

Complete Agenda



north wales economic ambition board
bwrdd uchelgais economaidd gogledd cymru

Meeting

TRANSPORT DELIVERY SUB-BOARD

Date and Time

9.30 am, MONDAY, 2ND DECEMBER, 2019

Location

Suite 4, Conwy Business Centre, Llandudno Junction, Conwy LL31 9XX

Contact Point

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(DISTRIBUTED 25/11/19)

TRANSPORT DELIVERY SUB-BOARD

MEMBERSHIP OF THE JOINT COMMITTEE

Voting Members

Councillors

Robert G Parry	Isle of Anglesey County Council
Greg Robbins	Conwy County Borough Council
Gareth Wyn Griffith	Gwynedd Council
Brian Jones	Denbighshire County Council
David Bithell	Wrexham County Borough Council
Carolyn Thomas	Flintshire County Council

Link Member of the North Wales Economic Ambition Board

Councillor Ian Roberts	Flintshire County Council
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Officers in Attendance

Emlyn Jones	Denbighshire County Council
Huw Percy	Isle of Anglesey County Council
Geraint Edwards	Conwy County Borough Council
Darren Williams	Wrexham County Borough Council
Stephen Jones	Flintshire County Council
Dafydd Wyn Williams	Gwynedd Council
Iwan Prys Jones	North Wales Economic Ambition Board
Iwan G. Evans	Monitoring Officer
Dafydd L. Edwards	Section 151 Officer

A G E N D A

1. APOLOGIES

To receive any apologies for absence.

2. DECLARATION OF PERSONAL INTEREST

To receive any declarations of personal interest.

3. URGENT MATTERS

To note any items that are a matter of urgency in the view of the Chair for consideration.

4. MINUTES OF THE PREVIOUS MEETING 5 - 9

The Chair shall propose that the minutes of the meetings held on 23 of September 2019 be signed as true records (attached).

5. REGIONAL BUS UPDATES 10 - 22

Emlyn Jones to update members on the current situation regarding Public Service Vehicle Accessibility Regulations (PSVAR) and free concessionary travel renewal.

6. UPDATE PAPER ON THE PROGRESSION OF 20MPH DEFAULT SPEED LIMITS FOR RESIDENTIAL AREAS ACROSS WALES. 23 - 26

Huw Percy and Stephen Jones to update the Sub-Group on progress.

7. PAVEMENT PARKING UPDATE REPORT 27 - 30

Huw Percy to update the sub-group on progress.

8. UPDATE PAPER ON THE PROGRESSION OF THE ADOPTION OF UNADOPTED ROADS ACROSS WALES 31 - 34

Huw Percy to update the sub-group on progress.

9. LOW CARBON TRANSPORT - PRESENTATION 35 - 57

Presentation by Rhys Horan, Welsh Government, and Geoff Murphy and Sarah Buckley, SPEN.

Additional papers attached for information.

10. MEETING DATES FOR 2020

Propose the following dates for the meetings in 2020

- 17.02.20

- 18.05.20
- 14.09.20
- 07.12.20

TRANSPORT DELIVERY SUB-BOARD 23/09/19

Present:

Voting Members – Councillors: Greg Robbins (Conwy County Borough Council), Gareth Wyn Griffith (Gwynedd Council), Brian Jones (Denbighshire Council), David Bithell (Wrexham County Borough Council) and Carolyn Thomas (Flintshire Council)

Officers in attendance – Geraint Edwards (Conwy County Borough Council), Emlyn Jones (Denbighshire Council), Darren Williams (Wrexham County Borough Council), Stephen Jones (Flintshire Council), Dafydd Wyn Williams (Gwynedd Council), Iwan Prys Jones (North Wales Economic Ambition Board), Iwan G Evans (Monitoring Officer – Lead Authority), Peter Davies () and Annes Sion (minutes – Lead Authority)

1. ELECT CHAIR

It was resolved to elect Cllr David Bithell (Wrexham County Borough Council) as Chair of the Transport Delivery Sub-group

2. ELECT VICE CHAIR

It was resolved to elect Cllr Carolyn Thomas (Flintshire County Council) as vice-chair of the Transport Delivery Sub-group

3. APOLOGIES

Apologies were received from Huw Percy and Dafydd L. Edwards.

4. DECLARATION OF PERSONAL INTEREST

There were no declarations of personal interest.

5. URGENT BUSINESS

No urgent items were received for discussion.

6. MINUTES AND ACTION POINTS

Minutes of the informal meeting of the Transport Cabinet Members Advisory Group, held on 20 May 2019, were submitted.

7. MEETING PROTOCOL AND SG RESPONSIBILITIES

The report was presented by Iwan Evans

DECISION

Resolved to accept the report and the Protocol was approved.

It was decided that the Officers, in the next fortnight, would nominate a Lead Officer who will attend the North Wales Economic Ambition Board committees when the need arises.

DISCUSSION

The report was submitted, noting that the report's objective was to set out the arrangements of the Sub-group. It was expressed that the report outlined the main objectives, and the Sub-group's membership was noted. It was noted that the main change would be to the committee procedure in terms of agenda and publishing the agenda. It was emphasised that the agenda would need to be published five working days prior to the Sub-group, and the draft report would need to be submitted to the Statutory Officers for observations before publishing the agenda. It was emphasised that due to the nature of the Sub-group, there would not be many observations by the Statutory Officers; nevertheless, due to the nature of the North Wales Economic Ambition Board, this could develop.

It was expressed that votes would be on a majority basis and in order to seek consensus across the authorities; consequently, there would be no casting vote. It was added that Decision Notices would be published, noting the decisions of the Business Delivery Sub-Group.

Observations arising from the discussion

- It was asked how the dates, agenda and minutes would be shared across the authorities. It was noted that they would be published on Gwynedd Council's website as the lead authority, and would be shared on the social websites of the North Wales Economic Ambition Board. It was expressed that the members could share the agenda e-mail with their fellow Councillors in their authorities.
- A discussion was held around nominating a Lead Officer, and it was noted that the Officers would nominate a lead officer to attend the Ambition Board when the need arose in the coming fortnight.

8. MEETING PROGRAMME AND FORWARD WORK PLAN

The report was submitted by Dafydd Wyn Williams.

DECISION

The following names were approved to lead on the various work streams and agreement was reached on the outline agenda for the Sub-group's next three meetings.

WORK STREAM	LEAD OFFICERS
Public transport (buses) to include Education Transport	Peter Daniels (Denbighshire), David Hesketh (Wrexham)
Low Carbon Transport	Dafydd Williams (Gwynedd), Geraint Edwards (Conwy), Stephen Jones (Flintshire)
Active Travel	Peter Daniels (Denbighshire), Dafydd Williams (Gwynedd)

Corporate Joint Committee	all
Trains	Darren Williams (Wrexham), Stephen Jones (Flintshire)
20mph restrictions and parking on the footway	Huw Percy (Anglesey), Stephen Jones (Flintshire)
Unadopted roads	Geraint Edwards (Conwy), Huw Percy (Anglesey)
Road Safety (Education, Training and Publicity)	Darren Williams (Wrexham), Huw Percy (Anglesey)
Strategic Highways (improvements)	Contact the North and Mid Wales Trunk Road Agent

DISCUSSION

The report was submitted, noting that following the previous meeting, the Lead Officer and the Ambition Board Officer had been working on the background work in order to work jointly in the region and share the workload. Attention was drawn to the table created, which noted the Officers who would be leading on the main work streams. It was explained that the officer's role would be to provide the reports and further information in these fields.

It was noted that during the coming three meetings, the Sub-Group would consider all work streams and it would be an opportunity to provide a direction to the work in future, and this would be discussed and agreed.

Observations arising from the discussion

- A discussion was held around whether the items needed to be discussed on a local and regional level, as some work streams had a marginal impact on business; despite this, the streams contributed to other matters.
- It was expressed that these were in-keeping with Welsh Government priorities. It was noted that it was an idea to start on work streams and then add or subtract work streams as needed.
- It was emphasised that the Ambition Board was happy with the work stream.
- It was noted that the work streams would be shared between Officers and that, moving forward, the Officers would meet separately to discuss the reports. It was expressed that work streams would develop, and the importance of not letting anyone be under extreme pressure was emphasised, as well as not overburdening them. It was expressed that the work needed to be shared equally across the region and to share the workload and support each other.
- It was emphasised that in terms of the Officers who had been allocated to the work stream, this would be a lead role and they would not be required to do all of the work.

9. PUBLIC TRANSPORT

The report was presented by Iwan Prys Jones and Peter Daniels

RESOLVED

The report was noted and accepted.

DISCUSSION

The report was submitted, noting the problems that had arisen in terms of the system for re-allocating free concessionary travel cards which expired on 31 December 2019. It was expressed that the website to re-register had crashed, and the need to do something in North Wales was emphasised. Nevertheless, it was noted that Transport for Wales had noted that there would be more resources to assist the Councils and that the website would be back on-line before the end of the week. It was emphasised that there had been a great impact on the Councils.

It was emphasised that Welsh Government had noted that the age that people could apply for a free Concessionary Travel Card had changed and, consequently, a higher number of people had applied before the age change. It was expressed that problems had arisen on-line and that not everyone was aware of the change. It was noted that the situation was difficult as Transport for Wales was on-line and applicants were being referred to their local councils for support to go on-line. As the website had crashed, paper forms were available temporarily. It was expressed that the Councils had capacity to assist to an extent, with lost cards or with disabilities, but that re-applying for the cards had much higher numbers. It was noted how different authorities had dealt with the matter.

It was emphasised that this was a developing matter, and that Transport for Wales had noted that additional resources were being offered temporarily. It was noted that the Sub-group would send a letter to Welsh Government, noting concern about this matter in the long-term in terms of travel cards. It was determined that Welsh Government needed to be asked about a long-term plan and the impact of this on Local Government, and whether everything would be in place by the end of December, as well as whether the equality act had been considered.

Amendments to the Public Service Vehicle Regulations

It was noted in January that the Public Service Vehicle Regulations requirement would be extended to every coach, which raised concerns as not many coaches had wheelchair access. It was asked whether it would impact school transport, and it was noted that it would not unless authorities charged a fee for transport. It was expressed that every authority would be struck, possibly not financially, but politically.

It was expressed that the main matter was that there were not enough vehicles available with the required access. The things some authorities were doing was noted, but it was emphasised that it would raise problems. It was explained that to a degree, there were two options - to pay for new vehicles or not to charge a fee. However, it was expressed that the second option would have an impact. It was discussed that it was possibly a good idea to send a letter to the Minister to have a transitional period in order to give the authorities an opportunity to work and to see how it would impact some schools that had private contracts. It was emphasised that there would be more of an impact on rural areas, therefore an impact assessment on pupils needed to be carried out.

It was noted that it would be possible to combine both matters - Changes to the Public Service Vehicle Regulations and the free Concessionary Travel Cards - on one letter to Welsh Government.

Review of the Regional Bus Network

It was expressed that an additional resource was required to look further into this, and that a brief had been created which would be sent out in the coming weeks. It

was added that the review would be funded by Welsh Government to co-ordinate buses regionally. It was emphasised that hopefully the review could see whether there were resolutions to the problems that were to be seen in the region.

Attention was drawn to the Transport White Paper, noting that it focused on the management of bus networks. It was added that the new White Paper, which was supposed to be submitted in October, would need to be looked at further.

10. DECARBONISATION PROGRAMME

Submitted by Iwan Prys Jones

DISCUSSION

The Charging Survey by SP Energy was discussed, noting that they hoped to be able to come to the next meeting in order to provide an update.

With regard to decarbonisation, it was expressed that it would be a good idea for the six regions to come together to organise a Summit on this next year, and that it would support the work of the Ambition Board. If everyone joined together regionally to organise it, it was expressed that support would be available by Welsh Government.

It was added that there would be many opportunities and that it was an opportunity to work together. It was expressed that the main problem was transport. It was reiterated that a revolution was required, and it was expressed that holding a Summit would provide a clear statement to the public. It was noted that the proposal needed to be submitted to the Ambition Board to have the Summit that would discuss Energy, a Regional Energy Company/Hub, as well as Transport.

With regard to the Green Buses Pilot project, the pilot plans were addressed, noting that they were hoping to share the report at the next meeting to hold a further discussion.

11. WORKSTREAM UPDATES

An update was received on work streams which included 20mph zones and parking on pavements, and it was noted that a further report would be submitted.

With regard to the Growth Track 360 Campaign - In an update, it was expressed that Arriva had revisited the costs of the various zones, and it was noted that more explanations were required for the zones as well as a response as regards integrated ticketing. It was noted that an Arriva staff member was required to come to the Sub-group to discuss the matter.

The meeting commenced at 9.30 am and concluded at 11.25 am

CHAIRMAN

Agenda Item 5

Transport Delivery Sub-Group: xx/xx/2019



north wales economic ambition board
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REPORT TO TRANSPORT DELIVERY SUB-GROUP

02 DECEMBER 2019

Title: REGIONAL BUS UPDATES – NOVEMBER 2019
Author: EMLYN JONES - Head of Planning and Public Protection Services
[PETER DANIELS] – DENBIGHSHIRE COUNCIL

1. Purpose of the Report

- 1.1 To update members on the current situation regarding Public Service Vehicle Accessibility Regulations (PSVAR) and free concessionary travel renewal.

2. Decision Sought

- 2.2. The Transport Delivery Sub-Group is asked to consider the current situation, question the regional officers as necessary, to offer comments and for free travel, to note for information, and for learner transport [PSVAR] to consider what additional action the Sub-group may wish to take.

3. Background and Relevant Considerations

PSVAR

- 3.1 Members will recall that, from January 2020, the Public Service Vehicle Accessibility Regulations (2000) (PSVAR) apply to any and all closed learner transport contracts where parents make a contribution towards the cost of transport. Under the PSVAR, coaches used in such circumstances will, inter alia, henceforth need to be fully accessible.
- 3.2 On November 21st, 2019, councils received a letter from the Department for Transport (DfT) explaining the process by which authorities might apply for an extension to the PSVAR process. Subject to meeting specified criteria, the DfT would certify individual vehicles to exempt them from the requirements till December 2021. Thereafter, there is an implication that a further extension may apply effectively to up to half of the learner transport fleet till December 2023.
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- 3.3 While officers welcome these arrangements, there are a number of issues, specifically that the DfT is offering no derogation for learner transport. Also of concern is that the exemption applies only where no more than 20 per cent of seats on a coach is sold (rather than used for eligible learners or left vacant). Some school and most college services have more than 20 per cent of seats sold and this requirement would mean that authorities would be unable to make a charge in such circumstances, unless the vehicle was fully compliant with the PSVAR. This raises questions of equity.
- 3.4 A third concern continues to be that the available second hand pool of accessible vehicles will still unlikely be sufficient to transform the school transport fleet across Britain, even by December 2023. Investment on the scale required will have implications not only for authorities but also for small family businesses.
- 3.5 In order to comply with the DfT's requests, officers in each authority are currently undergoing a fairly bureaucratic process of amassing the DfT's required exemption information by the deadline of December 13th. This involves the goodwill of individual contractors. Failure to receive the necessary certification will result in specific vehicles not being able to carry those learners whose parents have paid. The deadline is tight.

FREE CONCESSIONARY TRAVEL RENEWAL UPDATE

- 3.6 The pressure caused by the volume of applicants appears to have dissipated somewhat, albeit replaced in some authorities by previous applicants presenting their documents for verification, following individual requests to do so by TfW. There is also a number who call in to ask when they might expect their new pass. Where these are happening, this continues to be at a cost to other services as provided by contact centre staff. TfW had provided some much-needed temporary staffing support to some authorities but this has now finished.
- 3.7 Practitioners were anticipating a renewed bow wave from towards the end of October 2019 at the start of TfW's media campaign. That has yet to materialise fully. Many active users already appear to have renewed during the September/early October "panic".
- 3.8 As at November 12th, 2019, the percentage of applications across the region for active users (who have journeyed at least six times in the last three months) was as follows:

Conwy	71%
Denbighshire	64%
Flintshire	71%
Gwynedd	65%
Isle of Anglesey	63%
Wrexham	70%
Best in Wales to date	78%
Worst in Wales to date	46%
Mean	68%

- 3.9 These data may be skewed if not all deceased cardholders have previously been removed from the database.
- 3.10 These percentages are for those who have gone through the reapplication process but they do not necessarily reflect the number of people who have verified their details or have received their passes. The time it takes for an applicant to get their bus pass is variable, with some having applied in September still waiting, while others have received theirs. TfW is currently prioritising the despatch of passes.
- 3.11 There remains some significant work to do if we are to reach 100 per cent of active travellers by the December 31st 2019 cut-off. The possibility of a pre-Christmas postal workers' strike is now remote but there remain the usual seasonal postal delays. Realistically, people who have not applied by mid-December may be at risk of not receiving their pass, added to which those who need to enquire about the renewal process or receive support from contact staff will likely find their local contact centres closed after Christmas Eve. There is some debate about whether and for how long any grace period may be offered to those with an old-style pass. Such an extension is inevitable but this will have clear implications of free travel budgets, as it will rely on drivers manually entering information, something for obvious reasons everyone in Wales is keen to minimise.
- 3.12 Updates and communications from TfW are now rare, with the last being some three weeks ago. On the one hand, this is positive that there is less to report. On the other, authorities were, for example, unaware that they might expect to have to deal with a subsequent face-to-face verification process (for some applicants who had seemingly been successful). Neither has TfW staff been able to meet with practitioners. Council staff across the region remain unable to answer all the questions from applicants and this can result in practitioners looking uninformed.

- 3.13 Meanwhile, post-January 2020, although the agreement between each authority and TfW expires, the Welsh Government is seeking an extension in its current form to March 31st, 2020 to ensure both certainty and continuity.

4. Financial Implications

- 4.1 The implications regarding PSVR including any reduction in income from parents are for individual authorities in the current and future years and not for the Economic Ambition Board.
- 4.2 Apart from any short-term consequences for individual authority staffing budgets in supporting TfW in the re-application process, it is felt that any on-going financial implications will fall on the Welsh Government, which reimburses local authorities for free travel journeys undertaken.

STATUTORY OFFICERS RESPONSE:

i. **Monitoring Officer – responsible body:**

As noted in the report an element of uncertainty remains in relation to the situation and the work required to take advantage of any exception is highlighted.

ii. **Head of Finance – responsible body:**

I confirm that part 4 of this report accurately explains the financial implications.

HIGHWAYS AND TRANSPORT UPDATE

Purpose

1. This report provides an update on highways and transport issues of Wales-wide significance including the Public Service Vehicle Accessibility Regulations and on proposals to introduce a 20mph default speed limit and impose restrictions on pavement parking.

Background

2. There are a number of important developments taking place in relation to highways and transport that will impact on all local authorities. This report looks at each of these in turn and highlights key issues.

Public Service Vehicle Accessibility Regulations

3. The Public Service Vehicle Accessibility Regulations (PSVAR) were introduced in 2000 to improve access to buses for people with disabilities. The Regulations apply to all new public service vehicles (buses or coaches):
 - introduced since 31 December 2000
 - with a capacity exceeding 22 passengers
 - used to provide a local or scheduled service.
4. Part of the definition of both local and scheduled services is that a fare (direct or indirect) is paid to travel. Any service provided without charge is excluded from the Regulations. It has been common practice, however, for local authorities to offer, for a fare, spare seats to those not entitled to free home to school transport. This has been seen as providing benefits all around: pupils can get a bus to school, congestion and emissions are reduced and income is generated for local authorities. Significantly, the transport needs of pupils requiring accessible vehicles have generally been met through bespoke arrangements.
5. The Regulations have come into force for different categories of PSV at different time (e.g. new buses and coaches were required to have wheelchair access since 2005; older buses by 2016). All coaches are required to be compliant by 1st January 2020.
6. Section 175 of the Equality Act 2010 makes a breach of the Regulations a criminal offence and states that a person commits an offence by:
 - contravening a provision of the PSVAR

- using on a road a regulated public service vehicle which does not conform with a provision of the regulations with which it is required to conform
 - causing or permitting such a regulated public service vehicle to be used on a road.
7. It was widely believed by local authorities – across England and Wales - that home to school services operated by coaches with a capacity exceeding 22 passengers were exempt from the Regulations, regardless of whether spare seats were being sold. However, a case has been brought in North Yorkshire involving a private prosecution against a named officer of the Council. The claim is that allowing home to school transport services that are not compliant with the Regulations is an offence under S175 of the Equality Act.
 8. North Yorkshire Council has taken legal advice on the issue. They have been told that there is a legal argument that by charging for spare seats on home to school transport, coaches used on those journeys may be brought within the requirements of the Regulations. Whilst there has been no case law regarding this point the courts could take the view that they are in breach of the legislation.
 9. The Council considered four options: (a) do nothing (b) use compliant vehicles on routes where at least one child is paying (c) cease transporting non-entitled students or (d) cease charging. Options (a) to (c) were seen variously as exposing the council to risk, impractical, uneconomic or having a negative impact on pupils, parents and the environment. The Council has therefore selected option (d) and will stop the current practice of charging for spare seats pending further clarification and/or guidance from Government.
 10. Local authority transport officers, via the Association of Transport Co-ordinators (ATCO) in Wales, are concerned it has only recently come to light that the PSVAR are to be applied to home to school transport. They now have very little time to procure new contracts and, in any case, the companies providing the transport do not currently have vehicles that meet the accessibility requirements. In many cases these companies would be unable to afford new, compliant vehicles and this could put their businesses at risk.
 11. WLGA has been in close contact with the LGA on this issue. LGA have been in dialogue with the UK Government's Department for Transport (DfT), which is responsible for the Regulations. DfT argue that as the Regulations were introduced in 2000 local authorities have had almost 20 years to prepare. However, the reason why there has been no preparation is that, until now, no-one interpreted the regulations as applying to home to school transport provision.
 12. DfT also argue that the Government is committed to supporting an inclusive transport network: children with disabilities should not be prevented from travelling with their non-disabled peers by the inaccessibility of the vehicles providing services. Whilst this inclusive approach is laudable and hard to argue

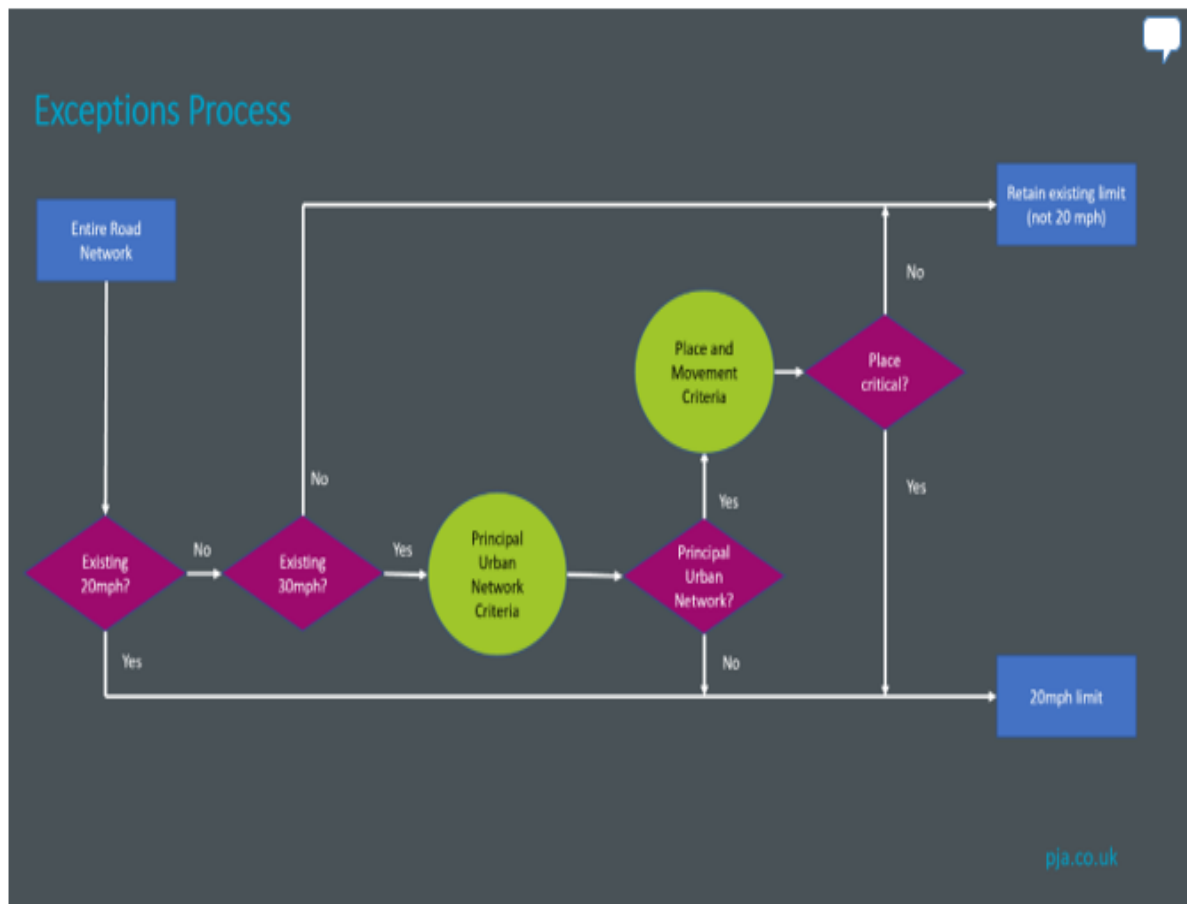
against, local authorities report that in many cases parents and children themselves prefer, and want to retain, their bespoke arrangements.

13. WLGA has taken these matters up directly with the DfT, highlighting the potential for perverse and negative effects associated with loss of a current service, more trips by car and the impact of reduced income on service provision. The point has also been made that this will impact in some areas on Welsh medium and denominational schools, where non-entitled pupils depend on this form of transport to get to their school of choice. Furthermore, in some cases, local authorities have reported that coach transport to schools has been arranged by schools/parents directly, not via the local authority. These services would be affected in the same way.
14. In light of all the above, WLGA asked the DfT for a derogation to exempt contracted school transport journeys that are closed to the general public. However, the response we have received is that they are more likely, instead, to use their exemption powers to provide a transitional period between the current situation and full compliance.
15. With the recent calling of a General Election it is currently difficult to progress this any further. Indeed, a major concern is that the default 'business as usual' civil service stance will be that the regulations come into force on 1st January 2020. Consequently, the LGA has written to DfT asking if they will be making a decision on this soon or if it is likely to be after we have a new government. If there is any feedback or any further developments, a verbal update will be given at the meeting.

20mph default speed limit

16. In Mark Drakeford's 2018 Labour Leadership Manifesto he pledged to: "*encourage a presumption of 20mph speed limits in residential areas*". Lee Waters, Deputy Minister for Economy and Transport, is leading work on this for Welsh Government. He called for a Task and Finish Group to be established with the remit to come forward with a clear plan for how a default 20mph limit (as opposed to more limited 20mph zones) can be introduced.
17. WLGA has worked with Welsh Government to help convene the Group, with local authority representation from each region, along with a range of groups supportive of the proposals. The Group has set up four sub groups charged with looking at:
 - Outcomes, evaluation and monitoring
 - Legislation and Policy
 - Exceptions, Engineering and Enforcement
 - Promotion and Communications.
18. The intention is that 20mph would become the new default speed limit, instead of 30mph in residential areas. A process has been proposed to agree exceptions, enabling some routes to retain existing speed limits – see Fig 1.

Fig1. Proposed process for determining exceptions from a 20mph limit



19. The key to this would be, first, how the 'Principal Urban Network' is defined (e.g. using criteria such as whether the route is: a trunk road; dual carriageway; an A and B Classified Road; an Abnormal Load Route; Motorway Diversion; long distance bus/coach route).
20. Second, would be a decision as to whether a road that is included as part of the Principal Urban Network is 'place critical'. In other words, do the characteristics of the place the road is passing through warrant a 20mph speed limit – e.g. what land uses are adjacent to the route? (residential? industrial? retail?); are there active travel routes alongside or crossing the road? What is the evidence regarding local collisions? poor air quality? Noise levels? What is the existing average speed of traffic? What are the engineering considerations relating to the stretch of road – is it straight with good visibility? already traffic calmed? etc. Discussions have taken place with Transport for Wales to look at a GIS-based methodology for putting the above process into practice across Wales, drawing on a wide range of data.
21. The group's aim is to take a set of recommendations on how to implement the proposals to the Minister and Deputy Minister for Economy and Transport next Summer. If agreed, the intention would be to mount a substantial

communications campaign to raise awareness of the proposals. Intensive work would be needed with local authorities and local communities to review initial suggestions as to where the 20mph limits would be applied and where exceptions would be allowed. Traffic Regulation Orders would need to be introduced in a co-ordinated way across Wales to apply exceptions. Given the time all of this will take, it is likely that implementation will not occur before 2023.

22. A change-over to 20mph default would almost certainly have to take place on a specific date across the whole of Wales. All necessary steps, including changes to signage would need to be in place by that time. This preparatory period would also provide time for necessary communications work to be undertaken to raise public awareness. Communications will be especially important in terms of cross-border traffic.
23. Enforcement of 20mph limits once introduced would be a critical issue, for local authorities and the police. There are already numerous complaints about excessive speeds on 30mph residential streets. There could also be an increase in demand for hard infrastructure if speeds do not reduce.

Pavement parking

24. Pavement parking poses several problems for local authorities:
 - Inconsiderate parking creates potentially dangerous hazards for pedestrians, particularly those who are vulnerable, such as older people, disabled people and families with pushchairs
 - Damage to paths and pavements creates trip hazards and is costly to repair
 - The general public frequently report cases of vehicles causing an obstruction and assume local authorities can take enforcement action. In fact, authorities currently have only very limited powers and it is generally a matter for the police.
25. Pavement parking is already illegal in London and a nationwide ban has recently been introduced in Scotland. In September, the UK's Transport Select Committee published a report on pavement parking in England, calling on the UK Government to introduce a ban and provide stronger, clearer laws.
26. For Wales, at an Active Travel Conference on 4th July, the Deputy Minister for Economy and Transport, Lee Waters, announced plans to set up an expert group to explore ways of clamping down on illegal parking, including pavement parking.
27. More recently, he has stated: "*Pavement parking is a real problem for our communities and acts as a barrier to encouraging active travel. I want people of all ages and abilities to feel confident and safe when making every day journeys by walking or cycling, which can help us tackle obesity, air pollution and the climate emergency. Our expert group is considering the options*

available to us as we look to tackle pavement parking and redress the balance of power in our urban environment”.

28. The Group that has been formed includes a wide range of stakeholders and interest groups. For local government, officers from local authorities in each region of Wales are invited along with WLGA.
29. The Group’s view is that pursuing a specific nation-wide ban on pavement parking would be inappropriate for Wales at this time. It would require primary legislation and that would introduce a significant delay. Furthermore, it could create major challenges for communities, especially where there are narrow residential streets that necessitate pavement parking. There would be significant immediate costs, too, as Traffic Regulation Orders and signage would be needed to *permit* pavement parking where it is unavoidable. It would be more practical to allow local authorities to introduce these over the longer term, where they are considered necessary.
30. The Chief Adjudicator of the Traffic Penalty Tribunal and a representative from the joint local government committee PATROL (Parking and Traffic Regulations Outside London) sit on the Group. They are advocating an alternative, quicker approach. This would involve secondary legislation, adding obstruction of the highway to the list of contraventions where civil parking enforcement (CPE) can be used (contained in Part 1 of Schedule 7 of the Traffic Management Act of 2004). As all local authorities in Wales now undertake CE this proposal has considerable merit. It is being explored further by the group – if only as an intermediate measure to enable other approaches to be considered at some point in the future.
31. The Group has set out a number of actions that would be key to the success of the proposals outlined in para 28:
 - Production of statutory guidance on CPE to reflect the additional power
 - Meaningful local consultation with stakeholders and local publicity ahead of changes to local enforcement policy
 - Public information to reinforce that inconsiderate pavement parking is not acceptable
 - The development of enforcement policies by local authorities that are proportional to need
 - Use of warning notices on the first occasion a vehicle is identified as causing an offence.
32. This approach would have the advantage that CPE could be undertaken on a prioritised basis, focusing on those areas that cause the greatest problems, whilst allowing local authorities to implement measures to permit unavoidable pavement parking over the longer term. Clarity for the public will be essential, though, or else enforcement will be problematic.
33. Civil Enforcement Officers are already working across Wales on a range of enforcement issues. The Group has suggested it would be useful if they could be asked, for an agreed period, to keep a record of pavement obstructions they

encounter where they *would* impose a penalty if they were able to. This would help to assess the scale of the problem.

34. As with the 20mph work, the intention is to take recommendations to the Minister/Deputy Minister to get agreement on the way ahead for managing pavement parking. Before such recommendations can be made, though, the views of local authorities and the police are sought to gain approval in principle. If approved by the Minister, then a formal consultation will take place before adding obstruction to the list of parking contraventions.

Recommendations

35. Members are asked to:

- 33.1 note the latest situation regarding PSVAR and agree any further action required**
- 33.2 give their views on the current proposals in paras 18-20 for taking forward the default 20mph proposals**
- 33.3 confirm if they support, in principle, the proposal on pavement parking to add obstruction of the highway to the list of contraventions where civil parking enforcement (CPE) can be used.**

Report cleared by:

**Cllr Andrew Morgan
Spokesperson for Transport, Environment
and Sustainability**

Author: Tim Peppin
Director of Regeneration and Sustainable Development
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Your Ref/Eich Cyf
Our Ref/Ein Cyf
Date/Dyddiad
Ask for/Gofynner am
Direct Dial/Rhif Union
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DAB/ACW
25 November 2019
Councillor David A Bithell
01978 292586
davida.bithell@wrexham.gov.uk

By E-Mail -
HomeToSchoolExemptions@dft.gov.uk

Dear Sir/Madam

Public Service Vehicles Accessibility Regulations 2000

I write in response to the letter issued on 21 November 2019 concerning the Public Service Vehicles Accessibility Regulations 2000 and temporary exemptions. It is noted that the only exemption relates to those mixed home to school services whereby no more than 20% of the seats on the vehicle are sold.

This was not what was expected and falls short of the requirements needed to ensure continuity of home to school services for students beyond 31 December 2019. Unfortunately, this exemption will only allow apply to a very limited number of existing services, mainly those statutory services provided by the Council and where spare seats are made available, at a cost, to 'non-qualifying students' (ie concessionary travel passes). For the current academic year, the Council has only granted 13 concessionary travel passes.

Of significant concern are the number of privately procured service contracts between schools and local operators for the transport of 'non-qualifying' Home to School students. These services will not meet the DFT exemption criteria and will, therefore, cease to operate as from 31 December 2019. The impacts of which are such that it is anticipated that a significant number of students will be left with no viable means of accessing their current place of education.

Whilst Wrexham Council is fully supportive of the regulations governing the requirement for public service vehicles to be accessible, it is evident that the industry has not evolved to ensure compliance with PSVAR and the capacity does not currently exist to meet the impending demands. The late notice of this decision by the DFT has afforded very little time for those schools affected to mitigate the impacts and communicate effectively with the parents/guardians of those students affected. This coupled with the fact that the timing of announcement has been made during the pre-election period.

Wrexham Council is requesting that the DFT urgently consider extending the exemption criteria to allow for those identified services to continue to operate from 1 January 2020. I have raised this immediate concern with both the Welsh Government and the Welsh Local Government Association and will be co-ordinating a collective North Wales response to emphasise the scale of the impact across the region.

Yours faithfully



Councillor David A Bithell
Deputy Leader of the Council and
Lead Member for Environment and Transport

cc Ken Skates, Minister for Economy and Transport
Tim Peppin, Director of Regeneration and Sustainable Development, Welsh Local Government Association
Iwan Prys Jones, North Wales Economic Ambition Board



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REPORT TO TRANSPORT DELIVERY SUB-GROUP

02 DECEMBER 2019

Title: UPDATE PAPER ON THE PROGRESSION OF 20MPH DEFAULT SPEED LIMITS FOR RESIDENTIAL AREAS ACROSS WALES.

Author: HUW PERCY - HEAD OF HIGHWAYS, WASTE AND PROPERTY – Anglesey Council
STEPHEN O JONES - *Chief Officer - Street scene and Transportation – Flintshire Council*

1. Purpose of the Report

1.1 To update the Sub-Group on progress

2. Decision Sought

2.1 Support for officers to attend meetings and report back.

3. Reasons supporting the need for a decision

3.1 Not applicable

4 Background and Relevant Considerations

BACKGROUND

4.1 On the 7th May 2019, The First Minister announced that the Welsh Government should seek to adopt 20 mph as the default speed limit for residential areas across Wales. This announcement came both as a result of the First Minister's manifesto and also due the increasing pressure being applied to many Local Authorities following the launch of Rod King's (MBE) 20's Plenty campaign.

4.2 The proposed changes are driven by the desire to encourage a modal shift, from vehicle use to walking and cycling. The introduction of a default 20 mph is seen as an integral part of a cultural change, as it would provide a safer environment for walkers and cyclists within the public highway and thus encourage more active travel and create streets that are a living environment.

PROGRESS TO DATE

- 4.3 In order to take this commitment forward, a Task and Finish Group (TFG) has been established which includes members from a wide range of disciplines, including road safety, highways, public health, academia and interest groups such as 20's Plenty.
- 4.4 The TFG has since implemented a series of work streams managed by four Project Groups (PG's). The purpose of the PG's is to consider both the practical actions required and potential implications of adopting a 20mph mandatory default speed limit on restricted roads across Wales.
- 4.5 An overview of the work streams contained within each of the four Project Groups is included below:

Outcomes, Evaluation & Monitoring

- 4.6 Consultation with key stakeholders in order to understand the relationship between the automobile industry and climate change. This will provide valuable base line data to measure the effectiveness of both short term and long term impacts following the proposed change in legislation.
- 4.7 Key performance indicators will also need to be agreed and developed to communicate and gain public support.

Legislation & Policy

- 4.8 To identify sufficient funds and resource to develop a consistent exemptions criteria' for those routes / areas that are not deemed suitable for inclusion within the default 20mph speed limit.
- 4.9 To identify sufficient funds and capacity to enable each Authority to rationalise the recording and accuracy of existing speed limit Orders and review street lighting provision. This will simplify the process of advertising whilst also ensuring the legitimacy of future speed limits.
- 4.10 To review the legal implications associated with the required change of existing policy and legislation, which will include Traffic Signs & General Directions (TSRGD), Department for Transport (DFT) Speed Limit Criteria and the Highway Code.

Promotion & Communications

- 4.11 The group have liaised with the DFT and Public Health London in order to understand how an effective communication strategy may be achieved, focussing on best practise utilised within previous campaigns.
- 4.12 A number of Focus Groups have been created to investigate advertising techniques and creativity to assist with promotion.

Exemptions, Engineering and Enforcement

- 4.13 Work streams pertaining to the above working group have been subdivided within the following sub-headings;

Exemption

- 4.14 Transport For Wales (TFW) are currently in the process of developing a draft 'Exemptions Criteria' in order to determine which routes are not deemed suitable for inclusion within the default 20mph speed limit.

Engineering

- 4.15 The group will review the Existing Active Travel design guidance as well as the application of Transitional Speed Limits when entering a 20mph zone from a National Speed Limit (60mph), making recommendations for change where deemed necessary.

Enforcement

- 4.16 The group will investigate / recommend changes to existing operational policies within the Police and Go-Safe with a greater emphasis being placed upon Community Speed Watch initiatives.
- 4.17 Specialist advice to be sought on the effectiveness of Intelligent Speed Restrictor Technology (ISA) to regulate vehicular speeds via means of GPS as well as the use of Average Speed Cameras.
- 4.18 A brief summary of the main points of discussion are given below:
- Should there be a blanket change with all existing 30 mph speed restrictions changed to 20 mph, regardless of the classification or strategic nature of the road?
 - Should there be exemptions and what criteria should be used to determine which roads are to be exempt?
 - How will the changes effect associated legislation, regulations and guidance (e.g. planning and MfS)?
 - What are the financial implications and how much will the changes cost in terms of signage, legislation, resources and monitoring?
 - What effect would the restrictions have on traffic flow, the economy and health?
 - Is there an expectation that additional engineering measures are required to ensure compliance with the 20 mph speed limits?
 - How will success be evaluated (reduction in traffic speeds and RTCs, an uptake in active travel, improved air quality)?
- 4.19 **Indicative Timeline** - It is hoped that a majority Cross-Party support for a change in legislation will be achieved before October 2020 (by means of a ballot) with an anticipated implementation date of spring 2023, however, this may be subject to change.

5. Financial Implications

- 5.1 No financial implications for the North Wales Economic Ambition Board, only individual local authority Staff time only at present. The Task Force will assess the financial implications once a database has been established. Significant costs anticipated and noted that the Welsh Government will need to fund it.

6. Legal Implications

- 6.1 Included within the remit of the relevant Task Group in terms of changing legislation

7. Staffing Implications

- 7.1 Staff time and additional resources included within the remit of the relevant Task Group

8. Impact on Equalities

- 8.1 Included within the remit of the relevant Task Group

9. Consultations undertaken

- 9.1 Tasking Group includes a range of establishments and the structure has a separate Group to deal with publicity and consulting with the appropriate bodies going forward.

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer – responsible body:

No observations to add in relation to propriety

ii. Head of Finance – responsible body:

I note that part 5.1 of the report explains the financial implications



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REPORT TO TRANSPORT DELIVERY SUB-GROUP

02 DECEMBER 2019

Title: PAVEMENT PARKING UPDATE REPORT

Author: HUW PERCY, HEAD OF HIGHWAYS, WASTE AND PROPERTY – ANGLESEY COUNCIL

1. Purpose of the Report

1.1 To update the Sub-Group on progress

2. Decision Sought

2.1 Support for officers to attend meetings and report back

3. Reasons supporting the need for a decision.

3.1 Not applicable

4 Background and Relevant Considerations

INTRODUCTION

4.1 Parking on the pavement occurs for numerous reasons but is primarily associated with residential areas where there is no or very limited off-street parking. It is also a problem outside a number of schools. Increasing car ownership with numerous vehicles associated with one household is common and often even when a property has its own driveway or garage there is insufficient space resulting in an overspill of vehicles parking on the road and often on the pavement. Local authorities are not in a position to deal with this issue with the provision of additional parking facilities.

4.2 Powers under the Road Traffic Regulation Act 1984 do enable local authorities to introduce local pavement bans by means of a traffic regulation order and associated signage. However, this is a time-consuming and expensive process and is rarely used. Where a local authority has adopted civil parking enforcement powers it can issue a penalty charge notice on a vehicle parked on a pavement should a yellow line waiting restriction also be present on the adjacent carriageway. Driving and obstructing the pavement is unlawful but often the police do not enforce this.

- 4.3 The Deputy Minister for Economy and Transport announced at the Active Travel Conference in Cardiff in July 2019 that a Taskforce Group (TFG) was to be set up to consider issues around Pavement Parking.
- 4.4 A Project Initiation Document (PID) was drafted to inform and guide the TFG through the process of considering the implications of enforcing pavement parking and in the drafting of recommendation to the Minister.
- 4.5 The TFG to investigate regulatory and secondary legislative changes required in order to deal with pavement parking issues under civil enforcement powers by local authorities and the issue of penalty charge notices.
- 4.6 TFG to submit recommendations backed by supportive evidence to the Deputy Minister by June 2020.
- 4.7 Agreed that both Conwy and Ynys Môn should represent North Wales Authorities and to act as contact points between the region and the Task Force Group.

ADVANTAGES AND DISADVANTAGES

- 4.8 Some of the advantages and disadvantages of a parking ban are summarised below:-

4.9 **Potential Benefits**

- Pedestrian safety and other vulnerable user group such as the disabled, those partially sighted or people with buggies or mobility scooters.
- Consistent with the objectives of Active Travel in providing safe and convenient to use sustainable travel routes.
- Healthier and more active communities.
- Reducing car dependency.
- Improved air quality.
- Reducing damage caused to pavements from vehicles driving and parking on them.

4.10 **Disadvantages**

- Pressure to implement enforcement and managing public expectations.
- Implications on limited financial and staff resources to introduce a ban.
- Pressure on local authorities to provide alternative parking facilities in areas where a ban is introduced.
- Managing and ensuring consistency when considering exemptions to a ban.
- Potential for householders to change front gardens to driveways with resulting pressure on the local authority consenting processes. Also implications on Sustainable Urban Drainage Systems and the need to ensure porous surfaces.

Pavement Parking Task Force Group Inception and Workshop Meeting - 27th September 2019 WLGA Offices, Cardiff

- 4.11 TFG provided with the background to the current situation and what needed to be achieved with the emphasis on delivering the Ministers aim of introducing a pavement-parking ban in Wales. Living Street Cymru report including a public survey on pavement presented to the TFG.
- 4.12 PID used to guide the TFG through the process. Reference made to the role of another TFG looking at Un-adopted Roads and implication of guidance on pavement parking.
- 4.13 TFG discussed the use of antisocial laws and community protection notices and their use in dealing with pavement parking.
- 4.14 From the discussions had by the group, the consensus was to progress on the basis of a default ban.

Actions

- Circulation of the Living Streets Report amongst the members of the TFG
- Investigate the use of Antisocial Behaviour Crime and Policing Act 2014 to deal with pavement parking.
- Agreed to the establishment of two Project Groups –
 1. Legislation Policy and Engineering Exemptions and Enforcement.
 2. Outcomes Evaluation and Monitoring with Promotion and Communication.
- Further invitations to be sent to relevant interest groups.
- Investigate and report to group on experiences from authorities in England, best practice, use of footway parking bans using TRO.

Task Force Group Meeting 6th November 2019, WLGA Offices, Cardiff

- 4.15 The consensus view of the Group was that pursuing a specific nation-wide ban on parking would not be appropriate at the moment. It would require primary legislation that would introduce a significant delay in enabling Local Authorities to implement measures to tackle pavement parking as per the Minister's aim.
- 4.16 It was suggested as an alternative that 'obstruction of the highway' be added to the list of contraventions used under Civil Parking Enforcement (CPE). The Group set out a number of actions that would be key to the success of this proposal –
- Production of statutory guidance on CPE to reflect the additional powers.
 - Meaningful local consultation with stakeholders and local publicity ahead of changes to local enforcement policy.
 - Public information to reinforce that inconsiderate pavement parking is not acceptable.
 - The development of enforcement policies by local authorities that are proportional to need.
 - Use of warning notices on the first occasion a vehicle is identified as causing an offence

4.17 The Group felt that this approach would have the advantage that CPE could be undertaken on a prioritised basis, focusing on those areas that cause the greatest problems. This would allow Councils to implement measures to permit unavoidable pavement parking over the longer term, through TROs.

4.18 The above proposal will be considered by the WLGA Council in order to seek support in principle prior to progressing with the project. The Task Force Group's work is on hold pending this decision.

5. Financial Implications

5.1 No financial implications for the North Wales Economic Ambition Board, only staff time for individual local authorities at this time , but the Task Group will assess the financial implications once more details have been agreed

6. Legal Implications

6.1 Included within the remit of the relevant Task Group.

7. Staffing Implications

7.1 Staff time and additional resources included within the remit of the relevant Task Group.

8. Impact on Equalities

8.1 Included within the remit of the relevant Task Group with a need to balance clear footways against any loss of parking

9. Consultations undertaken

9.1 Tasking Group includes a range of establishments and will deal with publicity and consulting with the appropriate bodies going forward.

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer – responsible body:

No observations to add in relation to propriety

ii. Head of Finance – responsible body:

I note that part 5.1 of the report explains the financial implications.



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REPORT TO TRANSPORT DELIVERY SUB-GROUP

02 DECEMBER 2019

Title: UPDATE PAPER ON THE PROGRESSION OF THE ADOPTION OF UNADOPTED
ROADS ACROSS WALES

Author: HUW PERCY – HEAD OF HIGHWAYS, WASTE AND PRPERTY – Anglesey
Council

1. Purpose of the Report

1.1 To update the Sub-Group on progress

2. Decision Sought

2.1 Support for officers to attend meetings and report back.

3. Reasons supporting the need for a decision.

3.1 Not applicable

4 Background and Relevant Considerations

PROGRESS TO DATE

4.1 The Unadopted Roads Taskforce has completed its 'First phase' of work and its Report on Unadopted Roads, which included a 'Road Adoption Model Guide' has been endorsed by the Minister for Economy and Transport.

4.2 The Task Force is now moving forward with its 'Phase 2' work, aiming to report further to the Minister for Economy and Transport in February 2020.

4.3 The further work of the Taskforce will be focused to deliver the outcomes following the recommendations identified in the preliminary Report, namely

- That work progresses to establish a database to provide a comprehensive record of all unadopted roads in Wales

- To established and develop a set of highway design and construction common standards for use by Local Authorities and housing developers for adoptable roadways.

Road Adoption Model Guide

- 4.4 The Road Adoption Model Guide (RAMG) was sent to all Local Authorities, via WLGA, on 4/9/19
- 4.5 The RAMG has been developed and agreed by Local Highway Authority, Local Planning Authority and Building Federation representatives, together with Welsh Government officers. All parties have agreed that if this was embraced consistently throughout Wales then there would be a clearer understanding by Councils and Housing developers at an early stage that should eradicate future potential process issues in terms of road adoption.
- 4.6 The WLGA commends the RAMG to all Authorities in Wales and encourages its use nationally to ensure that local processes are in accordance with what is set out in the Guide. The intention is to monitor the situation around the country over the next 6 months or so and see whether the wider usage of processes aligned to the RAMG will lead to improvements and less future problems in terms of potential adoption issues.

Record of all unadopted roads in Wales

- 4.7 The Unadopted Roads Taskforce is looking at how best to establish a database to provide a comprehensive record of all unadopted roads in Wales. The database could be used to provide cost estimates for improving unadopted roads to reasonable adoptable standards.
- 4.8 The database would be managed and maintained with the assistance of local authorities and a budget would need to be established to set up the database.
- 4.9 All Local Authorities are obliged to maintain a 'Local Street Gazetteer' which in turn feeds in to the 'National Street Gazetteer' which is held and maintained by Geoplace, which is a Limited Liability Partnership jointly owned by the Local Government Association and Ordnance Survey. The NSG contains definitive information for streets in England and Wales including its status i.e. whether it is 'maintainable at public expense' or not.
- 4.10 The Taskforce will work with GeoPlace initially to see what information on unadopted roads can be extracted from the Gazetteer and what additional work needs to be done to obtain the required information.

Unadopted Roads – Development of Common Standards for Adoption.

- 4.11 The first meeting of the Unadopted Roads Common Standards Review Group, Chaired by Paul Whealdon, the Chair of the CSS Wales Development Control Forum was held on 5th November 2019.
- 4.12 The Group agrees that the 'common standards' approach is important in helping to prevent further unadopted roads from being created and exacerbating an already difficult situation. It will also give developers, many of whom operate across various Local Authority borders, better certainty regarding what will and will not be acceptable for adoption and also consistency.

- 4.13 The proposal as decided by the unadopted Roads Taskforce, is to use the Rhondda Cynon Taf suite of documents as a basis for an All Wales Common Standards approach.
- 4.14 For such a document (or suite of documents) to be effective, it needs to be adopted by all the Local Authorities. The Group agreed that take this back to the Taskforce to seek best ways of ensuring buy-in, be that through an SPG approach, a formal 'design guide' approach or any other suitable mechanism.
- 4.15 There was also discussion around the focus of the 'common standards' approach. There are numerous initiatives currently being promoted that may well impact on what the Group is seeking to produce, but there was general agreement that the Group should stick to highway construction details and highway alignment in terms of identifying commonality and what would work Wales wide. It was noted that things like the emerging work on Active Travel, SuDS, Pavement Parking etc. will all have an interface and will impact at some point but the Group needs to prepare something for the here and now, and be prepared to re-visit and amend in the future should other emerging initiatives impact significantly on highway standards at that time.
- 4.16 The Group has agreed that the RCT documents be circulated to all Authorities for review and comment on any aspect or area that could be problematic for them and to feed comments back to the Group via Huw Morgan at WLGA. The comments will then be discussed at the next meeting.
- 4.17 The Group has agreed to meet monthly probably until March if necessary.

5. Financial Implications

- 5.1 No financial implications for the North Wales Economic Ambition Board, only individual local authority staff time at present but I understand that the Unadopted Roads Task Force will assess the financial implications for the relevant bodies once more details have been agreed

6. Legal Implications

- 6.1 Included within the remit of the relevant Task Group

7. Staffing Implications

- 7.1 Staff time and additional resources included within the remit of the relevant Task Group

8. Impact on Equalities

- 8.1 Included within the remit of the relevant Task Group

9. Consultations undertaken

- 9.1 Tasking Group includes a range of establishments and will deal with publicity and consulting with the appropriate bodies going forward.

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer – responsible body:

No observations to add in relation to propriety

ii. Head of Finance – responsible body:

I note that part 5.1 of the report explains the financial implications

Electric Vehicle Chargepoints – North Wales Update

Briefing Note #1 – North Wales Transport Sub-Board
| Rhys Horan, Welsh Government Energy Service

Summary

This briefing note provides a summary of recent regional Electric Vehicle (EV) chargepoints discussions. A workshop involving all local authorities, other public sector partners and SP Energy Networks (SPEN) was recently held and it was proposed that a task and finish group be established to further accelerate delivery of the opportunity around public EV charging provision across the region. Undoubtedly, recent activity around Climate Emergencies etc has raised the profile of energy and transport decarbonisation in tackling climate change.

Next Steps/Action:

- Note the current activity and proposals
- Nominate a local authority officer representative to participate in the Task and Finish Group (TFG)
- Provide detail (via TFG) of locations (within local authority ownership) which could be considered as potential candidates for a collective funding application to the Office for Low Emission Vehicles (OLEV)
- Commit to supporting preparation of a Regional/National EV Strategy

Regional Electric Vehicle Infrastructure Strategy

A pre-market engagement exercise was undertaken earlier this year to better understand the challenges and opportunities presented by the transition to electric vehicles (EVs). A total of eight companies responded to the exercise. The draft output from this exercise has been previously shared and the intention is to present detail to the next Sub-Board meeting (subject to agenda).

In summary, the responses highlight the genuine opportunity presented by EVs (e.g. tackling air quality, decarbonisation, using underutilised land etc). Respondents highlighted some of their key risks which included grid capacity and therefore close coordination with SPEN will be essential to increase deployment across the region. The responses described the various business models being promoted and significant differences between private sector operators with some suggesting fully funded solutions, others requiring part-funding and sharing of risks. The paper recommends that a regional strategy is supported and developed (alongside any National Transport Plan/Strategy). To take this agenda forward, the following work has taken place:

EV Workshop (13 September)

Around 30 representatives from across North Wales attended an officer workshop on EV charging which culminated in general support for a regional approach to provision of public EV charging. Transport for Wales attended and provided an update on work they have recently been commissioned to undertake on behalf of the Welsh Government. This work will focus on provision around the Strategic Road Network across Wales and provision at/around the Transport for Wales train stations. Copies of presentations are available.

The EV workshop also included discussions around transition of fleet to EV. Due to fleet replacement cycles it was identified as a priority for officers to consider the practicalities of replacing their existing fleet with EV. The workshop considered the future role of the fleet as providing grid services/battery storage.

EV Task & Finish Group (1-3pm, 24 October, WG offices, Llandudno Junction)

As detailed above, a Task and Finish group is being established and we would be grateful if you could nominate the most appropriate representative(s) from your organisation to attend. As detailed above, the priority at this stage is identifying locations for public EV charging. There will be an opportunity to discuss synergies with the TfW work. The Task and Finish Group will discuss this opportunity, gauge support and establish necessary local approval and governance arrangements. This is to enable the region to maximise the amount of Office for Low Emission Vehicle (OLEV) funding which it can lever into any future project (e.g. for [on-street residential chargepoint scheme](#) - The funding available is for 75% of the capital costs of procuring and installing the chargepoint and an associated dedicated parking bay).

Project CHARGE (SP Energy Networks)

SP Energy Networks 'Project Charge' has commenced, and it is vital that the public sector is kept abreast of developments and outputs. SPEN will be invited to join the Task and Finish Group. Whilst participation in this project is important, it does not remove the need for individual local authorities to progress deployment of public EV charging. The most recent project update suggests that the validated transport model will be available by the end of 2019. When linked with network capacity heat maps it will highlight where 'low cost-highly utilised' charge points could be connected in the region.

The project is looking to work with stakeholders to firm up at least 6 locations for the 2020 trials of Smart Charging Solutions (SGS). These locations can be identified unilaterally or collectively through the Task and Finish Group. Each trial site will need to meet certain criteria and go through a two-stage assessment process: (1) SPEN network assessment; and (2) warrants a smart solution in line with SGS methodology. Furthermore, sites will most likely feature 'hubs' of EV charge points, traditionally requiring reinforcement to connect to SPEN's network.

From 2021/22, an online connection tool will be available that can automatically generate an indicative desktop quote for the cost of connection based on traditional reinforcement based connections as well as Smart Charging options. The intelligence and learning from this project should inform the development and review of any regional EV strategy.

Regional Energy Planning

Through the Welsh Government Energy Service, work to develop a regional energy vision and delivery plan has started. The work to date has proposed '*Accelerate the shift to low carbon transport*' as a possible priority area:

- Seek an ambitious shift to public transport, while accepting the rurality of North Wales will lead to continued relatively high use of cars.
- Support the rollout of electric vehicles (EV) with future-proof charging/refuelling infrastructure making sure that EVs are a viable option for remote communities and that the proper infrastructure is available to support tourism.
- Explore the potential of alternative fuels for vehicles such as hydrogen/electric/biofuels (i.e slurry) but also investigate the potential for excess renewable electricity generation to be used for hydrogen production for HGV transport.
- Deploy more cycling infrastructure in urban areas to reduce air pollution, while encouraging more active travel modes and healthier lifestyles.

Prosperity for All – A Low Carbon Wales – March 2019

The [plan](#) sets out the action required to cut emissions and support economic growth but clearly highlights the need for collaboration and leadership across society. The changing energy system is also noted and the imperative that Wales is ready to fully exploit the inter-relationships and synergies between the power, heat and transport sectors. The Plan sets out 100 different policies and proposals to achieve the above and acknowledges the need for collective action. Some key transport policy/proposals include:

- Proposal 4 - all new cars and light goods vehicles in the public sector fleet to be ultra-low emission by 2025 (heavy goods by 2030).
- Policy 46 - increasing active travel
- Policy 47 - increasing travel by rail
- Policy 48 - increasing travel by bus
- Policy 49 - use planning policy to promote sustainable travel and reduce the need to travel e.g. new non-residential developments to have 10% spaces for charging EV
- Policy 50 - increasing the proportion of vehicles which are electric and ultra-low emission
- Policy 51 - plan for and invest in EV infrastructure
- Policy 52 - aim to reduce carbon footprint of buses to zero by 2028
- Policy 53 - taxis and private hire vehicles carbon footprint to zero by 2028



From the Secretary of State
The Rt. Hon. Grant Shapps MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Web site: www.gov.uk/dft

Dear Gwynne Jones

29 October 2019

Meeting the UK's target of achieving net zero carbon emissions by 2050 is a priority for this Government. The switch to zero and ultra-low emission vehicles is a vital part of our efforts to reduce carbon emissions and improve poor air quality which contributes to up to 36,000 deaths per annum. It also presents a significant economic opportunity for the UK to become a world-leader in electric vehicle production.

Our vision is that all drivers of electric vehicles in the UK should be able to access public charging infrastructure that is affordable, efficient and reliable. With more than 200,000 electric vehicles on our roads, the Government and private sector have supported the installation of more than 22,500 places to charge.

Indeed, there are now more chargepoint locations than petrol stations. Government has recently launched a £400 million Chargepoint Infrastructure Investment Fund to catalyse private investment into electric vehicle charging infrastructure across the UK. The fund will hugely expand the UK's public charging network. Including, for example, park and ride schemes. However, there is more that we must do if we are to achieve our vision in full.

Government continues to work with local authorities to support the development of the public chargepoint network through initiatives such as the On-Street Residential Chargepoint Scheme (ORCS). We know that a lack of suitable on-street charging is one of the biggest strategic barriers to mass adoption of electric vehicles, so initiatives like this are critical to ensuring that as many people as possible can access quality electric vehicle charging infrastructure.

I am pleased that 33 local authorities have already applied this financial year and that will lead to the installation of another 1,200 chargepoints by the end of March. As a result of this clear demand, I was delighted to recently announce that funding for the ORCS will double for this financial year, this means that there is a total of £5 million available in 2019/20. I encourage you to take advantage of this funding to improve the chargepoint network for people living and working in your area. More information, *including on how to apply*, is available from the Energy Savings Trust website;

www.energysavingtrust.org.uk/transport/local-authorities/street-residential-chargepoint-scheme

We are going further still, with new proposals to make all new-build homes in England to be fitted with a chargepoint – a world first that is expected to drastically increase the uptake of electric vehicles. We are also consulting on proposals to introduce green number plates for zero emission vehicles. By increasing visibility, we believe this initiative could help local authorities incentivise electric vehicle use.

As I write, there are over 100 local authorities with fewer than 10 public charging devices per 100,000 population, as shown in the attached table (see end of letter). There will be many reasons for the wide variation of chargepoints from one local authority to the next, but in the interests of transparency and to hasten the adoption of electric charging I am, on Saturday 2nd November, publishing the latest data which shows where your authority currently sits in the national table. We also plan to publish an interactive map which shows the number of rapid and total devices per local authority across the UK.

I appreciate that the provision of electric charging points is dependent on the public buying electric vehicles, however we cannot expect the public to invest in electric vehicles without the correct charging infrastructure already in place. Local partners may not rush to install chargepoints until the proportion of electric vehicles is higher. Therefore, we must take on the leadership role in this chicken and egg situation to drive this transformation forward.

I believe local authorities are best placed to understand what infrastructure is needed at a local level. With this in mind, I would like to understand what strategy you have in place to support the uptake of zero emission vehicles in your area and identify any barriers that may be preventing progress. Please respond with a short summary of your local strategy, covering proposals for chargepoint provision, including plans for those residents without off-street parking within 14 days to the Office for Low Emission Vehicles; Communications@OLEV.gov.uk.

I look forward to engaging local authorities on these consultations.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Grant Shapps', written in a cursive style.

Rt Hon Grant Shapps MP

SECRETARY OF STATE FOR TRANSPORT

Notes

Charging device location data is sourced from the electric vehicle charging platform Zap-map and represents devices reported as operational at midnight, 1 October 2019. Zap-map reports that they cover 95% of publicly accessible charging devices. There are no other sources with such comprehensive coverage against which we could verify. True counts are likely to be higher and we have no way of assessing whether the coverage of the data is better in some geographical areas than others.

The table shows the total number of charging devices in each Local Authority. A charging device may have a number of connectors of varying speeds, however not all can charge more than one vehicle at the same time. It is not possible to identify whether individual devices have this capability. The figure for total places to charge, referenced in the letter, is higher because it accounts for devices which can charge more than one vehicle at a time, to give an overall estimate of charging capability for the UK.

'Total devices' represent publicly available charging devices at all speeds. 'Rapid devices' are those whose fastest connector is rated at 43kW or above. A device can have a number of connectors of varying speeds.

Population figures by Local Authority are sourced from the Office for National Statistics Population Estimates for 2018. The Local Authority administrative geographies are the latest available geographies released in June 2019.

Table 1. Publicly available electric vehicle charging devices by local authority, October 2019

	Total public charging devices	Total public rapid charging devices	Population at end 2018	Charging devices per 100,000 population
UNITED KINGDOM	15,116	2,495	66,435,550	23
GREAT BRITAIN	14,821	2,476	64,553,909	23
ENGLAND	12,549	2,008	55,977,178	22
NORTH EAST	738	98	2,657,909	28
County Durham	92	13	526,980	17
Darlington	27	2	106,566	25

Hartlepool	5	0	93,242	5
Middlesbrough	25	4	140,545	18
Northumberland	139	24	320,274	43
Redcar and Cleveland	17	1	136,718	12
Stockton-on-Tees	71	9	197,213	36
Tyne and Wear (Met County)	362	45	1,136,371	32
Gateshead	60	12	202,508	30
Newcastle upon Tyne	106	4	300,196	35
North Tyneside	38	2	205,985	18
South Tyneside	30	8	150,265	20
Sunderland	128	19	277,417	46
NORTH WEST	1,204	227	7,292,093	17
Blackburn with Darwen	14	2	148,942	9
Blackpool	13	0	139,305	9
Cheshire East	59	22	380,790	15
Cheshire West and Chester	40	6	340,502	12
Halton	8	0	128,432	6
Warrington	66	17	209,547	31
Cumbria	150	45	498,888	30
Allerdale	17	6	97,527	17
Barrow-in-Furness	0	0	67,137	0
Carlisle	26	5	108,387	24
Copeland	21	1	68,424	31
Eden	29	17	52,881	55
South Lakeland	57	16	104,532	55

Greater Manchester (Met County)	446	44	2,812,569	16
Bolton	26	2	285,372	9
Bury	20	0	190,108	11
Manchester	119	14	547,627	22
Oldham	35	0	235,623	15
Rochdale	30	7	220,001	14
Salford	91	9	254,408	36
Stockport	28	3	291,775	10
Tameside	20	4	225,197	9
Trafford	49	1	236,370	21
Wigan	28	4	326,088	9
Lancashire	239	71	1,210,053	20
Burnley	10	1	88,527	11
Chorley	32	20	116,821	27
Fylde	10	1	79,770	13
Hyndburn	8	3	80,815	10
Lancaster	43	6	144,246	30
Pendle	14	5	91,405	15
Preston	38	8	141,818	27
Ribble Valley	17	1	60,057	28
Rossendale	6	0	70,895	8
South Ribble	25	10	110,527	23
West Lancashire	20	9	113,949	18
Wyre	16	7	111,223	14
Merseyside (Met County)	169	20	1,423,065	12
Knowsley	7	3	149,571	5
Liverpool	119	8	494,814	24
Sefton	13	3	275,396	5
St. Helens	15	3	180,049	8

Wirral	15	3	323,235	5
YORKSHIRE AND THE HUMBER	664	150	5,479,615	12
East Riding of Yorkshire	27	2	339,614	8
Kingston upon Hull, City of	17	4	260,645	7
North East Lincolnshire	17	4	159,821	11
North Lincolnshire	14	2	172,005	8
York	58	13	209,893	28
North Yorkshire	112	25	614,505	18
Craven	15	1	56,832	26
Hambleton	15	2	91,134	16
Harrogate	33	9	160,533	21
Richmondshire	17	10	53,244	32
Ryedale	13	2	54,920	24
Scarborough	16	1	108,736	15
Selby	3	0	89,106	3
South Yorkshire (Met County)	136	45	1,402,918	10
Barnsley	9	2	245,199	4
Doncaster	34	11	310,542	11
Rotherham	43	24	264,671	16
Sheffield	50	8	582,506	9
West Yorkshire (Met County)	283	55	2,320,214	12
Bradford	48	10	537,173	9
Calderdale	19	7	210,082	9
Kirklees	41	6	438,727	9
Leeds	141	21	789,194	18

Wakefield	34	11	345,038	10
EAST MIDLANDS	743	128	4,804,149	15
Derby	53	8	257,174	21
Leicester	70	2	355,218	20
Nottingham	104	24	331,069	31
Rutland	10	0	39,697	25
Derbyshire	79	12	796,142	10
Amber Valley	6	1	126,678	5
Bolsover	10	4	79,530	13
Chesterfield	20	1	104,628	19
Derbyshire Dales	17	0	71,977	24
Erewash	8	3	115,490	7
High Peak	6	0	92,221	7
North East Derbyshire	5	0	101,125	5
South Derbyshire	7	3	104,493	7
Leicestershire	105	10	698,268	15
Blaby	23	4	100,421	23
Charnwood	24	2	182,643	13
Harborough	17	2	92,499	18
Hinckley and Bosworth	20	0	112,423	18
Melton	4	0	51,100	8
North West Leicestershire	16	2	102,126	16
Oadby and Wigston	1	0	57,056	2
Lincolnshire	116	29	755,833	15
Boston	6	1	69,366	9

East Lindsey	33	4	140,741	23
Lincoln	30	2	99,039	30
North Kesteven	9	0	115,985	8
South Holland	6	0	93,980	6
South Kesteven	20	15	141,853	14
West Lindsey	12	7	94,869	13
Northamptonshire	99	23	747,622	13
Corby	26	4	70,827	37
Daventry	19	6	84,484	22
East Northamptonshire	17	0	93,906	18
Kettering	6	2	101,266	6
Northampton	15	0	225,146	7
South Northamptonshire	13	9	92,515	14
Wellingborough	3	2	79,478	4
Nottinghamshire	107	20	823,126	13
Ashfield	8	1	127,151	6
Bassetlaw	14	4	116,839	12
Broxtowe	27	6	113,272	24
Gedling	14	3	117,786	12
Mansfield	10	3	108,841	9
Newark and Sherwood	19	1	121,566	16
Rushcliffe	15	2	117,671	13
WEST MIDLANDS	815	229	5,900,757	14
Herefordshire, County of	47	5	192,107	24
Shropshire	38	14	320,274	12
Stoke-on-Trent	24	5	255,833	9

Telford and Wrekin	13	2	177,799	7
Staffordshire	105	42	875,219	12
Cannock Chase	9	5	100,109	9
East Staffordshire	12	4	118,574	10
Lichfield	12	1	103,965	12
Newcastle-under-Lyme	25	19	129,490	19
South Staffordshire	11	5	112,126	10
Stafford	26	7	135,880	19
Staffordshire Moorlands	7	0	98,397	7
Tamworth	3	1	76,678	4
Warwickshire	101	42	571,010	18
North Warwickshire	8	4	64,850	12
Nuneaton and Bedworth	9	5	128,902	7
Rugby	3	0	107,194	3
Stratford-on-Avon	52	28	127,580	41
Warwick	29	5	142,484	20
West Midlands (Met County)	390	73	2,916,458	13
Birmingham	90	6	1,141,374	8
Coventry	156	30	366,785	43
Dudley	30	7	320,626	9
Sandwell	23	3	327,378	7
Solihull	53	8	214,909	25
Walsall	14	6	283,378	5
Wolverhampton	24	13	262,008	9
Worcestershire	97	46	592,057	16
Bromsgrove	31	21	98,662	31
Malvern Hills	12	4	78,113	15

Redditch	7	2	84,989	8
Worcester	18	6	101,891	18
Wychavon	21	10	127,340	16
Wyre Forest	8	3	101,062	8
EAST OF ENGLAND	909	168	6,201,214	15
Bedford	33	5	171,623	19
Central Bedfordshire	38	9	283,606	13
Luton	53	2	214,109	25
Peterborough	42	9	201,041	21
Southend-on-Sea	13	1	182,463	7
Thurrock	15	9	172,525	9
Cambridgeshire	95	16	651,482	15
Cambridge	28	6	125,758	22
East Cambridgeshire	8	2	89,362	9
Fenland	3	0	101,491	3
Huntingdonshire	16	3	177,352	9
South Cambridgeshire	40	5	157,519	25
Essex	138	34	1,477,764	9
Basildon	30	0	185,862	16
Braintree	9	4	151,561	6
Brentwood	1	1	76,550	1
Castle Point	1	1	90,070	1
Chelmsford	20	6	177,079	11
Colchester	24	5	192,523	12
Epping Forest	18	6	131,137	14
Harlow	3	0	86,594	3

Maldon	3	1	64,425	5
Rochford	2	0	86,981	2
Tendring	13	2	145,803	9
Uttlesford	14	8	89,179	16
Hertfordshire	182	34	1,184,365	15
Broxbourne	6	1	96,876	6
Dacorum	13	2	154,280	8
East Hertfordshire	13	0	148,105	9
Hertsmere	19	15	104,205	18
North Hertfordshire	15	3	133,214	11
St Albans	25	5	147,373	17
Stevenage	6	0	87,754	7
Three Rivers	42	1	93,045	45
Watford	30	4	96,767	31
Welwyn Hatfield	13	3	122,746	11
Norfolk	158	24	903,680	17
Breckland	15	7	139,329	11
Broadland	12	2	129,464	9
Great Yarmouth	14	2	99,370	14
King's Lynn and West Norfolk	28	4	151,811	18
North Norfolk	24	1	104,552	23
Norwich	46	6	141,137	33
South Norfolk	19	2	138,017	14
Suffolk	142	25	758,556	19
Babergh	13	3	91,401	14
East Suffolk	33	4	248,249	13
Ipswich	48	3	137,532	35
Mid Suffolk	5	1	102,493	5

West Suffolk	43	14	178,881	24
LONDON	4,360	323	8,908,081	49
Inner London	2,451	134	3,600,203	68
Camden	166	4	262,226	63
City of London	36	1	8,706	414
Hackney	126	12	279,665	45
Hammersmith and Fulham	274	12	185,426	148
Haringey	53	7	270,624	20
Islington	183	14	239,142	77
Kensington and Chelsea	163	2	156,197	104
Lambeth	178	9	325,917	55
Lewisham	58	7	303,536	19
Newham	83	5	352,005	24
Southwark	154	13	317,256	49
Tower Hamlets	78	11	317,705	25
Wandsworth	414	15	326,474	127
Westminster	485	22	255,324	190
Outer London	1,909	189	5,307,878	36
Barking and Dagenham	52	1	211,998	25
Barnet	68	21	392,140	17
Bexley	20	7	247,258	8
Brent	207	14	330,795	63
Bromley	72	8	331,096	22
Croydon	62	18	385,346	16
Ealing	183	12	341,982	54
Enfield	33	7	333,869	10
Greenwich	176	15	286,186	61

Harrow	14	4	250,149	6
Havering	11	6	257,810	4
Hillingdon	190	26	304,824	62
Hounslow	227	16	270,782	84
Kingston upon Thames	27	2	175,470	15
Merton	118	6	206,186	57
Redbridge	47	14	303,858	15
Richmond upon Thames	278	5	196,904	141
Sutton	46	6	204,525	22
Waltham Forest	78	1	276,700	28
SOUTH EAST	1,966	469	9,133,625	22
Bracknell Forest	24	1	121,676	20
Brighton and Hove	59	1	290,395	20
Isle of Wight	29	2	141,538	20
Medway	15	5	277,855	5
Milton Keynes	258	88	268,607	96
Portsmouth	59	2	215,133	27
Reading	37	11	163,203	23
Slough	47	13	149,112	32
Southampton	58	3	252,796	23
West Berkshire	78	28	158,527	49
Windsor and Maidenhead	29	1	150,906	19
Wokingham	39	27	167,979	23
Buckinghamshire	106	16	540,059	20
Aylesbury Vale	30	8	199,448	15
Chiltern	22	1	95,927	23
South Bucks	22	4	70,043	31

Wycombe	32	3	174,641	18
East Sussex	59	16	554,590	11
Eastbourne	16	5	103,160	16
Hastings	7	4	92,855	8
Lewes	15	3	102,744	15
Rother	9	1	95,656	9
Wealden	12	3	160,175	7
Hampshire	290	93	1,376,316	21
Basingstoke and Deane	45	9	175,729	26
East Hampshire	24	15	120,681	20
Eastleigh	19	2	131,819	14
Fareham	8	6	116,339	7
Gosport	6	3	85,283	7
Hart	33	13	96,293	34
Havant	19	14	125,813	15
New Forest	53	3	179,753	29
Rushmoor	17	4	95,142	18
Test Valley	20	9	125,169	16
Winchester	46	15	124,295	37
Kent	247	64	1,568,623	16
Ashford	30	2	129,281	23
Canterbury	28	1	164,553	17
Dartford	17	9	109,709	15
Dover	9	2	116,969	8
Folkestone and Hythe	25	15	112,578	22
Gravesham	4	2	106,385	4
Maidstone	37	15	169,955	22
Sevenoaks	20	5	120,293	17

Swale	24	1	148,519	16
Thanet	20	4	141,819	14
Tonbridge and Malling	12	5	130,508	9
Tunbridge Wells	21	3	118,054	18
Oxfordshire	196	36	687,524	29
Cherwell	30	6	149,161	20
Oxford	89	2	154,327	58
South Oxfordshire	38	20	140,504	27
Vale of White Horse	24	4	133,732	18
West Oxfordshire	15	4	109,800	14
Surrey	209	41	1,189,934	18
Elmbridge	25	14	136,626	18
Epsom and Ewell	14	0	79,928	18
Guildford	30	2	147,889	20
Mole Valley	11	1	87,253	13
Reigate and Banstead	16	4	147,757	11
Runnymede	22	4	88,000	25
Spelthorne	36	3	99,334	36
Surrey Heath	14	4	88,874	16
Tandridge	11	6	87,496	13
Waverley	18	3	125,610	14
Woking	12	0	101,167	12
West Sussex	127	21	858,852	15
Adur	2	0	63,869	3
Arun	16	1	159,827	10
Chichester	35	4	120,750	29
Crawley	27	5	112,448	24
Horsham	16	3	142,217	11

Mid Sussex	21	5	149,716	14
Worthing	10	3	110,025	9
SOUTH WEST	1,150	216	5,599,735	21
Bath and North East Somerset	49	1	192,106	26
Bournemouth, Christchurch and Poole	58	14	395,784	15
Bristol, City of	119	14	463,405	26
Cornwall	153	27	565,968	27
Dorset	63	8	376,484	17
Isles of Scilly	0	0	2,242	0
North Somerset	86	17	213,919	40
Plymouth	41	4	263,100	16
South Gloucestershire	57	14	282,644	20
Swindon	23	5	221,996	10
Torbay	9	2	135,780	7
Wiltshire	96	15	498,064	19
Devon	174	40	795,286	22
East Devon	31	8	144,317	21
Exeter	28	7	130,428	21
Mid Devon	15	8	81,695	18
North Devon	32	3	96,110	33
South Hams	23	1	86,221	27
Teignbridge	12	1	132,844	9
Torridge	20	6	68,143	29
West Devon	13	6	55,528	23
Gloucestershire	136	42	633,558	21

Cheltenham	26	3	117,090	22
Cotswold	33	4	89,022	37
Forest of Dean	9	1	86,543	10
Gloucester	24	6	129,285	19
Stroud	35	25	119,019	29
Tewkesbury	9	3	92,599	10
Somerset	86	13	559,399	15
Mendip	21	4	114,881	18
Sedgemoor	18	5	122,791	15
Somerset West and Taunton	27	2	153,866	18
South Somerset	20	2	167,861	12
WALES	529	58	3,138,631	17
Isle of Anglesey	35	3	69,961	50
Gwynedd	56	0	124,178	45
Conwy	21	0	117,181	18
Denbighshire	10	6	95,330	10
Flintshire	13	3	155,593	8
Wrexham	13	2	136,126	10
Powys	60	1	132,447	45
Ceredigion	28	2	72,992	38
Pembrokeshire	68	2	125,055	54
Carmarthenshire	28	4	187,568	15
Swansea	24	4	246,466	10
Neath Port Talbot	8	1	142,906	6
Bridgend	19	10	144,876	13
The Vale of Glamorgan	7	2	132,165	5
Cardiff	45	10	364,248	12

Rhondda Cynon Taf	8	0	240,131	3
Merthyr Tydfil	5	0	60,183	8
Caerphilly	7	0	181,019	4
Blaenau Gwent	5	0	69,713	7
Torfaen	7	0	93,049	8
Monmouthshire	35	2	94,142	37
Newport	27	6	153,302	18
SCOTLAND	1,743	410	5,438,100	32
Aberdeen City	77	14	227,560	32
Aberdeenshire	71	15	261,470	25
Angus	54	12	116,040	47
Argyll & Bute	46	13	86,260	51
City of Edinburgh	112	17	518,500	21
Clackmannanshire	17	1	51,400	33
Dumfries & Galloway	58	24	148,790	31
Dundee City	101	39	148,750	61
East Ayrshire	32	9	121,840	17
East Dunbartonshire	20	3	108,330	12
East Lothian	56	11	105,790	47
East Renfrewshire	23	6	95,170	22
Falkirk	23	5	160,340	12
Fife	89	15	371,910	21
Glasgow City	140	18	626,410	19
Highland	125	52	235,540	45
Inverclyde	17	2	78,150	24
Midlothian	37	7	91,340	35
Moray	30	6	95,520	29
Na h-Eileanan Siar	30	9	26,830	101

North Ayrshire	35	10	135,280	22
North Lanarkshire	62	16	340,180	16
Orkney Islands	24	4	22,190	108
Perth & Kinross	92	31	151,290	52
Renfrewshire	50	12	177,790	24
Scottish Borders	42	12	115,270	36
Shetland Islands	10	2	22,990	74
South Ayrshire	45	7	112,550	30
South Lanarkshire	120	18	319,020	36
Stirling	52	14	94,330	56
West Dunbartonshire	19	2	89,130	21
West Lothian	34	4	182,140	19
NORTHERN IRELAND	295	19	1,881,641	16
Antrim and Newtownabbey	33	2	142,492	23
Ards and North Down	17	0	160,864	11
Armagh City, Banbridge and Craigavon	30	1	214,090	14
Belfast	42	5	341,877	12
Causeway Coast and Glens	23	1	144,246	17
Derry City and Strabane	23	1	150,679	17
Fermanagh and Omagh	38	2	116,835	33
Lisburn and Castlereagh	11	1	144,381	8
Mid and East Antrim	24	2	138,773	19
Mid Ulster	23	2	147,392	15
Newry, Mourne and Down	31	2	180,012	17