd, Nicole White**

**Head of Service:- Marcus Lloyd**

**Service Area and Department:- Waste Management**

**Date:- 15<sup>th</sup> June 2023**

**What is the proposal to be assessed?** *Provide brief details of the proposal and provide a link to any relevant report or documents.*

Caerphilly Council's transformation route map outlines a credible plan that the Authority is committed to deliver, with support from Welsh Government to transform the resource and waste service and ensure Caerphilly meets and exceeds statutory performance targets. It seeks to deliver a high-quality service that maximises material quality and supports the transition to a Circular Economy, offering social and economic opportunities. However, to achieve this both the Council and its residents are going to need to work differently. The route map outlines how this long-term change will be achieved.

A widespread informational campaign will be launched, supported by WRAP's well established Be Mighty campaign to reinforce messages of acceptable materials. The campaign will be further supported by a behaviour change campaign. The campaign will run in tandem with the informational campaign and will focus on the 'why' designed to evoke an emotional response and focus on the impacts of non-participation. To support the behaviour change campaign engagement and education

staff will be required to engage with residents on the doorstep to promote and maximise recycling opportunities.

The campaigns will be delivered across various media to ensure that we reach all segments of the community and will feature a range of key messages tailored to the audience. The information will be available in Welsh and other languages on request including different formats – digital and non-digital.

Information Campaign will include:

- Video
- Branding collection vehicles
- 12 month social media campaign
- Kerbside guide
- Resource Hub (Libraries)
- Waste Newline special
- Community gamification
- Community Events
- Bin personification stickers

Behaviour Campaign will include:

- Launch video
- 12 month social media campaign
- Video series
- Local art piece
- Waste Newline special
- Large scale print campaign
- Community Events

Supplementing the informational campaign there are offers proposed that will help to facilitate increased participation and capture of recyclable material collected from the kerbside services in the form of additional recycling containers (dry recycling) and supplies of bioliners (food waste).

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**2. EQUALITY ACT 2010 (STATUTORY DUTIES) (WALES) REGULATIONS 2011**  
*(The Public Sector Equality Duty requires the Council to have “due regard” to the need to eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity between different groups; and foster good relations between different groups). Please note that an individual may have more than one **protected characteristics**.*

**2a Age** *(people of all ages)*

**(i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

Neutral – Communication will be aimed at reducing the confusion surrounding the materials that can and cannot be recycled, providing people with more confidence in participating in the recycling service. The campaign will be delivered door-to-door so residents can benefit from receiving this information on their doorstep.

Neutral – some residents, especially the elderly may not be comfortable answering the door. A calling card/recycling information will be posted along with the telephone number of the contact centre if they wish to contact us for further information. If a resident has a ‘no cold caller’ sticker on their door staff will not knock.

**The information will be available in a variety of different formats and languages upon request.**

**(ii) If there are negative impacts how will these be mitigated?**

**(iii) What evidence has been used to support this view?**

**2b Disability** *(people with disabilities/long term conditions)*

**(i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

Neutral – Communication will be aimed at reducing the confusion surrounding the materials that can and cannot be recycled, providing people with more confidence in participating in the recycling service. The campaign will be delivered door-to-door so residents can benefit from receiving this information on their doorstep.

Neutral – some residents may find it difficult in getting to the door in time. A calling card/recycling information will be posted along with a telephone number and email address if they wish to contact us for further information. If a resident has a ‘no cold caller’ sticker on their door staff will not knock. We will adopt best practice and implement appropriate mitigation measures to deal with ability specifics.

**The information will be available in a variety of different formats and languages upon request.**

**(ii) If there are negative impacts how will these be mitigated?**

**(iii) What evidence has been used to support this view?**

**2c Gender Reassignment** (*anybody who's gender identity or gender expression is different to the sex they were assigned at birth*)

- (i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

Neutral impact

- (ii) If there are negative impacts how will these be mitigated?**

- (iii) What evidence has been used to support this view?**

**2d Marriage or Civil Partnership** (*people who are married or in a civil partnership*)

- (i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

Neutral impact

- (ii) If there are negative impacts how will these be mitigated?**

- (iii) What evidence has been used to support this view?**

**2e Pregnancy and Maternity** (*women who are pregnant and/or on maternity leave*)

- (i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

Neutral impact. Residents will also be able to notified about the nappy collection service.

- (ii) If there are negative impacts how will these be mitigated?**

- (iii) What evidence has been used to support this view?**

**2f Race** (*people from black, Asian and minority ethnic communities and different racial backgrounds*)

**(i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

Neutral

**(ii) If there are negative impacts how will these be mitigated?**

**What evidence has been used to support this view?**

**2g Religion or Belief** (*people with different religions and beliefs including people with no beliefs*)

**(i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

Neutral

**(ii) If there are negative impacts how will these be mitigated?**

**(iii) What evidence has been used to support this view?**

**2h Sex** (*women and men, girls and boys and those who self-identify their gender*)

**(i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

Neutral

**(ii) If there are negative impacts how will these be mitigated?**

**(iii) What evidence has been used to support this view?**

**2i Sexual Orientation** (*lesbian, gay, bisexual, heterosexual, other*)

**(i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

Neutral

**(ii) If there are negative impacts how will these be mitigated?**

**(iii) What evidence has been used to support this view?**

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**3. SOCIO-ECONOMIC DUTY (STRATEGIC DECISIONS ONLY)**

*(The Socio-economic Duty gives us an opportunity to do things differently and put tackling inequality genuinely at the heart of key decision making. **Socio-economic disadvantage** means living on a low income compared to others in Wales, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services)*

**Please consider these additional vulnerable group and the impact your proposal may or may not have on them:**

- Single parents and vulnerable families
- People with low literacy/numeracy
- Pensioners
- Looked after children
- Homeless people
- Carers
- Armed Forces Community
- Students
- Single adult households
- People misusing substances
- People who have experienced the asylum system
- People of all ages leaving a care setting
- People living in the most deprived areas in Wales (WIMD)
- People involved in the criminal justice system

**3a Low Income / Income Poverty** *(cannot afford to maintain regular payments such as bills, food, clothing, transport etc.)*

- (i) Does the proposal have any positive, negative or neutral impacts on the following and how?**
  
- (ii) If there are negative impacts how will these be mitigated?**
  
- (iii) What evidence has been used to support this view?**

**3b Low and/or No Wealth** (*enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provisions for the future*)

**(i) Does the proposal have any positive, negative or neutral impacts on the following and how?**

**(ii) If there are negative impacts how will these be mitigated?**

**(iii) What evidence has been used to support this view?**

**3c Material Deprivation** (*unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, hobbies etc.*)

**(i) Does the proposal have any positive, negative or neutral impacts on the following and how?**

**(ii) If there are negative impacts how will these be mitigated?**

**(iii) What evidence has been used to support this view?**

**3d Area Deprivation** (*where you live (rural areas), where you work (accessibility of public transport) Impact on the environment?*)

**(i) Does the proposal have any positive, negative or neutral impacts on the following and how?**

**(ii) If there are negative impacts how will these be mitigated?**

**(iii) What evidence has been used to support this view?**

**3e Socio-economic Background** (*social class i.e. parents education, employment and income*)

- (i) Does the proposal have any positive, negative or neutral impacts on the following and how?**
  
- (ii) If there are negative impacts how will these be mitigated?**
  
- (iii) What evidence has been used to support this view?**

**3f Socio-economic Disadvantage** (*What cumulative impact will the proposal have on people or groups because of their protected characteristic(s) or vulnerability or because they are already disadvantaged*)

- (i) Does the proposal have any positive, negative or neutral impacts on the following and how?**
  
  - (ii) If there are negative impacts how will these be mitigated?**
  
  - (iii) What evidence has been used to support this view?**
-



#### **4. CORPORATE PLAN – COUNCIL’S WELL-BEING OBJECTIVES**

*(How does your proposal deliver against any/all of the Council’s Well-being Objectives? Which in turn support the national well-being goals for Wales as outlined in the Well-being of Future Generations (Wales) Act 2015. Are there any impacts (positive, negative or neutral? If there are negative impacts how have these been mitigated?) Well-being Objectives*

##### **Objective 1 - Improve education opportunities for all**

Educational campaigns for kerbside dry recycling and kerbside organic recycling will help reduce confusion surrounding what can and cannot be recycled. The campaign will be supported by WRAP’s well established ‘Be Mighty’ campaign and a behaviour change campaign, whereby education staff will engage with residents face to face on the doorstep.

##### **Objective 2 - Enabling employment**

The proposal will likely result in additional staff being required to deliver the campaigns. Additional resources will be required as currently there are insufficient resources to undertake the campaign. Current staff are committed to delivering existing service provisions.

##### **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**

Effective recycling supports a positive living environment for all residents living in the county borough which will ensure positive well-being.

##### **Objective 4 - Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impact on the environment**

N/A

##### **Objective 5 - Creating a county borough that supports healthy lifestyle in accordance with the Sustainable Development principle with in the Well-being of Future Generations (Wales) Act 2015**

Effective recycling supports people to live a healthy lifestyle by ensuring positive well being and managing waste sustainably.

##### **Objective 6 - Support citizens to remain independent and improve their well-being**

Effective recycling supports people to live a healthy lifestyle by ensuring positive well-being and managing waste sustainably.

#### **4a. Links to any other relevant Council Policy (How does your proposal deliver against any other relevant Council Policy)**

Waste Strategy  
Decarbonisation  
Well-being Plan  
Corporate Plan

- 
- 5.** Well-being of Future Generations (Wales) Act 2015 – The Five Ways of Working  
*(ALSO KNOWN AS THE SUSTAINABLE DEVELOPMENT PRINCIPLES. THE ACT  
REQUIRES THE COUNCIL TO CONSIDER HOW ANY PROPOSAL IMPROVES  
THE ECONOMIC, SOCIAL, ENVIRONMENTAL AND CULTURAL WELL-BEING OF*

## *WALES USING THE FIVE WAYS OF WORKING AS A BASELINE)*

### **How have you used the Sustainable Development Principles in forming the proposal?**

#### **Long Term**

The proposal will support and encourage better waste and recycling practices in the long term and change people's way of thinking for future generations. The overarching aim is to reduce the total volume of residual waste collected by encouraging people to recycle more of their waste. Ultimately this will allow us to work towards a Circular Economy, reduce carbon footprint and become more resource efficient.

#### **Prevention**

The proposal will support and encourage better waste and recycling practices and change people's way of thinking for future generations. The intention of the proposal is to prevent recyclable materials (including food waste) being placed into the general waste bin.

#### **Integration**

Working with all partners in the waste management sector e.g. CCBC Community Safety Wardens, Waste and Resources Action Programme, WLGA, Welsh Government, external consultants, NRW, neighbouring Local Authorities, digital providers.

This supports our ambition to work 'Towards Zero Waste' the Welsh Government's strategy.

#### **Collaboration**

Working with all partners in the waste management sector e.g. CCBC Community Safety Wardens, Waste and Resources Action Programme, WLGA, Welsh Government, external consultants, NRW, neighbouring Local Authorities, digital providers.

This supports our ambition to work 'Towards Zero Waste' the Welsh Government's strategy.

#### **Involvement**

**Every effort will be made to ensure all residents are able to access the necessary information. The information will be available in a variety of different formats and languages upon request.**

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## 6. WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015

**Does the proposal maximise our contribution to the Well-being Goals and how?**

### **A Prosperous Wales**

The proposal will support Wales in being a 'prosperous society' by encouraging more sustainable waste management and recycling practices. This will be achieved through the encouragement of recycling and reducing reliance on residual disposal methods such as Energy from Waste/Landfill. Supporting the Welsh Government's Circular Economy, reducing carbon footprint and becoming more resource efficient.

### **Resilient Wales**

The proposal will support and help us work towards a Circular Economy by increasing recycling and reducing the volume of general waste. Initiating this project now is the beginning of us working towards Zero Waste by 2050 and reduce greenhouse gas emissions through the reduction in resource use. This in turn will support biodiversity, which is significantly impacted during the extraction of resources for the products we consume.

### **A Healthier Wales**

The proposal will encourage and provide employment opportunities, which in turn will benefit people's lifestyles and their mental and physical well-being. It will also provide training for staff to increase their knowledge and provide them the tools they need for potential career progression in the future.

### **A More Equal Wales**

The proposal will support people and our communities by providing employment for people from all backgrounds. Everyone will have the opportunity to speak to an officer on the door-step, receive information. If they are not home they will receive information through their door providing a telephone number, email address **and information will be available in a number of different formats and languages on request.**

### **A Wales of Cohesive Communities**

The proposal will help connect the Authority with the local community through collaborative working, face to face engagement, education etc, whilst also providing additional employment opportunities.

### **A Wales of Vibrant Culture and Thriving Welsh Language**

The proposal will comply with the Welsh Language Measure 2011 in all aspects of education, engagement, communication etc. The proposal is fully compliant with the Welsh Language (Wales) Measure 2011 and associated Welsh Language Standards. The proposal will encourage any service users to speak their first language (Welsh, English or any other).

- We have staff within the department who are able to converse in Welsh whether that be by telephone, text or email
- All leaflets and information will be available in both English and Welsh

### **A Globally Responsible Wales**

The proposal will support and help us work towards a Circular Economy and become a more globally responsible Wales. Initiating this project now is the beginning of us working towards Welsh Government's Towards Zero Waste Strategy, which aims to achieve zero waste by 2050 and reduce greenhouse gas emissions through the reduction in resource use and increasing recycling. This in turn will support biodiversity, which is significantly impacted during the extraction of resources for the products we consume.

## **7. WELSH LANGUAGE (WALES) MEASURE 2011 AND WELSH LANGUAGE**

### **STANDARDS**

*(The Welsh Language Measure 2011 and the Welsh Language Standards require the Council to have 'due regard' for the positive or negative impact a proposal may have on opportunities to use the Welsh language and ensuring the Welsh language is treated no less favourably than the English language) **Policy Making Standards - Good Practice Advice Document***

#### **7a. Links with Welsh Government's Cymraeg 2050 Strategy and CCBC's Five Year Welsh Language Strategy 2022-2027 and the Language Profile**

- (i) Does the proposal have any positive, negative or neutral impacts on the following and how?**

**Neutral** - Communication through social media platforms, internet, council website, leaflets, telephone systems etc will all be bilingual.

The department is committed to complying with the requirements of the Welsh Language (Wales) Measure 2011 and as a matter of course issues, all its communications bilingually. The department has a significant proportion of Welsh speakers across all tiers and can communicate both verbally and in the written form to queries and service requests. The department supports all the Welsh Government sustainable waste campaigns, all of which include bilingual narrative and branding. The Waste team supports the National 'Be Mighty' campaign, which is aiming for Wales to become the top recycling nation in the world.

- (ii) If there are negative impacts how will these be mitigated?**

There will be no negative impact on the Welsh language.

- (iii) What evidence has been used to support this view? e.g. the WESP, TAN20, LDP, Pupil Level Annual School Census**

N/A

#### **7b. Compliance with the Welsh Language Standards. Specifically Standards 88–93**

- (i) Does the proposal have any positive, negative or neutral impacts on the following and how?**

Communication through social media platforms, internet, council website, leaflets, telephone systems etc will all be bilingual.

- (ii) If there are negative impacts how will these be mitigated?**

**(iii) What evidence has been used to support this view?** *e.g. the WESP, TAN20, LDP, Pupil Level Annual School Census*

**7c. Opportunities to promote the Welsh language** *e.g. status, use of Welsh language services, use of Welsh in everyday life in work / community*

**(i) Does the proposal have any positive, negative or neutral impacts on the following and how?**

We will ensure that those requiring support to be delivered in Welsh are in no way discriminated against. The service will always be delivered using the service users preferred language.

**If there are negative impacts how will these be mitigated?**

N/A

**What evidence has been used to support this view?** *e.g. the WESP, TAN20, LDP, Pupil Level Annual School Census*

**7d. Opportunities for persons to use the Welsh language** *e.g. staff, residents and visitors*

**Does the proposal have any positive, negative or neutral impacts on the following and how?**

Staff will be able transverse in both English and Welsh.**If there are negative impacts how will these be mitigated?**

**What evidence has been used to support this view?** *e.g. the WESP, TAN20, LDP, Pupil Level Annual School Census*

**7e. Treating the Welsh language no less favourably than the English language**

**(ii) Does the proposal have any positive, negative or neutral impacts on the following and how?**

All communication and information on the website will be available in English and Welsh. This will allow the service user to read/access information in their chosen language.



- (i) **If there are negative impacts how will these be mitigated?**
- (ii) **What evidence has been used to support this view?** *e.g. the WESP, TAN20, LDP, Pupil Level Annual School Census*

**7f. Having considered the impacts above, how has the proposal been developed so that there are positive effects, or increased positive effects on (a) opportunities for persons to use the Welsh language, and (b) treating the Welsh language no less favourably than the English language.**

The service will be fully compliant with the Welsh Language (Wales) Measure 2011/Welsh language standards which will allow and encourage our service users to access information in their preferred language, whether that be English or Welsh.

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## **8. DATA AND INFORMATION**

*(What data or other evidence has been used to inform the development of the proposal? Evidence may include the outcome of previous consultations, existing databases, pilot projects, review of customer complaints and compliments and or other service user feedback, national and regional data, academic publications and consultants' reports etc.)*

**Data/evidence** *(Please provide link to report if appropriate)*

In November/December 2022, the council ran a phase of engagement called 'What matters to you?' 93% of respondents agreed that waste collection and recycling services should continue to be a priority when planning council services and budgets for 2022/23 and beyond. Through that same engagement activity, 86% of respondents felt that waste collection and recycling services was as important, or more important to them than 12 months ago. Insight from the 'What matters to you?' phase also suggested that residents appreciate the simplicity of our current recycling system. In addition, an online 'quick poll' sought additional views on waste and recycling during January 2023. Key insights from this poll, which received 2,632 responses included:

- 79% of respondents said they recycle food waste at the kerbside. From those respondents who don't currently recycle food waste, their reasons for not doing so were primarily that they compost any food waste, they don't waste any food, they don't like the smell/feel its unclean or they don't have any liners to place inside the caddy.
- 99% of respondents said they regularly recycle using their brown bin/recycling box/recycling bags at the kerbside.
- 73% of respondents said they regularly make use of the green/garden waste recycling service. From those respondents who don't, their reasons for not doing so were primarily that they don't have any garden waste/a garden or that they use the service but seasonally (not year-round).

Summary reports for the ‘What matters to you?’ November/December 2022 engagement phase and the ‘Caerphilly Conversation – budget setting 2023/24’ engagement programme can be found at [www.caerphilly.gov.uk/caerphillyconversation](http://www.caerphilly.gov.uk/caerphillyconversation)

## Key relevant findings

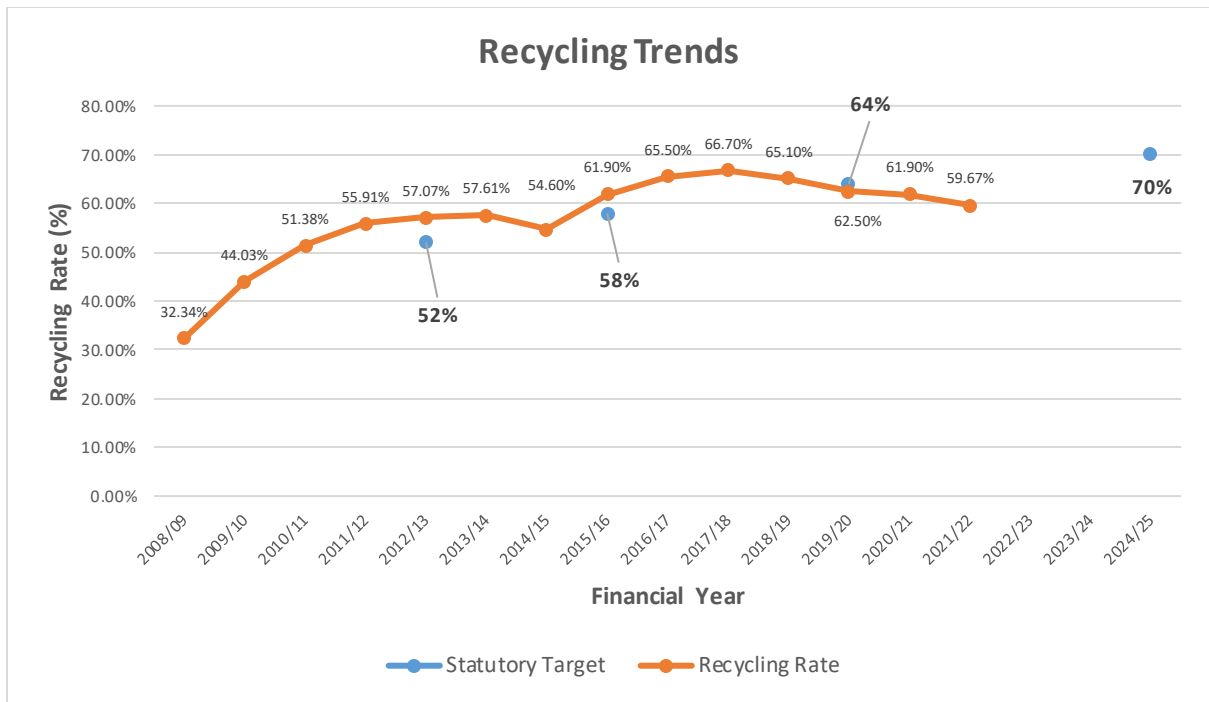
Overall, the findings suggest that the public do not want change. The service is easy and convenient for a large majority of our residents and they are happy with the way things are. However, we are always looking at ways to improve our services and we need change to ensure the Authority remains financially stable now and in the future. Making changes now will secure this for the Authority.

The survey was undertaken during the Covid-19 pandemic, the context has now changed and we are in a different situation now to what we were at the time of the survey.

The Welsh National Waste Strategy, Towards Zero Waste was launched on 21 June 2010. The strategy set out a series of challenging statutory recycling targets for Local Authorities to deliver. These are as outlined below:

	2010/12	12/13	15/16	19/20	24/25
<b>Min. levels of reuse &amp; recycling/composting (or AD)</b>	40%	52%	58%	64%	70%
<b>Min. proportion of reuse/recycling/composting from source separation*</b>	80%	80%	80%	80%	80%
<b>Max. level of landfill</b>	-	-	-	10%	5%
<b>Max. level of energy from waste</b>	-	-	42%	36%	30%
<b>Min. levels of preparing for reuse (excluding Waste Electrical and Electronic Equipment (WEEE))</b>	-	0.4%	0.6%	0.8%	1.0%

Caerphilly’s recycling performance is outlined below alongside the Welsh Government statutory targets. As Graph 1 illustrates, Caerphilly has historically performed well against Welsh Government targets however, over the last 3 years recycling performance has declined. Performance for 2019/20 of 62.51%, 2020/21 of 61.90%, and 2021/22 of 59% all fell below the statutory target of 64%.



Through the Waste (Wales) Measure 2010, the Welsh Government (WG) made recycling targets from 2012-13 and beyond, statutory targets. This status allows Welsh Government to levy financial penalties against Councils that fail to achieve them. The statutory targets are weight based and increased gradually over time. In the current national Welsh Government waste strategy “Beyond Recycling - A Strategy to make the Circular Economy in Wales a reality”, the Welsh Government has stated they will work with Local Authorities and other key partners to develop further future recycling targets in line with their pathway to zero waste, with the aim of achieving 100% recycling by 2050. Welsh Government indicate that they will put in place further minimum statutory recycling targets for Local Authorities beyond 2025, potentially at a level of 80% by 2033.

## How has the data/evidence informed this proposal?

The results of the survey reflect that the service is of high importance and the public recognise this. This initiative facilitates better performance and supports the financial stability of the authority.

The survey was undertaken during the Covid-19 pandemic, the context has now changed and we are in a different situation now to what we were at the time of the survey.

The data/evidence has shaped the strategy and this proposal in its entirety.

## Were there any gaps identified in the evidence and data used to develop this proposal and how will these gaps be filled? *Details of further consultation can be included in Section 9.*

An external consultant has worked alongside the council to develop a series of behaviour change proposals with the aim of identifying gaps in current levels of understanding amongst the community. This has shaped the communication strategy for this proposal.

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## 9. CONSULTATION

*(In some instances, there is a legal requirement to consult. In others, even where there is no legal obligation, there may be a legitimate expectation from people that a consultation will take place. Where it has been determined that consultation is required, **The Gunning Principles** must be adhered to. Consider the **Consultation and Engagement Framework**. Please note that this may need to be updated as the proposal develops and to strengthen the assessment.*

### **Briefly describe any recent or planned consultations paying particular attention to evidencing the Gunning Principles.**

#### **Who was consulted?**

See above – insight gathered to date through the Caerphilly Conversation and recent quick poll.

#### **When they were consulted did the consultation take place at the formative stage and was adequate time given for consultees to consider and respond?**

Yes

#### **Was sufficient information provided to consultees to allow them to make an informed decision on the proposal?**

Yes

**What were the key findings?**

See above – insight gathered to date through the Caerphilly Conversation and recent quick poll.

**How have the consultation findings been taken into account?**

The findings have been fed back to senior managers and members through the decision making process. In addition, the insight gathered has formed the basis for the Scrutiny/Cabinet report being considered in June and July 2023.

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## 10. MONITORING AND REVIEW

### **How will the implementation and the impact of the proposal be monitored, including implementation of any amendments?**

Speaking to residents face -to-face allows us to gather information on the demographic profile, allows us to assess age, residential location and other customer information that could also help us to shape and improve the service we provide as well as planning resources to assist those residents who may require special assistance. The proposal could also ultimately help us with planning sustainable waste management initiatives. The information will be provided by the resident either at the door step or via a telephone conversation at a later date if they wish to speak with us via telephone following the visit. This could for example be that they require an assisted collection if they are elderly and/or disabled, require a new/additional food waste caddy etc. Such monitoring will allow us to target resources and provide bespoke solutions for respective groupings in our communities and help make the waste department become a smarter, more responsive and more citizen focussed service provider. This could mean providing extra support for those persons that are less digitally focussed.

**Key to the successful monitoring will be engagement with residents to gather feedback on behaviour change and whether they have indeed altered their behaviour as a result of the information campaign. Simple tonnage figures, for example, could be attributed to a variety of sources.**

### **What are the practical arrangements for monitoring?**

The overarching aim of the proposal is to improve our services for users, secure the financial stability of the authority, increase recycling/recovery rates and reduce the overall volume of residual waste collected. Recycling figures and recovery tonnages can be monitored based on data captured in Waste Data Flow.

**Key to the successful monitoring will be engagement with residents to gather feedback on behaviour change and whether they have indeed altered their behaviour as a result of the information campaign. Simple tonnage figures, for example, could be attributed to a variety of sources.**

### **How will the results of the monitoring be used to develop future proposals?**

Any monitoring measures that are introduced will be revisited on a regular basis to ensure the implementation is successful or not, as well as capturing any data needed, or improving the service delivery. Data will be captured through Waste Data Flow

Information/data received will be analysed and used to form future commissioning decisions.

**Key to the successful monitoring will be engagement with residents to gather feedback on behaviour change and whether they have indeed altered their behaviour as a result of the information campaign. Simple tonnage figures, for example, could be attributed to a variety of sources.**

**Depending on the outcomes of the monitoring, alternative methods and messages will need to be considered as the campaign progresses.**

**When is the proposal due to be reviewed?**

The proposal will be reviewed on an ongoing basis to ensure the proposals are having the desired effect. Data will be collected through Waste Data Flow.

**Who is responsible for ensuring this happens?**

Rhodri Lloyd

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**11. RECOMMENDATION AND REASONING** (delete as applicable)

- **Implement proposal with no amendments**
- **Implement proposal taking account of the mitigating actions outlined**
- **Reject the proposal due to disproportionate impact on equality, poverty and socio-economic disadvantage**

**Have you contacted relevant officers for advice and guidance?** (delete as applicable)

- **Yes**

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**12. REASON(S) FOR RECOMMENDATIONS**

*(Provide below a summary of the Integrated Impact Assessment. This summary should be included in the "Summary of Integrated Impact Assessment" section of the Corporate Report Template. The Integrated Impact Assessment should be published alongside the Report proposal).*

To ensure Caerphilly is able to achieve the required Welsh Government statutory recycling target of 70% in 2024/25.

To ensure Caerphilly is best placed to move beyond the required 2024/25 recycling target of 70% in subsequent years and be best placed to work towards the zero waste.

Welsh Government aspiration.

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**13. VERSION CONTROL**

*(The IIA should be used in the early stages of the proposal development process. The IIA can be strengthened as time progresses to help shape the proposal. The Version Control section will act as an audit trail to evidence how the IIA has been developed over time) (Add or delete versions as applicable)*

➤ **Version 1**

**Author:- Nicole White**

**Brief description of the amendments/update:-**

**Revision Date:- 19<sup>th</sup> June 2023**

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**INTEGRATED IMPACT ASSESSMENT AUTHOR**

**Name:-Rhodri Lloyd**

**Job Title:-Principal Waste Management Officer**

**Date:-19<sup>th</sup> June 2023**

**HEAD OF SERVICE APPROVAL**

**Name:-Marcus Lloyd**

**Job Title:-Head of Infrastructure & Waste Management**

**Signature:-**

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

**Date: 19<sup>th</sup> June 2023**



## Appendix 3

### Caerphilly County Borough Council - Integrated Impact Assessment

This integrated impact assessment (IIA) has been designed to help support the Council in making informed and effective decisions whilst ensuring compliance with a range of relevant legislation, including:

- Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011
- Socio-economic Duty – Sections 1 to 3 of the Equality Act 2010
- Welsh Language (Wales) Measure 2011
- Well-being of Future Generations (Wales) Act 2015
- Statutory Consultation v Doctrine of Legitimate Expectation and Gunning Principles

**PLEASE NOTE: Section 3 Socio-economic Duty only needs to be completed if proposals are of a strategic nature or when reviewing previous strategic decisions.**

**See page 6 of the Preparing for the Commencement of the Socio-economic Duty Welsh Government Guidance.**

## 14. PROPOSAL DETAILS

**Lead Officer:- Rhodri Lloyd, Nicole White**

**Head of Service:- Marcus Lloyd**

**Service Area and Department:- Waste Management**

**Date:- 19<sup>th</sup> June 2023**

**What is the proposal to be assessed?** *Provide brief details of the proposal and provide a link to any relevant report or documents.*

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The proposal is to introduce a booking system for residents to gain access to the network of the Council's Household Waste Recycling Centres (HWRC) complimented by sort stipulations for waste and recycling materials. A booking system would provide the opportunity for our residents to have a dedicated timeslot at the facility whereby they can dispose and recycle their household waste, in a controlled and safe environment. We anticipate that this will provide a much more pleasant experience than what happens presently, as the sites currently receive traffic on a sometimes chaotic and "free for all" basis where impatience, tension and conflict are consequences of residents turning up unannounced. A booking system offers residents the opportunity to use tipping facilities in a more controlled and safer manner and benefit from preplanned assistance (to be provided by our site attendants). Such an offer has the potential to



eradicate traffic build ups outside of the facilities too. Traffic flows should be much more fluid and time slots will enable more sustainable vehicle movements to and from our network of facilities.

A booking system will also help control the misuse of our sites. At present we suspect a significant proportion of site users are traders/builders/landscape gardeners and many other trades people that arrive in unmarked vehicles due to the type of waste they present at site and the frequency of their visits. Currently, staff turn away people on a daily basis if they are not CCBC residents using the proof of residency checking system. A booking system should be able to control this level of misuse significantly which in turn provides more tipping opportunities for our householders. In addition, and despite our endeavour on checking proof of residency with the resource we have available, there are a significant number of non CCBC residents slipping through the net. Moreover, given the decision by many of our neighbouring Councils to implement 3 and or 4 weekly collections we anticipate a considerable influx of cross border traffic at our HWRC's especially those sites bordering Blaenau Gwent (Rhymney, Penmaen & Full Moon) who have confirmed a four-weekly residual waste (refuse) collection. A booking system will help us ensure we are not taking household waste from other council areas, and in turn help improve our recovery rate performance against other local authorities using data evidenced and collected through Waste Data Flow.

In deflecting the rogue commercial element from our sites (these groups will be politely directed to more appropriate private sector outlets/skip hire providers) we anticipate that the Authority's residual waste tonnage will decrease. The requirement to pre-sort will reduce residual waste tonnage and increase recycling, which will be evidenced in our quarterly Waste Data Flow. Presently, our waste composition contains a significant amount of difficult to recover/reprocess i.e. material which is not of a household nature and this is increasing the risks of the Authority failing to achieve government recycling targets. Controlling misuse by introducing a booking system will help in this regard whilst at the same time increasing the opportunities for our residents.

It is proposed that Residents will be able to book a slot in one of the following ways:

- i) on-line
- ii) making an appointment to visit a Customer Service Centre by telephoning 01443 866571.

Customer Service Centre opening hours:

Monday - Hanbury Chapel – 09:30 – 15:15 last appointment  
Tuesday - Caerphilly – 09:30 – 15:45 last appointment  
Wednesday - Ty Penallta - 09:30 – 16:15 last appointment  
Thursday - Blackwood - 09:30 – 15:45 last appointment  
Friday - Risca - 09:30 – 15:15 last appointment

Residents will need to use these facilities during normal opening hours (Monday-Friday) if they wish to book a slot for the weekend.



Local Authorities across the country operate booking systems for access to their HWRC facilities and more have implemented such systems in 2020 and many Authorities in the region all have heaped praise on this method.

The introduction of a booking system would ensure greater control over site usage. If a site was closed for essential maintenance this could be reflected in the system and if the site must close unexpectedly, we would be able to contact residents and offer alternative options. It would also provide the Authority with the opportunity to communicate with residents prior to their arrival on site. This could include informing residents of the latest site rules/safety measures and advise them on good recycling and sorting practice. In the same way as assisted kerbside collections operate, the booking system would allow the service teams to identify those protected groups who may require additional support. In turn, our sites can be pre-notified of residents in need of assistance with unloading, especially for people with protected characteristics. Residents would be communicated with in their preferred language which they would have advised during the initial booking and only if they gave permissions initially to be contacted regarding their booking.

The Authority has received requests and recommendations from service users for a booking system. The general consensus of this feedback is that a booking system would alleviate queue times, ease congestion and enhance the user experience.

Residents that are not digitally enabled or unable to make a booking online for any reason will still be able to call the contact centre to make a booking using their language preference. Our team of customer service advisors will be able to process their information

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### **Pre-sort requirements at the HWRC**

In order to improve our performance, we recognise that we have to reconfigure the layouts of our HWRC sites to make it:

- i) easier to recycle and
- ii) more difficult to throw everything into the general waste skip.

Providing more skip containers for a wider range of recyclable materials (carpets, mattresses etc.) will help to facilitate more recovery activity. In tandem with this refinement, implementing a policy for pre-sorting waste will help us achieve better recovery rates. Pre-sorting requirements would be stipulated at the appointment booking stage and site attendants would verify that residents, on arrival, had pre-sorted their waste before being allowed to proceed to the HWRC tipping points. If residents have not pre-sorted their waste they will be asked to return at another time once their waste has been sorted as the time slot will not allow for sorting of waste. The length of time slots will be monitored and adjusted if needed. Also worth noting that following a recent review of the service by WRAP options are being considered whereby sorting facilities are installed at the sites (as offered by sites in other Council areas in the region).

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**15. EQUALITY ACT 2010 (STATUTORY DUTIES) (WALES) REGULATIONS 2011**

*(The Public Sector Equality Duty requires the Council to have “due regard” to the need to eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity between different groups; and foster good relations between different groups). Please note that an individual may have more than one **protected characteristics**.*

**2a Age (people of all ages)**

**(iv) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

**Positive:-**

The booking system offers a dedicated timeslot for an individual whereby they are able to use the facility in a safe and user-friendly environment.

The booking system also enables the Authority to alert the waste team to any older people needing assistance with unloading at the facility which can then allow our site staff to be ready to help the resident on arrival.

**(v) If there are negative impacts how will these be mitigated?**

The requirement to pre-sort waste could have a negative impact on older residents who have never been required to do this before. However, this would be stipulated at the booking stage. This will ensure the waste team are alerted prior to the resident attending the site allowing our site staff to be ready to help the resident on arrival.

**(vi) What evidence has been used to support this view?**

The service is available to all users regardless of their age. Assistance from site staff will be provided to users regardless of their age as required

**2b Disability (people with disabilities/long term conditions)**

**(iv) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

**Positive:-**

The booking system provides a dedicated timeslot for an individual whereby they are able to use the facility in a safe and user friendly environment

The booking system also enables the Authority to alert the waste team to any residents with a disability needing assistance with unloading at the facility which can then allow our site staff to be ready to help the resident on arrival.

**(v) If there are negative impacts how will these be mitigated?**

The requirement to pre-sort waste could have a negative impact on those with a disability if they are physically unable to do this. However, this would be stipulated at the booking stage. This will ensure the waste team are alerted prior to the resident attending the site allowing our site staff to be ready to help the resident on arrival.

**(vi) What evidence has been used to support this view?**

The service is available to all users regardless of their protected characteristics. Assistance from site staff will be provided if required to users regardless of their disability.

**2c Gender Reassignment** (*anybody who's gender identity or gender expression is different to the sex they were assigned at birth*)

**(iv) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

**Neutral:-**

The booking system provides a dedicated timeslot for an individual whereby they are able to use the facility in a safe and user friendly environment.

**(v) If there are negative impacts how will these be mitigated?**

N/A

**(vi) What evidence has been used to support this view?**

The service is available to all users regardless of their protected characteristics. Assistance from site staff will be provided if required to users regardless of their gender reassignment.

**2d Marriage or Civil Partnership** (*people who are married or in a civil partnership*)

**(iv) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

**Neutral:-**

The booking system provides a dedicated timeslot for an individual whereby they are able to use the facility in a safe and user friendly environment

**(v) If there are negative impacts how will these be mitigated?**

N/A

**(vi) What evidence has been used to support this view?**

The service is available to all users regardless of their protected characteristics. Assistance from site staff will be provided if required to users regardless of marriage/civil partnership.

**2e Pregnancy and Maternity** (*women who are pregnant and/or on maternity leave*)

**(iv) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

Neutral:-

The booking system offers an opportunity for an individual to book a timeslot whereby they are able to use the facility in a safe and user friendly environment.

The system also enables the Authority to alert the waste team to any residents in this grouping needing assistance with unloading at the facility which can then allow our site staff to be ready to help the resident on arrival.

**(v) If there are negative impacts how will these be mitigated?**

N/A

**(vi) What evidence has been used to support this view?**

The service is available to all users regardless of their protected characteristics. Assistance from site staff will be provided if required to users regardless of pregnancy and maternity.

**2f** **Race** (*people from black, Asian and minority ethnic communities and different racial backgrounds*)

**(iii) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

Neutral:-

The booking system provides a dedicated timeslot for an individual whereby they are able to use the facility in a safe and user friendly environment.

**(iv) If there are negative impacts how will these be mitigated?**

N/A

**(v) What evidence has been used to support this view?**

The service is available to all users regardless of their protected characteristics. Assistance from site staff will be provided if required to users regardless of race.

**2g** **Religion or Belief** (*people with different religions and beliefs including people with no beliefs*)

**(iv) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

Neutral:-

The booking system provides a dedicated timeslot for an individual whereby they are able to use the facility in a safe and user friendly environment.

**(v) If there are negative impacts how will these be mitigated?**

N/A

**(vi) What evidence has been used to support this view?**

The service is available to all users regardless of their age. Assistance from site staff will be provided if required to users regardless of religion or belief.

**2h** **Sex** (*women and men, girls and boys and those who self-identify their gender*)

**(iv) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

Neutral:-

The booking system provides a dedicated timeslot for an individual whereby they are able to use the facility in a safe and user friendly environment.



**(v) If there are negative impacts how will these be mitigated?**

N/A

**(vi) What evidence has been used to support this view?**

The service is available to all users regardless of their protected characteristics. Assistance from site staff will be provided if required to users regardless of sex.

**2i Sexual Orientation** (*lesbian, gay, bisexual, heterosexual, other*)

**(iv) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?**

Neutral:-

The booking system provides a dedicated timeslot for an individual whereby they are able to use the facility in a safe and user friendly environment.

**(v) If there are negative impacts how will these be mitigated?**

N/A

**(vi) What evidence has been used to support this view?**

The service is available to all users regardless of their protected characteristic. Assistance from site staff will be provided if required to users regardless of sexual orientation.

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**16. SOCIO-ECONOMIC DUTY (STRATEGIC DECISIONS ONLY)**

*(The Socio-economic Duty gives us an opportunity to do things differently and put tackling inequality genuinely at the heart of key decision making. **Socio-economic disadvantage** means living on a low income compared to others in Wales, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services)*

**Please consider these additional vulnerable group and the impact your proposal may or may not have on them:**

- Single parents and vulnerable families
- People with low literacy/numeracy
- Pensioners
- Looked after children
- Homeless people
- Carers
- Armed Forces Community
- Students
- Single adult households
- People misusing substances
- People who have experienced the asylum system
- People of all ages leaving a care setting
- People living in the most deprived areas in Wales (WIMD)
- People involved in the criminal justice system

**3a Low Income / Income Poverty** *(cannot afford to maintain regular payments such as bills, food, clothing, transport etc.)*

**(iv) Does the proposal have any positive, negative or neutral impacts on the following and how?**

**(v)**

The service offer is designed to have significant positive benefits for our service users, and whilst the facilities are not currently used by a significant portion of our population, all residents will experience an indirect positive impact as the financial burden on the department and the Authority lessens. Ultimately, leading to improvements in more efficient disposal operations. This will be achieved through the authority avoiding fines from Welsh Government for not achieving recycling targets. As state above we anticipate recycling to increase which will allow us to avoid substantial financial penalties.



**(vi) If there are negative impacts how will these be mitigated?**

N/A

**(vii) What evidence has been used to support this view?**

The service is available to any individual regardless of their income. Although residents must be aware that these are 'drive to' sites.

Local Libraries can be used for internet access to make a booking. Alternatively, a booking can be made in person at one of the council's customer first outlets or by telephone.

**3b Low and/or No Wealth** (*enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provisions for the future*)

**(iv) Does the proposal have any positive, negative or neutral impacts on the following and how?**

As above

**(v) If there are negative impacts how will these be mitigated?**

N/A

**(vi) What evidence has been used to support this view?**

The service is available to any individual regardless of their wealth. However, residents must be made aware that these are 'drive to' sites.

**3c Material Deprivation** (*unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, hobbies etc.*)

**(iv) Does the proposal have any positive, negative or neutral impacts on the following and how?**

As above

**(v) If there are negative impacts how will these be mitigated?**

NA

**(vi) What evidence has been used to support this view?**

The service is available to any individual regardless of material deprivation. Although residents must be made aware that these are 'drive to' sites.

Local libraries can be used for internet access to make a booking. Alternatively, a booking can be made in person at one of the council's customer first outlets or by telephone.



**3d Area Deprivation** (*where you live (rural areas), where you work (accessibility of public transport) Impact on the environment?*)

**(iv) Does the proposal have any positive, negative or neutral impacts on the following and how?**

As above

**(v) If there are negative impacts how will these be mitigated?**

N/A

**(vi) What evidence has been used to support this view?**

The service is available to any individual regardless of area deprivation. Although residents must be made aware that these are 'drive to' sites.

Local libraries can be used for internet access to make a booking. Alternatively, a booking can be made in person at one of the council's customer first outlets or by telephone.

**3e Socio-economic Background** (*social class i.e. parents education, employment and income*)

**(iv) Does the proposal have any positive, negative or neutral impacts on the following and how?**

As above

**(v) If there are negative impacts how will these be mitigated?**

N/A

**(vi) What evidence has been used to support this view?**

The service is available to any individual regardless of socio-economic background. Residents must be made aware that these are 'drive to' sites.

Local libraries can be used for internet access to make a booking. Alternatively, a booking can be made in person at one of the council's customer first outlets or by telephone.

**3f Socio-economic Disadvantage** (*What cumulative impact will the proposal have on people or groups because of their protected characteristic(s) or vulnerability or because they are already disadvantaged*)

**(iv) Does the proposal have any positive, negative or neutral impacts on the following and how?**

As above

**(v) If there are negative impacts how will these be mitigated?**

N/A



**(vi) What evidence has been used to support this view?**

The service is available to any individual regardless of socio-economic disadvantage. Residents must be made aware that these are 'drive to' sites.

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Local libraries can be used for internet access to make a booking. Alternatively, a booking can be made in person at one of the council's customer first outlets

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## 17. CORPORATE PLAN – COUNCIL’S WELL-BEING OBJECTIVES

*(How does your proposal deliver against any/all of the Council’s Well-being Objectives? Which in turn support the national well-being goals for Wales as outlined in the Well-being of Future Generations (Wales) Act 2015. Are there any impacts (positive, negative or neutral? If there are negative impacts how have these been mitigated?) Well-being Objectives*

### **Objective 1** - Improve education opportunities for all

The requirement to pre-sort will educate people how to sustainably manage their waste rather than placing everything into a black bag and taking it to site

### **Objective 2** - Enabling employment

The proposal includes a new staffing structure, which will look at appointing additional staff who will focus on digitalisation, health and safety and performance in recovery rates.

**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

N/A

**Objective 4** - Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impact on the environment

N/A

**Objective 5** - Creating a county borough that supports healthy lifestyle in accordance with the Sustainable Development principle within the Well-being of Future Generations (Wales) Act 2015

This will be achieved by an education campaign to advise residents of the need to be sustainable in the way they deal with their products that would previously have been considered waste by promoting reduce, reuse and recycle.

**Objective 6** - Support citizens to remain independent and improve their well-being

A booking system offers the opportunity to use HWRC facilities in a more controlled and safer manner and benefit from preplanned assistance (to be provided by our site attendants).

In the same way as assisted kerbside collections operate, the booking system would allow for the service teams to identify those protected groups who may require additional support. In turn our sites can be pre-notified of those in need of assistance with unloading especially for those groups with protected characteristics notably the elderly, infirm, pregnant categories and other persons who have highlighted a specific need.

**4a. Links to any other relevant Council Policy** (*How does your proposal deliver against any other relevant Council Policy*)

Waste Strategy  
Decarbonisation  
Well-being Plan  
Corporate Plan

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**18.** Well-being of Future Generations (Wales) Act 2015 – The Five Ways of Working (*ALSO KNOWN AS THE SUSTAINABLE DEVELOPMENT PRINCIPLES. THE ACT REQUIRES THE COUNCIL TO CONSIDER HOW ANY PROPOSAL IMPROVES THE ECONOMIC, SOCIAL, ENVIRONMENTAL AND CULTURAL WELL-BEING OF WALES USING THE FIVE WAYS OF WORKING AS A BASELINE*)

**How have you used the Sustainable Development Principles in forming the proposal?**

**Long Term**

Long term, the proposals will have a positive impact on service users. A booking system gathers information on the demographic profile allowing us to assess details such as protected characteristics if they will impact on the way we deliver the service in the future, and residential location of the service users, that will allow us to shape our facilities, refine and improve site layouts as well planning resources to assist those residents who may require special assistance. It could ultimately help us with profiling waste compositions and planning sustainable waste management initiatives. We regularly undertake independent compositional analysis surveys and report regularly using the statutory Waste Data Flow collection which will help us achieve this.

Such monitoring will allow us to target resources and provide bespoke solutions for different groups of people in our communities and help make the waste department become a smarter, more responsive and more citizen focussed service provider. This could mean providing extra support for people who are digitally excluded, monitoring trends and gaging feedback, tailoring the service to allow staff to help people on site.

The proposal will support and encourage better waste and recycling practices in the long term, and change people's way of thinking for future generations. The requirement to pre-sort will educate people in better waste management practices and encouraging them not to put everything in the general waste. The volume of waste coming into the sites will be reduced through reduction in footfall and discouraging traders and commercial enterprises from using the sites. Ultimately, this will allow us to work towards a Circular Economy, reduce carbon footprint and become more resource efficient. More enforcement presence will tackle fly tipping issues.



### **Prevention**

The benefit of a booking system is that service users can inform staff prior to their visit of any assistance they may require. Assistance can then be provided immediately when the service user arrives at the site avoiding any unnecessary stress/anxiety that may have occurred if staff were unaware prior to the visit.

### **Integration**

All the relevant waste services will become more integrated with the use of appropriate technology becoming a more responsive and resident focussed.

### **Collaboration**

The system will work closely with our customer services/contact centre. The customer services department will be the initial point of contact for the service user where the relevant information will be obtained in order to create the booking.

### **Involvement**

As part of the waste strategy consultation process (see section 9)

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## 19. WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015

### **Does the proposal maximise our contribution to the Well-being Goals and how?**

#### **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*

The proposal will support Wales in being a 'prosperous society' by encouraging more sustainable waste management and recycling practices. This will be achieved through the encouragement of recycling and reducing reliance on residual disposal methods such as Energy from Waste/Landfill. Supporting the Welsh Government's Circular Economy, reducing carbon footprint and becoming more resource efficient.

We anticipate a booking system will greatly reduce congestion and the volume of traffic in and around the sites by controlling the number of visitors at any given time. This will allow us to avoid an influx of people at the site time. Thus, reducing localised air pollution and reducing Carbon Dioxide emissions through queuing vehicles.

The proposal will support and provide good quality jobs, in turn supporting the local economy through the development of local skills and providing training.

#### **Resilient Wales**

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

The pre-sort proposal will support and help us work towards a Circular Economy by increasing recycling and reducing the volume of general waste entering the sites. Initiating this project now is the beginning of us working towards Zero Waste by 2050 and reduce greenhouse gas emissions through the reduction in resource use. This in turn will support biodiversity, which is significantly impacted during the extraction of resources for the products we consume.

#### **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*

The proposal will encourage and provide employment opportunities, which in turn will benefit people's lifestyles and their mental and physical well-being. It will also provide training for staff to increase their knowledge and provide them the tools they need for potential career progression in the future.



By providing controlled and safe facilities reducing tension, conflict and queuing will hopefully provide a less stressful experience for residents.

### **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)*

The proposal will support people and our communities by providing employment for people from all backgrounds. Everyone has the opportunity to book a slot, whether that be in person, over the telephone or online. We can then offer special assistance to those who require it by assisting them when they're on site, ultimately leading to an equal service for all.

### **A Wales of Cohesive Communities**

*Attractive, viable, safe and well-connected communities*

The proposal will help connect the Authority with the local community through collaborative working, face to face engagement, education etc, whilst also providing additional employment opportunities.

### **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*

The proposal will comply with the Welsh Language Measure 2011 in all aspects of education, engagement, communication etc. The proposal is fully compliant with the Welsh Language (Wales) Measure 2011 and associated Welsh Language Standards and encourages any service users to speak their first language (where Welsh, English or any other).

- The booking system will be bilingual and residents will have the opportunity to state their language preference
- We have staff within the department who are able to converse in Welsh whether that be by phone, text or email
- The paperwork (booking confirmation) will be available in both English and Welsh.

### **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*

The booking system and supplementary pre-sort requirement will support and help us work towards a Circular Economy and become a more globally responsible Wales. Initiating this project now is the beginning of us working towards Welsh Government's Towards Zero Waste Strategy, which aims to achieve zero waste by 2050 and reduce greenhouse gas emissions through the reduction in resource use



and increasing recycling. This in turn will support biodiversity, which is significantly impacted during the extraction of resources for the products we consume.

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**20. WELSH LANGUAGE (WALES) MEASURE 2011 AND WELSH LANGUAGE**



## STANDARDS

*(The Welsh Language Measure 2011 and the Welsh Language Standards require the Council to have 'due regard' for the positive or negative impact a proposal may have on opportunities to use the Welsh language and ensuring the Welsh language is treated no less favourably than the English language)* **Policy Making Standards - Good Practice Advice Document**

### 7a. **Links with Welsh Government's Cymraeg 2050 Strategy and CCBC's Five Year Welsh Language Strategy 2022-2027 and the Language Profile**

#### (iv) **Does the proposal have any positive, negative or neutral impacts on the following and how?**

Neutral - All signage at Household Waste Recycling Centres will be bilingual. In addition to communication through social media platforms, internet, council website, leaflets, online booking systems, telephone booking systems etc which will all be bilingual.

The department is committed to complying with the requirements of the Welsh Language (Wales) Measure 2011 and as a matter of course issues, all its communications bilingually. The department has a significant proportion of Welsh speakers across all tiers and are able to communicate both verbally and in the written form to queries and service requests. The department supports all the Welsh Government sustainable waste campaigns all of which include bilingual narrative and branding. The Waste team supports the National Be Mighty campaign, which is aiming for Wales to become the top recycling nation in the world.

The booking system service will be communicated through all media platforms in Welsh and thereby support the above commitments.

#### (v) **If there are negative impacts how will these be mitigated?**

There will be no negative impact on the Welsh language.

#### (vi) **What evidence has been used to support this view? e.g. the WESP, TAN20, LDP, Pupil Level Annual School Census**

### 7b. **Compliance with the Welsh Language Standards. Specifically Standards 88–93**

#### (iv) **Does the proposal have any positive, negative or neutral impacts on the following and how?**

Positive - All signage at Household Waste Recycling Centres will be bilingual. In addition to communication through social media platforms, internet, council website, leaflets, online booking systems, telephone booking systems etc which will all be bilingual.

**(v) If there are negative impacts how will these be mitigated?**

There will be no negative impacts on the Welsh language.

**(vi) What evidence has been used to support this view? e.g. the WESP, TAN20, LDP, Pupil Level Annual School Census**

**7c. Opportunities to promote the Welsh language e.g. status, use of Welsh language services, use of Welsh in everyday life in work / community**

**(ii) Does the proposal have any positive, negative or neutral impacts on the following and how?**

The service once in place will need to be communicated, making it clear that the service is available in Welsh. This will encourage Welsh speakers to actively engage in their preferred language should that be Welsh.

We will ensure that those requiring support to be delivered in Welsh are in no way discriminated against. The service will always be delivered using the service users preferred language.

**If there are negative impacts how will these be mitigated?**

N/A **What evidence has been used to support this view? e.g. the WESP, TAN20, LDP, Pupil Level Annual School Census**

**7d. Opportunities for persons to use the Welsh language e.g. staff, residents and visitors**

**Does the proposal have any positive, negative or neutral impacts on the following and how?**

As above

**If there are negative impacts how will these be mitigated?**

**What evidence has been used to support this view? e.g. the WESP, TAN20, LDP, Pupil Level Annual School Census**

**7e. Treating the Welsh language no less favourably than the English language**

**(iii) Does the proposal have any positive, negative or neutral impacts on the following and how?**

All communication, signage and information on the website will be available in English and Welsh. This will allow the service user to read/access information in their chosen language.

**(iv) If there are negative impacts how will these be mitigated?**

N/A

**(v) What evidence has been used to support this view? e.g. the WESP, TAN20, LDP, Pupil Level Annual School Census**

**f. Having considered the impacts above, how has the proposal been developed so that there are positive effects, or increased positive effects on (a) opportunities for persons to use the Welsh language, and (b) treating the Welsh language no less favourably than the English language.**

The service will be fully compliant with the Welsh Language (Wales) Measure 2011/Welsh language standards which will allow and encourage our service users to access information in their preferred language, whether that be English or Welsh.

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**21. DATA AND INFORMATION**

*(What data or other evidence has been used to inform the development of the proposal? Evidence may include the outcome of previous consultations, existing databases, pilot projects, review of customer complaints and compliments and or other service user feedback, national and regional data, academic publications and consultants' reports etc.)*

**Data/evidence** *(Please provide link to report if appropriate)*

In November/December 2022, the council ran a phase of engagement called 'What matters to you?'. 93% of respondents agreed that waste collection and recycling services should continue to be a priority when planning council services and budgets for 2022/23 and beyond. Through that same engagement activity, 86% of respondents felt that waste collection and recycling services was as important or more important to them than 12 months ago. Insight from the 'What matters to you?' phase also suggested that residents appreciate the simplicity of our current recycling system in place.

In addition, an online 'quick poll' sought additional views on waste and recycling during January 2023. Key insights from this poll, which received 2,632 responses included:

- 79% of respondents said they recycle food waste at the kerbside. From those respondents who don't currently recycle food waste, their reasons for not doing so were primarily that they compost any food waste, they don't waste any food, they don't like the smell/feel its unclean or they don't have any liners to place inside the caddy.
- 99% of respondents said they regularly recycle using their brown bin/recycling box/recycling bags at the kerbside
- 73% of respondents said they regularly make use of the green/garden waste recycling service. From those respondents who don't, their reasons for not doing so were primarily that they don't have any garden waste/a garden or that they use the service but seasonally (not year-round)

Summary reports for the 'What matters to you?' November/December 2022 engagement phase and the 'Caerphilly Conversation – budget setting 2023/24' engagement programme can be found at [www.caerphilly.gov.uk/caerphillyconversation](http://www.caerphilly.gov.uk/caerphillyconversation)

In 2021 a corporate Snap survey was conducted with the public to introduce a trial booking system for the HWRCs.

### Key relevant findings

Overall, the findings suggest that the public do not want change. The service is easy and convenient for a large majority of our residents and they are happy with the way things are. However, we are always looking at ways to improve our services and we need change to ensure the Authority remains financially stable now and in the future. Making changes now will secure this for the Authority.

The survey was undertaken during the Covid-19 pandemic, the context has now changed and we are in a different situation now to what we were at the time of the survey.

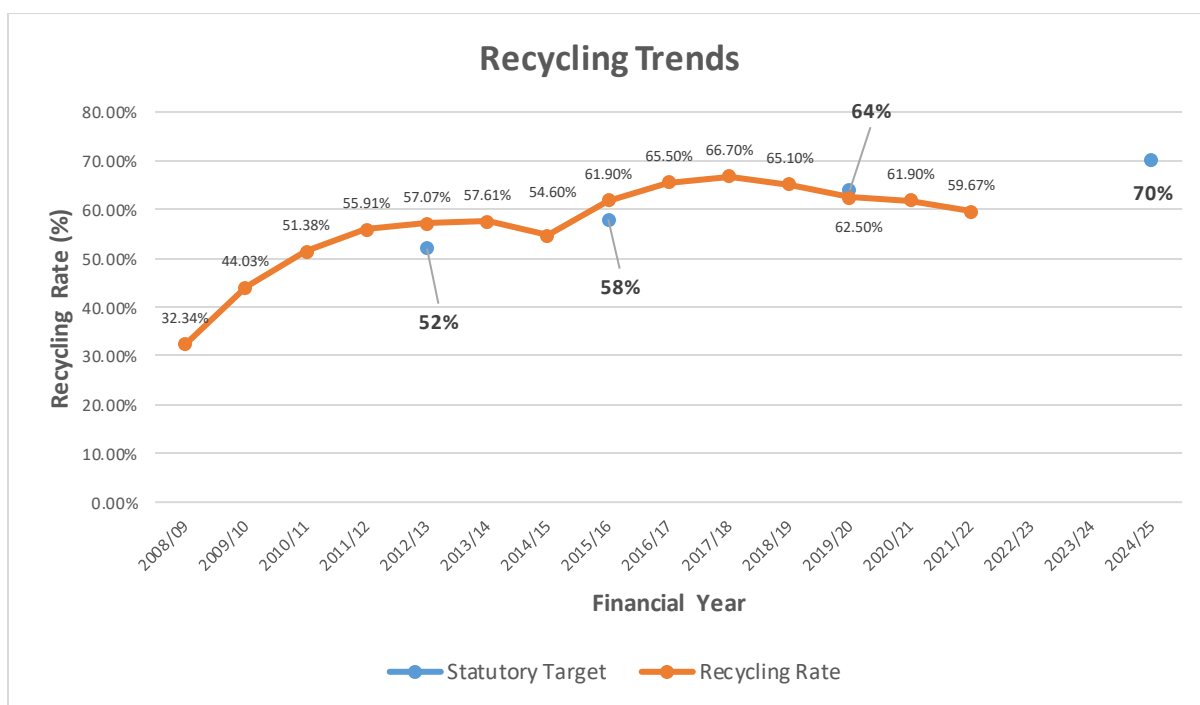
The Welsh National Waste Strategy, Towards Zero Waste was launched on 21 June 2010. The strategy set out a series of challenging statutory recycling targets for Local Authorities to deliver. These are as outlined below:

	2010/12	12/13	15/16	19/20	24/25
<b>Min. levels of reuse &amp; recycling/composting (or AD)</b>	40%	52%	58%	64%	70%
<b>Min. proportion of reuse/recycling/composting from source separation*</b>	80%	80%	80%	80%	80%
<b>Max. level of landfill</b>	-	-	-	10%	5%
<b>Max. level of energy from waste</b>	-	-	42%	36%	30%



<b>Min. levels of preparing for reuse (excluding Waste Electrical and Electronic Equipment (WEEE))</b>	-	0.4%	0.6%	0.8%	1.0%
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5.2 Caerphilly’s recycling performance is outlined below alongside the Welsh Government statutory targets. As Graph 1 illustrates, Caerphilly has historically performed well against Welsh Government targets however, over the last 3 years recycling performance has declined. Performance for 2019/20 of 62.51%, 2020/21 of 61.90%, and 2021/22 of 59% all fell below the statutory target of 64%.



Through the Waste (Wales) Measure 2010, the Welsh Government (WG) made recycling targets from 2012-13 and beyond, statutory targets. This status allows Welsh Government to levy financial penalties against Council’s that fail to achieve them. The statutory targets are weight based and increased gradually over time. In the current national Welsh Government waste strategy “Beyond Recycling - A Strategy to make the Circular Economy in Wales a reality”, the Welsh Government has stated they will work with Local Authorities and other key partners to develop further future recycling targets in line with their pathway to zero waste, with the aim of achieving 100% recycling by 2050. Welsh Government indicate that they will put in place further minimum statutory recycling targets for Local Authorities beyond 2025, potentially at a level of 80% by 2033.

### **How has the data/evidence informed this proposal?**

The results of the survey reflect that the service is of high importance and the public recognise this. This initiative facilitates better performance and supports the financial stability of the authority.

The survey was undertaken during the Covid-19 pandemic, the context has now changed and we are in a different situation now to what we were at the time of the survey.

The data/evidence has shaped the strategy and this proposal in its entirety.

### **Were there any gaps identified in the evidence and data used to develop this proposal and how will these gaps be filled? *Details of further consultation can be included in Section 9.***

An external consultant has worked alongside the council to develop a series of behaviour change proposals with the aim of identifying gaps in current levels of understanding amongst the community. This has shaped the communication strategy for this proposal.

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## **22. CONSULTATION**

*(In some instances, there is a legal requirement to consult. In others, even where there is no legal obligation, there may be a legitimate expectation from people that a consultation will take place. Where it has been determined that consultation is required, **The Gunning Principles** must be adhered to. Consider the **Consultation and Engagement Framework**. Please note that this may need to be updated as the proposal develops and to strengthen the assessment.*

### **Briefly describe any recent or planned consultations paying particular attention to evidencing the Gunning Principles.**

Integral to the above service options is the undertaking of a public consultation on the proposals. It is proposed that this will be delivered within a 6 week timescale and will utilise a range of systems to ensure that the consultation process is fair, equitable and representative. It is proposed that this will commence shortly after Cabinet have considered and made decisions based on the report recommendations. The public consultation is proposed to run January 2024. Residents will be invited to give their views in a variety of ways:

- A survey will be available on the council's website [www.caerphilly.gov.uk](http://www.caerphilly.gov.uk). It will be available online and in printed copy. Hard copies will be available from all libraries across the county borough and returned via libraries or through the post.

- A series of informal face-to-face drop-in sessions for residents will be arranged at libraries across the borough. Three online face-to-face sessions will also be scheduled. As far as possible, these sessions will be held on different days of the week and different times of the day, including early evening, to enable as many people as possible to attend. They will also be planned to coincide with times of highest footfall at individual libraries.
- A dedicated meeting of the Viewpoint Panel. The Viewpoint Panel is a group of residents who are regularly invited to get involved in the council's engagement and consultation activities. Anyone who is a resident of the county borough can join.
- Online engagement opportunities through the council's new digital engagement platform
- Targeted engagement with stakeholders and seldom heard groups – identification of these was supported through the development of in-depth integrated impact assessments (IIAs) for the draft proposals.

The Authority has been in active dialogue with the waste sector about booking systems. A communications plan has been drafted to compliment the proposed offer and it follows that we envisage that the new service offer would follow the same process as that of the proof of residency initiative. ie. pre-communications on all media platforms, issue of literature at sites, site signage notifying of pending service initiative complimented by face-to-face dialogue between users and waste officers at the network of facilities.

It is important to note that approximately only one fifth of the population use our "drive to" sites. Most residents rely on the range of regular recycling and refuse collections and the bulky collection by request services. A significant number of residents also employ the services of private waste contractors and skip hire operators to manage their wastes generated from construction DIY and gardening projects. Undertaking a site user survey at this moment would not be reliable as it would be very susceptible to bias because of the amount of "non-householder" traffic having a say where they are not entitled. In the same vein consulting the majority of the public on facilities they do not benefit from is of little relevance or use to us in this particular service development. However, a survey at a subsequent time when we have gathered information on residents booking contact details would enable us to consult more effectively and garner more accurate and relevant feedback for us to use and reshape the service.

### **Who was consulted?**

When we talk about engaging our communities and stakeholders we make a commitment to engage, as appropriate, with:

- Residents – people from every part of the county borough and from every community and of all ages, making a particular effort to encourage those not currently engaged/seldom heard including:

- Community groups and clubs including those on our various panels, community, voluntary and special interest groups
- Users of specific council services
- Vulnerable groups and those with protected characteristics as identified within the Equality Act (2010) and the Public Sector Equality Duty (Wales)
- Children and young people including those on the Youth and Junior Forums
- Employees of the council
- Relevant trade unions
- Business owners/business forums
- Those who visit, work or participate in activities within the county borough
- Our democratically elected representatives
- Town and Community Councils
- Members of the Senedd and Members of Parliament
- Partner organisations
- Welsh Commissioners (Children's, Welsh Language, Older Persons, Future Generations)
- Specific subject forums
- Any other body or group with an interest in the work of the authority and the future wellbeing of the area

An extensive engagement strategy has also been developed to support this proposal.

**When they were consulted did the consultation take place at the formative stage and was adequate time given for consultees to consider and respond?**

Consultation is being carried out in line with the gunning principles at the formative stage.

**Was sufficient information provided to consultees to allow them to make an informed decision on the proposal?**

Consultation is being carried out in line with the gunning principles at the formative stage.

**What were the key findings?**

These will be identified during the period of consultation.



### **How have the consultation findings been taken into account?**

Following the 6 week consultation period, the findings will be analysed and reported back to members and the public. This will enable members to make an informed decision on the basis of what our residents have told us.

## **23. MONITORING AND REVIEW**

### **How will the implementation and the impact of the proposal be monitored, including implementation of any amendments?**

It is important to reiterate that the HWRC sites are “drive to & drive through” facilities and thus they automatically exclude a major proportion of the County Borough’s populace. A booking system though gathers information on the demographic profile and we will be able to assess age, residential location and other customer information that could also help us to shape facilities, refine and improve site layouts as well planning resources to assist those residents who may require special assistance. It could ultimately help us with profiling waste compositions and planning sustainable waste management initiatives. The information will be provided by the resident at the time of booking if they wish to disclose this, for example they may wish to disclose they are elderly and need special assistance.

Such monitoring will allow us to target resources and provide bespoke solutions for respective groupings in our communities and help make the waste department become a smarter, more responsive and more citizen focussed service provider. This could mean providing extra support for those persons that are less digitally focussed.

### **What are the practical arrangements for monitoring?**

The overarching aim of the changes is to improve the facilities for service users, secure the financial stability of the authority, increase recycling/recovery rates and reduce the overall volume of residual waste entering the HWRCs. The introduction of an appointment service to access the HWRC sites complimented by the introduction of pre-sort requirements is estimated to achieve an increase in recovery rates of up to 3%. This figure will be monitored based on data captured in Waste Data Flow.

### **How will the results of the monitoring be used to develop future proposals?**

Any monitoring measures that are introduced will be revisited on a regular basis to ensure the implementation is successful or not, as well as capturing any data needed, or improving the service delivery. Data will be captured through Waste Data Flow

Information/data received will be analysed and used to form future commissioning decisions.



**When is the proposal due to be reviewed?**

The proposal will be reviewed on an ongoing basis to ensure the proposals are having the desired effect. Data will be collected through Waste Data Flow.

**Who is responsible for ensuring this happens?**

Rhodri Lloyd  
HRC Supervisors

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**24. RECOMMENDATION AND REASONING** (delete as applicable)

- **Implement proposal with no amendments**
- **Implement proposal taking account of the mitigating actions outlined**
- **Reject the proposal due to disproportionate impact on equality, poverty and socio-economic disadvantage**

**Have you contacted relevant officers for advice and guidance?** (delete as applicable)

- **Yes**

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**25. REASON(S) FOR RECOMMENDATIONS**

*(Provide below a summary of the Integrated Impact Assessment. This summary should be included in the "Summary of Integrated Impact Assessment" section of the Corporate Report Template. The Integrated Impact Assessment should be published alongside the Report proposal).*

To ensure Caerphilly is able to achieve the required Welsh Government statutory Recycling target of 70% in 2024/25.

To ensure Caerphilly is best placed to move beyond the required 2024/25 recycling target of 70% in subsequent years and be best placed to work towards the zero waste Welsh Government aspiration.

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**26. VERSION CONTROL**

*(The IIA should be used in the early stages of the proposal development process. The IIA can be strengthened as time progresses to help shape the proposal. The Version Control section will act as an audit trail to evidence how the IIA has been developed over time) (Add or delete versions as applicable)*

➤ **Version 1**

**Author:-Rhodri Lloyd & Nicole White**

**Brief description of the amendments/update:-**

**Revision Date:-19<sup>th</sup> June 2023**

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**INTEGRATED IMPACT ASSESSMENT AUTHOR**

**Name:-Rhodri Lloyd**

**Job Title:-Principal Waste Management Officer**

**Date:-19<sup>th</sup> June 2023**

**HEAD OF SERVICE APPROVAL**

**Name:-Marcus Lloyd**

**Job Title:-Head of Infrastructure & Waste Management**

**Signature:-**

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

**Date: 19<sup>th</sup> June 2023**





## CABINET - 26TH JULY 2023

**SUBJECT: COVID 19, ECONOMIC RECOVERY FRAMEWORK -  
MONITORING REPORT**

**REPORT BY: CORPORATE DIRECTOR ECONOMY AND ENVIRONMENT**

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### **1. PURPOSE OF REPORT**

1.1 This report provides the Cabinet with an update on our economic recovery framework prior to consideration by Cabinet. The recovery framework comprises three distinct phases as follows:

- The Restart phase.
- The Revive phase.
- The Renew phase.

The focus of this report is the Revive and Renew Phases which follow on from an initial 'Government led' response (the Restart Phase) that delivered financial and employer support at pace in response to the pandemic.

### **2. SUMMARY**

2.1 The Covid-19 pandemic and Brexit caused unprecedented disruption to our communities and the local economy which has been further compounded by the inflationary pressures in the economy as a consequence of Russia's invasion of Ukraine which has increased the cost of energy and contributed to the cost-of-living crisis.

2.2 'Delivering Prosperity after Covid' was prepared in 2021 in response to the pandemic and Brexit and this set out the key actions to progress over the first 12 months i.e. 2021/2022 and then the actions for the following 3 to 5 years in order to deliver the strategic objective of Supporting Business as a key driver for the Council's Economic Recovery Framework.

2.3 Welsh Government emergency financial support effectively ended during August 2021 and their response moved to a growth phase which the economic recovery framework sought to complement based on the following key objectives:

- To build a more resilient and diversified economy for the county borough.
- To support economic growth, innovation and enterprise.

- To create an environment that nurtures business.
- To enhance the competitiveness of the county borough.
- To boost business support.
- To identify key business investment sites.
- To improve the links between business, schools and training providers.

2.4 As evidenced in Appendix 1, the Council's localised actions have clearly served to sustain our businesses through a period of unprecedented turmoil. The current regeneration strategy A Foundation for Success 2018-2023 has made a positive impact, however much of its focus was predominantly on physical regeneration. In order to further grow our economy and maximize job sustainability and creation, there is now a need to develop a new economic regeneration strategy that aligns with the Cardiff Capital Region's growth agenda. The new strategy will create and further develop skills in the local workforce, which align with the buoyant job market in the County Borough and in the CCR, in order to improve the prosperity of our communities in the longer term.

### **3. RECOMMENDATIONS**

3.1 Cabinet is asked to acknowledge the progress made against the agreed action plan for economic recovery as set out at Appendix 1.

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

4.1 To provide an update on progress in the implementation of the Council's action plan for economic recovery.

### **5. THE REPORT**

#### **Background**

5.1 The Covid-19 pandemic has caused unprecedented disruption to our communities and the local economy that has been exacerbated by the transition from being a part of the European Union and the Russian invasion of Ukraine combined have created logistical challenges and supply chain disruption for local businesses and has increased the cost of energy and contributed to the cost-of-living crisis. This Monitoring Report has been prepared to report to Cabinet progress made against the approved economic recovery framework, 'Delivering Prosperity after Covid' (December 2022).

5.2 The Covid crisis has reinforced the fundamental role of the foundational economy to the well-being of our citizens as it provides the infrastructure of everyday life, serving our essential daily household needs, and keeping us all safe and civilised, providing jobs at the heart of our communities in healthcare, childcare, food, housing, energy, construction, waste and recycling. Looking forward innovation will be of key importance to the foundational economy and will be critical to the levelling up agenda.

5.3 The impact of the combination of Coronavirus, Brexit, the war inflation and thus rising energy costs on the local economy is becoming clearer, with industries that rely on personal interactions suffering more than others, such as the hospitality and leisure industries. The longer-term impacts on structural changes to industry and the service

economy are still to be understood but it is evident that we will be living with the effects of these combined world events for some considerable time.

- 5.4 Research conducted during the height of the pandemic confirmed that the majority of businesses in the county borough were negatively impacted by coronavirus and also Brexit through operational limitations to their business, loss of staff and reductions in turnover. 31% of businesses surveyed felt their staffing requirements would decrease in the long term but on a more positive note, 12% of businesses surveyed had been able to diversify their offer bringing new services or products to the market and to communities in the county borough.
- 5.5 The research identified that 42% of firms felt they needed specific business support to help with the challenges presented by Brexit. In response to this research, the Caerphilly Enterprise Fund was reconfigured to provide targeted support to business to help them innovate and grow, and where appropriate to help businesses to understand and meet new requirements as a consequence of Brexit. The International Trade Support Officer has been fundamental in helping businesses across the county borough to support their overseas trading requirements and aspirations.
- 5.6 A number of geo-political tensions have emerged in the period post-pandemic: Inflation is at a forty-year high; interest rates are increasing; energy, food and cyber security are pronounced risks. These macro-economic changes are temporary, but reinforce the commitment and focus to the 'levelling-up' agenda. Against this context, the Cardiff Capital Region has revised the CCR Regional Economic and Industrial Plan. This sets out the region's response to these challenges, and provides a roadmap to becoming a proud, connected, and resilient region. The revised plan outlines how as an integral part of the CCR, Caerphilly CBC together with its partners will:
- Tackle the specific challenges associated with those areas experiencing potentially declining populations, which the Census seems to indicate is the case in Caerphilly if left unaddressed.
  - Stimulate the economy and encourage more people of working age to stay and return to the region and indeed in Caerphilly.
  - Attract a range of companies and increase productive capacity by growing the employment base in key competitive clusters.
  - Reinforce the important partnerships forged across local political and business leadership.
  - Focus on liveability and inclusivity, as well as productivity.

### **Overview of progress against actions**

- 5.7 This section of the report provides an overview of the progress made in meeting the actions outlined in the economic recovery framework, 'Delivering Prosperity after Covid' in the first 18 months of its implementation. It focuses on the Renew Phase which includes policy interventions, financial support and the delivery of major construction projects, to create opportunities to provide a diverse range of employment and training opportunities and opportunities for local business supply chains as follows:
- Renewing policy interventions through the preparation of the Second Replacement Local Development Plan (LDP) – working from home, reducing the need to travel, provision of suitable land for development, town centre first principles, diversification of town centres, facilitating Active Travel and modal shift.

- Understanding future industrial growth as influenced by Brexit and the pandemic, and ongoing work with business to strengthen Caerphilly's place in the CCR regional economy.
  - Expediting delivery of major construction projects through the Council's PlaceShaping Programme as a catalyst for growth.
  - Accelerating Caerphilly Town 2035 projects.
  - Ensuring maximum social impact and social value from public sector investment.
- 5.8 Critical to the delivery of the objectives of the Renew and Restart Phases of the economic recovery framework are the following areas identified in the regeneration strategy: Implementation of strategic masterplans, innovation, cluster networks and skills that will be addressed through the following priority areas with each priority having a series of actions identified in the framework:
- Development of the Foundational Economy.
  - Homes for the Future.
  - Development of cluster and innovation opportunities.
  - Improving resilience through education training and careers advice.
  - Transport Infrastructure and connectivity.
  - Town Centre Regeneration & Diversification.
  - Tourism Recovery.
  - Reconfiguration of existing employment sites and identifying new sites.
- 5.9 Long-term investments in infrastructure such as that proposed within the Council's Approved Well Being and PlaceShaping Framework, hold the potential to rebalance the local economy, enhance productivity and create jobs and opportunities across Caerphilly County Borough, which is of great importance as we support our communities to rebuild a sustainable and resilient future post Covid. The opportunity exists to work together to create a better and more prosperous Caerphilly for everyone, further embedding the Council's TeamCaerphilly collective community and civic leadership model of delivery.
- 5.10 Strategic improvements that are necessary to further drive local economic growth in the Renew Phase for example are:
- Improving access to the digital front door and addressing digital poverty as a barrier to employment.
  - Influencing regional and Welsh policy and programme development as a member of CCR Regeneration Group, WG regional town centre group etc. through a continued dialogue with the WLGA.
  - Building on developing relationship with WG Business Wales, WG Regeneration Team and WG Task & Finish Groups so we can dovetail support packages.
  - Developing a coherent marketing strategy for the county borough to attract in new investment.
  - Preparing and finalising the 5th Masterplan for the Greater Blackwood (Mid Valleys East) Area.
- 5.11 The UK Shared Prosperity Fund (UKSPF) is a central pillar of the UK government's ambitious Levelling Up agenda and a significant component of its support for places across the UK and within Caerphilly County Borough.
- 5.12 Underneath the overarching aim of building pride in place and increasing life chances, there are three UKSPF investment priorities: communities and place;

supporting local business; and people and skills. The SPF aligns and compliments the Levelling Up Fund and in this respect, Caerphilly County Borough has a SPF allocation of £28,272,298, and an allocation of £5,901,499 for \*Multiply (\*UK Gov Adult numeracy programme) up to March 2025. Further the Council has been successful in securing £20m Levelling Up Funding for one of its key Placeshaping Projects, namely the proposed Caerphilly Leisure and Well Being Hub.

- 5.13 The UKSPF Caerphilly Local Investment Plan comprises an overview of the Caerphilly specific proposed interventions via the SPF which seek to build pride in place and increase life chances across the whole county borough. Underneath these overarching aims there are three UKSPF investment priorities: communities and place; supporting local business; and people and skills, all of which are priority themes for the Council's Economic Recovery.

### **Conclusion**

- 5.14 The Council, in partnership with the Welsh Government, was at the forefront of responding to the immediate and short-term needs of local businesses as both coronavirus and Brexit unfolded. As we emerge from the challenges faced as a consequence of world events the Council continues to provide appropriate support to help businesses thrive, grow, modernise and innovate within the county borough.
- 5.15 This report gives an overview of the progress made to drive economic recovery and provides a summary of the work that has been undertaken over the last 18 months. The detailed actions are included in Appendix 1.
- 5.16 As evidenced in Appendix 1, the Council's localised actions have clearly served to sustain our businesses through a period of unprecedented turmoil. The current regeneration strategy A Foundation for Success 2018-2023 has made a positive impact, however much of its focus was predominantly on physical regeneration. In order to further grow our economy and maximize job sustainability and creation, there is now a need to develop a new economic regeneration strategy that aligns with the Cardiff Capital Region's growth agenda. The new strategy will create and further develop skills in the local workforce, which align with the buoyant job market in the County Borough and in the CCR, in order to improve the prosperity of our communities in the longer term.

## **6. ASSUMPTIONS**

- 6.1 At the time of writing it is assumed that there will be no further emergency government support through both UK and Welsh Government in response to Brexit and the pandemic, whilst limited support may be given in response to the Cost-of-Living Crises.

## **7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

- 7.1 An initial Equality Impact Assessment and Post consultation Integrated Impact Assessment (IIA) for this proposal was undertaken alongside the original report entitled 'Delivering Prosperity after Covid' which is published on the Council's website. The purpose of this report is to provide an update on its implementation in

the first year.

## **8. FINANCIAL IMPLICATIONS**

8.1 None

## **9. PERSONNEL IMPLICATIONS**

9.1 None

## **10. CONSULTATIONS**

10.1 The Report was considered by Housing & Regeneration Scrutiny on the 18<sup>th</sup> July 2023. The following paragraphs summarise the discussion held in respect of the report:

10.2 Members enquired if there are plans to hold similar events to the recent Unleashed Conference held in Bargoed through the Cardiff Capital Region. It was confirmed that this was the first regional Unleashed event and Bargoed was chosen to support businesses in the heads of the valley area. It is intended to hold more events across the Cardiff Capital Region and more events in Caerphilly County Borough are anticipated.

10.2 The Scrutiny Committee sought further information on the Covid business rates grants and the research particularly on whether any follow up research had been done on how it was used and the effectiveness and impact. Members were advised that research was carried out during the Pandemic to understand how likely it was that businesses would survive. The Covid grant support was rolled out at a significant rate via the NNDR officers, with a 100% take-up. This sustained businesses through a challenging period and although there has not been a subsequent research, it is understood that a National Audit was carried out.

10.3 Members asked for further information on the proposed hotel development in Caerphilly, which was initially proposed for Park Lane but is now intended for the Leisure quarter, specific information on where the Leisure quarter is and if the land is already owned by the council was requested. The Scrutiny Committee were advised that Park Lane was the first site identified but through the Caerphilly Town 2035 process, however a multidisciplinary team has now been established which includes hotel experts. The advice received is that Park Lane site is not large enough and after considering other sites the properties along Cardiff Road were considered the best fit. In terms of acquisition of properties, further to Cabinet Approval officers have secured a property acquisition fund of £5.6 million. This fund will be used to acquire the properties along Cardiff Road overlooking the Castle. The Programme Manager is in discussion with property owners along the road. Further clarity was sought on whether Compulsory Purchase powers would be used, and it was stated that this is one of the options but initially the council would negotiate with the property owners, not the tenants. There is still significant work needed to see which properties would actually be required and in terms of governance Cabinet would need to agree use of Compulsory Purchase Powers if necessary.

10.4 The Scrutiny committee asked how the Caerphilly Enterprise Fund can be accessed and how much has been distributed to businesses. Members were informed that

£2.36million has been distributed to businesses across the county borough that provide employment and services in a very difficult period. It has been well used and is liked by businesses.

- 10.5 Members stated that much of the regeneration is in the south of the county borough and asked what is being done to improve the transport links between the north and south. It was acknowledged that Bus Emergency Scheme Welsh Government funding has been renewed and it was acknowledged that the public transport network particularly from east to west remains difficult. Further reference was made to the Unleashed Conference at Bargoed and the effort to regenerate the north of the county borough. The transport issue needs to be Cardiff Capital Regional Approach as it cannot be solved by Caerphilly alone.
- 10.5 Following the debate it was moved and seconded that the recommendations be approved. By way of Microsoft Forms voting this was agreed by the majority present.
- 10.6 All consultation responses are reflected in the report.

## **11. STATUTORY POWER**

- 11.1 The Local Government Acts 1998 and 2003.

Appendix 1: FOUNDATION FOR SUCCESS: DELIVERING PROSPERITY after COVID (Approved 8 December 2021) - First Annual Monitoring Report

Author: Rhian Kyte, Head of Regeneration and Planning

### Consultees:

Cllr James Pritchard, Cabinet Member for Prosperity, Regeneration and Climate Change.  
Councillor Andrew Whitcombe, Chair Housing and Regeneration Scrutiny Committee.  
Councillor Patricia Cook, Vice Chair Housing and Regeneration Scrutiny Committee.

Christina Harrhy, Chief Executive.  
Mark S. Williams, Corporate Director for Economy and Environment.  
Dave Street, Corporate Director for Social Services and Housing.  
Richard Edmunds, Corporate Director for Education and Corporate Services.  
Stephen Harris, Head of Financial Services and Section 151 Officer.  
Lynne Donovan, Head of People Services.  
Robert Tranter, Head of Legal Services / Monitoring Officer.  
Marcus Lloyd, Head of Infrastructure.  
Nick Taylor-Williams, Head of Housing.  
Liz Lucas, Head of Customer and Digital Services.  
Sue Richards, Head of Transformation and Education Planning and Strategy.  
Allan Dallimore, Regeneration Services Manager.

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## Appendix 1

### FOUNDATION FOR SUCCESS: DELIVERING PROSPERITY after COVID (Approved 8 December 2021)

#### Monitoring Report – 31 March 2023

The Covid-19 pandemic and Brexit caused unprecedented disruption to our communities and the local economy, which has been further compounded by the inflationary pressures in the economy as a consequence of Russia's invasion of Ukraine.


'Delivering Prosperity after Covid' was formally approved by Cabinet on 8 December 2021 in response to the pandemic and this Annual Monitoring Report sets out what progress has been made over the first 18 months against each Priority Theme to deliver on the strategic objective of Supporting Business.

The progress in the first 18 months of the plan against each of the theme has been afforded a **RAG** status as follows:

	Very Good or Excellent progress
	Good Progress but more to be done
	Very Little or No progress

The AMR provides an interesting insight into the implementation of the Economic Recovery Framework over the monitoring period which clearly illustrates that considerable progress has been made during its implementation in the first 18 months.

**PRIORITY THEME: IMPROVE RESILIENCE THROUGH THE DEVELOPMENT OF THE FOUNDATIONAL ECONOMY**

Project	18 Months	Progress (Up to April 2023)	RAG
<p><b>Strengthening local supply chains through cultivational procurement</b></p>	<ul style="list-style-type: none"> <li>• Use Business Support to help local SMEs register with procurement.</li> <li>• Map supply chain voids to ensure that local companies are used where practicable.</li> <li>• Develop the capabilities of indigenous business to compete for contracts and fill supply chain voids.</li> <li>• Work with partners to support local jobs through the use of procurement measures that support local supply chains.</li> </ul>	<ul style="list-style-type: none"> <li>• Supplier Relationship Officer has supported 48 contractors/suppliers via weekly Procurement Clinic appointments providing information, advice and guidance on registering on the Council's e-Sourcing platform to access procurement opportunities.</li> <li>• Supply chain mapping and void identification is progressing, an interactive interface using PowerBI is being developed which will facilitate the interrogation of data and ensure long term value.</li> <li>• Working in conjunction with Simply Do to leverage their expertise and to enrich the background data and widen the scope of the interrogable data. The aim of this is to increase the scope of capturing local micro-businesses within the database to glean a more holistic view of potential local supply chains.</li> <li>• To identify the challenges we are facing in relation to Covid Recovery, and embedding decarbonisation initiatives, we have adopted a challenge-based procurement approach.</li> <li>• Working with SimplyDo, we are undertaking a series of Challenge Hacks to identify problems that could be resolved through supply chain innovation or reengineering.</li> <li>• Working with WLGA and WG with the development of a forward work programme of collaborative procurement opportunities on an all Wales National and Southeast Wales delivery group basis. This information is available on the Sell2wales website.</li> <li>• Representation at Centre for Local Economies Strategies (CLES) Gwent Cluster working groups for Construction &amp; retrofit, Simplifying and sharing best practice; and Food</li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
		<p>procurement. Key focus areas include Increasing knowledge of the potential local supplier base, standardisation of documentation and processes and developing better relationships between procurement and business support functions.</p> <ul style="list-style-type: none"> <li>Procurement team continue to work in-conjunction the Business Enterprise &amp; Renewal team to support local supply chains in delivering social value commitments including creation and retention of jobs.</li> </ul>	
<p><b>Improve support for business</b></p>	<ul style="list-style-type: none"> <li>Consider bespoke support for services targeted at micro and small businesses, business start-up and self-employment within the County Borough by reinvigorating and resourcing local business support to coordinate and maximise the opportunities arising at the regional level through City Deal.</li> <li>Work with partners to provide training and support for citizens to become self-employed.</li> <li>Re-configure grant spend to ensure that it is more effective and targeted more closely at supporting economic outputs.</li> </ul>	<ul style="list-style-type: none"> <li>Business Enterprise &amp; Renewal Team have supported 12 new start-ups thereby assisting the creation of 23 Jobs.</li> <li>Business Support Clinics held bimonthly to offer 30-minute sessions of face to face (via Teams at present) support to businesses and their specific requirements, held with Business Wales and Development Bank Wales.</li> <li>Revived the Account Manager's Meeting bringing together representatives from WG, Development Bank of Wales, Business Wales, Business in Focus, Business Associates, DWP, Careers Wales, Princes Trust and others to share knowledge and intel for business around the borough.</li> <li>Meetings with other support agencies re: support and grants funding available e.g. Welsh Government COVID and other grant support.</li> <li>International Trade Officer supporting with new export import requirements post Brexit -over 100+ SMEs contacted to date provide support.</li> <li>Caerphilly Enterprise Fund Grants reconfigured. 89 (23 CEF and 66 CEF UKSPF) business Supported – creating 269</li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
		jobs, safeguarding 640 Jobs with a Capital Investment by businesses supported of £2,360,609.76	
<b>Exploit funding opportunities to ensure premises are available for business development and growth for SMEs</b>	<ul style="list-style-type: none"> <li>Target key premises within the strategic hubs of Caerphilly and Ystrad Mynach in addition to Principal Town Centres throughout the County Borough in order to ensure that there are suitable premises available to facilitate commercial growth (retail &amp; business).</li> <li>Work with the ICE Regional Enterprise Hub to identify new opportunities for business hubs in other parts of the County Borough.</li> <li>Exploit opportunities to bring employment back to the centre of our towns as part of a wider offer of activities and uses and re-purpose buildings to create co-working spaces and encouraging new green skills and opportunities such as repair cafes, reuse and refill retail and remanufacturing innovation.</li> </ul>	<ul style="list-style-type: none"> <li>£1m WG Transforming Towns fund targeting businesses / premises in Caerphilly in 2021/22 was approved (schemes need to be supported by placemaking plans).</li> <li>114 businesses supported with £1,130,094.76 investment via the Caerphilly Enterprise Fund, Caerphilly Start Up Fund and Caerphilly Development Fund.</li> <li>Opportunity for redevelopment of Pentrebane Street through Caerphilly Town 2035 plan to provide commercial space.</li> <li>Support for 2 businesses equating to £30,000 each relocating from the Caerphilly Indoor Market provided through CEF SPF (£25,000 each) and SPF start up (£5,000 each) to enable redevelopment of Pentrebane Street.</li> <li>CCBC business team meet regularly with the Welsh Ice Community manager to support their outreach service to the wider Caerphilly borough business community. WG currently fund the Enterprise Hub and we have suggested further growth through a review of the offer they provide. Satellite hubs has been suggested and Officers are working with Welsh Ice to identify key locations around the Caerphilly County borough.</li> <li>Levelling Up Fund bid prepared, submitted and £20m awarded by UK Government to support the development of a new Well Being Centre in Caerphilly Town adjacent to the proposed new transport Interchange.</li> </ul>	
<b>Work with local Businesses to progress innovation in</b>	<ul style="list-style-type: none"> <li>Work in partnership with the private sector to develop foundational economy challenge bid schemes</li> </ul>	<ul style="list-style-type: none"> <li>Cardiff Capital Region, with support from economic development consultancy Steer Economic Development, are developing a forward-looking Challenge Strategy for the region.</li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
the Foundational Economy.			

**PRIORITY THEME: ZERO CARBON HOMES FOR THE FUTURE**

Project	18 Months	Progress (Up to April 2023)	RAG
<b>Welsh Housing Quality Standard Investment to upgrade 10,822 homes.</b>	<ul style="list-style-type: none"> <li>▪ Currently 10448 properties out of our total stock of 10654 have been upgraded and are fully compliant with WHQS standard. It is anticipated that the majority of those remaining will be upgraded within the next 12 months with many only awaiting external works. Target to complete all internal and external works by December 2021.</li> <li>▪ Explore opportunities to work with other housing partners on a Challenge Fund to retrofit existing dwellings to facilitate decarbonisation.</li> </ul>	<ul style="list-style-type: none"> <li>• All of the current housing stock of 10,672 properties are fully compliant with WHQS standard as of 31<sup>st</sup> December 2021.</li> <li>• Working to explore the opportunities by following the Pathways Ratings System to discover the full costs of bringing policy voids up to Standard Assessment Procedure rating of "A" whilst helping to facilitate decarbonisation moving forward.</li> </ul>	
<b>Unlocking public sector land for self-build development,</b>	<ul style="list-style-type: none"> <li>▪ Identify plots of land in Council ownership that are suitable for self-build development; apply for outline planning permission and ensure infrastructure is in place (where appropriate) to ensure sites are 'oven</li> </ul>	<ul style="list-style-type: none"> <li>• Several sites in Council ownership were initially identified as being potentially suitable for inclusion in the Self Build Wales scheme. However, upon undertaking further investigation it was determined that the costs of bringing plots forward on single plot or very small sites would exceed any likely capital receipt.</li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
<b>through a 'Plot Shop' initiative</b>	ready.' Facilitate the sale of plots to eligible applicants.		
<b>Construction of new council housing stock</b>	<ul style="list-style-type: none"> <li>▪ Explore and develop energy efficient housing that reduces energy costs significantly and / or generates energy that can be supplied into the grid.</li> <li>▪ Secure planning permission on Council owned sites identified within the Council's Programme Development Plan (PDP).</li> <li>▪ Seek opportunities to secure additional Council stock through Section 106 agreements.</li> <li>▪ Set up partnership agreements with developer partners including where appropriate RSLs for the delivery of Council units.</li> </ul>	<ul style="list-style-type: none"> <li>• Caerphilly Homes have commenced work on the Council's development programme. 18 new energy efficient homes have been delivered and certified to Passivhaus Standard using the Calendan steel primaframe solution which is manufactured locally on Penallta Industrial Estate. <ul style="list-style-type: none"> <li>• Llanfabon Drive Trethomas, 12 homes complete.</li> <li>• Former 49 Club, Trecenydd, 6 homes complete.</li> </ul> </li> <li>• Outline consent secured for Oakdale Comprehensive and Ty Darren, Risca (126 new homes likely to be delivered)</li> <li>• S106: A number of S106 homes have been secured via local developer, Llanmoor Homes. 6 in the first phase (including 2 LCHO homes) and 7 will be secured in the 2<sup>nd</sup> phase of their development.</li> <li>• A report seeking approval that a PCSA (Pre-Construction services Agreement) be signed with Construction Partners Willmott Dixon to begin the enabling and demolition works on Ty Darran is scheduled to be considered by Cabinet shortly. A PCSA has already been signed in relation to the development of the former Oakdale School Site.</li> <li>• The Council signed an MOU with partner HA's in October 2021 which promotes collaboration between the organisations in relation to all housing services.</li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
		<ul style="list-style-type: none"> <li>• Progress being made towards delivering the 400 new home ambition that was agreed by Cabinet in January 202. Cabinet agreement to move to the next stage of the development process thereby undertaking detailed site investigation work to determine whether 5 identified sites are deliverable and viable.</li> </ul>	
<p><b>Examine the potential to pilot initiatives through the Housing Investment Fund as part of the Cardiff Capital Region City Deal workstream.</b></p>	<ul style="list-style-type: none"> <li>▪ Secure funding to unlock 2 problematic stalled sites at Maesycwmmmer and Abertridwr through the City Deal Housing Investment Fund.</li> <li>▪ Secure funding to unlock 1 problematic site in the Heads of the Valleys through the City Deal Housing Investment Fund.</li> </ul>	<ul style="list-style-type: none"> <li>• 3 Bids Submitted to Cardiff Capital Region City Deal for Housing Investment Fund:               <ul style="list-style-type: none"> <li>○ Windsor Colliery, Abertridwr – Funding Secured, planning permission secured, scheme progressing with RSL partner for 109 homes.</li> <li>○ Gellideg Heights, Maesycwmmmer – Funding approved but not being taken up by the RSL partner, who is funding the site through an alternative mechanism, scheme to progress; and</li> <li>○ Land at Heol Ddu Grove, Bargoed - Reserve site.</li> </ul> </li> </ul>	
<p><b>Utilise Welsh Government loans / funding to bring vacant properties and sites back into beneficial use.</b></p>	<ul style="list-style-type: none"> <li>▪ Facilitate and assist owner occupiers and landlords to access Welsh Government loans to upgrade and bring properties back into beneficial use.</li> <li>▪ Secure Welsh Government Land to bring 1 brownfield site back into beneficial use for a mixed-use development including mixed tenure housing.</li> </ul>	<ul style="list-style-type: none"> <li>• £1m Transforming Towns allocation – pipeline of projects awaiting funding.</li> <li>• Due Diligence proceeding to determine the risks associated with progressing a significant brownfield site in Caerphilly Basin for development.</li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
<p><b>Secure money to deliver innovative homes suitable for the future (i.e., carbon neutral, zero carbon)</b></p>	<ul style="list-style-type: none"> <li>▪ Pentrebane Street Caerphilly, funding secured for the development of a mixed-use scheme on this site.</li> <li>▪ Ty Pontllanfraith, funding secured from the Innovative Housing Fund for the redevelopment of this site and the creation of a 'Garden Village'.</li> <li>▪ Ty Du, funding secured from the Innovative Housing Fund for the development of this site.</li> <li>▪ Work with our RSL partners to deliver new carbon neutral homes to meet housing need across the county borough.</li> </ul>	<ul style="list-style-type: none"> <li>• Pentrebane Street, Funding secured, site assembly progressing.</li> <li>• Land at Former Pontllanfraith House, Pontllanfraith being developed by Pobl, 123 homes under construction.</li> <li>• Ty Du, site acquired by United Welsh Housing. Layout and design being progressed.</li> <li>• Work with RSL Partners to deliver new carbon neutral homes is ongoing through the Development Management Process.</li> </ul>	
<p><b>Set up empty homes team to target empty town centre properties and empty residential properties to bring them back in to beneficial use.</b></p>	<ul style="list-style-type: none"> <li>▪ Prepare an Enforcement Action Plan for Vacant Town Centre Properties and act using relevant statutory powers to bring premises back into beneficial use.</li> <li>▪ Provide grant support via the Transforming Towns Initiative to bring town centre properties back into beneficial use.</li> </ul>	<ul style="list-style-type: none"> <li>• Empty Property Action Plan prepared with a list of targeted properties supported to be brought back into beneficial use.</li> <li>• £1m WG Transforming Towns allocation obtained – good pipeline of projects awaiting funding which seek to bring a number of prominent empty buildings back into beneficial use.</li> </ul>	



**PRIORITY THEME: DEVELOP CLUSTER AND INNOVATION OPPORTUNITIES**

Project	18 Months	Progress (Up to April 2023)	RAG
<p><b>Develop cluster opportunities.</b></p>	<ul style="list-style-type: none"> <li>• Work with City Deal/Welsh Government to deliver key sites including Capital Valley, Rhymney, Ty Du Nelson, Caerphilly Business Park and Oakdale Business Park (plateau 1,2 and 4).</li> <li>• Work with WG to secure £3m investment for the provision of infrastructure at Oakdale Business Park.</li> <li>• Work with the private sector to facilitate their growth plans.</li> </ul>	<ul style="list-style-type: none"> <li>• Whitebeam Court, Ty Du Nelson - comprises 11 new high quality business units ranging from 105 sq m (1,130 sq ft) to 338 sq m (3,637 sq ft). Complete and near to being fully let.</li> <li>• Silverbirch Court - this is a new development comprising 15 high quality business units in Rhymney ranging from 50m2 to 98m2, all have WC, IT outlet (fibre broadband accessible) associated parking and easy access. Complete and near to being fully let.</li> <li>• Caerphilly Business Park – Levelling Up Fund Bid Submitted to UK Government for the provision of a new Well-being Centre.</li> <li>• Oakdale Business Park Plateau 1 – Cabinet approval obtained to sell residual land to Welsh Government. Ongoing dialogue with Welsh Government and the solicitors acting for IG Doors to resolve various legal issues.</li> <li>• Oakdale Plateau 2 – Working with CCR and WG to prepare relevant site investigation reports to facilitate development of the residual land. RIBA Stage 2. Discussion underway with prospective developers.</li> <li>• Oakdale Plateau 4 - Relevant site investigation reports prepared to facilitate development of the residual land. Discussion ongoing with WG and prospective developer.</li> </ul>	




Project	18 Months	Progress (Up to April 2023)	RAG
<b>Create and strengthen official lines of communication.</b>	<ul style="list-style-type: none"> <li>• Work with Caerphilly Business Club to programme business networking opportunities at a local level and make connections to enhance local supply chain activity.</li> <li>• Continue to work closely with businesses in the county borough to address their training needs in association with Further and higher Education partners.</li> </ul>	<ul style="list-style-type: none"> <li>• Monthly Networking events being held by Caerphilly Business Club supported by BERT staff.</li> <li>• Officers work continuously with the local colleges through the Caerphilly Business Club and link businesses with the CCBC employability teams to provide training, work trials and upskilling opportunities for the unemployed and employed members of staff across the borough. Each business is made aware of the full range of training services made available through CCBC and further and higher education partners.</li> </ul>	
<b>Target innovation and business set up.</b>	<ul style="list-style-type: none"> <li>• Gain a better understanding of the skills requirements in respect of the compound semiconductor, life sciences sectors and electric automotive sectors.</li> <li>• Continue to roll out the Caerphilly Business Productivity Enhancement Programme to encourage SMEs with more than 10 employees to: <ul style="list-style-type: none"> <li>○ Future proof business through becoming more efficient,</li> <li>○ Introduce new technology, Diversify and broaden the customer base,</li> <li>○ Develop new products.</li> </ul> <p>Following a productivity diagnostic of the company, a comprehensive support package will provide implementation support, skills development, research &amp;</p> </li> </ul>	<ul style="list-style-type: none"> <li>• Caerphilly Business and Productivity Enhancement Programme. This provides a free productivity diagnostic for companies with a support package which ranges from hands on implementation support, skills development, research &amp; development, export and GRANT SUPPORT for capital expenditure and any other specialist interventions that are required. 11 companies supported to date through the programme.</li> <li>• Cardiff Capital Region, with support from economic development consultancy Steer Economic Development, are developing a forward-looking Challenge Strategy for the region.</li> </ul>	

<b>Project</b>	<b>18 Months</b>	<b>Progress (Up to April 2023)</b>	<b>RAG</b>
	<p>development, export, GRANT SUPPORT for capital expenditure and any other specialist interventions that are required.</p> <ul style="list-style-type: none"> <li>Bring together public, private and third sector organisations in the County Borough to respond to societal challenges and drive positive change through innovation via the CCR Challenge Fund Programme and Innovate UK.</li> </ul>		

### **PRIORITY THEME: DIGITAL CONNECTIVITY**

<b>Project</b>	<b>18 Months</b>	<b>Progress (Up to April 2023)</b>	<b>RAG</b>
<b>Work with Partners to Increase broadband speed.</b>	<ul style="list-style-type: none"> <li>Promote initiatives to increase the availability of SFBB (Super-Fast Broad Band) and UFBB (Ultra-Fast Broadband).</li> </ul>	<ul style="list-style-type: none"> <li>Progressing work with a number of Broadband providers.</li> </ul>	
<b>Provide digital support and advice to business.</b>	<ul style="list-style-type: none"> <li>Work with WG to offer digital infrastructure support services to local businesses / enhance digital connectivity / promote the role of artificial intelligence in business.</li> </ul>	<ul style="list-style-type: none"> <li>Officers are working alongside WG and Ogi Pro Services to offer businesses in historically poor broadband areas of the borough the chance to connect to high-speed broadband - Hengoed &amp; Blackwood exchanges scheduled for upgrades. Officers also regularly work with WG to promote their BPEP offer delivering new technologies to SME businesses and will continue to support them going forward.</li> </ul>	
<b>Promote the concept of Regional /</b>	<ul style="list-style-type: none"> <li>Roll out Free Wi Fi in all Principal Towns and Rhymney and Newbridge</li> </ul>	<ul style="list-style-type: none"> <li>Risca, Ystrad Mynach, Bargoed and Rhymney Free Wi Fi implemented and available. Caerphilly, Blackwood and Newbridge pending.</li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
<b>Community Wi-Fi as the potential for enabling a functional and connected future.</b>			
<b>Explore the opportunity to roll-out a 5G Network across the CCR.</b>	<ul style="list-style-type: none"> <li>Support the work of the CCR Digital Strategy.</li> <li>Continue to work with private sector providers engaged in rolling out their 5G network across the CCR and County Borough.</li> </ul>	<ul style="list-style-type: none"> <li>CCR have released a digital series magazine, an apprentice scheme and an appointment has been made to the Digital Lead.</li> <li>Ongoing.</li> </ul>	
<b>Ensure innovative technologies through the use of broadband are incorporated within new housing developments.</b>	<ul style="list-style-type: none"> <li>Work with developers to ensure the incorporation of innovative technologies within new housing developments in line with national planning policy.</li> </ul>	<ul style="list-style-type: none"> <li>A condition is now attached to all planning consents for major housing development requiring provision of 1gigabyte of broadband connectivity for each dwelling.</li> </ul>	
<b>Improve Broadband Speeds in Schools.</b>	<ul style="list-style-type: none"> <li>Completion of SuperFast Broadband Installations in Schools in line with the Learning in Digital Wales Programme</li> <li>Seek funding opportunities through WG and work with schools to improve network infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Following the Edtech project, an independent review and health check of the school's network has taken place. The findings of the independent review are being discussed and an action plan will follow</li> <li>Funding secured and procurement underway for review of corporate infrastructure in preparedness for analogue switch off.</li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
<b>Coding for Younger People to enable young people to have the relevant skills for the future.</b>	<ul style="list-style-type: none"> <li>Work with partners in WG &amp; Consortia to promote the use of coding in line with the Digital Competence Framework</li> </ul>	<ul style="list-style-type: none"> <li>Coding sessions are currently run at the following public libraries:               <ul style="list-style-type: none"> <li><u>Caerphilly Library</u> Code Club every Wednesday during term-time Advanced Code Club every Friday during term-time Library staff teach/facilitate all sessions</li> <li><u>Risca Library</u> Weekly sessions will resume after October 2022 Half-Term Library staff teach/facilitate all sessions</li> <li><u>Bargoed Library</u> Weekly sessions for 8-14 year old. Library staff teach/facilitate all sessions</li> </ul> </li> </ul>	
<b>Assess the potential development of Wi-Fi analytics and digital towns.</b>	<ul style="list-style-type: none"> <li>Utilise Wi Fi analytics to inform Town Centre Strategies.</li> </ul>	<ul style="list-style-type: none"> <li>Risca, Ystrad Mynach, Bargoed and Rhymney Free Wi Fi available, Caerphilly, Blackwood and Newbridge pending. The new wi fi will provide the data for the analytics to inform Town Centre Strategies in future.</li> </ul>	
<b>Assess the ability of town centre traders to offer increasingly popular digital services such as click and collect and look to share best</b>	<ul style="list-style-type: none"> <li>Work with 'NearMeNow' to pilot a new digital platform for use by business in Principal Towns throughout the County Borough.</li> </ul>	<ul style="list-style-type: none"> <li>NearMeNow with the support of Welsh Government, Caerphilly, Rhondda Cynon Taf, Blaenau Gwent, Monmouthshire and Carmarthenshire Local Authorities and the Treorchy town and business community have played an active part over the last two years in helping to build this software. The new digital platform VZTA launched in October 2022 and gives high streets and the organisations that support them the tools they need to help them in the fight-back against high street chains and</li> </ul>	

<b>Project</b>	<b>18 Months</b>	<b>Progress (Up to April 2023)</b>	<b>RAG</b>
<b>practice where this has worked well.</b>		online giants, by bringing them together as one community of small businesses.	

**PRIORITY THEME: IMPROVING RESILIENCE THROUGH EDUCATION, TRAINING & CAREERS ADVICE**

<b>Project</b>	<b>18 Months</b>	<b>Progress (Up to April 2023)</b>	<b>RAG</b>
<b>Develop a skilled workforce and tackle unemployment to respond to the needs of business both locally and regionally.</b>	<ul style="list-style-type: none"> <li>Continue to deliver the Caerphilly Academy - training, work placement and apprenticeship programme to support the needs of business.</li> <li>Assist the CCR project team in the delivery of its "graduate" programme by working with the Caerphilly Business Club to identify opportunities for business to take part and benefit.</li> <li>Engage with the DWP Kickstart scheme and Restart Scheme at an authority-wide level, with a commitment to host 10 Kickstart work placements across various service areas.</li> </ul>	<ul style="list-style-type: none"> <li>With the support of the Caerphilly Academy, the Kickstart scheme supported 8 (out of possible 10 placements). Intensive support at all stages was provided, including liaison with managers to identify suitable placements and recruit, supporting individuals to complete new starter process, liaising with DWP, working with individuals and managers to resolve any issues once in employment. Out of these 8, 5 are likely to progress into employment with CCBC; 3 are being supported to find employment elsewhere.</li> <li>Academy mentor provides support to individuals at all stages of these paid placements within the Council 11 staff supported.</li> </ul>	
<b>Work with partners, in the private, public and third sector, utilising labour market intelligence to identify future</b>	<ul style="list-style-type: none"> <li>Align skills and employment support provision to meet the needs of future employment.</li> </ul>	<ul style="list-style-type: none"> <li>Skills and employability survey has been sent to local businesses via CCBC business team and CBC</li> <li>Links with local JCPs to access skills shortages data for county borough.</li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
<b>growth demand and skill requirements.</b>		<ul style="list-style-type: none"> <li>Officers liaise with WG key account managers and CBC to promote cluster groups and industry specific recruitment drives through employability teams.</li> <li>Continuation of our employability programmes covering all age ranges with unlimited access and support</li> <li>Skills and Employability group to be formed with JCP, colleges, CCBC employability programmes to identify employment issues specific to the county borough.</li> <li>Regular case studies are undertaken and submitted to WG to showcase their successes and provide evidence for project continuation.</li> </ul>	
<b>Explore opportunities for targeted career advice aligned to current and future job opportunities.</b>	<ul style="list-style-type: none"> <li>Work with Welsh Government and CCR to pilot career advice initiatives.</li> </ul>	<ul style="list-style-type: none"> <li>Employment Manager attends monthly CCR Regional Skills Partnership to discuss regional approach to priority areas (green energy, FinTech etc)</li> <li>Acted on national understaffing of HGV drivers. Insights into sector provided, including driving a HGV vehicle. Linked with local employers providing targeted recruitment. 10 individuals have attended sessions. 1 has completed the process and gained employment. Remaining participants still undertaking training owing to national delay with DVLA and testing centres.</li> <li>Focussed recruitment supporting Caerphilly CBC priority recruitment, including sector specific recruitment days collaboratively working with the local Job Centres. Insight/recruitment sessions provided in cleaning and</li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
		<p>catering. 11 individuals engaged with 7 receiving direct support into these roles.</p> <ul style="list-style-type: none"> <li>• Pathways delivered included training, work placements and employment. Construction event supported 12 individuals - 11 so far have found.</li> <li>• Senior Business Liaison Officer attends regular regional meetings with counterparts. Best practice and targeted regional recruitment initiatives identified</li> </ul>	
<p><b>Formalise links between businesses, schools, FE and HE establishments.</b></p>	<ul style="list-style-type: none"> <li>• Seek funding opportunities through WG and work with schools to improve network infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Partners from each sector attend twice yearly live vacancy events. Schools are supported to attend via Welsh Government grant funding for transport. The sectors all also attend schools regularly via formal links with the Careers Wales business engagement team. Funding is also being used to provide work experience opportunities for year 11 pupils.</li> </ul>	
<p><b>Ensure training and skills provision enables those currently in employment to upskill.</b></p>	<ul style="list-style-type: none"> <li>• Work with local business and training providers to support those in employment to have access to in work training and progression opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>• Officers work continuously with the local colleges through the Caerphilly Business Club and link businesses with the CCBC employability teams to provide training, work trials and upskilling opportunities for the unemployed and employed members of staff across the borough. Each business is made aware of the full range of training services made available through CCBC and further and higher education partners.</li> <li>• Through the Shared Prosperity Fund the Council is using the Regional Employment Programme to jointly commission FE, ACL and locally procured bespoke courses which address skills gaps, address recruitment issues linked to skills gaps, and focus on growth areas in the local labour market for those in employment to develop</li> </ul>	



Project	18 Months	Progress (Up to April 2023)	RAG
<p><b>Work with partners to upskill the workforce and expand the workforce in green sectors. Investment in low carbon housing at scale and upgrading housing stock particularly Council housing, is likely to be a central plank of recovery to increase energy efficiency of Council homes, reduce fuel poverty and create jobs in the green economy.</b></p>	<ul style="list-style-type: none"> <li>Work with local business and training providers and developers to support those in the construction sector to have the necessary training and skills to meet the decarbonisation ambitions of the Council and Welsh Government.</li> </ul>	<p>and progress in their careers. Digital, creative, manufacturing sector skills targeted.</p> <ul style="list-style-type: none"> <li>Officers work continuously with the local colleges through the Caerphilly Business Club and link businesses with the CCBC employability teams to provide training, work trials and upskilling opportunities for the unemployed and employed members of staff across the borough. Each business is made aware of the full range of training services made available through CCBC and further and higher education partners.</li> <li>Through the Shared Prosperity Fund the Council is using the Regional Employment Programme to jointly commission FE, ACL and locally procured bespoke courses which address skills gaps and recruitment needs in relation to 'green' skills and green industries. Supporting those who are both unemployed and employed. <ul style="list-style-type: none"> <li>Caerphilly Homes have commenced work on their own zero net carbon housebuilding programme as follows: <ul style="list-style-type: none"> <li>Llanfabon Drive Trethomas, 12 homes complete.</li> <li>Former 49 Club, Trecenydd, 6 homes complete.</li> </ul> </li> <li>Outline consent secured for Oakdale Comprehensive and Ty Darren Risca, potential for 145 homes.</li> <li>Working with RSLs on multiple zero carbon homes developments at Pentrebanne Street Caerphilly, Windsor</li> </ul> </li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
		<p>Colliery Abertridwr, Former Police Station Caerphilly, Gellideg Heights, Maesycwmmmer, etc.</p> <ul style="list-style-type: none"> <li>Links formed with Nearly Zero Centres of Excellence in Ireland alongside Coleg Y Cymoedd in order to share best practice in order to facilitate the development of a centre which can be utilised by establishments delivering construction skills training in South East Wales.</li> </ul>	
<p><b>Continue to provide crucial assistance to people who might have lost their job or training opportunity because of the pandemic or Brexit, and help people develop new skills fit for the future and to find new employment opportunities.</b></p>	<ul style="list-style-type: none"> <li>Work with individuals to provide appropriate employment support through the existing employment support programmes including CfW, CfW+, CfW++, Inspire 2 Work, Inspire 2 achieve, Bridges into Work and Nurture Equip and Thrive to ensure participants are given the support that is required to support them into employment.</li> </ul>	<ul style="list-style-type: none"> <li>CfW, CfW+, CfW++ have undertaken 379 engagements which have resulted in 142 job outcomes for participants.</li> <li>Inspire 2 Work, Inspire 2 achieve, Bridges into Work and Nurture Equip and supported 218 participants, 77 of which gained a qualification as a result, 38 participants have been supported into work, and a further 33 participants have been supported to improve their employment situation.</li> </ul>	
<p><b>Upskilling residents' Essential Skills (Literacy Numeracy,</b></p>	<ul style="list-style-type: none"> <li>Continue to deliver Essential Skills courses through Caerphilly Adult Community Learning (through Coleg Gwent Franchise)</li> </ul>	<p>Courses delivered Pan-Caerphilly including Oxford House AEC (Risca), Libraries (Abercarn, Bargoed, Blackwood, Caerphilly, Nelson, New Tredegar, Newbridge, Rhymney, Risca), Schools (Graig-Y-Rhacca/Markham), Blackwood Job Centre, Blackwood</p>	

Project	18 Months	Progress (Up to April 2023)	RAG
<p><b>Digital Skills, ESOL)</b></p> <p><i>'(Essential Skills) support the development of skills needed for education, work and life...'</i></p>		<p>Miners' Institute, Cefn Fforest Community Centre, Caerphilly Miners (The Beeches), White Rose Resource Centre, St. Teilo's (high dependency inpatient rehabilitation centre for women).</p> <p>Total courses: Literacy (24), Numeracy (8), Digital Skills (30), ESOL - English for Speakers of Other Languages (21)</p>	
<p><b>Continue to deliver Adult Community Learning provision (Employability, ILS, Hobby &amp; Interests)</b></p>	<ul style="list-style-type: none"> <li>Ensure opportunities are available for resident to take part in Adult Community Learning provision (mainly funded through Welsh Government Community Learning Grant)</li> </ul>	<p>Courses delivered:</p> <p>ICDL x 4 (International Computer Driving Licence)</p> <p>20+ courses for ESF Employability team (including Customer Service, Food Safety, Health and Safety, Emergency First Aid at Work, Basic Life Saving/AED, Teamwork, Customer Service, Confidence Building)</p> <p>30+ courses for other groups such as Youth Service, Early Years, Penallta RFC, New Tredegar Rugby Club, POBL, Parent Network (including Food Safety, Basic Safeguarding, Emergency First Aid at Work, Basic Life Support/AED, Paediatric First Aid, Confidence Building,</p> <p>Other courses (open to the general public) include: Safeguarding Children &amp; Young People, Award in Education &amp; Training, Managing Conflict, Introduction to Classroom Assistant x 1</p> <p>Engagement/Hobby activities include – Pottery, Cake Decorating, Music Therapy, Junk to Joy, Art, Print Making, Spanish, Willow</p>	

Project	18 Months	Progress (Up to April 2023)	RAG
		<p>craft, Seasonal Wreath Making (some sessions funded by Welsh Government Engagement Grant)</p> <p>ILS provision (Courses for adults with additional learning needs funded by Coleg Y Cymoedd) includes – Pottery, Art &amp; Craft, Cooking, Drama, Singing, Employability, Gardening, Sewing, Relationships, Health and Wellbeing</p> <p>Clubs (run independently of Caerphilly ACL) include Crochet, Wood carving and Patchwork.</p>	
<p><b>Develop and Deliver Multiply Programme</b></p> <p>(Initial funding £5.9 million)</p>	<ul style="list-style-type: none"> <li>Set up an appropriate Multiply numeracy programme to ensure the hardest-to-reach resident have access to numeracy learning opportunities.</li> </ul>	<p>Staff recruitment to date x 2 project officers, 1 x communications</p> <p>Ongoing staff recruitment (tutors, admin &amp; accreditation officer, monitoring and compliance officer, engagement officers)</p> <p>Various groups/projects attended e.g. schools, Parent Network groups, Employability teams, Careers Wales, Job Centre Plus.</p> <p>Various events attended and marketing materials purchased.</p> <p>1 course started – Cooking on a Budget (as a follow on from CCBCs Cooking Champion programme)</p>	

**PRIORITY THEME: TRANSPORT INFRASTRUCTURE & CONNECTIVITY**

<b>Project</b>	<b>18 Months</b>	<b>Progress (Up to April 2023)</b>	<b>RAG</b>
Improve the resilience of the strategic highway network of the A469 to Rhymney.	<ul style="list-style-type: none"> <li>Progress Design and Feasibility stage in preparedness for Levelling Up Fund Submission in 2022</li> </ul>	<ul style="list-style-type: none"> <li>No LUF bid submitted.</li> <li>Awaiting the outcome of Welsh Governments Roads Funding Review (expected Autumn 2022) for CCBC's Resilient Roads Fund bid.</li> <li>WeITAG Stage 1 report being finalised.</li> <li>Leader issued a position statement and arranged a site meeting with the WG Minister, MP, MS &amp; Cabinet Member(s).</li> </ul>	
Improvement to the strategic highway network.	<ul style="list-style-type: none"> <li>Undertake initial feasibility and design for Bedwas Bridge Highway Improvements.</li> </ul>	<ul style="list-style-type: none"> <li>WeITAG Stage 1 study undertaken. Draft report to be reviewed.</li> </ul>	
Implementation of METRO proposals in relation to Capital Valley, the wider Rhymney area and the A465.	<ul style="list-style-type: none"> <li>Undertake Options appraisal and feasibility work to establish the optimum location for a new A465 interchange.</li> </ul>	<ul style="list-style-type: none"> <li>The Central Rhymney WeITAG Stage 2 study looked at this and ruled this out (i.e., no strong business case).</li> <li>Awaiting progress on the TfW led commission for the mid valleys Metro Study.</li> </ul>	
Implement further key transport improvements including park and ride.	<ul style="list-style-type: none"> <li>Design and prepare a business case for a park and ride in Twyn Carno ward for 100 spaces.</li> <li>Design and prepare a business case for a new park and ride in Llanbradach ward for 250/500 spaces (Phase 1).</li> </ul>	<ul style="list-style-type: none"> <li>No Progress to date.</li> <li>The Central Rhymney Strategic P&amp;R WeITAG Stage 2 study completed. Final report awaited. No funding awarded to progress this in 2022/23.</li> </ul>	

Improve connectivity along the A472 Corridor.	<ul style="list-style-type: none"> <li>Secure funding for a feasibility study to identify how connectivity can be enhanced along the A472 Corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Being undertaken by Transport for Wales as part of the ongoing work on Metro.</li> </ul>	
Caerphilly Metro Transport and Investment Hub.	<ul style="list-style-type: none"> <li>Progress the Caerphilly Interchange to Weltag stage 2.</li> </ul>	<ul style="list-style-type: none"> <li>Completed and Levelling Up Bid submitted to UK Government. Awaiting funding announcement.</li> <li>Stakeholder engagement in respect of the WelTAG2 Study and emerging designs prepared by Grimshaws Architects has started with meetings held with various groups.</li> <li>Digital Stakeholder Engagement on the design of the Interchange has started which has provided support to the LUF application.</li> </ul>	
Electric hub.	<ul style="list-style-type: none"> <li>Roll out Electric Vehicle Charge Points at key locations across the County Borough.</li> </ul>	<ul style="list-style-type: none"> <li>7 Twin 7kW chargers at Tir y Berth old Meals on Wheels site; 15 Twin 7kW Chargers at Ty Penallta; 2 Twin 7kW chargers and 2 x 50kW chargers at Tir y Berth Housing Offices.</li> <li>On Street Charging facilities being rolled out when funding allows.</li> </ul>	
Implementation of key infrastructure projects	<ul style="list-style-type: none"> <li>Provision of cycle facilities at all transport hubs together with key employment and retail destinations.</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing as part of Metro improvements.</li> </ul>	

## PRIORITY THEME: TOWN CENTRE REGENERATION AND DIVERSIFICATION

<b>Project</b>	<b>18 Months</b>	<b>Progress (Up to April 2023)</b>	<b>RAG</b>
<b>Assess the suitability of Local Development Orders / Town Centre Enterprise zones in South East area towns.</b>	<ul style="list-style-type: none"> <li>Undertake initial Assessment.</li> </ul>	<ul style="list-style-type: none"> <li>Initial assessment of the suitability undertaken for pilot initiative in Risca. Needs updating post Covid.</li> </ul>	
<b>Consider the Strategic Acquisition of key sites and premises in our prioritised town centres.</b>	<ul style="list-style-type: none"> <li>Secure Funding to acquire key sites and premises.</li> </ul>	<ul style="list-style-type: none"> <li>Acquisition Fund agreed for Caerphilly Town.</li> </ul>	
<b>Prepare an enforcement action plan for town centres - targeting statutory action on target properties where necessary.</b>	<ul style="list-style-type: none"> <li>Target problematic premises with statutory action to encourage property owners to invest in their premises.</li> <li>Take action in default if necessary. Initial focus on Bargoed Town Centre.</li> </ul>	<ul style="list-style-type: none"> <li>Enforced first enforced sale of a significant listed property (Tabor Chapel) utilising the Council Approved Enforced Sale Policy. Working with new owner to bring premises back into beneficial use.</li> </ul>	
<b>Investigate and encourage all opportunities to locate public sector/ third sector commercial occupation in town</b>	<ul style="list-style-type: none"> <li>Liaise with Health Board to establish their requirements for facilities in town centres.</li> <li>Work with other public sector and third sector bodies to locate in town centres.</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing as part of the preparation of the 2<sup>nd</sup> Replacement Local Development Plan.</li> <li>A new Health and Well Being centre is proposed for Caerphilly Town Centre.</li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
centres. To include service hubs, health and well-being provision etc.			
<b>Undertake a review of the current town centre offer for incubation space, start up space, managed space, live workspace and graded office space and an assessment of future demand in light of changing ways of working accelerated by the Covid pandemic.</b>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Feasibility Assessment for offices for Park &amp; Ride Site in Caerphilly Town prepared.</li> <li>• Assessment of future demand underway as part of the preparation of the 2<sup>nd</sup> Replacement Local Development Plan.</li> </ul>	
<b>Assess need and potential for housing provision in town centres, to include standards, tenure mix, access</b>	<ul style="list-style-type: none"> <li>• Progress the Acquisition of Pentrebane Street, Caerphilly for mixed use development including mixed tenure housing.</li> </ul>	<ul style="list-style-type: none"> <li>• Pentrebane Street, Funding secured, site assembly progressing.</li> <li>• Transforming Towns funding grant criteria supports mixed schemes that include residential development above ground floor commercial space. An example of support under this scheme includes the former 'Store 21' outlet in Blackwood where grant support enabled</li> </ul>	



<b>Project</b>	<b>18 Months</b>	<b>Progress (Up to April 2023)</b>	<b>RAG</b>
<b>arrangements, client groups etc.</b>	<ul style="list-style-type: none"> <li>Work with the private sector to secure new residential accommodation above retail units in town centres.</li> </ul>	the development of an empty building to accommodate 5 retail units on the ground floor below 9 residential flats on the upper floors. A pipeline of similar scheme is being promoted for further funds to support similar development in Bargoed Town Centre.	
<b>Establish a meanwhile use programme to encourage community use and pop-up provision.</b>	<ul style="list-style-type: none"> <li>Identify town centre premises suitable for meanwhile uses and pop-up provision.</li> </ul>	<ul style="list-style-type: none"> <li>SPF allocation to progress meanwhile use opportunities established.</li> </ul>	

### **PRIORITY THEME: TOURISM RECOVERY**

<b>Project</b>	<b>18 Months</b>	<b>Progress (Up to April 2023)</b>	<b>RAG</b>
<b>Develop a positive narrative/reputation for tourism in Caerphilly County Borough as a go to destination for Activity and Heritage holidays focusing on those areas of competitive advantage such as mountain biking,</b>	<ul style="list-style-type: none"> <li>Engage with virtual and digital travel trade to identify opportunities for Activity and Heritage trips/holidays in Caerphilly with UK and international tour operators.</li> <li>Develop a marketing plan to reinvigorate and reinforce the attractiveness of the county borough to domestic tourism and increase awareness of what is on offer in the county</li> </ul>	<ul style="list-style-type: none"> <li>Activity and heritage promotions are ongoing, using social media, printed word and attendance at national events. Examples include: <ul style="list-style-type: none"> <li>Articles included in The Voice magazine periodically.</li> <li>Attendance at national tourism shows, such as the Birmingham event in autumn 2021 and Twickenham in January 2022.</li> <li>Inclusion in regional promotions organised by the Southern Wales group and by Visit Wales.</li> </ul> </li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
<p><b>cycling, walking, heritage and activity tourism all of which are particular strengths in Caerphilly.</b></p>	<p>borough to encourage visitors to Visit Caerphilly when they are visiting other attractions in the region.</p> <ul style="list-style-type: none"> <li>▪ Update the Visit Caerphilly Webpage and utilise social media platforms to ensure that the Visit Caerphilly Brand is effective and recognised by prospective visitors to the region.</li> <li>▪ Promote the Valleys Regional Park Discovery Gateways at Caerphilly Castle, Cwmcarn Forest and Penallta Parc in partnership with the VRP/WG and CCR.</li> </ul>	<ul style="list-style-type: none"> <li>○ Social media coverage, including the incredibly successful visit from Youtubers Sam and Colby, which has achieved 4 million hits to date.</li> <li>• A marketing plan will be developed by the Marketing Officer, early in 2023.</li> <li>• The Marketing Officer is working with destination managers to update the websites regularly and ensure consistent and regular social media content.</li> <li>• The VRP initiative reinvigorated by the project leads and the first meeting in several years took place on 27<sup>th</sup> October 2022.</li> </ul>	
<p><b>Work with partners to develop new high-quality attractions and activity products, particularly those providing distinctive and unique experiences that can</b></p>	<ul style="list-style-type: none"> <li>• Heritage – Work with Cadw on proposals to elevate Caerphilly Castle from a Tier 1 tourism attraction to a Tier 2 tourism attraction.</li> <li>• Heritage – Expand the events and tourism offer at Llancaiach Fawr Manor and explore the feasibility of developing accommodation at the site.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Work has commenced on Cadw's £5million project to transform Caerphilly Castle. The plans include improved visitor facilities in a new reception building at the entrance, refurbishment of the current shop, and access improvements to paths throughout the castle to ensure visitors of all abilities can enjoy the site.</li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
<p><b>attract visitors all year round.</b></p>	<ul style="list-style-type: none"> <li>• Heritage – Expand the cultural events on offer at the New Tredegar Winding House.</li> <li>• Activity – Work with NRW to promote and develop Cwmcarn Forest Drive as a destination activity and explore opportunities to expand the network of legal bike trails within the Forest.</li> <li>• Activity – Work with Tomorrow Tourism to prepare a long-term plan to develop Cwmcarn as a national visitor attraction through the provision of new activities and attractions to complement the existing offer.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Central to the project is a £1million overhaul of site interpretation including new state-of-the-art digital techniques, presenting the stories of the men and women who built and lived in Caerphilly Castle. The plans also include proposals to re-dress the Great Hall, the largest of its period in the country, to recreate the ambience and grandeur of its medieval heyday.</li> <li>▪ Llancaiach Fawr Manor Accommodation Feasibility Study prepared by PSL 2022 which concluded that the site is suitable for accommodation and provided a recommended way forward on the scale and type of accommodation which should be sought. Funding has not been secured to date for this £0.5m project.</li> <li>▪ The installation of the park at Llancaiach Fawr Manor has increased the number of families onsite and also increased the duration of their visit.</li> <li>• Work is ongoing to develop the offer at the Winding House, including regular exhibitions in the gallery and an art competition involving local schools in autumn and winter 2022-23.</li> <li>• The Winding House has put on a range of themed children’s craft activities throughout the last twelve months. Art photographic exhibitions have run throughout the year with the gallery space booked up until the end of 2023</li> <li>• Cwmcarn Forest Masterplan has been prepared and was approved by Cabinet in June 2022. The long-term plan for the</li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
		<p>destination has therefore been developed and is now being progressed.</p> <ul style="list-style-type: none"> <li>• MACE – chosen consultant have developed the scheme for Cwmcarn and the Council have submitted a bid for £12 million to the UK Government levelling up fund. This is supported by over £1 million match fund from CCBC. The scheme includes: <ul style="list-style-type: none"> <li>• Tree top coaster</li> <li>• Raised walkways</li> <li>• Wrap around extension</li> <li>• Art trail</li> <li>• Bungee jump</li> </ul> </li> <li>• Levelling Up Bid submitted to UK Government.</li> <li>• An ongoing working relationship is in place with NRW at both operational and strategic levels to ensure that visitors continue to receive an enjoyable, high quality and safe experience.</li> </ul>	
<p><b>Work with accommodation providers to diversify the range and type of accommodation</b></p>	<ul style="list-style-type: none"> <li>▪ Work with the Council's preferred developer partner to develop proposals for a new boutique hotel in Park Lane, Caerphilly.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Work is progressing to secure Planning Permission for a new hotel in Caerphilly as part of the Leisure Quarter Proposal.</li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
<p><b>provided in the county borough.</b></p>	<ul style="list-style-type: none"> <li>▪ Undertake a feasibility study to ascertain what type of accommodation should be provided at Llancaiach Fawr Manor.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Llancaiach Fawr Manor Accommodation Feasibility Study prepared by PSL 2022 which concluded that the site is suitable for accommodation and provided a recommended way forward on the scale and type of accommodation which should be sought. Funding has not been secured to date for this £0.5m project.</li> </ul>	
<p><b>Work with partners to maximise existing assets and further develop new leisure establishments to drive the night-time economy and increase dwell time in the Principal Town Centres to encourage visitors to take weekend breaks in the county borough.</b></p>	<ul style="list-style-type: none"> <li>▪ Blackwood Miners' Institute and the Caerphilly Workmens' Hall are both important historic assets in their respective town centres. Vibrant and successful theatres play an important role as an economic driver for developing employment and for the night-time economy. Officers will work with the management of both venues to build on their existing offer and encourage both venues to harness opportunities for greater networking with, and involvement of local businesses in their activities particularly those that operate in the 'experience' and evening and night-time economy.</li> </ul>	<ul style="list-style-type: none"> <li>• Blackwood Town Council meetings with BMI team have resumed.</li> <li>• Blackwood Miners' Institute is working with the Town Council to rethink the 'History of Blackwood' event that was postponed due to the pandemic this is now scheduled to be delivered in 2023.</li> <li>• Theatre and Arts Service Manager and Marketing Officer have been meeting with local businesses to discuss opportunities for collaboration.</li> <li>• The BMI Advisory Group, comprised of people from a diverse range of backgrounds, including the private sector, has been established and held its first meeting on 6<sup>th</sup> October 2022. This group will provide advice and guidance to the management team on key operational and strategic issues.</li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
<p><b>Ensure that there is a sufficient variety of quality food and drink, leisure, entertainment, cultural activities and accommodation in our Principal Towns to attract and hold visitor/customers in town centres to develop their Night-time economy and make them more successful.</b></p>	<ul style="list-style-type: none"> <li>▪ Work with the Council's preferred developer partner to develop proposals for a new boutique hotel in Park Lane, Caerphilly.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Caerphilly Town 2035, funding has been secured from WG to acquire properties along Pentrebanne Street, including the current Indoor Market, to facilitate development of up to 64 new Net Zero Carbon apartments by Linc Cymru, 50% of which will be affordable. To mitigate the loss of the current Indoor Market, plans have been prepared for the creation of a new Market on land owned by the Council on Park Lane, which means in the short to medium term this site could not accommodate a hotel.</li> <li>▪ In parallel with this work CBRE have been looking at the options for a hotel in the Town Centre and they have concluded that: <ul style="list-style-type: none"> <li>○ The town should and would support a 60-80 Bed 3-4* Hotel with associated function space (weddings, Business etc) and F&amp;B provision.</li> <li>○ The Castle is key and provides the USP for the proposal.</li> <li>○ It is essential that the Hotel has to be close and have good views of the Castle.</li> </ul> </li> <li>▪ CBRE considered 8 Town Centre sites with the two best sites being Cardiff Road (LQ Devt) and Park Lane. Their recommended site for the hotel is now Cardiff Road as they consider Park Lane is too constrained as follows: <ul style="list-style-type: none"> <li>○ Initial plans for the Park Lane site (prepared by Strides) indicates the site cannot accommodate the scale of development required</li> </ul> </li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
	<ul style="list-style-type: none"> <li>▪ Provide financial support (Transforming Towns Grant) to businesses looking to locate in Caerphilly and Blackwood Town Centres.</li> </ul>	<ul style="list-style-type: none"> <li>○ It has poor access and wouldn't provide adequate on-site parking</li> <li>○ Half the Hotel rooms would have views (albeit limited) of the Castle, with the remainder having views of Park Lane &amp; the rear of Peacocks</li> <li>▪ Cardiff Road (LQ site) could accommodate the scale and quality of development required and would provide the best view of the Castle. Work is progressing to secure Planning Permission for a new hotel in Caerphilly as part of the Leisure Quarter Proposal.</li> <li>▪ Transforming Towns Secured for Caerphilly for 2021/22 equates to £166,507. A further £550,000 for 2023/24 and £200,000 for 2024/25 has been offered that can include projects in Blackwood and Bargoed upon the development of specific placemaking plans in relation to the additional towns.</li> </ul>	
<p><b>Reintroduce local and major events when restrictions permit to encourage people to visit town centres and to showcase and encourage the development of the towns' night-time economy and</b></p>	<ul style="list-style-type: none"> <li>▪ Prepare and agree a programme of Covid safe events for the Autumn of 2021.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The events staff work extremely hard to deliver on the current programme, which includes 2 major events which are deemed to be of regional significance in terms of attracting tourism to the County Borough (The Big/Little Cheese Summer event and the Caerphilly Food Festival). <ul style="list-style-type: none"> <li>• The Big Cheese usually attracts between 50,000 and 100,000 visitors from a wider catchment area and has a social media reach of circa 500,000. In 2022 the scaled down Little Cheese attracted approximately 44,000 visitors.</li> </ul> </li> </ul>	

Project	18 Months	Progress (Up to April 2023)	RAG
<p><b>encourage visitors to experience the towns' food, drink, entertainment and accommodation businesses alongside each event.</b></p>		<ul style="list-style-type: none"> <li>• The Caerphilly Food Festival which is held in the Spring attracts between 8,000 and 12,000 visitors to the town.</li> </ul> <p>In addition to these regionally significant events, the Council's events staff organise and help to support many other town centre events. In summary for 22/23 these are:</p> <ul style="list-style-type: none"> <li>• Bargoed Winter Food and Craft Fair</li> <li>• Bargoed Roller Skating Rink</li> <li>• Blackwood Winter Food and Craft Fair</li> <li>• Blackwood Spring Fair (TBC)</li> <li>• *Caerphilly Big/Little Cheese</li> <li>• *Caerphilly Food Festival</li> <li>• Caerphilly 10k</li> <li>• Lantern Parade and associated workshops</li> <li>• Ystrad Mynach Spring Fair</li> <li>• Ystrad Mynach Food and Craft Fair</li> <li>• Risca Beach Party (TBC)</li> </ul>	
<p><b>Develop the leisure offer in Town Centres to bridge the transition from the day into the evening economy and help retain daytime visitors, shop workers and employees in town into the evening.</b></p>		<ul style="list-style-type: none"> <li>▪ Identification of new sites for development through the 2<sup>nd</sup> Replacement Local Development Plan preparation process.</li> <li>▪ Work progressing to develop the leisure offer in Caerphilly Town as part of Caerphilly Town 2035.</li> <li>▪ Good progress being made in Blackwood via Programme of diverse events planned for Autumn in BMI.</li> </ul>	



## RE-CONFIGURATION OF EXISTING EMPLOYMENT SITES & IDENTIFICATION OF NEW EMPLOYMENT SITES

Project	18 Months	Progress (Up to April 2023)	RAG
<b>Establish sites with scope for redevelopment.</b>	<ul style="list-style-type: none"> <li>Identify a key list of sites that offer an opportunity for redevelopment / reconfiguration, having regard to vacancy rate trends, quality/type of existing premises, size and location e.g. Capital Valley, Rhymney.</li> </ul>	<ul style="list-style-type: none"> <li>Employment Land Review completed October 2021.</li> </ul>	
<b>Establish more robust links with industrial property agents, landowners and existing occupiers to ensure redevelopment meets the needs of business and other stakeholders.</b>	<ul style="list-style-type: none"> <li>Identify willing partners and funding opportunities to take forward sites for redevelopment e.g., Capital Valley, Rhymney.</li> </ul>	<ul style="list-style-type: none"> <li>Limited progress made with WG and Private sector in respect of the Heads of the Valleys Industrial Estate residual land. The owner of Capital Valley has his own plans for Capital Valley.</li> </ul>	
<b>Prioritise the redevelopment of sites that would be beneficial in terms of promoting the growth of key sectors within the County Borough.</b>	<ul style="list-style-type: none"> <li>Work with CCR on a pipeline of strategic sites and premises to attract funding to facilitate employment growth.</li> <li>Work with WG to unlock employment land at Oakdale Business Park through the provision on the necessary infrastructure to access the land.</li> </ul>	<ul style="list-style-type: none"> <li>A465 sites and premises group established chaired by CCR and including WG to build on CCR market assessment reports to establish funding for strategic site development. Work has been focussed on the heads of the valleys and proximity to the A465.</li> <li>Initial work of the group includes developing a masterplan for the undeveloped land on plateau 2 at the business park in anticipation of leveraging funding from WG and the region.</li> </ul>	

<b>Project</b>	<b>18 Months</b>	<b>Progress (Up to April 2023)</b>	<b>RAG</b>
<b>Oakdale Plateaus' 2 and 4.</b>	<ul style="list-style-type: none"> <li>Oakdale Plateaus' 2 and 4 – secure a private sector partner to redevelop vacant land for private sector-led employment use.</li> </ul>	<ul style="list-style-type: none"> <li>Oakdale Plateau 2 – Working with CCR and WG to prepare relevant site investigation reports to facilitate development of the residual land. RIBA Stage 2. Discussion underway with prospective developers.</li> <li>Oakdale Plateau 4 - Relevant site investigation reports prepared to facilitate development of the residual land. Discussion ongoing with WG and prospective developer.</li> </ul>	
<b>Identify new sites for Business and Employment use.</b>	<ul style="list-style-type: none"> <li>Undertake a robust assessment of land availability to inform the type and location of employment land and premises to be provided.</li> </ul>	<ul style="list-style-type: none"> <li>Employment Land Review completed October 2021.</li> </ul>	
<b>Invest in new Council owned start up units.</b>	<ul style="list-style-type: none"> <li>Identify willing partners and funding opportunities to take forward sites for redevelopment for start-units.</li> <li>Prepare up to date Masterplan to guide the provision of new units at Caerphilly Business Park.</li> </ul>	<ul style="list-style-type: none"> <li>Working with prospective partners to deliver new starter units at Oakdale.</li> <li>Residual land at Caerphilly Business Park – is now proposed for the new Well-Being Centre.</li> </ul>	



## CABINET –26<sup>TH</sup> JULY 2023

**SUBJECT: SCRAP METAL DEALERS, DOG BREEDERS, AND LICENSING OF ACTIVITIES INVOLVING ANIMALS LICENSING FEES 2023/24 AND FUTURE FEE SETTING DETERMINATION.**

**REPORT BY: CORPORATE DIRECTOR FOR ECONOMY AND ENVIRONMENT**

### **1. PURPOSE OF REPORT**

- 1.1 To determine the fees charged for Scrap Metal Dealer licences, Dog Breeder licences and licences for premises / activities covered by The Animal Welfare (Licensing of Activities Involving Animals) (Wales) Regulations 2021 for 2023/24.
- 1.2 To approve the delegation and future setting of the above fees falling under the executive function to the relevant Director or Head of Service in consultation with the relevant Cabinet Member.

### **2. SUMMARY**

- 2.1 The licensing fees for premises / activities covered by the following legislation are determined by Cabinet rather than the Taxi & General Licensing Committee: - Scrap Metal Dealers Act 2013, Animal Welfare (Breeding of Dogs) (Wales) Regulations 2014 and The Animal Welfare (Licensing of Activities Involving Animals) (Wales) Regulations 2021.
- 2.2 The Acts and supporting Regulations are silent upon the issue of the responsibility for exercising the function and consequently the provisions of S9(D) of the Local Government Act 2000 are triggered and by default the function is exercised by the Executive.
- 2.3 Fees for these types of licences have been reviewed alongside all Licensing fees for 2023/24. Licensing fees generally have not been reviewed for some time mainly due to the impacts of the Covid 19 Pandemic.

### **3. RECOMMENDATIONS**

- 3.1 That the fee structure set out at paragraphs 5.4 to 5.6 of the Report is approved for implementation from 1.8.2023.

3.2 That Cabinet approve the delegation of future fee setting arrangements for the licence types falling within the executive function to the relevant Director or Head of Service in consultation with the relevant Cabinet Member.

#### 4. REASONS FOR THE RECOMMENDATIONS

4.1 In order to comply with statutory guidance and to recover a reasonable level of costs incurred by the Council in administering the licensing functions.

4.2 The majority of Licensing fees are determined by the Licensing & Gambling and Taxi & General Licensing Committees. Delegating responsibility as per paragraph 3.2 above would result in a more streamlined and responsive process for a small number of fees with relatively low income generation.

#### 5. THE REPORT

5.1 The authority has a statutory duty to administer certain licences, registrations and permits. The review of fees charged, involves consideration of the cost to the Authority in providing the service. Some fees are set centrally by government, some are free of charge and the remaining are determined locally to recover the cost of providing that service. The underlying principle in setting fees is that Councils must not use fees to make a profit or act as an economic deterrent to deter certain business types from operating in an area. Charges must be reasonable and proportionate to the cost of the processes associated with the licensing regime.

5.2 The All-Wales Licensing Expert Panel devised a fee calculator toolkit that has been approved by the Directors of Public Protection in Wales. In principle, the toolkit calculates two elements, which cover the costs to the authority for the provision of the service and the cost of processing and producing a licence. The cost of provision of the service increases proportionally dependant on the period of the licence, whereas the licence processing cost is not affected by the period of the licence.

5.3 The fee review process for 2023/24 indicated that current fee levels would not meet the cost of providing the service and should be increased in order to achieve full cost recovery.

5.4 It is recommended that fees for **Scrap Metal collectors and Site operators** be revised in line with that set out in the table below. These licences are issued for a three-year period. The fees in relation to Scrap Metal Dealer Licences were last reviewed in 2017 and since that time there have been increased salary and other related on costs.

Scrap Metal Licences	Current Fee	Proposed Fee	% Increase
Site Operator 3yr licence	£436.00	£511.00	17%
Collector 3yr licence	£311.00	£326.00	4.8%
Change of name site manager	£32.00	£32.00	-
Change of site manager	£53.00	£53.00	-

5.5 **Dog breeding** has increased significantly in recent years in particular the number of larger scale breeders. As a result, the fee category structure has been changed from Home and Commercial to the numbers of dogs kept for breeding purposes. The fee assessment process indicated that fees for 2023/24 should be changed as follows to achieve full cost recovery and do not include any additional fees for the inspection and report of a veterinary surgeon which are payable as required by the applicant.

<b>Dog Breeding Licences</b>	<b>Current Fee/ Comment</b>	<b>Proposed Fee</b>	<b>% Increase</b>
<b>New application</b> Small breeder 3-5 breeding bitches-	£144.00  Home breeding Establishments	£272.00	89%
<b>Renewal</b> Small breeder 3-5 breeding bitches-	N/A New fee type	£239.00	66%
<b>New application</b> Large breeder 6 or more breeding bitches	£226.00 Commercial breeding Establishments	£336.00	49%
<b>Renewal</b> Large breeder 6 or more breeding bitches	N/A new fee type	£294.00	31%

5.6 Animal Welfare (Licensing of Activities Involving Animals) (Wales) Regulations 2021 (LAIA) apply to businesses or those operating on a commercial basis who are involved in the licensable activities of selling pets. The regulations replaced and revoked the Pet Animals Act 1951 which was formerly the responsibility of the Taxi & General Licensing Committee. Fees have been determined based on the requirements of the new legislation and the increased amount of time taken to inspect and complete reports in line with Welsh Government Statutory Guidance. The proposed fees for 2023/24 are detailed below and do not include any additional fees for the inspection and report of a veterinary surgeon which are payable as required by the applicant. The current fees listed relate to Pet Shop fees under the previous legislation.

<b>LAIA Fees</b>	<b>Current Fee/Comments</b>	<b>Proposed Fee</b>	<b>% Increase</b>
<b>New application</b> Selling Animals as Pets - <b>Single Species</b>	£224 (Pet Shop Fee)	£334	49%

<b>Renewal application</b> Selling Animals as Pets <b>Single Species</b>	N/A New Fee	£256	14%
<b>New application</b> Selling Animals as Pets <b>Multiple Species</b>	£224 (Pet Shop Fee)	£386	72%
<b>Renewal application</b> Selling Animals as Pets <b>Multiple Species</b> -	£224 (Pet Shop Fee)	£334	49%

## 5.7 Consultation

Information on full cost recovery levels of fees for 2023/24 were sent to all existing Animal Breeding, Pet Animal and Scrap Metal licence holders and a consultation survey published on the Authority's website on 15<sup>th</sup> June 2023 and comments invited on them for inclusion in this report. Details of the 4 responses received in respect of fees set by Cabinet are attached as **Appendix 1**. 3 comments relate to Dog Breeding licence fees and 1 relates to Scrap Metal licences. Of the 3 comments in relation to Dog Breeding 2 state that the fee is too low whereas the other expresses concern at increased costs. There are references to the activities of unlicensed breeders and scrap metal collectors and Officers from Public Protection continue to act upon any intelligence received and take appropriate enforcement action.

5.8 The majority of Licensing fees are determined by the Licensing & Gambling and Taxi & General Licensing Committees. Delegating responsibility as per paragraph 3.2 above would result in a more streamlined and responsive process for a small number of fees with relatively low income generation.

## 5.9 CONCLUSION

5.9.1 It is proposed that Cabinet approve the level of fees set out in this report in relation to Scrap Metal, Dog Breeding and premises / activities covered by The Animal Welfare (Licensing of Activities Involving Animals) (Wales) Regulations 2021.

5.9.2 It is also proposed that future fee setting arrangements for licence types contained within the executive function are delegated to the relevant Director or Head of Service in consultation with the relevant Cabinet Member.

## 6. ASSUMPTIONS

6.1 No assumptions have been made within this report.

## 7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT

7.1 The council has a duty to cost recover locally set fees. Licence fees have not increased in most instances since 2019/20 and 2017/18 for Scrap Metal and Dog Breeder licences. A consultation in respect of locally set fees has been undertaken with existing licence holders. The responses have been included in the IIA and reports for Cabinet and Licensing Committees for Member consideration. These reports contain the full

cost recovery figures for each licence type. The full impact will be determined by the actual fees set by Cabinet and Licensing Committees. **Link to IIA**

## **8. FINANCIAL IMPLICATIONS**

- 8.1 If the proposed fees are implemented by Cabinet it is estimated that there will be an increased income of £1335.00 per annum based on current numbers. £795 for scrap metal dealer licences, £380 for dog breeders and £160 for LAIA. This does not include any new applications. Fees are determined on a cost recovery basis and current fees do not meet the cost of delivering the service in some areas. Fees have not been increased for several years and any delay in implementing an increase now will lead to higher increases in future years.

## **9. PERSONNEL IMPLICATIONS**

- 9.1 There are no personnel implications associated with this report.

## **10. CONSULTATIONS**

- 10.1 The views of the listed consultees have been reflected within this report.
- 10.2 Details of responses received in relation to the consultation referenced in 5.7 are attached as **Appendix 1**.

## **11. STATUTORY POWER**

- 11.1 Local Government Act 2000. Scrap Metal Dealers Act 2013, Animal Welfare (Licensing of Activities Involving Animals) (Wales) Regulations 2021, Animal Welfare Act 2006.

Author: Lee Morgan, Licensing Manager  
Morgal16@caerphilly.gov.uk

Consultees: Councillor Philippa Leonard, Cabinet Member for Planning and Public Protection  
Councillor D.T Davies, Chair Environment and Sustainability Scrutiny  
Councillor Adrian Hussey, Vice Chair Environment and Sustainability Scrutiny  
Dave Street, Deputy Chief Executive  
street@caerphilly.gov.uk  
Christina Harray, Chief Executive  
harrhc@caerphilly.gov.uk  
Mark S Williams, Corporate Director for Economy and Environment  
willims@caerphilly.gov.uk  
Robert Hartshorn, Head of Public Protection, Community and Leisure Services  
Hartsr@caerphilly.gov.uk  
Robert Tranter, Head of Legal Services and Monitoring Officer  
Trantrj@caerphilly.gov.uk  
Lyne Donovan, Head of People Services

Donovl@caerphilly.gov.uk  
David Roberts, Interim Finance Manager  
Roberda@caerphilly.gov.uk  
Stephen Harris, Head of Financial Services and S151 Officer,  
harrisr@caerphilly.gov.uk  
Jacqui Morgan, Trading Standards, Licensing and Registrars Manager

Appendices:

Appendix 1: Consultation Responses

Background Papers:

Cabinet report 26<sup>th</sup> January 2022: Animal Welfare  
(Licensing of Activities Involving Animals) (Wales) Regulations 2021  
Cabinet report Pet animal sales.docx

Link to: **Local Government Association Licensing Fees Guidance**



## Consultation Responses Cabinet set Fees

Comments 1-3 Below relate to Dog Breeding licence fees. Comment 4 relates to Scrap Metal.

1. The licence fee is far too low. In many cases, that fee is less than 10% of the cost of one puppy. (Comment from a licensed boarder)
2. The increase of vets costs for " licenced breeder" have increased.  
Kennel club  
Health tests etc  
Now licencing.  
However so many " unlicensed allowed to breed. And sell pups cheap with no over heads. Have put experienced respectful breeders out of business.  
I think I speak for all. If everyone had to be licenced. Then yes. Charge respectively per dog. However at the moment we are on the brink of closure.
3. Breeding licence: Compared with the amount of money made from breeding litters, I feel this is just not high enough. We have a bitch and a dog on our books that have been used for breeding and it seems that they are overworked to the extent that it can affect the bitch's health and wellbeing. Raising the licence fee might deter unscrupulous breeders. (Comment from a licensed boarder)
4. The system is extremely flawed. The scrap metal industry is absolutely saturated with people buying box vans (so you can't see what's inside) and collecting scrap on a regular basis, weighing off and cashing cheque payments in Ramsdens. These are unlicensed operators carrying out the business of collecting scrap metal on an organised and regular basis.

There is nothing being done about it by Caerphilly council.

Anyone licensed now has tax conditionality for example however those and there are a very large number of them; who are unlicensed are making a mockery of the system.

The scrap dealers act 2013 that imposes licensing conditions does not prevent metal theft as it was originally designed to do. Because Anyone can weigh in scrap metal at a scrap yard, and anyone is free to open an account with a cheque cashing company.

Before upping your fees, I would take a look on Facebook particularly join some local buy and sell groups and see the number of unlicensed operators that answer to ads for requests of scrap disposal on a regular basis. Also check Ramsdens for their record of how many times they have cashed cheques.

I struggle to put food on the table between everything I pay out for operating as a legitimate business and it is utterly disgusting that you charge more for licensing and do less. I've never know a full blown investigation in to those who are unlicensed being conducted by the Borough.

Kind regards

\*\*\*\*\* trading as \*\*\*\*\* LLB hons in Law

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## **CABINET – 26<sup>TH</sup> JULY 2023**

**SUBJECT: PROVISIONAL REVENUE BUDGET OUTTURN FOR 2022/23**

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

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### **1. PURPOSE OF REPORT**

- 1.1 To provide Cabinet with details of the provisional revenue budget outturn for the 2022/23 financial year prior to the completion of the annual external audit of the accounts by Audit Wales.
- 1.2 To seek Cabinet approval of specific proposals for the use of General Usable Service Reserves.
- 1.3 To seek Cabinet endorsement of proposals for the use of surplus General Fund balances prior to consideration by Council.

### **2. SUMMARY**

- 2.1 In advance of the 2022/23 Draft Financial Statements being audited by Audit Wales, this report provides an overview of the Council's performance against the revenue budget for the 2022/23 financial year.
- 2.2 Members receive detailed budget monitoring reports as part of the Scrutiny process throughout the financial year.
- 2.3 The report also includes specific proposals for the use of General Usable Service Reserves and surplus General Fund balances.

### **3. RECOMMENDATIONS**

- 3.1 Cabinet is asked to: -
  - 3.1.1 Note the provisional 2022/23 revenue budget outturn position.
  - 3.1.2 Approve the proposed use of General Usable Service Reserves totalling £1.148m as set out in section 5.10 of the report.
  - 3.1.3 Endorse the proposed use of surplus General Fund balances totalling £3.455m as detailed in section 5.11 of the report, prior to consideration by Council on 27 September 2023.

- 3.1.4 Endorse a recommendation to Council to maintain the General Fund balance at £15.166m.

#### 4. REASONS FOR THE RECOMMENDATIONS

- 4.1 To ensure that Cabinet is aware of the provisional revenue budget outturn for the 2022/23 financial year and supportive of the proposed use of reserves.

#### 5. THE REPORT

##### 5.1 Overview

- 5.1.1 The 2022/23 provisional outturn position is attached as Appendix A and is summarised below:-

	<b>£m</b>
Net Service Directorate Underspends	4.201
Miscellaneous Finance Underspend	4.317
Council Tax Surplus	0.420
Schools Overspend	(5.947)
Housing Revenue Account (HRA) Underspend	5.340
<b>Total Net Underspend: -</b>	<b>8.331</b>

- 5.1.2 The total net underspend of £8.331m is significantly lower than in recent years (net underspends of £38.517m and £37.815m in 2020/21 and 2021/22 respectively) and this signifies the return of a more realistic picture of financial performance that is not impacted by the significant levels of external grant funding received in recent years in response to the Covid-19 pandemic.
- 5.1.3 After adjusting for earmarked reserves, 50% of underspends are carried forward by Directorates and are available to meet the requirements of these service areas. The remaining balance is transferred to the General Fund. Overspends are normally funded from future Directorate budgets or balances brought forward from previous years. Service reserves held by Directorates can be used to fund one-off cost pressures or to pump-prime service reconfiguration, but they cannot be relied upon to deliver balanced budgets in the medium to longer-term.
- 5.1.4 The Council has managed the financial challenges presented by the Cost-of-Living crisis during the 2022/23 financial year, but the position will be extremely challenging moving forward. The 2023/24 budget proposals approved by Council on 23 February 2023 included total cost pressures of £55.4m. These pressures are being funded through an increase in the Welsh Government Financial Settlement of £22.2m, permanent savings of £4.9m, temporary savings of £6.9m, the one-off use of reserves totalling £15.3m, and £6.1m from a 7.9% increase in Council Tax.
- 5.1.5 Due to the unprecedented levels of inflation, the current economic outlook, and the range of temporary budgetary measures that were approved for the 2023/24 financial year, the Council's Medium-Term Financial Plan (MTFP) has been updated based on a range of assumptions, resulting in a potential savings requirement of £48.335m for the two-year period 2024/25 to 2025/26.

5.1.6 The following paragraphs provide details of the more significant variations against budget by service area for the 2022/23 financial year.

## 5.2 Education and Lifelong Learning (£3.089m Overspend)

5.2.1 Overall, the Directorate is reporting a net overspend of £3.089m, which includes an overspend of £5.947m for schools. The schools in-year overspend is ring-fenced, consequently school balances have reduced from £17.2m to £11.3m as of 31 March 2023.

5.2.2 At the end of the 2021/22 financial year there were no schools with a deficit balance. As of 31 March 2023 there were five primary schools (£151k collectively) and three secondary schools (£949k collectively) carrying forward deficit balances.

5.2.3 Excluding schools, the Education & Lifelong Learning Directorate (including Home to School/College Transport) is reporting an underspend of £2.858m. The most significant variances against budgets are as follows: -

Service Area	(Overspend)/ Underspend £m
Home to School/College Transport	(0.219)
Covid-19 Related Expenditure (Summer Term Support for Schools)	(0.227)
Pension Costs of School Based Staff	0.390
Management and Support Service Costs	0.224
Psychological Service and Schools Based Counselling	0.421
Advisory Support Service	0.164
EOTAS, Additional Support and Out-of-County	1.056
Early Years Central Team	0.297
School Improvement	(0.152)
Adult Education	0.169
Youth Service	0.237
Library Service	0.126
Net Other	0.373
<b>Total Net Underspend: -</b>	<b>2.858</b>

5.2.4 There is a reported overspend of £219k for Home to School/College Transport which equates to 2.6% of the budget. Contracts are due to be reviewed during the 2023/24 financial year which may result in further cost pressures for this budget.

5.2.5 The Covid-19 related expenditure of £227k was incurred to support specific temporary issues raised by Headteachers following the end of financial support on 31 March 2022 from WG through the Covid-19 Hardship Fund. The expenditure relates to an agreement by the Authority to support an additional mid-day clean in schools to the end of the Summer Term 2022, and additional supply cover costs for the most vulnerable staff. This included pregnant staff (26+ weeks), supported by a risk assessment to the end of December 2022.

5.2.6 The £390k underspend on the pension costs of school-based staff follows two years of good budget settlements for schools, which has had a positive impact on the retention of staff.

- 5.2.7 The £224k underspend for Management & Support Service costs is primarily linked to in-year vacancies, additional income generation and savings linked to general office costs.
- 5.2.8 The £421k underspend for the Psychology Service and School Based Counselling Team is linked in part to ensuring that grant funding was fully expended in the financial year. Further underspends in the Psychology Service and Advisory Support Teams were linked to in-year vacancies and delays in recruitment. The recruitment issues have largely been addressed for the 2023/24 financial year.
- 5.2.9 There is a net underspend of £1.056m for the budgets supporting our most vulnerable learners (Education Other Than at School (EOTAS), Additional Support and Out-of-County). This is an area where budgets will need to be re-aligned as we progress the EOTAS Strategy with the development of expanded provision at the old Pontllanfraith Comprehensive site, and to incorporate the financial impact of the Additional Support Review. The positive outturn position follows budget growth in recent years to support significant financial pressure in this area, plus work to support more cost-effective practices. An element of the underspend relates to a delay in the expansion of two classrooms at Glan Y Nant (Pupil Referral Unit).
- 5.2.10 The £297k underspend in the Early Years Central Team is due to the success of the Team in accessing specific grant funding to support staff related costs.
- 5.2.11 The in-year projected net underspend for the Directorate allowed for an additional level of targeted spend totalling £152k in relation to support for school improvement.
- 5.2.12 The £169k underspend for Adult Education is largely due to expenditure being managed within available grant funding levels, and income levels being greater than initially projected.
- 5.2.13 The total net underspend of £363k for Youth and Library Services is largely linked to in-year vacancies and delays in recruitment.

### 5.3 Social Services (£981k Underspend)

- 5.3.1 There is a net underspend of £981k for Social Services, which is summarised in the table below:-

<b>Service Area</b>	<b>Revised Budget 2022/23 £m</b>	<b>Outturn 2022/23 £m</b>	<b>(Over)/ Underspend £m</b>
Children's Services	30.214	33.648	(3.434)
Adult Services	78.482	74.720	3.762
Business Support	2.314	2.210	0.104
Social Services Transport	1.702	1.153	0.549
<b>Totals: -</b>	<b>112.712</b>	<b>111.731</b>	<b>0.981</b>

- 5.3.2 Within the Children's Services Division increasing demand for, and the complexity of children looked after placements, led to an overspend of £5.224m. However, vacancy savings of £931k, other non-recurring savings of £209k and the use of £650k of additional grant funding reduced the Division's net overspend to £3.434m.

- 5.3.3 The Adult Services Division experienced increased demand for long-term residential and nursing care, with service users' confidence in care homes beginning to recover as we emerged from the Covid-19 pandemic. This surge in demand led to an overspend of £1.376m.
- 5.3.4 Demand for short-term respite provision in care homes also saw a surge in 2022/23 leading to a further overspend of £528k, which is linked to a shortfall in capacity within the domiciliary care market caused by a national staff shortage across the sector.
- 5.3.5 In order to enable a smoother transition into adulthood, services for children with disabilities is managed within the Adult Services Division. As experienced in the Children's Services Division, there was increasing demand for, and complexity of children looked after, resulting in an overspend of £153k for placements for children with disabilities.
- 5.3.6 The overspends for Adult Services have been more than offset by underspends totalling £5.819m, resulting in the net underspend for the Division of £3.762m. The most significant areas of underspend are the following: -
- £2.107m due to a lack of staffing capacity within the domiciliary care market;
  - £1.870m in respect of Day Services due to recruitment challenges, which limited capacity in our own day centres and external provision;
  - £1.335m in non-recurring savings such as vacancies, reduced demand for casual staff to cover staff absences, and reimbursement of overpayments from prior years; and
  - £507k of additional short-term funding streams.
- 5.3.7 The £104k underspend for Business Support is due to vacant posts in the Financial Services Team (£86k), reduced stationery and printing costs (£25k), and other miscellaneous non-recurring underspends totalling £77k. These underspends are partially offset by an overspend of £84k due to increased energy and cleaning costs across the Social Services office estate.
- 5.3.8 The increasing demand for children looked after placements also resulted in an overspend of £52k in respect of the transport costs associated with these placements. However, the limited capacity in Day Services provision resulted in an underspend of £601k in respect of transport to and from day centres. This resulted in a net overall underspend of £549k in respect of Social Services transport costs.

#### **5.4 Economy & Environment (£603k Overspend)**

- 5.4.1 The overall net outturn position for the Economy & Environment Directorate is an overspend of £603k, after adjusting for the approved earmarking of reserves.
- 5.4.2 The Regeneration & Planning Division is reporting an overall net underspend of £254k.
- 5.4.3 Regeneration is reporting an underspend of £287k, the most significant elements of which are the following: -
- £69k in Town Centre Management due in the main to recruitment delays.
  - £60k for Cwmcarn Visitor Centre
  - £127k in Community Regeneration due to the transfer of staff to the Caerphilly Cares Team.

5.4.4 Planning has a net overall overspend of £33k which is primarily due to income budgets not being achieved, partially offset with in-year salary savings while recruiting to vacant posts.

5.4.5 The Infrastructure Division is reporting a net underspend of £352k, which consists in the main of the following: -

- An underspend of £487k for Network Contracting Services (NCS) due to additional income generated.
- A net underspend of £200k for the Engineering Projects Group (EPG) due to reduced sickness levels, delays in recruiting to vacant posts, and maximisation of grant funding.
- A net overspend of £340k for Highways Services arising from additional costs in reactive maintenance, additional costs in respect of contractors and agency staff, partially offset by some savings due to delays in filling vacant posts and one-off grant income.

5.4.6 The Public Protection Division is reporting an overall underspend of £675k, the most significant elements of which are the following: -

- £96k in the Food Team due to delays in filling vacant posts.
- £95k in Enforcement, also largely due to delays in filling vacant posts.
- £73k in Emergency Planning due to vacant posts.
- £120k for Community Safety Wardens due to vacant posts.
- A Catering underspend of £241k due in the main to additional one-off grant funding received from WG in March 2022.

5.4.7 The Community & Leisure Division is reporting a net overspend of £1.912m as summarised in the table below: -

Service Area	(Overspend) Underspend £m
Waste Strategy and Cleansing Operations	(0.164)
Parks, Countryside and Cemeteries	(0.715)
Leisure Services	(0.485)
Building Cleaning	(0.077)
Vehicle Maintenance and Fleet Management	(0.471)
<b>Total Net Overspend: -</b>	<b>(1.912)</b>

5.4.8 The net overspend of £164k for Waste Strategy & Cleansing Operations consists in the main of the following: -

Overspends

- £614k overspend for Residual Recycling mainly due to additional staffing costs (£386k), fuel costs (£80k), vehicle hire (£122k), vehicle repairs (£88k), and additional bins (£34k), partially offset by a net underspend of £96k on other budgets.
- £417k overspend for Organic Recycling due in the main to additional staffing costs (£227k), additional agency costs (£157k), fuel (£46k), additional bins/materials (£20k), partially offset by a net underspend of £33k on other budgets.



- £894k overspend for Dry Recycling due in the main to additional staffing costs (£84k), agency costs (£45k), fuel (£48k), vehicle Hire (£409k), vehicle repairs (£129k), and additional contractor costs (£233k). These overspends are partially offset by a net underspend of £54k on other budgets.

#### Underspends

- £189k underspend for Civic Amenity Sites due to salary savings (£141k), vehicle/plant related costs (£60k), telephone charges (£30k), additional income (£25k), partially offset by additional contractor payments.
- £37k underspend for Bulky Waste due to contractor savings (£52k), offset by additional salary costs (£15k).
- £81k underspend on the Revenue Contribution to Capital Outlay (RCCO) budget.
- £34k underspend on Commercial Waste due to additional income.
- £36k for Trehir due to reduced maintenance and effluent charges.
- £138k underspend for HQ Staff due to vacant posts (£131k), transport savings (£20k), partially offset by a net overspend of £13k on other budgets.
- £1.271m underspend for Cleansing, the main elements of which are salary underspends (£1.031m) due to staff covering other service areas within the Division, and reduced contractor payments (£213k).

5.4.9 There is a net overspend of £715k for Parks, Countryside and Cemeteries, consisting of the following: -

- £493k overspend for Parks and Playing Fields due to additional fuel costs, additional vehicle hire, vehicle repair charges, additional contractor costs, additional agency costs and reduced income.
- £37k overspend for Playgrounds due to additional contractor costs arising from increased equipment damage at some sites, partially offset by additional income and salary savings due to vacant posts not being filled.
- £109k overspend for Outdoor Facilities due to additional utility costs and increased contractor costs, partially offset by some salary savings and additional income.
- £34k overspend on HQ staffing costs.
- £51k overspend for Countryside Services.

5.4.10 The net overspend of £485k for Leisure Services is due to the following: -

- £477k overspend in Leisure Centres due to increased salary costs and income targets not being met.
- £48k overspend in Outdoor Education due to income levels not being achieved, but partially offset with salary savings.
- £28k underspend on Community Centres as non-urgent spend was held back to support the broader budget position.
- £12k underspend on Sports & Health Development due to a reduction in hours for a member of staff.

5.4.11 The Building Cleaning overspend of £77k is due to income levels being lower than anticipated.

5.4.12 The overspend of £471k for Vehicle Maintenance & Fleet Management is due to the inability to recruit Fitters and consequently contracting out at an additional cost to keep the fleet mobilised. Income for the service was also at a lower level than budgeted.

5.4.13 The reported overspends within Community & Leisure Services will be subject to further review by the Corporate Management Team.

## **5.5 Corporate Services – (£2.327m Underspend)**

5.5.1 The outturn position for the Directorate of Corporate Services is an underspend of £2.327m after adjusting for the agreed earmarking of reserves. The most significant elements of the underspend are the following: -

5.5.2 There is a net underspend of £474k for Corporate Finance, a significant element of which relates to one-off funding received from WG for the administration of Cost of Living Support Scheme grant payments and Winter Fuel payments. Underspends have also occurred through delays in filling vacant posts.

5.5.3 Business Improvement Services is reporting an overall net underspend of £251k, which is largely due to vacant posts.

5.5.4 There is a net underspend of £770k for Customer & Digital Services. This includes underspends of £247k in Information Technology, £298k in Procurement and £225k in Customer Services. The most significant elements of these underspends are delays in appointing to vacant posts and a number of existing staff not being at the top of pay scales.

5.5.5 For People Services there is a net underspend of £548k. This consists of underspends of £77k in the Apprentice Programme, £65k for the MeUs Leadership Development Programme, £70k in Communications, £67k in Occupational Health, £212k in Health and Safety and £57k in Human Resources.

5.5.6 Legal Services is reporting a net underspend of £230k, which is due to delays in filling vacant posts and additional income.

5.5.7 There is a net underspend of £27k for Property Services.

## **5.6 General Fund Housing & Private Housing (£1.361m Overspend)**

5.6.1 There is a net overspend of £1.361m for Housing Services, excluding the Housing Revenue Account (HRA).

5.6.2 £1.128m of the overspend is in General Fund Housing and this relates to Homelessness and the ongoing cost pressures experienced as a direct result of temporary accommodation (Bed & Breakfast placements). This is a legacy of Covid-19 where these costs were fully funded by WG in 2020/21 and 2021/22, but the level of funding has reduced significantly in 2022/23. Growth has been built into the 2023/24 budget to meet this ongoing cost pressure.

5.6.3 There is a projected overspend of £233k for Private Housing which is due to significant disruption to staffing levels and contractor availability, which impacted on the ability to generate enough income from agency fees to sustain the budget.

## **5.7 Miscellaneous Finance - (£4.317m Underspend)**

5.7.1 Budgets in Miscellaneous Finance underspent by £4.317m, the most significant elements of which are the following: -

- £361k underspend on debt charges due to delays in the need to borrow.
- £1.424m additional investment income due to interest rate increases.
- £367k underspend on City Deal borrowing.
- £970k from underspends on provisions for pay awards and Housing Benefit subsidy, along with an underspend on contributions to the Gwent Crematorium Service.
- £322k on Free School Meals funding held centrally that was not required during the financial year.
- £247k underspend on the Carbon Energy Tax budget.

## **5.8 Council Tax Collection – (£420k Surplus)**

5.8.1 The Council Tax surplus of £420k is lower than the typical levels experienced prior to Covid-19, and this has been further impacted by financial pressures arising from the Cost-of-Living crisis.

5.8.2 The Council Tax Team encourages all residents to contact the Council as soon as possible if they are struggling to pay their Council Tax and they actively promote Council Tax Reduction take-up for those residents on low incomes. The Team also supports residents to set up payment plans and residents experiencing financial difficulty can also access support and advice from the Caerphilly Cares Team.

## **5.9 Housing Revenue Account (£5.340m Underspend)**

5.9.1 The majority of the underspend for the Housing Revenue Account (HRA) is due to the inability to progress fully with the Post Asset Management Strategy Programme due to the ongoing impact of limited resources (staff and contractors). This restricted the spend on the capital programme meaning the revenue contributions from the HRA were not required to the extent anticipated. However, more work was directed to the response area to address the backlog of repairs that the Team had been unable to complete since the pandemic. There were also underspends on the Capital Financing Requirement budget due to delays in the need to borrow and underspends also occurred within the Strategy & Development budget where revenue provision for investigative work (e.g. Land appraisals) towards increasing housing supply was not fully expended.

5.9.2 HRA Working Balances stood at £21.5m at the start of 2022/23. However, due to the continued restrictions throughout the year, this balance, along with the £5.3m surplus made in year, will be carried forward to assist in funding future HRA commitments in relation to increasing housing supply and maintaining the WHQS on our existing properties. However, £4.5m of this balance has been earmarked separately towards match funding the Transitional Accommodation Capital Programme (TACP), which is helping to provide good quality transitional homes for those facing homelessness. There is also a separate earmarked balance of £795k originally set up for welfare reform which will be used to help alleviate the cost of living crisis for our tenants.

## **5.10 Impact on General Usable Service Reserves**

5.10.1 As outlined in paragraph 5.1.3, after adjusting for earmarked reserves 50% of underspends are carried forward by Directorates and are available to meet the requirements of these service areas in subsequent financial years. Overspends are normally funded from future Directorate budgets or balances brought forward from previous years. However, in the current financial climate it is not feasible to top-slice budgets given the potential savings requirement of £48.335m for the two-year period

2024/25 to 2025/26.

5.10.2 The following table provides a summary of General Usable Service Reserves and the closing balances as at 31 March 2023: -

<b>Service Area</b>	<b>Opening Balance (01/04/22) £m</b>	<b>In-Year Movement 2022/23 £m</b>	<b>Closing Balance (31/03/23) £m</b>
Education & Lifelong Learning	<b>1.074</b>	0.411	<b>1.485</b>
Social Services	<b>5.396</b>	(2.683)	<b>2.713</b>
Economy & Environment	<b>1.177</b>	(1.671)	<b>(0.494)</b>
Corporate Services	<b>0.622</b>	0.559	<b>1.181</b>
General Fund Housing & Private Housing	<b>0.601</b>	(1.604)	<b>(1.002)</b>
<b>Totals: -</b>	<b>8.870</b>	<b>(4.988)</b>	<b>3.882</b>

5.10.3 Cabinet will note the deficit General Usable Service Reserves balances for the Economy & Environment Directorate and General Fund Housing and Private Housing. As already mentioned, it is not feasible to fund these deficits by top-slicing the 2023/24 budgets due to the scale of the financial challenge that services face moving forward. Section 11 of this report therefore includes proposals to fund these deficits from surplus General Fund balances.

5.10.4 The Education and Lifelong Learning and Corporate Services Directorates have identified some immediate cost pressures that require consideration for funding from General Usable Service Reserves, and Cabinet is therefore asked to consider the following proposals totalling £1.148m: -

<b>Description</b>	<b>Amount £m</b>
<b>Education &amp; Lifelong Learning</b>	
- Shortfall in funding for September 2022 Teachers Pay Award	0.123
- New Demountable at Ysgol Gymraeg Trelyn	0.120
<b>Corporate Services</b>	
- Extension of Fixed-term Contracts for Schools I.T. Team	0.605
- Top-up of Earmarked Reserve for Cloud Migrations	0.300
<b>Total: -</b>	<b>1.148</b>

5.10.5 **Shortfall in Funding for September 2022 Teachers Pay Award** – WG has provided additional one-off funding for the 2023/24 impact of the September 2022 teachers pay award but to ensure that the full cost can be met in 2023/24 further funding of £123k is required.

5.10.6 **New Demountable at Ysgol Gymraeg Trelyn** - Ysgol Gymraeg Trelyn is currently at full capacity with no additional surplus places. In order to accommodate the rollout of Universal Primary Free School Meals it is necessary to expand both the kitchen and dining area at the school. The Headteacher and Governing Body of the school are in full support of this initiative, however they have evaluated the school site and the only available option is to extend the kitchen and dining facilities into the school's Wellbeing room. This has created a need for the installation of an additional demountable on site

to compensate for the loss of the room. The only area identified to site this is away from the main school building. Funding of £30k has been secured from WG but a further £120k is required for this facility to be installed in readiness for the start of the new school year in September 2023.

5.10.7 **Extension of Fixed-term Contracts for Schools I.T. Team** – Funding has previously been set aside to support these fixed-term posts, but this is now almost fully utilised. The Schools Support Team was established within Customer and Digital Services to support the deployment of the Welsh Government Ed Tech funding programme. The programme itself required a significant change in the way schools procured and deployed technology in order to meet the WG Core Digital standards to develop better learning outcomes for all learners within Wales.

5.10.8 The core results from the Team in the past two years are significant in terms of keeping children safe throughout the Covid-19 pandemic, by learning through online facilities and services. As we have emerged from the pandemic the Team has deployed digital technology and support on a daily basis. Since September 2022 to date, the Team has successfully closed over 5000 support calls.

5.10.9 In the next two years the Council is expected to continue to receive Ed Tech funding which will see more technology deployed into the learning environments. The schools I.T. Support Team will be critical to the successful deployment and application of this technology. The Team will also support the wider Digital Team in supporting schools with fit for purpose infrastructure and security provision. It is therefore proposed to extend the fixed-term contracts for the Team for a further period of 2 years at a cost of £605k.

5.10.10 **Cloud Migrations** – £500k has previously been set aside to fund the initial one-off costs associated with Cloud migrations and the purchase of software as a service for critical I.T. systems. These costs include initial set-up costs and professional support, along with the first year’s additional maintenance costs. The programme of migrations is progressing well, but further funding is now required to meet the one-off costs of the next planned migrations, in particular the Council’s General Ledger system. It is therefore proposed that a further sum of £300k is set aside.

## 5.11 Impact on the General Fund

5.11.1 The table in Appendix B shows the movements on the General Fund balance from 01 April 2022 to 31 March 2023, along with agreed commitments for 2023/24. The forecast General Fund balance as reported to Council on 23 February 2023 was £13.041m. The updated position is a balance of £18.621m, an increase of £5.580m. The variations to the forecast are as follows: -

	<b>£m</b>
Increased Contribution from Service Areas (including Miscellaneous Finance)	5.160
2022/23 Council Tax Surplus	0.420
<b>Net Increase: -</b>	<b>5.580</b>

5.11.2 It is usually recommended by the Head of Financial Services & S151 Officer that the minimum balance on the General Fund should be 3% of the Council’s net revenue budget, which equates to £13.172m for the 2023/24 financial year. This results in a surplus General Fund balance of £5.449m being available to support the Council in the delivery of its strategic priorities.

5.11.3 There are a number of items that will require consideration for funding from the surplus General Fund balance as summarised in the following table: -

Description	Amount £m
In-year Impact of 2023/24 NJC Pay Awards	1.959
Funding of Economy & Environment General Usable Service Reserves Deficit	0.494
Funding of General Fund Housing and Private Housing General Usable Service Reserves Deficits	1.002
<b>Total: -</b>	<b>3.455</b>

5.11.4 **In-year impact of 2023/24 Pay Awards** – The latest pay offer for National Joint Council (NJC) staff is an increase of £1,925 on all pay points from April 2023. This results in an additional funding requirement of £1.959m for the current financial year. This position will be reviewed again once the pay awards have been finalised, and the confirmed increases will also need to be factored into the budget setting process for the 2024/25 financial year. It is currently assumed that the teachers pay award from September 2023 will be fully funded by WG.

5.11.5 **General Usable Service Reserve Deficits** - As outlined in paragraph 5.10.3, there are deficit General Usable Service Reserve balances for the Economy & Environment Directorate, and General Fund Housing and Private Housing as at 31 March 2023. These deficits must be funded, and it is therefore proposed that the deficits totalling £1.496m are met from the surplus General Fund balance.

5.11.6 Cabinet is asked to endorse a recommendation to Council that surplus General Fund balances totalling £3.455m are utilised as detailed in paragraphs 5.11.3 to 5.11.5 of this report. If approved, this will reduce the General Fund balance to £15.166m, which is £1.994m higher than the 3% minimum balance usually recommended by the Head of Financial Services & S151 Officer. Given the significant financial challenges that we face moving forward, Cabinet is asked to endorse a recommendation to Council that the General Fund balance is maintained at £15.166m.

## 5.12 Conclusion

5.12.1 The overall 2022/23 net underspend of £8.331m is significantly lower than in recent years (net underspends of £38.517m and £37.815m in 2020/21 and 2021/22 respectively) and signifies the return of a more realistic picture of financial performance that is not impacted by the significant levels of external grant funding received in recent years in response to the Covid-19 pandemic.

5.12.2 The Council faces significant financial challenges moving forward with an anticipated savings requirement of £48.335m for the two-year period 2024/25 to 2025/26.

5.12.3 The scale of the financial challenge facing the Council requires new approaches to service delivery and this is being led by the Chief Executive, Leader, CMT, and Cabinet and is being co-ordinated through our Transformation and Placeshaping Investment Programmes. It is vital that required changes are developed at pace and that key decisions are made early to ensure that the projected savings requirement for 2024/25 and 2025/26 can be delivered.

## **6. ASSUMPTIONS**

6.1 There are no assumptions within this report.

## **7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

7.1 The 2022/23 revenue budget outturn position does not require an Integrated Impact Assessment to be completed as it is a statement of fact and is reported for information only.

7.2 The proposals for the use of General Usable Service Reserves are not strategic in nature and do not require changes to policy, therefore Integrated Impact Assessments are not required.

7.3 The proposals for the use of surplus General Fund balances relate to unavoidable cost pressures in relation to pay awards, and the funding of deficit balances in General Usable Service Reserves. These proposals do not require Integrated Impact Assessments to be completed.

## **8. FINANCIAL IMPLICATIONS**

8.1 As detailed throughout the report.

## **9. PERSONNEL IMPLICATIONS**

9.1 There are no direct personnel implications arising from this report other than the proposal to fund some fixed-term posts.

## **10. CONSULTATIONS**

10.1 There are no consultation responses that have not been reflected in this report.

## **11. STATUTORY POWER**

11.1 Local Government Act 1972.

Author: Stephen Harris – Head of Financial Services and S151 Officer  
Tel: 01443 863066 E-mail: [harrisr@caerphilly.gov.uk](mailto:harrisr@caerphilly.gov.uk)

Consultees: Christina Harray, Chief Executive  
(Email: [harrhc@caerphilly.gov.uk](mailto:harrhc@caerphilly.gov.uk))  
Richard Edmunds, Corporate Director for Education and Corporate Services  
(Email: [edmunre@caerphilly.gov.uk](mailto:edmunre@caerphilly.gov.uk))  
Dave Street, Deputy Chief Executive  
(Email: [streetd@caerphilly.gov.uk](mailto:streetd@caerphilly.gov.uk))  
Mark S Williams, Corporate Director for Economy and Environment  
(Email: [williams@caerphilly.gov.uk](mailto:williams@caerphilly.gov.uk))  
Robert Tranter, Head of Legal Services and Monitoring Officer

(Email: [trantrj@caerphilly.gov.uk](mailto:trantrj@caerphilly.gov.uk))  
Andrew Southcombe, Finance Manager, Corporate Finance  
(Email: [southak@caerphilly.gov.uk](mailto:southak@caerphilly.gov.uk))  
David Roberts, Interim Finance Manager, Corporate Services and  
Communities  
(Email: [roberda@caerphilly.gov.uk](mailto:roberda@caerphilly.gov.uk))  
Jane Southcombe, Finance Manager, Education and Lifelong Learning  
(Email: [southj@caerphilly.gov.uk](mailto:southj@caerphilly.gov.uk))  
Mike Jones, Financial Services Manager, Social Services  
(Email: [jonesmj@caerphilly.gov.uk](mailto:jonesmj@caerphilly.gov.uk))  
Lesley Allen, Principal Group Accountant, Housing  
(Email: [allenl@caerphilly.gov.uk](mailto:allenl@caerphilly.gov.uk))  
Cllr Eluned Stenner, Cabinet Member for Finance and Performance  
(Email: [stenne@caerphilly.gov.uk](mailto:stenne@caerphilly.gov.uk))

Appendices:

Appendix A - Provisional Outturn Summary 2022/23  
Appendix B - Movement on General Fund



**PROVISIONAL OUTTURN 2022/23****SUMMARY**

<b>SERVICE AREA</b>	<b>UNDERSPEND (OVERSPEND) £m</b>	<b>TAKE TO GENERAL FUND £m</b>
Education & Lifelong Learning	2.858	1.429
Social Services	0.981	0.490
Economy & Environment	(0.603)	0.000
Corporate Services	2.327	1.163
General Fund Housing	(1.128)	0.000
Private Housing	(0.233)	0.000
Miscellaneous Finance	4.317	4.317
Council Tax Surplus	0.420	0.420
<b>TOTALS</b>	<b>8.938</b>	<b>7.819</b>

<b>OTHER</b>	<b>UNDERSPEND (OVERSPEND) £m</b>	<b>TAKE TO GENERAL FUND £m</b>
Schools	(5.947)	N/A
Housing Revenue Account (HRA)	5.340	N/A
<b>OVERALL TOTAL SURPLUS</b>	<b>8.331</b>	<b>7.819</b>

Service area surpluses are subject to a 50% take to General Fund balances after specific agreed earmarking of funds.

Miscellaneous Finance underspends and Council Tax surpluses are transferred in total to General Fund balances.

School and HRA balances must be ring-fenced to those service areas.

## APPENDIX B

**MOVEMENT ON GENERAL FUND**

	£m	£m
<b>Opening Balance 01/04/2022</b>		<b>27.235</b>
<b>Use of Funds as Previously Agreed by Council: -</b>		
Budget Strategy Contribution 2022/23	(1.050)	
In-Year impact of 2022/23 Pay Awards	(6.860)	
Cost of Living Hardship Fund	(3.000)	
Cost of Living Crisis Contingency	(2.098)	
Home to School/College Transport	(0.460)	
Wi-Fi Infrastructure Review	(0.100)	
Heolddu Leisure Centre Fitness Equipment	(0.100)	
Emporium Car Park Repairs	(0.100)	
Highway Inspections (Covid-19 Backlog)	(0.120)	
External Asbestos Surveys	(0.100)	
Modern Patch Management Tool	(0.100)	
Cloud Migrations	(0.500)	
Canal Refurbishment	(0.200)	
Additional RSG (Electric Vehicles/Driving Lessons)	(0.595)	<b>(15.383)</b>
<b>Approved Contribution from Earmarked Reserves to Support 2023/24 Budget</b>		<b>15.345</b>
<b>Funds Transferred into General Fund (2022/23): -</b>		
Education & Lifelong Learning – 50% of Directorate Underspend	1.429	
Social Services - 50% of Directorate Underspend	0.490	
Corporate Services - 50% of Directorate Underspend	1.163	
Miscellaneous Finance Underspend	4.317	
Council Tax Surplus 2022/23	0.420	<b>7.819</b>
<b>General Fund Closing Balance 31/03/2023</b>		<b>35.016</b>
<b>2023/24 Commitments Previously Agreed by Council: -</b>		
Budget Strategy Contribution 2023/24		<b>(1.050)</b>
Earmarked Reserves Funding Released to Support the 2023/24 Budget		<b>(15.345)</b>
<b>Current General Fund Balance</b>		<b>18.621</b>