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CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL

Mr Dylan Williams
Prif Weithredwr – Chief Executive

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RHYBUDD O GYFARFOD	NOTICE OF MEETING
PWYLLGOR GWAITH	THE EXECUTIVE
DYDD MAWRTH 18 GORFFENAF 2023 10.00 o'r gloch	TUESDAY 18 JULY 2023 10.00 am
CYFARFOD HYBRID – YN YSTAFELL BWYLLGOR 1 AC YN RHITHWIR	HYBRID MEETING – VIRTUAL AND IN COMMITTEE ROOM 1
Swyddog Pwyllgor	Ann Holmes 01248 752518 Committee Officer

AELODAU/MEMBERS

Plaid Cymru/The Party of Wales

Neville Evans, Carwyn E Jones, Llinos Medi, Gary Pritchard, Alun Roberts, Nicola Roberts, Robin Wyn Williams

Y Grŵp Annibynnol/The Independent Group

Dafydd Roberts, Dafydd Rhys Thomas

COPI ER GWYBODAETH / COPY FOR INFORMATION

I Aelodau'r Cyngor Sir / To the Members of the County Council

Bydd aelod sydd ddim ar y Pwyllgor Gwaith yn cael gwahoddiad i'r cyfarfod i siarad (ond nid i bleidleisio) os ydy o/hi wedi gofyn am gael rhoddi eitem ar y rhaglen dan Reolau Gweithdrefn y Pwyllgor Gwaith. Efallai bydd y Pwyllgor Gwaith yn ystyried ceisiadau gan aelodau sydd ddim ar y Pwyllgor Gwaith i siarad ar faterion eraill.

A non-Executive member will be invited to the meeting and may speak (but not vote) during the meeting, if he/she has requested the item to be placed on the agenda under the Executive Procedure Rules. Requests by non-Executive members to speak on other matters may be considered at the discretion of The Executive.

Please note that meetings of the Committee are streamed for live and subsequent broadcast on the Council's website. The Authority is a Data Controller under the Data Protection Act and data collected during this live stream will be retained in accordance with the Authority's published policy.

A G E N D A

1 DECLARATION OF INTEREST

To receive any declarations of interest from any Member or Officer in respect of any item of business.

2 URGENT MATTERS CERTIFIED BY THE CHIEF EXECUTIVE OR HIS APPOINTED OFFICER

No urgent matters at the time of dispatch of this agenda.

3 MINUTES (Pages 1 - 10)

To submit for confirmation, the draft minutes of the meeting of the Executive held on 27 June 2023.

4 THE EXECUTIVE'S FORWARD WORK PROGRAMME (Pages 11 - 22)

To submit a report by the Head of Democracy.

5 DRAFT FINAL ACCOUNTS 2022/23 AND USE OF BALANCES AND RESERVES (Pages 23 - 42)

To submit a report by the Director of Function (Resources)/Section 151 Officer.

6 RISK MANAGEMENT POLICY AND STRATEGY (Pages 43 - 86)

To submit a report by the Director of Function (Resources)/Section 151 Officer.

7 EXTENDING THE TERMS OF REFERENCE OF THE DEMOCRATIC SERVICES COMMITTEE (Pages 87 - 96)

To submit a report by the Director of Function (Council Business)/Monitoring Officer.

8 ADOPTION OF DRAFT PETITIONS SCHEME (Pages 97 - 108)

To submit a report by the Director of Function (Council Business)/Monitoring Officer.

9 MODERNISING LEARNING COMMUNITIES AND DEVELOPING THE WELSH LANGUAGE STRATEGY (Pages 109 - 196)

To submit a report by the Director of Education, Skills and Young People.

10 MODERNISING SCHOOLS ON ANGLESEY – REVIEWING THE CATCHMENT AREAS OF YSGOL Y GRAIG AND YSGOL TALWRN (Pages 197 - 284)

To submit a report by the Director of Education, Skills and Young People.

11 **PROVISION OF FREE SCHOOL MEALS – YSGOL BODFFORDD** (Pages 285 - 290)

To submit a report by the Director of Education, Skills and Young People.

12 **AREA OF OUTSTANDING NATURAL BEAUTY MANAGEMENT PLAN (AONB) – FINAL DRAFT** (Pages 291 - 408)

To submit a report by the Head of Regulation and Economic Development.

13 **DESTINATION MANAGEMENT PLAN 2023-2028** (Pages 409 - 456)

To submit a report by the Head of Regulation and Economic Development.

14 **IMPROVING THE RELIABILITY AND RESILIENCE ACROSS THE MENAI STRAITS** (Pages 457 - 548)

To submit a joint report by the Head of Regulation and Economic Development and Head of Highways, Waste and Property.

15 **ANGLESEY FREEPORT - UPDATE** (Pages 549 - 562)

To submit a report by the Head of Regulation and Economic Development.

16 **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 563 - 564)

To consider adopting the following:-

“Under Section 100 (A) (4) of the Local Government Act 1972, to exclude the press and public from the meeting during the discussion on the following item on the grounds that it may involve the disclosure of exempt information as defined in Schedule 12A of the said Act and in the attached Public Interest Test.”

17 **ANGLESEY FREEPORT – GOVERNANCE AND SET UP** (Pages 565 - 586)

To submit a report by the Head of Regulation and Economic Development.

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THE EXECUTIVE

Minutes of the hybrid meeting held on 27 June, 2023

- PRESENT:** Councillor Llinos Medi (Leader) (Chair)
- Councillors Neville Evans, Carwyn Jones, Gary Pritchard, Dafydd Roberts, Nicola Roberts, Dafydd Rhys Thomas, Robin Williams.
- IN ATTENDANCE:** Chief Executive
Deputy Chief Executive
Director of Function (Resources)/Section 151 Officer
Director of Social Services
Director of Education, Skills, and Young People
Head of Adults' Services
Head of Housing Services
Head of Democracy
Head of Profession (HR) and Transformation
Programme, Business Planning and Performance Manager
Legal Services Manager (RJ)
Early Years Manager (DT) (for item 10)
Scrutiny Manager (AGD)
Committee Officer (ATH)
- APOLOGIES:** Councillor Alun Roberts
- ALSO PRESENT:** Councillors Douglas Fowlie, Glyn Haynes, Derek Owen
-

1. DECLARATION OF INTEREST

No declaration of interest was received.

2. URGENT MATTERS CERTIFIED BY THE CHIEF EXECUTIVE OR HIS APPOINTED OFFICER

None to report.

3. MINUTES

The minutes of the previous meeting of the Executive held on 25 April, 2023 were presented for confirmation.

It was resolved that the minutes of the previous meeting of the Executive held on 30 May, 2023 be confirmed as correct subject to amending the reference under item 1 in the Welsh version to reflect that only Councillor Robin Williams's wife is employed by Anglesey Good Food and not the Councillor himself.

4. THE EXECUTIVE'S FORWARD WORK PROGRAMME

The report of the Head of Democracy incorporating the Executive's Forward Work Programme for the period from July, 2023 to February 2024 was presented for confirmation.

The Head of Democracy updated the Executive regarding changes to the Forward Work Programme and the following were noted –

- Items 11 and 12 (Highways Asset Management Plan and Fleet Vehicles Transformation Plan respectively) as delegated decisions for the Portfolio Member for Highways, Waste and Property for September, 2023.
- Item 19 (Public Participation Strategy 2023-28) as a new item for the Executive's 26 September, 2023 meeting.
- Item 21 (Compulsory Land Purchase – Employment land in Llangefnï) as a new item for the Executive's 26 September, 2023 meeting.
- Item 28 (Empty Homes Strategy 2023-2028) as a new item for the Executive's 28 November, 2023 meeting.
- Item 32 (Capital Strategy) subject to confirmation a new item for the Executive's 23 January, 2024 meeting.
- Items 34 to 36 (Q3 Financial Monitoring reports) as new items for the Executive's 20 February, 2024 meeting.
- Item 37 (Tenants' Participation Strategy) as a new item for the Executive's 20 February, 2024 meeting.
- Item 38 (Asset Management Strategy (Housing Services) as a new item for the Executive's 20 February, 2024 meeting.
- Item 39 (Local Housing Market Assessment) as a new item for the Executive's 20 February, 2024 meeting.

Items not on the published Work Programme to be added to the Executive's 18 July, 2023 meeting –

- Risk Management Policy and Strategy
- Free School Meals Provision – Ysgol Bodffordd,
- Improving Resilience and Reliability across the Menai

It was resolved to confirm the Executive's updated Forward Work Programme for the period June, 2023 to January, 2024 with the changes outlined at the meeting.

5. CORPORATE SCORECARD QUARTER 4 2022/23

The report of the Head of Profession (HR) and Transformation incorporating the Corporate Scorecard for Quarter 4 2022/23 was presented for the Committee's consideration. The scorecard report portrayed the Council's end of year position against matters relating to customer service, people and financial management and performance management.

The report was presented by Councillor Carwyn Jones, Portfolio Member for Corporate Business and Customer Experience who provided a summary of the contents confirming that 91% of indicators were performing to, or within 5% of target. The report highlighted a number of positive performance stories in relation to homelessness prevention, Adults' Services, timeliness of planning decision-making, improvements in road condition, street cleanliness, the number of empty homes brought back into use and the recovery of visitor numbers to leisure centres to pre-pandemic levels. The contribution made by the Council's staff to this positive performance over the year is recognised and commended. Where performance remains off target, those areas, specifically the percentage of FOI requests dealt with within timescale, average number of days taken to deliver Disabled Facilities Grant and percentage of planning appeals dismissed are being investigated and monitored by the Leadership Team to secure improvements into the future. Equally important going forward into the new Council year is monitoring trends and the direction of travel of performance against indicators be they rated Green or Yellow especially in view of the ongoing challenges around

funding and expenditure, staff recruitment and capacity. Keeping an eye on trends will help maintain the current level of good performance and contribute to continuous improvement over time. In closing remarks Councillor Carwyn Jones said that he hoped the report provides assurance that performance is important to the Council, that it is being managed robustly and is being given due attention both politically and operationally.

Due to connection issues being experienced by the Chair of the Corporate Scrutiny Committee at this juncture, the Head of Democracy stepped in to report from the Corporate Scrutiny Committee's meeting on 20 June where the Quarter 4 2022/23 Corporate Scorecard was considered and debated in detail. Several issues were raised and discussed including the arrangements for raising awareness of the positive performance, customer service in relation to telephone call monitoring and quality of responses, the delivery of Disabled Facilities grants and adaptations, management of children on the Child Protection Register (CPR) – specifically performance against Indicator 23 and how this can be reported to give a more meaningful account of performance with it being agreed that the indicator be examined by the Social Services Scrutiny Panel. The projected underspend on the 2022/23 budget was considered in terms of how it might help the Council in address expected additional service pressures in 2023/24. Questions about how actions to tackle underperforming areas/indicators are monitored to ensure they are meeting performance aims and objectives were also raised. Having considered these matters and the response to them, the Committee had resolved to recommend the Q4 Scorecard report and mitigation measures therein, to the Executive.

The Executive's members welcomed the report as testifying to the hard work and collective efforts of staff across the Council in maintaining and improving performance in the face of continuing challenges in a sometimes-difficult year. Reference was made to the few areas where targets had been missed with it being noted by Members that the RAG rating does not always tell the whole story about performance especially where there are complexities involved with Performance Indicator 23 (*The average length of time for all children who were on the Child Protection Register - CPR during the year, and who were de-registered during the year*) where the performance showed as red, being highlighted as a case in point. It was clarified that children on the CPR are only de-registered when it is safe to do so and no risk of harm applies and that it would be wrong to do so prematurely to meet a target. The indicator therefore needs to be viewed with a degree of caution as without context and explanatory narrative it does not give a complete picture of all the factors involved. Similarly with regard to the number of days taken to deliver Disabled Facilities Grants where timescales have not been met due in large part to a shortage of contractors which is a sector wide issue.

The Director of Social Services said he was heartened by the understanding of the complicated nature of Indicator 23 and advised that children on the CPR for longer may also be subject to the Public Law Outline process where the Local Authority has a discussion with the family and their legal representative about keeping a child safe thereby providing additional protection. The Service also has internal processes where individual cases are discussed and reviewed. The KPI therefore does not fully reflect the situation and an alternative more meaningful option for reporting will be considered for the new scorecard this year.

The Chief Executive commented that 2022/23 had proved a difficult year in many respects especially with regard to Quarter 4 where the impacts of the cost-of-living crisis, fuel hardship, and winter pressures were experienced by the Council in increased demand for several services. These challenges make the overall performance for the year all the more commendable. Working together, the leadership and direction provided by managers and the commitment of frontline staff have all been key factors in achieving such a positive outcome at a time of uncertainty.

The Chair in closing remarks referred to areas where performance is making a difference in people's lives citing the percentage of households prevented from becoming homeless, the number of empty homes brought back into use, street cleanliness, the increase in the number of visits to leisure centres which have physical and mental health benefits as few examples of how the performance data is being used to inform actions and drive improvements. The workforce behind these and other activities as well as the Council's partners and all unpaid carers are deserving of the Executive's thanks and appreciation for the Q4 outcomes and year long performance.

It was resolved to accept the Corporate Scorecard report for Q4 2022/23 and to note the areas which the Leadership Team are exploring and investigating to manage and secure further improvements into the future as outlined.

6. ANNUAL DELIVERY DOCUMENT 2023-2024

The report of the Head of Profession (HR) and Transformation incorporating the Annual Delivery Document for 2023/24 was presented for the Executive's consideration and approval.

The Annual Delivery Document was presented by Councillor Carwyn Jones, Portfolio Member for Corporate Business and Customer Experience as an outline of the Council's annual work programmes for 2023/24 which are designed to deliver the expectations of the Council Plan. He thanked the Programme, Business Planning and Performance Manager for an informative document, concisely and clearly presented. The Delivery Plan sets out the key actions to be undertaken by the Council in 2023/24 to support delivery of the strategic objectives in the Council Plan 2023-28 and reflects the aspirations of the Council for the year. The document has been developed in collaboration with services across the Council and the work programmes it sets out have been fully costed and will be delivered within the resources determined as part of the budget set for 2023/24. The work will be undertaken alongside the day to day running of the Council and its statutory obligations. All front line and support staff will be integral to the document's successful delivery.

The Programme, Business Planning and Performance Manager advised that quarterly updates on activity progress will be provided to ensure that that Council is meeting its expectations for the year.

Councillor Douglas Fowlie, Chair of the Corporate Scrutiny Committee provided feedback from the Committee's 20 June meeting where the Delivery Document 2023/24 was scrutinised. He reported that the issues raised by the Committee included the challenges and risks in seeking to realise the priorities set for 2023/24, the arrangements put in place to monitor the progress in delivering the work programmes as outlined, the extent to which the Plan complies with the Wellbeing of Future Generations (Wales) Act 2015 and ensuring that staff are fully engaged in its delivery. Having discussed these matters and having considered the response provided, the committee had resolved to recommend the Annual Delivery Document for 2023/24 to the Executive.

The Executive's members acknowledged the vision which the Document projected and they looked forward to the implementation of the activities for their respective portfolio responsibility. The Chair commented that although the six strategic objectives are specific, the work programmes under each are intertwined e.g. the development of new housing not only provides homes for people but helps support the construction industry and brings economic benefits. The presentation of the Annual Delivery Document for 2023/24 also coincides with the public launch of the Council Plan 2023-28 and shows from the outset that the Council is committed to delivering its ambitions for the five-year plan.

It was resolved to adopt the Annual Delivery Document for the purpose of delivery during 2023/24.

7. REVENUE BUDGET MONITORING – OUTURN 2022/23

The report of the Director of Function (Resources)/Section 151 Officer setting out the financial performance of the Council's services at the end of Quarter 4, 31 March 2023 was presented for the Executive's consideration.

Councillor Robin Williams, Portfolio Member for Finance presented the report and provided some context saying that the Council set a net budget for 2022/23 with net service expenditure of £158.365m to be funded from Council Tax income, NDR and general grants. This included a total for general and other contingencies amounting to £3.110m. The budget for the Council Tax Premium was increased by £0.436m to £1.950m. A balanced budget was set with an agreed Council Tax rise of 2%. As for the previous year services were not required to make savings. The increase of 9.2% in funding from Welsh Government was a welcome increase but did require the Council to commit to budget increases in a number of areas including social care and homelessness. Welsh Government support for Covid related expenditure also ended. The overall financial position for 2022/23 including Corporate Finance and the Council Tax Fund is a projected underspend of £1.212m which is 0.76% of the Council's net budget for 2022/23.

Councillor Robin Williams said that although the outcome at year end is positive and improves the Council's financial position it has been helped by a number of one-off items that have contributed to the underspend. These include non-recurring Welsh Government grants, better than budgeted for income levels, the use of earmarked reserves and a high level of staff vacancies without which the position would have been very different with an overspend of £2.867m being reported which would have created a significant gap in the budget going into 2023/24. Most of the financial advantages which have bolstered the Council's financial position at the end of 2022/23 will not re-occur to the same extent in 2023/24 meaning the Council will still be facing financial pressure in 2023/24 and beyond. Councillor Williams reiterated that as Portfolio Member for Finance he had always taken a prudent approach to the budget taking a long-term view, maintaining reserves, and not rushing decisions in the face of calls to not raise Council Tax. He highlighted that Anglesey remains one of the lowest charging authorities in Wales for Council Tax and is the lowest in North Wales. Increasing the Council Tax is done to balance the budget from one year to the next and not for the sake of it.

The Director of Function (Resources)/Section 151 Officer referred to continuing uncertainties in relation to the 2023/24 and 2024/25 financial years. Although the underspend means that the position of the Council's balances at £10.2m moving forward, is £1.4m above the minimum recommended value of 5% of the net revenue budget for 2023/24 having taken account also of the £3.8m committed as funding of the 2023/24 budget, there remain unresolved issues around staff pay increases with non-teaching unions having rejected the pay offer for 2023/24 and teachers pay having been settled to August 2023 only with no certainty about what will be agreed thereafter or whether Welsh Government will fund any additional increase. Inflation if it remains high will impact on the Council's costs in 2023/24 and into 2024/25 and could also lead to calls for higher pay rises which would create additional pressure in the run up to setting the 2024/25 budget. The position for 2024/25 appears challenging and although no indicative figures have yet been provided the suggestion is that additional funding to the level of 2023/24 will not be provided even though the Council still faces rising costs and increased demand for services. The Council's balances will afford some mitigation against these pressures but once used, they cannot be used again leaving the possibility that cuts in expenditure may be required to balance the budget in 2024/25. While the financial position is therefore not as good as it looks, the

Council is better placed than many authorities to manage the challenges ahead and the processes it has in place to monitor the financial position on an ongoing basis will assist the Executive in its decision making.

The Executive's members acknowledged the challenges facing the Council in the next few years and thanked the Section 151 Officer for his candid evaluation of the situation. Members noted that discussions regarding budgets, balances and Council Tax are really about the services the Council is able to provide at a time when the call on those services especially homelessness prevention, children's social care and older people's care is growing. These are the essential services that provide support for some of the most vulnerable individuals within communities which the Council has sought to protect when considering the financial data and setting the budget. Reference was also made to the position of schools with it being noted that no school on the Island is currently in deficit. Given the financial prognosis, questions were asked about the likelihood of that situation changing in 2023/24 and beyond.

The Director of Function (Resources)/Section 151 Officer advised that the extra funding provided to schools by Welsh Government as Covid support together with school closures and reduced expenditure during that period has helped bolster the finances of some schools which might otherwise have gone into deficit. Schools have also used the additional funding to help pupils catch up on their learning. While the balances of school reserves now stand at £6.7m, a significant proportion of that sum has been earmarked by schools in 2023/24 to balance their budgets and avoid having to make cuts; this scenario is likely to be repeated in 2024/25 as budgets tighten meaning that the £6.7m of balances will soon reduce. Some schools have only slim balances and a few primary schools especially will struggle to balance their budgets. For some schools the funding formula works to their disadvantage in not providing a sufficient allocation to cover the level of staffing they require for their mix of age groups and way those have to be organised. The Authority is working with those schools at risk of deficit to develop a planned use of balances in 2023/24 but foresees that they will have to make budget reductions in 2024/25 and that more schools will find themselves in a similar position as the financial situation becomes more challenging.

The Chair commented that although services have not been required to make savings for the previous two years, the Council has had to find budget reductions over the years of austerity meaning that it has not been able to invest in services in that time in the way it would have liked. Whilst education and schools have been protected as far as possible, they are now coming under increasing pressure. It is therefore important that there is awareness of the sacrifices made as well as a realisation that the cost pressures along with the demand on services are now greater and are increasing. She said that there is a case to be made for lobbying Welsh Government for better funding and, given that councils were critical in responding to the pandemic and were praised as the fourth emergency service at that time, she hoped that they would be seen as worth fighting for and should be funded fairly and to a level that enables them to carry out their responsibilities and maintain services.

It was resolved to note the following –

- **The position set out in Appendices A and B of the report in respect of the Authority's financial outturn for 2022/23.**
- **The summary of Contingency budgets for 2022/23, detailed in Appendix C.**
- **The monitoring of agency and consultancy costs for 2022/23 in Appendices CH, D and D.**

8. CAPITAL OUTTURN 2022/23

The report of the Director of Function (Resources)/Section 151 Officer setting out the financial performance of the capital budget for the 2022/23 financial year (subject to audit) was presented for the Executive's consideration.

Councillor Robin Williams, Portfolio Member for Finance provided an overview of the Capital Budget for 2022/23 and expenditure as summarised in the table at paragraph 1.2 of the report. When slippage from 2021/22, additional schemes since budget setting and adjustments to the Housing Revenue Account Budget have been taken into account, the total capital budget for 2023/24 was £54.564m. Total expenditure for the year ending 31 March, 2023 was £40.690m leaving an underspend of £13.874m. Most of the underspending relates to large projects (Sustainable Communities for Learning programmes, infrastructure, and flood scheme projects as well as HRA expenditure) which can be influenced by a number of factors. In all cases the funding for the projects has been secured and will be carried forward into 2023/24 with no loss of resources for the Council.

The Director of Function (Resources)/Section 151 Officer referred to the importance of grant funding in the Council's capital programme with 40% of the budget and 56% of the actual expenditure being funded from capital grants. Of the £11.110m of additional schemes added to the capital programme since the original budget was set, £9.9m is made of grant funding, (Appendix C refers). Although the Council receives some grants as part of an all-Wales allocation, many are only awarded after a competitive process with Council staff having to bid for grants. While pressures on the Council's revenue expenditure have been highlighted the capital budget is also becoming increasingly tight with the capital funding which the Council receives from Welsh Government in the form of the General Capital Grant and supported borrowing having remained largely static in recent years and now barely covering the cost of maintaining existing assets. New investment projects are therefore increasingly reliant on grant funding for their delivery.

The Executive's Members although they acknowledged the importance of grant funding for the delivery of the Council's capital programme which they welcomed, highlighted the difficulties created when grant awards are not confirmed in time to be planned for and included in the annual capital programme at the beginning of the year with some grants being awarded late in the financial year for schemes that may not be a local priority for the Council.

The Chief Executive said that the Council has a good track record of attracting grant funding and of delivering schemes within budget and timescale. However, estimating capital costs has become increasingly challenging thereby creating more risk for the Council and while it is important that the Council continues to compete for grant funding, it needs to do so without becoming overly exposed to additional risks. The issue with grants that are announced during or late in the year is that they create extra work and divert resources away from planned activity to responding to the grant opportunity. Projects which the Council has planned and has committed to are then set aside whilst scarce staff resources are engaged with the grant bidding process. This makes managing performance more challenging but is necessary if the Council wishes to achieve more in terms of capital delivery than the bare minimum of maintaining the assets it has. There is room to improve the reporting of capital expenditure in terms of differentiating for the public's understanding what the Council is able to achieve with its core capital funding and what it accomplishes because it has the confidence to compete against others for additional grants whilst also recognising that this will have an impact on day-to-day activities.

It was resolved –

- To note the draft outturn position of the Capital Programme 2022/23 that is subject to audit, and
- To approve the carry-forward of £13.477m to 2023/24 for the underspend on the programme due to slippage. The funding will also carry forward to 2023/24 as per Appendix A, paragraph 4.3. The revised capital budget for 2023/24 is £51.439m.

9. HOUSING REVENUE ACCOUNT OUTTURN 2022/23

The report of the Director of Function (Resources)/Section 151 Officer setting out the financial performance of the Housing Revenue Account (HRA) for the year from April, 2022 to March, 2023 was presented for the Executive's consideration.

Councillor Robin Williams, Portfolio Member for Finance presented the report with an overview of the HRA's end of year position. The report shows the revenue budget with a budgeted surplus of £6,218k. The capital budget for 2022/23 was £15,024k and was initially expected to be funded in part (£2,688k) by grants. The combination of both the revenue and adjusted capital budget gave a planned budget deficit of £6,128k which would be funded from the HRA reserve. The HRA is ringfenced and its reserves cannot be transferred to the General Fund nor can General Fund reserves be used to fund the HRA. The actual deficit combining both revenue and capital was £225k at out-turn, this compares to a forecasted deficit of £2,187k in Quarter 3 with the movement as a result of the reasons detailed in section 4 of the report.

The Director of Function (Resource)/Section 151 Officer explained that HRA resources are derived from rental income, grant funding and HRA reserves. The opening balance of the HRA stood at £12,333k. The revised budget allowed for the use of £6,128k of this balance. However the outturn position shows that only £225k will be required from the HRA reserve in 2022/23 leaving a reserve balance of £12,108k which is available to fund future HRA expenditure only. The balance will be utilised during 2023/24 to fund capital expenditure including the continued development of new properties. The HRA balance will be reduced to in the region of £1m which is the minimum level set out in the HRA Business Plan. Once the minimum level is reached, further investment will be funded from the revenue surplus generated and through external borrowing the cost of which will be met by HRA income. Appendix C provides a list of new development in progress in 2022/2023 as well as schemes against which there was no planned expenditure in 2022/23 which will take shape in 2023/24 comprising of over 100 new units.

The Executive's Members highlighted that the new housing developments listed in Appendix C are part of fulfilling the vision of the Council Plan that "everyone should have somewhere to call home" and sit alongside the important ongoing investment in the Council's existing housing stock.

It was resolved to note the position set out in respect of the financial performance of the Housing Revenue Account (HRA) 2022/23.

10. CHILDCARE SUFFICIENCY ASSESSMENT

The report of the Director of Social Services incorporating the Childcare Sufficiency Assessment and Action Plan 2022 along with a progress report 2023 was presented for the Executive's consideration.

Councillor Gary Prichard, Portfolio Member for Children, Youth and Housing presented the Childcare Sufficiency Assessment as a statutory requirement which sets out the key

objectives which will help support the growth and retention of childcare providers on the Island thereby ensuring a sustainable childcare sector offering foundational development opportunities for children whilst supporting parents/carers to work. The 2016 statutory Childcare Sufficiency Assessment Guidance requires local authorities in Wales to submit the Assessment document and Action Plan to Welsh Government. The Childcare Sufficiency Plan is included in the Council's Constitution as a matter reserved for Full Council approval under the Policy Framework.

The Director of Social Services advised that the Assessment document has been prepared collaboratively with the Service's partners involved with childcare provision on Anglesey. The assessment evaluates childcare provision on the Island and work is continuing with Flying Start and other partners in the sector to address gaps and develop and ensure sufficient provision.

The Executive's Members welcomed the report as a comprehensive evaluation of the position and thanked the Early Years Manager for the information. Questions were asked about the provision in Holyhead which appeared low for a populous area, how the assessment supports opportunities for Welsh language use and whether there were any concerns regarding barriers to childcare provision particularly around costs given that this is the most frequently stated reason why parents/carers are not accessing support with childcare.

The Early Year Manager acknowledged the need for more childcare provision in Holyhead especially after school provision and advised that the delivery of an all-day care provision is planned on-site at Ysgol Llanfawr and will hopefully be available by September. Regarding the Welsh language, the service is leading with the Taith i Iaith programme which involves supporting providers to reach a silver and/or gold standard in Welsh and this will also apply to the provision at Ysgol Llanfawr which as a recipient of a Welsh language grant will be expected to offer a Welsh language provision. The Welsh language provision and standard in early years provision has improved in recent years. Childcare costs are a concern across Wales and have been raised with Welsh Government. Factors relating to qualifications, progress and pay are also issues in the sector.

The Chief Executive commented that travelling, work trends, personal choice, the absence of family nearby all influence how and where parents and carers access childcare and are factors which are difficult to respond to and plan for. While the Authority can plan provision mapping these trends is more challenging but important as many such decisions are made on the basis of what fits in with the working day.

It was resolved to accept the Childcare Sufficiency Assessment document 2022, the Childcare Sufficiency Action Plan and the accompanying annual progress report for submission to full Council for approval as part of the Policy Framework (paragraph 3.2.2.1.1 of the Constitution) and if so approved, then to the Welsh Government.

11. EXCLUSION OF THE PRESS AND PUBLIC

It was resolved under Section 100 (A) (4) of the Local Government Act 1972 to exclude the press and public from the meeting during the discussion on the following item on the grounds that it involved the disclosure of exempt information as defined in paragraphs 12 and 13 of Schedule 12A to the said Act and in the Public Interest Test presented.

12. NEW COUNCIL HOUSING DEVELOPMENT – STAD PARC Y COED, LLANGFN

The report of the Head of Housing Services which sought the Executive's approval for the Housing Service to move on to buy 10 new houses in Stad Parc y Coed, Llangefni was presented for consideration. The properties would be available for local residents to rent based on the Housing Service's intermediate renting terms as affordable homes in response to the local housing challenge.

The Head of Housing Service provided background information about the Parc y Coed Estate which is a private housing development that includes over 100 new homes a third of which have already been built and bought. Under the terms of the planning consent for the development, a Section 106 condition required that a percentage of the development include affordable housing. The Council has already bought 12 affordable homes on the estate with phase 4 of the development soon to commence which will include 10 extra affordable homes which have been offered to the Council. Subject to the Executive's approval, the Council will need to enter into an agreement with the developer to build the 10 properties the intention being that they be made available for rent on an intermediate basis as affordable homes it being considered that as most social rent houses in Llangefni are currently being built by housing associations offering other forms of tenancies to local residents would be the best way of meeting the local housing need. The scheme is considered viable having been assessed against the financial model adopted by the Council for assessing the financial viability of new housing developments and it complies with the Council's guidelines for developing new houses.

The Executive's members in considering the proposal asked that all such reports include information about the housing mix so that there is clarity about the type of units being purchased as well as confirmation that the houses will be built to the Council's low carbon/energy efficiency standards.

It was resolved to approve giving the Housing Service the right to move on to buy 10 new houses in Stad Parc y Coed, Llangefni on the terms specified within the report which will be available for local residents to rent, based on the Housing Service's intermediate renting terms as affordable homes in response to the local housing challenge.

**Councillor Llinos Medi
Chair**

Isle of Anglesey County Council	
Report to:	The Executive
Date:	18 July 2023
Subject:	The Executive’s Forward Work Programme
Portfolio Holder(s):	Cllr Llinos Medi
Head of Service / Director:	Lynn Ball, Director of Function – Council Business / Monitoring Officer
Report Author:	Dyfan Sion, Head of Democracy
Local Members:	Not applicable

A – Recommendation/s and reason/s
<p>In accordance with its Constitution, the Council is required to publish a forward work programme and to update it regularly. The Executive’s Forward Work Programme is published each month to enable both members of the Council and the public to see what key decisions are likely to be taken over the coming months.</p> <p>The Executive is requested to:</p> <p>confirm the attached updated work programme which covers September 2023 – April 2024;</p> <p>identify any matters for specific input and consultation with the Council’s Scrutiny Committees;</p> <p>note that the forward work programme is updated monthly and submitted as a standing monthly item to the Executive.</p>

B – What other options did you consider and why did you reject them and/or opt for this option?
-

C – Why is this a decision for the Executive?
The approval of the Executive is sought before each update is published to strengthen accountability and forward planning arrangements.

Ch – Is this decision consistent with policy approved by the full Council?

Yes.

D – Is this decision within the budget approved by the Council?

Not applicable.

Dd – Assessing the potential impact (if relevant):

1	How does this decision impact on our long term needs as an Island?	Not relevant.
2	Is this a decision which it is envisaged will prevent future costs / dependencies on the Authority? If so, how?	
3	Have we been working collaboratively with other organisations to come to this decision? If so, please advise whom.	
4	Have Anglesey citizens played a part in drafting this way forward, including those directly affected by the decision? Please explain how.	
5	Note any potential impact that this decision would have on the groups protected under the Equality Act 2010.	
6	If this is a strategic decision, note any potential impact that the decision would have on those experiencing socio-economic disadvantage.	
7	Note any potential impact that this decision would have on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.	

E – Who did you consult?		What did they say?
1	Chief Executive / Senior Leadership Team (SLT) (mandatory)	The forward work programme is discussed at Heads of Service meetings ('Penaethiaid') on a monthly basis (standing agenda item).
2	Finance / Section 151 (mandatory)	
3	Legal / Monitoring Officer (mandatory)	
4	Human Resources (HR)	
5	Property	
6	Information Communication Technology (ICT)	
7	Procurement	
8	Scrutiny	Under normal circumstances, monthly joint discussions take place on the work programmes of the Executive and the two Scrutiny Committees in order to ensure alignment.
9	Local Members	Not relevant

F - Appendices:

The Executive's Forward Work Programme: September 2023 – April 2024.

Ff - Background papers (please contact the author of the Report for any further information):

The Executive's Forward Work Programme

Period: September 2023 – April 2024

Updated 4 July 2023



The Executive's forward work programme enables both Members of the Council and the public to see what key decisions are likely to be taken by the Executive over the coming months.

Executive decisions may be taken by the Executive acting as a collective body or by individual members of the Executive acting under delegated powers. The forward work programme includes information on the decisions sought, who will make the decisions and who the lead Officers and Portfolio Holders are for each item.

Page 14 It should be noted, however, that the work programme is a flexible document as not all items requiring a decision will be known that far in advance and some timescales may need to be altered to reflect new priorities etc. The list of items included is therefore reviewed regularly and updates are published monthly.

Reports will need to be submitted from time to time regarding specific property transactions, in accordance with the Asset Management Policy and Procedures. Due to the influence of the external market, it is not possible to determine the timing of reports in advance

The latest version of the Executive's Forward Work Programme – **which is a live document and subject to change** - is set out on the following pages.

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

* Key:

S = Strategic – key corporate plans or initiatives

O = Operational – service delivery

FI = For information

The Executive's Forward Work Programme

Period: September 2023 – April 2024

Updated 4 July 2023

Subject & *category and what decision is sought	Decision by which Portfolio Holder or, if a collective decision, why	Lead Service	Responsible Officer/ Lead Member & contact for representation	Pre-decision / Scrutiny (if applicable)	Date to Executive or, if delegated, date of publication	Date to Full Council (if applicable)
September 2023						
1	Highways Asset Management Plan	Highways, Property and Waste Portfolio Holder		Huw Percy Head of Highways, Waste and Property Cllr Dafydd Rhys Thomas		Delegated decision September 2023
2	Fleet Vehicles Transformation Plan	Highways, Property and Waste Portfolio Holder		Huw Percy Head of Highways, Waste and Property Cllr Dafydd Rhys Thomas		Delegated decision September 2023
3	The Executive's Forward Work Programme (S) Approval of monthly update.	The approval of the full Executive is sought to strengthen forward planning and accountability.	Council Business	Dyfan Sion Head of Democracy Cllr Llinos Medi		The Executive 26 September 2023
4	Corporate Scorecard – Quarter 1, 2023/24 (S) Quarterly performance monitoring report.	This is a matter for the full Executive as it provides assurance of current performance across the Council.	Corporate Transformation	Carys Edwards Head of Profession – HR and Transformation Cllr Carwyn Jones	Corporate Scrutiny Committee 19.09.23	The Executive 26 September 2023

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The Executive's Forward Work Programme

Period: September 2023 – April 2024

Updated 4 July 2023

	Subject & *category and what decision is sought	Decision by which Portfolio Holder or, if a collective decision, why	Lead Service	Responsible Officer/ Lead Member & contact for representation	Pre-decision / Scrutiny (if applicable)	Date to Executive or, if delegated, date of publication	Date to Full Council (if applicable)
5	Revenue Budget Monitoring Report – Quarter 1, 2023/24 (S) Quarterly financial monitoring report.	This is a matter for the full Executive as it provides assurance of current financial position across the Council.	Resources	Marc Jones Director of Function– Resources / Section 151 Officer Cllr Robin Williams	Finance Scrutiny Panel 07.09.23	The Executive 26 September 2023	
6	Capital Budget Monitoring Report – Quarter 1, 2023/24 (S) Quarterly financial monitoring report.	This is a matter for the full Executive as it provides assurance of current financial position across the Council.	Resources	Marc Jones Director of Function– Resources / Section 151 Officer Cllr Robin Williams	Finance Scrutiny Panel 07.09.23	The Executive 26 September 2023	
7	Housing Revenue Account Budget Monitoring Report – Quarter 1, 2023/24 (S) Quarterly financial monitoring report.	This is a matter for the full Executive as it provides assurance of current financial position across the Council.	Resources	Marc Jones Director of Function– Resources / Section 151 Officer Cllr Robin Williams	Finance Scrutiny Panel 07.09.23	The Executive 26 September 2023	
8	Annual Performance Report 2022/23		Corporate Transformation	Carys Edwards Head of Profession – HR and Transformation Cllr Carwyn Jones	Corporate Scrutiny Committee 19.09.23	The Executive 26 September 2023	Full Council 26 October 2023

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The Executive's Forward Work Programme

Period: September 2023 – April 2024

Updated 4 July 2023

Subject & *category and what decision is sought	Decision by which Portfolio Holder or, if a collective decision, why	Lead Service	Responsible Officer/ Lead Member & contact for representation	Pre-decision / Scrutiny (if applicable)	Date to Executive or, if delegated, date of publication	Date to Full Council (if applicable)
9	Public Participation Strategy 2023-28	Corporate Transformation	Carys Edwards Head of Profession – HR and Transformation Cllr Carwyn Jones	Partnership and Regeneration Scrutiny Committee (date to be confirmed)	The Executive 26 September 2023	Full Council 26 October 2023
10	Anglesey Town Centres Improvement Strategy- final draft	Regulation and Economic Development	Christian Branch Head of Regulation and Economic Development Cllr Llinos Medi	Partnership and Regeneration Scrutiny Committee 19.04.23 19.09.23	The Executive 26 September 2023	
11	Compulsory Land Purchase – Employment land in Llangefni	Regulation and Economic Development	Christian Branch Head of Regulation and Economic Development Cllr Llinos Medi		The Executive 26 September 2023	
October 2023						
12	The Executive's Forward Work Programme (S) Approval of monthly update.	Council Business	Dyfan Sion Head of Democracy Cllr Llinos Medi		The Executive 24 October 2023	

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The Executive's Forward Work Programme

Period: September 2023 – April 2024

Updated 4 July 2023

Subject & *category and what decision is sought	Decision by which Portfolio Holder or, if a collective decision, why	Lead Service	Responsible Officer/ Lead Member & contact for representation	Pre-decision / Scrutiny (if applicable)	Date to Executive or, if delegated, date of publication	Date to Full Council (if applicable)
November 2023 (Leadership Team 7.11.23; Business meeting 14.11.23; Executive 28.11.23)						
13	The Executive's Forward Work Programme (S) Approval of monthly update.	The approval of the full Executive is sought to strengthen forward planning and accountability.	Council Business	Dyfan Sion Head of Democracy Cllr Llinos Medi		The Executive 28 November 2023
14	Corporate Scorecard – Quarter 2, 2023/24 (S) Quarterly performance monitoring report.	This is a matter for the full Executive as it provides assurance of current performance across the Council.	Corporate Transformation	Carys Edwards Head of Profession – HR and Transformation Cllr Carwyn Jones	Corporate Scrutiny Committee 21.11.23	The Executive 28 November 2023
15	Revenue Budget Monitoring Report – Quarter 2, 2023/24 (S) Quarterly financial monitoring report.	This is a matter for the full Executive as it provides assurance of current financial position across the Council.	Resources	Marc Jones Director of Function– Resources / Section 151 Officer Cllr Robin Williams	Finance Scrutiny Panel 08.11.23	The Executive 28 November 2023
16	Capital Budget Monitoring Report – Quarter 2, 2023/24 (S) Quarterly financial monitoring report.	This is a matter for the full Executive as it provides assurance of current financial position across the Council.	Resources	Marc Jones Director of Function– Resources / Section 151 Officer Cllr Robin Williams	Finance Scrutiny Panel 08.11.23	The Executive 28 November 2023

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The Executive's Forward Work Programme

Period: September 2023 – April 2024

Updated 4 July 2023

	Subject & *category and what decision is sought	Decision by which Portfolio Holder or, if a collective decision, why	Lead Service	Responsible Officer/ Lead Member & contact for representation	Pre-decision / Scrutiny (if applicable)	Date to Executive or, if delegated, date of publication	Date to Full Council (if applicable)
17	Housing Revenue Account Budget Monitoring Report – Quarter 2, 2023/24 (S) Quarterly financial monitoring report.	This is a matter for the full Executive as it provides assurance of current financial position across the Council.	Resources	Marc Jones Director of Function– Resources / Section 151 Officer Cllr Robin Williams	Finance Scrutiny Panel 08.11.23	The Executive 28 November 2023	
18	Empty Homes Strategy 2023-2028		Housing	Ned Michael Head of Housing Cllr Gary Pritchard	Corporate Scrutiny Committee 21.11.23	The Executive 28 November 2023	
December 2023							
19	The Executive's Forward Work Programme (S) Approval of monthly update	The approval of the full Executive is sought to strengthen forward planning and accountability.	Council Business	Dyfan Sion Head of Democracy Cllr Llinos Medi		The Executive 12 December 2023	
20	Biodiversity Plan – Annual Progress Report		Regulation and Economic Development	Christian Branch Head of Regulation and Economic Development Cllr Nicola Roberts		The Executive 12 December 2023	

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The Executive's Forward Work Programme

Period: September 2023 – April 2024

Updated 4 July 2023

Subject & *category and what decision is sought	Decision by which Portfolio Holder or, if a collective decision, why	Lead Service	Responsible Officer/ Lead Member & contact for representation	Pre-decision / Scrutiny (if applicable)	Date to Executive or, if delegated, date of publication	Date to Full Council (if applicable)
January 2024						
21	The Executive's Forward Work Programme (S) Approval of monthly update.	The approval of the full Executive is sought to strengthen forward planning and accountability.	Council Business	Dyfan Sion Head of Democracy Cllr Llinos Medi		The Executive 23 January 2024
22	Capital Strategy		Resources	Marc Jones Director of Function– Resources / Section 151 Officer Cllr Robin Williams		The Executive 23 January 2024 (to be confirmed)
February 2024						
23	The Executive's Forward Work Programme (S) Approval of monthly update.	The approval of the full Executive is sought to strengthen forward planning and accountability.	Council Business	Dyfan Sion Head of Democracy Cllr Llinos Medi		The Executive 20 February 2024
24	Revenue Budget Monitoring Report – Quarter 3, 2023/24 (S) Quarterly financial monitoring report.	This is a matter for the full Executive as it provides assurance of current financial position across the Council.	Resources	Marc Jones Director of Function– Resources / Section 151 Officer Cllr Robin Williams	Finance Scrutiny Panel 15.02.24	The Executive 20 February 2024

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The Executive's Forward Work Programme

Period: September 2023 – April 2024

Updated 4 July 2023

Subject & *category and what decision is sought	Decision by which Portfolio Holder or, if a collective decision, why	Lead Service	Responsible Officer/ Lead Member & contact for representation	Pre-decision / Scrutiny (if applicable)	Date to Executive or, if delegated, date of publication	Date to Full Council (if applicable)
25	Capital Budget Monitoring Report – Quarter 3, 2023/24 (S) Quarterly financial monitoring report.	Resources	Marc Jones Director of Function– Resources / Section 151 Officer Cllr Robin Williams	Finance Scrutiny Panel 15.02.24	The Executive 20 February 2024	
26	Housing Revenue Account Budget Monitoring Report – Quarter 3, 2023/24 (S) Quarterly financial monitoring report.	Resources	Marc Jones Director of Function– Resources / Section 151 Officer Cllr Robin Williams	Finance Scrutiny Panel 15.02.24	The Executive 20 February 2024	
27	Tenants Participation Strategy	Housing	Ned Michael Head of Housing Cllr Gary Pritchard	Corporate Scrutiny Committee 18.01.24	The Executive 20 February 2024	
28	Asset Management Strategy (Housing Services)	Housing	Ned Michael Head of Housing Cllr Gary Pritchard	Corporate Scrutiny Committee 18.01.24	The Executive 20 February 2024	
29	Local Housing Market Assessment	Housing	Ned Michael Head of Housing Cllr Gary Pritchard	Corporate Scrutiny Committee 18.01.24	The Executive 20 February 2024	

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The Executive's Forward Work Programme

Period: September 2023 – April 2024

Updated 4 July 2023

Subject & *category and what decision is sought	Decision by which Portfolio Holder or, if a collective decision, why	Lead Service	Responsible Officer/ Lead Member & contact for representation	Pre-decision / Scrutiny (if applicable)	Date to Executive or, if delegated, date of publication	Date to Full Council (if applicable)
March 2024						
30	The Executive's Forward Work Programme (S) Approval of monthly update.	Council Business	Dyfan Sion Head of Democracy Cllr Llinos Medi		The Executive 19 March 2024	
31	Corporate Scorecard – Quarter 3, 2023/24 (S) Quarterly performance monitoring report.	Corporate Transformation	Carys Edwards Head of Profession – HR and Transformation Cllr Carwyn Jones	Corporate Scrutiny Committee 12.03.24	The Executive 19 March 2024	
April 2024						
32	The Executive's Forward Work Programme (S) Approval of monthly update.	Council Business	Dyfan Sion Head of Democracy Cllr Llinos Medi		The Executive 23 April 2024	

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ISLE OF ANGLESEY COUNTY COUNCIL	
Report to:	EXECUTIVE COMMITTEE
Date:	18 JULY 2023
Subject:	DRAFT FINAL ACCOUNTS 2022/23 AND USE OF RESERVES AND BALANCES
Portfolio Holder(s):	CLLR ROBIN W WILLIAMS, DEPUTY LEADER / PORTFOLIO HOLDER - FINANCE
Head of Service / Director:	MARC JONES, DIRECTOR OF FUNCTION (RESOURCES) / SECTION 151 OFFICER
Report Author:	BETHAN HUGHES-OWEN / CLAIRE KLIMASZEWSKI
Tel:	01248 752663
E-mail:	bethanowen2@ynysmon.llyw.cymru
	N/A
A –Recommendation/s and reason/s	
<p>The report presents the draft Comprehensive Income and Expenditure Statement for 2022/23 and the draft Balance Sheet as at 31 March 2023.</p> <p>More detailed information is provided on the Council’s general balances and earmarked reserves and the report details the proposed use of the reserves and balances in 2023/24 and subsequent years.</p> <p>The report sets out the level of general balances and earmarked reserves which, in the professional opinion of the Council’s Section 151 Officer, is the level required to cover any financial risks faced by the Council, to meet any existing funding commitments made and takes into account any specific restrictions on the use of the funding e.g. restrictions imposed by grant conditions. The level of risk faced by the Council can change and the level of general balances and earmarked reserves will be kept under review over the coming months.</p> <p>It is important to note that the figures are unaudited and may change as a result of the audit process. Once the audit is completed, a report of the final Statement of Accounts will be presented to the Governance and Audit Committee and the full Council.</p> <p>Recommendations:-</p> <ol style="list-style-type: none"> 1. That the Executive note the draft unaudited main financial statements for 2022/23. The full Draft Statement of Accounts 2022/23 is published on the following link:- https://www.anglesey.gov.wales/en/Council/Council-finances/Statement-of-Accounts.aspx 2. That the Executive note the position of general balances of £13.967m and approve the creation of the new earmarked reserves noted in Table 3, which amount to £4.320m. 3. That the Executive consider Appendix 4 and approve the balance of £19.638m of total earmarked reserves for 2022/23 (£23.181m in 2021/22). This is £3.544m lower than 2021/22 and is made up of £4.320m of new reserves, as recommended above, and a £7.471m overall reduction to existing reserves, though this is made up of increases and decreases to existing reserves. 4. That the Executive note the school balances position of £6.716m. 	

5. That the Executive note the HRA balance of £12.107m.
6. That the Executive approve the new Capital Grants Unapplied Reserve with a balance of £0.407m as shown in the Movement in Reserve Statement in Appendix 4.
7. That the Executive formally approve the transfer of £1.365m of service reserve back to the general reserve to increase flexibility and financial resilience of the Council.

B – What other options did you consider and why did you reject them and/or opt for this option?

Not applicable

C – Why is this a decision for the Executive?

The use of reserves and balances is delegated to the Executive in accordance with the Council's resolution on the Council's revenue and capital budget 9 March 2023.

CH – Is this decision consistent with policy approved by the full Council?

Yes

D – Is this decision within the budget approved by the Council?

Yes

DD – Assessing the potential impact (if relevant):

1	How does this decision impact on our long term needs as an Island?	The proposed use of reserves and balances is designed to address certain risks and issues which the Council is currently facing. This will allow the Council to undertake projects which will help in meeting the long term needs of the Island and its residents.
2	Is this a decision which it is envisaged will prevent future costs / dependencies on the Authority? If so, how?	Yes – addressing risks now mitigate those risks and will prevent future costs.
3	Have we been working collaboratively with other organisations to come to this decision? If so, please advise whom.	No
4	Have Anglesey citizens played a part in drafting this way forward, including those directly affected by the decision? Please explain how.	No
5	Note any potential impact that this decision would have on the groups protected under the Equality Act 2010.	The decision requested in this report does not have a direct impact on those groups protected under the Equality Act 2010. Any plans for the use of funding would consider the impact on those groups prior to making the final decision to proceed with any project.

6	If this is a strategic decision, note any potential impact that the decision would have on those experiencing socio-economic disadvantage.	The decision requested in this report does not have a direct impact on those experiencing socio-economic disadvantage. Any plans for the use of funding would consider the impact on the socio-economic disadvantaged prior to making the final decision to proceed with any project.
7	Note any potential impact that this decision would have on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.	No impact on the Welsh language.
E – Who did you consult?		What did they say?
1	Chief Executive / Leadership Team (LT)(mandatory)	The report has been considered by the Chief Executive and LT prior to it being presented to the Committee. The comments of LT members have been incorporated into the report.
2	Finance / Section 151 (mandatory)	The Section 151 Officer was responsible for reviewing the report.
3	Legal / Monitoring Officer (mandatory)	The Monitoring Officer is a member of the LT and any comments made have been considered along with all comments made by LT members.
4	Human Resources (HR)	Where proposals impact on HR issues, the Head of Service has been consulted.
5	Property	Where proposals impact on the Council's property, the Head of Service has been consulted.
6	Information Communication Technology (ICT)	Where the proposals have an impact on the Council's IT service or IT systems, the Head of IT has been consulted.
7	Procurement	Not applicable
8	Scrutiny	The draft statement of accounts will be considered by the Governance and Audit Committee at its meeting on 27 July 2023.
9	Local Members	Not applicable
F – Appendices:		
<ul style="list-style-type: none"> • Appendix 1 – Report on the main financial statements, general balances and earmarked reserves • Appendix 2 – Draft Comprehensive Income and Expenditure Statement 2022/23 • Appendix 3 – Draft Balance Sheet as at 31 March 2023 • Appendix 4 – Movement in Reserves Statement 2022/23 • Appendix 5 – Earmarked Reserves as at 31 March 2023 		
FF – Background papers (please contact the author of the Report for any further information):		

1. PURPOSE OF THE REPORT

1.1. The report sets out the draft main financial statements for the financial year 2022/23 and presents a summary of the Council's general balances and earmarked reserves. The report sets out the level of general balances and earmarked reserves which, in the professional opinion of the Council's Section 151 Officer, is the level required to cover any financial risks faced by the Council, to meet any existing funding commitments made and takes into account any specific restrictions on the use of the funding e.g restrictions imposed by grant conditions.

2. BACKGROUND INFORMATION

2.1. Regulation 10 of the Accounts and Audit (Wales) Regulations 2014, as amended by the Accounts and Audit (Wales) (Amendment) Regulations 2018, requires that the responsible financial officer must, by no later than 31 May immediately following the end of the financial year, sign and date the statement of accounts and certify that it presents a true and fair view of the financial position of the Council. The Council must then approve and publish its audited financial statements by 31 July immediately following the end of the financial year. These dates were extended for the financial years 2019/20 to 2021/22 due to the impact of Covid-19 on staff resources.

2.2 However, for 2022/23, Welsh Government has recognised that, while the pandemic may still have an impact on a local authority's staff resources, there are technical accounting issues which delayed the final accounts of all Welsh councils in 2021/22. Welsh Government has extended the draft accounts deadline to 31 July 2023, and the audited final accounts to 31 December 2023. Each council is required to publish a delay in the publication of the draft account, with the reasons, from 31 May 2023.

2.3 The draft financial statements for 2022/23 were signed by the Council's Responsible Financial Officer on 30 June 2023, and the audit of the accounts will commence in August 2023. It is planned that the audit will be completed over the summer, with the final audited accounts being approved by 30 November 2023.

3. DRAFT COMPREHENSIVE INCOME AND EXPENDITURE STATEMENT 2022/23

3.1. The draft Comprehensive Income and Expenditure Statement (CIES) 2022/23 is presented in Appendix 2.

3.2. The statement summarises the cost of providing services in 2022/23 in accordance with the statutory accounting requirements and covers both the Council Fund and the Housing Revenue Account (HRA) in one financial statements. The CIES includes statutory accounting costs, such as depreciation and pension adjustments, which are not charged against Council Tax and are, therefore, reversed out before determining the final position in respect of general balances, earmarked reserves, the HRA account balance and school balances. As a result, the CIES is not directly comparable to the outturn reports that were presented to the Executive on 27 June 2023.

3.3. The CIES shows that the net cost of services was £179.355m, with a deficit of £15.993m on the provision of services. Adjustments are then made for the revaluation of assets and for the re-measurement of the pension liability, to give the final net surplus for the year of £132.769m. Adjustments are then made, as shown in Table 1 below, to determine the movement to reserves and balances. The adjustments are detailed in note 6 of the draft Statement of Accounts.

Table 1

Reconciliation of CIES to the Contribution to or from Reserves and Balances for 2022/23

	£'m	£'m
Total Cost / (Surplus) as per the CIES		(132,769)
Reverse out the surplus on the Revaluation of Assets and the Re-Measurement of the Pension Liability	148,762	
Adjustments between Accounting Basis and the Funding Basis under Regulations	(12,735)	
		136,027
Contribution (to) / from Usable Reserves and Balances		(3,258)

The movements in the Council's reserves and balances are shown in Table 2 below:-

Table 2

Summary of the Movements in Council Reserves and Balances as at 31 March 2023

	Council Fund General Reserve	Council Fund Earmarked Reserves	Housing Revenue Account (HRA) Reserve	School Reserves	Capital Receipts Reserve	Capital Grants Unapplied Reserve	Total Usable Reserves
Items impacting on the Council's Reserve 2022/23	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Opening Balance on Council General Reserve 1 April 2022	(12,278)	(23,181)	(12,333)	(7,827)	(2,381)	-	(58,000)
Net over / (under) spend 2022/23	(1,212)	-	226	-	-	-	(986)
Council Balance after over / (under) spend	(13,490)	(23,181)	(12,107)	(7,827)	(2,381)	-	(58,986)
Net transfers from / (to) Reserves for approved funding	(477)	3,544	-	1,111	473	(407)	4,244
General Reserve Balance at 31 March 2023	(13,967)	(19,637)	(12,107)	(6,716)	(1,908)	(407)	(54,742)

4. DRAFT BALANCE SHEET AS AT 31 MARCH 2023

4.1. The draft balance sheet as at 31 March 2023 is shown in Appendix 3.

4.2. The value of the Council's net assets increased by £132.769m, from £272.233m last year to £405.002m at 31 March 2023. The value of the Council's long term assets increased by £20.918m, due to capital expenditure on the Council's property, plant and equipment and the revaluation of existing assets. Current assets decreased by £13.392m as a result of a decrease of £9.738m in Council cash balances . Short-term debtors also decreased by £4.142m.

- 4.3.** Current liabilities decreased by £7.356m, to £43.901m, which is reassuring as the current assets decreased too. Short-term borrowing, creditors and provisions are fairly similar to last year, therefore, the decrease is due to significantly less short-term grants received in advance. Long-term liabilities have also reduced from £249.337m to £131.450m. Long-term creditors and long-term provisions are very similar to last year. Long-term borrowing has reduced by £1.1m as at 31 March 2023, due to repayment of loans maturing in the year. Long-term grants received in advance has increased from £888k to £5.4m in 2022/23, this relates to the North Wales Economic Ambition Board (NWEAB).
- 4.4.** The significant change is due to the accounting valuation of the Pension Fund. The Pension Fund was valued as a liability of £121.199m as at 31 March 2022. This has changed to an asset of £19.815m, which is the first time in many years that the Fund has been valued as an asset rather than a liability. In reaching the valuation, the Actuary discounts future obligations i.e. pensions to be paid in future years, using the gilt rate as the discount rate. The recent weakening of the UK economy has seen the gilt rate rise and, as a result, the future obligations are discounted by a higher factor, which reduces their current value, resulting in the fund's assets exceeding its liabilities. This has no impact on Council Fund balances as it is a statutory accounting adjustment. In the Council balance sheet, this is not reported as an asset in accordance with accounting standards which does not allow reporting of the net pension assets on the balance sheet for most pension funds. This is a prudent approach and reflects the fact that the Council cannot close the fund and crystallise the notional value of the pension asset. The pension liability on the balance sheet is £0 due to the net asset position.

5. GENERAL FUND BALANCE

- 5.1.** The Council's draft General Fund Balance as at 31 March 2023 is £13.967m, which is equivalent to 8.8% of the net revenue budget for 2022/23. This is based on the draft accounts which may be subject to change once the audit and final accounts have been completed. The Executive had set the minimum level of the General Fund Balance as 5% of the net revenue budget, and this would equate to £7.9m. As a result, the General Fund Balance exceeds this minimum value by £6.067m. This includes the returned service reserves discussed below in 5.2. This puts the Council in a better position to cope with the current financial context of high inflation and significant cost pressures.
- 5.2.** In 2019/20, the Executive approved the new service reserves policy. This enabled the creation of service reserves where services could put its net underspend into their service specific reserve, up to the higher of 2.5% of its net revenue budget or £75k. However, during the year, the remaining balances on service reserves amounting to £1.365m were transferred back to the general reserve to provide more flexibility and financial resilience for the Council with the continuing inflationary crisis. It is anticipated that the cost of living crisis faced by families may increase demand on services which would increase costs further.

6. EARMARKED RESERVES

- 6.1.** Earmarked Reserves are held by the Council to mitigate potential future risks, to meet increases in the demand for certain services, to fund future capital projects, to fund improvements in business processes and service delivery, which are not funded in the annual revenue budget, and to hold unused grants and other contributions. The holding of earmarked reserves is an essential element of the Council's financial strategy to ensure that the Council has an adequate level of financial resilience to meet future risks, financial challenges and allows for additional investment in assets and services. The new reserves created during 2022/23 are shown in Table 3, and the Executive is requested to formally approve the creation of these new reserves totalling £3.927m.

Table 3 – New earmarked reserves requested for 2022/23

Service	Reserve Name	Reserve Total	Reason for Creating an Earmarked Reserve	Purpose of Reserve
		£		
Housing	Homeless Provision	325,171	To meet the cost of increased demand for homelessness prevention in future years	To fund costs to prevent individuals and families becoming homeless.
Corporate	Funds from General Reserves for Cap Projects Unapplied	1,821,000	To fund future capital projects	Transfer of funding from general reserve as agreed as part of the Capital Programme 2022/23.
Housing	Housing Developer Commuted Sums S106	807,807	To fund future capital projects	Contributions received by housing developers will be used to fund future capital projects.
Highways, Property & Waste	Open Spaces S106 Agreement	24,872	To fund future capital projects	To fund projects from developers in accordance with the relevant S106 agreements.
Regulation & Economic Development	Calibration Lab	9,400	To fund future capital projects	To fund the adaptation works of setting up a Calibration Lab in 2023/24.
Highways, Property & Waste	Passenger Bus Network	220,976	Unused grant to be used in 2023/24	To complete the grant funded passenger bus network projects.
Education, Young People and Skills	Talnet / Libraries	14,040	Unused grant to be used in 2023/24	Ring-fenced grant funding to invest in Talnet.
Education, Young People and Skills	Post 16 ACL	82,185	Unused grant to be used in 2023/24	Ring-fenced grant for expenditure on Post-16 education.
Regulation & Economic Development	Countryside SLSP Grant	37,573	Unused grant to be used in 2023/24	Ring-fenced grant to continue countryside works in accordance with grant conditions.
Regulation & Economic Development	SLSP Welsh Government grant	46,425	Unused grant to be used in 2023/24	Ring-fenced grant to be spent in accordance with grant conditions on promoting biodiversity, decarbonisation and green communities.
Social Services – Adults & Children Services	Virtual School Wales Grant	60,000	Unused grant to be used in 2023/24	Ring-fenced grant to spend on virtual school for young people looked after or care leavers.
Resources - Benefits	Free School Meals Administration Grant	85,557	Unused grant to be used in 2023/24	Ring-fenced grant to continue administration of free school meals.
Housing	Homes for Ukraine	467,047	Unused grant to be used in 2023/24	Ring-fenced.
Education, Young People and Skills	Education – Office Adaptation	35,000	To fund a project in 2023/24	To fund adaptations to the Education office during 2023/24 to allow for hybrid working.
Education, Young People and Skills	ICT – Schools PSBA	108,283	To fund PSBA costs	
Social Services – Adults & Children Services	Open University Trainee Social Workers	80,000	To fund future costs of trainee social worker scheme	
Education, Young People and Skills	Secondary Schools Repairs & Maintenance	94,308	To fund future capital projects	
	TOTAL	4,319,644		

6.2. The total recommended earmarked reserves at 31 March 2023 are detailed in full in Appendix 4, but are summarised by purpose below in Table 4:-

Table 4
Summary of Earmarked Reserves as at 31 March 2023

	Opening Balance as at 1 April 2022 £	Contributions To / (From) During 2022/23 £	Closing Balance as at 31 March 2023 £
Ongoing Corporate and Service Risks	6,197,795	(57,125)	6,140,670
Specific Corporate and Service Risks	408,614	(182,442)	226,172
Funding of Future Capital Expenditure	5,999,906	1,070,815	7,070,721
Business Process Improvements	790,859	(790,859)	0
Unused Contingency Budgets required for future years	751,772	262,400	1,014,172
Restricted Grant Holding Reserves	3,473,699	(1,633,103)	1,840,596
Other Restricted Reserves	659,906	(355,711)	304,195
Other Earmarked Reserves for specific projects	2,597,038	78,901	2,675,939
Unrestricted Grant Holding Reserves	938,141	(573,037)	365,104
Service Reserves	1,364,244	(1,364,244)	0
TOTAL EARMARKED RESERVES	23,181,974	(3,544,405)	19,637,569

7. CAPITAL GRANT UNAPPLIED RESERVE

7.1 The capital grant unapplied reserve has been created for a carry-forward of £407k from the general capital grant for 2022/23. The grant offer letter permits carry-forward of any unspent general capital grant from 2022/23 to 2023/24. This is not an earmarked reserve as it is a specific reserve for a capital grant which has no conditions, for example, Welsh Government has not specified which capital project it will fund. It is unapplied because it has not been fully spent by the end of the financial year.

8. SCHOOL BALANCES

8.1 The level of School balances has decreased from £7.827m at the beginning of the financial year to £6.716m at the end of the financial year. All schools have surplus balances, including the three schools which were in deficit last year. The balances per sector are summarised in Table 5 below:-

Table 5
Summary of School Balances

Sector	Balance as at 1 April 2022 £'000	Movement in Year £'000	Closing Balance as at 31 March 2023 £'000
Primary	4,940	(1,247)	3,693
Secondary	2,789	(27)	2,762
Special	98	163	261
TOTAL	7,827	(1,111)	6,716

9. HOUSING REVENUE ACCOUNT BALANCE

9.1 The opening balance of the HRA Account as at 1 April 2022 was £12.333m. The surplus for the year on the HRA revenue budget was £1.374m. During the year, the service continued with its programme of building new dwellings and bought several properties, which was comprised of some former Council houses and some from the private sector, all of which are being refurbished. This will increase the Council dwellings and provide more social housing to reduce waiting lists for much needed homes. The service also continued its improvement works on existing housing stock. £7.398m of capital works was funded by HRA revenue. In total, £11.180m was spent on capital expenditure during the year, which included grant funding from Welsh Government. The net decrease for the year across both revenue and capital was £226k, with a balance of £12.107m on the HRA at 31 March 2023 .

COMPREHENSIVE INCOME AND EXPENDITURE STATEMENT FOR YEAR ENDED 31 MARCH 2023

2022/23			Services	Note	2021/22		
Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000			Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000
87,060	(16,529)	70,531	Education, Young People and Skills		77,543	(18,415)	59,128
48,488	(13,242)	35,246	Adult Services		46,593	(16,887)	29,706
22,165	(7,088)	15,077	Children's Services		18,826	(6,201)	12,625
8,162	(7,186)	976	Housing		8,214	(6,484)	1,730
33,982	(9,829)	24,153	Highways, Property and Waste		31,252	(9,192)	22,060
17,196	(9,520)	7,676	Regulation and Economic		14,734	(9,333)	5,401
7,481	(340)	7,141	Transformation		6,653	(291)	6,362
27,808	(16,802)	11,006	Resources		31,969	(22,723)	9,246
2,337	(217)	2,120	Council Business		2,337	(427)	1,910
4,458	(722)	3,736	Corporate and Democratic Costs		2,996	(781)	2,215
671	-	671	Corporate Management		588	-	588
93	-	93	Non-distributed costs		26	-	26
20,871	(19,942)	929	Housing Revenue Account (HRA)		16,029	(19,457)	(3,428)
280,772	(101,417)	179,355	Deficit on Continuing Operations		257,760	(110,191)	147,569
		15,570	Other operating expenditure	10			17,076
		10,990	Financing and investment income and expenditure	11a			9,559
		(189,922)	Taxation and non-specific grant Income	12			(180,266)
		15,993	(Surplus)/Deficit on Provision of Services				(6,062)
		-	Impairment losses on non-current assets charged to the Revaluation Reserve	9b			1,924
		(12,306)	Surplus on revaluation of non-current assets	9b			(31,870)
		(136,456)	Re-measurement of net Pension liability	9c & 34			(72,063)
		(148,762)	Other Comprehensive Income and Expenditure				(102,009)
		(132,769)	Total Comprehensive Income and Expenditure				(108,071)

BALANCE SHEET AS AT 31 MARCH 2023

	Note	31 March 2023	31 March 2022
		£'000	£'000
Property, plant and equipment	13	487,355	466,935
Heritage assets	15	2,277	2,283
Investment property	16	6,579	6,117
Intangible assets		356	472
Long-term debtors	18	1,234	1,076
Long-term Assets		497,801	476,883
Assets held for sale		1,065	672
Inventories		392	297
Short-term debtors	18	38,855	42,997
Short-term investments	35a	10,000	7,500
Cash and cash equivalents	19	32,240	44,478
Current Assets		82,552	95,944
Short-term borrowing	35b	(4,110)	(4,564)
Short-term creditors	20	(34,354)	(34,573)
Short-term provisions	21	(702)	(505)
Short-term grants receipts in advance	30	(4,735)	(11,615)
Current Liabilities		(43,901)	(51,257)
Long-term creditors	20	(158)	(162)
Long-term provisions	21	(4,335)	(4,411)
Long-term borrowing	35b	(121,557)	(122,677)
Long-term grants receipts in advance	30	(5,400)	(888)
Other long-term liabilities	34	-	(121,199)
Long-term Liabilities		(131,450)	(249,337)
Net Assets		405,002	272,233
Usable reserves	MIRS	54,742	58,000
Unusable reserves	9	350,260	214,233
Total Reserves		405,002	272,233

MOVEMENT IN RESERVES STATEMENT 2022/23

	Council Fund Balance	Earmarked Council Fund Reserves (Note 7)	HRA Balance (Supplementary Financial Statements)	Capital Receipts Reserve (Note 8)	Capital Grants Unapplied	Schools Balances	Total Usable Reserves	Total Unusable reserves (Note 9)	Total Reserves (of the Council)
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Balance 1 April 2021	11,437	14,079	9,723	767	-	3,974	39,980	124,182	164,162
Movement in reserves during the year									
Adjustment to opening balance	-	-					-		-
Surplus/(Deficit) on provision of services	(1,068)	-	7,130		-		6,062		6,062
Other Comprehensive Income and Expenditure							-	102,009	102,009
Total Comprehensive Income and Expenditure	(1,068)	-	7,130	-	-	-	6,062	102,009	108,071
Adjustments between accounting basis and funding basis under regulations (Note 6)	14,129	-	(3,785)	1,614	-	-	11,958	(11,958)	-
Net Increase/(Decrease) before Transfers to Earmarked Reserves	13,061	-	3,345	1,614	-	-	18,020	90,051	108,071
Transfers to/(from) Earmarked Reserves (Note 7)	(12,220)	9,102	(735)	-	-	3,853			
(Decrease) / Increase In Year	841	9,102	2,610	1,614	-	3,853	18,020	90,051	108,071
Balance 31 March 2022	12,278	23,181	12,333	2,381	-	7,827	58,000	214,233	272,233
Movement in reserves during the year									
Adjustment to opening balance									
Surplus/(Deficit) on provision of services	(17,421)	-	1,428	-	-	-	(15,993)	-	(15,993)
Other Comprehensive Income and Expenditure	-	-	-	-	-	-	-	148,762	148,762
Total Comprehensive Income and Expenditure	(17,421)	-	1,428	-	-	-	(15,993)	148,762	132,769
Adjustments between accounting basis and funding basis under regulations (Note 6)	14,837		(1,654)	(448)			12,735	(12,735)	-
Net Increase/(Decrease) before Transfers to Earmarked Reserves	(2,584)	-	(226)	(448)	-	-	(3,258)	136,027	132,769
Net transfer from									
Transfers to/(from) Earmarked Reserves	4,273	(3,544)	-	(25)	407	(1,111)	-	-	-
(Decrease) / Increase In Year	1,689	(3,544)	(226)	(473)	407	(1,111)	(3,258)	136,027	132,769
Balance 31 March 2023	13,967	19,637	12,107	1,908	407	6,716	54,742	350,260	405,002

EARMARKED RESERVES AS AT 31 MARCH 2023

Service	Reserve	Description	Balance 1 April 2022 £	Transfer in £	Transfer Out £	Closing Balance 31 March 2023 £
Adult & Children's Services	Social Care Pressures	To fund potential future costs in social care arising from increased demand and / or inflationary pressures.	1,109,836	196,410	-1,162,555	143,691
Children's Services	Social Care Staffing Contracts	To fund additional staffing agency costs if increases in number require additional staffing resources.	271,714	-	-22,582	249,132
Corporate	Insurance	To cover uninsured losses and policy excesses.	1,340,732	163,797	-254,529	1,250,000
Corporate	Additional revenue settlement 2021/22 for Inflationary pressures	Provides additional funding for increased costs due to rising inflation.	2,256,150	2,065,000	-1,143,635	3,177,515
Education, Skills and Young People	Primary School Sickness Scheme	To cover the cost of sickness in primary schools. Each participating school pays a premium into the reserve.	350,939	-	-43,407	307,532
Education, Skills and Young People	School Closure Reserve	To fund the cost of empty buildings / set up costs for new schools.	93,149	-	-	93,149
Education, Skills and Young People	Out of County Education	To fund increases in demand or inflationary pressures for children in out of county placements.	500,000	-	-	500,000
Education, Skills and Young People and Children's Services	Joint Funding Reserve	Covers the potential loss of income from other joint funding public bodies. Cannot be included as part of the bad debt provision - returned to general reserve.	180,795	-	-180,795	-
Highways, Waste & Property	Winter Maintenance	To fund excess gritting / flooding costs during severe winter weather.	94,480	-	-	94,480
Housing General	Homelessness Provision	To reduce homelessness on the Island.	New	325,171		325,171
Property	R & M Scheme Primary	Balance of unused funding is held to meet potential increased costs in future years.	-	-	-	-
TOTAL ONGOING CORPORATE AND SERVICE RISKS			6,197,795	2,750,378	-2,807,503	6,140,670

Service	Reserve	Description	Balance 1 April 2022 £	Transfer in £	Transfer Out £	Closing Balance 31 March 2023 £
Education, Skills and Young People	Schools Rationalisation	Meet additional costs arising from school modernisation, including redundancy costs.	190,917	147,182	-254,743	83,356
Regulation & Economic Development	Local Development Plan	Fund the additional costs of producing the next development plan.	152,697	-	-9,881	142,816
Education, Skills and Young People	Melin Llynonn	To fund the cost of remedial works to the Mill.	65,000	-	-65,000	-
TOTAL SPECIFIC CORPORATE AND SERVICE RISK RESERVES			408,614	147,182	-329,624	226,172
Corporate	Revenue Contributions Unapplied	Used as a source of capital funding as and when required.	2,106,557	3,077,244	-2,210,177	2,973,624
Education, Skills and Young People	Education – Commuted Sums	Earmarked sums from developers to be used in accordance with the agreement.	219,936	126,657	-	346,593
Highways, Waste & Property	Developer Contribution – Highways	Earmarked sums from developers to be used in accordance with the agreement.	120,408	42,014	-	162,422
Regulation & Economic Development	Leisure improvements	To fund future capital investment in Leisure Centres.	762,154	-	-	762,154
Education, Skills and Young People	School IT Sinking Fund	To fund replacement devices in schools which were originally funded by Welsh Government HWB Grant.	300,000	300,000	-139,000	461,000
	Section 106 Agreement	To fund improvements as per Section 106 agreement.	New	24,872		24,872
Regulation and Economic	Calibration Lab	To fund calibration lab works.	New	9,400		9,400
Highways, Waste & Property	Canolfan Addysg y Bont Roof Repairs	To fund substantial works to Canolfan Addysg Y Bont roof. The sum of the reserves represents the sum released from general balances, less costs incurred in 2021/22,	2,490,851	-	-2,490,851	-
Housing General	Housing Developer Contributions S106	To fund projects to increase affordable housing funded by S106 developer contributions.	New	807,807	-	807,807

Service	Reserve	Description	Balance 1 April 2022 £	Transfer in £	Transfer Out £	Closing Balance 31 March 2023 £
Education, Skills and Young People	Secondary Schools Repairs and Maintenance	To fund secondary schools repairs and maintenance to prevent health and safety risks.	NEW	94,308		94,308
Several	Funds approved from general reserve	Approved funding from the general reserve for specific capital projects.	New	1,821,000	-392,459	1,428,541
TOTAL FUTURE CAPITAL EXPENDITURE RESERVES			5,999,906	6,303,302	-5,232,487	7,070,721
Corporate	Cost of Change	A general reserve which has funded business improvement processes.	181,735	-181,735	-	-
Corporate	Invest to Save	The balance of £1m allocated in 2016/17 to fund specific projects.	43,704	-	-43,704	-
Corporate	Covid Recovery	£115k from unused travelling budgets in 2020/21, £250k from Parc Adfer, £200k from Revenue Contributions Unapplied.	565,420	-	-565,420	-
TOTAL BUSINESS IMPROVEMENT RESERVES			790,859	-181,735	-609,124	-
Housing	Affordable Housing	Balance of the 2 nd home and empty home premium not used.	421,368	1,099,668	-903,921	617,115
Corporate	Contingency funded projects	To fund slippage in a contingency funded earmarked projects.	102,090	49,850	-30,000	121,940
Education, Skills and Young People	STEM	To fund STEM projects.	75,000	-	-50,000	25,000
NWEAB	North Wales Economic Ambition Board (NWEAB)	Balance of the Council's share of earmarked reserves for NWEAB.	153,314	112,766	-15,963	250,117
TOTAL UNUSED CONTINGENCY BUDGETS			751,772	1,262,284	-999,884	1,014,172
Highways, Waste & Property	Waste Reserve / Recycling	Circular Economy Grant replaced core budget. Core budget savings put in reserve to pay for green projects.	500,000	-	-400,000	100,000
Highways, Waste & Property	Airport Highway	Unused Maes Awyr Môn grant.	40,433	-	-40,433	-

Service	Reserve	Description	Balance 1 April 2022 £	Transfer in £	Transfer Out £	Closing Balance 31 March 2023 £
Highways, Waste & Property	Highways Restricted Grants Reserve - Flood Grant	Unused flood grant - can be used as match funding or to fund revenue costs. Need to check with Service.	36,473	-	-	36,473
Housing	Supporting People Administration	Unused grant which funds additional supporting people staffing costs not covered by the grant.	554,945	-	-143,566	411,379
Highways, Waste & Property	Bus Stop Infrastructure	Used in 2022/23.	85,671	-	-85,671	-
Education, Skills and Young People	Small and Rural Schools Grants	Unused grant to carry forward to 2023/24.	23,921	-	-14,897	9,024
Education, Skills and Young People	Covid Security in Schools	Unused grant to carry forward to 2023/24.	9,056	-	-	9,056
Highways, Waste & Property	Storm Grant	Unused grant to carry forward to 2023/24.	146,491	-	-146,491	-
Education, Skills and Young People	ACL Maintenance & Digital	Unused grant to carry forward to 2023/24.	100,415	-	-86,892	13,523
Education, Skills and Young People	ALN Strategy	Unused grant to carry forward to 2023/24.	15,363	-	-	15,363
Education, Skills and Young People	Post 16	Unused grant to carry forward to 2023/24.	69,394	-	-69,394	-
Education, Skills and Young People	Music in Schools	Unused grant to carry forward to 2023/24.	129,481	-	-98,201	31,280
Highways, Waste & Property	Passenger Bus Network	Unused grant to carry forward to 2023/24.	New	220,976	-	220,976
Education, Skills and Young People	Post 16 ACL	Unused grant to carry forward to 2023/24.	New	82,185	-	82,185
Education, Skills and Young People	Talnet / Libraries	Unused grant to carry forward to 2023/24.	New	14,040	-	14,040
Regulation and Economic	Countryside SLSP grant	Unused grant to carry forward to 2023/24.	New	37,573	-	37,573

Service	Reserve	Description	Balance 1 April 2022 £	Transfer in £	Transfer Out £	Closing Balance 31 March 2023 £
Regulation and Economic	Environmental improvements	Unused grant to carry forward to 2023/24.	New	46,425		46,425
Council Business	Electoral Reform	Unused grant to carry forward to 2023/24.	11,230	-	-	11,230
Education, Skills and Young People	TRAC	Unused grant to carry forward to 2023/24.	201,392	-	-61,927	139,465
Resources	Cost of Living Discretionary Payments	Unused grant to carry forward to 2023/24.	585,163	-	-585,163	-
Adult Services	Electric Vehicles	Unused grant to carry forward to 2023/24.	200,000	50,000	-200,000	50,000
Children's Services	Virtual schools Wales reserve	Unused grant to carry forward to 2023/24.	New	60,000	-	60,000
Resources	FSM Grant Benefits Staff	Unused grant to carry forward to 2023/24.	New	85,557	-	85,557
Housing General	Homes for Ukraine	Unused grant to carry forward to 2023/24.	New	467,047	-	467,047
Regulation & Economic Development	Economic Recovery Grant	Unused grant to carry forward to 2023/24.	764,271	-	-764,271	-
TOTAL RESTRICTED GRANT HOLDING RESERVES			3,473,699	1,063,803	-2,696,906	1,840,596
Highways, Waste & Property	Recycling Process Income	Condition of the SWMG that income from recycling is used to fund recycling costs / projects. This is the balance of the unused income. Service need to determine how to use.	635,130	-	-380,000	255,130
Education, Skills and Young People	Museum Purchase Fund	Donations to the Oriel to purchase new items. Not available to fund Council expenditure.	11,363	1,887	-	13,250
Highways, Waste & Property	Sustainable Approval Body Fees (SAB)	Fees from planning applications to be used to fund future costs in respect of the applications.	4,540	27,865	-	32,405
Housing	Housing Christmas Hampers	To fund Christmas hampers.	8,873	10,224	-15,687	3,410

Service	Reserve	Description	Balance 1 April 2022 £	Transfer in £	Transfer Out £	Closing Balance 31 March 2023 £
TOTAL OTHER RESTRICTED RESERVES			659,906	39,976	-395,687	304,195
Resources	Self Isolation Payments Admin Fee	Grant from Welsh Government to cover the cost of processing self isolation payments. Currently funding an additional member of staff.	70,813	-	-70,813	-
Corporate	Digital Transformation	Grant from Welsh Government to fund projects to improve digital transformation.	83,957	-	-83,957	-
Corporate	Covid Hardship Funding - Council Tax Collection	Grant from Welsh Government to cover the loss in Council Tax income due to potential increase in the value of debts having to be written off as a result of Covid.	783,371	-	-418,267	365,104
TOTAL UNRESTRICTED GRANT HOLDING RESERVES			938,141	-	-573,037	365,104
Regulation & Economic Development	Energy Island Reserve	To fund the cost of assessing and supporting future Energy Island developments.	269,020	9,320	-6,573	271,767
Regulation & Economic Development	Major Developments Reserve	This is the balance of funding received in respect of Chief Officers time through the PPA.	177,352	-	-	177,352
Regulation & Economic Development	Major Developments – Planning Fees	This is the additional planning fees from major developments, which would have funded the cost of dealing with the applications in future years.	392,456	-	-	392,456
Regulation & Economic Development	Archaeological Works at Wylfa	Final contribution from Horizon to fund future works.	625,000	-	-102,580	522,420
Highways, Waste & Property	Feasibility Study – Ysgol Uwchradd Caergybi	To fund the cost of further assessment of the condition of the roof at Ysgol Uwchradd Caergybi.	15,000	-	-	15,000
Regulation & Economic Development	Bathing Water Prediction Model	To pay for the cost of maintaining the monitoring equipment.	9,285	-	-3,931	5,354
Regulation & Economic Development	Planning Capability & Capacity	Percentage of planning fees has to be reinvested into the planning service.	267,657	-	-75,934	191,723
Transformation - HR	Trainee Scheme	Provides funding for recruitment for a number of Trainee roles across the Council to help provide well trained staff in often difficult to recruit roles.	219,060	82,720	-16,037	285,743
Transformation	Cynnal	The reserve will be used to fund any additional costs arising from the termination of Cynnal ICT support services for schools.	88,200	-	-88,200	-

Service	Reserve	Description	Balance 1 April 2022 £	Transfer in £	Transfer Out £	Closing Balance 31 March 2023 £
Social Services – Adults Services	Pooled Budget Admin Fee	Contribution to the administrative costs incurred by the lead authority in administering the Adult Services pooled budget.	10,000	-	-	10,000
Children's Services	Children's Services Teaching Assistant Contribution	To fund teaching assistants specialising in supporting children with social care needs.	200,000	24,076	-70,000	154,076
Regulation – Economic Development	Penrhos Ind Estate JV Repayment	To collect the Council's share of annual net income from leasing out Penrhos Industrial units to contribute towards funding the buy-out of Welsh Government after 15 years in operation, in accordance with the joint venture agreement.	7,818	12,779	-	20,597
Regulation – Public Protection	Port Health Authority Set Up	The Council has become a Port Health Authority following Britain's withdrawal from the European Union. This reserve will help fund the set-up costs when incurred.	100,000	89,978	-	189,978
Corporate	Salix Loan repayment	To fund unbudgeted final MRP payments on delayed Salix loans.	216,190	-	-	216,190
Education, Skills and Young People	Office adaptation	Office adaptation.	New	35,000	-	35,000
Education, Skills and Young People	Education - ICT PSBA	To continue slipped ICT broadband improvements in schools.	New	108,283	-	108,283
Children's Services	Open University Trainees	To increase trained staff in Children's services.	New	80,000	-	80,000
TOTAL RESERVES EARMARKED FOR FUTURE SPECIFIC PROJECTS			2,597,038	442,156	-363,255	2,675,939
Service Reserves	Service Reserves	For services to use as required.	1,364,244		-1,364,244	-
TOTAL EARMARKED RESERVES			23,181,974	11,827,345	-15,371,752	19,637,567

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Isle of Anglesey County Council	
Report to:	THE EXECUTIVE
Date:	18 JULY 2023
Subject:	RISK MANAGEMENT POLICY AND STRATEGY
Portfolio Holder(s):	COUNCILLOR ROBIN WYN WILLIAMS – PORTFOLIO HOLDER FINANCE
Head of Service / Director:	MARC JONES – DIRECTOR OF FUNCTION (RESOURCES) / SECTION 151 OFFICER
Report Author:	JULIE JONES
Tel:	01248 752609
E-mail:	juliejones@anglesey.gov.wales
Local Members:	

A – Recommendation/s and reason/s

The following recommendations are put to the Committee for consideration:

Recommendation

1. That the Committee consider the Risk Management Policy and Strategy and make comments on its content.
2. That the Committee accept and approve the Risk Management Policy and Strategy.

B – What other options did you consider and why did you reject them and/or opt for this option?

N/A

C – Why is this a decision for the Executive?

The Director of Function (Council Business) / Monitoring Officer advises that the Risk Management Policy is an Executive function. The Executive delegates to the Governance and Audit Committee to oversee the authority’s risk management policy and strategy, and their implementation in practice, in accordance with the Constitution (3.4.8.8.1).

Ch – Is this decision consistent with policy approved by the full Council?

As above.

D – Is this decision within the budget approved by the Council?

N/A

Dd – Assessing the potential impact (if relevant):		
1	How does this decision impact on our long term needs as an Island?	N/A
2	Is this a decision which it is envisaged will prevent future costs / dependencies on the Authority? If so, how?	Assists in identifying risks that could impose costs / dependencies together with measures to mitigate them.
3	Have we been working collaboratively with other organisations to come to this decision? If so, please advise whom.	Audit Wales, Care Inspectorate Wales, Estyn, and Zurich Municipal have all had the opportunity to comment on the document.
4	Have Anglesey citizens played a part in drafting this way forward, including those directly affected by the decision? Please explain how.	N/A
5	Note any potential impact that this decision would have on the groups protected under the Equality Act 2010.	None.
6	If this is a strategic decision, note any potential impact that the decision would have on those experiencing socio-economic disadvantage.	N/A
7	Note any potential impact that this decision would have on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.	None.

E – Who did you consult?		What did they say?
1	Chief Executive / Senior Leadership Team (SLT) (mandatory)	The Leadership is supportive of the Risk Management Policy and Strategy
2	Finance / Section 151 (mandatory)	As above
3	Legal / Monitoring Officer (mandatory)	As above
4	Human Resources (HR)	N/A
5	Property	N/A
6	Information Communication Technology (ICT)	N/A
7	Procurement	N/A
8	Scrutiny	N/A
9	Local Members	N/A

F - Appendices:

Appendix A : Risk Management Policy and Strategy

Appendix B : Risk Management Guidance

Ff - Background papers (please contact the author of the Report for any further information):

None

Risk Management Policy & Strategy



Version 1.0 (May 2023)

About this policy

This document, together with the associated guidance, provide the Council's framework for risk management. The framework is relevant to all Council staff and Members.

Revision History

Version	Date	Summary of Changes
1.0	May 2023	

Date of next review	
This policy will be reviewed on:	May 2026
The review will be undertaken by:	Risk & Insurance Manager

Contact Details: Julie Jones (juliejones@anglesey.gov.wales)

We are happy to provide this policy in alternative formats on request. Please use the above contact details.

Mae'r ddogfen yma ar gael yn y Gymraeg. This document is available in Welsh.

Foreword

There are risks involved in all aspects of life and business. As a diverse organisation, the risks that the Isle of Anglesey County Council faces are widespread and varied. We believe the Council should not shy away from risk but instead seek to proactively manage it. This will allow us to not only meet the needs of today, but also be prepared to meet the future challenges of tomorrow.

We recognise that risks pose a threat but that they also present opportunities to innovate. A good understanding and awareness of the risks that we face is therefore needed if we are to successfully achieve the aims and objectives set out in our Council Plan, service delivery plans and project plans, and take fully informed decisions.

Risk management is a fundamental of good governance and internal control and is an essential component in delivering our aims and objectives. This document and the accompanying guidance sets out the good risk management behaviours and practice that we expect throughout the Council and will help us develop a risk aware culture.

The Executive and Leadership Team have a clear picture of the risks which threaten the ability to achieve our objectives and the level of risk exposure that we want to accept. Managing these risks effectively and ensuring that they are considered when decisions are taken, will put the Council in a stronger position to deliver quality services, achieve our objectives, provide value for money, and respond to a changing risk profile.



Councillor Llinos Medi Huws
Council Leader



Dylan Williams
Chief Executive

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1. Introduction

The risk management policy, strategy and accompanying guidance set out the principles and approach of the Isle of Anglesey County Council to managing risk.

The aim is to provide a consistent process that underpins the management of risk throughout the Council, which reflects the size and the nature of our various operations, and use our skills and capabilities to the full.

These documents apply to all Council employees and Members. Any partner organisations should be encouraged to embrace the principles contained in the documents.

1.1 Risk Management Policy and Strategy Objectives

The objectives of this document are:

- To develop a risk aware culture that runs throughout the Council's activities.
- That it leads to a more consistent and informed decision-making process at all levels, thus improving accountability and transparency.
- For the Council to be able to anticipate and respond to change and manage the risks and opportunities that may impact its objectives as set out in the Council Plan, service delivery plans and project plans.
- To ensure employees and elected Members have the knowledge, skills and tools to understand the need and benefits of risk management and take responsibility for managing risk within their area.
- For the Council to become a more risk mature organisation that monitors progress against targets, learns, and adapts when things do not go to plan.

1.2 Definition of Risk & Risk Management

Risk is defined as “the effect of uncertainty on objectives.”¹ In other words, the possibility that an event may or may not occur and it affects the achievement of an objective. The effect can be negative or positive.

Risk should not be confused or interchanged with an issue which is an event or situation that already exists.

Risk Management is defined as “co-ordinated activities to direct and control an organisation with regards to risk”². In other words, it is the process of methodically addressing the risks attached to activities with the goal of achieving sustained benefit within each activity and across all activities.

¹ ISO 31000 2018

² ISO 31000 2018

1.3 Reasons for Managing Risk

There are many reasons for managing risks including:

- It increases the probability of success and reduces both the probability of failure and the uncertainty of achieving the organisation's overall objectives.
- Improves decision-making, planning and prioritisation by providing a framework that enables future activity to take place in a consistent and controlled manner.
- It can help managers demonstrate good governance and leads to a better understanding of the risk profile and risk mitigation.
- It can drive the effective delivery of objectives and efficient use / allocation of resources by focusing senior managers and elected members on the possible risks and opportunities to aid success.
- Regulators and partners are increasingly asking for evidence of good risk management practice, and this is also a requirement of many contractual agreements.
- Externally it can help to enhance political and community support and protect and enhance reputation. However, failure to identify, assess and manage risks may result in considerable unbudgeted expenditure and reputational damage.

2. Risk Management Policy

The Council is a diverse organisation committed to achieving its aims and objectives as set out in the Council Plan, Service Delivery plans and project plans. Risk is an unavoidable part of delivering these plans, and there are other risks that fall outside such plans that could impact on the Council's ability to provide quality services to the residents of Anglesey and those who visit and work on the island. The Council acknowledges that risk can pose a threat and provide opportunities.

It is the Council's policy to adopt a proactive and consistent approach to managing its risks within a recognised risk appetite. This proactive and consistent approach of identifying, assessing, managing and monitoring key risks is an integral part of our management processes at both strategic and operational levels, and ensures a culture of knowledgeable risk taking. Embedding risk management throughout all processes, projects and strategic decisions will put the Council in a stronger position to deliver quality services, achieve objectives, provide value for money, and respond to a changing risk profile.



3. Risk Management Strategy

This strategy sets out how we aim to deliver the risk management policy, and where the responsibilities for managing risks lie. This will be achieved by:

3.1 Agreeing the Council's risk appetite and risk maturity

Risk appetite is the amount and type of risk that the Council aims to accept. By agreeing its risk appetite, the Council is setting itself boundaries in terms of how much risk is acceptable and which risks it aims to manage if it is to realise its objectives.

Risk maturity is the level, understanding and effectiveness of the Council's management of risk. Assurance of the Council's risk maturity and an opinion of whether the risk management processes are fit for purpose will be sought from an independent party periodically, and identifies areas where further improvement is required

The Executive and Leadership Team have agreed the Council's risk appetite and this is set out and explained in greater detail in [Section 4](#) of the document.

The Executive and Leadership Team will review the risk appetite at least once every administration.

3.2 Develop a risk aware culture

Risk culture refers to the values, attitudes and understanding of the Council's staff and Members in relation to the risks faced by the Council. Where an organisation operates and makes decisions in the full knowledge of the risks involved, the risk culture is described as being **risk aware**.

To develop a risk aware culture staff and Members will need to better understand the risks that are relevant to their area of work and how to evaluate risks. Integration, training, and communication all have a positive influence on risk culture.

Everyone manages risk and exploits opportunities to some degree in their day-to-day role. By integrating risk management into our processes and activities, we aim that staff and Members will understand, value and perform risk management, resulting in the Council becoming a risk aware organisation.

Appropriate training will be delivered to Members, managers at all levels, and those with specific risk management roles. Our cohorts of trainees are potentially the managers and senior leaders of the future. It is therefore important to develop their understanding of risk management by providing them with appropriate training and awareness sessions.

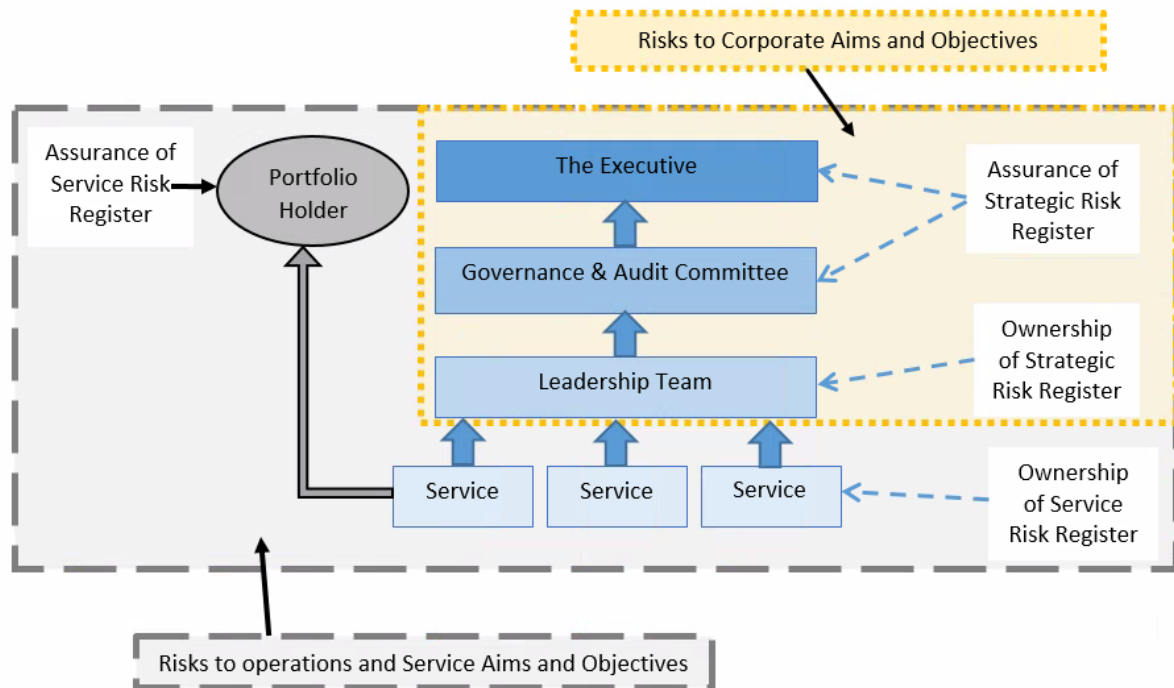
By communicating the risk management policy, strategy and accompanying guidance to staff and Members the importance of effective risk management principles in our everyday activities will be highlighted. The documents will therefore be available on the Council's intranet (MonITor) and included as a policy that certain staff with management responsibilities and Members are required to accept via Porth Polisi.

3.3 Clearly defining roles, responsibilities and governance arrangements

Roles and responsibilities are set out in [Section 5](#) of this document.

Risk co-ordinator is a new role, and each Service is asked to designate an appropriate officer and deputy to undertake the role of their Risk Co-ordinator as part of their duties. This should ensure the importance of risk management is understood and embedded across the Service.

We aim to improve the governance arrangements around risk management by encouraging a reference to risks in all reports which require a decision to be taken and ensure that risk registers are routinely considered at the appropriate level. For example, this chart shows the relationship between strategic and service risk registers and explains who owns and who needs assurance of the risks.

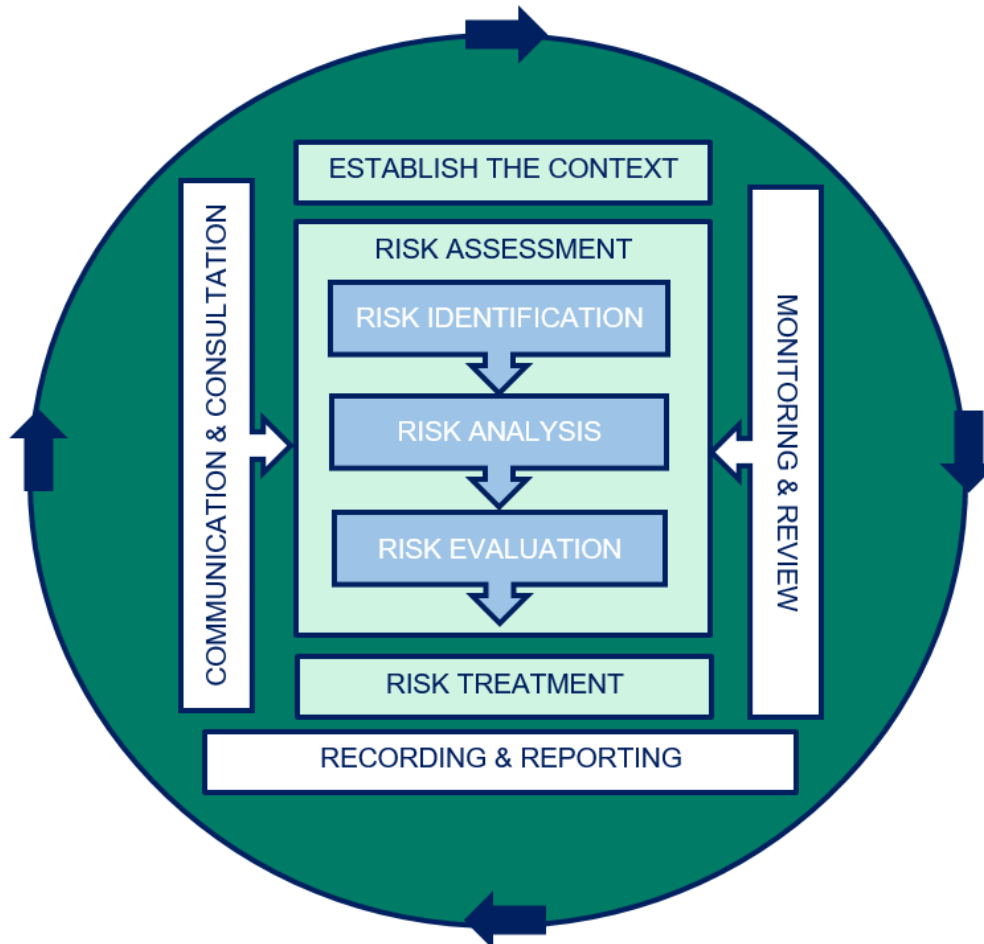


The Strategic Risk Register is reported to the Informal Executive and the Governance and Audit Committee twice a year.

Risks are regularly reviewed and discussed at corporate / strategic level, with key risks escalated from services.

3.4 Providing a risk management process

A generic risk management process provides a consistent approach to managing risk throughout the organisation. The risk management guidance accompanying this document sets out the detailed risk management process and is summarised in the diagram below.



The findings of each step of the risk management process are recorded in the risk register. The Council maintains a Strategic Risk Register, service risk registers, project and programme risk registers, and other activity specific risk registers as required.

Assessing the likelihood and impact of each risk and plotting them on a risk matrix provides a risk score for each risk and allows risks to be compared and prioritised. Each risk is assessed on an inherent (worst-case), residual (current position), and target (desired position) basis. Separate risk matrices have been developed for Strategic, Service, and Project risks, and for Opportunities, and these are included in the accompanying guidance.

3.5 Monitoring risk management performance

The Council has developed a series of key performance indicators (KPIs) to monitor the progress and achievements of the risk management strategy. The KPIs include:

- risks and risk registers reviewed at strategic and service levels
- assurance provided relating to the effectiveness of controls
- staff and Members who have received training
- staff and Members who have accepted the policy on Porth Polisi

Responsibility for calculating these KPIs rests with the Internal Audit and Risk Management Team and these will be included in the annual Risk report reported to the Leadership Team, the Governance and Audit Committee and the Executive.

Key risk indicators (KRIs) provide an early signal of a change in the risk exposure, and key control indicators (KCI) an early signal of ineffective or less effective controls, providing an early opportunity to review the risks and where necessary introduce additional controls. Therefore, where appropriate and relevant, KRIs and KCIs will be developed in conjunction with the risk co-ordinators and performance team.

4. Risk Appetite & Maturity


4.1 Risk Appetite

4.1.1 Definition

Risk appetite is defined as “Amount and type of risk that an organization is prepared to pursue, retain or take”³ or the level of risk that the Council **aims** to operate within.

This should not be confused with or interchanged with risk tolerance, which is the absolute level of risk within which the Council will operate.

Levels of risk appetite are defined below:

Risk Appetite	Description	
Eager	Eager to be innovative and to choose options offering potentially higher rewards despite greater risk	 <p>High risk appetite</p> <p>Low risk appetite</p>
Open	Willing to consider all potential delivery options and choose the one that is most likely to result in successful delivery while also providing an acceptable level of reward, value for money, and moderate / high risk.	
Cautious	Preference for safe delivery options that have a low degree of risk and may only have limited potential for reward.	
Minimal	Preference for very safe business delivery options that have a low degree of risk and only have a potential for limited reward.	
Averse	Avoidance of risk and uncertainty is a key organisational objective	

A lower appetite for risk should be reflected by a higher risk management focus.

³ ISO 31000 2018

4.1.2 Risk Appetite Statement

The following table expresses the Council's risk appetite for each category of risk, as agreed by the Leadership Team.

Risk Category	Risk Appetite
Objectives	Eager
Service Delivery	Open
Financial	Cautious
Reputation	Open
People (H&S / safeguarding)	Minimal
Regulation	Cautious
Environmental	Open

4.1.3 Why is Risk Appetite Important?

By defining its risk appetite, the Council is setting itself boundaries in terms of how much risk is acceptable and which risks it aims to manage if it is to realise its objectives.

The benefits of adopting a risk appetite include:

- Leads to informed decision-making
- Reduces uncertainty
- Improves consistency across governance mechanisms and decision-making
- Supports performance improvement
- Focuses on priority areas
- Informs spending review and resource prioritisation processes

4.2 Risk Maturity

Risk maturity is the level, understanding and effectiveness of an organisation's management of risk.

Establishing a Risk Maturity Model is a key aspect of monitoring and reporting progress, provides assurance that risk management processes are fit for purpose, and identifies areas where further improvement is required. The level of maturity aspired to be is a balance of the resources available and the risk appetite.

The Council's risk maturity model is:

		Level of Maturity				
		Immature	Performed	Managed	Predictable	Mature
Parameters of Implementation	Use of Standards, tools and techniques	Not using	Aware but no formalised use	Using	Regular use, outcomes consistent	Sound understanding, good use of tools
	Knowledge of the risk management discipline	Little knowledge	Aware but not clear of benefits	Understanding across some parts of the organisation	Sound knowledge of discipline and value	High degree of awareness and knowledge
	Risk management activities undertaken	None	Some ad-hoc, insufficient resources	Have framework and active when time permits	Formal program	Embedded in decision making
	Awareness of benefits and value of risk management	Unsure of benefits	Aware but not clear of benefits	Aware of some benefits	Aware of benefits and deployed across the organisation	Incorporated into business planning and strategic thinking

The Council's Level of Risk Maturity was last independently assessed in November 2018 by Zurich Risk Engineering, and determined as Level 3 'Managed', using a similar Risk Maturity Model, also containing five levels of maturity. The Council has arranged for Zurich Risk Engineering to carry out another independent review during 2023.

5. Roles and Responsibilities

	Role	Responsibilities
Members	The Executive	<ul style="list-style-type: none"> • Ensure risk is considered when agreeing the Council's direction of travel. • Agree the delivery of the Risk Management Policy and Strategy. • Review the Strategic Risk register regularly. • Work with the Leadership Team to identify new or emerging risks. • Consider risk as an integral part of strategic planning and decision making. • Each Executive Member to oversee risks relating to their portfolio.
	Governance and Audit Committee	<ul style="list-style-type: none"> • Oversee the delivery of the Risk Management Policy and Strategy. • Review the appropriateness of the risk management and assurance processes and advice on any action necessary to ensure compliance. • Understand the role and activities of the Leadership Team in relation to managing risk.
	Scrutiny Committees	<ul style="list-style-type: none"> • Scrutinise major critical risks. • Challenge decisions made by Executive Members where risks have not been considered properly.
	Elected Members	<ul style="list-style-type: none"> • Consider risk as an integral part of strategic planning and decision making.

	Role	Responsibilities
Management	Chief Executive	<ul style="list-style-type: none"> • Overall leadership for the effective delivery of risk management including the Strategic risk register, Risk Management Policy and Strategy. • Report progress and change in relation to risk management to Members.
	Leadership Team	<ul style="list-style-type: none"> • Set the tone from the top and promote the benefits of risk management. • Ensure all risks are aligned to corporate objectives • Regularly discuss and review the Strategic risk register and associated reports ensuring that the Strategic risk register is accurate. • Work with the Corporate Management Team to identify new or emerging strategic risks. • Ensure full compliance with all corporate governance requirements, including the production of the Annual Governance Statement.
	Corporate Directors & Heads of Service	<ul style="list-style-type: none"> • Ensure there are effective risk management arrangements in their Service in line with the risk management policy, strategy and accompanying guidance • Take ownership for risks within their Service and ensure risk registers, including project and partnership registers, are regularly discussed, reviewed, updated and key Service risks are escalated as appropriate. • Identify cross cutting risks which impact on the achievement of Service objectives. • Ensure Service risk registers and actions are regularly reported to the Leadership Team and relevant Executive Member. • Ensure key decision reports contain balanced and considered risk. • Ensure that the risk implications of all new business change proposals are satisfactorily taken into account. • Where key services are to be provided through a partnership arrangement clear lines of risk ownership and accountability are established.
	Service Management Teams	<ul style="list-style-type: none"> • Ensure the risk management within their area of responsibility is implemented in line with Risk Management policy, strategy and accompanying guidance • Take ownership for the risks within their areas of responsibility, ensuring the risk register is regularly discussed, reviewed and updated and identifying analysing, prioritising and managing risks with the Service as part of the business planning process. • Escalate risks up to the Director / Head of Service when required • Ensure mitigating actions are completed and the effectiveness of controls are regularly reviewed

	Role	Responsibilities
Risk Function	Internal Audit and Risk Management Team	<ul style="list-style-type: none"> • Ensure a periodic independent review of the corporate approach to risk management and compliance with it. • Contribute to the accuracy and integrity of risk registers with particular regard to the effectiveness of mitigating actions. • Develop the Risk Management policy, strategy and accompanying guidance and review periodically. • Act as corporate advisor of risk and co-ordinate strategic risk initiatives, ensuring that risk management is integrated within all corporate strategies and procedures. • Provide corporate and service-based advice and support to ensure appropriate risk management is included in all decision making and other Member reports. • Promote a positive culture of risk awareness, demonstrating the ability to improve outcomes. • Ensure that risk management supports the delivery of innovative and challenging projects. • Encourage the Council's external partners to adopt an effective and transparent approach to proactively manage risk. • Support the Leadership Team in maintaining the Strategic Risk Register and identify new and emerging risks. • Ensure the design and systematic implementation of policies, procedures and practises for risk identification, assessment, treatment, monitoring and reporting. • Plan audit work to take into account key risks, and how effectively they are managed providing assurances for the Annual Governance Statement, the Strategic Risk Register and the Governance and Audit Committee
	Risk Owners	<ul style="list-style-type: none"> • Manage all aspects of risks assigned to them • Obtaining additional resources or support as required to manage and monitor risks assigned to them • Ensure that risks assigned to them are regularly updated in risk registers • Determine any actions required to mitigate risks, ensure that these are implemented fully and effectively, and ensure that risk score reflects the impacts of these actions.
	Risk Co-ordinators	<ul style="list-style-type: none"> • Ensure that the risk management policy, strategy and accompanying guidance is championed and adhered to consistently across the Service • Ensure that risk registers are developed, maintained and regularly reviewed for the overall Service, and individual sections / teams as required • Report the Service risk register to the Service Management Team on a regular basis, and no less frequently than once a quarter • Ensure that the Service Risk Register is regularly reported to the Leadership team and forms part of the Service Challenge • Arrangements are in place for risk management training, information, guidance to be communicated to all relevant staff

	Role	Responsibilities
Everyone	All staff	<ul style="list-style-type: none"> • Develop an understanding and familiarise themselves with the Risk Management policy, strategy and accompanying guidance and attend risk management training as required. • Maintain awareness of risks and take steps to manage risk as part of their role. • Report risks and any ineffective controls to managers. This includes reporting accidents and near misses.

6. Review

This document will be reviewed every three years.

Risk Management Guidance



Version 1.0 (May 2023)

Revision History

Version	Date	Summary of Changes
1.0	May 2023	

Contact Details: Julie Jones (juliejones@anglesey.gov.wales)

We are happy to provide this policy in alternative formats on request. Please use the above contact details.

Mae'r ddogfen yma ar gael yn y Gymraeg. This document is available in Welsh.

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1. Introduction

This document provides details of the risk management process used throughout the Isle of Anglesey County Council, whether these be strategic, service, project, or other risks.

The aim is for a consistent and proactive culture and approach in terms of the process for managing risks, while acknowledging differences between strategic, service, project or other risks and a collective responsibility for managing risks facing the Council as a whole.

Few risks and risk action plans remain static; risks change, priorities change, actions are completed, risk controls that were once effective may become irrelevant. Regular monitoring and reporting of risks is therefore essential.

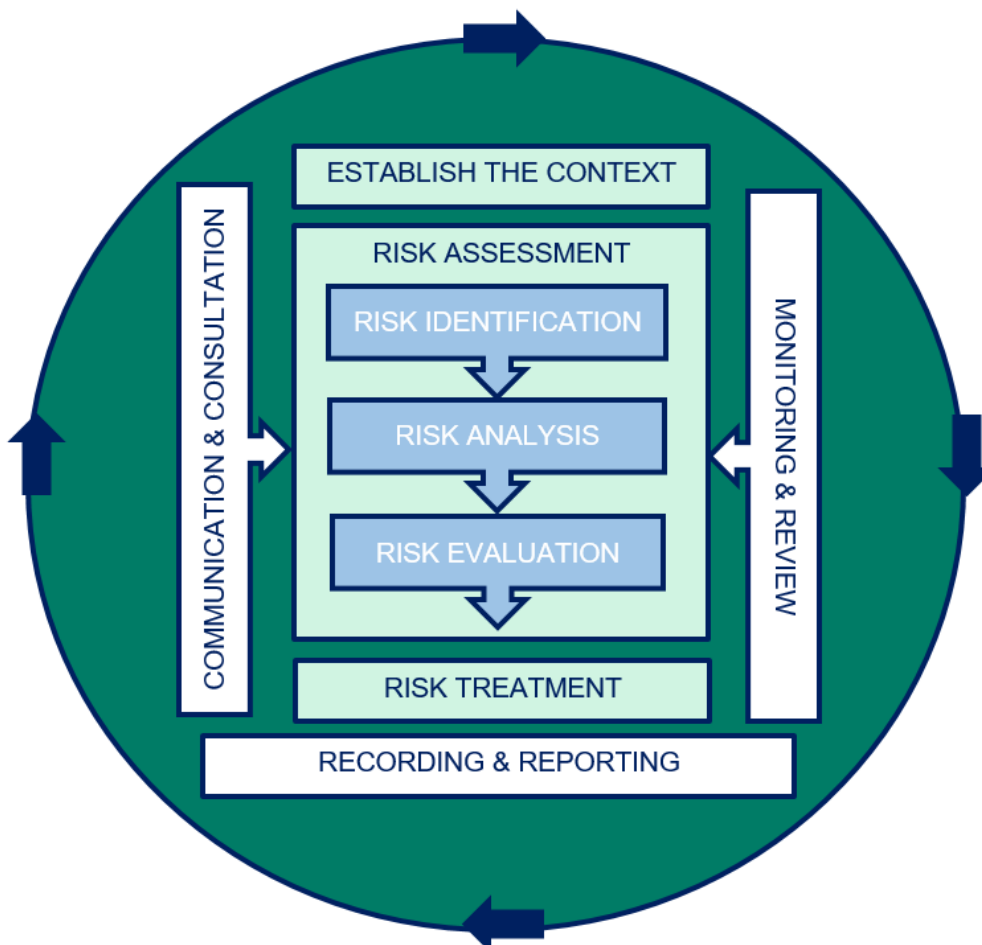
2. Risk Management Process

The risk management process is continuous. It involves identifying, prioritising and treating risks. It is recommended that risk is a standing agenda item on management team meetings, working groups / forums, project and programme boards.

It is more effective to involve a number of individuals in the risk process to avoid the subjectivity of individual risk perceptions that can lead to a misjudgement of risk due to the effect of heuristics and bias. People are often driven by biases such as:

- Overconfidence – a tendency to overestimate the likelihood that outcomes will be positive
- Groupthink – a tendency to conform to group beliefs
- Anchoring – a tendency to rely on one piece of information rather than search for another
- Confirmation – a tendency to search for information that supports existing belief.

The following diagram depicts the risk management process:



2.1. Establishing the Context

The first step is to establish the context of the risk. This frames the risk in terms of scope, objectives / business plans, risk appetite, and any assumptions made.

Strategic

- The context for strategic risks is the Council Plan

Service

- The context for service risks is their service delivery plan, and the aims, objectives and purpose of the service or business unit.

Project & Programme

- The context for project and programme risks is their project plan.

Partnership

- Partnership and collaboration is integral to the way the Council seeks to achieve its ambitions. It is an important means of building capacity and is fundamental to the Council's approach to achieving shared priorities.
- There are risks associated with any partnership that need management from the outset. All partnerships need a culture supporting well thought through risk taking and innovation by integrating risk management within the governance arrangements and consistently applying risk and management processes throughout all the partnerships activities.
- The context for partnerships is the business plan, terms and governance arrangements of the partnership

2.2. Risk Assessment

Having established the context, the risk needs to be assessed. A risk assessment involves three steps – identifying, analysing, and evaluating risk.

Risk Identification

Risk identification is the process of determining what risks might prevent the achievement of aims and objectives. This is an ongoing activity, as internal and external factors are rarely static and therefore the impact and/or likelihood of risks materialising change regularly.

Risk identification should be approached in a methodical way to ensure that all significant activities have been identified and all the risks flowing from these activities have been defined. This requires an intimate knowledge of the area / activities being assessed and the wider legal, social, political and cultural environment in which it exists. Undertaking [SWOT](#) or [bow tie analysis](#), holding workshops or brainstorming sessions are particularly useful when identifying risks for a new area or activity. Regular horizon scanning is recommended to identify new and emerging risks.

Service

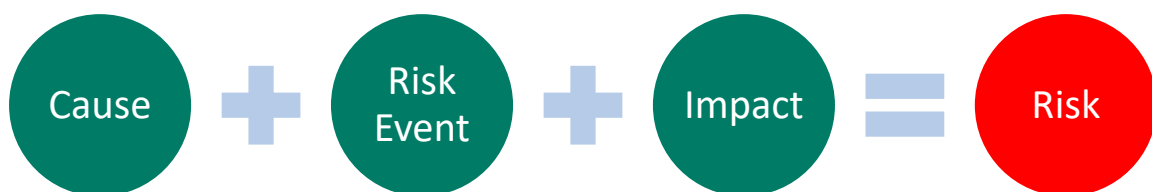
- Should focus on the aims and objectives of the service as set out in their service delivery plan and risks to the day to day operation of the service.
- There are risks when engaging contractors. These include the ability to provide a service if the contractor fails to do so or fails to provide the goods required for the Council to provide a service. Such risks should be notes in the relevant Service risk register.
- A list of risks that should be considered are included in Appendix 4.2.

Project & Programme

- Should focus on the risks that may impact the achievement of the project / programme objectives, the time frame which the project / programme is to be delivered, and resources required to deliver the project / programme.
- A twin track approach to risk management is required for partnerships, namely:
 - Outside Looking In** - the risks to the Council in getting involved in or being part of the partnership. **These risks should be included in the relevant service risk register.** Examples:
 - Cost to the Council of being part of the partnership is greater than delivering the service directly.
 - The partnership does not deliver the needs of the Council or its residents.
 - The resources in terms of staff time required by the partnership outweigh the benefits.
 - Inside out** - the risks to the partnership achieving its objectives.
- Each significant partnership should develop their own risk register relevant to the partnership's objectives and plan. This should be developed in conjunction with all of the partners. Examples:
 - Fundamental differences in political agendas or partners operating under different governance arrangements.
 - Misalignment of strategy and objectives across the partnership
 - A lack of relevant skills across the partnership to fulfil the objectives
 - Poor communication or non-acceptance of the roles and responsibilities of each partner.

Risk Description

Once a risk has been identified, it must be described so that it is clearly understood. There are three essential components to the description:



To keep the description as brief as possible, it is useful to note the causes and impacts separately. This approach is also useful in limiting the number of risks where there are several causes and impacts linked to one risk. It is however important not to be too vague as ambiguity will make analysing and evaluating the risk difficult. Example: Defining a risk as “Staffing” could be construed as several different risks, whereas “The risk that key employees cannot be retained” is clearer.

Cause & Impact

Identifying what could cause the risk event to happen and the impact of the risk event assists in identifying possible risk treatments. Proactive or preventative treatments eliminate or reduce the cause and therefore reduce the likelihood of the risk event occurring. Reactive treatments influence the effect and therefore reduce the impact of the risk event if it were to happen. Where there are several possible causes or impacts, they should all be listed.

Example:

- Risk: failure to retain key employees.
- Cause: uncompetitive pay, working conditions, high levels of absence or vacancies.
- Impact: disruption to services, increase in temporary staffing costs, increased pressures on recruitment team.

Risk Owner

Each risk must have an owner who is responsible for the risk area and is senior enough to insist actions are completed.

Strategic	• a member of the Leadership Team
Service	• Corporate Director, Head of Service or a member of the Service Management Team.
Project & Programme	• project sponsor or Senior Responsible Officer

Risk Analysis

The next step is to analyse the risk by considering the **likelihood** of the risk occurring and the **impact** on the organisation if that risk was to occur.



Risk analysis can be quantitative, semi-quantitative or qualitative in terms of the likelihood of occurrence and the possible impact. Providing descriptors assists with the analysis and increases consistency.

Plotting the **risk score** for each risk on a **risk matrix** allows risks to be compared and prioritised.

Separate risk matrices have been developed for strategic, service, project risks, and for opportunities, and these are included in [Appendix 4.3](#). Each partnership should develop and agree a risk assessment criteria based on the parameters of the partnership. For example, the likelihood scale should reflect the partnership timeframe.

Please note that if a risk is significant enough to be considered at a different level, the risk needs to be re-evaluated against the relevant risk matrix. For example, if a service risk is to be considered as a strategic risk it must be re-evaluated using the strategic risk matrix.

For all matrices, likelihood and impact are measured numerically with 1 being the least likely and the least impact. For example, a strategic risk considered to have a Catastrophic impact if it does occur and is Almost Certain of occurring will have a risk score of 25.

The colour associated with the risk score depicts the **risk level**, the broad responses to each risk level is set out in the following table.

Risk Level	Response
Critical	Priority risks; Escalate and actively monitored; Allocate resources to mitigate
Major	Escalate and regularly monitored; Likely to require action to mitigate
Moderate	Monitor the risk at least twice a year; Mitigation if obvious and cost effective
Minor	Accept but continue to monitor at least annually; Mitigate if obvious and cost effective

Inherent Risk

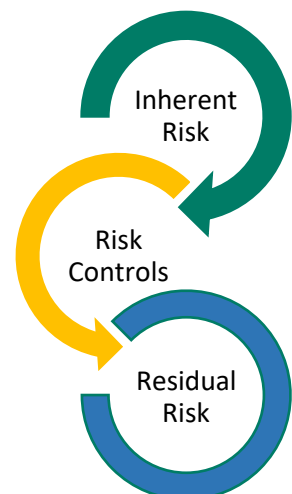
Each risk is initially analysed on an inherent basis. This is the level of risk before treatment measures and existing controls have been considered, or in other words, **the worst-case scenario**.

Risk Controls

These are the treatments already in place to reduce the likelihood of the risk occurring, or minimise the impact of the risk should it occur. It is rare that a single risk control will influence both the impact and likelihood. Treatments can be in the form of procedures, contingency plans, training etc.

Residual Risk

Each risk must also be analysed on a residual risk basis. This is the remaining level of risk after any existing risk controls have been considered or in other words, **the current level of risk**. This analysis must be undertaken using the same risk matrix used for analysing the inherent risk.



Risk Control Effectiveness and Lines of Assurance

The residual risk assumes that all identified controls are effective. However, if a control fails or is ineffective it will increase the likelihood of the risk occurring or the impact should the risk occur and impact the decision whether additional treatment is required. The effectiveness of each control therefore needs to be assessed.

Lines of assurance provide evidence of how effective a risk control is, or how effectively the entire risk is managed. The Council uses a 'Three lines of assurance' model.

Line of Assurance	Provided by
1 st	Risk or control owner.
2 nd	Central support function, e.g. finance, HR, performance and legal.
3 rd	Independent sources e.g. internal or external audit, external regulators.

The frequency and volume of assurance reduces down from the first line of assurance, through the second line of assurance, and culminating in the third level independent assurance. All three levels are important and should be presented and recorded.

Officers responsible for providing the assurance are responsible for adding the assurance to the risk register, with the Performance Team inputting external sources of assurance.

2.3. Risk Evaluation

When the risk analysis process is complete, it is necessary to evaluate or compare the residual risk against the risk appetite. Risk evaluation helps decide how significant a risk is, whether it should be accepted or treated, and prioritises risks for treatment.

Risk appetite is the amount and type of risk that the Council aims to accept. This should not be confused with or interchanged with risk tolerance, which is the absolute level of risk within which the Council will operate. The Council's risk appetite is set out in the Risk Management Policy and Strategy Document and sets the boundaries in terms of how much risk the Council finds acceptable, and which risks it aims to manage if it is to realise its objectives.

2.4. Risk Treatment

There are four primary risk treatment options.

Terminate	Treat
Avoid or stopping a certain process or activity completely. Alternatively, the activity could be carried out in a different way	Implement mitigating actions or controls measures to reduce the likelihood or the impact of the risk. It is rare for a single control measure to reduce the likelihood and impact. Controls should be monitored on a regular basis to ensure that they are effective. The vast majority of risk treatment options fall within this category.
Example: if a particular project is very high risk and the risk cannot be mitigated it might be decided to cancel the project.	Example: Checking electrical installations can reduce the likelihood of a fire and installing a sprinkler system can reduce the impact of the fire.
Transfer	Tolerate
Transferring the cost of the risk to another party who bears all or shares part of the risk. Please note that where the Council has a statutory duty to act (e.g. refuse collection) the liability for failing to act remains with the Council and cannot be transferred to the contractor undertaking the duty on the Council's behalf.	Accept the risk and do nothing to mitigate it. It may not always be necessary or appropriate to take action to treat risks. If the risk is shown as 'green' after mitigating actions then it can probably be tolerated. Risks that are accepted still need to be monitored and reviewed.
Example: Outsourcing an area of work to a contractor or buying insurance cover.	Example: the cost of treating the risk outweighs the potential benefits.

Any risk above the risk appetite will require additional treatment.

When evaluating what treatment options to employ, consider:

- Existing best practices to treat the risk.
- Critical controls that will reduce the risk required as part of the risk treatment or mitigation plan.
- Costs associated with different treatment options against associated benefits.
- How other organisations mitigate the same risk.

Time and resource should therefore be focused on risks where the residual risk are above the risk appetite or at a critical level (red).

Action Plan

Where the risk owner believes additional treatment is required, they should record what action is required, by whom, and by when in the risk register and communicate this to the action owner. Where such a decision falls outside the risk owner's authority they must escalate the decision to someone who has authority.

Actions identified should be SMART (Specific, Measurable, Achievable, Realistic, Time-limited.)

Action owners are responsible for updating the risk register in respect of actions assigned to them, especially if completion of an action is delayed or unlikely to happen, and must confirm when an action is complete.

Once an action is complete, the risk owner should consider the impact on the residual risk score or if there is a new control.

Target Risk

Where additional actions are to be implemented, an analysis of what the expected risk score will be once the actions are completed should be undertaken. This is the **target risk** and is calculated using the same risk matrix as was used for analysing the inherent and residual risk levels.

2.5. Risk Recording, Monitoring & Reporting

Risk Register

The findings of each step of the risk management process are recorded in the risk register. 4risk is the Council's preferred method for capturing risk registers.

Strategic

- The Risk & Insurance Manager will facilitate the maintenance and update of the strategic risk register on behalf of the Leadership Team.

Service

- Each Service will maintain and update their own service risk register.
- Larger services or those with distinct business units may decide to also have risk registers for each or some teams within the service. Responsibility for maintaining such risk registers will be decided within the service.

Project & Programme

- Project and programme managers will maintain and update project and programme risk registers.

Monitoring

Regular monitoring of every stage of the risk management process is essential.

Regular monitoring of individual risks ensures that the likelihood and impact remain representative, the controls remain relevant, and whether actions are on track. The frequency of review depends on the risk level; the higher the risk level the more often the review. Risks should also be reviewed after any significant event, the release of new legislation or government guidance and after an audit.

Regular monitoring of risk registers in their entirety ensures that they provide a fair overall representation of the risk to the organisation and that the level of the risks remain relative to one another.

Risks should feature as a standard agenda item at management teams (at all levels within the organisation), corporate forums/working groups where appropriate, project and programme boards, and partnership meetings, so that risks can be identified and captured. Discussions on risk should include:

- are any risks missing from the risk register
- review of existing risks
- the effectiveness of the current controls
- are actions on track
- new or emerging issues and risks

Strategic

- The Leadership Team will review the Strategic risk register as a whole at least twice a year.
- The Leadership Team will review a small number of strategic risks each month.

Service

- Services are responsible for monitoring and updating their risk registers. Services are encouraged to review their risk registers at least once a quarter.

Project & Programme

- Risks should be monitored at the beginning of each stage of the project / programme to ensure key project / programme milestones are not compromised.

Partnership

- The partnership should agree the ongoing monitoring of the risk profile and progress of the action plan, and the frequency and content of risk reports.

Risk Control Effectiveness

Monitoring the effectiveness of controls regularly ensures the residual risk score is a true reflection of the risk. There are various methods of monitoring the effectiveness of controls including:

- periodic reviews where a judgement is made
- lines of assurance
- formal methods of testing the controls
- establishing key control indicators (KCI)s

Key Indicators

These can assist the monitoring process.

Key Performance Indicators	Key Risk Indictaors	Key Control Indicators
<ul style="list-style-type: none">•monitor the progress and achievements of the risk management strategy.	<ul style="list-style-type: none">•early warning indicators to monitor the risk cause, making risk monitoring proactive rather than reactive.•an indicator of change in the likelihood or impact of a risk, provide an early signal of increasing risk exposure and assist in the decision-making process for risk mitigation	<ul style="list-style-type: none">•early warning indicators for key risk controls•Where controls are ineffective or less effective, the residual risk level should be reviewed.

Risk Reporting & Escalation

Risk Escalation

This ensures significant risks are escalated and brought to the attention of the appropriate person or group and is necessary to ensure that the appropriate decisions are taken and actions are implemented to mitigate the risk.

The timely availability of risk information to the right people is vital to the risk escalation process. There is no restriction on what may be escalated for action; the key criteria is that some form of intervention is required from management that is more senior.

Individual risk owners are responsible for escalating risks through the normal management hierarchy. Although it may be appropriate to include a risk in a different risk register, the responsibility for addressing the risk may remain with the originator. The Leadership Team should be informed of any risk that are above the appetite level; however, responsibility for managing those risks will usually remain with the risk owner but with increased scrutiny from the Leadership Team.

Risk Reporting

Risk reporting provides many benefits including allowing organisations to demonstrate an understanding of the risks they face and how best to deal with them. This provides greater confidence in the organisation's ability to mitigate risk and assurance that the Council's risks are being well-managed and mitigated. It also shows effective leadership and integration of risk management into the wider governance arrangements.

Risk reporting should be within the normal reporting lines of the Council to support better decision-making and ensure that planning and control is embedded and transparent. The communication of risk horizontally and vertically within the Council is critical to this process as risks cannot be considered in isolation and the management of one risk can impact on another.

There is no prescribed format for risk reporting, however concise and focused reports based on good quality information are key to ensure reports are user-friendly, actionable and can be used easily in decision-making. Data collated for analysis should be meaningful to support decision-making and presented in a succinct and accessible way that focuses on key points.

Where a decision is required, any risks and opportunities associated with the decision should be clearly articulated in a succinct and accessible way to those with the authority to make that decision. This includes the risks and opportunities of proceeding with or ceasing an activity, and not proceeding with or ceasing an activity.

Strategic

- Reports to the informal Executive and Governance & Audit Committees on the strategic risk register highlighting any changes to the strategic risks, any new risks identified and any risks that have been closed is presented to these committees twice a year.

Service

- Service risks will be scrutinised during the Service Challenge
- Service risk registers should be presented to the Portfolio Member at least annually

Project & Programme

- Risk reporting should be integrated with established reporting lines. This is usually Project Manager > Senior Responsible Officer > Project Board > Leadership Team.

Partnership

- All partners should receive copies of the risk register and any risk reports at least once a year with concerns escalated within the normal management process.

3. Opportunity Risk Management

If only threat risks are managed, the best outcome expected is to meet the promised objectives but never to improve on them. Identifying and managing opportunities is therefore encouraged within the Council’s risk appetite. The process for opportunity risk management remains similar to that outlined in [section 2](#) with the following considerations:

Risk Assessment

It is important to identify real opportunities and not simply log the flip side of threats. A [SWOT analysis](#) is a useful tool to identify opportunities.

Opportunity Risk Matrix

LIKELIHOOD	Favourable outcome likely to be achieved in less than 12 months	Likely	3			
	Reasonable chance of a favourable outcome in the next 2 years	Possible	2			
	Some chance of a favourable outcome in the next 5 years	Unlikely	1			
			1	2	3	
			Minor	Moderate	Significant	
Objectives			Little or no positive impact	Some positive impact	Notable positive impact	
Service Delivery			Little impact on either quality or provision	Improvement in quality or provision	Notable improvement in quality and provision	
Financial Benefit			<£250k	£250k - £1m	>£1m	
Reputation			Little or no impact	Local recognition	National recognition	
IMPACT						

Opportunity Treatment

The risk appetite will have a bearing on how opportunities are treated.

There are four primary responses to opportunities.

Exploit	Share
Exploit is where you do not take any action but if the risk does happen, you would take advantage of it and use it.	Work with another organisation to share the cost, resources and knowledge in order to realise the opportunity.
Example: Selling shares if the price rises to an unprecedented level.	Example: Establishing a new company jointly owned with another organisation.
Enhance	Reject
Take actions to increase the likelihood of event occurring and / or impact should the opportunity occur. This is not the same as Exploit, but doing certain things will give a greater chance for the opportunity to happen.	Identify an opportunity but decide not to take any action.
Example: Adding more resources to reduce time or provide training to improve quality	Example: The additional cost / resources required are greater than the potential return.

Monitoring & Reporting

Opportunity monitoring and reporting should be integrated with established risk reporting lines. Also, opportunities should be clearly highlighted in reports alongside any risks.

4. Appendices

4.1. Terminology

Word/term	Definition
Action / Action Plan	Additional treatments identified to mitigate the risk further. The action plan identifies what is required, by whom and by when.
Action Owner	The individual or group of people tasked with completing an action.
Assurance (Lines of)	Evidence of how effective a risk is managed.
Cause	The circumstance that could lead to a risk event happening
Control	The treatments already in place to reduce the likelihood of the risk occurring, or minimise the impact of the risk should it occur.
Control Owner	The individual or group of people tasked with implementing a control.
Impact	The outcome if a risk event happens.
Inherent Risk	The level of risk before treatment measures and existing controls have been considered - the worst-case scenario.
Issue	An event or situation that already exists.
Likelihood	The probability that the risk will happen.
Opportunity	A positive outcome or impact of a risk.
Partnership	A joint working arrangement where the partners are otherwise independent bodies, agree to co-operate to achieve a common goal of community cohesion and to achieve it, create an organisational structure or process and agreed programme.
Programme	A temporary flexible organisation structure created to coordinate, direct and oversee the implementation of a set of related projects and activities.
Project	A temporary structure that is created for the purpose of delivering one or more business products according to an agreed business case.
Residual Risk	The remaining level of risk after any existing risk controls have been considered - the current level of risk.
Risk	The effect of uncertainty on objectives.
Risk Assessment	The process of identifying, analysing and evaluating a risk.
Risk Appetite	The amount and type of risk that an organisation aims to retain / take.
Risk Co-ordinator	The officer that leads on promoting and embedding risk management within their Service.
Risk Culture	The values, attitudes and understanding of an organisation in relation to the risks it faces.
Risk Event	Occurrence of a particular set of circumstances.
Risk Level	The significance of the risk in terms of likelihood and impact displayed as red, amber, yellow or green.
Risk Management (Process)	The process of methodically identifying, assessing, and addressing the risks attached to activities.
Risk Matrix	A visual display of the relationship between the likelihood and impact of a risk.
Risk Maturity	The level, understanding and effectiveness of an organisation's management of risk.
Risk Owner	The individual or group of people tasked with managing, monitoring and reporting on a risk.
Risk Register	The document that records the outcome of the risk assessment and associated action plans.
Risk Score	The combination of the likelihood and impact.
Risk Treatment	The process of selecting and implementing measures to modify the risk.
Target Risk	The expected level of risk once the action plan is completed.

4.2. Service Risks

The table below includes some of the risks that may be relevant to services.

Category	Examples
Partnerships	<ul style="list-style-type: none"> the risk to the Service of being part of a partnership in terms of value for money, efficiencies, reputational damage etc
Data	<ul style="list-style-type: none"> losing or wrongly disclosing access denial retention and destruction knowing what data is held and where quality of the data held accessibility of the data in the future
Health & safety	<ul style="list-style-type: none"> staff service users contractors members of the public
Business continuity	<ul style="list-style-type: none"> loss of IT or telephony availability of staff loss of buildings / accommodation access to records
Welsh language policy	<ul style="list-style-type: none"> breach of the standards
Contracts	<ul style="list-style-type: none"> procurement of goods and services contract management supply chain risks
Staffing	<ul style="list-style-type: none"> Illness absence vacant posts training & skills management
Fraud	<ul style="list-style-type: none"> by staff by external parties
Environmental	<ul style="list-style-type: none"> extreme weather impact pollution carbon footprint
Financial	<ul style="list-style-type: none"> reduced real terms budget
Legislation	<ul style="list-style-type: none"> changes in legislation new legislation

4.3. Risk Matrices

Strategic Risk Matrix

LIKELIHOOD	Within the next 3 months	Almost Certain	5					
	Within the next 12 months	Likely	4					
	Within the next 2 years	Possible	3					
	Within the next 5 years	Unlikely	2					
	Not within the next in 25 years	Rare	1					
MINOR		MODERATE		1	2	3	4	5
MAJOR		CRITICAL		Insignificant	Minor	Moderate	Major	Catastrophic
Objectives				Minor delay in achieving objectives	Reduction in scope or quality of a secondary objective	Reduction in scope or quality of a primary objective or achievement of a secondary objective is significantly delayed	Achievement of a primary objective is significantly delayed or a secondary objective can't be met	A primary objective can't be met
Reputation				Public concern restricted to local complaints	Minor adverse local / public / media attention and complaints	Serious adverse local or minor adverse regional or national media attention	Serious negative regional or national criticism	Prolonged regional and national condemnation
Financial Cost				<£100k	£100k - £500k	£500k - £2m	£2m - £5m	>£5m
Health & Safety				Near miss or minor injury not requiring any professional medical treatment	Minor injury requiring professional medical treatment	Serious injury	Life changing injury	Fatality
Safeguarding				No safeguarding impact	Isolated non-compliance with procedures	Continued non-compliance with procedures	Isolated safeguarding incident	Multiple and related safeguarding incidents
Regulation				No regulatory impact	Reportable incident to regulator, follow up not required	Report of a breach to regulator that requires immediate correction	Prosecution by regulator leading to fines or intervention that requires a project to rectify the situation	Prosecution by regulators that results in significant fines and/or large-scale intervention
Environmental				Minor short term effect	Short term effect that requires little resources to resolve	Short term effect that requires significant resources to resolve	Serious short term effect or some long term effect	Serious and long term effect
IMPACT								

Service Risk Matrix

LIKELIHOOD	Within the next 3 months	Almost Certain	5					
	Within the next 12 months	Likely	4					
	Within the next 2 years	Possible	3					
	Within the next 5 years	Unlikely	2					
	Not within the next in 25 years	Rare	1					
MINOR		MODERATE		1	2	3	4	5
MAJOR		CRITICAL		Insignificant	Minor	Moderate	Major	Catastrophic
Service				No impact on service quality; minor delays in providing non-critical services	Minor impact on service quality, very short delay in providing a single critical service, or a significant delay to other operations	Significant fall in service quality, short term disruption to critical services, or prolonged disruption to other operations	Prolonged disruption to single critical service	Prolonged disruption to multiple critical services
Reputation				Public concern restricted to local complaints	Minor adverse local / public / media attention and complaints	Serious adverse local or minor adverse regional or national media attention	Serious negative regional or national criticism	Prolonged regional and national condemnation
Financial Cost (% of net Service budget)				<1%	1% - 10%	10% - 25%	25% - 50%	>50%
Health & Safety				Near miss or minor injury not requiring any professional medical treatment	Minor injury requiring professional medical treatment	Serious injury	Life changing injury	Fatality
Safeguarding					Isolated non-compliance with procedures	Continued non-compliance with procedures	Isolated safeguarding incident	Multiple and related safeguarding incidents
Regulation					Reportable incident to regulator, follow up not required	Reportable breach that requires immediate correction	Prosecution leading to fines or intervention that requires a project to rectify the situation	Prosecution that results in significant fines and/or large-scale intervention
Environmental				Minor short term effect	Short term effect that requires little resources to resolve	Short term effect that requires significant resources to resolve	Serious short term effect or some long term effect	Serious and long term effect
IMPACT								

Project Risk Matrix

LIKELIHOOD	Almost Certain	5				
	Likely	4				
	Possible	3				
	Unlikely	2				
	Rare	1				
		1	2	3	4	
		Insignificant	Minor	Moderate	Major	
Scope / Objectives		minor	require SRO approval	require Board approval	fails to meet objectives or scope	
Cost		<5% increase	5%-10% increase	10%-20% increase	>20% increase	
Timescale		minor slippage	5%-10% increase	significant slippage	>20% increase	
IMPACT						

4.4. 4risk Guide

A separate user guide is available for 4risk.

4.5. Methods of Identifying Risks

SWOT Analysis

A SWOT analysis is a planning tool which seeks to identify the Strengths, Weaknesses, Opportunities and Threats involved in a project or organisation. It is a framework for matching an organisation's goals, programmes and capacities to the environment in which it operates.

The 'SWOT' itself is only a data capture exercise - the analysis follows later.

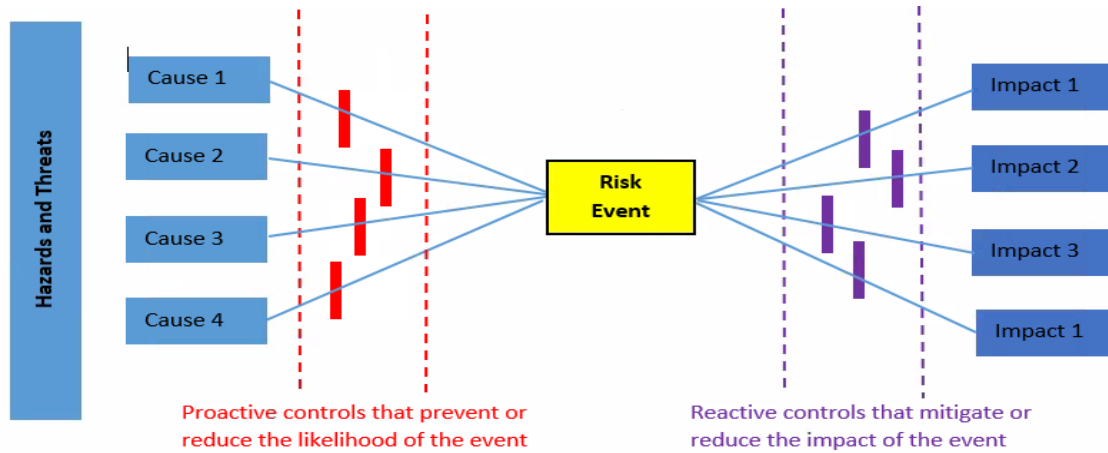
- **Strengths** – positive tangible and intangible attributes, internal to an organisation and within the organisation's control
- **Weaknesses** – internal factors within an organisation's control that detract from the organisation's ability to attain the desired goal. Which areas might the organisation improve?
- **Opportunities** – external attractive factors that represent the reason for an organisation to exist and develop. What opportunities exist in the environment, which will propel the organisation? Identify them by their 'time frames'.
- **Threats** – external factors beyond the organisation's control which could place the organisation mission or operation at risk. The organisation may benefit by having contingency plans to address them if they should occur. Classify them by their severity and probability of occurrence.

INTERNAL FACTORS	
Strengths	Weaknesses
EXTERNAL FACTORS	
Opportunities	Threats

Bow Tie Analysis

A bow tie is a graphical depiction of the pathways from the causes of an event or risk to its consequences.

Identifying what the various causes which could lead to the risk occurring can help identify controls to prevent or reduce the likelihood of the risk from happening. Similarly, identifying the various impacts should the risk materialise can help identify mitigating actions that can be put in place to reduce those impacts.



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Isle of Anglesey County Council	
Report to:	Democratic Services Committee, the Executive and full Council
Date:	28/06/2023, 18/07/2023, 12/09/2023
Subject:	Extending the terms of reference of the Democratic Services Committee
Portfolio Holder(s):	Councillor Carwyn Elias Jones (Corporate Business and Customer Experience Portfolio Holder)
Head of Service / Director:	Lynn Ball Director of Function (Council Business) / Monitoring Officer lynnball@ynysmon.llyw.cymru
Report Author: Tel: E-mail:	Mared Wyn Yaxley (Solicitor Corporate Governance) 01248 752568 maredyaxley@ynysmon.llyw.cymru
Local Members:	Not a local matter

A –Recommendation/s
<p><u>Recommendation:</u></p> <p>The purpose of this report is to seek agreement for the terms of reference of the Democratic Services Committee (the DSC) to be extended to include the following provision:</p> <p><i>“Where a discussion, a local choice decision or a response to consultation is required in relation to constitutional matters, such matters may be submitted by the Monitoring Officer, with the agreement of the Committee Chair, for the Committee’s consideration before any final recommendation is made to full Council or before any consultation response is sent (“the proposal”)</i></p> <ul style="list-style-type: none"> - The DSC is requested to make a recommendation to the Executive and full Council that the proposal be agreed; - The Executive is requested to make a recommendation to full Council on the proposal and the subsequent amendments required to the Council’s Constitution as a result of such a change; and - The full Council is requested to approve the proposal and the constitutional changes that must be made as a result of the amendment/addition to the DSC’s terms of reference.

A – Reason/s
<p><u>Reasons:</u></p> <p>1. <u>The current arrangements for changing the Constitution:</u></p> <p>1.1. Every Council is required to adopt and maintain a Constitution which must include</p>

A – Reason/s

prescribed information about the governance arrangements of the Council.

1.2. The Council's Constitution may only be changed in one of two ways:-

1.2.1. by full Council, following consideration of the matter by the Executive (section 2.15.2 of the [Constitution](#)) or

1.2.2. by the Monitoring Officer under the limited delegated authority afforded to them for making consequential amendments (Section 3.5.3.6.6 of the [Constitution](#)).

2. **The proposal:**

2.1. Some matters, which may lead to constitutional changes being approved by full Council, require a detailed discussion of options / benefits / disadvantages before the decision is made. This level of granularity is not possible at full Council.

2.2. The proposal is that, in the circumstances described in 2.1 above, the DSC undertakes this work on behalf of the Council. The DSC would also formulate responses to consultations involving constitutional matters.

2.3. Other options include setting up a separate task and finish group for each piece of work, or establishing a standing sub-committee of the Council. However, it is suggested that amending the terms of reference of the DSC is the most pragmatic solution, because:

(a) The DSC is a statutory requirement and is already established;

(b) It is a politically balanced Committee; and

(c) The proposal sits well alongside the DSC's statutory role.

3. **Legislative remit of the Democratic Services Committee:**

3.1. Under the [Local Government \(Wales\) Measure 2011](#), the Council must have a DSC.

3.2. The remit of the DSC is also included in legislation, and involves designating a Head of Democratic Services, reviewing the adequacy of provision by the Council of staff, accommodation and other resources to discharge democratic services functions, and making reports and recommendations to the Council in relation to such provision ([section 11 of the 2011 Measure](#)). There is a list of matters that are considered "democratic services functions" under [section 9 of the 2011 Measure](#).

3.3. The current terms of reference of the DSC is in [3.4.12 of the Council's Constitution](#).

4. **Extending the Terms of Reference of the Democratic Services Committee:**

4.1. The [Local Government Measure 2011](#), whilst requiring the Council to establish the

A – Reason/s

DSC, prohibits the allocation to it of functions over and above its statutory remit ([section 16](#)).

4.2. It is suggested that a reasonable, albeit broad interpretation, of the statutory responsibility of the DSC to “*review the adequacy of provision by the authority of staff, accommodation and **other resources** [my emphasis] to discharge democratic services functions*” sufficiently encompasses the proposal.

5. The proposed extended Terms of Reference of the Democratic Services Committee:

5.1. At **Enclosure 1** is the current terms of reference for the DSC, with the proposed changes noted as tracked changes

5.2. It is not envisaged that all constitutional changes require consideration or debate by the DSC; it will be limited to instances where a discussion or a local choice decision is needed or in order to agree a response to any consultation on matters affecting the Council’s Constitution. The decision on whether the DSC will review a particular matter will be made by the Monitoring Officer, but only with the agreement of the DSC’s Chair.

5.3. The DSC will only have power to make recommendations to Council in relation to proposed constitutional changes; having no legal power itself to make such changes.

6. Consequential amendments:

6.1. In addition to changing the terms of reference of the DSC, the Council’s Constitution must also be amended to reflect the additional role of the DSC in constitutional matters.

6.2. The proposed wording to reflect this change is in **Enclosure 2** to this report, with the suggested changes noted as tracked changes.

B – What other options did you consider and why did you reject them and/or opt for this option?

No change:

The current arrangement does not offer an opportunity for constitutional changes to be explored in detail; specifically where more than one option is available. It would be beneficial for such an opportunity to exist. Responding to consultations also requires much debate and this level of discussion is not possible within full Council meetings. In addition, the timing of consultation responses and Council meetings do not necessarily coincide. It would also be advantageous to the process that the DSC acquires expertise in constitutional matters.

Other options:

B – What other options did you consider and why did you reject them and/or opt for this option?

These have been addressed in section 2.3 above and include:

- setting up separate task and finish groups as required, or
- establishing a standing sub-committee of the Council.

However, amending the terms of reference of the DSC is considered the most pragmatic option on the basis that the DSC is already established as a statutory Committee, is politically balanced and the proposal sits reasonably within the DSC's current responsibilities.

C – Why is this a decision for the Executive?

Changes to the composition of the Council's Committees can only be made by full Council (Paragraph 3.2.3.5 of the Council's Constitution).

Changes to the Constitution will only be approved by full Council after consideration of the proposal by the Executive. (Paragraph 2.15.2 of the Council's Constitution).

Ch – Is this decision consistent with policy approved by the full Council?

The changes to the DSC's terms of reference, and thus the Council's Constitution, are in line with statutory and constitutional provisions.

D – Is this decision within the budget approved by the Council?

Yes

Dd – Assessing the potential impact (if relevant):

1	How does this decision impact on our long term needs as an Island?	1-7 Not directly relevant
2	Is this a decision which it is envisaged will prevent future costs / dependencies on the Authority? If so, how?	
3	Have we been working collaboratively with other organisations to come to this decision? If so, please advise whom.	
4	Have Anglesey citizens played a part in drafting this way forward, including those directly affected by the decision? Please explain how.	
5	Note any potential impact that this decision would have on the groups protected under the Equality Act 2010.	
6	If this is a strategic decision, note any potential impact that the decision would have on those experiencing socio-economic disadvantage.	
7	Note any potential impact that this decision would have on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.	

E – Who did you consult?		What did they say?
1	Chief Executive / Leadership Team (LT) (mandatory)	Considered by LT on 26/6/2023
2	Finance / Section 151 (mandatory)	A member of the LT
3	Legal / Monitoring Officer (mandatory)	Author of the report
4	Human Resources (HR)	
5	Property	
6	Information Communication Technology (ICT)	
7	Procurement	
8	Scrutiny	
9	Local Members	
10	Other	The Monitoring Officer has presented the proposal to the Chair of the DSC, and the Group Leaders, all of whom were supportive of the suggested changes.

F - Appendices:
<p>Enclosure 1 – Current terms of reference for the DSC (as it appears in section 3.4.12 of the Council’s Constitution) with the proposed amendments to extend the remit, in accordance with the proposal put forward in this report, marked as tracked changes.</p> <p>Enclosure 2 – Section 2.15.2 of the Council’s Constitution (dealing with Changes to the Constitution) with amendments marked as tracked changes.</p>

Ff - Background papers (please contact the author of the Report for any further information):
None

Enclosure 1 - section 3.4.12 of the Council's Constitution (the Terms of Reference for the Democratic Services Committee) with amendments included as tracked changes

3.4.12 Democratic Services Committee

3.4.12.1 There is a requirement for all local authorities to appoint a committee of the Council to designate the Head of Democracy, oversee the work of Democratic Services, ensure that the work is adequately resourced and report to the full Council accordingly.

3.4.12.2 Membership

3.4.12.2.1 Nine members to be politically balanced.

3.4.12.2.2 Membership of the committee is limited to councillors.

3.4.12.2.3 In accordance with legislation no more than one member of the Council's Executive may be a member. There is a standing invitation to an executive Member to attend each Democratic Services Committee meeting. It would be advantageous for the Member Champion to be a member.

3.4.12.2.4 The Leader of the Council's Executive may not be a committee member.

3.4.12.3 Chairing the Committee

3.4.12.3.1 The Chair will be appointed by the full Council

3.4.12.3.2 The Chair must not be a member of a group represented on the Executive (save in authorities where all political groups are represented on the Executive, in which case the Chair may not be a member of the Executive).

3.4.12.3.3 The Vice-chair will be elected by the Committee at its first meeting after the Council's Annual Meeting.

3.4.12.3.4 The chairs of any sub-committees will be appointed by the Committee.

3.4.12.4 Proceedings etc

Provisions governing the proceedings of the Democratic Services Committees, include:

3.4.12.4.1 That the Committee (and a sub-committee) may call witnesses (who will be under a duty to attend if they are members or officers of the authority, but a witness of any description will not be obliged to answer any question which they would be entitled to refuse to answer in, or in connection with, court proceedings in England and Wales);

3.4.12.4.2 That committee (and sub-committee) meetings, papers and minutes will be subject to the requirements regarding access, publication and inspection as are set out in Part VA of the 1972 Act.

3.4.12.4.3 In accordance with legislation the Committee will designate an Officer of the Council to be the Head of Democracy, which excludes the Chief Executive and Section 151 Officer.

3.4.12.5 Reports and recommendations by Democratic Services Committees

3.4.12.5.1 If a Democratic Services Committee prepares any report or makes recommendations about the provision of staff, accommodation and other resources provided by the local authority for the discharge of democratic service functions, a copy must be sent to each member of the authority

Enclosure 1 - section 3.4.12 of the Council's Constitution (the Terms of Reference for the Democratic Services Committee) with amendments included as tracked changes

who is not a member of the committee, as soon as practicable. A meeting of the full council must be held to consider such reports or recommendations within three months of their being sent to authority members.

3.4.12.6 Remit of the Committee:

3.4.12.6.1 The Committee's remit is in accordance with the relevant legislation and is extended to undertake responsibilities for the member training and development programme, including I.T. skills and support.

3.4.12.6.2 Where a discussion, a local choice decision or a response to consultation is required in relation to constitutional matters, such matters may be submitted by the Monitoring Officer, with the agreement of the Committee Chair, for the Committee's consideration before any final recommendation is made to full Council or before any consultation response is sent.

3.4.12.7 The Committee will hold three ordinary meetings in addition to its Annual Meeting each Municipal Year, with the right to arrange further meetings as required.

Enclosure 2 – Other Constitutional changes

2.15.2 Changes to the Constitution

2.15.2.1 Approval

2.15.2.1.1 The process for changing the Constitution differs depending upon the type of change to be made.

Subject to paragraph 3.5.3.6.6, and 3.4.12.6.2, changes to the Constitution will only be approved by the full Council after consideration of the proposal by the Executive.

Neither the Executive nor the Council shall consider any change/s to the Constitution which would disproportionately prejudice the rights or interests of any minority group/s within the Council without first having received and given due consideration to written recommendation/s from the Standards Committee. Any dispute as to whether proposed change/s will disproportionately prejudice the rights or interests of a minority group/s shall be decided by the Chief Executive.

2.15.2.1.2 Role of the Democratic Services Committee under paragraph 3.4.12.6.2

Where a discussion or a local choice decision is required in relation to constitutional matters, such matters may be submitted by the Monitoring Officer, with the agreement of the Democratic Services Committee Chair, for the Democratic Services Committee's consideration before any final recommendation is made to full Council in accordance with paragraph 3.4.12.6.2.

2.15.2.1.3 Role of the Monitoring Officer under paragraph 3.5.3.6.6

The Monitoring Officer is responsible for reviewing and updating the Council's Constitution from time to time and to make minor changes as detailed in accordance with paragraph 3.5.3.6.6.

2.15.2.2 Change to a mayoral form of executive or another form of executive or to alternative arrangements.

The Council must take reasonable steps to consult with local electors and other interested persons in the area when drawing up proposals and must hold a binding referendum if considering change to a Mayoral form of executive.

2.15.2.3 Change to the voting system for the election of Councillors to the Council

2.15.2.3.1 Two voting systems

(1) There are two systems for electing Councillors to the Council in polls at contested elections—

- (a) a simple majority system, or
- (b) a single transferable vote system.

2.15.2.3.2 A “simple majority system” means an electoral system where—

- (a) each voter may cast as many votes as there are offices to be filled;
- (b) in the case of an election for a single office, the candidate who receives the highest number of votes is elected;
- (c) in the case of an election to fill more than one office, the candidates equal to the

Enclosure 2 – Other Constitutional changes

number of offices to be filled who receive the highest number of votes are elected.

A “single transferable vote system” means an electoral system where—

(a) in the case of an election to fill more than one office—

(i) voters express a first preference for one candidate and may express second and further preferences for other candidates;

(ii) a quota for election is calculated from the number of votes and offices to be filled;

(iii) the first preferences are counted and any candidate whose first preference votes equal or exceed the quota is elected;

(iv) if insufficient candidates are elected under sub-paragraph (iii), the proportion of an elected candidate’s votes above the quota is redistributed according to voters’ further preferences;

(v) candidates who then reach the quota are elected and the candidate with the fewest votes is excluded;

(vi) the excluded candidate’s votes are redistributed according to voters’ further preferences;

(vii) if insufficient candidates are elected under sub-paragraphs (iv) to (vi), the steps described in those sub-paragraphs are repeated until all offices are filled;

(b) in the case of an election for a single office—

(i) voters express a first preference for one candidate and may express second and further preferences for other candidates;

(ii) an absolute majority of votes for election is calculated from the number of votes;

(iii) the first preferences are counted and, if a candidate’s first preference votes equal or exceed the absolute majority of votes, that candidate is elected;

(iv) if no candidate is elected under sub-paragraph (iii), the candidate with the fewest votes is excluded, the excluded candidate’s votes are redistributed according to voters’ further preferences and a candidate who then reaches the absolute majority is elected;

(v) if no candidate is elected under sub-paragraph (iv), the steps described in sub paragraph (iv) are repeated until a candidate is elected.

2.15.2.3.2 The simple majority system provided for by local elections rules applies in the council, unless and until the council changes the voting system for the first time.

2.15.2.3.3. The Council may change the voting system that applies to the election of Councillors of the Council to the single transferable vote system. If, in the future, the voting system that applies to the Council for the time being is the single transferable vote system provided for by local elections rules, the Council may change it to the simple majority system.

2.15.2.3.4 The power to change the voting system ;

(a) is not to be the responsibility of an Executive of the Council under Executive arrangements

(b) is not a function to which section 101 of the 1972 Act (arrangements for discharge of functions by local authorities) applies.

2.15.2.3.5 Before the Council exercises its power to change its voting system it must consult—

(a) the persons entitled to vote as electors at a local government election in its area;

(b) each community council in its area;

(c) such other persons as it considers appropriate.

(4) After the Council has changed the voting system for the first time, the system to which

Enclosure 2 – Other Constitutional changes

the Council has most recently decided to change applies.

(5) If the Council changes its voting system, the change takes effect at the first ordinary election of Councillors that takes place after the Council passes the resolution and continues in effect unless and until the system is changed again.

(6) But in a poll for an election to fill a casual vacancy in the office of Councillor that takes place before the first ordinary election of Councillors after the Council passes the resolution, the voting system that applied at the last ordinary election applies

2.15.2.3.4 The Council may change the voting system that applies to the election of Councillors of the Council.

(1) If the voting system that applies to the Council for the time being is the simple majority system, the Council may change it to the single transferable vote system provided for by those rules.

(2) If the voting system that applies to a Council for the time being is the single transferable vote system, the Council may change it to the simple majority system provided for by those rules.

(3) The power to change the voting system under this section—

(a) is not to be the responsibility of an Executive of the Council under Executive arrangements (within the meaning of section 10 of the 2000 Act);

(b) is not a function to which section 101 of the 1972 Act (arrangements for discharge of functions by local authorities) applies.

(4) Before the Council exercises its power to change its voting system it must consult—

(a) the persons entitled to vote as electors at a local government election in its area;

(b) each community council in its area;

(c) such other persons as it considers appropriate.

2.15.2 3.5 The Council's power to change its voting system must be exercised by resolution of the Council

a resolution to exercise the power must be passed by at least two thirds of the total number of Councillor seats on the Council.

the resolution must be considered at a meeting specially convened for the purpose

written notice of the meeting must be given to all Councillors, and

the meeting must take place after the end of a period of 21 days beginning with the day on which notice is given.

2.15.2.3.6.1 A resolution to exercise the power must be passed before 15 November of the year that is three years before the year in which the next ordinary election of the Council is due to be held.

2.15.2.3.6.2 After the Council has exercised the power, a further resolution to exercise the power cannot be passed until two ordinary elections of the Council have been held under the voting system to which it was changed.

2.15.2.3.6.3 A resolution to exercise the power passed during the period between two consecutive ordinary elections of the Council has no effect if the Council has previously voted on a resolution to exercise the power during that period at a meeting held for that purpose.

Isle of Anglesey County Council	
Report to:	The Executive / full Council
Date:	18/07/2023, 12/09/2023
Subject:	Adoption of draft Petitions Scheme
Portfolio Holder(s):	Councillor Carwyn Elias Jones (Corporate Business and Customer Experience Portfolio Holder)
Head of Service / Director:	Lynn Ball Director of Function (Council Business) / Monitoring Officer lynnball@ynysmon.llyw.cymru
Report Author: Tel: E-mail:	Lynn Ball Director of Function (Council Business) / Monitoring Officer lynnball@ynysmon.llyw.cymru
Local Members:	Not a local matter

A –Recommendation/s
<p>The Executive</p> <p>1. To consider the draft Petitions Scheme (“the Scheme”) at Enclosure 1 to this Report and to make recommendations, if any, to full Council regarding adoption of the Scheme.</p> <p>Council</p> <p>2. To consider the Scheme at Enclosure 1 to this Report and adopt same</p> <p>3. To authorise the Monitoring Officer to amend the Council’s Constitution to incorporate the Scheme</p> <p>4. To delegate to the Monitoring Officer the authority to make minor changes to the Scheme to ensure its smooth operation, with any material changes to be authorised only by full Council</p> <p>5. To authorise the Head of Democracy to implement the Scheme as soon as possible and to ensure reasonable steps are taken to promote its availability to the public</p> <p>6. To request that the Head of Democracy provide a report to the Democratic Services Committee on the operation of the Scheme as soon as possible after 12 months from the date of its implementation.</p>

A – Reason/s

- 1.1 Section 42 of the Local Government and Elections (Wales) Act 2021 places a duty on principal councils to make and publish a Petitions Scheme. The relevant draft Guidance was published in April 2023.
- 1.2 This Scheme is in addition to, rather than a replacement for, the current arrangements in the Council Procedure Rules which enable elected members to submit petitions at Council meetings.
- 1.3 The Scheme, at **Enclosure 1** to this Report, meets the new statutory requirements, including an explanation of what constitutes a valid petition, who may submit a petition, how to submit a petition and how the Council will deal with the petitions it receives.
- 1.4 Valid petitions will be published on the Council's website but electronic petitions will also be populated on the Council's website using the Modern.Gov software which supports the committee system
- 1.5 It is specifically noted that the Scheme will not apply where a statutory consultation process is already being pursued eg planning, licencing, schools modernisation
- 1.6 The Scheme was considered by the Leadership Team on 5/12/2022 and 26/6/2023, was consulted upon with the Heads of Service and other relevant officers during December 2022 and January 2023, was presented to the Group Leaders on 22/3/2023 and open to consultation responses from the Group Leaders between 22/3/2023 and 28/4/2023
- 1.7 The Scheme will be operated and managed by Democratic Services and, with the agreement of Council, will be reviewed by the Democratic Services Committee after the Scheme has been operational for 12 months.

B – What other options did you consider and why did you reject them and/or opt for this option?

No other options were considered as the adoption of a compliant Scheme is now a statutory requirement. Some elements of the Scheme were / are a matter of local choice. These were discussed with the Leadership Team, Heads of Service and other relevant officers, and Group Leaders. The content of the Scheme represents the majority view of the Group Leaders and Senior Officers. Should any of those elements require further review, then changes can be made by Council in the future.

C – Why is this a decision for the Executive?

C – Why is this a decision for the Executive?

Changes to the Constitution will only be approved by full Council after consideration of the proposal by the Executive (Section 2.15.2 of the Constitution)

Ch – Is this decision consistent with policy approved by the full Council?

Changes to the Constitution are in line with the new statutory provisions.

D – Is this decision within the budget approved by the Council?

No current budget implications

Dd – Assessing the potential impact (if relevant):

1	How does this decision impact on our long term needs as an Island?	Not Relevant
2	Is this a decision which it is envisaged will prevent future costs / dependencies on the Authority? If so, how?	Not Relevant
3	Have we been working collaboratively with other organisations to come to this decision? If so, please advise whom.	Not Relevant
4	Have Anglesey citizens played a part in drafting this way forward, including those directly affected by the decision? Please explain how.	No, but the Scheme provides a further mechanism for Anglesey citizens to raise matters of local concern and importance with the Council
5	Note any potential impact that this decision would have on the groups protected under the Equality Act 2010.	The Scheme will be open to anyone over the age of 16 with the relevant local connection as described in the Scheme Petitions may be either paper or electronic and the Council will also take the views of the public into consideration in a number of different ways. Some examples are included in the draft Petition Scheme.
6	If this is a strategic decision, note any potential impact that the decision would have on those	Not Relevant

Dd – Assessing the potential impact (if relevant):		
	experiencing socio-economic disadvantage.	
7	Note any potential impact that this decision would have on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.	We enable and encourage those who wish to submit a petition to do so in Welsh or English

E – Who did you consult?		What did they say?
1	Chief Executive / Leadership Team (LT) (mandatory)	Consulted on 5/12/2022 and 26/6/2023. Supportive of the recommendations
2	Finance / Section 151 (mandatory)	Consulted as part of the Leadership Team and supportive response received as part of that process
3	Legal / Monitoring Officer (mandatory)	Report Author
4	Human Resources (HR)	Part of the Heads of Service consultation which took place in December 2022 and January 2023. No objection received
5	Property	Part of the Heads of Service consultation which took place in December 2022 and January 2023. No objection received
6	Information Communication Technology (ICT)	Working in collaboration with the IT Team Manager in relation to the technical elements of the project. Recommended using the Mod.Gov system. Work between IT and Democratic Services is ongoing
7	Procurement	Not relevant as no procurement exercise required
8	Scrutiny	n/a
9	Local Members	n/a
10	Other	<p>Policy and Welsh Language Manager – advice on Welsh language and equalities issues. Advice incorporated into the Scheme</p> <p>Data Protection Officer and Corporate Information Governance Manager – advice on privacy impact assessment i.e. how we shall collect, hold, process and destroy personal data shared through the Scheme. A formal privacy</p>

E – Who did you consult?	What did they say?
	impact assessment will be adopted before the Scheme “goes live”. The Scheme will be accompanied by a privacy notice

F - Appendices:
Enclosure 1 – Draft Petitions Scheme

Ff - Background papers (please contact the author of the Report for any further information):
<p>Local Governments and Elections (Wales) Act 2021</p> <p>Statutory and Non Statutory Guidance for Principal Councils in Wales – supporting provisions within the Local Government Act 2000, the Local Government (Wales) Measure 2011 and the Local Government and Elections (Wales) Act 2021</p>

Draft Petition Scheme
Isle of Anglesey County Council



1.	Introduction
	This petitions process gives members of the public an opportunity to influence political decisions/priorities and to raise concerns which are important to them/their communities
2.	Subject matter of Petitions
	The public may submit petitions about matters for which the Council has a responsibility, or which affects the area, or where the Council has a legitimate interest
3.	Who is eligible to submit a petition?
	Anyone who lives, works, owns a business, owns land or studies on the Island, may organise/sign a petition; including those who are 16 years of age and over
4.	How to submit a petition
	<p>Petitions may be either paper, or electronic</p> <p>Paper petitions should be sent to the Head of Democracy (at XXXXXXXXXX)</p> <p>Alternatively, electronic petitions may be requested online using this link</p>
5.	Requirements for a valid petition
	<ol style="list-style-type: none"> 1. The subject matter of the petition must comply with paragraph 2 above 2. The petition organiser and signatories must meet the requirements for eligibility described in paragraph 3 above 3. Must have at least 100 valid signatures. The Council will exercise its discretion where fewer than 100 signatories are received, in cases where there is clear local support for action (for example, a small community seeking traffic calming measures) 4. Must include a clear, concise, statement dealing with the subject of the petition and stating what decision/s, action/s the Council is asked to make/take. Ambiguous petitions will not be valid 5. Must be accompanied by the full contact details (name, address, any email/s and telephone number/s of the petition organiser). This person will

be the Council's point of contact for acknowledgement of the petition and any communications regarding the petition. The contact details of the petition organiser **will not** be published by the Council

6. Must include the name, contact details and signature of each of those persons supporting the petition. This requirement will apply to paper petitions upon receipt and to electronic petitions at the point when the petitions close for signature on the Council's website. The contact details of those signing the petition **will not** be published by the Council

6. Electronic Petitions

1. The Council welcomes e-petitions which are created and submitted through our website on this link
2. E-petitions must follow the same principles as paper petitions
3. The petition organiser will have to provide the Council with their name, postal address, e-mail address/es and telephone number/s
4. The petition organiser will also have to decide how long their petition shall be open for signatures on the Council's website; up to a maximum of 3 months from publication
5. If the Council is of the view that it is unable to publish an e-petition, for some reason, then the Council will contact the petition organiser within 5 working days of receipt of the petition to explain the reason/s for refusal. A petition may then be changed/amended and re-submitted for further consideration
6. When an e-petition has closed for signatures, then the petition organiser will receive an acknowledgement from the Council within 5 working days and the petition will then be dealt with in the same way as any paper petition
7. Anyone wishing to sign an e-petition will be asked to provide their name, postcode and a valid e-mail address. Once this information has been submitted, the sender will receive an e-mail to the e-mail address which has been provided. This e-mail will include a link which the recipient must 'click on' in order to confirm that the e-mail address is valid. Once this step has been completed then the 'notional signature' will be added to the petition
8. Those visiting the e-petition will be able to see the names of those who have signed, but not the contact details of signatories

7. Are there any petitions which cannot be accepted?

Although the Council believes that an effective Petition Scheme is one of the ways in which the Council may address public/community concerns and priorities, in

some circumstances petitions may not be accepted. This may include petitions which:

1. Do not meet one or more of the requirements in Sections 5 and 6 above
2. Contain offensive, derisive or provocative language. This not only includes obvious swearing and insults but any language that a reasonable person would consider to be offensive
3. Contain false or defamatory statements
4. Contain information which has been prohibited from publication by a Court Order or a body or person with similar powers
5. Contain material that may be confidential, commercially sensitive or may cause distress or personal loss
6. Promote any product, service or publication or statements that amount to advertisements
7. Name individuals, or give information by which individuals may easily be identified
8. Are not the appropriate channel (for example, correspondence about a personal matter or a matter that is the subject of a Court case)
9. Are about matters that are already the subject of an Ombudsman's decision (or someone with similar powers)
10. Are essentially freedom of information requests, observations, complaints or compliments. Such "petitions" will be forwarded to the appropriate service for a suitable response
11. Raise matters relating to alleged misconduct by Councillors or Council employees; which shall be taken as complaints that arise under the Local Government Act 2000 and shall be reported to the Monitoring Officer instead of being considered under the Petition Scheme
12. Are about an issue that is subject to consultation, or a statutory response period; such petitions shall be dealt with in accordance with the arrangements from a timetable that has been designated for that process
13. Are the same, or substantially the same, as a petition submitted within the previous six months
14. Are derived from other online petition systems; to ensure that petitions have not been copied or otherwise adulterated

15. Form one of a number of petitions received on the same / similar subject, seeking the same / similar outcomes. In these circumstances, only one petition organiser shall be able to submit their petition to the Council. The petition organiser for each petition will be informed by the Head of Democracy and they will be asked to contact each other to consider options, including combining the petitions, and to decide which petition organiser will submit the petition to the Council. If no agreement can be reached, the petition with the greater/greatest number of signatories will be accepted for submission to the Council

8. How will the Council deal with petitions?

1. Once the Council has received a petition it will be acknowledged within 5 working days of receipt and the petition organiser will be advised what the Council intends to do with the petition, and when they might expect to hear further
2. All validated petitions shall be published on the Council's website. That is, those which comply with the requirements of the Petition Scheme. If the subject matter of the petition requires further investigation, then the Council will inform the petition organiser of the steps it intends to take and the likely timeframe
3. If the Council concludes that a petition is not valid/acceptable, for any reason/s, then the Council will let the petition organiser know, explain the reasons and, where possible, advise the petition organiser about how the petition might be revised or amended to bring it within the Petition Scheme
4. Petitions received in relation to planning, licensing or grant applications / appeals etc which have not yet been decided, will be referred to the lead officer and treated as a consultation response in relation to the application / appeal etc
5. The initial acknowledgement/validation of a petition will be sent to the organiser of the petition and will be published on the Council's website
6. A petition which has been accepted/validated will be referred to the full Council, or the Executive, or a relevant member of the Executive, or the Scrutiny Committee or any other committee having the most appropriate terms of reference relevant to the subject matter of the petition
7. A request for a petition will be considered by the Head of Democracy who will determine the validity of the petition and, subject thereto, refer the petition to the relevant committee/Executive member. This process will occur upon receipt of paper petitions and at the end of the signature period for e-petitions
8. The petition organiser will be entitled to address any meeting which considers the petition

9. If a petition is rejected, is there a right of appeal?

If a petition organiser considers that their petition has not been properly assessed/allocated then they have a right to request that the Monitoring Officer review the decisions made. The Monitoring Officer will consider the request within five working days of receipt. Should it be concluded that the Council has not properly addressed the petition, then the original decision shall be rescinded and the petition shall be considered afresh in accordance with the principles set out in this Scheme

Once the review has been completed the petition organiser will be informed of the outcome

The results of the review will also be published on the Council's website

10. How will petitions be decided

If a petition is referred to Council / Executive / Committee the petition organiser will be given 5 minutes to present the petition at any formal meeting, after which the petition will be debated by the Councillors present. The maximum time permitted for the debate will be 15 minutes although this may be extended at the discretion of the Chair

The Council/Committee etc. will decide how to respond to the petition. They may decide to adjourn the debate while further enquiries/investigation is undertaken; after which the petition may return to Council/Committee for further debate / decision on another date. They may decide to make the decision/take the action requested in the petition. They may decline to make the decision/take the action requested in the petition, for the reasons put forward during the debate. They may refer the matter to another body, or to a particular service or senior officer

The petition organiser will receive written confirmation of the final decision and this will also be published on the Council's website

11. Are there other ways in which the public can have their views taken into consideration?

The Council will take into consideration the views of the public through this Petition Scheme, but also in a number of different ways. The Council is committed to receiving feedback as it helps to make the best policy and strategic decisions possible, as well as developing and reviewing services. Some of the other ways in which the public may have their say include:-

- Contacting a local County Councillor
<https://democracy.anglesey.gov.uk/mgFindMember.aspx?LLL>
- Making a complaint through the Council's Corporate Complaints Procedure
- <https://www.anglesey.gov.wales/en/Get-involved/Official->

[complaints/Making-an-official-complaint.aspx](https://www.anglesey.gov.wales/documents/Docs-en/Planning/Public-speaking-at-the-Planning-Committee-notes.pdf)

- Speaking publicly on individual planning applications before the Planning and Orders Committee –
<https://www.anglesey.gov.wales/documents/Docs-en/Planning/Public-speaking-at-the-Planning-Committee-notes.pdf>
- Speaking publicly at the Council's Corporate Scrutiny Committee -
<https://www.anglesey.gov.wales/en/Council/Scrutiny/Get-involved-with-scrutiny/Public-speaking-at-Scrutiny-Committees.aspx>
- Speaking publicly at the Partnership and Regeneration Scrutiny Committee
<https://www.anglesey.gov.wales/en/Council/Scrutiny/Get-involved-with-scrutiny/Public-speaking-at-Scrutiny-Committees.aspx>
- Contribute to statutory and non-statutory consultations on key corporate issues, like the five year Council Plan, the Annual Self-Assessment, the five year Panel Performance Assessment.
- Also contribute to consultation/s on material changes to services:
<https://www.anglesey.gov.wales/en/browse/Get-involved/Consultations/>

Draft version 3

Date of adoption:

Date of next review:

FOOTNOTE

1. Before organising/submitting a petition, a petition organiser is advised to first check with one of their local County Councillors, or with the relevant Council Service, to see if the Council is already acting on the issue that is intended to be the subject of the petition.
2. A petition organiser should also consider whether the County Council is the most appropriate body to receive the petition. Is the subject matter of the petition in scope, as explained in Section 2 above. Additionally, petitions may be more appropriate for another public body, such as a town or community council.

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ISLE OF ANGLESEY COUNTY COUNCIL	
Report to:	The Executive
Date:	18 July 2023
Subject:	Modernising Learning Communities and Developing the Welsh Language Strategy
Portfolio Holder(s):	Councillor Dafydd Roberts
Head of Service / Director:	Marc B Hughes
Report Author:	Arwyn Hughes
Local Members:	Relevant to all Council Members

A –Recommendation/s and reason/s
<p>Background</p> <p>The Council undertook a public consultation on the draft ‘Modernising Learning Communities and Developing the Welsh Language Strategy’ from 31 March 2023 – 18 May 2023. Almost 300 responses were received, and a summary of the feedback has been included in the consultation report (Appendix A).</p> <p>In response to the feedback received during the consultation process, Council officers have considered the points raised, and the following changes have been made to the amended strategy:</p> <ol style="list-style-type: none"> a. Re: Implementation Timetable – Stage 3 – 2025 Onwards. The draft strategy stated: “Post-16 provision in its new form is operational.” This has been amended to: “Decisions made in relation to post-16 provision on Anglesey” b. Re: Sources requested - A new section has been added at the end of the ‘Modernising Learning Communities and Developing the Welsh Language Strategy’ to recognise the sources of information used to populate the data within the strategy. This section is titled ‘Information Sources’. c. Re: Governance model - The ‘Monitoring, Management and Governance’ section has been updated to reflect governance changes.

The data within the Strategy has also been updated as a result of more up-to-date data becoming public during the consultation process, to ensure that the most up-to-date data possible is considered.

The changes above do not impact the vision of the Strategy.

Recommendations

1.1 Adopting the Modernising Learning Communities and Developing the Welsh Language Strategy, operational from 18 July 2023.

B – What other options did you consider and why did you reject them and/or opt for this option?

Not applicable at this stage.

C – Why is this a decision for the Executive?

This matter has been delegated to the Executive.

Ch – Is this decision consistent with policy approved by the full Council?

Yes – The Council Plan 2023-2028. One of the key objectives is noted as follows.

- Education – ensuring an effective provision for today and for future generations.

The following workstream is noted, which is related to achieving this objective:

- Adopt and deliver a new strategy for Modernising Communities for Learning and Developing the Welsh Language.

D – Is this decision within the budget approved by the Council?

There are no financial obligations at this stage as no specific proposal is made.

Specific proposals for the future could be funded by:

- Welsh Government grant funds through the Sustainable Communities for Learning programme.
- Capital receipts by selling surplus sites
- Unsupported borrowing
- Undertaking developments through the Welsh Government Mutual Investment Model
- Revenue savings

DD – Who did you consult?		What did they say?
1	Chief Executive / Senior Leadership Team (SLT) (mandatory)	Comments incorporated into the report.
2	Finance / Section 151 (mandatory)	Comments incorporated into the report.
3	Legal / Monitoring Officer (mandatory)	Comments incorporated into the report.
4	Human Resources (HR)	
5	Property	
6	Information Communication Technology (ICT)	
7	Procurement	
8	Scrutiny	The Corporate Scrutiny Committee decided on 20 June 2023 to support the recommendation to present the amended Strategy to the Executive.
9	Local Members	Comments incorporated into the report.
10	Stakeholders	Consultation sessions were held with stakeholders. The responses have been considered and incorporated into the report.

E – Risks and any mitigation steps (if relevant)

1	Economic	
2	Anti-poverty	
3	Crime and Disorder	
4	Environmental	
5	Equalities	
6	Result Agreements	
7	Other	

F - Appendices:

Appendix A – Consultation Report
Appendix B – Impact Assessment
Appendix C – Modernising Learning Communities and Developing the Welsh Language Strategy

Ff - Background papers (please contact the author of the Report for any further information):

School Organisation Code (11/2018)
Council Plan 2023-2028
Equality Monitoring Form
Pupil Level Annual School Census
Estyn's inspection report of the Isle of Anglesey County Council's Learning Service
Census
Stats Wales
Data from the Property Services on the Condition of Buildings
Responses to the Public Consultation on the Draft Strategy



CONSULTATION REPORT

MODERNISING LEARNING COMMUNITIES AND DEVELOPING THE WELSH LANGUAGE STRATEGY

Outcome of the consultation undertaken between
31 March 2023 to 18 May 2023

MAY 2023

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

Hard copies of this report are available on request by sending an email to angleseyschools@ynysmon.gov.wales

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1. INTRODUCTION

The Isle of Anglesey County Council in its recently adopted Council Plan 2023-28 identified 6 strategic objectives towards which they are working. One of these key objectives is entitled –

- Education – ensuring an effective provision for today and for future generations

A key workstream related to achieving this objective is noted as follows –

- Adopt and deliver a new strategy for Modernising Communities for Learning and Developing the Welsh Language

The work undertaken to date has been commenced in order to meet the above workstream and in doing so shows the Council's commitment to seeking the views of its residents and any other interested parties on matters such as the draft 'Modernising Learning Communities and Developing the Welsh Language Strategy'.

From 31 March 2023 to 18 May 2023 the Council held a formal consultation process on the 'draft strategy'

When adopted, the 'Modernising Learning Communities and Developing the Welsh Language Strategy', will replace the existing 'Isle of Anglesey Education Strategy (Schools Modernisation)'.

The purpose of undertaking the consultation was to seek the views of stakeholders/ interested parties on the draft strategy.

The purpose of this consultation report is to inform stakeholders/ interested parties of the outcome of the consultation by means of:

- Summarising the issues raised by stakeholders/ interested parties inclusive of children and young people's views and coming to a conclusion whether the draft strategy is fit for purpose and ready or not for adoption.

2. CONSULTATION ARRANGEMENTS

On 21 March 2023 the Council's Executive approved the draft Modernising Learning Communities and Developing the Welsh Language strategy for public consultation.

The Consultation was held between 31 March 2023 and 18 May 2023. During this period stakeholders / interested parties were invited to express their views on the draft strategy.

The consultation document itself was circulated to stakeholders / interested parties (including but not limited to Headteachers, School Governors, Parents, Pupils, Town / Community Councils, Estyn, Gwe etc) and the consultation document was published on the Council's website www.anglesey.gov.wales

Consultees were advised of the following opportunities to respond to the consultation by:

- Completing the on-line response form or
- Completing a paper response form, and send by email to angleseyschools@anglesey.gov.wales

Or posted to:
Arwyn Hughes
Human Resource and Transformation Service
Council Offices,
Llangefni,
LL77 7TW

Hard copies of the 'Modernising Learning Communities and Developing the Welsh Language Strategy' was also available on request.

Briefing sessions were held to present the consultation documents and explain the consultation process to Headteachers, and School Governors. Attendees were advised of the importance of responding to the consultation as no formal minutes were taken at the briefing sessions themselves.

Date	Location /Method	Stakeholders	Time
28 April 2023	Llangefni Town Hall	Primary Headteachers	9 am – 10 am
2 May 2023	Online (Zoom)	School Governors	6 pm – 7pm
11 May 2023	Council HQ	Secondary Headteachers	9 am – 10 am

The views of Children and Young People were deemed imperative as part of the process and Council officers arranged five consultation meetings with pupils from the primary sector (one for schools within each secondary catchment area), where each school was asked to nominate three pupils to participate.

Officers from the Council also conducted one consultation meeting with pupils from the secondary sector, and one meeting with pupils from Canolfan Addysg Y Bont.

The information provided was presented to the participants in such a way that was relevant to their age and level of understanding and in accordance with practice agreed with Headteachers beforehand.

A summary of the feedback received from children and young people can be found at Appendix 4.

In comparison with the consultation on the 2018 'Isle of Anglesey Education Strategy', this consultation process has been more concentrated, with more focus on consultation with children and young people.

3. RESPONSES AND COMMENTS

3.1 Summary of respondents

The Council during the 6 week consultation period received 293 responses from the on-line survey and 5 responses in the form of letters and e-mails, which is higher than the number of responses received during the 2018 consultation process. The 298 responses were categorised as follows:

Respondent category	Number of responses	Percentage of responses
School Governor	26	9%
Staff (School)	51	17%
Staff (Other)	11	4%
Parent / Guardian	126	42%
Elected Member	4	1%
Town / Community Councillor	16	5%
Resident	50	17%
Other	14	5%
Total	298	100%

*Of the 14 responses categorised as 'Other' in the table above, these included:

- Interested Parties
- Individuals who fell into more than one of the above categories, e.g Teacher and Parent.
- Student
- Grandparents
- Teachers Union – The respondent did not state which Teachers Union they were responding on behalf of.
- Welsh Language Society (Grwp Ymgrych Addysg – Cymdeithas yr Iaith)
- Grwp Llandrillo Menai
- Mudiad Meithrin

The table above shows that 298 people responded to at least one question relating to the 'Modernising Learning Communities and Developing the Welsh Language Strategy' and that the majority of responses (126 or 42%) came from Parents / Guardians, whereas (51 or 17%) of responses were from School based staff.

65% of respondents (who answered the optional equalities question regarding 'age' were between 35 and 54 years old and the majority were female.

The full responses received on behalf of The Welsh Language Society (Cymdeithas yr Iaith), Grwp Llandrillo Menai, and Mudiad Meithrin can be found at Appendixes, 5, 6 and 7 respectively.

3.2 Summary of Responses

The questionnaire was structured in a way which engendered specific answers through closed questions whilst also allowing for more of an open and free response to other questions. This was drafted in order to allow individuals the opportunity to raise issues and inform the Council of concerns related to the implementation of the developing strategy.

In considering the answers to those of a closed nature, it is apparent that the majority agree with the reasons behind why continuous change is needed (55%), the vision and leading principles (58%), and the drivers for change and strategic objectives (53%) of the current draft strategy.

There was a two sided response regarding developing the Welsh Language, with some in agreement to further develop the Welsh Language as part of the strategy, whereas others believing that there is already too much focus on developing the Welsh Language at schools.

In response to the open-ended questions there appears to be 4 themes emanating from those responses. The themes relate to –

- The number and sufficiency of schools and school buildings

- The Welsh Language

- Clarity and Detail

- The Net Zero Agenda

There is a close link between these themes, and the strategic aims identified within the Council Plan

3.2.1 Theme 1 - The number and sufficiency of schools and school buildings

This theme emanated from a number of respondents querying or questioning the validity of different sized schools (the small through to the large) and the perceived benefits and misgivings associated with those of differing types of schools.

There was a clear split response from comments falling under this theme, with some of the respondents wanting to see the education provision centralised and modernised, whereas others stating that they did not want to see education centralised and were opposed to the potential closure of schools.

The reasons given for some respondents wanting to see schools modernised / rationalised included:

- For more of the education budget to be spent on teaching, rather than on running / maintaining buildings.

- To give pupils access to updated facilities, resources and technologies.

To address some of the challenges facing smaller schools

To improve the condition of the school building estate, as some schools (particularly in the secondary sector) were in poor condition or were not fit for purpose.

It was also noted that some felt that it's disappointing for some pupils to move from new 21st Century Primary Schools to a Secondary School which was not of the same standard.

Of the responses which fell within the category of not wanting to see education centralised / schools closed, these were due to reasons such as:

Did not believe that moving to a larger school would lead to better performance

The closure of schools would be a loss to many close communities. This was a key point raised within the response from the Welsh Language Society (Cymdeithas yr Iaith), who stated that local schools which are open to communities can play a part in social economic regeneration.

The closure of schools could lead to less opportunities to participate in extra curricular activities – especially within deprived areas.

The possibility of pupil numbers increasing – potentially as a result of the freeport or more affordable housing being provided.

The council should do more to address young people moving off the island to live and believe schools had a role to play.

The Teachers Union also responded the consultation. They stated that creating cross-sector schools would not address the challenges facing teachers. There will still need to be the same number of subject specific experts. Having pupils aged 3-11 as part of the school will not help attract subject specific teachers for the secondary sector. They also stressed the importance that the post 16 provision does not deteriorate as a result of any review, and questioned how the condition of secondary schools have been allowed to deteriorate to such a poor condition, compared to the condition of primary schools.

These comments demonstrate that there was no over-riding specific agreement as to people's opinions re: the strategy and indeed this view can be further evidenced in the responses gained by pupils who took part in the consultation meetings.

Pupils from some schools stated that they prefer attending a small school, and were more comfortable attending a smaller school, whereas others felt there were benefits of attending larger schools. Some pupils added that everyone should be treated equally and given the same opportunities. Some wish they had more space or wanted to see school buildings modernised.

Mudiad Meithrin stated as part of their response, that they could understand the reasoning behind the strategy, after seeing the fall in the number of children – 2021 census. However, they believed that the Council need to consider the impact of combining schools on the Nursery Groups and if this was realised that they outlined the need to consider providing transport for non-statutory age (2-3 year olds), to ensure nursery provision is accessible to all.

The Mudiad Meithrin could see benefits of having larger locations, due to being able to offer longer hours, and more development opportunities for staff, however they felt that nursery groups should be kept in some local communities.

Grwp Llandrillo Menai also provided feedback on the Consultation, stating that they welcomed the consultation, and agreed with the drivers for change identified, along with ensuring that the education provision is sustainable on the island for the future.

Further examples of the types of comments made can be seen at Appendix 1.

3.2.2 Theme 2 – The Welsh Language

There were also conflicting opinions regarding the development of the Welsh Language, with some eager to see the Welsh Language further developed and promoted via the strategy, whereas others felt there was already too much focus on the Welsh Language at schools.

Of the responses who were opposed to further development of the Welsh Language via the strategy, their reasoning included:

- It can be difficult for pupils from non-Welsh speaking household to follow the learning through the medium of Welsh, when they only have a basic understanding of the language. There were concerns that this could prevent pupils from achieving their potential.
- Both English and Welsh should be treated equally. The Welsh language is already treated equally / favourably.
- There should be a separate strategy for developing the Welsh Language and Modernising Learning Communities. Some felt that it was important to develop the Welsh language, but disagreed that this should be done at schools. It should be done in communities or by possibly using school buildings as community resource in the evenings to promote and facilitate Welsh Language activities.
- Pupils need to be developed for future career opportunities, with more and more opportunities for local people to follow careers and gain employment outside of Wales, particularly given the movement towards more remote working.

Of the respondents that wanted to further develop the Welsh Language, some were of the opinion that the strategy as it is would further develop the Welsh language, whereas others had concerns that the strategy could be detrimental to the development of the Welsh Language. By far the most common reason for these concerns, was the perceived impression that the strategy would lead to the closure of smaller schools. A number of respondents stated that they believe that the closure of schools would be detrimental to the Welsh Language. The Welsh Language Society (Cymdeithas yr Iaith) shared this concern. They stated that small community schools are the link between the community and the Welsh language, and are the means to the assimilation of immigrants. The Teachers Union also commented that joining a school with a high percentage of Welsh speakers with another school which has less Welsh speakers could have a detrimental effect on the Welsh Language.

The Welsh Language Society also had concerns due to the loose commitment of “Welsh and Bilingual education”. They feel it is important that schools are recognised as Welsh schools in the highest Welsh category to avoid any uncertainty.

The Teachers Union stressed the importance of ensuring that all post 16 choices are bilingual.

The Mudiad Meithrin recognised the need to increase the number of children who can speak Welsh across Wales, and believe that the Education, Care and Early Years sector have a role to play. The Mudiad Meithrin believe that immersion in the Welsh Language is important at the early years, to establish a sound foundation for children to progress from during their statutory education.

Many suggestions were made as to how the Welsh Language could be further developed, both from the on line responses, and from the feedback from consultation meetings with children and young people. Examples have been included at appendix 2 and appendix 3 respectively and as the strategy notes that the aim is to “develop and strengthen the Welsh-medium and bilingual provision in the classroom and in informal contexts”, then these factors will need to be taken into account when it’s implementation stage begins.

3.2.3 Theme 3 - Clarity and Detail

There were some comments made within the theme ‘Clarity and Detail’. Comments made have been listed in Appendix 1. The most common feedback, was that the Strategy does not include enough detail on proposed plans.

The purpose of this strategy is to agree on the Council’s vision, strategic objectives and drivers for change. Once the strategy has been adopted, the Council will consider, and carefully evaluate area specific options, before making a proposal. This will provide the required detail and clarity sought by respondents on that specific proposal and include the necessary data.

Feedback was also received via the on line survey, and from the consultation sessions with Children and Young People, stating that the strategy does not back its data up by providing the sources of information. This has been noted, and will be given further consideration before the strategy is presented for adoption.

As part of the on-line responses, it was also noted that it was too ambitious to have a new Anglesey wide Post 16 provision operational by 2025 and that this part of the strategy should be re-considered.

3.2.4 Theme 4 -The Net Zero Agenda

Some of the feedback received during the consultation period has been categorised under the ‘Net Zero Agenda’ theme.

The comments included:

- Many small schools result in high carbon emissions .
- Closing schools will result in further travelling distances. This will result in increased carbon footprint.
- Retrofitting existing buildings would be better than building new schools.

These comments were received via the on line survey, and via the consultation sessions with children and young people.

The Welsh Language Society (Cymdeithas yr Iaith) also stated that closing community schools will lead to more travelling thereby outlining an issue which would need careful attention and consideration in developing future proposals.

4. CONCLUSION

During the 6 weeks consultation period, a total of 298 responses were received, with the majority of respondents agreeing with the reasons ‘why continuous change is required’, the ‘vision and leading principles’ and the ‘drivers for change’.

As part of the consultation survey, there was an opportunity for respondents to leave comments regarding the strategy, as well as to express their opinion on how the strategy will effect the Welsh language, and specifically on opportunities for people to use Welsh and on

treating the Welsh language no less favourably than English. There was also an opportunity for respondents to make suggestions as to how the strategy could be changed to have positive effects or increased positive effects on opportunities for people to use the Welsh language, and on treating the Welsh language no less favourably than the English language.

The responses to these open questions as evidenced above could be categorised into 4 themes:

1. The number of and sufficiency of schools and school buildings
2. The Welsh Language
3. Clarity and Detail
4. The Net Zero Agenda

Within these themes a number of valid points were raised, and will need to be considered further as proposals are developed. Not all these valid points would result in the need to revise or adapt the strategy.

5. RECOMMENDATIONS

In response to feedback received during the consultation process, Council Officers have considered the points raised, and it is recommended to make the following changes to the draft strategy-

- a. Re: Implementation Timetable – Stage 3 – 2025 Onwards.
The draft strategy stated:
“Post-16 provision in its new form is **operational**.”
This is to be amended to:
“**Decisions made** in relation to Post 16 provision on Anglesey”
- b. Re: sources requested - A new section is to be added at the end of the ‘Modernising Learning Communities and Developing the Welsh Language Strategy’ to recognise the sources of information used to populate the data within the strategy. This section is titled ‘**Information Sources**’
- c. Re: governance model - The ‘Monitoring, Management and Governance’ section has been **updated to reflect governance changes**

The above changes do not impact on the vision of the strategy.

Following the above amendments to the strategy as a result of the feedback received during the consultation period, it is recommended that the Executive approve and adopt the revised ‘Modernising Learning Communities and Developing the Welsh Language Strategy’, and instruct officers to progress with the Sustainable Communities for Learning Programme, in accordance with the revised strategy.

APPENDIX 1 – Further examples of comments made via the online survey in response to the question:

“Do you have any further comments on the draft ‘Modernising Learning Communities and Developing the Welsh Language Strategy’?”

THEME 1: THE NUMBER AND SUFFICIENCY OF SCHOOLS AND SCHOOL BUILDINGS	
Ref.	Examples / Summary of the type of comments made
1	The push to close small schools does not take account of the fantastic provision they provide
2	The potential closure of schools will be a loss to many close communities
3	There is no evidence that performance is better in larger schools than in small schools. Some also stated that some of the challenges facing smaller schools also face larger schools e.g recruitment.
4	Were supportive of area schools / centralisation of Education. Reasons for which included: Education budget should be spent on teaching, not maintaining / running buildings. To respond to the decrease in pupil numbers To address the challenges facing smaller schools.
5	Possibility for the number of children to increase in the future, particularly if the Freeport lives up to expectations, or if new affordable houses are developed
6	Wanted to see investment in the secondary sector. Reasons for which included: Money has already been invested in the Primary Sector Secondary buildings and resources are not fit for purpose. It's disappointing to see pupils move from new modern schools to secondary schools which are not fit for purpose and are in poor quality.
7	Supportive of modernising learning communities, and giving pupils access to updated facilities and technologies
8	The push to close schools is driven by economic factors
9	Questioned the cost of maintaining certain aspects of new school buildings
10	Need to ensure there is a quality offer for post-16 pupils that is suitable for the future needs of Anglesey
11	There needs to be one less secondary school
12	Anxious regarding the development of a 3-16 / 3-18 school. Some secondary pupils don't always behave appropriately. This could lead to safety concerns, and younger pupils not wanting to go to school.
13	It is important to give attention to welfare in the workplace
14	It's important to develop schools as community hubs

THEME 2: THE WELSH LANGUAGE	
Ref.	Examples / Summary of the type of comments made
1	There is too much focus on the Welsh Language, rather than on skills for future careers. This can prevent pupils from achieving their potential. Both languages should be taught equally
2	Closing schools will have a detrimental effect on the Welsh Language
3	Too many young Welsh people are leaving the island to find work. Non-Welsh speakers moving onto the island to retire contribute towards this problem, by pushing up the price of houses on Anglesey. Investment is required to attract companies to Anglesey. This would provide jobs for local people to stay on Anglesey, and would protect the Welsh Language.
4	There should be a separate Strategy for 'Modernising Learning Communities' and 'Developing the Welsh Language', as they are two separate matters.

THEME 3: CLARITY AND DETAIL	
Ref.	Examples / Summary of the type of comments made
1	The Strategy does not include enough detail / would like more clarity on proposed plan
2	Feel as if the decision has already been made
3	Survey has been worded so that you can only agree with the statement
4	It is too ambitious to have a new Anglesey wide Post 16 provision operational by 2025

THEME 4: THE NET ZERO AGENDA	
Ref.	Examples / Summary of the type of comments made
1	Retrofitting existing buildings would be more efficient and cheaper than closing schools and creating new buildings.
2	Closing schools will result in further travelling distances and the need for buses – particularly in rural areas. This will lead to increased carbon footprint.

APPENDIX 2 - Further examples of comments made via the on line survey in response to the question:

“We would like to know your views on the effects that the ‘Modernising Learning Communities and Developing the Welsh Language Strategy’ would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

What effects do you think there would be?

How can positive effects be increased, or negative effects be mitigated?”

Ref.	Examples / Summary of the type of comments made
1	Closing schools will have a detrimental effect on the Welsh Language
2	The Welsh Language is already treated equally / favourably
3	There is already too much focus on developing the Welsh language in schools
4	All schools should be equally responsible for developing the Welsh language, by providing education through the medium of Welsh
5	No support is offered to non-Welsh-speaking parents to be able to support their children in their learning
6	Schools should work more with third party companies and the community to develop the Welsh language
7	There should be a review to see if the Welsh language centres provide value for money.
8	More use should be made of the language centres
9	All teaching staff should be fluently bilingual, and there should be a minimum number of school governors that should be Welsh speakers on each governing body. Governing bodies should conduct meetings in Welsh.
10	Parents need to be encouraged to use the Welsh language at home
11	Modernising Learning Communities and Developing the Welsh Language should be two separate strategies
12	If implemented effectively the strategy should have a positive effect on the Welsh language
13	Schools need more budget to allow more resources to develop the Welsh Language
14	Nurseries within communities contribute towards developing the Welsh language
15	Removing post 16 provision will have a detrimental effect on the Welsh language
16	Student language skills should be assessed independently
17	3-16 / 3-18 schools will have a detrimental effect on language skills of younger pupils

Ref.	Examples / Summary of the type of comments made
18	There is not enough detail within the strategy stating how development of the Welsh language will be measured
19	There needs to be more opportunities for young people to stay on Anglesey
20	There needs to be more Welsh content on social media
21	There is a need to simplify written communication in Welsh – to be more similar to how it is spoken

APPENDIX 3 - Further examples of comments made via the on line survey in response to the STATEMENT:

“Please also explain how you believe the ‘Modernising Learning Communities and Developing the Welsh Language Strategy’ could be used or changed to have positive effects or increased positive effects on opportunities for people to use the Welsh language, and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.”

Ref.	Examples / Summary of the type of comments made
1	Closing small / rural schools will have a detrimental effect on the Welsh Language
2	Extra Curriculum activities should be undertaken in Welsh from school sites
3	Welsh language should be promoted in schools – some added that this should include parents as well
4	There needs to be more opportunities for young people to stay on Anglesey
5	Welsh lessons should be available locally – possibly from school sites
6	The Welsh Language is already treated equally / favourably
7	There is already too much focus on developing the Welsh language in schools
8	Welsh should be developed in homes and communities as well as at schools
9	Modernising Learning Communities and Developing the Welsh Language should be two separate strategies
10	If implemented effectively the strategy should have a positive effect on the Welsh language
11	Schools need more budget to allow more resources to develop the Welsh Language
12	Nurseries within communities contribute towards developing the Welsh language
13	All post 16 provision should be bilingual
14	Combining and reducing the number of schools
15	Need to address the tendency to use English on corridors / school yard at secondary schools
16	Need to monitor how other developments have effected the Welsh language
17	Policies need to be more favourable towards the Welsh language
18	There needs to be more Welsh content on social media

APPENDIX 4 – CONSULTATION WITH CHILDREN AND YOUNG PEOPLE

Arrangements

Council officers conducted consultation meetings with pupils of primary and secondary school age to hear their views on the draft strategy.

For the primary sector, five consultations meetings were held via Zoom. There was one session for primary schools within each of the secondary school catchment areas.

Each primary school was asked to nominate 3 pupils from their school to participate.

A separate meeting was held for secondary school pupils. This meeting was also held via Zoom. Each Secondary School was asked to nominate 3 pupils to participate in the consultation session.

A face to face session was held with 3 pupils from Canolfan Addysg Y Bont.

We also undertook an additional session to allow a second chance for anyone who was unable to attend their allocated session.

A presentation was prepared for each group, and was presented in a way which was relevant to their age and learning ability. The contents of the presentations had been agreed with Headteachers beforehand.

The children were reminded of Article 12: The United Nations Convention on the Rights of the Child.

'Children have the right to say what they think should happen, when adults are making decisions that affect them, and to have their opinions taken into account'.

Primary Consultation Sessions

The Primary children were asked the following questions:

Do you disagree or agree with the reasons 'Why change is needed'?

Do you disagree or agree with 'What we want to achieve'?

Do you disagree or agree with 'How we suggest to do this'?

Do you have anything else you would like to say about the plan / strategy?

Do you have any ideas about how we can ensure the plan / strategy supports and increases the use of the Welsh Language?

Pupils from 23 primary schools participated in the consultation sessions. There was a mixture of Girls and Boys, and a good representation from schools of small, medium and large sizes.

Pupils from 16/23 (70%) of the primary schools which participated agreed with the reasons 'Why Change is Needed'.

There was strong support amongst pupils to the question 'Do you disagree or agree with 'What we want to achieve'?' - pupils from 91% of the schools which participated agreed, 9% were not sure, and no-one disagreed.

The response to the question 'Do you disagree or agree with 'How we suggest to do this'?', was similar to the response to the first question, with pupils from 68% of the schools which participated in agreement,

Secondary Consultation Sessions

The Secondary Pupils were asked the following questions:

Do you disagree or agree with the reasons 'Why change is needed'?

Do you disagree or agree with the Council's vision?

Do you disagree or agree with the 'Drivers for Change / Strategic Objectives'?

Do you have anything else you would like to say about the 'Modernising Learning Communities and Developing the Welsh Language Strategy'?

Do you have any ideas about how we can ensure the plan / strategy supports and increases the use of the Welsh Language?

Pupils from 4 Secondary schools participated in the consultation session.

Pupils from all 4 schools agreed with:

The reasons 'Why Change is Needed'

'The Council's Vision'

'Drivers for Change / Strategic Objectives'

There were again similarities between the messages received from pupils, and the feedback to the survey, such as:

Spending needs to be more equal / Pupils should be given equal opportunities

Schools should help communities

Pupils would welcome investment in the school buildings.

The strategy does not include enough information / evidence to support statements.

Support to develop the Welsh Language

More detail can be found within the agreed minutes below.

Canolfan Addysg Y Bont Consultation Session

Pupils from Canolfan Addysg Y Bont were asked the following questions:

Do you disagree or agree with the reasons ‘Why change is needed’?

Do you disagree or agree with the Council’s vision?

Do you disagree or agree with the ‘Drivers for Change / Strategic Objectives’?

Do you have anything else you would like to say about the ‘Modernising Learning Communities and Developing the Welsh Language Strategy’?

Do you have any ideas about how we can ensure the plan / strategy supports and increases the use of the Welsh Language?

Three pupils from Canolfan Addysg Y Bont attended the consultation session (2 Males and one female, all aged 16 – 18 years old).

All participants agreed with the questions:

Do you disagree or agree with the reasons ‘Why change is needed’?

Do you disagree or agree with the Council’s vision?

Two of the Three Participants agreed with the question “Do you disagree or agree with the ‘Drivers for Change / Strategic Objectives’?”, whereas one pupil was unsure.

Their comments can be found within the agreed minutes below.

Agreed Minutes from consultation sessions with children and young people

Primary Schools within Ysgol David Hughes Catchment Area	
How many children attended?	Representatives from Ysgol Llanfairpwll, Llangoed and Llandegfan a total of 9 children (9-11 years old) 5 Female / 4 Male, meeting held on the 10-5-23. One full class from Parc Y Bont (Years 5 and 6) meeting held on the 18-5-23.
Question	Answers

Primary Schools within Ysgol David Hughes Catchment Area	
Do you disagree or agree with the reasons 'Why change is needed'?	<p>Llanfairpwll – not sure, school's need to be modernized but we don't want them to close.</p> <p>Llangoed – not sure, don't want to see schools closing.</p> <p>Llandegfan – agree, but the money needs to be spent equally.</p> <p>Parc y Bont – agree because of the climate/environment.</p>
Do you disagree or agree with 'What we want to achieve'?	<p>Llanfairpwll – agree, the Welsh language is important.</p> <p>Llangoed – agree, important that everyone is confident speaking the Welsh language.</p> <p>Llandegfan – agree, well-being is important.</p> <p>Parc y Bont – agree, we think it's important for children to be fluent in both English & Welsh so if that we move away we'll have the same opportunities as everyone else. We have a lot of space outside of the school but inside the school is quite small. Classrooms not big enough for everyone.</p>
Do you disagree or agree with 'How we suggest to do this'?	<p>Llangoed – not sure, need to improve the school's technology, internet not the best. Need to spend on buildings to improve them.</p> <p>Llandegfan – not sure how it would affect our school.</p> <p>Llanfairpwll – not sure, need to improve buildings</p> <p>Parc y Bont – agree, Headteachers should be in the classrooms as well, so that they can get to know the pupils. Every headteacher has qualified to teach therefore would be a waste of a qualification if they didn't teach. More friends in smaller schools.</p>
Do you have anything else you would like to say about the plan / strategy?	<p>Llanfairpwll – houses are expensive which means people have to move away and therefore less children in our school.</p> <p>Parc y Bont – how is this plan going to affect smaller schools like ours?</p>
Do you have any ideas about how we can ensure the plan / strategy supports and increases the use of the Welsh Language?	<p>Llangoed – Welsh club in school and outside of school.</p> <p>Llanfairpwll – visit other school's and hold Welsh activities.</p> <p>Llandegfan – increase how much Welsh is spoken, need more Welsh celebrations. Urdd improves the Welsh language</p> <p>Parc y Bont – more Welsh posters about, around the community promoting the Welsh language</p>

Primary Schools within Ysgol Gyfun Llangefni Catchment Area	
Who Attended?	Representatives from Ysgol Corn Hir, Esceifiog, Talwrn, Santes Dwynwen, Y Graig, Llanbedrgoch and Henblas totalling approximately 30 children together with a full class from Ysgol Bodffordd (Years 4,5,6), meeting held on the 10 -5-23.
Question	Answers
Do you disagree or agree with the reasons 'Why change is needed'?	Corn Hir – agree Bodffordd – agree Esceifiog – agree Talwrn – not sure, you get more of a community feel in a smaller school Santes Dwynwen – not sure, we have a new school but a lot of empty spaces Graig – agree Llanbedrgoch – not sure, we enjoy having a small school, everyone knows eachother Henblas - agree
Do you disagree or agree with 'What we want to achieve'?	Santes Dwynwen – agree Graig – agree Llanbedrgoch – agree Corn Hir – agree Bodffordd – agree Talwrn – agree Esceifiog – agree Henblas – agree, to speak more Welsh
Do you disagree or agree with 'How we suggest to do this'?	Henblas – agree Esceifiog – agree Santes Dwynwen – agree Graig – unsure, money seems to be going to bigger schools, needs to be distributed evenly Bodffordd – agree & share everything equally Llanbedrgoch – agree, small schools are important Corn Hir - agree
Do you have anything else you would like to say about the plan / strategy?	Esceifiog – more Welsh, maybe the use of technology to promote the Welsh language. Staff need to be paid better so that they stay in their jobs. We also need new windows and doors to keep the heat in the building. Need a new arts room and more space in general. Henblas – Welsh lessons in the village Corn Hir – more Welsh books in the school Graig – a green screen or more technological devices, and for it to be used less for bullying Bodffordd – more visits from people outside the school to talk about different things, different activities Santes Dwynwen – too many holiday homes in the area, no houses for local people Llanbedrgoch – more activities
Do you have any ideas about how we can ensure the plan / strategy supports and	Graig – stickers for whoever speaks more Welsh, also need more Welsh television programmes Santes Dwynwen – more Welsh being used in this new school than there was in the old school (before they joined together)

Primary Schools within Ysgol Gyfun Llangefni Catchment Area	
increases the use of the Welsh Language?	Llanbedrgoch – make more use of the Language Centres so that children can be educated Henblas – more Welsh software Esceifiog – we need to hear more Welsh rock bands Bodffordd – award the Welsh

Primary Schools within Ysgol Uwchradd Bodedern Catchment Area	
How many children?	Representatives from Ysgol Y Ffridd, Llanerchymedd, Bodedern and Rhyd y Llan totalling 14 children (9-11 years old) 5 Female / 9 Male, meeting held on the 10-5-23
Question	Answers
Do you disagree or agree with the reasons 'Why change is needed'?	Ffridd – agree Llanerchymedd – agree Bodedern – agree but some school's don't need to change anything Rhyd y Llan – agree
Do you disagree or agree with 'What we want to achieve'?	Rhyd y Llan – agree, need more Welsh in the community Llanerchymedd – agree Bodedern – agree, important to understand Welsh, need English people to learn Welsh Ffridd – agree with Rhyd y Llan. Lots of friends who don't speak Welsh in Holyhead.
Do you disagree or agree with 'How we suggest to do this'?	Bodedern – agree, the building is suitable, but we could use more space. Lots of children but not enough space Llanerchymedd – agree, our school needs to be modernised, it's an old building, and it needs new windows and doors. Ffridd – unsure, receive less attention in big schools because of larger pupil numbers in large schools. Children do not get the same opportunities, attention, and experiences that children in smaller schools get.) In small schools we can all play football, more opportunities in smaller schools.
Do you have anything else you would like to say about the plan / strategy?	Bodedern – nothing to add Ffridd – smaller schools don't get as much money as bigger schools Rhyd Y Llan – will there be school closures? Llanerchymedd – nothing to add
Do you have any ideas about how we can ensure the plan / strategy supports and increases the use of the Welsh Language?	Ffridd – important to have 2 languages, potential for a better job in the future. Seems to be more English spoken since Covid. Suggests separate classes for Welsh and English students. Bodedern – Welsh club in the Village Hall and language charts. Lots of Welsh activities happening in Adran Bro Alaw on the weekend. Band of the week, (Welsh bands)

Primary Schools within Ysgol Uwchradd Bodedern Catchment Area

	Ffridd – parents need to learn Welsh, Welsh app maybe?
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Primary Schools within Ysgol Syr Thomas Jones Catchment Area	
How many children?	Representatives from Ysgol Amlwch , Cemaes, Garreglefn totalling 9 children (10-11 years old) 6 Female / 3 Male , meeting held on the 15-5-23 . School Council from Ysgol Rhosybol meeting held 18-5-23
Question	Answers
Do you disagree or agree with the reasons 'Why change is needed'?	Amlwch – agree, we need to change to improve. Our school is like a big school, trying to improve our Welsh. Cemaes – disagree, a bigger school wouldn't make a different with the education Garreglefn – disagree, prefer a smaller school Rhosybol – agree but need more information. If small schools closed no one would want to live in Rhosybol without a school
Do you disagree or agree with 'What we want to achieve'?	Cemaes – unsure Amlwch – important to have potential and to speak bilingually so we have better job opportunities. Schools also need to be eco-friendly Garreglefn – unsure Rhosybol – agree, everyone needs the same opportunities. We need bigger classrooms. Need fairness for everyone.
Do you disagree or agree with 'How we suggest to do this'?	Garreglefn – disagree, feel more comfortable in a smaller school Amlwch – agree, we're quite lucky as we have a Sports Centre nearby. Our headteacher can manage instead of teaching. Lot of smaller schools cause carbon. Cemaes – if we had a new school we might have to drive there which would cause more carbon. Rhosybol–we need more details, not enough information on the slides, what is the better offer?
Do you have anything else you would like to say about the plan / strategy?	Amlwch – change doesn't always mean closures. Garreglefn – what will happen to the old schools if the schools start merging? Rhosybol – if there were more jobs on the island more people would stay here
Do you have any ideas about how we can ensure the plan / strategy supports and	Cemaes – this school always speaks Welsh, during lunchtimes also. Everyone's friendly. Amlwch – more people need to speak Welsh, maybe create posters or badges. 'Sgwad Safonau', might be a good idea for other schools. If they speak Welsh give them an award.

Primary Schools within Ysgol Syr Thomas Jones Catchment Area	
increases the use of the Welsh Language?	Garreglefn – no ideas as of yet Rhosybol – make use of the Language Centres.

Primary Schools within Ysgol Uwchradd Caergybi Catchment Area	
Who Attended?	Representatives from Ysgol Cybi, Llanfawr and Tywyn, totaling 9 children (10-11 years old) 5 Female / 4 Male, meeting held 10-5-23
Question	Answers
Do you disagree or agree with the reasons 'Why change is needed'?	Cybi – agree Llanfawr – agree Tywyn - agree
Do you disagree or agree with 'What we want to achieve'?	Cybi – agree Llanfawr – agree, we need more companies/businesses to come to the school to give talks, more work experience Tywyn - agree
Do you disagree or agree with 'How we suggest to do this'?	Llanfawr – agree Tywyn – agree, but don't want to travel far to go to school Cybi – agree, enjoy the new school. Make work equal and ensure every subject gets equally taught. Maybe teach parents to speak Welsh at home more.
Do you have anything else you would like to say about the plan / strategy?	
Do you have any ideas about how we can ensure the plan / strategy supports and increases the use of the Welsh Language?	Llanfawr – parents to work on their Welsh, children to teach adults? Cook through Welsh? Make it enjoyable? Tywyn-more lessons for parents so that they can learn to speak Welsh at home with the children Cybi – shops and maybe fast food restaurants to talk more Welsh, give free food if you speak Welsh. Download more Welsh apps.

Secondary Schools	
How many children?	<p>Representatives from :</p> <p>Ysgol Uwchradd Caerbybi (YUC) meeting held 18-5-23</p> <p>Uwchradd Bodedern, David Hughes(YDH) a Syr Thomas Jones(YSTJ) meeting held 15-5-23</p> <p>In total 10 pupils and Criw Cyngor YSTJ (13-18 years old)</p> <p>7 Female / 3 Male</p>
Question	Answers
Do you disagree or agree with the reasons 'Why change is needed'?	<p>Bodedern – too much difference between each schools with regards to spending, the spending needs to be more equal</p> <p>YSTJ – agree that change needs to be done but unsure what kind of change</p> <p>YDH – agree, we understand some schools are quite old but we have a new Sports Hall</p> <p>YUC – agree, but one small school closed in Holyhead to combine multiple schools together, about 150 houses were built so has the carbon really decreased?</p>
Do you disagree or agree with 'What we want to achieve'?	<p>YSTJ – agree with the vision, happy with some things but also need to change some aspects</p> <p>Bodedern – agree but the school could also help the community, the money needs to also service the community</p> <p>YDH – agree but not sure</p> <p>YUC – agree, if we have new buildings students tend to respect them more. Need more activities in the school. We don't have a playing field to play basketball/netball, the gyms are old, ceiling falling down. H&S risk.</p>
Do you disagree or agree with 'How we suggest to do this'?	<p>YDH – agree with the change reasons, would like to know how. Will pupils be able to give their opinions?</p> <p>YSTJ – agree, all need to improve on certain parts that need more improvement. Don't need to add anything new, need to enhance what we already have.</p> <p>Bodedern – agree, how would you help each pupil bilingually? Our school is quite small, does everyone get the same standard of Education?</p>

Secondary Schools	
	YUC – good ideas but the consequences for students are not clear and what effect this is going to have on us. The document needs to be clearer therefore overall unsure.
Do you have anything else you would like to say about the plan / strategy?	<p>Bodedern – no additional comments</p> <p>YDH – no comments to add</p> <p>YSTJ – no</p> <p>YUC – we again feel there's no evidence backing up these questions, we need more information</p>
Do you have any ideas about how we can ensure the plan / strategy supports and increases the use of the Welsh Language?	<p>Bodedern – is it possible to have a Language Unit this side of the Island? Aware there's one in Moelfre.</p> <p>YDH – aware that the Language Unit works, would it be possible to have something like that in the school instead of having to physically go to the Units?</p> <p>YUC – we feel that there is a emphasis in Primary schools on the Welsh language therefore beneficial when students go to Secondary school it's a positive.</p>

Canolfan Addysg Y Bont	
How many children?	3 pupils (16-18 years old) 1 Female / 2 Male, meeting held 16-5-23
Question	Answers
Do you disagree or agree with the reasons 'Why change is needed'?	Agree – life would be boring without change
Do you disagree or agree with the Council's vision?	Agree – the changes will help more people
Do you disagree or agree with the 'Drivers for Change / Strategic Objectives'?	2 pupils agreed and 1 pupil wasn't sure
Do you have anything else you would like to say about the 'Modernising Learning Communities and Developing the Welsh Language Strategy'?	Have different menus for food and bigger portions. Would like more space for play.
Do you have any ideas about how we can ensure the plan / strategy supports and increases the use of the Welsh Language?	Read more Welsh books in school, have more reading books in Welsh, speak more Welsh with pupils

APPENDIX 5 – Response from the Welsh Language Society (Cymdeithas yr Iaith)

It is difficult to accept that the document is a serious attempt to evaluate options to “modernise” learning communities or to develop the Welsh language. Instead, the Council’s officers have returned to the ongoing obsession that has been highlighted over the last two decades of closing Welsh village schools as the only option. In this regard, the culture of the Council has not changed whatsoever, it has not learnt anything from the Commissioners’ intervention – and particularly the Education Commissioner Gareth Jones – in 2013, nor has it learnt from the Minister for Education’s intervention three years ago.

The attempt to dress an old obsession and prejudice in the new clothes of an anti-poverty agenda, or to reduce the carbon footprint, is not convincing either. It is clear that closing schools in village communities means that more people have to travel, and it would be poor families that are most affected by this. It is argued that the demographics of the county have changed and that there is a smaller proportion of young people in our communities. But if a school in a village closes, young families will be even less likely to settle in them.

The first lesson from the past comes from the period of the Education Commissioner, Gareth Jones, in 2013 <https://golwg.360.cymru/newyddion/cymru/79132-cynqor-ynys-mon-am-ail-ymgyngori-ar-ddyfodol-tair-ysgol>.

At the time, Mr Jones proposed a more superior strategy to modernise learning communities, coordinate education provision and ensure financial savings. His plan was to provide education based on secondary school catchment areas, with one governing board for the catchment area as a representative council to take decisions in terms of sharing resources between schools, planning joint activities, promoting the transition from primary to secondary, centralised administration and purchasing arrangements, and therefore freeing up individual school headteachers to focus on educational leadership and teaching with local community liaison committees. The savings would then be made within the administrative arrangements rather than by depriving communities of educational provision. 3-16 Schools in town areas could be part of such a reorganisation. The document does not discuss or evaluate this approach, or any other alternative option.

This strategy completely misunderstands the Welsh Government’s policy and guidance. It is said that the Minister for Education is seeking to promote “Community Focused Schools”. But the meaning of the phrase is not to centralise schools (having closed village schools), but rather to have schools that are open to their communities, and that can contribute to socio-economic regeneration. In centralising educational provision, the Council would by definition move education further away from the participation of communities - in terms of supporting their children’s education and using their own resources.

The interpretation of community education is too simplistic. Of course, there is a need to develop particular resources in central locations. They would serve the pupils of the centralised school and those of surrounding schools and also adults outside of school hours. But there are other activities in terms of community education - mainly informal ones - where it is more suitable to provide the community education in the village school (sometimes with the help of voluntary organisations) e.g., Literacy, family learning, pre-school groups and the assimilation of incomers with Welsh lessons and community education so that they take

ownership of their learning. Community education needs to be planned on a catchment area basis.

It is beyond belief that this strategy suggests that the way to "develop the Welsh language" is to remove Welsh village schools from communities. These are the establishments that ensure the link between the community and the Welsh language and are a means of assimilating incomers. We are also concerned about what is loosely implied by the use of expressions such as "Welsh and bilingual education". It is important for the Council to respond to the Government's new linguistic categorisation system by designating the schools as Welsh schools in the highest category to avoid any uncertainty.

The School Organisation Code - even before the publication of the revised 2018 version, and now even in the context of schools that were not put on the official list of Rural Schools - requires that options be considered and evaluated rather than adopting a strategy of closing schools as the main option.

Particular reference is made to Federation, the plan favoured by the Member of the Senedd Rhun ap Iorwerth, namely multi-site community schools, and there is also the more ambitious plan by Gareth Jones that was referred to. This document does not evaluate any alternative options.

In terms of the cost of maintaining buildings, discussions have been held in other counties about the possibility of transferring a school building to a community trust (which could attract funding from various sources to improve the building) and then renting only the required space for the organisation of a school. It will not be sufficient to state that the alternative options will be considered (in classic "cut & paste" mode) when individual proposals are received to close schools. This document will form the Authority's initial position when entering into any statutory process, and therefore in practice represents a presumption against keeping a rural school open, which is entirely contrary to the School Organisation Code 2018.

By adopting this draft strategy, the Council would leave itself open to either expensive legal challenges or intervention from central Government. The Welsh Language Society (Cymdeithas yr Iaith) does not wish to see one or the other of these scenarios happen as we believe passionately in local democracy, and therefore we now implore the Council to pursue a course of collaboration with local communities.

Section 3.1 of the School Organisation Code highlights that the information given in this draft strategy is factually incorrect. It is clearly stated "Case law has established that the consultation process should be undertaken when proposals are still at a formative stage". In other words, the Council is initially obliged to hold informal discussions "with an open mind" with governors and the local community, before formulating any proposal. But this Draft Strategy clearly states under "Legislative Process" that stage 1 will involve officers preparing a Proposal Paper and then seeking councillors' permission to consult on their plan - rather than forming a proposal in collaboration with the local community.

A culture of "In our professional opinion" and contempt for the views of local communities runs throughout this draft strategy. Even if the exact wording is changed now - as opposed to a complete reconsideration of the strategy - in any individual disputes, it will be possible to refer to this document as proof that the Authority has formed a presumption AGAINST keeping village schools.

The statutory obligation to hold informal and non-statutory discussions with local communities before formulating proposals, and the necessity to completely review this draft strategy means that the proposed implementation timetable is completely impractical. BUT that should not mean delaying applications for funding from the Communities for Learning Fund - there was a delay in the case of Ysgol Corn Hir during futile attempts to close Ysgol Bodffordd. A letter from the current Minister for Education to the Welsh Language Society highlights that an application for funding from the Fund must not be dependent on the closure of other schools, and that it is also possible to apply for funding to upgrade small schools. This strategy should clearly state that rural communities also have a right to investment, following decades of neglect.

"Government guidelines for formulating applications for funding from the Sustainable Communities for Learning Programme fund" (formerly the 21st Century Schools and Colleges Fund) state quite clearly:

"In an application there should also be a commitment to improving public services and community use. These considerations include –

- * Are the options socially/politically acceptable?*
- * Do they support learners walking and cycling to school?*
- * An application for funding of less than £5million is more straightforward and requires only one single document, the "Business Justification Case"*
- * Key words indicating Revenue expenditure - "Repair, Maintenance, Change, Like for Like, Restoration or Renewal "*

These are very clear guidelines which advise against an attempt to force bureaucratic changes on dissatisfied communities and to invite moderate applications to improve small schools' existing buildings. It is not necessary to focus exclusively on major applications for new schools that attract attention.

There is considerable emphasis in the document on unused space in village schools. But the School Organisation Code (2018) encourages Authorities to look for an alternative use of surplus space, for community or Council purposes, rather than being a reason to close a school. A space could also be decommissioned, or an Art Space could be created within it for use by local school pupils and the community.

There is also a considerable emphasis on the "Cost Per Pupil" of educating pupils. This is a mathematical formula, as the real cost of running the school is the same and, once again, the School Organisation Code warns against overemphasising this argument when determining the future of rural schools. Of course, all public services cost more to deliver in a rural area than in a populated urban area, but there are fewer public services overall in rural areas and therefore the total expenditure per pupil is likely to be less. We acknowledge that there is genuine concern here that there is insufficient funding for the additional costs of providing education in rural areas. But the situation should be redressed through political pressure on central government rather than by depriving rural communities of even more services so that only wealthier incomers can afford to live in them.

It can only be concluded that this is a depressing and unimaginative strategy, a continuation of a bureaucratic culture of organising education, and lacking in any attempt to harness community energy to improve our education and regenerate our communities. We call on the

Elected Members of the Council to demand an entirely new approach, but to proceed without delay in terms of funding applications where a case has already been prepared. Positive requests for funding where improvements and new resources are greatly needed must not be dependent on negative decisions to deprive other communities of their schools.

The Welsh Language Society Education Group
May 2023

APPENDIX 6 – Response from Grŵp Llandrillo Menai

“We very much welcome the consultation taking place and agree with the drivers for change identified in the paper together with the need to ensure that the education provision, primary and secondary and post-16, is sustainable on the island for the future.

As an important educational establishment on the island, we very much look forward to working with the authority to realise its vision and to play a central role in the developments. We believe that we have a significant contribution to make to the process as an organisation that has an excellent strategic relationship with the authority, this is demonstrated by the Partnership Memorandum we recently signed. We strongly believe that we can be a full and valuable partner in future negotiations.”

APPENDIX 7 – Response from Mudiad Meithrin

Do you disagree or agree with the reasons '[why continuous change is required](#)' (as noted in the '**Modernising Learning Communities and Developing the Welsh Language Strategy**')

- Strongly disagree
 Disagree
 Not sure
 Agree
 Strongly agree

Do you disagree or agree with the '[Vision and Leading Principles](#)'? (as noted in the '**Modernising Learning Communities and Developing the Welsh Language Strategy**')

- Strongly disagree
 Disagree
 Not sure
 Agree
 Strongly agree

Do you disagree or agree with the '[Drivers for Change / Strategic Objectives](#)' (as noted in the '**Modernising Learning Communities and Developing the Welsh Language Strategy**')

- Strongly disagree
 Disagree
 Not sure
 Agree
 Strongly agree

Do you have any further comments on the draft '**Modernising Learning Communities and Developing the Welsh Language Strategy**'?

It is disappointing to see the extent to which the numbers of children have fallen and the prospects in terms of future numbers of children. In that respect, it is possible to understand the motivation behind the modernisation plans.

In order to plan for the future, attention must be paid to the county's wider policy plans which will create opportunities for families and young people to remain on the island rather than moving to urban / city areas. It is important that departments work together in order to respond to the depopulation challenge. Equally, it is necessary to take into account the implications of the changes on language transmission within families.

Although we recognise the need to plan for the future, we must also consider what impact developments in other policy areas have on care and educational provisions across the island. Is ensuring and planning for adequate care and educational provision being

addressed in local development plans, housing planning policies and other economic developments on the island?

Merging schools - what effect will this have on the ability of 'Cylchoedd Meithrin' playgroups to provide a pre-school service in the communities? It is important to include the early years sector and the non-maintained sector in planning to modernise education on the island. In the CM groups, a large number of children start there and then move on to the schools. We believe that some small rural CM groups should be maintained within some communities, and that some groups can be merged to create larger ones in other locations, but we must work together with MM to plan appropriately in the early stages. Merging CM groups can also contribute to the challenge within our sector in recruiting a qualified Welsh-speaking workforce. Similarly, the same principle applies in having to recruit a fewer number of management committee members, as in the case of School Governors, but the opportunity should be used to strengthen individuals' expertise and skills.

What effect will community schools have on the Cylchoedd Meithrin's ability to provide a Flying Start service to families within pram-pushing distance of their homes - we argue that there is role for small Cylchoedd Meithrin groups in some places in ensuring access to Welsh medium early years care and education provision for all children.

The implications of merging/relocating for Cylchoedd Meithrin groups, e.g., re-registering the provision with CIW, redundancies, or merging staff (TUPE, consultation etc.), closing charities and creating new structures, relocation costs, together with administrative work. Investment should be considered to support those provisions that will need to close/merge/move to school sites.

Will transport be provided to transport 2 – 4-year-old children from their communities to the larger provisions? There is a considerable risk that families who do not drive will miss out because they cannot get to the provision. Early Years transport is essential if small schools are to be closed. It is not acceptable to offer transport only to children of statutory age. We know that a large number of parents choose schools or childcare that are easy to get to rather than on the basis of language. Public transport is not sustainable for young children nor is it affordable on a daily basis, and therefore the impact of this on parents and carers must be considered.

You must be able to create a sense of belonging to the community provisions if there is no Cylch Meithrin or school in every village.

Does co-locating a service mean that there will be sufficient space from the outset for pre-school care and education? We feel that it is of key importance for Mudiad Meithrin to be involved in the planning process from the beginning.

We feel that joint-working and joint-planning is important, and the Mudiad Meithrin Set Up and Succeed Plan can be beneficial in expanding existing settings and working to open new provisions.

Cylchoedd Meithrin have developed expertise in the care and education of children aged 2 - 4 over the past 50 years, we need to hold on to this expertise and continue to use and develop it. There are excellent examples across Wales of CM groups working closely with schools, providing a service on school sites, and of staff from the Cylchoedd and the schools sharing expertise. These plans are also in line with the Welsh Government's vision for ECEC. Equally, a range of supplementary activities such as the Cymraeg for Kids scheme and Cylchoedd Ti a Fi groups play a key role in creating new speakers, and it is crucially important in terms of the viability of the Welsh language that these are also

allowed to continue. The Cymraeg for Kids and Cylchoedd Ti a Fi groups play a key role in small communities in creating a sense of belonging, and are a means of transition to CM groups and early education provision. The county should invest in these groups.

We can see the advantage of larger settings as they could offer longer hours and a better career development path for staff. Providing full day care can contribute to the local economy, allowing parents to return to work. Offering longer hours/full time will attract practitioners to the workforce. However, it is important to ensure that arrangements to develop and build a highly qualified workforce are prioritised, consideration should be given to investing in the Cam Wrth Gam training plan and the MM schools plan.

Training expertise is available through the Cam Wrth Cam scheme to ensure a qualified workforce that can work through the medium of Welsh.

In terms of the cost per pupil, would having fewer small provisions mean that more funding would be available to fund education for 3-year-old children in larger provisions? Is this an opportunity to harmonise the rate per head whether it is the Childcare Offer or DD?

Welsh is the only language medium used within Cylchoedd Meithrin education and care provision. When becoming a member, the Cylchoedd commit to the Language Policy, and cannot operate under the Cylch Meithrin name unless they commit to this. In modernising education on the Island, is this an opportunity to develop Early Years care and education to be Immersion services only? Since the vision is to create purely bilingual speakers by the end of their time at school, then couldn't Cylchoedd Meithrin provide the solid foundation required for that journey? You would get the support and language plans from MM and Cwlwm, and it can help the English medium sector to progress along the language continuum in childcare provisions.

Losing schools and Cylchoedd Meithrin from the communities means losing the heart of a community, when a school closes in a village the effect is far-reaching, people become strangers, shops close.... What about the roles of other organisations such as the Urdd, the 'Aelwydydd', and the Language Initiative? This is an opportunity to ensure input that can continue to support communities.

What will the implications be in terms of funding CM if it is necessary to merge, or if some decide to continue within their communities? Local jobs need to be protected.

What are the implications of this for children with ALN? How do we ensure access for those children to GP or school provision if it is not within the community?

Families from various ethnic communities must be considered, is moving the community school an obstacle for them, especially those who wish to have Welsh-medium education or care for their children?

We would like to know your views on the effects that the **'Modernising Learning Communities and Developing the Welsh Language Strategy'** would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

What effects do you think there would be?

How can positive effects be increased, or negative effects be mitigated?

We note that the results of the 2021 Census have highlighted the need for deliberate action to increase the numbers who can speak Welsh throughout Wales, and that the education system and the early years care and education sector have an integral role to play in moving towards this goal.

There is a strong relationship between the availability of Welsh medium early years care and education in the non-maintained sector and the start of the child's statutory education journey in the statutory sector. We cannot over-emphasise the importance of working with Mudiad Meithrin and Cwlwm in order to plan to ensure the provision of Welsh-medium early years care and education, within easy reach of every community on Anglesey, to realise the aim of creating and increasing the demand for Welsh-medium statutory education in its communities.

It is very important to recognise the role of schemes such as Cymraeg for Kids which support parents through their community support groups to learn and pass on the Welsh language to their children at home, as well as raising awareness of the benefits of Welsh language education.

We must also consider linguistic support for the workforce and how we can develop a young workforce to take over in the future.

Pre-statutory sector transport is essential to ensure that all children have access to Welsh medium early years care and education.

Please also explain how you believe the **'Modernising Learning Communities and Developing the Welsh Language Strategy'** could be used or changed to have positive effects or increased positive effects on opportunities for people to use the Welsh language, and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

Ensuring that all children and young people are fully bilingual, and can use Welsh and English equally at the end of their time at school, is one of the guiding principles. In order to achieve this goal, the plans must ensure that the Welsh language, and Welsh-medium early years care and education provisions are visible in all of Anglesey's communities. Immersion, which is important in the Early Years, will lay a solid foundation for children when moving on to their statutory education. Cwlwm's partners are committed to developing the linguistic skills of childcare provisions (excluding CM) in order to support the English / bilingual sector workforce to progress along the language continuum. Mudiad Meithrin is prepared to meet with Anglesey County Council to discuss how we can work together to ensure the continuity of Welsh-medium early years provisions and services across the island in the future.

In implementing any modernisation strategy, it will be necessary to develop a joint timetable with partners, including Mudiad Meithrin and Cwlwm's other partners, in order to ensure continuity and development for these services.

It will also be necessary to consider the impact of the Welsh Government's childcare policy for 2 and 3-year-olds in any developments and changes that affect (intentionally or unintentionally) the availability and demand for early years care and education services for these families.

It must also be remembered that providing services such as Cymraeg for Kids groups and Cylchoedd Ti a Fi is an important part of ensuring the presence of the Welsh language and fostering a sense of community among young families. It will also be necessary to consider how the proposals affect the ability of less formal groups to continue to serve communities, in the case of where the closure of a school will lead to the closure of the only suitable facilities in the area.

How can we ensure access to Welsh language education for communities from different ethnic backgrounds if the local school closes? How can we avoid this obstacle for them? The cost of living challenge and the impact of having to travel to the nearest Welsh school for disadvantaged families must be considered. Travel costs can be challenging if there is no transport, and if there is transport, how can parents be persuaded to allow their 3-year-old children to travel by school bus? It is necessary to think about holding parents' hands through this process so that they can see the value in the effort to choose a Welsh medium education.,



Equality Impact Assessment Template (including the Welsh language and the Socio-Economic Duty)

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

Version	Date	Summary of changes
1	05/06/23 onwards	First Version

Step 1: Background	
1 - What are you assessing?	Modernising Learning Communities and Developing the Welsh Language Strategy
2 - Is this a new or existing proposal?	This is a new Strategy, based on the 'Education Modernisation Strategy' adopted by the Executive Committee on 15 October 2018.
3 - What are the aims and purpose of this proposal?	Identifying the current challenges which require attention. To agree on the 'Vision and Leading Principles' and the 'Drivers for Change / Strategic Objectives'. When the strategy is adopted, the above considerations will be used to assess different options when progressing with the Sustainable Communities for Learning Programme (WG)

Step 1: Background		
4 - Who is responsible for the proposal you are assessing?	Marc B Hughes - Director of Education, Skills and Young People	
5 - Who is the lead officer for this assessment?	Arwyn Hughes – Corporate Programme Manager	
6 - Who else is involved in undertaking this assessment?	Aaron Evans – Senior Manager – Secondary Sector Gethin Morgan – Programme Manager, Business Planning and Performance Alun Roberts – Corporate Programme Manager Emrys Bebb – Corporate Programme Manager Carol Sorahan – Corporate Programme Manager	
7 - Is the proposal related to other areas of work? For example, are there other proposals of policies that should be taken into consideration as part of this assessment?	Yes – This proposal is in line with the objectives / the need that has been identified within the Council Plan. It is also based on the ‘Education Modernisation Strategy’ adopted by The Executive Committee on 15 October 2018. The Strategy wil also conform with the ‘Towards Net Zero Plan (March 2022 – March 2025)’	
8 - Is the proposal relevant to how the Authority complies with the public sector general duty relating to people who are protected by the Equality Act 2010?	The elimination of discrimination and harassment	✓
	The advancement of equality of opportunity	✓
	The fostering of good relations	✓

Step 1: Background		
As a general rule, any policy that affects people is likely to be relevant across all protected groups.	The protection and promotion of human rights	✓
9 – Is the proposal a strategic decision? If so, the Socio-Economic Duty is relevant - see appendix 1.	Yes	
<p>10 - Who would be affected by the proposal(s) (adversely or positively, directly or indirectly)?</p> <p>If this is a strategic proposal, ensure that you give specific consideration to whether the proposal would affect more on people living in less favourable social and economic circumstances than others in the same society (see appendix 1)</p>	<p>No specific proposal is being made at this stage, however the strategy does highlight drivers for change. If the strategy is adopted, future proposals would be based on these principles. Future proposals to modernise learning communities will consider the drivers for change highlighted within this strategy.</p> <p>When new and specific proposals are made, an individual Impact Assessment will be conducted for each proposal.</p> <p>As the Strategy influences specific proposals for the future, it can be concluded that it could affect a considerable number of stakeholders, including (but not limited to):</p> <ul style="list-style-type: none"> - Pupils - Parents - School staff - Governors - Local Neighbors etc. <p>This can include people who live in less favorable socio-economic circumstances, and individuals belonging to the groups protected under the 2010 equalities act.</p>	

Step 2.1: Information Gathering – Welsh Language Standards and the Welsh Language Measure (Wales) 2011	
11 - Does this proposal ensure that the Welsh language is treated no less favourably than the English language, in accordance with the Council's Welsh Language Policy?	<p>Developing the Welsh Language is a key part of this strategy.</p> <p>If the strategy is adopted, we will seek to ensure that the Welsh language is not treated less favourably than the English language when developing specific proposals. Specific proposals will be subject to a more comprehensive review of the effect on the Welsh Language.</p>
12 - Is there an opportunity here to offer more opportunities for people to learn and / or use the Welsh language on a day-to-day basis?	<p>It is emphasised again that no specific proposal is being made at this stage. However, if the Strategy is adopted, and as we move forward to look at new proposals, the Strategy states that there will be:</p> <p>"Opportunities to develop and strengthen the Welsh-medium and bilingual provision in the classroom and in informal contexts." (including at community level).</p> <p>Further consideration will be given to this when developing specific proposals.</p>
13 – Will this area of work proactively offer services in Welsh for users?	As above
14 – Is this proposal likely to protect and promote the Welsh language within communities?	<p>There were mixed views from stakeholders who responded to the consultation on this point. Some expressed their opinion that the strategy as it is would have a favorable effect on promoting the Welsh language, however others expressed concern. The main reason for this concern was the perception amongst some respondents that the strategy could mean the closure of small / rural schools. Several respondents expressed that this would have a detrimental effect on the use of the Welsh language within a community. This was also noted as part of the response of the Welsh Language Society (Cymdeithas yr Iaith) Education Campaign Group. See examples of comments made as part of the consultation report.</p> <p>It is emphasised again that no specific proposal is being made at this stage. However, if the Strategy is adopted, and as we move forward to look at new proposals, the Strategy states that there will be:</p> <p>"Opportunities to develop and strengthen the Welsh-medium and bilingual provision in the classroom and in informal contexts." (including at community level).</p>

Step 2.1: Information Gathering – Welsh Language Standards and the Welsh Language Measure (Wales) 2011

To help you to answer the questions above, the corporate **Impact Assessment Guidance** lists a series of questions which should be considered when assessing how proposals impact on the Welsh language in general. The extent to which these questions are relevant will depend on the proposal in question. However:

- If you are looking at how the implementation of the Council’s key policies, strategies or guidance would affect the Welsh language; or
- If your initial response to the above questions raises any concerns or evidence to suggest that the proposal would treat the Welsh language less favourably than the English language, or would have a detrimental impact on opportunities for people to use the Welsh language;

a more comprehensive impact assessment on the Welsh language should be carried out. A separate template is available on MonITor. The **Welsh Language Commissioner’s good practice advice document** is also available on MonITor to assist you further.

Step 2.2: Information Gathering – Human Rights Act 1998

15 - Are there any Human Rights issues? If so, what are they? For example, could this proposal result in the failure to safeguard the right to privacy?

(The 16 basic rights are listed at Appendix 2).
The Strategy will conform with all human rights.

Step 2.3: Information Gathering – Well-Being of Future Generations (Wales) Act 2015

16 – Does this proposal meet any of the seven national well-being goals outlined in the Well-being of Future Generations (Wales) Act 2015?

(Descriptions of the wellbeing goals are listed at Appendix 3)

A prosperous Wales	✓
A resilient Wales	✓
A healthier Wales	✓
A more equal Wales	✓
A Wales of cohesive communities	✓
A Wales of vibrant culture and thriving Welsh language	✓

	A globally responsible Wales	✓
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Step 2.4: Information Gathering – Engagement / Consultation / Evidence / Filling gaps in information	
Please see the pre-consultation and pre-engagement checklist, which is available on MonITor	
17 - What has been done to date in terms of involvement and consultation with regard to this proposal?	<p>The Council consulted on the draft strategy from 31 March 2023 until 18 May 2023.</p> <p>It wrote directly to Schools and stakeholders (including Headteachers, Governors, Town and Community Councils, Menter Môn, GwE, Estyn, Trade Unions, the local Member of Parliament, Regional Members of Parliament, the local and regional Members of the Senedd, and others) informing them of the consultation period.</p> <p>The school Heads were also asked to share the message with their school’s parents, through their usual method of communication. The consultation was also advertised through our social media and on the Council's website.</p> <p>Briefing sessions were held with all the Members, Headteachers, and Governors, and a series of consultation sessions were held with children and young people.</p> <p>Almost 300 responses to the consultation were received. All the responses have been considered before presenting this Strategy. Overall, the majority of responses agreed with the reasons as to 'why continuous change is required', the 'Vision and Leading Principles' and the 'Drivers for Change / Strategic Objectives'. However, some noted their concerns about aspects of the strategy. The main concern was that closing small / rural schools could have a negative impact on the Welsh language and on communities.</p>

	Drafting and reaching an agreement on the strategy was also an integral part of the work which is recognised as an action in the new Council Plan which was consulted on extensively. All citizens, businesses and partners were asked to participate in the consultation on the Council Plan, and over 2,500 responses to the consultation were received.
18 – What other information have you used to inform your assessment? Please list any reports, websites, links used etc here and include the relevant evidence in the table in Step 3 below	<ul style="list-style-type: none"> - The Council Plan - PLASC – Numbers Data - Estyn Inspection Report on Anglesey County Council - Census Data - Stats Wales - Building Condition Data – Property Department - Responses to the consultation on the strategy
19 - Are there any gaps in the information collected to date? If so, how will these be addressed?	No - The information collected to date is complete for the purpose of presenting the Strategy.

Step 3: Considering the potential impact and identifying mitigating action

20 – Note below any likely impact on equality for each individual group, and identify what action could be taken to reduce or improve the impact. *For determining potential impact, please choose from the following: **Negative / Positive / No impact**

Protected group	*Potential Impact	Details of the impact (including evidence to support the findings)	Actions to mitigate negative impact
Age		No specific proposal is being made at this stage. If the Strategy is adopted, and as we move forward to look at new proposals, we will consider the impact of the proposal on this group as part of the Impact Assessment on that proposal.	
Disability		Note that one of the Strategic Objectives and Vision of the strategy will be to ensure that the	

Protected group	*Potential Impact	Details of the impact (including evidence to support the findings)	Actions to mitigate negative impact
		wellbeing and inclusion of learners is a priority and a core consideration in any educational matter.	
Sex		No specific proposal is being made at this stage. If the Strategy is adopted, and as we move forward to look at new proposals, we will consider the impact of the proposal on this group as part of the Impact Assessment on that proposal. There is no visible evidence that gender discrimination occurs. If problems arise, they will be dealt with sensitively.	
Gender Reassignment		No specific proposal is being made at this stage. If the Strategy is adopted, and as we move forward to look at new proposals, we will consider the impact of the proposal on this group as part of the Impact Assessment on that proposal. There is no visible evidence that gender reassignment discrimination occurs. If problems arise, they will be dealt with sensitively.	
Pregnancy & Maternity		No specific proposal is being made at this stage. If the Strategy is adopted, and as we move forward to look at new proposals, we will consider the impact of the proposal on this group as part of the Impact Assessment on that proposal. If problems arise, they will be dealt with sensitively.	
Race / Ethnicity / Nationality		No specific proposal is being made at this stage. If the Strategy is adopted, and as we move	

Protected group	*Potential Impact	Details of the impact (including evidence to support the findings)	Actions to mitigate negative impact
		<p>forward to look at new proposals, we will consider the impact of the proposal on this group as part of the Impact Assessment on that proposal.</p> <p>There is no visible evidence that discrimination occurs.</p> <p>If problems arise, they will be dealt with sensitively.</p>	
Religion or Belief		<p>No specific proposal is being made at this stage. If the Strategy is adopted, and as we move forward to look at new proposals, we will consider the impact of the proposal on this group as part of the Impact Assessment on that proposal.</p>	
Sexual Orientation		<p>No specific proposal is being made at this stage. If the Strategy is adopted, and as we move forward to look at new proposals, we will consider the impact of the proposal on this group as part of the Impact Assessment on that proposal.</p> <p>There is no visible evidence that sexual orientation discrimination occurs.</p> <p>If problems arise, they will be dealt with sensitively.</p>	
Marriage or Civil Partnership		<p>No specific proposal is being made at this stage. If the Strategy is adopted, and as we move forward to look at new proposals, we will consider the impact of the proposal on this group as part of the Impact Assessment on that proposal.</p> <p>There is no visible evidence that marriage or civil partnership discrimination occurs.</p>	

Protected group	*Potential Impact	Details of the impact (including evidence to support the findings)	Actions to mitigate negative impact
		If problems arise, they will be dealt with sensitively.	
Welsh language		As part of the vision, and leading principles, the strategy identifies: “Ensuring that all children and young people are fully bilingual and able to use Welsh and English equally at the end of their time at school.” As one of the Learning Services main principles.	
Human Rights		There is no evidence of any human rights discrimination taking place. If problems arise, they are dealt with sensitively.	
Any other relevant issue.			
There are clear links between equality and socio-economic issues. Discrimination against protected groups can be a direct cause of socio-economic disadvantage. If any such issues become apparent when assessing non-strategic matters, they should be given due regard and recorded under the relevant protected group, or under ‘any other relevant issue’ above.			

Please complete this section if the proposal is a strategic matter (see appendix 1)			
The Socio-Economic Duty	Potential impact	Details of the impact (including evidence to support the findings)	Actions to mitigate negative impact
Is the proposal likely to cause any inequalities of outcome resulting from socio-economic disadvantage?		In the Strategic Objectives / Vision section, the strategy refers to: <ul style="list-style-type: none"> ▪ Schools that are focused on their communities (community-focused schools), with stakeholders and partnerships contributing to this role. ▪ Ensuring that the wellbeing and inclusion of learners is a priority. 	

		<p>The two points above can help to reduce the impact on some of the groups experiencing socio-economic disadvantage, for example: By ensuring that schools focus on communities, this can lead to activities and resources becoming available to groups that would not otherwise have access to them, for example due to poverty, or living costs.</p>	
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Step 4 – Outcome of the assessment

There are four possible outcomes – bear these in mind when completing the next section:

- **No major change** - The assessment demonstrates the proposal is robust; there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken.
- **Adjust the proposal** - The assessment identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality.
- **Continue the proposal** - The assessment identifies the potential for adverse impact or missed opportunities to promote equality. Clearly set out the justifications for continuing with it. The justification should be included in the assessment and must be in line with the duty to have due regard. For the most important relevant proposals, compelling reasons will be needed.
- **Stop and remove the proposal** - The proposal shows actual or potential unlawful discrimination. It must be stopped and removed or changed. (The codes of practice and guidance on each of the public sector duties on the Commission’s website provide information about what constitutes unlawful discrimination.)

Step 4: Outcome of the assessment	
<p>21 - Note the impacts identified and how it is intended to mitigate any negative impact in terms of equality, the Welsh language and, if relevant, socio-economic disadvantage (ie a summary of the table/s in step 3)</p>	<p>It is anticipated that the proposal will have a neutral, if not positive, impact in terms of equality, the Welsh language and those who are at a socio-economic disadvantage.</p> <p>The Strategy can lead to a positive impact in terms of equality, through:</p> <ul style="list-style-type: none"> ▪ “Ensuring that the wellbeing and inclusion of learners is a priority”

Step 4: Outcome of the assessment	
	<p>The Strategy can lead to a positive impact in terms of the Welsh language, through:</p> <p>“Ensuring that all children and young people are fully bilingual and able to use Welsh and English equally at the end of their time at school”</p> <p>However, some of the responses to the consultation (including Cymdeithas yr Iaith's response) indicated their concern that closing schools in communities could have a negative impact on the use of the Welsh language within the community, as the school plays an important role in terms of ensuring a link between the community and the Welsh language and as a means of assimilating incomers. Cymdeithas yr Iaith was also concerned about loose commitment of terms such as "Welsh and bilingual education". They felt that the Council should designate schools as Welsh schools in the highest category to avoid any uncertainty.</p> <p>Should the strategy be adopted, these points will receive further consideration when developing specific proposals.</p> <p>The Strategy can lead to a positive impact on those experiencing socio-economic disadvantage, through:</p> <p>“Ensuring that the wellbeing and inclusion of learners is a priority”, and through having</p> <p>“More community focus – more facilities (multi-purpose that can be used by the community in addition to the school), extended hours for use, more use by the community, community hub”. When developing specific proposals, we will also consider if the proposal will lead to more travel.</p>
<p>22 - Describe any actions taken to maximise the opportunity to promote equality and the Welsh language, the goals of the Well-being of Future Generations (Wales) Act 2015</p>	<p>If the Executive Committee adopts the Strategy, individual proposals will be made for each area for the purpose of progressing the Sustainable Communities for Learning Programme. Individual Impact Assessments will be made for each proposal. As part of the assessments, further consideration will be given in terms</p>

Step 4: Outcome of the assessment	
(sustainability) and, if relevant, ensure better outcomes for those facing economic disadvantage.	<p>of promoting equality and the Welsh language, the aims of the Well-being of Future Generations Act, and to ensure better outcomes for those facing economic disadvantage.</p> <p>We would expect the adoption of the strategy to have a neutral or positive effect on the promotion of Equality, the Welsh language, and those who experience a socio-economic disadvantage, as described above.</p> <p>The Strategy also refers to:</p> <p>"Ensuring that decisions made today effectively contribute towards environmental and climate change matters." We would expect this to contribute towards achieving the aims of the Well-being of Future Generations (Wales) Act 2015</p>
23 - Would any aspect of the proposal contravene the wellbeing goals of the Well-being of Future Generations (Wales) Act 2015?	No
24 – Is there a need to look at what could be done differently, or to reconsider the entire proposal as a result of conducting this assessment? (Evidence of negative impact could render the proposal or decision unlawful. If you have identified negative impact, you should consider at this stage whether it is possible to proceed with the proposal).	No
25 - Is there a strategy for dealing with any unavoidable but not unlawful negative impacts that cannot be mitigated?	At present, no negative impact has been identified, however some concerns have been raised as part of the responses to the consultation. Mainly, the effect that closing village schools could have on the Community, the Welsh language and travel distance.

Step 4: Outcome of the assessment	
	Should a proposal to close a school be made, the Council will consider how these effects can be mitigated, and a specific Impact Assessment would be carried out for that specific proposal.
26 - Will the proposal be adopted / forwarded for approval? Who will be the decision-maker?	The Strategy will be considered by the Executive Committee on the 18th of July 2023. If the Executive Committee decides to adopt the strategy, individual proposals will be developed and presented to the Executive Committee for the purpose of progressing the Sustainable Communities for Learning Programme, in accordance with the expectations of the School Organisation Code 2018.
27 - Are there monitoring arrangements in place? What are they?	<p>Governance arrangements are being put in place to realise the strategy. The governance arrangements will include:</p> <ul style="list-style-type: none"> • Modernising Learning Communities Steering Group – the groups role includes contributing towards, challenging, and ensuring conformity with the School Organisation Code, and monitoring the progress of the Sustainable Communities for Learning Programme. • Modernising Communities for Learning Operational Group – the groups role includes: <ul style="list-style-type: none"> - Giving guidance to officers on different operational matters relating to the modernisation programme. - Identifying and managing risks - Prioritising resources. <p>As any specific proposals are formulated, an individual Impact Assessment will also be developed. These will be living documents, which will be updated regularly as the proposal develops. We would assess the impact of the proposal from an equality, community, and Welsh language perspective. If a negative impact is anticipated, we will carefully consider how it will be possible to mitigate the negative impact.</p> <p>As projects develop (where a financial contribution from the Welsh Government is required), business cases will need to be prepared to be presented to the Sustainable Communities for Learning Programme - Welsh Government</p>

Step 4: Outcome of the assessment	
	investment panel. The investment panel will assess the proposals carefully, considering the benefits and impact of the proposals before deciding if they will support the proposal.

Step 5: Action Plan

Please detail any actions that are planned following completion of your assessment. You should include any changes that have been made to reduce or eliminate the effects of potential or actual negative impact, as well as any arrangements to collect data or to carry out further research.

Ref	Proposed actions	Lead officer	Timescale
1	Present the Strategy to the Executive Committee	Marc B Hughes	18 July
2	Consider different types of education provision, e.g., 3-16 or 3-18 Schools	Marc B Hughes	2023 onwards
3	Look to improve the efficiency of schools, and ensure fair funding.	Marc B Hughes	2023 onwards
4	Investigate the possibilities of improving the effectiveness and efficiency of post-16 provision.	Marc B Hughes	2023 onwards

**Appendix 1 – A More Equal Wales – The Socio-Economic Duty
(Commencement date of the Duty: 31 March 2021)**

What is the Duty?

The general aim of the duty is to ensure better outcomes for those suffering socio-economic disadvantage. When making strategic decisions such as deciding priorities and setting objectives, due regard must be given to the need to reduce the inequalities of outcome resulting from socio-economic disadvantage.

Who is likely to experience socio-economic disadvantage?

Socio-economic disadvantage can be disproportionate in both ‘communities of interest’ and ‘communities of place’, leading to inequality of outcome, which can be further exasperated when considering ‘intersectionality’:

Communities of interest – groups who share an experience, eg homelessness; or people who share an identity, eg lone parents, carers. Also those who share one or more of the protected characteristics listed in the Equality Act 2010.

Communities of place – people who are linked together because of where they live, work, visit or spend a substantial portion of their time there.

Intersectionality - crucially, this is about understanding the way in which a combination of characteristics such as gender, race or class, can produce unique and often multiple experiences of disadvantage in certain situations. One form of discrimination cannot and should not be understood in isolation from other forms. A truly intersectional approach ensures that this does not happen.

When will the Duty be relevant?

When making **strategic decisions**. The Welsh Government has provided some examples of strategic decisions (this is not an exhaustive list):

- Strategic directive and intent.
- Strategies developed at Regional Partnership Boards and Public Service Boards which impact on public bodies’ functions.
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans).
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy).
- Changes to and development of public services.
- Strategic financial planning.
- Major procurement and commissioning decisions.
- Strategic policy development

Appendix 2 – Human Rights

Human rights are rights and freedoms that belong to all individuals, regardless of their nationality and citizenship. There are 16 basic rights in the Human Rights Act – all taken from the European Convention on Human Rights. For the purposes of the Act, they are known as ‘the Convention Rights’. They are listed below:

(Article 1 is introductory and is not incorporated into the Human Rights Act)

Article 2: The right to life

Article 3: Prohibition of torture

Article 4: Prohibition of slavery and forced labour

Article 5: Right to liberty and security

Article 6: Right to a fair trial

Article 7: No punishment without law

Article 8: Right to respect for private and family life

Article 9: Freedom of thought, conscience and religion

Article 10: Freedom of expression

Article 11: Freedom of assembly and association

Article 12: Right to marry

Article 14: Prohibition of discrimination

Article 1 of Protocol 1: Protection of property

Article 2 of Protocol 1: Right to education

Article 3 of Protocol 1: Right to free elections

Article 1 of Protocol 13: Abolition of the death penalty

Appendix 3 - Well-being of Future Generations (Wales) Act 2015

This Act is about improving the social, economic, environmental and cultural well-being of Wales. Public bodies need to make sure that when making their decisions they take into account the impact they could have on people living their lives in Wales in the future. The Act puts in place seven well-being goals:

A prosperous Wales:

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

A resilient Wales:

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

A healthier Wales:

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

A more equal Wales:

A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).

A Wales of cohesive communities:

Attractive, viable, safe and well-connected communities.

A Wales of vibrant culture and thriving Welsh language:

A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.

A globally responsible Wales:

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



MODERNISING LEARNING COMMUNITIES AND DEVELOPING THE WELSH LANGUAGE STRATEGY

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Status – OFFICIAL

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Introduction

In March 2022, Jeremy Miles, Minister for Education for Wales said:

“Tackling the impact of poverty on attainment is essential if we are to achieve high standards and aspirations for all. We know that the life chances of children and young people are hugely influenced by their home and community and that teachers need more support in addressing the issues some children and young people face. By investing in Community Focused schools, we are ensuring that learners have the support they need to reach their full potential.

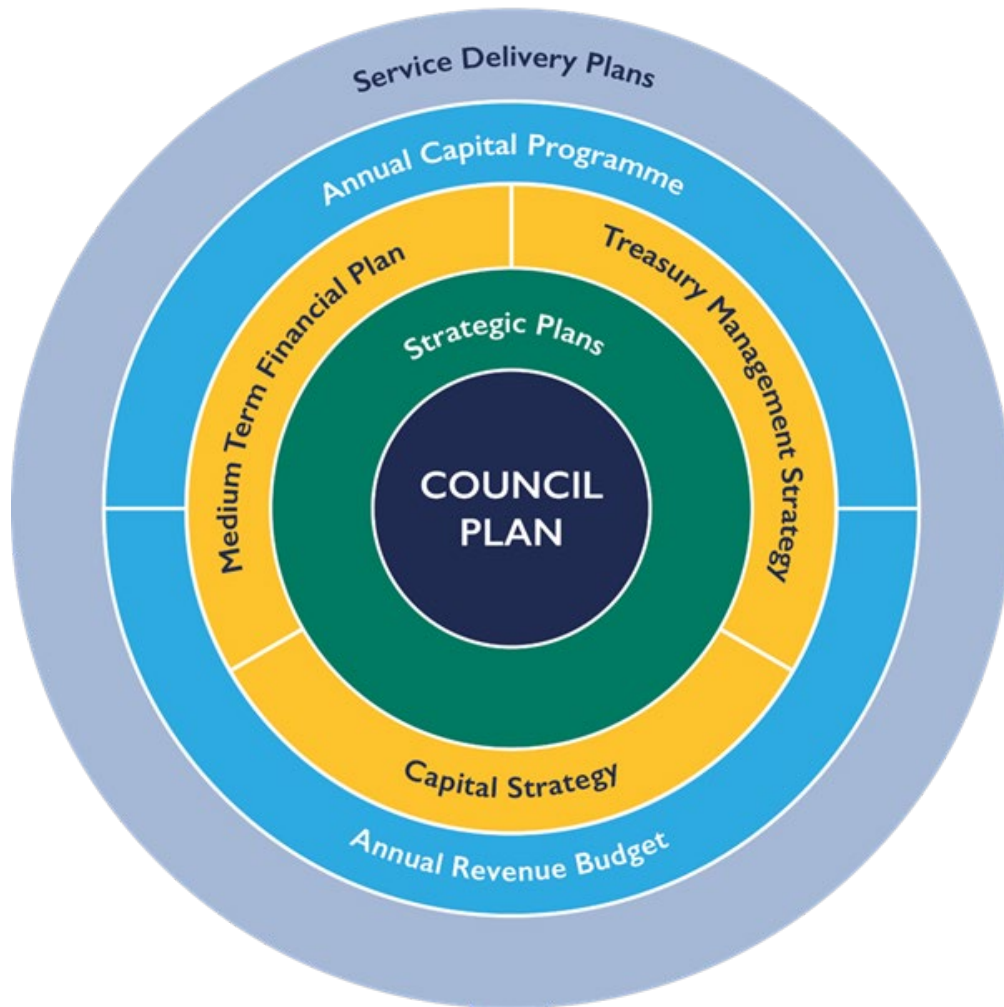
Community Focused schools develop partnerships with a range of organisations, and make services accessible locally to families and the wider community. They use their facilities and resources to benefit the communities they serve, improve the lives of the children, strengthen families and build stronger communities.

Above all else, our national mission is to tackle the impact of poverty on educational attainment and to set high standards for all. I want all young people to have high aspirations for their education and future careers and that means using every lever we have to support them.”

In order to respond to this and to ensure that learners across Anglesey receive the education they deserve, the Isle of Anglesey County Council has reviewed its Modernising Learning Communities and Developing the Welsh Language strategy. Positive attention was given to this in Estyn’s inspection report of the Isle of Anglesey County Council in 2022:

“There is a clear vision on the reorganisation and modernisation of schools, based on ensuring that schools are suitable for the 21st century and making the best use of modern technology. Prominent attention is given to developing provision for Welsh-medium and bilingual education within the modernisation strategy. Some elements of the vision are in place and having a positive effect, for example the expansion of provision of language centres and reducing surplus places in schools. Some aspects of the vision, for example the modernisation of post-16 education on the island, are in their early days.”

Council Plan – The Strategic Circle



The strategic circle identifies the plans the Council has in place to ensure we can achieve our priorities and objectives and they identify what needs to be achieved, how we will achieve it, and why. The Council Plan and the strategic plans declare the Council's vision, alongside the general principles and key priority areas. This strategy is one of the Council's strategic plans and it will be an integral plan to support the vision and key objectives within the Council Plan.

What has been Accomplished

Since publishing the original strategy in 2013, the Authority has worked with headteachers and elected members to modernise the school stock on the island by combining 10 smaller primary schools and building 21st century schools in four areas. Another project is currently underway, where decisions have been made to extend one school, and to close one school. By the time of completing this project, the Council will have closed 11 small schools, updated and extended two schools, and opened five 21st century buildings in four areas, including the Isle of Anglesey County Council's first net zero carbon building.

The projects completed thus far have:

- Had a positive impact on surplus primary school places on the island, with the current situation showing that 13% of surplus places belong to the primary sector in January 2023 (compared to 28% in 2011).
- Led to revenue savings via the school funding formula of over £300k, and led to a reduction in current and projected maintenance costs of over £2m.

Both projects currently underway will lead to a further saving in current and projected maintenance costs of approximately an additional £0.5m.

By the time of completing the project underway (2024), it is estimated that around 25% of primary learners in Anglesey will be receiving their education in 21st century buildings.

The Estyn Report (June 2022) recognises that the Council is making good progress in modernising the organisation of schools:

“The authority has invested in a range of capital projects during the first stages of the Welsh Government's 21st Century Schools programme. They are making good progress in ensuring suitable schools of the appropriate type in the appropriate locations to meet learners' needs.”

The Current Situation – Why Continuous Change is Required?

A High Percentage of Small Schools

Welsh Government, through the *Education (Schools) (Wales) Order 2014* defines small schools as schools with less than 91 pupils. Although the number of schools meeting the definition has decreased substantially over the past decade in Anglesey (based on January 23 numbers), there are still 17 (43%) schools on Anglesey considered to be small schools according to Welsh Government's definition.

The challenges that face small schools are:

- Teaching mixed age classes, including more than 2 or 3 age groups;
- A limited number of peers and sufficient challenge;
- Limited opportunities for social interaction;
- Challenges with recruiting and retaining staff;
- Excessive workload for staff with higher expertise who are required to support pupils with additional learning needs.

Whilst these challenges face schools, it is important to note that it is getting more difficult to balance the corporate budget each year.

Change in Demographic

It is clear from census data that the population of Anglesey has and continues to age. According to the 1981 census, 23% of the island's population was within the under 15 age group, with only 15% of the population aged 65 or older. By the 2021 census, the percentage of the population aged 15 and under had decreased to 16%, and the percentage of the population aged 65+ had increased to 26%. It is estimated by 2031 that the percentage of children under the age of 15 will have decreased to 13% with the percentage of people over the age of 65 increasing to 28%.

In January 2023, 5,029 pupils (Reception – Yr 6) attended Anglesey's primary schools, whilst 4,024 pupils (Yr 7 – Yr 12) attended Anglesey's secondary schools.

Based on the change in demographic noted above, it is estimated that these numbers will decrease to 4,142 primary pupils, and 3,314 secondary pupils by 2031. This amounts to a decrease of 887 primary pupils, and 710 secondary pupils. This corresponds to the need for approximately 7 less primary schools (based on the average of 130 pupils in each school), and one less secondary school (not considering the current surplus places).

The data also shows that less school-aged children between the ages of 3 and 15 in Anglesey speak Welsh compared to a decade ago. There was a decrease of 3.5% between 2011 and 2021. Usually, the ability to speak Welsh in this age group is higher than for every other age group.

Pupil Numbers

Whilst the percentage of surplus places at the primary schools has decreased substantially, the forecasts received from school headteachers estimate that primary numbers could decrease by a further 401 pupils by 2027. It will therefore be important that the number of surplus places continue to be assessed. Welsh Government defines 'a substantial number of surplus places' as 25% or more of the school's capacity. There are still 13 primary schools on Anglesey that meet this definition.

In the secondary, the percentage of surplus places (22%) is a concern ("relatively high" as noted in the Estyn Report). As a result of this, consideration will need to be given to reducing the number of secondary schools or changing the nature of the schools if to ensure the future of secondary schools in some parts of the county.

Financial Pressure

Global matters, including the war in Ukraine, an increase in energy costs and problems pertaining to supply chains have and continue to have a substantial impact on inflation. As a result, it was required to increase the Council's budget by £17m (10%) from 2022/23 to 2023/24. The Learning Service's budget accounts for circa 36% of the Council's net budget.

There is a substantial difference in schools' cost per pupil, with a range of £3,686 to £17,200 in the primary, and £5,862 to £6,941 in the secondary.

It could be argued that the fact that smaller primary schools receive what corresponds to additional funds to maintain the minimum staffing levels means that the largest schools that often serve the most disadvantaged areas receive less funds. This isn't sustainable for the future, especially if costs continue to rise. With the presumption calculated above regarding the change in demographic, pupil numbers will decrease again by 2031. The result of this is that it will be likely that more small schools will be protected, and as a result, there will be less funds to share between the remainder of the schools. This means that the variety in cost per pupil will increase.

Moving forward with the programme, it will need to be ensured that resources are used in a fair and efficient manner, and that the opportunity is utilised to ensure that the school funding formula is suitable considering the changes that arise through modernisation, as noted by Estyn.

Condition of Buildings

Welsh Government categorises the condition of school buildings on an A-D scale.

See below a definition of the different categories.

A – As new

B – Functionally safe and shows only minor deterioration

C – Operational but major repair or replacement needed in the short to medium term

D – A severe risk of failure

Whilst all of Anglesey's primary school stock has been assessed as condition grade 'A' or 'B' in exception to one school, 4/5 of Anglesey's secondary schools have been assessed as condition grade 'C'. This highlights the need for attention to the condition of our secondary school buildings.

Current and projected maintenance costs of schools are rising from one year to another. Costs of £22.3m were foreseen when the assessment was completed in December 2021, with £9.3m in relation to the 40 primary schools and £13m in relation to the 5 secondary schools. The Council doesn't have the budget to undertake this work. This highlights the need to rationalise our stock of buildings, so that there are means to invest more in the remaining buildings.

Decarbonisation

In response to the climate change emergency, the Council is committed to being a net zero carbon establishment by 2030. In order to reach this target, the Council (and the whole public sector) faces multiple challenges and decisions to reduce carbon emissions and to respond to climate change.

At least 12/40 (30%) of Anglesey's primary schools are performing worse than normal in terms of energy efficiency, with three schools in the worst possible category.

Energy efficiency will need to be substantially improved in our stock of schools if to reach the target of being a net zero carbon establishment.

In light of the above, please note that this Modernising Learning Communities and Developing the Welsh Language Strategy has been constructed to:

- Establish school organisation that is suitable for the next thirty years to ensure the best opportunities for our children and young people to thrive and to utilise the world of work opportunities that are on the horizon;
- Continue to act to ensure that standards and provision at our schools are amongst the best;
- Ensure that the Council's resources are used effectively and efficiently by developing more equal organisation in terms of cost per pupil across schools and establishing a suitable pattern for post-16 education;
- Ensure that all schools set robust foundations to ensure that each learner reaches a level of proficiency in both languages that is relevant to their ability;
- Create the circumstances for leaders to succeed by ensuring sufficient time and support for them to lead and manage;
- Establish a system that ensures appropriate succession of school leaders;
- Ensure that the strategy contributes to the aims of the Wellbeing of Future Generations Act and contributes to 'Place Shaping'.

The Vision and Leading Principles

'A Learning Island with Learning Communities, a Learning Service and Schools as Learning Organisations'.

The Isle of Anglesey County Council has the ambition of ensuring that all our children and young people, despite their background and circumstances, achieve their full potential, enabling all learners to develop towards the four purposes of the curriculum, the aspiration for each child and young person in Anglesey.

The Learning Service's main principles are:

- Ensuring that all children in Anglesey achieve their full potential and have the best possible experiences.
- Ensuring that each child and young person is completely bilingual and can use Welsh and English equally at the end of their period at school.
- Community-focused schools, with stakeholders and partnerships contributing to this role. Preparing young people for future workforce needs by developing skills and digital experiences.
- Attracting the best staff to our schools to give the best experiences to our children.
- Operating in the most cost-effective, efficient, supportive and eco-friendly manner.
- Ensuring that the wellbeing and inclusion of learners is a priority and is core to any educational matter.
- Ensuring that decisions made today effectively contribute towards environmental and climate change matters.
- Ensuring a quality offer for post-16 pupils that is suitable for the future needs of Anglesey.

This will mean that all our children, young people and learners are:

- **Ambitious, capable learners**
- **Venturous, creative contributors**
- **Principled, knowledgeable citizens**
- **Healthy, confident individuals.**

The Sustainable Communities for Learning programme will be key to realising the ambitious vision above by ensuring effective schools of the right size, in the right locations, with a suitable teaching environment and led by inspirational leaders. To achieve this aim, the current situation will need to be reviewed and the best way forward considered, based on the requirements and nature of the needs.

Drivers for Change / Strategic Objectives

Standards – Providing the best education for young people in the financial climate we are in so that education can thrive following Covid-19 and respond to the future needs of Anglesey’s citizens.

The Authority wants to ensure the best possible outcomes for learners by ensuring that the system is suitable for this generation and future generations.

This strategy will address this, looking at creating the conditions so that headteachers, teachers and pupils succeed. The Authority’s experiences with smaller schools have confirmed that higher support than expected is required for some smaller schools, and this is clearer where there are concerns regarding the quality of leadership and/or quality of teaching in individual classes.

In smaller-sized secondary schools, it is a challenge to maintain the quality and breadth of the curriculum. In addition to this, the ability to retain specialist staff, especially in the core subjects and on a managerial level, is challenging.

As the new curriculum is embedding, golden opportunities are arising to establish cross-sector schools [3-16 or 3-18] that make the most of staff expertise and the opportunities to teach and learn across subjects. Cross-sector schools also provide opportunities to avoid the ‘decline in performance’ seen amongst learners as they transfer from primary to secondary.

Leadership and Management – Increasing capacity to develop effective leadership at our schools and to plan succession.

Effective schools are led well. Our successful schools have strong leadership on all levels, including governors.

The challenges attached to leading and managing a school have increased substantially, and the expectations continue to rise. Currently, many primary headteachers have a substantial specific teaching commitment, especially in the small schools. The headteachers of smaller schools also fulfil a variety of administrative tasks. Recruiting headteachers under these conditions is challenging.

Primary schools need to be of suitable size to have a headteacher who doesn’t teach for a substantial percentage of the time. This would give the necessary time to the headteacher to undertake key leadership functions within the school or federation, offering leadership experiences to members of staff and contributing towards succession planning.

Pupil Numbers / Surplus Places – Providing education that corresponds to the requirements of the island’s population. A reduction in surplus places to make efficient use of resources.

The island’s population is ageing. A fall was seen in the percentage of school-aged children (0-15) in the most recent census. If this continues to fall, a further decrease of 3% is forecasted in the percentage of the population ‘under the age of 15’ by 2031. As a result of this change in demographic, and the proven fall in the number of school-aged children living on the island, in addition to the further fall seen in headteacher forecasts for the next 5 years, it is important that the Council continues to monitor the number of surplus places, to ensure efficient use of resources.

In January 2023, nearly half of all of Anglesey’s primary schools met the Welsh Government’s definition of a small school (less than 91 pupils), whilst 33% of our primary schools met the definition of having a substantial number of surplus places (25% or higher of the school’s capacity). There was also one secondary school that met the definition of having a substantial number of surplus places, with 44% (429) surplus places.

The Sustainable Communities for Learning programme will address this by reviewing the future of each school based on area.

Wellbeing, Care and Health – Improving access to ensure wellbeing, care and health at our schools.

The Authority effectively engages with stakeholders including teachers, governors and parents to gather their views. As a result, wellbeing, care and health in our schools receives high and continuous priority.

Effective schools have safe environments for learners and staff, which also promote respect and diversity.

A well-designed school environment can improve the physical and mental health of children, in addition to improving the wellbeing of staff and making them feel that they are appreciated. There are currently 5 primary schools and one special school in an ‘A’ grade condition.

Well-designed and thoughtfully developed school grounds enrich opportunities to learn and play. Connection and contact with nature create more positive emotions and feelings of vitality, and less negative emotions; it also offers a release from mental fatigue, and the ability to concentrate for longer.

The Authority is committed to investing in a Community Focused Schools learning environment, by co-locating key services, and ensuring a stronger engagement with parents and carers outside traditional hours. The Council’s Community Focused Schools programme will address child poverty and mitigate its effects, including educational inequalities children experience as a result of living in poverty.

By investing in school buildings, we hope to create better facilities that learners and the wider community can use. This includes access to continuous adult learning, childcare and sport and leisure activities.

Post-16 Provision – Strengthening learner entitlement and experience for post-16 learners.

The Council operates the Post-16 Learning Partnership with Gwynedd and Grŵp Llandrillo Menai, and the Learning Partnership is responsible for commissioning post-16 provision to meet locally agreed curriculum requirements for education and training.

Although the Post-16 Learning Partnership has succeeded to rationalise provision, the current system isn't sustainable in terms of travel costs and small class sizes. Many classes currently have small pupil numbers. In the current financial climate, this isn't viable, cost-effective or sustainable. Additionally, as schools have already rationalised the number of non-viable courses, pupils spend regular intervals traveling from one school to another. The county's secondary school headteachers acknowledge the need to review the current situation.

As a result, consideration will need to be given to the future of post-16 provision in the county.

Buildings and Resources – Ensuring high quality and fit for purpose buildings and learning environments.

An inspection of school buildings denotes that severe deficiencies continue in many sites and buildings, especially in the secondary sector, which raises immediate questions regarding the long-term viability of some buildings. It isn't sustainable or possible to maintain a large number of ageing school buildings.

The number of school buildings will need to be rationalised in some areas where it is possible to combine two or more neighbouring primary schools because the space is available already at one of those schools. This would lead to financial savings, despite the need to transport the learners to another school. This will ensure that shrinking resources are used to improve the learning experiences of children rather than to maintain a building.

Anglesey is committed to ensuring that all school buildings meet the expectations of the 21st century, are fit for purpose, are in the right location, meet the needs of learners and are a resource for the community.

Curriculum for Wales – Ensuring that schools have the resources and the capacity to drive Curriculum for Wales forward successfully.

As the new curriculum continues to be developed and introduced from September 2022, it will be all important that schools have the resources to drive the new curriculum forward successfully, to meet the four main purposes of developing:

1. Ambitious, capable learners
2. Enterprising, creative contributors
3. Ethical, informed citizens
4. Healthy, confident individuals

The new curriculum is designed by teachers, responds to the needs of all young people, and constructed for a fast-changing world. It focuses on progress-based learning (rather than age-based), has a clear purpose of what needs to be achieved. Pupils learn about things that will help them every day and moves them forward in their learning when they are ready to do so, not because of their age.

This is more relevant than ever due to the different effects the Covid-19 pandemic has had on the learning of young people. There will be close collaboration between teachers and pupils to gain a good understanding of the progress levels of individual pupils.

Community Use – Expanding use of school buildings and facilities by parents, the community and older inhabitants.

The Council is eager to optimise use of resources and infrastructure to provide services to our communities. This means having flexible assets so that there are means for the community (including children, adults, and older people) to use the asset and the resources. This will support the resilience of communities and help avoid poverty. This is currently very important in the context of the cost-of-living crisis.

It is foreseen that a key aspect of the Sustainable Communities for Learning programme will be ensuring care provision for pre-school children on new school sites or on sites being adapted (to be managed with a partner in the local childcare sector) to provide care between 8:00am and 6:00pm for families, alongside nursery education, wraparound care and after school/holiday care clubs.

Decarbonisation – Ensuring that our schools are sustainable and contribute to the Council’s Net Zero agenda.

The Council is committed to being a net zero carbon service by 2030.

A key part of the journey to achieve net zero carbon will be to review the use and performance of all Council assets, ensuring the smallest possible carbon footprint whilst continuing to provide services to our communities.

Primary schools are the largest producers of carbon of all Council buildings, with secondary schools the second highest.

There is a substantial range in carbon emissions per pupil, with the highest being 2,079kgCo_{2e} per pupil, and the lowest being 65kgCo_{2e} per pupil. In this context, the smallest schools tend to be at top of the cohort.

The Council has already made a substantial saving in terms of carbon emissions via the plans of the Sustainable Communities for Learning programme, e.g., by combining four schools into one in the Rhosyr area. In 2018/19, altogether the carbon emissions of Bodorgan, Dwyran, Niwbwrch and Llangaffo schools were 100tCo_{2e}. In 2021/22, Ysgol Santes Dwynwen’s carbon emissions were 26tCo_{2e}.

Anglesey’s first net zero carbon building, via the Sustainable Communities for Learning Programme, will open in 2024, when the new Foundation Phase Unit of Ysgol y Graig is complete.

Any new building via the Sustainable Communities for Learning programme will be a net zero carbon building, and carbon emission implications will be an important consideration in assessing different options through the Sustainable Communities for Learning programme.

Financial – Ensuring that schools can operate effectively within the available budget. Aiming towards reducing the range in expenditure per pupil, ensuring more equal opportunity across schools.

A substantial range is acknowledged in funds per pupil the schools receive via the Delegated Schools Funding Formula. Some primary schools receive over three times the average Anglesey primary school budget per pupil, and over four times more than some of the largest schools. This doesn’t make fair or efficient use of the funds available, and fairness and efficiency will need to be ensured in proceeding with the programme.

Inflation is likely to have a substantial impact on the Council’s finances for the coming years, and a raise in energy costs is also likely to substantially increase costs. This places substantial pressure on the finances available to provide services, and therefore it is more important than ever that funds are used efficiently and fairly.

As building maintenance and running costs increase, options will need to be considered to rationalise or close some buildings, so that a higher share of the funds is spent on learning, rather than on running and maintaining buildings.

The Welsh Language – Offering Welsh-medium and bilingual provision to all our learners.

The Authority operates a bilingual policy throughout all the county's schools. The aim is to develop pupils' abilities as bilingual learners by the end of formal education. Each of the county's educational establishments is expected to follow the Welsh language policy for schools that has adopted the principle that the Welsh language should be treated no less favourably than English, and that the island's residents should be able to live their lives through the medium of Welsh if they wish to do so.

In light of this, any new scheme presented, such as projects deriving from the Sustainable Communities for Learning, are subject to the requirements of the language policy.

Our Welsh in Education Strategic Plan refers to the aim of increasing the proportion of pupils who receive their education in Welsh as a First Language up to the end of their time at secondary school. It is also intended to use childcare models to increase Welsh-medium childcare capacity on Anglesey. The childcare partnership model has the potential to be a key contributor towards Welsh Government's ambition of a million Welsh speakers by 2050. It will also be important on a local level to meet the objectives of our Welsh Language Promotion Strategy 2021-26.

Designing the Workforce

The education workforce must evolve to keep pace with the rapidly changing world and embrace the new opportunities these changes bring. The future is one in which learners will experience a wide range of interactions with adults, peers and with technology to support their individual learning needs.

International research demonstrates that leadership is second only to classroom teaching as an influence on learning and outcomes. All practitioners are leaders whether they lead learners, other practitioners or schools. We are committed to building leadership capacity by encouraging and supporting all practitioners to develop their own leadership potential and the leadership potential of others.

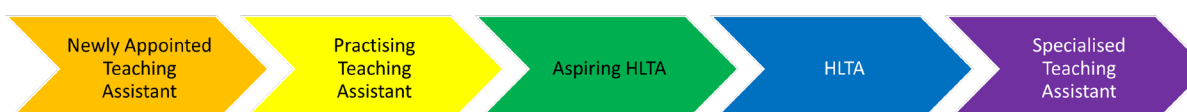
A progressive, practice-based, career-long development of leadership for all can be seen in the leadership development pathway. The pathway reflects national principles and strategies for leadership development and is consistent with the Professional Learning Model.



Quality teachers are the most important determinant of learner progress in schools. Teachers need to be supported in their own professional learning and have opportunities to collaborate with each other, have strong leadership support and have access to a range of experts to enable them to grow and provide the very best for all the learners in their care.

Modernisation of the workforce includes diversifying the workforce: teaching, learning, welfare, health and inclusion professionals, with different skill sets and experience levels, working together in teams to provide differentiated teaching and welfare support tailored to each child's individual needs. This, along with excellent school leaders and teachers, drawing from other sectors and the community, would provide learners with a greater connection to the world outside to ensure that there is alignment between the skills that children are learning and their relevance in the real world.

The role of the teaching assistant is key in schools. They are responsible for supporting children, ensuring that they get the most out of their school life and personal development in the classroom. They work one-to-one with pupils, as well as in groups, whilst also supporting the teacher in delivering lessons and activities. Through the Teaching Assistants' Learning Pathway, teaching assistants can develop their skills through a series of progressive, practice-based programmes, underpinned by the professional standards for teaching assistants.



Strong school leadership supports high impact approaches such as teacher collaborative learning. There should be a shift away from leaders focusing on administrative tasks. School leaders support a concept where the collective capacity of a group of people is the way forward as opposed to focusing on developing the skills of individuals to do their work better. By working collaboratively in learning teams, school professionals are encouraged to provide effective teaching through targeting of specialist expertise, on the job learning and support, increased instructional time, workforce motivation and support for inclusion.

School leaders are becoming more externally facing as teacher capacity grows to lead peer professional development. They increasingly look outward to draw in resources and expertise from wider sectors and networks, including other schools, community and external organisations. Successful school leaders are system leaders, providing peer school evaluation, acting as a critical friend, and coaching peers in their school improvement journey.

A learning community thrives in a diversified workforce - including networks of schools, education professionals and cross-sectoral partnerships. School staff directly involved in innovating and applying evidence of what works, and the resulting knowledge, data and evidence shared, create a system that cultivates learning, is able to learn itself, and adapts to change. A school with a community focus, and a workforce made up of a wide range of expertise, provides learners with a connection to the external world outside school, including work and the community, drawing support from increasingly professionalised specialists and vibrant school networks to improve teaching and learning. School professionals working together in a wide variety of teams providing greater opportunities for differentiated teaching around the individual needs of the learner.

Recruitment and retention of teaching and non-teaching staff is a challenge, especially in certain subjects, areas of expertise and those who are bilingual. We are committed to supporting the development of school staff and those interested in working in our schools. This includes working closely with universities and Initial Teacher Education partnerships to ensure that we are being proactive in responding to these challenges and are thus able to answer the needs of our children and young people.

Related Challenges

The need for capital investment

The cost of building new schools is expensive. Four new schools have been completed thus far through the Sustainable Communities for Learning programme, with the cost ranging between £5.6m and £10.352m. Additionally, building costs have increased substantially over recent months as a result of global events.

Whilst Welsh Government has contributed towards 50% of Band A projects, and 65% of Band B projects, it is required for the Council to contribute towards the remainder of the cost.

It is important that the Council takes advantage of the opportunity to attract external funds (grant) to improve the condition of our educational building estate. However, considering the financial challenge the Council is likely to face over the coming years, the Council will need to prioritise the related work.

In regards to prioritisation, it is foreseen that secondary provision will need to be remodelled over the coming years, whilst also operating other difficult decisions.

Difficult Decisions

Whilst implementing the strategy, it is likely that the Council will need to make difficult, often unpopular, decisions when considering the future of school organisation.

Where the Council proposes to make a regulated alteration, a consultation and an objection period will follow, which allows stakeholders to give their views on the proposal, and to make a new proposal. The Council will consider this feedback carefully before deciding on whether to change or to proceed with the original proposal. In addition to this, an Impact Assessment will be held, which will specifically consider how any proposal would have an impact on communities, equality, and the Welsh language.

Implementation Timetable

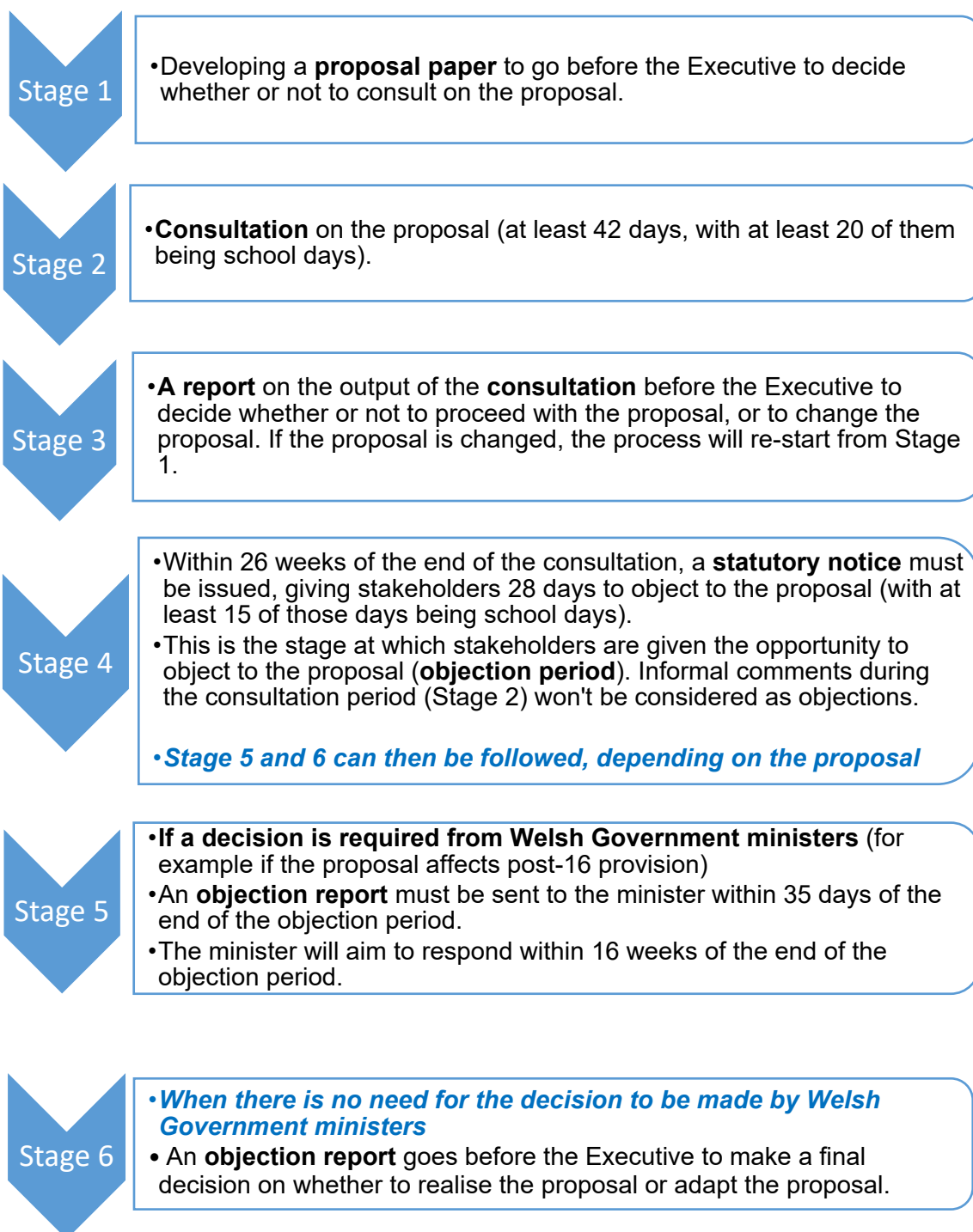
Implementation Period		
Stage 1 – 2023 onwards	Stage 2 – 2024 onwards	Stage 3 – 2025 onwards
<p>Continue to address the condition of our school buildings through the Sustainable Communities for Learning programme, considering different types of education provision, e.g. 3-16 or 3-18 schools.</p> <p>Look at improving the efficiency of schools and ensure fair funding. Prioritising schools in areas with the highest number of surplus places and the highest cost per pupil.</p> <p>Research the possibilities to improve the effectiveness and efficiency of post-16 provision.</p>	<p>Continue to address the condition of our school buildings through the Sustainable Communities for Learning programme, considering different types of education provision, e.g. 3-16 or 3-18 schools.</p> <p>Continue to look at improving the efficiency of schools, reducing the variation in cost per pupil, and reducing the number of surplus places (primary and secondary), whilst also considering options for federalisation of schools.</p> <p>Improve the effectiveness and efficiency of post-16 provision.</p>	<p>Sustainable Communities for Learning programme plans are realised.</p> <p>Plans are realised to respond to the challenge regarding the variation in cost per pupil and reducing the number of surplus places.</p> <p>Decisions made in relation to Post-16 provision on Anglesey.</p>

How will the Modernising Learning Communities and Developing the Welsh Language Strategy affect the experience of users?

- More community focus – more facilities (multi-purpose that can be used by the community in addition to the school), extended hours for use, more use by the community, community hub.
- Leadership – easier to appoint school leaders, more effective training, and more efficient meetings due to less participants.
- Staff collaboration – more opportunities due to being on the same site, e.g. co-planning, co-training, learning from each other, resource pooling opportunities, extra-curricular opportunities, catchment area working opportunities.
- Collaboration between children and young people – as part of teaching and learning, wider opportunities through a variety of teachers.
- Effective transition – strengthening familiarity with the children transferring, 3-16/18 opportunities, easy to swap primary and secondary teachers.
- Opportunities to develop and strengthen the Welsh-medium and bilingual provision in the classroom and in informal contexts.
- Opportunities to be more financially efficient – the Learning Service and individual schools.
- Governors are easier to appoint as there are less of them, and training and collaboration is more effective.
- Opportunities for more effective school administration and to develop catchment area business managers.
- More opportunities to develop technological systems and use of Hwb funds.
- Opportunities to develop buildings, including more effective maintenance.
- Environmental opportunities and less energy waste – net zero opportunities.

Legislative Process

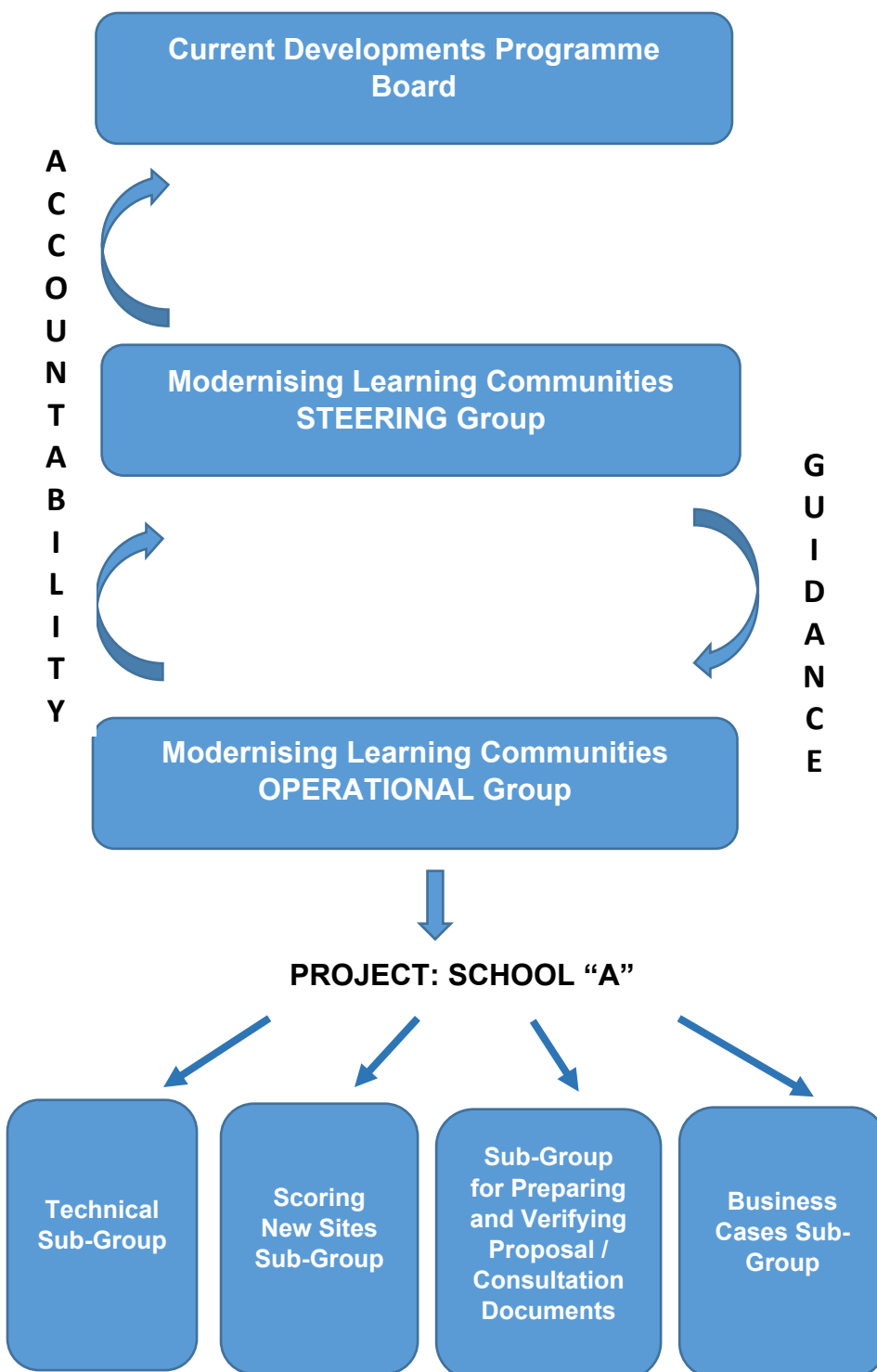
In line with the *School Organisation Code 2018*, the Council will follow the process below before implementing any plan considered to be a controlled change in line with the code's definition. There will be a simpler process to follow for any proposal that doesn't meet this definition.



Monitoring, Management and Governance

The principles of openness, integrity and accountability are relevant on all levels of governance. In the context of modernising Learning Community and developing the Welsh language, this will include:

- Setting a clear purpose when funding the modernisation programme;
- Noting a suitable financial procedure;
- Monitoring the financial performance and the service of the modernisation board;
- Carefully considering the representation on the modernisation board;
- Maintaining audit access to support accountability.



- Cross-party and cross-service discussion forum on strategic matters
- Monitor progress ensuring that expected benefits are realised.
- Provide an overview and direction.
- Accountable for risks and timescales
- Propose a recommendation regarding the start of specific projects.

- Contribute towards, challenge, and ensure compliance with the Organisation Code, and monitor progress of the Modernising Learning Communities Programme.
- Opportunity to Express views, and contribute towards new plans / strategies.
- Share good practice, lessons learnt and successes.

- Provide guidance to officers on operational matters relating to the modernisation programme.
- Identifying and managing programme risks.
- Prioritising resources
- Receive feedback from sub-groups:
 - Technical;
 - Scoring New Sites;
 - Preparing and Verifying Proposal / Consultation Documents
 - Business Cases.

- Realise the project on a daily basis by compiling the associated work in a cohesive manner.

Accountability

The Modernising Learning Communities Steering Group will be accountable to, and will report regularly on achievements to the Current Developments Programme Board. The Current Developments Programme Board will be chaired by the Chief Executive.

The Principles of the Modernising Learning Communities and Developing the Welsh Language Strategy

The programme will:

- Clearly express its vision and purpose, ensuring clear alignment between the programme's vision and the general strategic objective and direction of the organisation
- Adopt and use professional programme management methodology
- Have a clear overview and appropriate governance arrangements in place
- Have clear criteria for how councillors and officers are involved in the programme
- Work closely with the community and other stakeholders in the process
- Ensure that benefits are clearly linked to better outcomes for the community
- Thoroughly consider and evaluate alternative options
- Develop robust business cases, with clear reasons for its decisions and will not base them only on financial advantage which could be subject to change
- Be clear regarding the risks concerned, with scrutiny proportionate to the risk
- Clearly show how the programme ensures value for money.

Information Sources

The information sources used to form this strategy are listed below:

- Council Plan
[Council Plan 2023 to 2028 \(gov.wales\)](#)
- Estyn Inspection Report on Anglesey County Council
[Inspection report Lleol Ynys Môn 2022 \(gov.wales\)](#)
- September 22 Stats from Head Teachers
- 2021 Census
[Isle of Anglesey facts and figures - W06000001 - ONS](#)
- Pupil Level Annual Census (PLASC) (2023 information not yet published)
[Pupil Level Annual School Census \(PLASC\) \(gov.wales\)](#)
- Stats Wales – Cost per Pupil
[Delegated School Budgets per pupil, by school \(£\) \(gov.wales\)](#)
- Information on the condition of buildings from the Highways, Waste and Property Service
- Data on energy usage, and Carbon emissions from the Highways, Waste and Property Service

Isle of Anglesey County Council	
Report to:	The Executive
Date:	18 July 2023
Subject:	Modernising Schools on Anglesey – Reviewing the catchment areas of Ysgol y Graig and Ysgol Talwrn
Portfolio Holder(s):	Councillor Dafydd Roberts
Head of Service / Director:	Marc B. Hughes Director of Education, Skills and Young People
Report Author: Tel: E-mail:	Emrys Bebb 2919 emrysbebb@ynysmon.llyw.cymru
Local Members:	Councillor Non Dafydd Councillor Dylan Rees Councillor Paul Ellis

A –Recommendation/s and reason/s

Reasons

At its meeting on 17 December 2020, the Executive decided to:

- Approve the proposal to increase the capacity of Ysgol Y Graig to take pupils from Ysgol Talwrn, close Ysgol Talwrn and review the catchment areas of Ysgol Y Graig and Ysgol Talwrn.

Other points were agreed at the meeting as shown in the minutes.

The purpose of this report is to review the catchment area of Ysgol Talwrn as mentioned in the bullet point above by assessing options.

Options

Below are the realistic options that are possible:

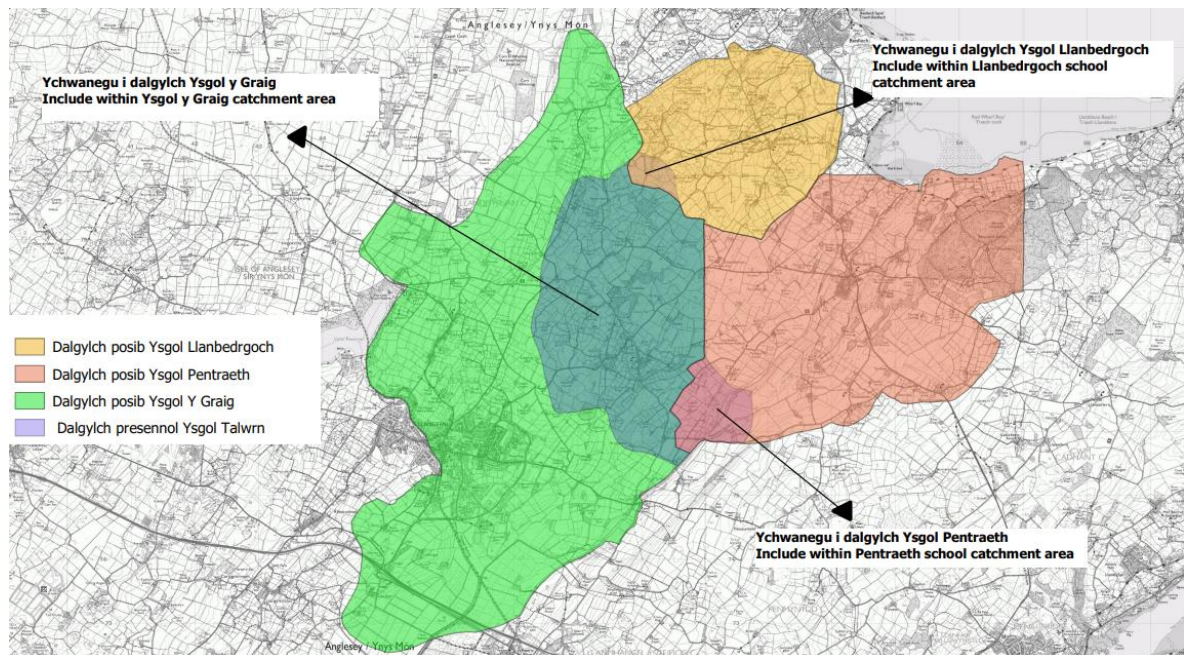
1. There are 3 parts to this option:

- Transfer a stretch in the north of Ysgol Talwrn's existing catchment area (as in the map below in Option 1) to Ysgol Llanbedrgoch catchment. This would mean that any children living in this area would be geographically closer to Ysgol Llanbedrgoch than Ysgol y Graig.
- Transfer a piece in the south east of Ysgol Talwrn's existing catchment area (as in the map below in Option 1) to Ysgol Pentraeth's catchment. This would mean that any children living in this part would be geographically closer to Ysgol Pentraeth than Ysgol y Graig.
- Combine the remainder of Ysgol Talwrn catchment with the Ysgol y Graig catchment area

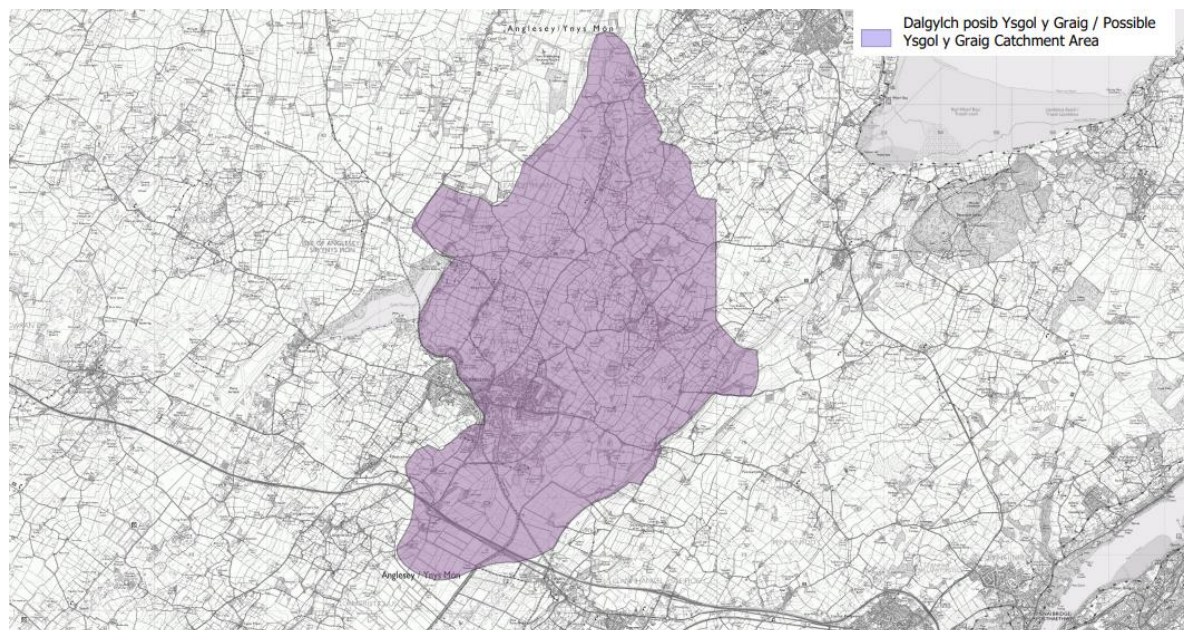
2. Combine the existing Ysgol Talwrn catchment with the Ysgol y Craig catchment.

A –Recommendation/s and reason/s

Option 1 – Slightly change the Ysgol Talwrn catchment area and combine the rest of the catchment area with Ysgol y Graig's catchment area



Option 2 - Merge the existing Ysgol Talwrn catchment area with the Ysgol y Graig catchment area



The statutory notice for the proposal approved by the Executive on 17 December 2020 and on 15 March 2021 says: "Transport arrangements to the expanded school are proposed from the catchment area of the present Ysgol Talwrn." So whichever option is preferred, transport will need to be arranged for Ysgol Talwrn pupils who will transfer to Ysgol y Graig. This will be done in the coming months.

A –Recommendation/s and reason/s

The advantages and disadvantages of both options can be seen below:

	Option 1	Option 2
Advantages	<ul style="list-style-type: none"> • Pupils living in the parts of Ysgol Talwrn's existing catchment area that can transfer to the catchment areas of Ysgol Pentraeth and Ysgol Llanbedrgoch would then live closer to the secondary school of that catchment. 	<ul style="list-style-type: none"> • It will ensure that children living in the catchment area remain in the same catchment area from primary to secondary school • It will encourage children who have already been attending Ysgol Talwrn to continue attending the same school i.e. Ysgol Y Graig from September 2024 • Carbon emissions as a result of transport would be lower (compared to Option 1).
Disadvantages	<ul style="list-style-type: none"> • There would be additional transport costs to the Council and it may be necessary to provide transport from both parts that can transfer with a potential cost of £60k per annum. • Some children may go to a different secondary school than their friends • Pupils would potentially transfer to a school within a different secondary catchment area to their siblings. This can create problems for parents should their children attend different secondary schools. • Increased transportation would lead to higher carbon emissions 	<ul style="list-style-type: none"> • It is anticipated that there would be additional transport costs to the Council of around £30k.

It is recommended that the Executive:

Approve Option 2.

B – What other options did you consider and why did you reject them and/or opt for this option?

See both options above. Option 2 was chosen, as Ysgol Y Graig is in the same secondary catchment area as Ysgol Talwrn. The pupils will transfer to the same secondary school as their friends, and possibly older siblings. This option is also more cost efficient for the Council and will reduce carbon emissions.

C – Why is this a decision for the Executive?

The original proposal was agreed by the Executive and is therefore beyond the delegated powers of officers to decide the future of the catchment area.

Ch – Is this decision consistent with policy approved by the full Council?

Yes. The Executive is responsible for school modernisation matters. It is in keeping and consistent with the Anglesey School Modernisation strategy (adopted by the Executive in October 2018).

D – Is this decision within the budget approved by the Council?

The proposed project was approved after it was amended to reflect the new tendered cost of the project received after re-tendering. This was approved by the Executive on 19 July 2022.

Dd – Assessing the potential impact (if relevant):

Note – This decision about the future of Ysgol Talwrn's catchment area is part of a process related to a previous decision which was the proposal to increase Ysgol Y Graig capacity to take pupils from Ysgol Talwrn and close Ysgol Talwrn was made on 10 December 2020. The effect of that decision is assessed below.

1	How does this decision impact on our long-term needs as an Island?	<p>The proposal ensures the long-term sustainability of education in this part of the Llangefni area and ensures that there are sufficient school places to meet the needs now and into the future.</p> <p>It will also ensure that the new building for Ysgol y Graig is fit for purpose and meets 21st Century Schools and BREEAM standards and will be a Net Zero Carbon building.</p>
2	Is this a decision which it is envisaged will prevent future costs / dependencies on the Authority? If so, how?	<p>Yes– The Llangefni area was prioritised as part of the school modernisation programme, due to insufficient school capacity. Any proposal to create additional capacity is likely to lead to additional costs, however the new building for Ysgol y Graig will enable children in the catchment area to attend a local school.</p> <p>The preferred option i.e. building a new Foundation Phase block will develop a new school building which will contribute to the school becoming a “Learning Organisation” (Education in Wales: Our National Mission 2017-2021).</p> <p>Pupils in turn should benefit from experiences at school that will support them in becoming young adults that are:</p> <ul style="list-style-type: none"> • ambitious, capable learners, ready to learn throughout their lives • enterprising, creative contributors, ready to play a full part in life and work • healthy, confident individuals, ready to lead fulfilling lives as valued members of society.

Dd – Assessing the potential impact (if relevant):

Note – This decision about the future of Ysgol Talwrn's catchment area is part of a process related to a previous decision which was the proposal to increase Ysgol Y Graig capacity to take pupils from Ysgol Talwrn and close Ysgol Talwrn was made on 10 December 2020. The effect of that decision is assessed below.

		<p>The proposal will be financed 35/65 by the Council and Welsh Government through the Sustainable Communities for Learning Programme.</p> <p>The Council's investment will be via a 60 year loan, part financed through the capital receipts.</p> <p>The preferred option will eliminate the current and projected future maintenance spend at Ysgol y Graig and Ysgol Talwrn and contribute to revenue savings.</p>
3	<p>Have we been working collaboratively with other organisations to come to this decision? If so, please advise whom.</p>	<p>Yes-The following contributed during the statutory consultation process:</p> <ul style="list-style-type: none"> • Local Elected Members • Local Member of Parliament • Local Senedd Member • Regional Senedd Members • GwE • Estyn • Police and Crime Commissioner • The Welsh Government • Welsh Language Commissioner • Neighbouring Local Authority • Local Town and Community Councils • Teaching and staff trade unions representing Ysgol y Graig and Ysgol Talwrn • Cylch Meithrin Talwrn • Headteacher Ysgol Gyfun Llangefni • Isle of Anglesey County Council - Senior Officers • Isle of Anglesey County Council-Principal Youth Officer • Other interested parties
4	<p>Have Anglesey citizens played a part in drafting this way forward, including those directly affected by the decision? Please explain how.</p>	<p>Yes – stakeholders were consulted on the proposal during the statutory consultation held from 6 February 2020 - 20 March 2020. Stakeholder responses to the statutory consultation were included in the consultation report.</p> <p>The citizens of Anglesey have been given the opportunity to present other reasonable alternatives as part of the process during the consultation period noted above.</p>

Dd – Assessing the potential impact (if relevant):

Note – This decision about the future of Ysgol Talwrn's catchment area is part of a process related to a previous decision which was the proposal to increase Ysgol Y Graig capacity to take pupils from Ysgol Talwrn and close Ysgol Talwrn was made on 10 December 2020. The effect of that decision is assessed below.

5	Note any potential impact that this decision would have on the groups protected under the Equality Act 2010.	See the Equality Impact Assessment on the proposal
6	If this is a strategic decision, note any potential impact that the decision would have on those experiencing socio-economic disadvantage.	See the Equality Impact Assessment on the proposal
7	Note any potential impact that this decision would have on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.	See the Equality Impact Assessment on the proposal

E – Who did you consult?		What did they say?
1	Chief Executive / Senior Leadership Team (SLT) (mandatory)	Incorporated in this report.
2	Finance / Section 151 (mandatory)	Incorporated in this report.
3	Legal / Monitoring Officer (mandatory)	Incorporated in this report.
4	Human Resources (HR)	No comments were received.
5	Property	Incorporated in this report.
6	Information Communication Technology (ICT)	No comments were received.
7	Scrutiny	N/A
8	Local Members	Local members are aware of the situation.
9	Any external bodies / other	The governing bodies of Ysgol y Graig and Ysgol Talwrn are aware of the situation.

F - Appendices:

Consultation report

Ff - Background papers (please contact the author of the Report for any further information):

1. Minutes of the Executive's meeting for 10 December 2020 and 15 March 2021.
2. Statutory Consultation Documents
3. Minutes of the Executive's meeting on 19 July 2022.
4. School Organisation Code 2018.
5. Equality Impact Assessment for the proposal



CONSULTATION REPORT

SCHOOL MODERNISATION - LLANGFNIA AREA

Ysgol Talwrn and Ysgol y Graig

Outcome of the consultation undertaken between

6 February 2020 to 20 March 2020

On the proposal to:

“Increase the capacity of Ysgol y Graig to accommodate pupils from Ysgol Talwrn, close Ysgol Talwrn and review the catchment areas of Ysgol y Graig and Ysgol Talwrn”

<p>Protocol for public speaking at virtual Committee meetings</p>	<p>The public, may pre-register their interest, using the relevant form, to speak at Scrutiny Committee Meetings.</p> <p>Please see the Protocol for public speaking at virtual meetings of Scrutiny Committees:</p> <p>Protocol for public speaking at virtual Scrutiny Committee meetings</p>
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December 2020

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

Hard copies of this report is available on request by sending an email to angleseyschools@ynysmon.gov.uk

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1. INTRODUCTION

The Isle of Anglesey County Council has a statutory duty to secure sufficient and suitable places for children within the county's schools.

The Council has a responsibility under the School Organisation Code (011/2018) to consult with stakeholders when considering school reorganisation proposals that meet specific criteria.

The Council from 6 February 2020 to 20 March 2020 held a statutory consultation process in respect of the following proposal to:

“Increase the capacity of Ysgol y Graig to accommodate pupils from Ysgol Talwrn, close Ysgol Talwrn and review the catchment areas of Ysgol y Graig and Ysgol Talwrn”

The purpose of undertaking a statutory consultation was to seek the views of stakeholders/ interested parties on the proposal.

This consultation report now represents the council's responsibilities in line with the School Organisation Code (011/2018) to produce a report to inform stakeholders/ interested parties of the outcome of the statutory consultation by means of:

- Summarising each of the issues raised by stakeholders/ interested parties
- Responding to the issues by means of clarification, amendment to the proposal or rejection to the concerns with supporting reasons
- Setting out Estyn's view on the proposal with the Council's response.
- Express the views of children and young people affected by the proposal.

2. DISTRIBUTION OF THE CONSULTATION REPORT

The consultation report has been published on the Council's website www.anglesey.gov.uk and the following stakeholders / interested parties have been informed directly of the publication of the consultation report.

- Staff (Teaching and Ancillary) of Ysgol Talwrn and Ysgol Y Graig
- Governors and Parents/Guardians of Ysgol Talwrn and Ysgol Y Graig
- Local Elected Members
- Local Member of Parliament
- Local Member of the Senedd
- Regional Members of the Senedd
- GwE
- Estyn
- Police and Crime Commissioner
- The Welsh Government
- Welsh Language Commissioner
- Neighbouring Local Authority
- Local Town and Community Councils
- Teaching and staff trade unions representing Ysgol Talwrn and Ysgol Y Graig
- Cylch Meithrin Talwrn
- Flying Start
- Mudiad Meithrin
- Meithrinfa Medra
- Meithrinfa Sêr Bach

- Cylch Meithrin Stryd Y Bont
- Headteacher of Ysgol Gyfun Llangefni
- Canolfan Addysg Y Bont
- Coleg Menai
- Isle of Anglesey County Council -Senior Officers
- Isle of Anglesey County Council- Principal Youth Officer
- Barnados

3. THE PROPOSAL

The Council consulted on the proposal to “Increase the capacity of Ysgol y Graig to accommodate pupils from Ysgol Talwrn, close Ysgol Talwrn and review the catchment areas of Ysgol Talwrn and Ysgol Y Graig”

The new school building would accommodate all pupils from the current Ysgol Y Graig and Ysgol Talwrn and meet estimated future demand including nursery provision. Ysgol Talwrn would close.

For the purpose of this report the enlarged school building will still be known as Ysgol Y Graig.

3.1 The expanded Ysgol Y Graig’s proposed details

The expanded Ysgol Y Graig’s proposed details are noted below:

Proposed details for the extended Ysgol Y Graig	
Age range	3-11 years
Pupil Places	480 (4-11 years)
Nursery Places	68
Admission number	68
Location	Land near the current Ysgol y Graig building, Llangefni.
Category	Community
Language Category	Welsh Medium
Proposed facilities	21 st Century Primary School facility to realise the new Curriculum for Wales (CFW), including nursery and community provision.
Anticipated Project Cost	Approximately £6m, financed 65/35 through Welsh Government 21 st Century Schools Programme and the Council’s capital.

It is proposed that the extension to Ysgol Y Graig which would include a new Foundation Phase (FP) block could include the following:

- Foundation Phase (FP) Classrooms
- Toilets and Cloaks adjacent to FP Classrooms
- Reception classrooms
- Toilets and Cloaks directly off Reception Classrooms
- Nursery classroom

- Toilets and Cloaks directly off Nursery Classrooms
- A main hall (for lunch provision and for use as a gymnasium);
- A resources room
- A Nurture Group Room
- A flexible Art/Group Room
- Kitchen with stores, staff office and toilet; server area; hall storage
- Reception Office and photocopier
- Office
- Hygiene room
- Pupil Support / Medical Inspection / Interview Room
- Staff room with separate Staff Work area
- Visitor/staff toilets
- IT Server Room
- Sick Bay
- Entrance / Reception Area
- Cleaner's Store
- 1 Small Group Room

External areas would include hard play areas, soft play areas and a garden area. Play areas for the nursery and pre-school nursery children would be segregated. The existing Ysgol Y Graig playing field would be used for both the Foundation Phase and Key Stage 2 pupils. As a result of these inclusions, it is proposed that-

- The extended Ysgol Y Graig would have sufficient places to meet demand.
- The extended Ysgol Y Graig would be purpose built to deliver the new Curriculum for Wales (CFW).
- The extended Ysgol Y Graig would be in a position to maintain their Estyn gradings of Excellent and Good and be expected to retain the Green (A) status categorisation held.
- The extended Ysgol Y Graig would be fully compliant with the Equality Act 2010.
- The cost per pupil at the extended Ysgol Y Graig would be below the average cost per pupil for Anglesey primary schools.
- In the extended Ysgol Y Graig, it is foreseen that the Headteacher would have no specific teaching commitment.
- The extended Ysgol Y Graig would be a 21st century building would be designed to have low maintenance costs and have a BREEAM Excellent rating.

The Council proposes to provide free transport for pupils currently attending Ysgol Talwrn to the extended Ysgol Y Graig for eligible pupils in accordance with the Council's transport policy for schools.

The Council would provide appropriate help and support for ALN pupils. Should parents with pupils' who are registered ALN have any questions regarding the support offered, individual meetings can be arranged with Dr Einir Thomas (Additional Learning Needs Manager), Email: einirthomas@gwynedd.llyw.cymru, telephone 01286 679007.

4. CONSULTATION ARRANGEMENTS

On 20 January 2020 the Council's Executive authorised officers to conduct a statutory consultation in line with the requirements set out in the School Organisation Code (011/2018), on the proposal below:

4.1 Methodology

The Consultation was held between 6 February 2020 and 20 March 2020. During this period stakeholders / interested parties were invited to express their views on the proposal to:

“Increase the capacity of Ysgol y Graig to accommodate pupils from Ysgol Talwrn, close Ysgol Talwrn and review the catchment areas of Ysgol y Graig and Ysgol Talwrn”

The consultation document link was made available to all the stakeholders /interested parties listed in section 2 and the consultation document was published on the Council's website www.anglesey.gov.uk.

The Council also raised awareness of the consultation via the Council's social media networks. Consultees were also advised of the following opportunities to respond to the consultation proposal or ask questions by:

- Sending an email to angleseyschools@anglesey.gov.uk or
- Completing the on line response form or
- Completing a paper response form by email to angleseyschools@anglesey.gov.uk

Or posted to:
Programme Manager (Schools Modernisation),
Human Resource and Transformation Service
Council Offices,
Llangefni,
LL77 7TW

Hard copies of the consultation document or alternative formats were available on request.

4.2 Consultation Meetings

The following meetings/sessions were held to present the consultation documents and explain the consultation process to Staff, Governors, Parents/Guardians and all other interested parties who attended. Attendees were advised of the importance of responding to the consultation as described in section 4.1 as no formal minutes were taken at the consultation meetings.

Date	Location /School	Stakeholders	Time
10 February 2020	Ysgol Talwrn	Staff	4:00 pm – 5:00 pm
	Ysgol Talwrn	Governors	5:15 pm - 6:15 pm
	Ysgol Talwrn	Parents/ Guardians	6:30 pm - 7:30 pm
13 February 2020	Ysgol Y Graig	Staff	4:00 pm – 5:00 pm
	Ysgol Y Graig	Governors	5:15 pm - 6:15 pm
	Ysgol Y Graig	Parents/ Guardians	6:30 pm - 7:30 pm

4.3 Consultation With Children and Young People

The consultation process with Children and Young People was conducted in accordance with Section 3.5 of the School Organisation Code 011/2018.

Pupils from Ysgol Talwrn and Ysgol Y Graig participated in the consultation process. Officers from the Council met with both School Councils and other pupils during the consultation period. The information provided was presented to the participants in such a way that was relevant to their age and level of understanding and in accordance with practice agreed with both Headteachers beforehand.

The Council developed a child friendly A3 response form which the children completed in groups, and they were given the opportunity to speak freely and to ask questions.

A summary of the feedback received from children and young people can be found in section 5.7 of this report.

5. RESPONSES AND COMMENTS

The following section summarises each of the issues raised by consultees during the consultation period.

5.1 Summary of responses

The Council received 57 responses from the smart survey and 10 responses in the form of letters and e-mails. The 57 on-line responses were categorised as follows:

Respondent category	Number of responses
School Governor	2
Staff	5
Parent / Guardian	38
Elected Member	0
Town / Community Councillor	0
Local Resident	5
Other	7
Total	57

Respondents connected to	Number of responses
Ysgol Talwrn	49 (86%)
Ysgol Y Graig	7 (12%)
Not Stated	1 (2%)

Response to the question “Do you agree with the proposal to “Increase the capacity of Ysgol y Graig to accommodate pupils from Ysgol Talwrn, close Ysgol Talwrn and review the catchment areas of Ysgol y Graig and Ysgol Talwrn”

Yes – 5	No – 52
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Number of comments regarding the proposal to “Increase the capacity of Ysgol y Graig to accommodate pupils from Ysgol Talwrn, close Ysgol Talwrn and review the catchment areas of Ysgol y Graig and Ysgol Talwrn”

48 (smart survey) – these have been summarised in part 5.2 below.

Number of other reasonable alternatives received for the continuation of Ysgol Talwrn that addresses the key challenges that Ysgol Talwrn faces?

34 responders provided comments when given the opportunity to offer a new reasonable alternative through the smart survey. After analysing the responses, we conclude that

14 reasonable alternatives had been suggested, **however some of these had already been considered within the Consultation Document and Proposal Paper.** A full summary has been included in section 6 below.

Number of other matters the Council should consider as part of the Impact Assessment

A total of 40 respondents provided comments when given the opportunity to suggest other matters the Council should consider as part of the impact assessment. Table 5.2 below summarises these comments and outlines the Council's response.

These matters have been addressed in the Impact Assessment - Appendix 1

5.2 Summary of comments

The following table shows a summary of comments (collated into themes) received from the on-line survey during the consultation period together with the Council's response.

No.	Theme	Council's response
5.2.1	<p>Agreed or disagreed with the proposal There were 57 responders - 52 (91%) disagreed with the proposal, whereas 5 (9%) agreed with the proposal.</p> <p>Of the 52 that stated they disagreed with the proposal, 48 of these were connected to Ysgol Talwrn.</p>	<p>The number of responders is very low.</p> <p>There are 336 pupils at Ysgol Y Graig, and 38 pupils at Ysgol Talwrn totalling 374 across both schools. All parents, staff and governors were made aware of the Consultation Document. Parents of both schools were invited to attend a presentation on its content and the consultation process. Therefore, at least 374 individuals were advised of the survey.</p> <p>It can therefore be assumed that a maximum of about 15% of the combined stakeholders of Ysgol Y Graig and Ysgol Talwrn felt strongly enough to state their feelings via the survey.</p> <p>As at September 2019 there were 38 pupils, and there are 18 staff or governors at Ysgol Talwrn. As all staff, parents and others were advised of the survey, it appears that almost all of the combined stakeholders of Ysgol Talwrn felt strongly enough to state their feelings via the survey.</p> <p>Although 91% of respondents disagreed, one parent from Ysgol Talwrn stated: "I wholeheartedly agree with the proposal to close a small school that is old, non-inspiring and costly in favour of a larger school at a reduced cost per pupil. I believe that this will give my children more opportunities and better prepare them for secondary"</p>

No.	Theme	Council's response
	<p>Of the 52 respondents that disagreed with the proposal, 9 (17%) did not make any further comments on the proposal.</p> <p>One of the reasons why 15 (26%) of the responders did not agree with the proposal was, that Ysgol Talwrn is performing well, and they feel that the school can provide a personal service experience, with each pupil getting the attention and support they require.</p> <p>One of the reasons why 14 (25%) of the responders did not agree with the proposal, was that they were of the opinion that local pupils should receive their education locally, and they believe that the proposal to close Ysgol Talwrn would have a</p>	<p>This can be interpreted in a number of different ways i.e. –</p> <ul style="list-style-type: none"> • the individuals did not want to change the status quo • the individuals did not want to send their children to Ysgol y Graig • the individuals didn't feel there was a need to modernise <p>Although Ysgol Talwrn is currently performing very well, there is a risk that this could be difficult to maintain in the long term. The more schools there are on the island, the more difficult it will become to appoint effective head teachers, especially in smaller schools, where there may be less competition for posts. Should there be a change in the management team at Ysgol Talwrn in the future, this would be a significant risk.</p> <p>It will also be challenging for Ysgol Talwrn to meet the needs of the new curriculum for Wales, due to the school building, and limited outdoor learning facilities.</p> <p>A limited number of staff at a small school means there is a lack of curriculum diversity and less opportunities for a variety of extra-curricular experiences.</p> <p>Mixed ages in smaller schools can be challenging with regards to provision. School leaders inevitably will have less leadership time due to teaching responsibilities.</p> <p>It can be difficult for small schools to set cost efficient class sizes (i.e. class sizes close to 30). If classes are inefficient, this will put additional pressure on school budgets, resulting in insufficient funding remaining to fund other areas, such as the appointment of specialist nurturing and pastoral care staff.</p> <p>There are many examples of strong communities within villages that do not contain a school.</p> <p>The facilities at Ysgol Y Graig (within 2 miles of Ysgol Talwrn) would be available to use by the Talwrn community.</p>

No.	Theme	Council's response
	<p>detrimental effect on the community.</p> <p>One of the reasons why 9 (16%) of all responders did not agree with the proposal, was that they feared that schools in Llangefni may be over capacity in the future, due to the number of future housing developments expected within the Llangefni area.</p> <p>One of the reasons why 9 (16%) of all responders did not agree with the proposal, was that they were concerned that traffic is already a problem around Ysgol Y Graig, and that the proposal would make this problem worse. Some responders stated that</p>	<p>In addition, Talwrn has a Village Hall which is currently used to facilitate many local activities and could be utilised for further activities.</p> <p>The impact of such a decision is clearly articulated in the attached impact assessments (Appendix 1)</p> <p>The proposal has not only been developed to accommodate additional pupils from housing developments that have been submitted for planning application, but has also considered data held by the Joint Planning Policy Unit such as housing allocations for the Llangefni area. Section 5.4 of the Consultation Document described in detail the potential effect of these housing developments in Llangefni on the proposed extended Ysgol y Graig. The Consultation Document outlined that the projected number of pupils at Ysgol Y Graig would be 383 in September 2023 and would peak at 419 in September 2027. The conclusion was that there would be sufficient spaces at the school for additional pupils.</p> <p>The proposal has also looked at the number of children aged 3-11 per household within the individual wards at the last census date.</p> <p>It will however always be difficult to accurately determine a school's projected number of pupils, due to parental choice of which school their pupil will attend. However, the proposal is likely to reduce the number of out of catchment pupils in the Graig / Talwrn area.</p> <p>If the proposal is approved, the new Foundation Phase Unit for Ysgol y Graig will be designed to allow for a future 2 classroom extension which will future proof the development of the school for the forthcoming period.</p> <p>If the proposal is approved by the Executive, the development of the Foundation Phase Unit on a new site will allow the current parking issues to be resolved as part of the new scheme. This can only be achieved by increasing the site area to include additional parking provision. The Planning Application will need to show how the current parking</p>

No.	Theme	Council's response
	<p>they were concerned that accidents are likely, and suggested that officers from the council should observe traffic in the area between 8.30 to 9am and about 3pm to realise how significant the problem was.</p> <p>One of the reasons why 5 (9%) of the responders disagreed with the proposal, was that they were concerned that the proposal would have a detrimental effect on the Welsh language.</p>	<p>issues can be resolved in order to receive the support of the Highways Department. If this proposal is implemented, it is an opportunity for these concerns to be mitigated as a result of the proposed improvement works.</p> <p>A Traffic Impact Assessment will be carried out and will form a part of the Planning Application and proposals will be developed with the Council Staff, Traffic Impact Consultant, Landscape Architect and Civil Engineer. The scheme will also be developed in consultation with officers from the Highway Department prior to the submission of the application.</p> <p>The development of the Unit on a new site will allow the current parking issues to be resolved as part of the new scheme. This can only be achieved by increasing the site area to include additional parking provision. The Planning Application will need to show how the current parking issues can be resolved in order to receive the support of the Highways Department.</p> <p>PLASC data for 2019 reflects that the percentage of pupils speaking fluent Welsh at home is higher at Ysgol Y Graig (59%) than at Ysgol Talwrn (40%).</p> <p>There is no clear difference in Ysgol Talwrn and Ysgol Y Graig pupils' achievements in Welsh between 2015 and 2017.</p> <p>On page 21 of the Impact Assessment which accompanied the Consultation Document, section 3.5.6 stated: <i>"The proposed extended school will be a Welsh medium, community school. It will be a priority for the Authority to strengthen and safeguard the Welsh language and bilingual education."</i></p> <p>Therefore, if the proposal is implemented, it will be the responsibility of the leadership team at the proposed extended Ysgol y Graig to promote the informal use of the Welsh by the pupils during school hours. The proposed extended Ysgol y Graig would promote the use of Welsh in the classroom</p>

No.	Theme	Council's response
		and on the school yard in line with the Authority's Welsh Language Charter.
5.2.2	<p>Responders from Ysgol Y Graig</p> <p>There were 7 responders connected to Ysgol Y Graig. 4/7 (57%) of responders connected to Ysgol Y Graig disagreed with the proposal, whilst 3/7 (43%) of responders connected to Ysgol Y Graig agreed with the proposal.</p>	<p>It should be noted that the percentage of responders from Ysgol Y Graig was extremely low. It could therefore be concluded that most individuals connected to Ysgol Y Graig who were advised of the survey, did not feel strongly enough to note their agreement or disagreement with the proposal via the smart survey.</p>
5.2.3	<p>Ysgol Talwrn building</p> <p>Some of the responders who did not agree with the proposal said that they thought the current building was not fit for purpose.</p>	<p>All school buildings are inspected regularly by qualified surveyors. Ysgol Talwrn has a condition grade of B - Satisfactory (Performing as intended but exhibiting minor deterioration).</p>
5.2.4	<p>"Unfair to have another consultation"</p> <p>Several of the responders stated that they felt it was unfair that Ysgol Talwrn have had to undergo yet another public consultation.</p>	<p>Whilst accepting that Ysgol Talwrn has been the subject of 4 statutory consultations, the Council is committed to listening to the views of stakeholders when implementing a significant change that will impact our residents. The modernisation of our school stock is such a change and the views of parents, staff and residents are important to note and can differ over time. Therefore, the need to undertake timely consultations is imperative.</p> <p>It is also a requirement of the School Organisation Code to undertake a public consultation before implementing a school reorganisation such as the proposal under consideration.</p>
5.2.5	<p>"Money is more important"</p> <p>Some stated that they believe that saving money is more important to the Council than educational standards.</p>	<p>The Council have identified seven drivers for the school modernisation programme, of which 'financial' is one of these drivers. Other drivers include –</p> <ul style="list-style-type: none"> • Standards • Leadership and Management, • School Spaces, • School Building, • Community Use and • Welsh Medium provision. <p>The Council is of the opinion that the proposal performs well against all of these drivers, whilst also addressing the key</p>

No.	Theme	Council's response
		challenges facing Ysgol Talwrn and Ysgol Y Graig.
5.2.6	<p>“Rural schools being punished” A handful of respondents felt that rural schools were being punished due to problems that exists within the towns i.e. that Ysgol Talwrn was being closed to help finance an extension to Ysgol Y Graig, due to Ysgol Y Graig being over capacity.</p>	<p>The proposal addresses key challenges facing Ysgol Talwrn as well as Ysgol Y Graig, such as:</p> <ul style="list-style-type: none"> -It ensures that pupils are taught in classes with an age range of no more than 2 years. - It provides pupils with facilities which are fit for purpose to deliver the new curriculum for Wales. - It ensures that the headteacher does not have a significant specific teaching commitment. <p>The School Modernisation strategy provides a direction of travel to where the future of our school stock is headed. This has been consulted upon with the current schools and governors and is very much seen as an opportunity for improvement which will benefit current and future generations of children.</p>
5.2.7	<p>“Proposed Ysgol y Graig is too large” 17 (30%) of all responders made comments to suggest that they would consider the proposed Ysgol Y Graig (with a capacity of 480) to be too large for pupils to get the attention and support that they require, or they felt that some pupils would struggle to settle in a school of this size.</p>	<p>A school of this size will have the resources to ensure that teaching is tailored to meet the needs of all pupils, including those with additional learning needs, and those pupils who are considered the most able and talented.</p> <p>Evidence suggests that smaller schools struggle to meet the needs of both these groups (Estyn report – School Size and Educational Effectiveness – December 2013)</p> <p>A school of this size will give greater curricular diversity due to resources and specialist teaching i.e. IT, music</p> <p>There would be more opportunity for extracurricular activities to meet the needs of all pupils and families.</p> <p>Due to additional resources and the ability to appoint specialist staff, larger schools are able to provide pastoral care and nurturing groups.</p>
5.2.8	<p>“Proposal disruptive to pupils” 7 (12%) of the responders made comments to the effect that the Council does not have the best</p>	<p>The council acknowledges that the change may be difficult for some pupils, particularly pupils from Talwrn. If the proposal is</p>

No.	Theme	Council's response
	<p>interest of the current pupils at heart. That pupils were happy where they are, and the proposal would be disruptive to pupils. Most of these comments were made by parents / guardians who are connected to Ysgol Talwrn.</p>	<p>approved, every effort will be made to make the transfer as seamless as possible, by undertaking joint activities between pupils of Ysgol Y Graig and Ysgol Talwrn so that pupils make friends from Ysgol Y Graig before they transfer.</p> <p>Indeed, the school modernisation programme has already seen 10 primary schools merged into 3 new primary schools. Lessons have been learnt about how to manage the process and ensure a seamless transition from one school to another. Similar concerns were raised prior to the mergers of these primary schools and these were taken seriously. To alleviate these concerns, joint activities between pupils of the schools that were to merge were undertaken for pupils to get to know each other. These activities were successful prior to the formation of Ysgol Cybi, Ysgol Rhyd y Llan and Ysgol Santes Dwynwen. In addition, experience shows that children, on the whole, adapt easily with the change of school.</p> <p>The Council must consider the effect of future generation as well as existing pupils when making proposals for the area.</p>
5.2.9	<p>Federalisation 5 (8%) of the responders made comments to suggest that they would prefer the option of federalisation.</p>	<p>There was limited reasoning why responders preferred the option of federalisation, other than what has already been considered and stated within the consultation document.</p> <p>Several options in section 6.3 of the Consultation Document involved possible federations of schools. However, the disadvantages of these outweighed the advantages. The advantages and disadvantages of federating schools are summarised in table 5.2.11 below.</p> <p>However, the Authority is not biased against federation but has a working federation of schools namely Ysgol Goronwy Owen and Ysgol Moelfre. This federation started operating in January 2020. This demonstrates its willingness to form federations, in this case, to form the Gwêl y Glannau federation.</p>

No.	Theme	Council's response						
5.2.10	<p>Miscellaneous Less than 5 (9%) responders stated one or more of the following as reasons why they did not agree with the proposal:</p> <ul style="list-style-type: none"> ▪ The proposal does not address the challenges faced by Ysgol Gyfun Llangefni. ▪ The estimated cost to address the current and projected future maintenance cost at Ysgol Talwrn has been overstated. • Pupils at Ysgol Y Graig and Ysgol Talwrn come from different social backgrounds. It would be easier to merge with schools from a similar background, or with schools of similar size, e.g. Llanbedrgoch and / or Pentraeth. 	<p>The key challenges and reasonable alternatives including Ysgol Gyfun Llangefni were considered within the proposal paper. The Council concluded that there was no reasonable alternative that addressed the needs of Ysgol Gyfun Llangefni and the primary schools within the area. The only significant challenge facing Ysgol Gyfun Llangefni was the condition of the existing building. This will therefore be reconsidered when Anglesey will be identifying their schemes for Bands C and D of the 21st Century Schools programme.</p> <p>If anything, the costs contained within the Consultation Document were understated. The current and projected future maintenance costs of £360,000 can be broken down as follows:</p> <table style="margin-left: 20px;"> <tr> <td>Internal works</td> <td style="text-align: right;">£29,500</td> </tr> <tr> <td>External works</td> <td style="text-align: right;">£80,500</td> </tr> <tr> <td>New temporary classroom</td> <td style="text-align: right;">£250,000</td> </tr> </table> <p>A quotation for a similar sized temporary classroom was received in August 2019 by the Council and the estimated price was £308,000 in total (£185k for the mobile classroom, £11k for additional equipment and £112k for foundation works and connecting the mobile classroom to utility services)</p> <p>Pupils attend schools based on catchment areas not on social backgrounds. Ysgol Pentraeth is in a different secondary school catchment area to Ysgol Llanbedrgoch and Ysgol Talwrn – this could lead to pupils from the same primary school going to a different secondary school which, in turn would make it more difficult for Year 6 pupils when they move to secondary school. Ysgol Llanbedrgoch and Ysgol Pentraeth are not part of the current consultation but could well be considered in the School Modernisation Programme in the future. This option will therefore not be considered further.</p>	Internal works	£29,500	External works	£80,500	New temporary classroom	£250,000
Internal works	£29,500							
External works	£80,500							
New temporary classroom	£250,000							

No.	Theme	Council's response
	<ul style="list-style-type: none"> <li data-bbox="351 257 790 672">▪ Risk that if Ysgol Y Graig was operating from two separate buildings, that the school could be seen as two separate schools. There was also concern that two separate buildings could cause logistical problems for parents, needing to pick up pupils from more than one site. These comments were made by staff from Ysgol Y Graig. <li data-bbox="351 963 790 1075">▪ Pupils from Talwrn will be unable to walk or cycle to Ysgol Y Graig. <li data-bbox="351 1232 790 1310">▪ The proposal does not provide value for money. 	<p data-bbox="805 257 1388 940">The senior leadership team at Ysgol Y Graig will be responsible for overseeing the teaching approaches, and for ensuring Key Stage 2 teachers have a good understanding of Foundation Phase pupil development levels. The senior leadership team could also arrange activities that bring the foundation phase and key stage 2 teachers and pupils together, to make the transition from foundation phase as seamless as at any other school. The new foundation block would be located within approximately 90 meters of the Key Stage 2 building, which will make it easier to manage 2 separate buildings, and will reduce the logistical problems for parents. Monitoring and support from the Council's Education Service would continue and the regional education service, GwE would also continue its monitoring of standards at the school.</p> <p data-bbox="805 963 1388 1209">The Council has acknowledged this disadvantage within the proposal paper, the consultation document and the impact assessment. The effects of which will be mitigated as far as possible, by providing a free transport for eligible pupils in accordance with the school transport policy.</p> <p data-bbox="805 1232 1388 2027">There is a lack of school capacity within the Llangefni area, which must be addressed. Any scheme to create additional capacity will require a significant capital investment by the Authority. The investment required by the Authority has been significantly reduced, as Welsh Government's contribution through the 21st Century Schools programme will fund 65% of the capital costs. The costs for this proposal are in line with the suggested costs in Welsh Government's 'Standard Cost and Size' document, after accounting for abnormal costs, such as costs to purchase additional land, and costs to resolve parking issues at the current site. It is anticipated that the proposal would have a net cost of about £33,000 per annum for the Authority for 50 years. Should the authority not capitalise on the current opportunity available through the 21st Century Schools Programme, the net annual cost would be far greater in future years.</p>

No.	Theme	Council's response
	<ul style="list-style-type: none"> ▪ Staff from Ysgol Y Graig stated that they did not want Ysgol Talwrn to have to close in order for Ysgol Y Graig to have an extension. ▪ In past consultations, parents have asked for a breakdown of maintenance costs for Ysgol Talwrn, which were never provided. 	<p>The decision to close Ysgol Talwrn is not a direct consequence of Ysgol Y Graig being over capacity. The benefits of closing Ysgol Talwrn and transferring pupils to Ysgol Y Graig would include (but would not be limited to):</p> <ul style="list-style-type: none"> - It ensures that all pupils are taught in classes with an age range of no more than 2 years. - It ensures the needs of all pupils are met, including those with additional learning needs, and the most able and talented pupils. - It provides current and future pupils from Talwrn with a learning facility that is fit for purpose for the 21st Century, including the delivery of the new curriculum for Wales. - It reduces the variation in the cost per pupil and delivers revenue savings. <p>The Council has provided a governor at Ysgol Talwrn with a breakdown of Ysgol Talwrn's maintenance costs including the cost of procuring and fitting a new mobile classroom on the site.</p> <p>To install a new mobile classroom, access permission would be required from the landowner next to the school. Once this has been obtained, the following steps would then need to be completed:</p> <ul style="list-style-type: none"> ▪ Demolition of the existing unit ▪ Underground works (foundations, electricity cables, water, telephone and communication cables and sewage pipes etc.) ▪ New class unit (including toilets for children as well as staff / disabled toilet) ▪ Building planning and control consent ▪ Logistics work (Demolition and reconstruction of wide boundary wall between the school and the field next door, demolition and reconstruction of field boundary next to the lane), use of the 'Trackway' system on the field next door, strengthen the yard under the crane etc. ▪ Ramp and iron steps to the new cabin ▪ Yard repair / improvement work

No.	Theme	Council's response
		<ul style="list-style-type: none"> ▪ Fee for arranging and conducting the work <p>As mentioned above, a quotation for a similar sized temporary classroom was received in August 2019 by the Council and the estimated price was £308,000 in total (£185k for the mobile classroom, £11k for additional equipment and £112k for foundation works and connecting the mobile classroom to utility services)</p>
	<p>The three chairs of governors for Ysgol Bodffordd, Ysgol Y Graig and Ysgol Talwrn met with the local Member of the Senedd and the three chairs wrote a joint letter.</p> <p>This is a joint response from the chairs of the three schools:</p> <ul style="list-style-type: none"> • That a new School for Corn Hir was urgently needed • The principle that it is not necessary to close other schools for this to happen • Consultation needed to be truly transparent when seeking an alternative response • We are prepared to help develop ideas that may make school closures inevitable. <p>There was sympathy with the Council's position in terms of funding and national policy direction.</p>	<p>The response will be considered as part of the consultation.</p>

Table 5.2.11

The advantages and disadvantages of federating schools are summarised in the table below (this is continued from section 5.2.9 above):

Driver	Advantages	Disadvantages
1.Standards	<ul style="list-style-type: none"> ▪ Enhances opportunities for pupil activities ▪ Opportunities for sharing staff expertise and good practice ▪ Greater possibility of consistency of teaching 	<ul style="list-style-type: none"> ▪ No change in the variation in class sizes or the number of age ranges taught in classes in Ysgol Talwrn.
<ul style="list-style-type: none"> ▪ 2.Leadership and Management 	<ul style="list-style-type: none"> ▪ Options to choose senior leadership structure to suit the federation structure including school site managers. ▪ The headteacher would have increased non-contact time and 	<ul style="list-style-type: none"> ▪ Can cost more to run as site managers are required at both schools and some positions need back filling.

Driver	Advantages	Disadvantages
	would have the opportunity to further develop a senior management team to share the leadership burden.	
3.School Building	<ul style="list-style-type: none"> ▪ Ysgol y Graig would remain fully compliant with the Equality Act 2010 in respect of access for disabled pupils. 	<ul style="list-style-type: none"> ▪ Does not address the need to improve the Ysgol Talwrn building to meet 21st Century School standards. ▪ Does not address the need to provide external learning environments at the Ysgol Talwrn site ▪ Does not address the current and projected future maintenance costs at the school. (£360k as at 2019). ▪ Ysgol Talwrn building is only partially compliant with the Equality Act 2010
4.School Spaces		<ul style="list-style-type: none"> ▪ Does not address the need to provide sufficient places at Ysgol y Graig.
5.Financial	<ul style="list-style-type: none"> ▪ Each school would retain its own budget. ▪ Teaching cost savings are estimated to be approximately £2k per annum 	<ul style="list-style-type: none"> ▪ Lose the opportunity for substantial capital investment. ▪ Does not address the variation in the cost per pupil and equality of provision. ▪ Does not reduce the amount delegated to schools through the school funding formula. ▪ Does not eliminate the current and projected future maintenance costs ▪ Revenue costs are likely to increase in the future
6.Welsh medium provision	<ul style="list-style-type: none"> ▪ Maintains the good provision. 	
7.Community use	<ul style="list-style-type: none"> ▪ The present community use would continue 	
8. General issues	<ul style="list-style-type: none"> ▪ Education provision would continue on each school site. ▪ Minimum disruption 	<ul style="list-style-type: none"> ▪ Pupils would need to be transported to schools outside the catchment area (who have surplus places), as there is not sufficient capacity to accommodate all pupils within the catchment area.

Federating Ysgol Talwrn with any other school only partially meets the challenges that Ysgol Talwrn faces namely:

1. Pupil numbers - **does not address** the need to provide sufficient places at Ysgol y Graig
2. Limited space to deliver the Curriculum for Wales (CFW) in the medium to long term – would remain **unchanged** as a result of federating
3. Cost per pupil – very small savings would mean the cost per pupil **would remain higher** than the Anglesey primary average
4. School building - has current and projected future maintenance costs of £360,000 (2019) and a condition rating of B (Satisfactory - Performing as intended but exhibiting minor deterioration). Ysgol Talwrn building only partially conforms to the requirements expected under the Equality Act 2010 – **these would be unchanged**

5. Standards - the current standards seen in Ysgol Talwrn could be difficult maintain in the long term – this would still be true
6. Teaching Commitment of the Headteacher – currently 70% teaching commitment – likely to change.
7. Finance – it is unlikely that any minor savings as a result of federating would be sufficient to contribute to the reduction the Council has to make to its budget.

Due to the fact that federating Ysgol Talwrn with any other school does not meet the challenges faced by Ysgol Talwrn, it is disregarded.

5.3 Specific comments by the Welsh Language Society (Cymdeithas yr Iaith Gymraeg)

The following points were raised by Cymdeithas yr Iaith:

- **Consultation “not fair and valid”**
Cymdeithas yr Iaith claims that the proposal under consideration is a “rehash” of the previous “original proposal” and that this “proves that the Council did not have an open mind in formulating its proposal”. It continues: “Almost all the arguments used by the Council when it comes to the "challenges" faced by Ysgol Talwrn and the "disadvantages" of all the options, including, keeping Ysgol Talwrn, are generic arguments against ALL rural or relatively small schools - they are not arguments specific to Ysgol Talwrn e.g. ALL relatively small schools will have mixed-age classes and the cost per pupil to provide education, or any service, will of course be higher in a rural area. But this is not unfair as there are far fewer services in rural areas and therefore the total expenditure per head is less. It's obvious that there is a head teaching in ALL smaller schools. The document therefore clearly shows a presumption AGAINST smaller schools because of the generic arguments, and this is contrary to the requirements of the Code”.

School Organisation Code requirements

The School Organisation Code 2018 makes special arrangements in regard to rural schools establishing a procedural presumption against their closure. The Code states that “this requires proposers to follow a more detailed set of procedures and requirements in formulating a rural school closure proposal and in consulting on and reaching a decision as to whether to implement a rural school closure proposal.”

Those bringing forward statutory proposals **must** publish a consultation document in hard copy and electronically on their website or that of the relevant local authority. Hard copies **must** be available on request. Consideration **should** be given to publishing in other formats where accessibility might otherwise be an issue.

The consultation document **must** be published on a school day of the school or schools subject to the proposal and consultees **must** be given at least 42 days to respond to the document, with at least 20 of these being school days. Consultation documents should not be published on a school day which includes a school session which is devoted (wholly or mainly) to improving teaching standards or management practices of staff at the school (INSET days).

The following (listed in the School Organisation Code 2018) **must** be advised by letter or email of the availability of the consultation document (The notification e-mail was sent on 6 February 2020 at 12:04pm)

The Council's reply to the claim by Cyl that its consultation was not 'fair and valid'

The presumption mentioned in the School Organisation Code is a procedural presumption. Additionally, Ysgol Talwrn is not classed as a rural school in the School Organisation Code

The consultation process was conducted in accordance with the statutory guidelines in the School Organisation Code 2018 as described in the table below:

School Organisation Code 2018 requirements	Steps taken by the Isle of Anglesey County Council
Publish a consultation document in hard copy and electronically on their website	Published on the Isle of Anglesey County Council's website on 6 February 2020 and available by hard copy.
Consultation document must be published on a school day	Published on 6 February 2020, a school day at Ysgol Talwrn and Ysgol y Graig
Consultees must be given at least 42 days to respond to the document,	Consultees given from 6 February 2020 until 20 March 2020 to respond to the document – at least 42 days
Consultees must be advised by letter or email of the availability of the consultation document	Consultees listed in section 3.1 of the Consultation Document advised by email of the availability of the consultation document

The table above shows how the Authority has adhered to the School Organisation Code for this consultation making it valid. All reasonable alternatives are assessed against the key drivers of the modernisation programme. This ensures that all options are assessed consistently and fairly. In assessing each option we look at the specific situation of each school individually and in detail.

- **The Council went straight to statutory consultation**

Cymdeithas yr Iaith believes that the Isle of Anglesey County Council should not have proceeded without "informal consultation" first. Cymdeithas yr Iaith did not agree with "publishing a virtually finalised proposal and report for a Scrutiny Committee only 4 days before the vote by the Executive." This they felt does not "constitute initial non-statutory or informal consultation in accordance with the requirements of the Code".

Council reply

According to the School Organisation Code 2018, there is no statutory requirement for proposers to conduct informal consultations. Statutory and constitutional guidelines were followed for discussion of the proposal paper at the Corporate Scrutiny Committee on 14 January 2020 and by the Executive on 20 January 2020.

The School Organisation Code 2018 states: "From time to time proposers will have conducted 'informal' consultation with particular stakeholders at an earlier stage in the development of proposals. Such consultation **must not** be seen as a substitute for any part of the formal consultation processes set out below.

In section 3.3 of the Code it states: “There is no requirement for proposers to hold consultation meetings although there will be circumstances where proposers will consider that meeting with certain groups of consultees will assist greatly in the dissemination of information and provide a suitable platform for the consultees to make their views known.”

Therefore, it is the belief of the Isle of Anglesey County Council that there is no requirement for it to conduct an “informal consultation” prior to conducting a ‘formal’ or statutory consultation. Neither is there a requirement on the Authority to “hold consultation meetings” but this was done at both schools to assist with the dissemination of information and provide a suitable platform for the consultees to make their views known.

- **Evaluation of reasonable alternatives**

Here the claim is that “the options appraisal ... fails to meet the requirements of the Code”. Cymdeithas yr Iaith proposed another option: “an arrangement with school(s) to the east of Talwrn There are two options (6.3.10 / 11) elements of which could form part of a sustainable solution involving the creation of a federation - of some model - that will secure community support by keeping a school in their community whilst also creating a strong educational unit, rationalising administration costs, and providing an effective path from the primary to the secondary sector”. Cymdeithas yr Iaith also claimed that the Council has a “prejudice against federations”. (See the point below – Cefni federation)

Council reply

- The consultation process was conducted in accordance with the statutory guidelines in the School Organisation Code 2018. All stakeholders were given an opportunity to respond to the proposal. All the options discussed in the consultation document were consistently and thoroughly evaluated against the key drivers namely:
 - **Standards** across all schools need to be at least good or excellent. In addition, schools in the area would be expected to be categorised as green, i.e. a school that is performing well and in need of the lowest level of support.
 - **Leadership and management** must be good or better in every school. In this context, headteachers need sufficient non-contact time to balance leadership and management challenges with teaching commitment.
 - The **school building** needs to provide an inspirational learning environment that will encourage every pupil to achieve their potential across all areas of learning. In addition, every school needs to comply with the Equality Act 2010 regarding accessibility for disabled children.
 - **Sufficient school spaces** need to be available in the area to meet current demand, future projected numbers as well as reducing surplus places. In addition, pupil movement within and from outside the catchment area needs to be reduced if possible.
 - Any revised school provision in the area will have to be **cost efficient** i.e. the revenue costs need to be reduced and any current and projected future maintenance costs are addressed. In addition, the variation in cost per pupil across individual schools reduced.
 - **Welsh medium provision** will need to be at least maintained or improved.
 - The **community use** of school buildings and associated facilities needs to be maintained and where possible increased.

On 25 November 2019, the Isle of Anglesey County Council's Executive resolved to "conclusively confirm the proposal to federate Ysgol Goronwy Owen and Ysgol Moelfre". Therefore, the Authority currently has a working federation of schools namely Ysgol Goronwy Owen and Ysgol Moelfre. This federation started operating in January 2020. The Authority is not prejudiced against federations. Indeed, the example above demonstrates its willingness to form federations, in this case, to form the Gwêl y Glannau federation.

- **Cefni federation**

Cymdeithas yr Iaith proposed another option: "The creation of a Cefni Federation covering the secondary school, the town's primary school(s) and Bodffordd and Talwrn schools would create a strong and innovative educational unit that could be a pilot scheme for rural Wales, and which would still tick all of central government's strategic boxes in terms of attracting financial support."

Council reply

This option was discussed in detail in section 6.3.10 of the Consultation Document and is analysed further in the Consultation Report. However, the Council has been consistent in stating that this option would not address:

- the need for additional school places in Llangefni – Pupil projections that include pupils arising from new housing developments show that there is likely to be 764 pupils at the 4 primary schools (Bodffordd, Corn Hir, Talwrn and Y Graig) whereas current capacity in the four primary schools is 646 places, **a shortfall of 118 spaces.**
- the current and future maintenance spend on all the schools - the current and future maintenance spend on the 4 primary schools and Ysgol Gyfun Llangefni is £4,385,500. Cymdeithas yr Iaith's proposal **would not lead to a reduction in the current and future maintenance costs.**
- the standard of the school buildings – Ysgol Y Graig has a condition grade of A, Ysgol Talwrn has a condition grade of B, Ysgol Bodffordd has a condition grade of B, Ysgol Corn Hir has a condition grade of C and Ysgol Gyfun Llangefni has a condition grade of C. Cymdeithas yr Iaith's proposal **would not lead to improvements in the standard of the school buildings without a considerable funding package from Welsh Government to realise these improvements.**
- the variation in the cost per pupil and equality of provision - **the cost per head would not be addressed and would remain as they are now where some children receive approx. £1,000 per head more than their counterparts in other schools i.e.:**
 - Ysgol Bodffordd 2019/20=£4,274
 - Ysgol Corn Hir 2019/20=£3,587
 - Ysgol Y Graig 2019/20 = £3,429
 - Ysgol Talwrn 2019/20 = £4,553
 - Ysgol Gyfun Llangefni 2019/20= £5,039

Ysgol y Graig would continue to meet the requirements of the Equality Act 2010 whilst the other 3 primary schools would not meet the requirements of the Equality Act 2010

The Council therefore rejects this proposal as a reasonable alternative.

5.4 Response by the Governors of Ysgol Y Graig

5.4.1 Concern the school could become 2 schools Council reply

This is discussed further in section 5.2.10. The senior leadership team at Ysgol Y Graig would be responsible for overseeing the teaching approaches, and for ensuring Key Stage 2 teachers have a good understanding of Foundation Phase pupil development levels. The senior leadership team could also arrange activities that bring the foundation phase and key stage 2 teachers and pupils together, to make the transition from foundation phase as seamless as at any other school. The new foundation block would be located within approximately 90 meters of the Key Stage 2 building, which will make it easier to manage 2 separate buildings, and will reduce the logistical problems for parents. Monitoring and support from the Council's Education Service would continue and the regional education service, GwE would also continue its monitoring of standards at the school.

It must be noted that if this a concern for a school with 2 different blocks within 90 metres of one another, it would be an even greater concern for a federation of 4 or 5 schools with a single headteacher proposed by some stakeholders.

5.4.2 Traffic and parking situation Council reply

This is discussed further in section 5.2.1. If the proposal is approved by the Executive, the development of the Foundation Phase Unit on a new site will create an **opportunity** for the current parking issues to be resolved as part of the new scheme. This can only be achieved by increasing the site area to include additional parking provision. The Planning Application for the new Foundation Phase unit would need to show how the current parking issues can be resolved in order to receive the support of the Highways Department. If this proposal is implemented, it is an opportunity for these concerns to be mitigated as a result of the proposed improvement works.

A Traffic Impact Assessment will be carried out and will form a part of the Planning Application and proposals will be developed with the Council Staff, Traffic Impact Consultant, Landscape Architect and Civil Engineer. The scheme will also be developed in consultation with officers from the Highway Department prior to the submission of the application.

The development of the Unit on a new site will allow the current parking issues to be resolved as part of the new scheme. This can only be achieved by increasing the site area to include additional parking provision. The Planning Application will need to show how the current parking issues can be resolved in order to receive the support of the Highways Department.

5.4.3 Some pupils do better in a smaller school – concern that pupils in small schools would not settle at Ysgol Y Graig

Council reply

In the case of a pupil finding it difficult to settle in the extended Ysgol y Graig, the senior leadership team at Ysgol Y Graig, under the Governing Body's oversight, would be responsible for overseeing the teaching approaches and for ensuring all teachers have a good understanding of the issue and the pupil's development levels to enable all pupils to settle in their new surroundings.

The Council has opened three new primary Schools on Anglesey since 2017, namely Ysgol Cybi, Ysgol Rhyd y Llan and Ysgol Santes Dwynwen. The Headteachers of these new primary schools expressed that in their experience pupils have settled well with the new arrangements.

5.4.4 Effect of the proposal on the Welsh language and on the local eisteddfod

Council reply

The 2019 PLASC data reflects that the percentage of pupils speaking fluent Welsh at home is higher at Ysgol Y Graig (59%) than at Ysgol Talwrn (40%).

There is no clear difference in Ysgol Talwrn and Ysgol Y Graig pupils' achievements in Welsh between 2015 and 2017.

On page 21 of the Impact Assessment which accompanied the Consultation Document, section 3.5.6 stated:

"The proposed extended school will be a Welsh medium, community school. It will be a priority for the Authority to strengthen and safeguard the Welsh language and bilingual education."

Therefore, if the proposal is implemented, it will be the responsibility of the leadership team at the proposed extended Ysgol y Graig to promote the informal use of the Welsh by the pupils during school hours. The proposed extended Ysgol y Graig would promote the use of Welsh in the classroom and on the school yard in line with the Authority's Welsh Language Charter.

The Council understands that the village eisteddfod is held in the village hall. If the proposal is implemented, the village eisteddfod could continue to be held there.

5.4.5 Would like the Authority to share its vision for the future re school modernisation

Council reply

The Authority's School Modernisation Strategy was subject to consultation with headteachers and chairs of governors of all 49 schools on Anglesey at the time. The consultation period was 5 months from 30 April 2018 to 30 September 2018. Following scrutiny of the strategy at the Council's Corporate Scrutiny Committee, it was approved by the Council's Executive on 15 October 2018. The Authority's School Modernisation Strategy was subsequently made public after its approval and the Strategy remains a public document

5.4.6 Why look at 2 rural schools with a small number of surplus places rather than primary school with a much higher number of surplus places?

Council reply

This proposal is part of a wider School Modernisation Programme. Other primary school in Anglesey which have more surplus places could well be part of the programme in the future. The provision in the Llangefni area has been prioritised due to lack of sufficient school places.

5.4.7 Reasonable alternative – build a third primary school in Llangefni

Council reply

The advantages and disadvantages of this reasonable alternative were as follows:

Advantages	Disadvantages
<ul style="list-style-type: none"> ▪ Could set good standards from the outset. It may be possible to ensure that the age range in classes will be no more than two years. 	
<ul style="list-style-type: none"> ▪ The school is likely to have more expertise and capacity to address the needs of more vulnerable pupils and the more able and talented pupils. ▪ Possibility of developing consistency of teaching and learning methodology from the outset. ▪ No loss of experienced Governors and Headteachers. 	
<ul style="list-style-type: none"> ▪ The school would meet 21st century standards and would be an inspirational Learning environment for pupils. ▪ Design of the school would have suitable outside learning environments and would be designed to deliver the new Curriculum for Wales (CFW). 	
<ul style="list-style-type: none"> ▪ Would likely provide 150 primary school places which is the same total number of school spaces the proposal would provide if implemented. Would provide sufficient places to meet current demand and future projections. 	<ul style="list-style-type: none"> ▪ Would be very difficult to find a 5 acre site for a new primary school which was not too close to Ysgol y Graig but would be within the development boundaries of Llangefni. ▪ This could also build excessive surplus places.
<ul style="list-style-type: none"> ▪ No additional transport costs are anticipated. 	<ul style="list-style-type: none"> ▪ High Capital cost for the authority, a significant proportion of which would be funded through unsupported borrowing. ▪ The budget delegated to schools would likely increase ▪ Backlog maintenance costs of £360,000 at Ysgol Talwrn and £48,500 for Ysgol y Graig would remain. ▪ Cost per pupil would be approximately £4,610 per head which is higher than the Anglesey average of £3,988.
<ul style="list-style-type: none"> ▪ Maintains the provision. 	
<ul style="list-style-type: none"> ▪ Possible new facility for the benefit of the community. 	

Advantages	Disadvantages
<ul style="list-style-type: none"> ▪ No loss of community buildings 	<ul style="list-style-type: none"> ▪ Could prove difficult to enforce as the Schools Standards and Framework Act 1998 allows parents to choose which school their child will attend.

This reasonable alternative would mean that:

- A change to the catchment areas would be required so that the required number of pupils would attend the potential new school in Llangefni whilst parents have the legal right to decide which school their child(ren) can attend.
- This alternative could initially build in excess surplus places
- It would be very difficult to find a 5 acre site for a new primary school which was not too close to Ysgol y Graig but would be within the development boundaries of Llangefni.

The Council therefore rejects this proposal as a reasonable alternative.

5.4.8 Would the proposed new primary school fill up quickly?

Council reply

This point is discussed in section 5.4 of the Consultation Document. The Authority believes that the proposal under consideration would provide sufficient places for the predicted peak number of pupils at the school in the next few years i.e. 419. This number is derived in the following way:

From 2019 to 2024, pupil numbers at Ysgol Talwrn are forecasted to decrease from 40 to 37 which is an 8% reduction. During the same time period, pupil number at Ysgol y Graig are forecasted to increase from 324 to 334 which is a 3% increase. The forecasts confirm that pupil numbers will increase to a total of 371 in both schools by 2024.

Additionally, there is a need to consider new housing developments in the catchment area and the primary school age children which will arise from these. The number of primary school age children arising from the new housing developments are shown in the table below:

School	Number of housing developments in the catchment area to 2026	Corresponding number of children*
Y Graig	397	67 - 143
Talwrn	6	1 - 2

*Evidence suggests that each house on Anglesey, has, on average 0.17 children of primary school age. Multiplying the number of housing developments with 0.17, gives an estimated number of additional children who will need to be educated at that particular school. However, in the Tudur ward, there is an average of 0.36 children of primary school age in each house and this can lead to a maximum total of 145 pupils arising from the new housing developments.

Although the proposed housing developments are in the Joint Local Development Plan, there are a number of factors that affect whether these proposed developments will move forward in the planning process as follows. Firstly, they would need to be assessed to determine whether the proposed development(s) would meet the requirements in order to be able to seek

planning permission and then whether planning permission (which is valid for 5 years) would be granted. In other words, the number of houses in the table above is an estimation and is not an assurance that all of these houses will be built by 2027. If these proposed housing developments were built, the developer would very likely build them in phases. This would mean that the number of pupils would increase gradually and would NOT mean that the maximum number of pupils i.e. 145 (143 + 2 = 145 from the table above) would start to attend the school at the same time.

The table below shows the projected pupil numbers at the proposed extended Ysgol y Graig to September 2027 taking into consideration the maximum number of proposed housing developments mentioned above.

	Projected number on roll in September				
	2023	2024	2025	2026	2027
Extended Ysgol Y Graig	383	404	407	418	419

It is important to note that projections are difficult as a number of pupils attend the schools from other catchment areas. In October 2019, Ysgol Talwrn has 14% surplus places, although 17% (7 pupils) of pupils attending Ysgol Talwrn are from the Corn Hir catchment area, and 31% of pupils attending Ysgol Talwrn (13 pupils) are from the Ysgol Y Graig catchment area.

Parents can also choose to send their child(ren) to whichever school they wish.

5.5 Response by a Governor of Ysgol Talwrn

5.5.1 Firstly, it was stated by the Governor that the Council was going through the motions with the consultation

The Council's reply to such a statement is noted below:

The consultation process was conducted in accordance with the statutory guidelines in the School Organisation Code 2018 as described in the table below:

School Organisation Code 2018 requirements	Steps taken by the Isle of Anglesey County Council
Publish a consultation document in hard copy and electronically on their website	Published on the Isle of Anglesey County Council's website on 6 February 2020 and available by hard copy.
Consultation document must be published on a school day	Published on 6 February 2020, a school day at Ysgol Talwrn and Ysgol y Graig
Consultees must be given at least 42 days to respond to the document,	Consultees given from 6 February 2020 until 20 March 2020 to respond to the document – at least 42 days
Consultees must be advised by letter or email of the availability of the consultation document	Consultees listed in section 3.1 of the Consultation Document advised by email of the availability of the consultation document

The table above shows how the Authority has adhered to the School Organisation Code and was not just “going through the motions”. The Authority has comprehensively appraised as many reasonable alternative as possible against the key drivers identified within the School Modernisation Strategy. The Council held public meetings with stakeholders of all effected schools, which is not a requirement of the code. Any comments have been carefully considered and responded to within this document, and any new alternatives suggested by stakeholders have been fully appraised within this document.

The procedures outlined in the School Organisation Code will continue to be followed as the process continues.

5.5.2 Secondly, the Governor stated that one “Cannot trust the Authority’s figures on housing developments”

In reply the Council states -

The proposal has not only been developed to accommodate additional pupils from housing developments that have been submitted for planning application, but has also considered data held by the Joint Planning Policy Unit such as housing allocations for the Llangefni area. Section 5.4 of the Consultation Document described in detail the potential effect of these housing developments in Llangefni on the proposed extended Ysgol y Graig. The Consultation Document outlined that the projected number of pupils at Ysgol Y Graig would be 383 in September 2023 and would peak at 419 in September 2027 i.e. at the end of the building of the new housing developments. The conclusion was that there would be sufficient spaces at the school for additional pupils and would allow for an increase of 13% on today’s number of prospective pupils.

The proposal has also looked at the number of children aged 3-11 per household within the individual wards at the last census date.

It will however always be difficult to accurately determine a school’s projected number of pupils, due to parental choice of which school their pupil will attend. However, the proposal is likely to reduce the number of out of catchment pupils in the Graig / Talwrn area.

If the proposal is approved, the new Foundation Phase Unit for Ysgol y Graig will be designed to allow for a future 2 classroom extension in case of further increase in pupil numbers so that the school itself is future proofed for future generations.

5.5.3 Thirdly the governor claimed that the Council is to blame for not maintaining the school building at Talwrn

In response to this claim the Council notes -

The Council does not have the financial resource to maintain 40 primary schools, 5 secondary schools and 1 special school to the desired level in the current climate and following years of austerity.

The Council undertake a condition survey on all schools each year, and the work required at each school is categorised (A-D) based on the priority for the work to be undertaken, taking considerations of aspects such as condition of the asset and health and safety considerations. Work identified for category D and C will be

prioritised, whereas works identified which falls into categories B and A will only be undertaken if there is funding remaining after the completion of all works in categories D and C.

The total current and projected future maintenance spend for all schools stands at approximately £22m. The total current and projected future maintenance cost for Ysgol Talwrn is £360,000 – approximately 1.6% of the total.

The table below reflects the current and projected maintenance spend for the 8 primary school buildings on Anglesey that have an area of less than 600m² (for the purpose of this table the cost associated with the Portacabin at Ysgol Talwrn has been removed):

<u>School</u>	Pupil Numbers PLASC 2019	Area (m²)	Current and projected future maintenance spend
Bodffordd	70	470	£134,000
Talwrn	45	302	£110,000
Carreglefn	23	224	£46,500
Llanbedrgoch	24	320	£168,500
Llangoed	69	572	£114,000
Henblas	86	533	£138,000
Pencarnisiog	69	575	£98,000
Rhosybol	58	551	£96,500
Average	56	443	£113,250

The figures for 'Current and projected future maintenance spend' included within this table covers expenditure such as, but not limited to:

- Resurfacing of school yards / car parks
- Internal and External Re-decorating
- Replacement of doors and windows
- Refurbishment of kitchens, classrooms, toilets etc.
- New fencing, gates or other access systems
- Lighting replacement
- Rewiring
- Roof Replacement

This table shows that the current and projected future maintenance spend at Ysgol Talwrn is comparable to other school buildings of similar size. This shows that Ysgol Talwrn has not been treated less favourably than other schools.

5.5.4 Fourthly the governor claimed that finance is available to modify and expand the school

The Council's reply states that -

In line with the School Organisation Code 2018, any potential modernisation project for Ysgol Talwrn would have to meet the key challenges for Ysgol Talwrn. These are:

- Pupil numbers,
- curriculum delivery,
- cost per pupil,
- school building,
- standards,
- teaching commitment of the headteacher, **AND**
- finance.

Whilst this reasonable alternative could have a positive impact on some of the key challenges noted above it could exacerbate the situation regarding pupil numbers and surplus places. Curriculum delivery could improve but education standards and the teaching commitment of the headteacher would likely remain unchanged as a result of this alternative option. The extended part of Ysgol Talwrn would meet current building standards but the cost per pupil would likely increase.

Funding for Welsh Government's 21st Century Schools Programme excludes funding for "routine repairs and maintenance" and the funding for the 21st Century Schools and Education Programme is targeted to support "remodelling and reconstruction".

5.5.5 In addition, it was claimed that no detail to support the £100k of maintenance work required to set up a potential new temporary classroom

The Council reply is as follows -

Section 5.2.10 of this report expands upon this point. It is however important to note that the Council has provided a governor at Ysgol Talwrn with a breakdown of Ysgol Talwrn's maintenance costs including the cost of procuring and fitting a new mobile classroom on the site.

The current and projected future maintenance costs of £360,000 cited within the Consultation Document can be broken down as follows:

Internal works	£29,500
External works	£80,500
New temporary classroom	£250,000

These figures were based on a quotation for a similar sized temporary classroom which was received in August 2019 by the Council which included an estimated price of £308,000 in total. This comprised of £185k for the mobile classroom, £11k for additional equipment and £112k for foundation works and connecting the mobile classroom to the utility services. A copy of this quote was provided to the Governor at his request via e-mail on 24 February 2020 at 14:21.

The £29,500 worth of internal works can be further broken down as outlined below:

Internal works	Cost (£)
Replace the door and window unit to the hall	4,500
Part refurbishment of the kitchen	25,000

The £80,500 worth of external works can be further broken down as outlined below:

External works	Cost (£)
Resurface the school yard	24,400
Repoint stonework to the front elevation (Building)	10,000
Complete external re-decoration	4,000
Resurface the staff car park	5,100
Replacement of the rotten steel railings to the front elevation with new galvanised steel railings	3,000
Remove the cobble stones set in concrete around perimeter of the rear and replace with tarmac	15,000
Provide a new fence, gate and door entry system to the side of the school	2,500
Replace the rotten barge boards to the front elevation	1,500
Replace the timber T & G cladding with new	15,000

5.5.6 The governor also questioned whether it's sensible to borrow over 50 years for a building that deteriorates over 30 years?

In reply the Council states:

The Council considers the useful economic life of school buildings to be 50 years. Therefore, borrowing calculations are based on this 50 year period. Calculations used in business cases for new school buildings such as Ysgol Cybi, Ysgol Rhyd y Llan and Ysgol Santes Dwynwen were based on this 50 year useful economic life period. This method is well recognised and Welsh Government officers have approved this method of calculating borrowing costs.

5.5.7 It was claimed by the governor that closing Ysgol Talwrn would mean an end to the village eisteddfod

Council reply

Based on information it has received, the Council understands that the village eisteddfod is held in the village hall. If the proposal is implemented, the village eisteddfod could continue to be held there.

5.5.8 Alternative option – federate with Ysgol Llanbedrgoch

Council reply

This reasonable alternative is evaluated in section 6.2 of this document. However, Ysgol Llanbedrgoch is not part of the current consultation but could well be considered in the School Modernisation Programme in the future. The option did not meet the key drivers for the schools modernisation programme for the Llangefni area and as such will therefore not be considered further.

5.5.9 The Governor also noted that “pupils not given a voice in any other matter that affects them”

The Council strongly disputes this claim and draws attention to -

Section 5.7 of this report which outlines the consultation undertaken by Council officers with pupils of the affected schools, in line with the requirements of the School Organisation Code and in partnership and under the guidance of the relevant headteacher.

These requirements are outlined in the table below:

School Organisation Code 2018 requirements	Steps taken by the Isle of Anglesey County Council
Make suitable arrangements to consult with pupils of any affected school and, where possible, with children and young people who are likely to attend those schools.	During the consultation period, Council officers visited Ysgol Talwrn and Ysgol Y Graig, to find out the pupils' views on the proposal
As a minimum, this must include consultation with the school councils of the affected schools, but should also include consultation with individual learners where this is appropriate and practicable	Officers from the Council met with both school councils and other pupils during the consultation period.
The information given to children and young people must be presented in such a way that it is relevant to their age and level of likely understanding and allows them to reach an informed opinion	The information presented in the children's version of the consultation document was appropriate and relevant to their age and level of likely understanding and allows them to reach an informed opinion. It was also consulted upon with the relevant headteachers in meetings held on the 23 and 24 January 2020.
Proposers should refer to the Children and Young People's National Participation Standards and act in accordance with them.	Council officers referred to the standards in the Children and Young People's National Participation Standards and acted in accordance with them. The standards outlined in the document are: <ul style="list-style-type: none"> • Information • It's your choice • No discrimination • Respect • You get something out of it • Feedback • Working better for you
Produce and distribute a version or versions of the consultation document appropriate to the age/ages of the children and young people affected.	A version of the consultation document appropriate to the age/ages of the children and young people affected was produced and distributed,

5.5.10 Make up of Scrutiny Committee and the Executive – do members have qualifications regarding education and financial aspects? Do they have specialisms in these subjects?

The Council reply states that:

The Constitution of the Isle of Anglesey County Council makes provision locally for meeting the statutory requirement to ensure the representation of certain interests on its scrutiny committees when considering education/learning matters. These are:

- The Church in Wales
- The Roman Catholic Church in Wales
- Parents of primary school governors
- Parents of secondary school governors/additional learning needs

The point made above may refer to the fact that 2 of the 4 seats were vacant for a prolonged period (the 2 seats for the parent governors). There were 2 attempts to fill these vacant seats. The seat for the parent governor of primary schools was filled in December 2018 and the other secondary/additional learning needs seat was filled in September 2019.

The County Council amended the scrutiny rules of procedure at its meeting on 27 February, 2019 and decided as follows in respect of the fifth seat of education which was part of the membership of the two previous scrutiny committees:

“It was RESOLVED that the Council:

- agrees to remove the requirement to have ‘one representative of other faiths or denominations’ on a Scrutiny Committee when it deals with Education matters (i.e. sits as a Local Education Authority Scrutiny Committee) as is currently included in paragraph 4.5.4.4 of the Constitution;
- authorises the Council’s Head of Function (Council Business)/Monitoring Officer to make the necessary changes to the Constitution to reflect the removal of the requirement noted above.”

5.5.11 Environmental concerns**Council reply**

A concern for some stakeholders was that closing Ysgol Talwrn would lead to an increase in carbon emissions. Calculations show that this would not be the case due to over half the pupils at Ysgol Talwrn coming in from outside its catchment area.

5.5.12 Design of the potential new Foundation Phase block

Two stakeholders made comments on what they think should be in the design of the potential new Foundation Phase block namely:

- i. That there should be a kitchen in the new block and
- ii. The current part of Ysgol Y Graig used by the Foundation Phase should be modified as part of the potential project.

Council reply

A decision on the way forward will be made by the Council’s Executive in November 2020. If the proposal is approved by the Executive, only then will details such as those mentioned in i and ii above be considered.

5.5.13 Class sizes

A concern for one stakeholder was the class size at Ysgol y Graig being over 30 in Key Stage 2 classes. Some parents of pupils at Ysgol Talwrn stated that “not all pupils can cope with classrooms of 30+”.

Council reply

Whilst class sizes at Ysgol Y Graig are sometimes slightly over 30, there is no statutory limit on the size of any class in Key Stage 2. The main reason for class

sizes of 30+ is usually due to limited school budgets. A proportion of the school budget is used to maintain school buildings (rates, energy, cleaning, repairs and maintenance etc). The more buildings there are to maintain, the less budget is available to spend on other resources such as teachers. The cost per pupil in small schools is also greater than at larger schools. It could be argued that the smaller schools are receiving what is equal to additional finance to maintain minimum staffing levels and that the largest schools are losing out as a result. It could therefore be argued that the proposal will help reduce the number of classes which contain more than 30 learners.

5.5.14 Transport

Some parents of pupils at Ysgol Talwrn stated that they “don’t want 4 year old kids going to Ysgol Y Graig on a bus” if Ysgol Talwrn would close.

Council reply

In order to mitigate against any adverse effects of the proposal, the Authority is committed to providing transport for pupils attending Ysgol Talwrn to the extended Ysgol Y Graig in accordance with the Council’s transport policy for schools. If the proposal is approved by the Executive, then transport arrangements would be made in due course. However, these transport arrangements do not necessarily mean a bus service as a taxi service could be provided.

5.5.15 Consultation

One stakeholder stated that “due to the corona virus situation, the Council will have to start the consultation again”.

Council reply

The consultation process was conducted in accordance with the statutory guidelines in the School Organisation Code 2018 as described in the table below:

School Organisation Code 2018 requirements	Steps taken by the Isle of Anglesey County Council
Publish a consultation document in hard copy and electronically on their website	Published on the Isle of Anglesey County Council’s website on 6 February 2020 and available by hard copy.
Consultation document must be published on a school day	Published on 6 February 2020, a school day at Ysgol Talwrn and Ysgol y Graig
Consultees must be given at least 42 days to respond to the document	Consultees given from 6 February 2020 until 20 March 2020 to respond to the document – at least 42 days
Consultees must be advised by letter or email of the availability of the consultation document	Consultees listed in section 3.1 of the Consultation Document advised by email of the availability of the consultation document

The table above shows how the Authority has adhered to the School Organisation Code. Schools throughout Wales did close at the end of the school day on 20 March, 2020 but this was a full school day (as defined in the School Organisation Code 2018 – “A school day is defined in section 579 of the Education Act 1996 as any day on which at that school there is a school session. A school session can be a morning session or an afternoon session, so a school day is any day when the school meets

for all or part of the day”.) Therefore, the consultation was at least 42 days in length and meets the requirements of the Code.

The School Organisation Code 2018 states that proposals must be published within 26 weeks of the end of the period allowed for consultation responses, otherwise the proposals will lapse and a new consultation document **must** be used to revive them. Due to the COVID-19 pandemic, this has not been possible. In that event, the Code states that “Applications to the Welsh Ministers for a time extension **must** be made in writing before the 26 week period has elapsed and **must** set out the reasons why an extension is considered necessary.”

This time extension has been requested by Anglesey County Council and a 6 month extension has been granted by Welsh Ministers to publish the proposal. Anglesey County Council now has until 19 March 2021 to publish a proposal without the need to undertake another consultation.

5.6 Letter from Ysgol Talwrn Staff

A letter was received from staff of Ysgol Talwrn who talked about different aspects of the school:

1. "It is difficult to accept that closing Ysgol Talwrn will directly lead to higher standards as both schools have been adjudged to be Good".
2. It is not fitting to say that the teachers in the school do not have the same opportunity to develop professionally due to the size of the school.
3. None of the previous consultations have given true consideration to resolving the situation e.g. purchasing adjacent land to develop a playing field for the school. Consideration has not been given to removing the mobile classroom and extending the school to negate the right to cross the yard (out of school hours) that our neighbours currently have. All consultation or proposal has been based on the argument of closing Ysgol Talwrn and increasing the capacity of Ysgol y Graig."
4. The "numbers cited in the report do not truly reflect the number of young families in the village".
5. "Comparing cost per head does not necessarily provide a full and fair picture of the situation"
6. "The proposal would have a significant effect on the village"
7. The staff called on the Council to consider the following:
 - Modernise Ysgol Talwrn by means of a 21st Century Schools Grant
 - Federate Ysgol Talwrn with Ysgol Llanbedrgoch
 - Change the boundaries of Llangefni catchment areas

Council reply

The Council will reply to each point in the order raised above:

1. Educational standards is one factor out of seven key challenges facing Ysgol Talwrn that every option is assessed against. Additionally, educational standards is also one factor out of seven drivers describes in the Authority's School Modernisation Strategy.
2. What is meant is that there are not as many staff in a small primary school to develop specialisms.
3. All consultations have mentioned the cost of purchasing adjacent land as well as the cost of acquiring a new mobile classroom. The final decision rests with the Council's Executive.
4. It was noted in the Consultation Document that the percentage of pupils who attend Ysgol Talwrn from outside the catchment area was 67%. Conversely, many pupils from the vilage of Talwrn attended other primary schools on Anglesey.

5. Finance or cost per head is one factor out of seven key challenges facing Ysgol Talwrn that every option is assessed against. Additionally, cost per head is also one factor out of seven drivers describes in the Authority's School Modernisation Strategy.
6. The potential effect of the proposal, mentioned by the stakeholder in 5.6.6 above is assessed in the Community Impact Assessment.
7. The options presented in 5.6.7 above are assessed in this report.

5.7 Views of children and young people

Council officers visited both schools, to find out their views on the proposal. Officers explained that the Council are responsible for schools on Anglesey and that they work as part of a team to support schools, the aim of that work being:

- To give all children the best chance to learn in excellent schools on the island.
- Ensure safe and strong school buildings.
- Ensure money for children and schools on Anglesey is spent in a fair way.
- To give everyone the opportunity to have a say in decisions that affect them and to make sure those voices are heard

The children were reminded of Article 12: The United Nations Convention on the Rights of the Child.

'Children have the right to say what they think should happen, when adults are making decisions that affect them, and to have their opinions taken into account'.

It was explained that the information they submitted will be transferred to a report and presented to Councillors as part of the Statutory Consultation who will then make a decision.

The children were asked the following questions:

- What would change?
- What do you like about your current school?
- Is there anything you would like to change / improve here at your current school?
- How do you get to your current school?
- How would you feel about the proposal?
- What would you like about the proposal?
- What wouldn't you like about the proposal?
- Do you have anything else you would like to say?

Their responses are noted below. During some sessions, some children wrote their comments on paper and these are presented in the children's language.

Ysgol Talwrn, March 5 2020

Ysgol Talwrn 05.03.2020	School Council and others
How many children?	12 children (5-10 years old) 7 Female / 5 Male
What would change?	Ysgol Talwrn may close and pupils from Ysgol Talwrn will move to Ysgol Y Graig.
Question	Answer
What do you like about Ysgol Talwrn?	<ul style="list-style-type: none"> • Small school – everyone knows each other / friends / like a family. • Small school – don't get lost. Know the way around the school / where everything is stored.

Ysgol Talwrn 05.03.2020	School Council and others
	<ul style="list-style-type: none"> • Know the teachers properly and can go to [REDACTED] to talk about any problems. • Teachers help us with work and we like the way they teach – fun. • Gardening Skills. • Governor – a man in the community coming to read with the children. • Toddlers have a garden to play in and older ones have a separate one. • Likes – Yr.4, Yr.5, Yr.6 in the same class to help each other. • Trips (e.g. Plas Menai etc.) – Everyone is allowed to go because there are not many children in school. • We get to do lots of fun things. Get to work on different projects (technology / Animation /past and present) • Different activities (e.g. cooking, playing Knex, sports, art, growing healthy vegetables themselves). • After school club (e.g. playing Nintendo Wii, movie night, games night, knitting, nice things like paintings your nails). • Homework is fun. • No bullying taking place. • Everyone lives close.
Is there anything you would like to change / improve here at Ysgol Talwrn?	<ul style="list-style-type: none"> • Have more space to play (grass area to play football). • Garden to grow more vegetables. • A little more homework. • Children to share with me. • Grass area to play instead of playing on the yard. • Used to it.
How do you come to Ysgol Talwrn?	<ul style="list-style-type: none"> • Car • Walk (to the ones who live close) • Bike • Taxi
How would you feel about closing Ysgol Talwrn and moving to Ysgol y Graig?	<ul style="list-style-type: none"> • Sad – school closure. School has been here for 100 years, it's been here for so long. • Sad that a person named by a pupil is unable to come to the school. • Family has been to this school and grown up here. • Having to compete against a big school – football. • Fear – friends are separated. • Fear – getting lost. • Not sure. • Not looking forward because I like Ysgol Talwrn.
What would you like about moving to Ysgol y Graig?	<ul style="list-style-type: none"> • Nothing. • Know friends there already. • Make more friends. • More space to play (playing field). • Still with the same friends.
What wouldn't you like about moving to Ysgol y Graig?	<ul style="list-style-type: none"> • Eisteddfod Talwrn – lose this. • Too many children at Ysgol Y Graig.

Ysgol Talwrn 05.03.2020	School Council and others
	<ul style="list-style-type: none"> • Accidents happen outside and we don't feel safe – cars / cross the road outside the school. • A lot of bullying there (teachers not dealing) – moved to this school because of bullying. • Separated from friends. • Not going to know everyone. • Don't know the way around school – school too big. • Travel further to school. • Those walking to Ysgol Talwrn cannot walk all the way to Ysgol Y Graig. • A lot of children / fear of getting lost. • A school with a lot of children – and not everyone can go on trips. • Bullying at Ysgol Y Graig.
Do you have anything else you would like to say?	<ul style="list-style-type: none"> • Like this school because you know everyone and feel safe – still don't want it to close. • Going to affect the little kids who are still here and kids who want to come again. • Try not to close the school – try to keep it open. • Parents have been collecting money to keep the school alive and worrying about our future – where will the money go? • Want to finish school in Yr.6 and don't want to move. • It's important to be here because it's our school. • Children and teachers and friends are who make a school. • Friends may be separated. • We may not be in the same class as friends at another school (because there are children of different ages in the same class at Ysgol Talwrn).

Ysgol Y Graig – 27 February 2020

Ysgol Y Graig 27.02.2020	School Council
How many children?	6 children (9-11 years old) 3 Female / 3 Male
What would change?	<p>Ysgol Y Graig may be expanding.</p> <p>A new block will be built for the foundation phase (4-7 year olds).</p> <p>Foundation phase children at Ysgol Y Graig will move to the new block.</p> <p>And all the children at Ysgol Talwrn will be moving to Ysgol Y Graig and Ysgol Talwrn will close.</p>
Question	Answers
What do you like about Ysgol Y Graig?	<ul style="list-style-type: none"> • Large playground – space for sports, football site, hide and seek.

Ysgol Y Graig 27.02.2020	School Council
	<ul style="list-style-type: none"> • Colourful classes – maths and themed walls help us with our work. • Good teachers make work interesting. • Teachers look after us and know us – can talk to everyone • Child friendly – safe for us. • Different activities (e.g. Swimming Gala, Football Team, Trips to Cardiff / Greenwood, after school cookery (Urdd). • Opportunities for all people e.g. Eisteddfod, competitions of all kinds. • Everyone playing helps foundation phase. • See our friends. • Lots of space – feel comfortable. • Everyone knows each other.
What don't you like about Ysgol Y Graig?	<ul style="list-style-type: none"> • Car park – too small, accidents happen because there is not enough parking – need to stop in the middle of the lane, zig zags or the 'roundabout'. • No lollypop man – more accidents happening this makes me nervous to cross the road. • Playing yard is wet. • Lost 2 music classes – turned into year 2 and 3 class. • Toilets are small for Key Stage 2. • Chairs are small for Key Stage 2.
How do you come to Ysgol Y Graig?	<ul style="list-style-type: none"> • Scooter • Bikes • Walking • Car
How would you feel about a new block (for foundation phase) being built and Ysgol Talwrn pupils moving to Ysgol Y Graig?	<ul style="list-style-type: none"> • Young children missing older brother / sister (Ysgol Y Graig ac Ysgol Talwrn) – don't see them as often. • Happy – more friends / new. • Talwrn children being separated. • Difficult for Talwrn children to settle in – Ysgol Y Graig children will welcome them. • Sad / scared – more noise.
What would you like about a new block (for foundation phase) being built and Ysgol Talwrn pupils moving to Ysgol Y Graig?	<ul style="list-style-type: none"> • Yr4, Yr5, Yr6 to have doors on their classrooms. • More children – more talking. • Improved concentration • More space for more children to get a good education. • More friends – fewer lonely children.
What wouldn't you like about a new block (for foundation phase) being built and Ysgol Talwrn pupils moving to Ysgol Y Graig?	<ul style="list-style-type: none"> • Not much room to play. • Miss a chance to make friends – not going to see the kids so often any more. • Don't know where the block will be – maybe losing the pitch, yard - sports day, sports competition.

Ysgol Y Graig 27.02.2020	School Council
	<ul style="list-style-type: none"> • Join the schools – and the children will feel comfortable learning in a completely different place – how the children will come into school • Don't want Talwrn Children to join. • Not allowed to see little brother / sister – in a different Building. • Not enough space to play – depending where the new Building will be. • People will have to get a new house.
Do you have anything else you would like to say?	<ul style="list-style-type: none"> • More children therefore need to buy more food. • Where would the foundation phase have lunch? • Children's health and safety – larger numbers. • Talwrn children unable to walk to school. • Increased traffic – children having to travel longer in cars. • The separate play area for older children? – Children in the new block need a separate play area? • If there are more teachers – need more space – meeting rooms, staff rooms. • Children make new friends – friends club / make new friends whilst playing. • Too many children in clubs with one teacher – children missing out. • Ysgol Talwrn children may be nervous. • Have experience with everyone. • The Building may be far apart – School finishing time is different from Foundation Phase and Key Stage 2 – parents will have to collect children from the new Building and the current school. • The Key Stage 2 yard will need to be redesigned on the existing site.

5.8 Estyn's Response (Bold letters were inserted by the Council)

Estyn, the education inspectorate in Wales, is a consultee in all school reorganisation proposals. Estyn's response in full is as follows: "The proposer has provided **useful and detailed information** that explains the reasoning behind this proposal. Estyn is of the opinion that the proposal is likely to at least maintain the current standards in terms of education, provision, and leadership and management for children in the area."

Estyn's response continued and looked at the benefits of the proposal:

Description and benefits

"The **rationale for this proposal is methodical** and the issues have been identified clearly. **Evidence is based on facts and valid considerations.**

The proposer has identified the expected advantages and disadvantages in comparison with the status quo. **A large number of proposals are outlined in relation to keeping Ysgol Talwrn open**, which consider not only standards, and leadership and management, but also the community's use of the school, for example in order to provide provision for pre-school children. It is acknowledged that Ysgol Talwrn makes an extensive contribution to the community and that it is a key part of the local area. However, the proposer considers a number of proposals that deliver outcomes that support this proposal to close Ysgol Talwrn.

Reasonable alternative options are considered in full, in addition to the views of all partners within the school community. This contributes effectively to the validity of the consultation process and, overall, considerations are firmly in support of implementing this proposal.

Challenges are identified clearly, which incorporate issues, for example the number of pupils that attend both schools, surplus places, cost per pupil and the quality and suitability of both school buildings. **These challenges are considered effectively within the proposals.**

Important aspects are outlined within the Equality Act 2010 (Statutory Duties) (Wales) 2011, which identify beneficial evidence as part of the consultation process, for example the effect on boys and girls, pupils with additional learning needs etc. **The conclusion of the risk assessment is that accepting this proposal would favour this scheme in terms of equality.**

This proposal complies with the Welsh in Education Strategic Plan. There would be no change to pupils' language medium by relocating to the proposed expanded school, namely Ysgol y Graig. It is identified that nursery provision, in addition to a childcare unit for pre-school children, will be provided at Ysgol y Graig for all pupils. This will be beneficial as children transfer to primary school. It is also outlined that facilities will encourage the school's pupils during school hours, in addition to the wider community outside of school hours, to communicate naturally through the medium of Welsh. **This assessment suggests that the proposal will have a positive effect on the Welsh language.**

There would be no negative or positive effects on the community of Ysgol Talwrn following wellbeing risk assessment procedures. Accepting this proposal would contribute positively to the seven wellbeing aims in line with Wellbeing of Future Generations Act.

The proposer outlines information about travel arrangements, in line with Anglesey's school transport policy. The result of this assessment is that 67% of pupils will travel further. However, the Council will provide free transport for pupils to Ysgol y Graig if they live 2 miles or more from the school. It is estimated that this will cost £30k a year. A traffic impact assessment has already been provided in order to forward-plan to mitigate the effect of additional transport on staff and pupils at Ysgol y Graig."

Estyn said the following on the educational aspects of the proposal:

Educational aspects of the proposal

"The proposer has considered this proposal on the quality of outcomes, provision, leadership and management. Following the decision of the Council's Working Committee in May 2019 in relation to school modernisation in the Llangefni area, officers were instructed to look at the proposals anew, and consider the revised School Organisation Code (011/2018). Considering the reasonable alternative options, the

proposer has come to the conclusion that education provision needs to be modernised in the Llangefni area to provide a more sustainable, effective and efficient model for the future.

The proposer notes that pupils throughout the school will receive an educational experience enriched with relevant resources in order to provide a full curriculum for all pupils without exception. The proposer does not refer specifically to foundation phase provision.

Ysgol y Graig currently has ten single-age classes and three mixed-age classes, while pupils at Ysgol Talwrn are divided into three mixed-age classes in the morning, and two in the afternoon. Providing a curriculum in a new learning environment at Ysgol y Graig would be likely to enrich pupils' primary experience.

The total number of children in the nursery class would be 68, with capacity for 480 pupils (4 – 11 years old) at the school. Ysgol y Graig's site is extensive enough to accommodate more pupils attending the school.

Agreeing on the current proposal would lead to a change in learning environment for all pupils. However, it is acknowledged that the change would perhaps prove to be more challenging for some pupils with additional learning needs (ALN). The Council will take all practical steps to ensure as little disruption as possible in order to ensure smooth transition arrangements. ALN pupils who currently attend Ysgol Talwrn ac Ysgol y Graig will continue to receive the level of support that they need to meet their individual educational needs. Additional arrangements that are currently in place for pupils, such as access to additional support, will also be reviewed and provided, where necessary. The proposal also mentions the possibility that staff at Ysgol y Graig may need to develop a wider range of expertise in order to meet individual pupils' needs. As part of the transition process, it is proposed that the Council provides appropriate support and assistance for ALN pupils.

It is anticipated that the headteacher will have no specific teaching commitment at Ysgol y Graig, in comparison with the current teaching commitment of the headteacher at Ysgol Talwrn, which is 70% of the timetable. **In addition, developing leadership capacity by having no teaching responsibility will make a positive contribution towards addressing the management and strategic challenges that are involved in running a successful school.** This proposal does not go into direct detail about the statutory process of staff relocation or redundancies, in line with the relevant procedures. However, the Council will need to share further information with members of staff at Ysgol Talwrn in order to ensure fairness and statutory co-operation in line with the Council's Restructuring and Redundancy Policy for school and its Redeployment Policy for schools.

Both schools are in the green 'A' category in term of support capacity, in line with the definitions of the national model for school categorisation. Ysgol y Graig has been in this category consistently since September 2015, and Ysgol Talwrn since September 2019. Both schools were judged to have 'good' outcomes in all inspection areas by Estyn:

Ysgol Talwrn - October 2018

Ysgol y Graig - January 2019

On the whole, pupils' standards in both key stages in both schools are consistently good. When considering a number of sources, the performance of both schools is consistent, overall."

There were no issues identified within Estyn's response for the Council to respond to or clarify.

5.9 A letter was received from the **Secretary of Siloam Chapel, Talwrn** (Independent Chapel) expressing "opposition of Chapel members to close Talwrn Primary School".

- School is the "heart of the community" and "the heart of the community beats fastest here"
- Current chapel members "have benefitted greatly from being at Ysgol Talwrn"
- Language and traditions are very important and we believe that these are handed down best in a school like Talwrn
- This school is a close community that has contributed much to the wider community.

Council reply

These matters have been addressed in section 4 of the Impact Assessment - Appendix 1.

5.10 A letter was received from the **Supervisor of Siloam Sunday School, Talwrn** (Congregational Chapel)

- Happy co-operation between the Sunday School and Ysgol Talwrn for many years.
- Without Ysgol Talwrn, there would be no Sunday School
- Closing Ysgol Talwrn would "rip the soul out of the community".

Council reply

These matters have been addressed in section 4 of the Impact Assessment - Appendix 1.

5.11 A letter was received from a local resident of Ysgol Talwrn. They mentioned that having several consultations on the future of Ysgol Talwrn has left a cloud above Ysgol Talwrn. They felt this could lead to a reduction in rural communities.

Council reply

The figures presented in the Consultation Document for the number of pupils attending Ysgol Talwrn were as follows:

School	Capacity (excluding Nursery)	Pupil Numbers in January:				
		2015	2016	2017	2018	2019
Talwrn	49	44	47	47	43	45

The figures show that the number of pupils at Ysgol Talwrn has remained fairly constant in recent years despite some consultation periods being conducted on the future of the primary school during this time.

5.12 Another local resident of Ysgol Talwrn described in a letter how they thought the proposal did not meet with the key drivers and that the proposal was "not strong enough" in their opinion.

Council reply

In the Consultation Document, the Authority has comprehensively appraised the proposal against the key drivers identified within the School Modernisation Strategy and against the key challenges facing Ysgol Talwrn.

5.13 Another stakeholder of Ysgol Talwrn said: “While buildings and resources have a very important role in providing the best education for our children, the most important factor in any educational provision is conscientious and effective teachers for our pupils.” The stakeholder also claimed that “the Isle of Anglesey County Council has, for too many years now, cast a cloud above Ysgol Talwrn by returning, time and again, to re-consult on its future. This school now deserves to be left alone to continue to provide the best education for their pupils and to remain an integral and important part of this rural community in the middle of the island.” They also called on the Council to “repeal this proposal, and then to leave Ysgol Talwrn alone to stop casting a constant shadow over its future.”

Council reply

The Council does not doubt that school teachers are an important part of any school provision. The Council’s Executive will decide whether to implement the proposal in the next few months.

5.14 In a short letter from the **Talwrn Branch of Merched y Wawr**, the Secretary stated the Branch’s objection to the “intention to close Ysgol Y Talwrn”. Citing a project that members of the Branch worked on with pupils from Ysgol Talwrn, they said that Ysgol Talwrn was a “naturally Welsh school in a lively town”. The Branch secretary also stated that closing the school would make Welsh Government’s target of a million Welsh speakers by 2050 “more distant”.

Council reply

If the proposal was implemented, the Talwrn Branch of Merched y Wawr could still work with children from the village of Talwrn. Section 4.8 of the Impact Assessment states: “Community facilities provided by the school in Talwrn could be undertaken at the extended Ysgol Y Graig, or from within other sites within Talwrn, such as the village hall or the Talwrn church.” This would be true on this case.

The possible impact of the proposal on the Welsh language is described in the section 3 of the Impact Assessment Appendix 1.

5.15 The headteacher would not know the pupils due to the sheer size of the school.

Council reply

Each pupil would be known to his or her teacher. It is likely that extended school’s leadership team structure would include a head of the foundation phase and a head of key stage 2. The pupils would also be known by these teachers as well as the headteacher.

5.16 Disagree with the comment that pupils from Talwrn will have more opportunity to participate in extracurricular activities. At a small school, each pupil must participate in extracurricular activities. In a large school, only the most confident or most talented participate in such activities.

Council reply

There is no obligation on pupils to participate in extra-curricular activities. However, extra-curricular activities include various activities such as lunch time or after school clubs and playing for a school football or rugby team. What was meant here is that there will be a greater opportunity in a larger primary school to have a part on these activities because there will be more pupils present along with additional staff who will have a wider variety of specialisms.

5.17 Negative environmental impact - the proposal will lead to more use of vehicles.

Council reply

A concern for some stakeholders was that closing Ysgol Talwrn would lead to an increase in carbon emissions. Calculations show that this would not be the case due to over half the pupils at Ysgol Talwrn coming in from outside its catchment area.

5.18 If 2 schools combine it should be a competitive process

Council reply

Section 12 of the Consultation Document stated: "If the proposal is approved, there will be no changes for Ysgol Y Graig staff, however staff at Ysgol Talwrn will be at risk of redundancy and the Restructuring and Redundancy Policy for schools and Redeployment Policy for schools would be invoked."

6. COMMENTS RECEIVED IN RESPECT OF THE REASONABLE ALTERNATIVES CONSIDERED

6.1 In line with the School Organisation Code 011/2018 it is a requirement that the proposer provides reasonable alternatives to the proposal if it involves the closure of any school – the following section discusses the reasonable alternatives presented by the Council in the consultation document together with stakeholders' responses.

In section 4 of the Consultation Document, the key drivers for change were noted as outlined in the School Modernisation Strategy. All reasonable alternatives put forward would need to meet the requirements of the key drivers:

- **Standards** across all schools need to be at least good or excellent. In addition, schools in the area would be expected to be categorised as green, i.e. a school that is performing well and in need of the lowest level of support.
- **Leadership and management** must be good or better in every school. In this context, headteachers need sufficient non-contact time to balance leadership and management challenges with teaching commitment.
- The **school building** needs to provide an inspirational learning environment that will encourage every pupil to achieve their potential across all areas of learning. In addition, every school needs to comply with the Equality Act 2010 regarding accessibility for disabled children.
- **Sufficient school spaces** need to be available in the area to meet current demand, future projected numbers as well as reducing surplus places. In addition, pupil movement within and from outside the catchment area needs to be reduced if possible.
- Any revised school provision in the area will have to be **cost efficient** i.e. the revenue costs need to be reduced and any current and projected future maintenance costs are addressed. In addition, the variation in cost per pupil across individual schools reduced.
- **Welsh medium provision** will need to be at least maintained and improved.
- The **community use** of school buildings and associated facilities needs to be maintained and where possible increased.

Below is a list of the key challenges Ysgol Talwrn faces which the Council wishes to address by proposing the closure of the school:

1. Pupil numbers
2. Limited space to deliver the Curriculum for Wales (CFW) in the medium to long term.

3. Cost per pupil – 14% above the Anglesey primary average
4. School building - has current and projected future maintenance costs of £360,000 (2019) and a condition rating of B (Satisfactory - Performing as intended but exhibiting minor deterioration). Ysgol Talwrn building only partially conforms to the requirements expected under the Equality Act 2010.
5. Standards - the current standards seen in Ysgol Talwrn could be difficult maintain in the medium to long term
6. Teaching Commitment of the Headteacher – currently 70% specific teaching commitment
7. Finance – The cost per pupil at Ysgol Talwrn (£4,553) is above the Anglesey Primary Average (£3,988), and there is a wide variation in the cost per pupil between Ysgol Talwrn and Ysgol Y Graig (£3,429). It is likely that the authority will be required to make significant savings over the next 3 years.

In the table below in accordance with the School Organisation Code (011/2018), the Council takes into account comments received during the consultation and gives its response by way of clarification, amendment to the proposal or rejection of concerns with supporting reasons.

Reasonable alternatives presented by the Council	Comments received from stakeholders during the consultation	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
<p>6.1.1 Build a new 21st Century primary for Ysgol Talwrn and Ysgol Y Graig and close both schools.</p> <p>Based on approx. cost of £11.4m.</p>	<p>19 responders (out of 57 or 33%) provided comments to suggest they would prefer this option to the proposal.</p>	<p>This option would address the key challenges that Ysgol Talwrn faces:</p> <ul style="list-style-type: none"> ▪ Higher revenue cost for the Authority. ▪ The capital investment is approx. £5.5m higher than what has been earmarked within Anglesey's Band B funding envelope. There is therefore a risk that the authority would have to fund the majority of such a build and not be able to maximise the opportunities provided under the 21st century school modernisation programme. ▪ Ysgol y Graig is just over 10 years old and any decision to discontinue the school would call into question the value for money (VFM) perspective with schools having a 50 year life-span. <p>For the financial reasons listed above, this reasonable alternative suggested by stakeholders is rejected and not considered further.</p>

Reasonable alternatives presented by the Council	Comments received from stakeholders during the consultation	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
<p>6.1.2 Retain the status quo - Leave Ysgol Talwrn as it is.</p> <p>Based on no capital costs incurred.</p>	<p>14 responders (25%) provided comments to suggest they would prefer this option to the proposal</p>	<p>This option would not meet all of the key challenges facing Ysgol Talwrn</p> <ul style="list-style-type: none"> ▪ The Ysgol Talwrn building would make it difficult to maintain current standards in the medium to long term. ▪ There will be no change in the variation in class sizes or the number of age ranges taught in classes in Ysgol Talwrn. ▪ The opportunity for the Headteacher to develop a senior management team to share the leadership burden will not be realised. ▪ The Headteacher's teaching commitment at Ysgol Talwrn is 70%. ▪ Ysgol Talwrn building is only partially compliant with the Equality Act 2010 in respect of access for disabled pupils. ▪ Ysgol Talwrn building does not meet 21st Century School standards in order to further create inspirational learning environments for children in the medium to long term. ▪ Ysgol Talwrn building does not provide external learning environments to promote pupils' independent learning and therefore establish the conditions to deliver the Curriculum for Wales (CFW) in the medium to long term. ▪ Does not address the surplus places in Ysgol Talwrn. <ul style="list-style-type: none"> ▪ ▪ Lose the opportunity for substantial capital investment at a time of financial constraints.

Reasonable alternatives presented by the Council	Comments received from stakeholders during the consultation	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
		<ul style="list-style-type: none"> ▪ Current and projected future maintenance costs would not be addressed. ▪ Financially unviable in the future due to the high on-going maintenance costs of the school building estate. ▪ Does not address the variation in the cost per pupil and equality or provision as smaller schools receive a greater percentage of funding per pupil. ▪ Does not reduce the overall revenue costs of education in the area. Revenue costs are likely to increase in the future as the pupil population is expected to increase, which would result in pupils being transported to schools outside the catchment area, due to lack of capacity. It is anticipated that 2 additional bus contracts would be required in future years at a cost of approx. £60k per annum. <p>As this option does not meet the key challenges that Ysgol Talwrn faces, this reasonable alternative is rejected and not considered further.</p>
<p>6.1.3 Federate Ysgol Talwrn with Ysgol Y Graig Based on no capital costs incurred.</p>	<p>A total of 5 (9%) respondents suggested they would prefer the option of federation to the proposal. However, most were keen to federate with another similar school rather than Ysgol Y Graig such as Llanbedrgoch or Pentraeth.</p>	<p>The option of federalisation was appraised within the consultation document (section 6.3.3). Changing the federation arrangement from Ysgol Y Graig to Llanbedrgoch or Pentraeth would not have much impact on how well the option performs against the key drivers.</p> <ul style="list-style-type: none"> ▪ No change in the variation in class sizes or the number of age ranges taught in classes in Ysgol Talwrn.

Reasonable alternatives presented by the Council	Comments received from stakeholders during the consultation	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
		<ul style="list-style-type: none"> ▪ No change in Leadership and Management capacity. ▪ The present pattern of balancing teaching commitment with the need to find time to lead and manage the school would continue. In addition, the opportunity for the Headteacher to further develop a senior management team to share the leadership burden will not be realised. ▪ Does not address the need to improve the Ysgol Talwrn building to meet 21st Century School standards. ▪ Does not address the need to provide external learning environments at the Ysgol Talwrn site to promote pupils' independent learning and therefore to deliver the Curriculum for Wales (CFW). ▪ Does not address the current and projected future maintenance costs at the school. (Current and projected future maintenance costs of £360k as at 2019). ▪ Ysgol Talwrn building is only partially compliant with the Equality Act 2010 in respect of access for disabled pupils. Does not address this. ▪ Lose the opportunity for substantial capital investment at a time of financial constraint. ▪ Does not address the variation in the cost per pupil and equality of provision as smaller schools receive a greater percentage of funding per pupil. ▪ Does not reduce the amount delegated to schools through the school funding formula.

Reasonable alternatives presented by the Council	Comments received from stakeholders during the consultation	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
		<ul style="list-style-type: none"> ▪ Does not eliminate the current and projected future maintenance costs ▪ Revenue costs are likely to increase in the future as the pupil population is expected to increase, which would result in pupils being transported to schools outside the catchment area, due to lack of capacity. It is anticipated that 2 additional bus contracts would be required at a cost of approx. £60k per annum <p>As this option only partially meets the key challenges that Ysgol Talwrn faces, this reasonable alternative is rejected and not considered further.</p>
<p>6.1.4 Cluster / collaboration arrangement - Ysgol Talwrn with Ysgol Y Graig Based on no capital costs incurred.</p>	No responses were received for this suggestion.	<p>Cluster / collaboration arrangement – Ysgol Talwrn with Ysgol y Graig is rejected by the Council as it does not meet the key challenges faced by Ysgol Talwrn as highlighted in 6.1 above.</p>
<p>6.1.5 Accommodate Nursery and Reception classes at Ysgol Talwrn and years 1-6 in Ysgol Y Graig Based on approx. £3.4m cost to extend both schools.</p>	No comments were provided, however a similar alternative was suggested, which was to have a multi-site all age school.	<ul style="list-style-type: none"> ▪ Does not address condition of school estate. ▪ Does not address the need to improve the primary school building estate to meet 21st Century School standards and provide inspirational learning environments. ▪ Does not address the need to provide external learning environments to promote pupils' independent learning and therefore deliver the Curriculum for Wales (CFW) in the medium to long term. ▪ Does not address the current and projected future maintenance costs of the individual schools – financially unviable in the future. Does

Reasonable alternatives presented by the Council	Comments received from stakeholders during the consultation	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
		<p>not address the quality of the school building estate.</p> <ul style="list-style-type: none"> ▪ Ysgol Talwrn building is only partially compliant with the Equality Act 2010 in respect of access for disabled pupils whilst Ysgol y Graig is fully compliant with the Equality Act 2010. ▪ Would not necessarily address the need to provide sufficient places at Ysgol y Graig which is oversubscribed. Ysgol Talwrn would need to be extended for the 90 or so Nursery & Reception class pupils at Ysgol Talwrn; its capacity is 49. This would raise site accessibility issues and it is unlikely there would be sufficient space on site. This would mean there were approximately 320 pupils at Ysgol y Graig from years 1 to 6. ▪ Does not address the current and projected future maintenance costs. ▪ Would not reduce the cost per pupil. ▪ Financially unviable in the future due to the high on-going maintenance costs of the school building estate. ▪ It is unlikely that there would be any reduction in the overall cost of education in the area – premises costs would increase by approximately £39k. Transport cost is anticipated to be similar under the current provision and under this alternative. Under the current provision, 2 additional bus contracts would be required, to take pupils to schools outside the catchment area, as there is not enough places within the

Reasonable alternatives presented by the Council	Comments received from stakeholders during the consultation	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
		<p>catchment. Under this alternative, 2 additional bus contracts would be required to transport pupils between Ysgol Y Graig catchment area and Ysgol Talwrn catchment area.</p> <ul style="list-style-type: none"> ▪ 35% of the Capital cost would be funded through unsupported borrowing, which would cost approx. £58k per annum. ▪ Schools would probably not retain their original identity and given a new name. ▪ Ysgol Talwrn is only partially compliant with the Equality Act 2010 in respect of access for disabled pupils ▪ Logistics - problematic for parents to pick up children and drop them off if attending different sites. ▪ The road to Ysgol Talwrn is unsuitable for additional vehicles arising from this change. <p>As this reasonable alternative does not meet the key challenges that Ysgol Talwrn faces, it is rejected and not considered further.</p>
<p>6.1.6 Use Ysgol Talwrn as a community hub to accommodate/ support community services Based on no capital costs incurred.</p>	<p>No responses were received for this suggestion.</p>	<p>This reasonable alternative was discussed in section 6.3.6 of the Consultation Document and there were numerous disadvantages to the alternative. As a school modernisation measure, this option does not meet the key challenges that Ysgol Talwrn faces and is rejected and not considered further.</p>
<p>6.1.7 Co-locate local services within Ysgol Talwrn Based on no capital costs incurred</p>	<p>No responses were received for this suggestion.</p>	<p>There is very little if any space available at Ysgol Talwrn to enable this to happen. As a school modernisation measure, this option does not meet the key challenges</p>

Reasonable alternatives presented by the Council	Comments received from stakeholders during the consultation	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons									
		that Ysgol Talwrn faces and is rejected and not considered further.									
<p>6.1.8 Establish a multi – site school, Ysgol Talwrn and Ysgol Y Graig</p> <p>Based on approx. £3.4m cost to extend both schools. (An extension to both schools would be required to provide sufficient capacity).</p>	No responses were received for this suggestion.	This reasonable alternative was discussed in section 6.3.8 of the Consultation Document and there were numerous disadvantages to the alternative. As this reasonable alternative does not meet the key challenges that Ysgol Talwrn faces, it is rejected and not considered further.									
<p>6.1.9 Address current and projected future maintenance spend at Ysgol Talwrn</p> <p>Based on borrowing of £360k over 20 years.</p> <p>The current and projected future maintenance costs of £360,000 can be broken down as follows:</p> <table border="0" data-bbox="193 1294 552 1534"> <tr> <td>Internal</td> <td>works</td> <td>£29,500</td> </tr> <tr> <td>External</td> <td>works</td> <td>£80,500</td> </tr> <tr> <td>New</td> <td>temporary classroom</td> <td>£250,000</td> </tr> </table> <p>A quotation for a similar sized temporary classroom was received in August 2019 by the Council and the estimated price was £308,000 in total (£185k for the mobile classroom, £11k for additional equipment and £112k for foundation works and connecting the mobile classroom to utility services)</p>	Internal	works	£29,500	External	works	£80,500	New	temporary classroom	£250,000	15 responders provided comments to suggest they would prefer this option to the proposal	<p>This option does not address the following:</p> <ul style="list-style-type: none"> • Age ranges of more than 2 years at Ysgol Talwrn. • Significant specific teaching commitment for the headteacher of Ysgol Talwrn • Difficult to tailor the teaching in a school of Talwrn's size to target the needs of all pupils including pupils with Additional Learning Needs and the Most Able and Talented pupils. • Does not provide a suitable environment to deliver the new curriculum for Wales • Does not address the need to provide sufficient places in the school. • If the current and projected future maintenance spend was funded through unsupported borrowing, the annual repayment cost would be approximately £28k. <ul style="list-style-type: none"> ▪ Lose the opportunity for significant capital investment at a time of financial constraint. ▪ Does not address the variation in the cost per pupil and equality or provision as smaller schools receive a
Internal	works	£29,500									
External	works	£80,500									
New	temporary classroom	£250,000									

Reasonable alternatives presented by the Council	Comments received from stakeholders during the consultation	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
		<p>greater percentage of funding per pupil.</p> <ul style="list-style-type: none"> ▪ Does not reduce the overall revenue costs of education in the area. ▪ Revenue costs are likely to increase in the future as the pupil population is expected to increase, which would result in pupils being transported to schools outside the catchment area, due to lack of capacity. It is anticipated that 2 additional bus contracts would be required at a cost of approximately £60k per annum. ▪ No revenue savings. ▪ As this option does not meet the key challenges that Ysgol Talwrn faces, this reasonable alternative is rejected and not considered further.
<p>6.1.10 Federate Ysgol Bodffordd, Ysgol Corn Hir, Ysgol Y Graig, Ysgol Talwrn with Ysgol Gyfun Llangefni (Secondary School).</p> <p>Based on no capital costs incurred</p>	<p>Other than Cymdeithas yr Iaith's response, no responses were received for this suggestion</p>	<p>This option was discussed in section 5.3 above. This option would not address:</p> <ul style="list-style-type: none"> • the need for additional school places in Llangefni – Pupil projections that include pupils arising from new housing developments show that there is likely to be 764 pupils at the 4 primary schools (Bodffordd, Corn Hir, Talwrn and Y Graig) whereas current capacity in the four primary schools is 646 places, a shortfall of 118 spaces. • the current and future maintenance spend on all the schools - the current and future maintenance spend on the 4 primary schools and Ysgol Gyfun Llangefni is £4,385,500. Cymdeithas yr Iaith's proposal would not

Reasonable alternatives presented by the Council	Comments received from stakeholders during the consultation	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
		<p>lead to a reduction in the current and future maintenance costs.</p> <ul style="list-style-type: none"> the standard of the school buildings – Ysgol Y Graig has a condition grade of A, Ysgol Talwrn has a condition grade of B, Ysgol Bodffordd has a condition grade of B, Ysgol Corn Hir has a condition grade of C and Ysgol Gyfun Llangefni has a condition grade of C. Cymdeithas yr Iaith's proposal would not lead to improvements in the standard of the school buildings As this option does not meet the key challenges that Ysgol Talwrn faces, this reasonable alternative is rejected and not considered further.
<p>6.1.11 Build another floor on Ysgol Talwrn Based on approx. construction cost of £1.7m. The potential cost of moving pupils temporarily to another school is not included in the above cost.</p>	<p>No responses were received for this suggestion</p>	<p>Assuming this could be done, for pupil safety reasons, this option would mean pupils at Ysgol Talwrn would need to move to another primary school whilst major construction work was carried out at the school.</p> <p>Section 5.4 of the Consultation Document outlined that the projected number of pupils at Ysgol Y Graig would be 383 in September 2023 and would peak at 419 in September 2027. Assuming that this proposal would double the capacity of Ysgol Talwrn to 98, there would be $330 + 98 = 428$ primary school places between Ysgol y Graig and Ysgol Talwrn. This would be very close to the forecasted peak number of pupils of 419.</p> <p>This option would meet most of the key challenges that</p>

Reasonable alternatives presented by the Council	Comments received from stakeholders during the consultation	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
		<p>Ysgol Talwrn faces except for cost per head and finance. However, it would be very disruptive for the pupils at Ysgol Talwrn. Therefore, this option is rejected and not considered further.</p>
<p>6.1.12 Install temporary classrooms at Ysgol Talwrn</p> <p>Based on borrowing £550k over 10 years</p> <p>The current and projected future maintenance costs for Ysgol Talwrn is £360,000. A potential new temporary classroom would cost £250,000. However, a quotation for a similar sized temporary classroom was received in August 2019 by the Council and the estimated price was £308,000 in total (£185k for the mobile classroom, £11k for additional equipment and £112k for foundation works and connecting the mobile classroom to utility services)</p>	<p>One respondent noted that the cost to replace the temporary classroom seems excessive, and that the replacement of the temporary classroom would resolve the non-compliance with the Equality Act 2010.</p>	<p>The estimate provided within this document is based on a quotation received for a suitable replacement. The replacement of the temporary building would only partly resolve issues of non-compliance with the Equality Act 2010.</p> <ul style="list-style-type: none"> ▪ This option addresses very few of the key challenges faced by Ysgol Talwrn, and the key drivers identified for the programme: ▪ The main Ysgol Talwrn building would not be improved. ▪ There will be no change in the variation in class sizes or the number of age ranges taught in classes in Ysgol Talwrn. ▪ The opportunity for the Headteacher to develop a senior management team to share the leadership burden will not be realised. ▪ The Headteacher's teaching commitment at Ysgol Talwrn is 70%. ▪ Ysgol Talwrn building is only partially compliant with the Equality Act 2010 in respect of access for disabled pupils. ▪ Ysgol Talwrn building does not meet 21st Century School

Reasonable alternatives presented by the Council	Comments received from stakeholders during the consultation	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
		<p>standards in order to further create inspirational learning environments for children in the medium to long term.</p> <ul style="list-style-type: none"> ▪ Ysgol Talwrn building does not provide external learning environments to promote pupils' independent learning and therefore establish the conditions to deliver the Curriculum for Wales (CFW) in the medium to long term. ▪ Does not address the surplus places in Ysgol Talwrn. ▪ Lose the opportunity for substantial capital investment at a time of financial constraints. ▪ Current and projected future maintenance costs would not be addressed. ▪ Financially unviable in the future due to the high on-going maintenance costs of the school building estate. ▪ Does not address the variation in the cost per pupil and equality or provision as smaller schools receive a greater percentage of funding per pupil. <p>Does not reduce the overall revenue costs of education in the area. Revenue costs are likely to increase in the future as the pupil population is expected to increase, which would result in pupils being transported to schools outside the catchment area, due to lack</p>

Reasonable alternatives presented by the Council	Comments received from stakeholders during the consultation	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
		<p>of capacity. It is anticipated that 2 additional bus contracts would be required in future years at a cost of approx. £60k per annum.</p> <p>It also does not address some of the feelings noted by the children of the school with regards to wishing Ysgol Talwrn had a grass external play area instead of a yard.</p> <p>As this option does not meet the key challenges that Ysgol Talwrn faces, this reasonable alternative is rejected and not considered further.</p>
<p>6.1.13 Federate Ysgol Talwrn, Ysgol Y Graig, Ysgol Corn Hir and Ysgol Bodffordd with Ysgol Gyfun Llangefni (Secondary School). Based on no capital expenditure incurred.</p>	<p>Other than Cymdeithas yr Iaith's comments, no direct comment against this option, however 3 respondents suggested that they would prefer to keep all Llangefni schools open, bring them all to 21st Century Standard and consider federation arrangements at a later date.</p>	<ul style="list-style-type: none"> ▪ The responses received did not suggest any additional benefits of federalisation, in addition to what has already been included within the consultation document. ▪ Bringing all buildings to 21st Century Standard would not provide the additional capacity required within the Llangefni area, unless extensions were also included. This would cost more than what has been earmarked within the Band B envelope for the Llangefni area. <p>As this option only partially meets the key challenges that Ysgol Talwrn faces, it is rejected and not considered further.</p>
<p>6.1.14 Federate Ysgol Y Graig (YYG) and Ysgol Corn Hir (Move Ysgol Corn Hir (YCH) to a newly built school and increase capacity of Ysgol Corn Hir). Extend the federation later on to include Ysgol Bodffordd, Ysgol</p>	<p>No responses were received for this suggestion</p>	<p>This option would mean leaving Ysgol y Graig, Ysgol Bodffordd and Ysgol Talwrn as they are. This option would not address:</p> <ul style="list-style-type: none"> • the need for additional school places in Llangefni – Pupil projections that include pupils arising from new housing developments

Reasonable alternatives presented by the Council	Comments received from stakeholders during the consultation	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
<p>Talwrn and Ysgol Gyfun Llangefni under one governing body. Based on approx. £9.5m cost.</p>		<p>show that there is likely to be 764 pupils at the 4 primary schools (Bodffordd, the new Corn Hir, Talwrn and Y Graig) whereas the capacity in the four primary schools, including a new Ysgol Corn Hir would be 745 places, a shortfall of 19 spaces.</p> <ul style="list-style-type: none"> • the current and future maintenance spend on the 4 primary schools and Ysgol Gyfun Llangefni would be reduced to £4,151,500. • the standard of the school buildings – Ysgol Y Graig has a condition grade of A, Ysgol Talwrn has a condition grade of B, Ysgol Bodffordd has a condition grade of B, Ysgol Corn Hir has a condition grade of C and Ysgol Gyfun Llangefni has a condition grade of C. This proposal would not lead to improvements in the standard of the school buildings other than Ysgol Corn Hir. <p>As this option does not meet the key challenges that Ysgol Talwrn faces, this reasonable alternative is rejected and not considered further.</p>
<p>6.1.15 A new all-age School for Llangefni to include Ysgol Gyfun Llangefni, Ysgol Talwrn, Ysgol Y Graig, Ysgol Bodffordd and Ysgol Corn Hir. An All-age school is one that combines primary and secondary education in one establishment. Based on approx. £22.46m cost.</p>	<p>No direct comment against this option, however 1 respondent suggested an all age (multi-site) school to accommodate pupils from Ysgol Gyfun Llangefni, Ysgol Corn Hir and Ysgol Y Graig.</p>	<p>The option proposed is considered a reasonable alternative and will be considered further in section 6.3.3 of this document.</p>

Reasonable alternatives presented by the Council	Comments received from stakeholders during the consultation	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
<p>6.1.16 Extend all the primary schools. Based on approx. borrowing £7m over 50 years.</p>	<p>No responses were received for this suggestion</p>	<ul style="list-style-type: none"> ▪ The Ysgol Bodffordd site is not large enough to accommodate a 1 or 2 classroom extension along with sufficient parking space and sufficient educational play space that the new Curriculum for Wales requires and to bring the school up to near 21st Century School standard. ▪ Additional land around the Ysgol Talwrn site would need to be acquired for the primary school to have sufficient parking space and sufficient educational play space that the new Curriculum for Wales requires and to bring the school up to near 21st Century School standard. ▪ There is insufficient land around the Ysgol Corn Hir site to extend it. ▪ Extending Ysgol y Graig and increasing its capacity by 60 would not lead to sufficient capacity in the primary schools in the Llangefni area. ▪ As this option does not provide sufficient capacity for the future, it is rejected and not considered further.
<p>6.1.17 Clustering, collaboration of primary schools in the Llangefni area. Based on no capital expenditure incurred.</p>	<p>No responses were received for this suggestion</p>	<p>There was some suggestion of good collaboration between schools in the Llangefni area at present. However, as a school modernisation measure, this option does not meet the key challenges that Ysgol Talwrn faces and is rejected and not considered further.</p>

From the section above, reasonable alternative:

6.1.15 A new all-age School for Llangefni to include Ysgol Gyfun Llangefni, Ysgol Talwrn, Ysgol Y Graig, Ysgol Bodffordd and Ysgol Corn Hir.

is considered further in section 6.3.

6.2 OTHER REASONABLE ALTERNATIVES PROPOSED BY STAKEHOLDERS DURING THE CONSULTATION PERIOD

Section 3.6 of the School Organisation Code 2018 states: “In its consultation report, the proposer is required to explain its assessment of the proposal and the reasonable alternatives identified, how this assessment differs from their earlier assessment (if at all) and its assessment of any further reasonable alternatives. Finally, the proposer is required to confirm whether it considers the implementation of the proposal, (wholly or partly) to be the most appropriate response to the reasons it identified for the proposal and give reasons for its conclusion.” This section of the report explains the Isle of Anglesey County Council’s assessment of reasonable alternatives suggested during the consultation process.

Stakeholders were asked to suggest other reasonable alternatives to the closure of Ysgol Talwrn that address the key challenges that Ysgol Talwrn faces. The reasonable alternatives suggested by stakeholders are highlighted in the table below and are assessed against the key challenges that Ysgol Talwrn faces and the Council’s response is also included.

Below is a list of the key challenges facing Ysgol Talwrn:

1. Pupil numbers
2. Limited space to deliver the Curriculum for Wales (CFW) in the medium to long term.
3. Cost per pupil – 14% above the Anglesey primary average
4. School building - has current and projected future maintenance costs of £360,000 (2019) and a condition rating of B (Satisfactory - Performing as intended but exhibiting minor deterioration). Ysgol Talwrn building only partially conforms to the requirements expected under the Equality Act 2010.
5. Standards - the current standards seen in Ysgol Talwrn could be difficult to maintain in the medium to long term
6. Teaching Commitment of the Headteacher – currently 70% specific teaching commitment
7. Finance – The cost per pupil at Ysgol Talwrn (£4,553) is above the Anglesey Primary Average (£3,988), and there is a wide variation in the cost per pupil between Ysgol Talwrn and Ysgol Y Graig (£3,429). It is likely that the authority will be required to make significant savings over the next 3 years.

In section 4 of the Consultation Document, the key drivers for change were noted as outlined in the School Modernisation Strategy. All proposals put forward are assessed against these drivers:

- **Standards** across all schools need to be at least good or excellent. In addition, schools in the area would be expected to be categorised as green, i.e. a school that is performing well and in need of the lowest level of support.
- **Leadership and management** must be good or better in every school. In this context, headteachers need sufficient non-contact time to balance leadership and management challenges with teaching commitment.
- The **school building** needs to provide an inspirational learning environment that will encourage every pupil to achieve their potential across all areas of learning. In addition, every school needs to comply with the Equality Act 2010 regarding accessibility for disabled children.
- **Sufficient school spaces** need to be available in the area to meet current demand, future projected numbers as well as reducing surplus places. In addition, pupil movement within and from outside the catchment area needs to be reduced if possible.

- Any revised school provision in the area will have to be **cost efficient** i.e. the revenue costs need to be reduced and any current and projected future maintenance costs are addressed. In addition, the variation in cost per pupil across individual schools reduced.
- **Welsh medium provision** will need to be at least maintained and improved.
- The **community use** of school buildings and associated facilities needs to be maintained and where possible increased.

Reasonable alternatives proposed by stakeholders during the consultation period as alternatives to the closure of Ysgol Talwrn and the Council's response.

No.	Other Reasonable Alternatives Proposed by Stakeholders during the consultation	Does it meet the key challenges that Ysgol Talwrn faces?	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
1.	Invest in Ysgol Talwrn to bring to 21st Century Standard	<p>Would address the quality of the building at Ysgol Talwrn, ensure sufficient space and adequate resources to deliver the new curriculum for Wales. It would ensure compliance with the Equality Act 2010.</p> <p>Would maintain current levels of community use, Welsh medium provision.</p> <p>Standards may be difficult to maintain in the medium to long term (would not ensure classes with an age range of no more than 2 years).</p> <p>Would not address the headteacher's specific teaching commitment.</p> <p>Would result in higher revenue costs for the authority, and would not address the cost per pupil</p> <p>Bringing Ysgol Talwrn up to as near to 21st Century standard as possible would require the following work:</p> <ul style="list-style-type: none"> • Extension and land purchase • Contractor fees • Football pitch and drainage • Parking for parents. <p>All of this would cost about £1.4 million.</p>	<p>The option only partially meets the challenges that Ysgol Talwrn faces.</p> <p>The option by itself does not address Ysgol Y Graig being over capacity.</p> <p>The cost to increase the capacity of Ysgol Y Graig and to provide Ysgol Talwrn with a 21st Century facility would be approximately £1.4m higher than what has been earmarked within the Band B funding envelope. Therefore, value for money could be questioned in spending £1.4m for less than 1% of the primary school pupils on Anglesey.</p> <p>As this option only partially meets the challenges that Ysgol Talwrn faces, this reasonable alternative suggested by stakeholders is rejected and not considered further.</p>

No.	Other Reasonable Alternatives Proposed by Stakeholders during the consultation	Does it meet the key challenges that Ysgol Talwrn faces?	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
2.	Open a new area school for Ysgol Talwrn, Ysgol Llanbedrgoch and Ysgol Pentraeth	Could address the challenges that Ysgol Talwrn faces.	<p>Would still require a new block to increase the capacity of Ysgol Y Graig.</p> <p>Could be affordable by remodelling and increasing the capacity of Ysgol Pentraeth so that it achieves 21st Century School Standards.</p> <p>Would also address the key challenges facing schools in the Lligwy area.</p> <p>Ysgol Pentraeth is not part of the current consultation but could well be considered in the School Modernisation Programme in the future. This option will therefore not be considered further.</p>
3.	Review the catchment areas of Ysgol Y Graig and Ysgol Corn Hir to alleviate pressure at Ysgol Y Graig. Build a new school for Ysgol Corn Hir, and extend the current building for Ysgol Y Graig (not a new block)	Would partially meet the challenges at Ysgol Talwrn if the Council invested in the building at Ysgol Talwrn through the 21 st Century Schools Programme to bring schools close to 21 st Century Schools standards, as noted in the above scenario.	<p>To ensure fairness, the Authority would need to invest to bring both Ysgol Bodffordd and Ysgol Talwrn up to as near as possible to 21st Century Schools Standards. The status quo for Ysgol Bodffordd and Ysgol Talwrn have already been discounted.</p> <p>This option is evaluated further as a reasonable alternative – see option 6.3.1 below</p>
4.	Leave Ysgol Talwrn as it is	Would not address any of the key challenges facing Ysgol Talwrn.	This option has already been evaluated in

No.	Other Reasonable Alternatives Proposed by Stakeholders during the consultation	Does it meet the key challenges that Ysgol Talwrn faces?	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
			<p>section 6.3.2 of the consultation document.</p> <p>The option did not meet the key challenges facing Ysgol Talwrn. This option is therefore, not considered further.</p>
5.	<p>Merge Ysgol Llanbedrgoch and Ysgol Talwrn</p> <p>Based on the assumption that pupils from Ysgol Llanbedrgoch transfer to Ysgol Talwrn. The capacity of Ysgol Talwrn would be increased, and the building would be brought to 21st Century Standard</p>	<p>Could address the need to provide a suitable learning facility to deliver the new curriculum and provide sufficient capacity.</p> <p>Would not necessarily ensure good standards in the medium to long term (would not ensure classes with an age range of no more than 2 years).</p> <p>The headteacher is likely to still have a significant specific teaching commitment in a school of this size.</p> <p>Potential loss of community asset from at least one area.</p> <p>This option would involve bringing Ysgol Talwrn up to as near to 21st Century standard as possible would require the following work:</p> <ul style="list-style-type: none"> • Extension and land purchase • Contractor fees • Football pitch and drainage • Parking for parents. • Enlarging play areas • Enlarging the hall <p>All of this would cost about £2.0 million – this could lead to questions about value for money.</p> <p>Ysgol Llanbedrgoch is not part of the current consultation but could well be considered in the School Modernisation Programme in the future.</p>	<p>A significant investment of approximately £2m would be required which would only partially address the needs of the schools involved. A very small percentage of the island's pupils (approximately 70 pupils or about 1.4% of the primary school pupils on Anglesey) would benefit from such an investment.</p> <p>Would still require a substantial investment to address the lack of capacity within Llangefni.</p> <p>Ysgol Llanbedrgoch is not part of the current consultation but could well be considered in the School Modernisation Programme in the future. The option did not meet the key drivers for the schools modernisation programme and will therefore not be considered further.</p>

No.	Other Reasonable Alternatives Proposed by Stakeholders during the consultation	Does it meet the key challenges that Ysgol Talwrn faces?	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
6.	Merge Ysgol Talwrn and Ysgol Pentraeth	<p>This option could be affordable by remodelling and increasing the capacity of Ysgol Pentraeth so that it achieves 21st Century School Standards.</p> <p>This option could address the key challenges facing Ysgol Talwrn but does not address capacity issues at Ysgol y Graig.</p>	Ysgol Pentraeth is not part of the current consultation but could well be considered in the School Modernisation Programme in the future. This option will therefore not be considered further.
7.	Relocate Ysgol Talwrn (with increased capacity) to a new building on the outskirts of Llangefni in order to alleviate the pressure of the over subscription of pupil places in Llangefni.	<p>This option could address the key challenges facing Ysgol Talwrn namely:</p> <ol style="list-style-type: none"> 1. Pupil numbers 2. Limited space to deliver the Curriculum for Wales (CFW) in the medium to long term. 3. Cost per pupil – 14% above the Anglesey primary average 4. School building - has current and projected future maintenance costs of £360,000 (2019) and a condition rating of B (Satisfactory - Performing as intended but exhibiting minor deterioration). Ysgol Talwrn building only partially conforms to the requirements expected under the Equality Act 2010. 5. Standards - The current standards seen in Ysgol Talwrn could be difficult maintain in the short term. 6. Teaching Commitment of the Headteacher – currently 70% teaching commitment. 7. Finance – the Council needs to make savings. 	This option addresses the key challenges faced by Ysgol Talwrn and Ysgol Y Graig and is therefore evaluated further in section 6.3.2 below.
8.	Address the current and projected future maintenance cost at Ysgol Talwrn.	This option only addresses some of the key challenges facing Ysgol Talwrn (as described within part 6.3.9 of the consultation document).	This option has already been evaluated in section 6.3.9 of the consultation document and does not successfully meet the drivers of the modernisation strategy or indeed the

No.	Other Reasonable Alternatives Proposed by Stakeholders during the consultation	Does it meet the key challenges that Ysgol Talwrn faces?	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
			challenges which the school currently faces.
9.	Federate Ysgol Talwrn and Ysgol Llanbedrgoch and extend Ysgol Y Graig.	<p>This option only addresses a few of the key challenges facing Ysgol Talwrn. This option:</p> <ul style="list-style-type: none"> • Would not necessarily ensure good standards in the medium to long term (would not ensure classes with an age range of no more than 2 years). • Would not address the quality and suitability of the current school buildings. • The headteacher would probably still have a significant specific teaching commitment in a school of this size (70 pupils). • Would not involve the loss of community asset. • Would not address the 56% surplus places at Ysgol Llanbedrgoch and the 8% surplus places at Ysgol Talwrn 	<p>Would still require a new block to increase the capacity of Ysgol Y Graig.</p> <p>Ysgol Llanbedrgoch is not part of the current consultation but could well be considered in the School Modernisation Programme in the future. This option will therefore not be considered further.</p>
10.	Bring Ysgol Talwrn to 21st Century Standard, and federate with Ysgol Llanbedrgoch and Ysgol Bodffordd	<p>Addresses most of the key challenges facing Ysgol Talwrn.</p> <p>Would not necessarily ensure good standards in the medium to long term (would not ensure classes with an age range of no more than 2 years).</p> <p>Does not address over subscription at Ysgol Bodffordd</p>	<p>Ysgol Y Graig would still require an additional block to address the lack of capacity within the Llangefni area.</p> <p>If Ysgol Talwrn was to be brought to 21st Century Standard, to ensure all schools are treated equally, Ysgol Bodffordd and Ysgol Llanbedrgoch would also need to be brought to a similar standard. The cost of undertaking these four projects would be approximately £2.7m in excess of what has been earmarked for this area within the Band B funding envelope.</p> <p>A significant investment of approximately £2.9m</p>

No.	Other Reasonable Alternatives Proposed by Stakeholders during the consultation	Does it meet the key challenges that Ysgol Talwrn faces?	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
			<p>would be required between Ysgol Bodffordd, Ysgol Llanbedrgoch and Ysgol Talwrn, where only a relatively small number of pupils (approximately 3% of primary school pupils on Anglesey) would benefit from such an investment.</p> <p>Ysgol Llanbedrgoch is not part of the current consultation but could well be considered in the School Modernisation Programme in the future. This option will therefore not be considered further.</p>
11.	<p>Keep all schools in Llangefni open, and invest to bring to 21st Century Standard. Consider options for federation later.</p>	<p>This option does not address the key challenges facing Ysgol Talwrn:</p> <p>Would not necessarily ensure good standards in the medium to long term (would not ensure classes with an age range of no more than 2 years).</p> <p>Would not address the specific teaching commitment of the headteachers.</p> <p>Does not provide the required capacity within the Llangefni area.</p> <p>This option would lead to even higher variances in the cost per pupil.</p>	<p>If the proposal included a new building for Ysgol Corn Hir, and a new block at Ysgol Y Graig to provide the necessary additional capacity, and work to bring Ysgol Bodffordd and Ysgol Talwrn to meet 21st Century schools standards, the cost would be approximately £2.6m higher than has been earmarked within the Band B envelope for this area.</p> <p>The option does not meet the key challenges facing Ysgol Talwrn. This option is therefore, not considered further.</p>
12.	<p>Open a new all age (multi-site) school in Llangefni to</p>	<p>Would address many of the key challenges facing Ysgol Talwrn and</p>	<p>This is different to option 6.3.12 in the Consultation Document</p>

No.	Other Reasonable Alternatives Proposed by Stakeholders during the consultation	Does it meet the key challenges that Ysgol Talwrn faces?	Council Response - clarification, amendment to the proposal, rejection of concerns with Council's supporting reasons
	<p>accommodate pupils from Ysgol Gyfun Llangefni, Ysgol Y Graig and Ysgol Corn Hir.</p> <p>Ysgol Y Graig building to be used to accommodate foundation phase pupils from Ysgol Y Graig and Ysgol Corn Hir.</p> <p>New Corn Hir building to accommodate KS2 pupils from Ysgol Y Graig and Ysgol Corn Hir.</p> <p>Ysgol Gyfun to accommodate years 7-13.</p> <p>Remodel Ysgol Bodffordd and Ysgol Talwrn to bring to 21st Century School standard.</p>	<p>other schools within the Llangefni area.</p>	<p>which considered primary and secondary education in one establishment. This option suggests a multi-site approach.</p> <p>To ensure fairness, the Authority would need to invest to bring both Ysgol Bodffordd and Ysgol Talwrn close to 21st Century Schools Standards. Maintaining the status quo for Ysgol Bodffordd and Ysgol Talwrn has already been discounted .</p> <p>This option is evaluated further in section 6.3.3 below.</p>

The Council considers that the following reasonable alternatives outlined in section 6.2 above, require further evaluation:

6.2.3 Review the catchment areas of Ysgol Y Graig and Ysgol Corn Hir to alleviate pressure at Ysgol Y Graig. Build a new school for Ysgol Corn Hir, and extend the current building for Ysgol Y Graig (not a new block),

6.2.7 Relocate Ysgol Talwrn (with increased capacity) to a new building on the outskirts of Llangefni in order to alleviate the pressure of the over subscription of pupil places in Llangefni and

6.1.15 and 6.2.12 Open a new all age (multi-site) school in Llangefni to accommodate pupils from Ysgol Gyfun Llangefni, Ysgol Y Graig and Ysgol Corn Hir.

These are considered further in section 6.3 below.

6.3 Additional Reasonable Alternatives Suggested by Stakeholders that require further evaluation

In this section, the further reasonable alternatives suggested by stakeholders as noted above are evaluated against the key drivers identified for the school modernisation programme:

6.3.1 Review the catchment areas of Ysgol Y Graig and Ysgol Corn Hir to alleviate pressure at Ysgol Y Graig. Build a new school for Ysgol Corn Hir with a capacity for 420 pupils, leave Ysgol Y Graig as it is.

Based on approx. £11m cost over 50 years

AND

Enhance the Building and grounds at Ysgol Bodffordd and Ysgol Talwrn to achieve 21st Century Schools standard with the current capacities.

Based on an approximate cost of £2.6m over 35 years

Total cost £13.6 m

Driver	Advantages	Disadvantages
1. Standards	<ul style="list-style-type: none"> ▪ The current standards seen (All schools have received a green / yellow Categorisation from GwE over the past 2 years) could be maintained in the short term. ▪ Each school would have a suitable learning environment to ensure every pupil has the opportunity to succeed. 	<ul style="list-style-type: none"> ▪ Would not ensure that classes at Ysgol Bodffordd and Ysgol Talwrn would have an age range of no more than 2 years.
2. Leadership and Management	<ul style="list-style-type: none"> ▪ The current good practice seen could be maintained in the short term. ▪ The Headteacher of Ysgol Bodffordd states “There’s no denying that there is a lot of pressure in terms of leadership and learning on small village / rural schools, but there are many important positive factors that make it an interesting job that sharpens the mind – there is variety in the staff’s work, the requirements and expectations are challenging and varied, all members of staff are developed in terms of leadership and management roles in a small school “ 	<ul style="list-style-type: none"> ▪ Would not address the significant specific teaching commitment at Ysgol Bodffordd and Ysgol Talwrn. ▪ Should there be a change in the senior management team in the future, this would pose a significant risk that a suitable successor could not be appointed, due to a lack of competition for posts within smaller schools.
3. School Building	<ul style="list-style-type: none"> ▪ All schools would meet 21st century standards and would be an inspirational Learning environment for pupils. ▪ The area of the New Ysgol Corn Hir site would be sufficiently large to accommodate a school with a capacity of 450 pupils. 	<ul style="list-style-type: none"> ▪ The Ysgol Bodffordd site is not large enough to accommodate a 1 or 2 classroom extension along with sufficient parking space and sufficient educational play space that the new Curriculum for Wales requires and to bring the school up to near 21st Century School standard.

6.3.1 Review the catchment areas of Ysgol Y Graig and Ysgol Corn Hir to alleviate pressure at Ysgol Y Graig. Build a new school for Ysgol Corn Hir with a capacity for 420 pupils, leave Ysgol Y Graig as it is.

Based on approx. £11m cost over 50 years

AND

Enhance the Building and grounds at Ysgol Bodffordd and Ysgol Talwrn to achieve 21st Century Schools standard with the current capacities.

Based on an approximate cost of £2.6m over 35 years

Total cost £13.6 m

Driver	Advantages	Disadvantages
		<ul style="list-style-type: none"> Additional land around the Ysgol Talwrn site would need to be acquired for the primary school to have sufficient parking space and sufficient educational play space that the new Curriculum for Wales requires and to bring the school up to near 21st Century School standard.
4. School Spaces	<ul style="list-style-type: none"> Would provide sufficient places (862 places for 763 pupils) in the schools to meet current demand and future projections. 	
5. Financial	<ul style="list-style-type: none"> This option could result in future transport cost avoidance of approximately £120k. Transport costs are likely to increase under the current provision, due to schools forecasted to be significantly over capacity, which would result in pupils having to be transported outside the catchment areas, to the schools that have surplus places. Under the current provision, if trends continue, it is estimated that 5 additional bus contracts will be required in the future, under this alternative only 1 additional bus would be required in the future. Current and future projected maintenance costs would be reduced by £728,000. 	<ul style="list-style-type: none"> The amount of funding delegated to schools through the school funding formula is estimated to increase by approximately £31k. High Capital cost for the authority, a significant proportion of which would be funded through unsupported borrowing. The estimated cost of borrowing would be circa £243k per annum for the first 35 years, and £188k per annum for a further 15 years.
6. Welsh medium provision	<ul style="list-style-type: none"> Would maintain the current good provision. 	
7. Community Use	<ul style="list-style-type: none"> Would enhance the current provision. 	
8. General issues		<ul style="list-style-type: none"> Could prove difficult to change the catchment areas so that the required number of pupils would transfer from Ysgol Y Graig to Ysgol Corn Hir. The Schools Standards and Framework Act

6.3.1 Review the catchment areas of Ysgol Y Graig and Ysgol Corn Hir to alleviate pressure at Ysgol Y Graig. Build a new school for Ysgol Corn Hir with a capacity for 420 pupils, leave Ysgol Y Graig as it is.

Based on approx. £11m cost over 50 years

AND

Enhance the Building and grounds at Ysgol Bodffordd and Ysgol Talwrn to achieve 21st Century Schools standard with the current capacities.

Based on an approximate cost of £2.6m over 35 years

Total cost £13.6 m

Driver	Advantages	Disadvantages
		1998 allows parents to choose which school their child will attend. The traffic and parking situation at Ysgol y Graig would not be addressed.

This option would not address:

- classes at Ysgol Bodffordd and Ysgol Talwrn having an age range of no more than 2 years.
- the significant specific teaching commitment of the headteacher at Ysgol Bodffordd and Ysgol Talwrn. However, as stated in point 2 above: “The Headteacher of Ysgol Bodffordd states ‘There’s no denying that there is a lot of pressure in terms of leadership and learning on small village / rural schools, but there are many important positive factors that make it an interesting job that sharpens the mind – there is variety in the staff’s work, the requirements and expectations are challenging and varied, all members of staff are developed in terms of leadership and management roles in a small school”
- This option could be difficult to implement because adapting the catchment areas so that the required number of pupils would transfer to one school or another could be problematic. The authority would need to consider which school is geographically closest to a pupil’s home when reviewing catchment areas. The Schools Standards and Framework Act 1998 allows parents to choose which school their child will attend.

For the reasons listed above, this reasonable alternative is rejected.

6.3.2 Relocate Ysgol Talwrn (with increased capacity of 150) to a new building on the outskirts of Llangefni in order to alleviate the pressure of the over subscription of pupil places in Llangefni

AND

Leave Ysgol Y Graig as it is. Review the catchment areas of Ysgol Talwrn and Ysgol Y Graig.

Based on approx. £4.163m cost over 50 years.

Driver	Advantages	Disadvantages
1. Standards	<ul style="list-style-type: none"> ▪ The current standards seen (both schools have received a green support category, and award A for the ability to improve according to the GwE school categorisation procedure). ▪ Both Ysgol y Graig and the relocated Ysgol Talwrn would have suitable learning environments to ensure every 	<ul style="list-style-type: none"> ▪ .

**6.3.2 Relocate Ysgol Talwrn (with increased capacity of 150) to a new building on the outskirts of Llangefni in order to alleviate the pressure of the over subscription of pupil places in Llangefni
AND
Leave Ysgol Y Graig as it is. Review the catchment areas of Ysgol Talwrn and Ysgol Y Graig.**

Based on approx. £4.163m cost over 50 years.

Driver	Advantages	Disadvantages
	<p>pupil has the opportunity to succeed.</p> <ul style="list-style-type: none"> ▪ Would ensure that classes at the relocated Ysgol Talwrn would have an age range of no more than 2 years. 	
2. Leadership and Management	<ul style="list-style-type: none"> ▪ The school is likely to have more expertise and capacity to address the needs of more vulnerable pupils and the more able and talented pupils. ▪ Possibility of developing consistency of teaching and learning methodology. ▪ Assuming the governors and headteacher transfer to the relocated school, there would not be a loss of experienced governors and headteacher. 	<ul style="list-style-type: none"> ▪ Lack of opportunity to share good practice with staff from other schools. ▪ Would not address the significant specific teaching commitment at Ysgol Talwrn.
3. School Building	<ul style="list-style-type: none"> ▪ Both schools would meet 21st Century standards and would be an inspirational Learning environment for pupils. ▪ Design of the new school would have suitable outside learning environments and would be designed to deliver the new Curriculum for Wales (CFW). 	
4. School Spaces	<ul style="list-style-type: none"> ▪ Will provide 480 primary school places which is the same number of school spaces the proposal would provide if implemented. Would provide sufficient places in the schools to meet current demand and future projections. 	<ul style="list-style-type: none"> ▪ Would be very difficult to find a 5 acre site for a new primary school which was not too close to Ysgol y Graig but would be within the development boundaries of Llangefni.
5. Financial	<ul style="list-style-type: none"> ▪ Current and future projected maintenance costs of £360,000 would be eliminated. ▪ Variation in cost per pupil (Ysgol Ysgol Talwrn £4,553, to Ysgol Y Graig £3,429) is likely to be reduced. 	<ul style="list-style-type: none"> ▪ High Capital cost for the authority, a significant proportion of which would be funded through unsupported borrowing. The estimated cost of borrowing would be circa £64k per annum over a period of 50 years.

6.3.2 Relocate Ysgol Talwrn (with increased capacity of 150) to a new building on the outskirts of Llangefni in order to alleviate the pressure of the over subscription of pupil places in Llangefni AND Leave Ysgol Y Graig as it is. Review the catchment areas of Ysgol Talwrn and Ysgol Y Graig.

Based on approx. £4.163m cost over 50 years.

Driver	Advantages	Disadvantages
	<ul style="list-style-type: none"> No additional transport costs are anticipated. Transport costs are likely to increase under the current provision, due to schools forecasted to be significantly over capacity, which would result in pupils having to be transported outside the catchment areas, to the schools that have surplus places. Under the current provision, if trends continue, it is estimated that 2 additional bus contracts will be required in the future, under this alternative 2 additional buses will be required in the future. 	<ul style="list-style-type: none"> The budget delegated to schools is estimated to increase by approximately £5k. Current and future projected maintenance costs of £48,500 would remain for Ysgol Y Graig.
6. Welsh medium provision	<ul style="list-style-type: none"> Would likely maintain the good provision. 	
7. Community Use	<ul style="list-style-type: none"> Enhanced facility for the benefit of the community. 	<ul style="list-style-type: none"> Possible loss of a community building from the Talwrn village.
8. General issues		<ul style="list-style-type: none"> Could prove difficult to adapt the catchment areas so that the required number of pupils would transfer from Ysgol Y Graig to the New Ysgol Talwrn. The authority would need to consider which school is geographically closest to a pupil's home when reviewing catchment areas. The Schools Standards and Framework Act 1998 allows parents to choose which school their child will attend.

- This option would not address the **current and future maintenance spend** of £48,500 for Ysgol y Graig.
- The budget delegated to schools is estimated to **increase** by approximately £5k if this option was approved.

This option could be difficult to implement - specifically, adapting the catchment areas so that the required number of pupils would transfer to the new Ysgol Talwrn. The authority would need to consider which school is geographically closest to a pupil's home when reviewing catchment areas. The Schools Standards and Framework Act 1998 allows parents to choose

which school their child will attend. It could also be very difficult to find a 5 acre site for a new primary school which was not too close to Ysgol y Graig and Ysgol Corn Hir but would be within the development boundaries of Llangefni.

For the reasons listed above, this reasonable alternative is rejected.

6.3.3 Open a new all age (multi-site) school in Llangefni to accommodate pupils from Ysgol Gyfun Llangefni, Ysgol Y Graig and Ysgol Corn Hir.

Ysgol Y Graig building to be used to accommodate foundation phase pupils from Ysgol Y Graig and Ysgol Corn Hir.

New building to accommodate KS2 pupils from Ysgol Y Graig and Ysgol Corn Hir (Capacity – 450).

Ysgol Gyfun to accommodate years 7-13.

Including improvement works to Ysgol Bodffordd and Ysgol Talwrn to bring them up to 21st Century Standard.

Based on cost of:

- approximately £11.2m (over 50 years) to build a new site to accommodate the all-age school's Key Stage 2 pupils.
- approximately £650k over 50 years to sort parking problems at Ysgol Y Graig.
- approximately £2.6m over 35 years to remodel Ysgol Bodffordd and Ysgol Talwrn buildings.

Driver	Advantages	Disadvantages
1.Standards	<ul style="list-style-type: none"> ▪ Has the potential to influence classroom standards as the staff in the all age school would be able to work together and share good practice and develop specialism in specific curriculum areas and to address the needs of pupils that have Additional Learning Needs (ALN) and the more able and talented (MAT). ▪ Larger schools (such as the all age school) tend to have more expertise and capacity to address the needs of more vulnerable pupils and the more able and talented pupils. ▪ Possibility of developing consistency of teaching and learning methodology at the all age school. ▪ All age schools can improve the transition from primary to secondary education. ▪ All age schools can offer a wider and more efficient curriculum. 	<ul style="list-style-type: none"> ▪ May be more difficult to develop consistency of teaching and learning methodology at the all age multi-site school – than if on a single site. ▪ May be more difficult to improve the transition from Primary to Secondary education than if on a single site. ▪ May be more difficult to offer a wider curriculum than if on a single site. ▪ May be more difficult for Staff with experience of teaching primary and secondary school ages to work together to share good practices and develop ideas for formulating and providing an effective curriculum at the all age school, than if on a single site. ▪ May be less opportunities for pupils to have subject specific teaching from an early stage of their learning

6.3.3 Open a new all age (multi-site) school in Llangefni to accommodate pupils from Ysgol Gyfun Llangefni, Ysgol Y Graig and Ysgol Corn Hir.

Ysgol Y Graig building to be used to accommodate foundation phase pupils from Ysgol Y Graig and Ysgol Corn Hir.

New building to accommodate KS2 pupils from Ysgol Y Graig and Ysgol Corn Hir (Capacity – 450).

Ysgol Gyfun to accommodate years 7-13.

Including improvement works to Ysgol Bodffordd and Ysgol Talwrn to bring them up to 21st Century Standard.

Based on cost of:

- approximately £11.2m (over 50 years) to build a new site to accommodate the all-age school's Key Stage 2 pupils.
- approximately £650k over 50 years to sort parking problems at Ysgol Y Graig.
- approximately £2.6m over 35 years to remodel Ysgol Bodffordd and Ysgol Talwrn buildings.

	<ul style="list-style-type: none"> ▪ Staff with experience of teaching primary and secondary school ages can work together to share good practices and develop ideas for formulating and providing an effective curriculum at the all age school. ▪ Opportunities for pupils to have subject specific teaching from an early stage of their learning at the all age school, giving an opportunity for the more abled pupils to develop quicker. Could build on the current good standards seen in schools. ▪ The current good performance evidenced at the schools would be easier to maintain for the medium to long term, due to improvements to the school buildings and facilities. 	<p>at the all age school, than if on a single site.</p> <ul style="list-style-type: none"> ▪ Ysgol Talwrn and Ysgol Bodffordd could not ensure that the age range in classes is no more than 2 years.
2.Leadership and Management	<ul style="list-style-type: none"> ▪ It will be possible to further develop a senior management team at the all-age school which would improve leadership and management. ▪ However: the Headteacher of Ysgol Bodffordd states "There's no denying that there is a lot of pressure in terms of leadership and learning on small village / rural schools, but there are many important positive factors that make it an interesting job that sharpens the mind – there is variety in the staff's work, the requirements and expectations are challenging and varied, all members of staff are 	<ul style="list-style-type: none"> ▪ Potential loss of experienced governors and Headteachers. ▪ May be difficult to lead and manage 3 separate sites. ▪ The headteacher's specific teaching commitments would not be reduced at Ysgol Bodffordd or Ysgol Talwrn.

6.3.3 Open a new all age (multi-site) school in Llangefni to accommodate pupils from Ysgol Gyfun Llangefni, Ysgol Y Graig and Ysgol Corn Hir.

Ysgol Y Graig building to be used to accommodate foundation phase pupils from Ysgol Y Graig and Ysgol Corn Hir.

New building to accommodate KS2 pupils from Ysgol Y Graig and Ysgol Corn Hir (Capacity – 450).

Ysgol Gyfun to accommodate years 7-13.

Including improvement works to Ysgol Bodffordd and Ysgol Talwrn to bring them up to 21st Century Standard.

Based on cost of:

- approximately £11.2m (over 50 years) to build a new site to accommodate the all-age school's Key Stage 2 pupils.
- approximately £650k over 50 years to sort parking problems at Ysgol Y Graig.
- approximately £2.6m over 35 years to remodel Ysgol Bodffordd and Ysgol Talwrn buildings.

	developed in terms of leadership and management roles in a small school	
3.School Building	<ul style="list-style-type: none"> ▪ Reduces current and projected future maintenance cost by £777k ▪ Ysgol Bodffordd and Ysgol Talwrn would be close to meeting 21st century standards and would be an inspirational Learning environment for pupils. ▪ The schools would include suitable outside learning environments and would be designed to deliver the new Curriculum for Wales (CFW) as much as is possible for the medium to long term. 	<ul style="list-style-type: none"> ▪ The condition of the current Ysgol Gyfun Llangefni school building would not be addressed, as not enough funding has been earmarked within the Band B envelope for this work to be undertaken.
4.School Spaces	<ul style="list-style-type: none"> ▪ Fulfils current and future capacity requirements. ▪ Reduces movement across catchment areas. 	<ul style="list-style-type: none"> ▪ The all age school would have approximately 1,500 pupils, which may be considered too large by the authority.
5.Financial	<ul style="list-style-type: none"> ▪ Current and projected future maintenance costs would be reduced by £777k. 	<ul style="list-style-type: none"> ▪ Would not address the funding inequity. Would not reduce the variation in the cost per head. ▪ A proportion of the capital cost would need to be funded by the Council through unsupported borrowing, which is estimated to cost £288k per annum for 35 years,

6.3.3 Open a new all age (multi-site) school in Llangefni to accommodate pupils from Ysgol Gyfun Llangefni, Ysgol Y Graig and Ysgol Corn Hir.

Ysgol Y Graig building to be used to accommodate foundation phase pupils from Ysgol Y Graig and Ysgol Corn Hir.

New building to accommodate KS2 pupils from Ysgol Y Graig and Ysgol Corn Hir (Capacity – 450).

Ysgol Gyfun to accommodate years 7-13.

Including improvement works to Ysgol Bodffordd and Ysgol Talwrn to bring them up to 21st Century Standard.

Based on cost of:

- approximately £11.2m (over 50 years) to build a new site to accommodate the all-age school's Key Stage 2 pupils.
- approximately £650k over 50 years to sort parking problems at Ysgol Y Graig.
- approximately £2.6m over 35 years to remodel Ysgol Bodffordd and Ysgol Talwrn buildings.

		and £228k per annum for a further 15 years. ▪ Lead to an increase in revenue costs of £43k through the schools delegated formula.
6.Welsh medium provision	▪ Maintains the present good provision.	
7.Community use	▪ The community assets would remain, and their condition improved.	
8.General issues		▪ Logistical problems for parents picking up pupils from multiple sites.

This option could make it more difficult:

- to develop consistency of teaching and learning methodology at the all age school – than if on a single site.
- to improve the transition from Primary to Secondary education than if on a single site.
- to offer a wider curriculum than if on a single site.
- for staff with experience of teaching primary and secondary school ages to work together to share good practices and develop ideas for formulating and providing an effective curriculum at the all age school, than if on a single site.

This option could also mean:

- less opportunities for pupils to have subject specific teaching from an early stage of their learning at the all age school, than if on a single site.
- that Ysgol Talwrn and Ysgol Bodffordd could not ensure that the age range in classes is no more than 2 years.
- the potential loss of experienced governors and Headteachers.

- it may be difficult to lead and manage 3 separate sites.
- the headteachers specific teaching commitments would not be reduced at Ysgol Bodffordd or Ysgol Talwrn.
- the condition of the current Ysgol Gyfun Llangefni school building would not be addressed, as not enough funding has been earmarked within the Band B envelope for this work to be undertaken.
- that the all age school would have approximately 1,500 pupils, which may be considered too large by the authority.
- That funding inequality would not be addressed in that it would not reduce the variation in the cost per head.
- A proportion of the capital cost would need to be funded by the Council through unsupported borrowing, which is estimated to cost £288k per annum for 35 years, and £228k per annum for a further 15 years.
- Lead to an increase in revenue costs of £43k through the schools delegated formula.
- Logistical problems for parents picking up pupils from multiple sites.

For the reasons listed above, this reasonable alternative is rejected.

7. CONCLUSION

Upon considering all the options presented and reasonable alternatives (in section 6.3 above) and the strengths and weaknesses attributed to each, the proposal which is recommended to the Executive is to:

“Increase the capacity of Ysgol y Graig to accommodate pupils from Ysgol Talwrn, close Ysgol Talwrn and review the catchment areas of Ysgol y Graig and Ysgol Talwrn”

In order to mitigate against any adverse effects of the proposal above, the Authority is committed to:

- Providing transport for pupils attending Ysgol Talwrn to the extended Ysgol Y Graig in accordance with the Council’s transport policy for schools.

The proposal meets the key challenges that Ysgol Talwrn and Ysgol Y Graig faces namely:

1. Pupil numbers - it addresses the need to provide sufficient places at Ysgol y Graig. In addition pupils from Talwrn will be taught in closer age-range classes. There will also be less movement of pupils across catchment areas.
2. There would be sufficient space to deliver the Curriculum for Wales (CFW) in the medium to long term. The extended Ysgol y Graig will be purpose built to deliver the new Curriculum for Wales (CFW). It will be better equipped to be able to deliver the full curriculum in an appropriate, differentiated, broad and varied manner, which will benefit all pupils.
3. Cost per pupil – there would be a reduction in the average cost per pupil in the extended school. The approximate projected cost per pupil in the newly expanded school would be £3,436. This would lead to revenue savings for the Council.
4. School building – a new 21st century building will be designed to have low maintenance costs with a BREEAM Excellent rating. The combined current and projected future maintenance costs for both schools of £408,500 would be eliminated. The extended school will be fully compliant with the Equality Act 2010.

5. Standards – the newly expanded school will be in a position to maintain the Estyn grading and to retain the green status categorisation in the medium to long term.
6. Teaching Commitment of the Headteacher – in the newly extended Ysgol y Graig, it is foreseen that the Headteacher will continue to have no specific teaching commitment. It is possible to build on and to develop a senior management team further which could improve leadership and management.
7. Finance – larger Schools are in a better position to achieve efficient class sizes which are closer to the optimum pupil teacher ratio. This makes it easier for larger schools to contribute towards future savings required by the Local Authority.

The proposal would also meet the requirements of the key drivers for change noted in the School Modernisation Strategy 2018. These include improving education standards; improving leadership and management; ensuring that school buildings are fit for purpose; reducing the number of surplus places; reducing the overall cost of education and the variation in the cost per pupil; maintaining and improving Welsh medium provision and increasing the community use of school buildings. The proposal meets the requirements of the key drivers as follows:

- **Standards** across all schools need to be at least good or excellent. In addition, schools in the area would be expected to be categorised as green, i.e. a school that is performing well and in need of the lowest level of support. – the newly expanded school will be in a position to maintain the Estyn grading and to retain the green status categorisation in the medium to long term.
- **Leadership and management** must be good or better in every school. In this context, headteachers need sufficient non-contact time to balance leadership and management challenges with teaching commitment - in the newly extended Ysgol y Graig, it is foreseen that the Headteacher will continue to have no specific teaching commitment. It is possible to build on and to develop a senior management team further which could improve leadership and management.
- The **school building** needs to provide an inspirational learning environment that will encourage every pupil to achieve their potential across all areas of learning. In addition, every school needs to comply with the Equality Act 2010 regarding accessibility for disabled children. – a new 21st century building will be designed to have low maintenance costs with a BREEAM Excellent rating. The combined current and projected future maintenance costs for both schools of £408,500 would be eliminated. The extended school will be fully compliant with the Equality Act 2010.
- **Sufficient school spaces** need to be available in the area to meet current demand, future projected numbers as well as reducing surplus places. In addition, pupil movement within and from outside the catchment area needs to be reduced if possible. - it addresses the need to provide sufficient places at Ysgol y Graig. In addition pupils from Talwrn will be taught in closer age-range classes. There will also be less movement of pupils across catchment areas.
- Any revised school provision in the area will have to be **cost efficient** i.e. the revenue costs need to be reduced and any current and projected future maintenance costs are addressed. In addition, the variation in cost per pupil across individual schools needs to be reduced - there would be a reduction in the average cost per pupil in the extended school. The approximate projected cost per pupil in the newly expanded school would be £3,436. This would lead to revenue savings for the Council.
- **Welsh medium provision** - the current good provision would at least be maintained.
- The **community use** of school buildings and associated facilities needs to be maintained and where possible increased. - the community would continue to benefit from the use of the newly expanded school building.

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Isle of Anglesey County Council	
Report to:	Executive
Date:	18.07.23
Subject:	Provision of Free School Meals – Ysgol Bodffordd
Portfolio Holder(s):	?
Head of Service / Director:	Marc B. Hughes
Report Author: Tel: E-mail:	Angharad Fflur Jones, Learning Service Business and Performance Manager 01248 752 341 AngharadJones@ynysmon.llyw.cymru
Local Members:	Relevant to all Elected Members

A –Recommendation/s and reason/s
<p><u>Recommendation</u></p> <p>That the Executive Committee approves the plan to relocate a portacabin on the old Ysgol Corn Hir site to Ysgol Bodffordd to ensure that Ysgol Bodffordd can provide free school meals in line with Welsh Government’s scheme to provide universal free school meals to primary school children.</p> <p><u>Background</u></p> <p>Following Welsh Government’s announcement in 2021 proposing universal primary free school meals by 2024, an increase was anticipated in the number of pupils who would choose to receive school meals over bringing packed lunches. Officers from the Learning Service have worked with the catering company Chartwells and officers from the Property Department to ensure that schools have the relevant resources to realise these plans for each primary school child in Anglesey.</p> <p>Since September 2022, Reception and Year 1 children in every school have received free school meals, and Year 2 since January 2023.</p> <p>Before introducing the universal rollout, the average uptake of free school meals during May 2022 was as follows:</p> <ul style="list-style-type: none"> • Reception: 28% • Year 1: 32% • Year 2: 57% <p>Since the UPFSM were introduced to Reception, Year 1 and Year 2, the latest uptake figures for these years are as follows:</p> <ul style="list-style-type: none"> • Reception: 67% • Year 1: 88% • Year 2: 67%

A –Recommendation/s and reason/s

It is foreseen that there will be a similar increase in the demand for school meals as the scheme is extended to include provision for years 3, 4, 5 and 6. Planning is now underway to ensure that schools are ready to provide free school meals for all primary schools in Anglesey by 2024.

To achieve this, more staff need to be recruited and building adaptation work needs to be undertaken in 3 schools.

The adaptation works on two schools, despite being semi-substantial, are within the footprint of the current building and are scheduled for the summer holidays 2023.

The challenges in relation to facilitating viable provision in Ysgol Bodffordd are more substantial and are a cause for risk to the Council's ability to fulfil the scheme.

Food is currently carried on a trolley through the classroom, transferred down steps to another trolley and down a corridor to the dining space. The dining space is within the Community Centre, and is shared between the school, the Cylch Meithrin and other communal use.

The current arrangements at this school are not really suitable for providing school meals in current demand, and extending the arrangements to accommodate more children is not practical in the long term.

The current arrangements are very time-consuming and managing health and safety risks for kitchen staff and children in the classroom next to the kitchen and the risk to food quality is burdensome.

There are currently 77 children attending Ysgol Bodffordd and between approx. 45 and 60 children are receiving school meals on the daily. By September 2023, 74 children will be attending the school and all these children will be offered free school meals, therefore there is a potential of an increase of between 15 and 30 additional meals a day.

Joint visits have been held to the school between the Learning Service, Property and Chartwells officers and discussions have been held with kitchen staff and the Headteacher.

It was decided that the only viable option as a result of the layout of the building and the wider site is to convert one of the classrooms adjoining the kitchen into a canteen, which would allow food to be transferred through a serving hatch from the kitchen into the dining area. This means that a classroom will need to be relocated, and as there is no suitable space within the current building, a new space will need to be created. Please note that the current dining area cannot be converted for classroom use as it is a multi-use community space.

Developing an extension to the existing building would be challenging due to layout and ground levels. Therefore, it is proposed that installing a portacabin on the school site which is separate to the main building for use as a classroom is the most appropriate resolution. The availability of a portacabin in good condition on the site of the old Ysgol Corn Hir means that it can be repurposed, and an opportunity is presented to maximise value for money.

The cabin placement works, to include securing planning permission, meeting procurement requirements and carrying out groundwork and service links along with the

A –Recommendation/s and reason/s

necessary alterations to the kitchen on operational premises, will be programmed over a period of up to a year to manage risks and limit disruption to the school's users.

Costs of up to £250,000 are foreseen, and they will be funded through the free school meals grant.

Outline Plan and Timetable

Date	Action
June 2023	Prepare tender documents to relocate the portacabin
August/September 2023	Procure the work of moving the portacabin
January 2024	Move the portacabin from the old Corn Hir site to Bodffordd
February 2024	Prepare tender documents for work in the kitchen
April 2024	Procure the work on the kitchen
Summer Holidays 2024	Complete the work on the kitchen

As this work won't be completed for another year and as the Authority is aiming towards providing free school meals to all primary pupils by September 2023, there are discussions underway to look at short term options, including increasing the number of staff at this school temporarily and building a platform lift to facilitate the work of moving the food from the kitchen to the hall.

B – What other options did you consider and why did you reject them and/or opt for this option?

Doing nothing and remaining with the status quo was considered, but the judgement was made that the current situation was undesirable and that there is an opportunity to improve the experience of pupils, teachers and kitchen staff by making adaptations that would be funded by grant funds.

No alternative resolutions to the food serving challenges are available without re-designing and very substantial work to the school that would be beyond what the grant could fund.

C – Why is this a decision for the Executive?

This is a matter for the Executive as the cost of the work is substantial and a large percentage of the grant will be spent on this plan.

Ch – Is this decision consistent with policy approved by the full Council?

Yes

D – Is this decision within the budget approved by the Council?

Yes

Dd – Assessing the potential impact (if relevant):		
1	How does this decision impact on our long term needs as an Island?	The plan ensures that we respond to Welsh Government's decision of being able to provide free school meals to all primary children.
2	Is this a decision which it is envisaged will prevent future costs / dependencies on the Authority? If so, how?	This decision supports the wellbeing of children, which could reduce costs on other services in the long term.
3	Have we been working collaboratively with other organisations to come to this decision? If so, please advise whom.	N/A
4	Have Anglesey citizens played a part in drafting this way forward, including those directly affected by the decision? Please explain how.	Yes, we have consulted with schools, governors, parents and pupils on the universal primary free school meals rollout scheme.
5	Note any potential impact that this decision would have on the groups protected under the Equality Act 2010.	N/A
6	If this is a strategic decision, note any potential impact that the decision would have on those experiencing socio-economic disadvantage.	N/A
7	Note any potential impact that this decision would have on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.	N/A

E – Who did you consult?		What did they say?
1	Chief Executive / Senior Leadership Team (SLT) (mandatory)	
2	Finance / Section 151 (mandatory)	
3	Legal / Monitoring Officer (mandatory)	
4	Human Resources (HR)	
5	Property	
6	Information Communication Technology (ICT)	
7	Procurement	
8	Scrutiny	
9	Local Members	

F - Appendices:

Ff - Background papers (please contact the author of the Report for any further information):

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Isle of Anglesey County Council	
Report to:	Executive Committee
Date:	18 th July 2023
Subject:	Area of Outstanding Natural Beauty Management Plan (AONB) – Final Draft
Portfolio Holder(s):	Cllr. Neville Evans (Leisure, Tourism and Maritime)
Head of Service / Director:	Christian Branch Head of Regulation & Economic Development
Report Author: Tel: E-mail:	Andy Godber Visitor Economy and Coastal Areas Manager andygodber@ynysmon.llyw.cymru
Local Members:	Applicable to all Elected Members

A – Recommendation/s and reason/s

The Executive Committee is asked to approve the new Area of Outstanding Natural Beauty Management Plan (2023-2028).

Areas of Outstanding Natural Beauty (AONBs) were established by the National Parks and Access to the Countryside Act (1949). They are special landscapes that have protection through the planning system to help conserve their natural beauty. Subsequent legislation – the Countryside and Rights of Way (CROW) Act 2000 – required all local authorities which administer AONBs to prepare and publish management plans for their area, and to review these plans every 5 years. This is a statutory duty of the local authority.

An AONB Management Plan’s purpose is to evaluate and determine the special qualities of the AONB, and identifies what actions are required to make sure these qualities are conserved and enhanced for future generations.

B – What other options did you consider and why did you reject them and/or opt for this option?

It is a statutory requirement on the County Council to prepare an AONB Management Plan

C – Why is this a decision for the Executive?

It is a statutory plan requiring Full Council approval

Ch – Is this decision consistent with policy approved by the full Council?

The AONB Management Plan is fully aligned with the new Council Plan, and given its broad remit will help deliver the 6 key priorities which are:

- Social Care and Well-being – providing the right support at the right time
- Education – ensuring an effective provision for today and for future generations
- Housing – ensuring that everyone has the right to call somewhere home
- Economy – promoting opportunities to develop the Island's economy
- Climate Change – responding to the crisis, tackling change and working towards becoming a net zero organization by 2030
- The Welsh Language - increasing opportunities to learn and use the language

The draft Plan was subject to a 6 week public consultation process. A summary of the responses received, and the subsequent changes to the final Plan, are outlined in the Consultation Report (**Annex B**).

D – Is this decision within the budget approved by the Council?

Funding is secured from Natural Resources Wales to develop and implement the Plan,.

Additional external funding sources will also be explored to deliver the Plan between 2023 and 2028

Dd – Assessing the potential impact (if relevant):

1	How does this decision impact on our long term needs as an Island?	<p>The Management Plan provides a framework to ensure the appropriate, long term management of the AONB.</p> <p>The Management Plan focusses on the AONB's special qualities to ensure their conservation and enhancement for future generations.</p>
2	Is this a decision which it is envisaged will prevent future costs / dependencies on the Authority? If so, how?	Funding is provided by NRW to develop and implement the Management Plan
3	Have we been working collaboratively with other organisations to come to this	The Council is responsible for preparing the Management Plan, in collaboration with the Joint Advisory Committee. This is made up of a broad spectrum of

Dd – Assessing the potential impact (if relevant):		
	decision? If so, please advise whom.	stakeholders who play an active role in the management of the AONB.
4	Have Anglesey citizens played a part in drafting this way forward, including those directly affected by the decision? Please explain how.	The draft AONB Management Plan has been subject to a period of public consultation.
5	Note any potential impact that this decision would have on the groups protected under the Equality Act 2010.	We have carried out an Equality Impact Assessment.
6	If this is a strategic decision, note any potential impact that the decision would have on those experiencing socio-economic disadvantage.	We have carried out an Equality Impact Assessment.
7	Note any potential impact that this decision would have on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.	We have carried out an Equality Impact Assessment.

E – Who did you consult?		What did they say?
1	Chief Executive / Senior Leadership Team (SLT) (mandatory)	
2	Finance / Section 151 (mandatory)	
3	Legal / Monitoring Officer (mandatory)	
4	Human Resources (HR)	
5	Property	
6	Information Communication Technology (ICT)	
7	Procurement	
8	Scrutiny	
9	Local Members	

F - Appendices:
Annex A: AONB Man Plan (2023-2028) Annex B: Consultation Summary Report

Ff - Background papers (please contact the author of the Report for any further information):



Draft AONB Man
Plan Exec Report Fin

Area of Outstanding Natural Beauty Management Plan 2023–2028



Biwmaris/Beaumaris

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3	Introducing the AONB
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8	Key Features of the AONB
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Introduction to the AONB

The Isle of Anglesey Area of Outstanding Natural Beauty (AONB) encompasses large parts of Anglesey's dramatic coastline. It includes most of the island's cliffs and beaches, and much of the farmland and forests that form the backdrop to the island's coast. Anglesey maintains its status as a popular holiday destination for its expansive beaches and hidden coves. But it is also, crucially, a working landscape of farms and villages, with a varied and thriving rural and coastal economy.

- Anglesey AONB has one of the most distinctive, attractive and varied landscapes in the British Isles. It was designated as an AONB in 1966 to protect the aesthetic appeal and variety of the island's coastal landscape and habitats from inappropriate development. In the nineteenth report of the National Parks Commission and the first report of the Countryside Commission published in 1968 the Anglesey AONB has the following description:
- The areas designated in Anglesey are approximately 83 square miles in extent and lie along the coast of the island with breaks around the urban areas and in the vicinity of Wylfa. The coastline of Anglesey, many stretches of which are isolated, contributes much to the island's appeal. Rugged cliffs, sandy bays, marshes, dunes, the sheltered shores of Menai Strait and the windswept slopes of Holyhead and Bodafon mountains give great variety of scene.
- The AONB is predominantly a coastal designation, covering most of Anglesey's 201 kilometre coastline. It includes Holyhead Mountain and Mynydd Bodafon, along with substantial areas of land which form the essential backdrop to the coast. The total coverage of the AONB is approximately 221sq kms (22,100 hectares).

About this Management Plan



Areas of Outstanding Natural Beauty were established by the National Parks and Access to the Countryside Act (1949). They are special landscapes that have protection through the planning system to help conserve their natural beauty, with a primary purpose to conserve and enhance natural beauty. Subsequent legislation – the Countryside and Rights of Way (CROW) Act 2000 – required all local authorities which administer AONBs to prepare and publish management plans for their area, and to review these plans every 5 years.

- An AONB Management Plan’s purpose is to evaluate and determine the special qualities of the AONB, and identifies what actions are required to make sure these qualities are conserved and enhanced for future generations.
- The original Isle of Anglesey AONB management plan, from 2004, was prepared with the participation of all the AONB partners, local landowners and the community. Subsequent reviews, including this one, have updated critical information and assessed the relevance of objectives, policies and actions crucial to managing the AONB effectively and sustainably.
- This management plan is for everyone who is interested in the protection and management of the Anglesey AONB. It is a plan for the landscape and seascape of the AONB, for the businesses and communities within its area, for the visitors who enjoy its views, dark skies and its tranquillity, and for everyone in the whole of the island who values its special qualities.

About the AONB

Designations

The AONB contains many habitats which have statutory protection because of their nature conservation value. These designations include:

- Special Areas of Conservation (SACs) and North Wales Marine SAC
- Special Protection Areas (SPAs)
- A National Nature Reserve (Newborough Warren NNR)
- Sites of Special Scientific Interest (SSSIs)
- Local Nature Reserves (LNRs)
- Local Wildlife Sites
- Sites of Importance for Nature Conservation (SINCs)
- Regionally Important Geological sites (RIGs)

Three sections of open, undeveloped coastline have also been designated as Heritage Coasts:

- North Anglesey
- Holyhead Mountain
- Aberffraw Bay

Key Facts

Size	221 sq kms
Population	ONS 2021 census data to be 'cut' for AONB boundary
Date of Designation	20 December 1966
Date of Confirmation	13 November 1967
SACs	5
SPAs	3
NNRs	1
SSSIs	32
LNRs	3
Unesco Geopark	1
World Heritage Site	1
Scheduled Ancient Monuments	75
Outstanding Historic Landscapes	2
Historic Parks and Gardens	7
Conservation Areas	4
Grade I Listed Buildings	32
Grade II* Listed Buildings	42
Grade II Listed Buildings	491
Heritage Coast	50 kms
Public Rights of Way	370 kms & 120kms permissive coastal path
Common Land	504 hectares

A Vision for Anglesey 2023 – 2028

The purpose of the Area of Outstanding Natural Beauty is to conserve and enhance natural beauty.

Page 300
The Isle of Anglesey Area of Outstanding Natural Beauty (AONB) is recognised as a local and national asset, critical to Anglesey's economy, environment, culture and the well-being of its communities and those who visit. There is an increased connection to the special qualities, and these are conserved, enhanced, appreciated, understood and able to be at the heart of the community, and a visitor industry which is both environmentally responsible and economically sustainable.

The continuation and reinforcement of customs and traditions, and use of the Welsh language has added to the unique identity and sense of place. Anglesey's AONB has been able to redress the decline in biodiversity, and is managed in a way that adapts to, and mitigates against the impacts of climate change to protect its natural beauty whilst supporting the needs of local communities and rural businesses.



Porth Dafarch

Key Features of the AONB

Features of the Anglesey AONB which define its designation status

- Coastal landscape / seascape features
- Traditional agricultural landscape features
- Geological and geomorphological features

The special qualities of the Anglesey AONB which define its designation status

- Expansive views / seascapes
- Peace and tranquillity
- Islands around Anglesey
- Broadleaved woodlands
- Lowland coastal heath
- Species-rich roadside verges
- Ecologically important coastal and wetland habitats (including rocky shores, mudflats and estuaries, saltmarshes, beaches and dunes)
- Built environment including conservation areas and listed buildings
- Archaeology and ancient monuments / historic landscapes, parks and gardens
- Rural agricultural / coastal communities
- Welsh language
- Soil, air and water quality
- Public rights of way network
- Accessible land and water

Key Feature – Landscape

- The landscape of the AONB reflects the varied underlying geology and is a diverse mixture of marine and terrestrial habitats, including rugged cliffs, heathland, sand dunes, salt marshes and mud flats. The island contains some of the oldest rocks in Britain south of the Scottish Highlands as a whole. These are clearly illustrated in the topography of the island, which falls from the north east to the south west.
- The Holyhead Mountain, the cliffs of North and South Stack and rocky coves are the dominant features of the island's ancient Precambrian and Cambrian northern coastline. The east coast is characterised by vertical limestone cliffs and sandy beaches, while the west coast is less rugged and consists of stretches of sand dunes and beaches between rocky headlands. The Menai Strait can be considered in two parts, eastern and western. The eastern section from Beaumaris to Menai Bridge is well wooded with relatively large settlements.
- The character of the landscape has been influenced by centuries of farming, and by traditional industries such as quarrying. Agriculture is the main land use in the AONB, and stone walls, cloddiau, hedgerows and field patterns are an integral part of the landscape. There are also areas of heathland, semi natural woodland, intertidal wetlands and lakes.
- A number of the Estates located in the AONB maintain significant areas of broadleaved woodlands. These include Baron Hill, Bodior, Bodorgan, Dulas, Penrhos and Plas Newydd. The AONB also includes two extensive conifer plantations at Newborough and Pentraeth.

- The island shows a rich cultural history with evidence of man's actions extending over some 8000 years. There are over 200 Scheduled Ancient Monuments ranging from Bronze Age burial chambers to later medieval features. More recent landscape features include the planned landscapes of large estates, such as Plas Newydd. The UNESCO world heritage site of Beaumaris Castle is also located within the designated area.
- A detailed description of the Anglesey coastal landscape is contained in the National Landscape Character Assessment NLCA01 Anglesey Coast.



Key Feature – Seascape

- Seascapes are a highly valued part of the Welsh scenery. They can also be some of our last 'wild' landscape areas and support a wealth of natural heritage. Seascapes can loosely be defined as “An area of sea, coastline and land as perceived by people, whose character results from the actions and interactions of land and sea, by natural and/or human factors” (CCW 2010).
- This definition clearly implies that seascapes relate to more than just the view as it also embraces the ecological and cultural resources in the marine and coastal environment. Coastal protected landscapes are clearly key components of nationally important seascapes.
- Around the Anglesey AONB there is a great diversity of terrestrial, intertidal and marine environments. These stem from the varied geology, geomorphology and coastal processes within the area, and also from thousands of years of human activity on land and sea. Combinations of natural and cultural processes continue to shape the evolution of the area's seascapes.
- The Anglesey seascape also has high commercial significance. Most of Anglesey's tourism and recreation is based on the coast where there are also other commercial interests such as ports and fishing. Any changes in coastal commercial infrastructure may affect both the character of the seascape and the commercial interests of recreation.
- A detailed description of the Anglesey seascape is contained in the 2013 Isle of Anglesey Seascape Assessment www.anglesey.gov.uk/aonb



Key Feature – Recreation and Tourism

- Anglesey is the county most reliant in the UK on this industry, generating upwards of £360m per annum in the local economy, and directly supporting ~3,698 jobs.
- The main visitor draws are the opportunities for active recreation such as walking, and traditional beach activities.
- The 125 mile Coast Path remains one of the most popular sections of the Wales Coast Path, and offers locals and visitors alike a wonderful opportunity to appreciate the special qualities of the AONB.
- Other than walking, the most popular forms of recreation include family visits to the beach, sailing, angling from the shore or boats, cycling, wind surfing, motorised leisure boating, personal water craft use (jet skis), diving, bird watching, horse riding, wild swimming and climbing.
- Water based activities including kayaking and paddle boarding are increasingly popular, with Anglesey's sea kayaking opportunities being particularly well regarded.
- These all place pressures and demands on the AONB. At the same time, the AONB's popularity for such activities provides a significant and positive contribution to the local economy, and a vehicle to bring about greater understanding of the unique qualities of the AONB.

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Key Feature – Communities

- The Office for National Statistics (ONS) 2021 census data has recorded the population size on the Isle of Anglesey decreasing by 1.2%, from around 69,800 in 2011 to 68,900 in 2021. It is estimated that over a quarter of the island's population live within Anglesey's AONB (Data being sought and 'cut' to the AONB boundary and included within the State of the AONB Report (2022)).
- Sizeable settlements within the AONB include Beaumaris, Valley, Newborough and Moelfre. Areas of large-scale development, in particular Holyhead, Amlwch, Benllech, Menai Bridge, Wylfa and RAF Valley are not included in the designation.
- Employment within the AONB is mainly based upon tourism and agriculture. Anglesey is a popular area for recreation for the people of North Wales and from the North West of England. The majority are attracted to the island by the quality and number of sandy beaches and the beauty of the coastal landscape.
- Anglesey is a stronghold of the Welsh language, which is spoken by approximately 60% of its residents. There has been an overall increase of residents with full Welsh language skills since the 2001 census. The Welsh language is the strongest of the Celtic languages in the British Isles.



Key Feature – Economic Development

- Employment within the Anglesey AONB is principally in agricultural business and businesses and activities linked to the tourism and hospitality sector – the latter driven by the quality and number of sandy beaches, the beauty of the coastal landscape, natural and heritage assets along the coast and the accessibility to them provided by the Anglesey / Wales Coastal Path
- No major industrial development is situated within the AONB – the boundaries having been drawn in order to, for example, exclude the Wylfa Nuclear Power Station and the fast fighter-jet training base at RAF Valley. This is not to say, however, that their operation and possible future development will not potentially affect views into and out of the AONB and the quality and experience of those living in and visiting the designated area.
- The Isle of Anglesey County Council has, for several years, prioritised energy generation, and in particular ‘green’, low carbon energy, as a key economic driver – this, in the form of the Anglesey Energy Island Programme, remains a key corporate strategic priority for the Council.
- Off-shore renewable energy also remains high on the agenda with the recent consenting of Menter Mon’s Morlais development, activities of the private sector in this respect such as that of Minesto’s world first low-flow tidal stream project off Holyhead Deeps, aspirations to develop centres for manufacturing and servicing for future new rounds of off-shore wind in the Irish Sea as well as a Hydrogen Hub development in Holyhead.



Key Drivers for Change Policy Context

Much has changed in terms of International, National and Local Policy since the last management plan was published.

- Refer to Annex 1 for Policy Context

Council Plan 2023-2028

The Council Plan is the key document serving as a focal point for decision-making at all levels; providing a framework to plan and drive forward priorities; shape annual spending; monitor performance and progress.

At its core is our desire to work with Anglesey residents, communities and partners to ensure the best possible services, improve the quality of life for all and create opportunities for future generations.

Its six main objectives reflect the key areas the Council should be focusing its efforts on.

Our six strategic objectives



The Welsh Language

Increasing opportunities to learn and use the language.



Social Care and Wellbeing

Providing the right support at the right time.



Education

Ensuring an effective provision for today and for future generations.



Housing

Ensuring that everyone has the right to call somewhere home.



Economy

Promoting opportunities to develop the Island's economy.



Climate Change

Responding to the crisis, tackling change and working towards becoming a net zero organisation by 2030.

The Council Plan's vision is to:

Create an Anglesey that is healthy and prosperous where people can thrive.'



Council Plan 2023-2028

The Council Plan 2023-28 is underpinned by the organisation’s core values, which are used to develop and guide the vision, strategic plans and services.

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Values



Respect
We are respectful and considerate towards others regardless of our differences.



Collaborate
We work as a team, with our communities and partners to deliver the best outcomes for the people of Anglesey.



Honesty
We are committed to high standards of conduct and integrity.

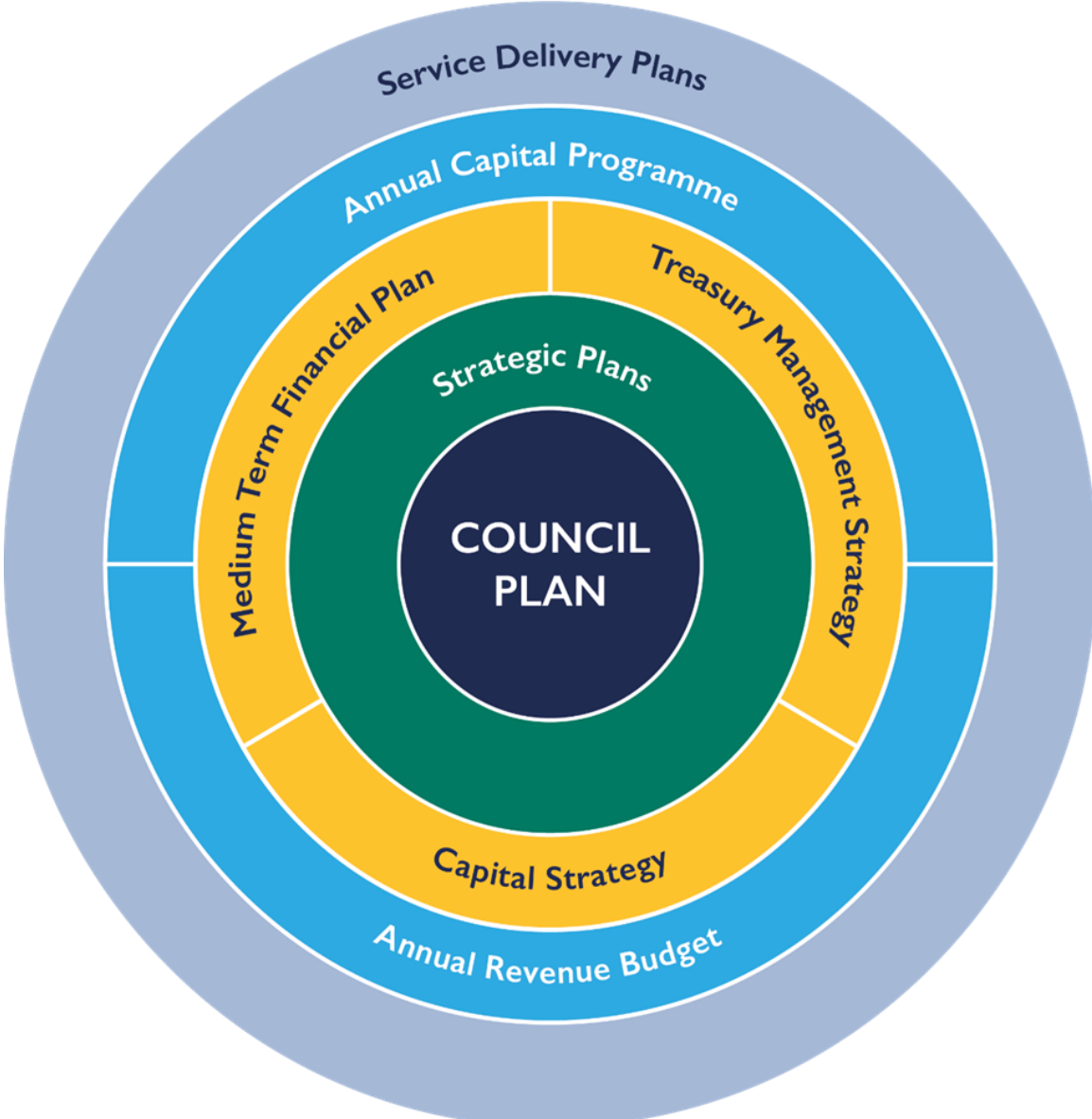


Champion the Council and the Island
We create a sense of pride in working for the Council and present a positive image of the Council and the Island.

Strategic Circle

The strategic circle identifies the plans in place to ensure we are able to achieve our priorities and objectives.

This plan is a key strategic plan that aligns with the Council's Plan and contributes to the achievement of the strategic objectives and vision.



Key Drivers for Change - Nature Recovery and Biodiversity

- The AONB contains many habitats that have statutory protection because of their nature conservation value. These designations include: Special Areas of Conservation (SACs); Special Protection Areas (SPAs); a National Nature Reserve (NNR); Sites of Special Scientific Interest (SSSIs); Local Nature Reserves (LNRs).
- The area supports a wealth of habitats and wildlife. Habitats of note include: lowland heath, sea cliffs, sand dunes, and rocky shores. Flora of note include: the spotted rock rose (Anglesey's County flower; the largest colonies in the UK lie on Anglesey's Holy Island), South Stack fleawort (found only on the cliffs of Holy Island) and shore dock (which is at its northern limit). Fauna of note include: chough, curlew, lapwing, grey seals, harbour porpoises, water vole, red squirrels, great crested newt, silver studded blue butterflies and other invertebrate species. There are risks from invasive species, pests and diseases spreading within the AONB, such as Himalayan Balsam, Japanese Knotweed, and some of the aquatic invasive species.
- NRW's. The State of the Natural Resources Report 2020 is an assessment of the extent to which Wales is achieving the sustainable management of natural resources. The report concludes that Wales is not maintaining stocks of natural resources and predicts that iconic species like curlews will become extinct in Wales within a couple of decades.
- The resilience of ecosystems is declining in line, with global trends. The Welsh well-being goal of securing 'A resilient Wales' is about building healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change). To secure this resilience, there is a need to focus on building healthy, regenerating systems, and for farming systems to become more sustainable both in terms of farm economics and in becoming more nature friendly.



Tuberaria guttata

Key Drivers for Change

Access, Recreation and Well Being

- **Tourism** is the main industry on Anglesey generating over £360 million annually, employing over 4,000 people and welcoming over 1.7 million visitors. Challenges include the impact of post covid on visitor behaviors and associated pressures on the AONB, the introduction of a tourism levy, and promoting / implementing sustainable tourism. Initiatives to enhance the natural environment can create new green jobs, secure local food and water supplies, and support public health.
- **Recreational use**, particularly in the period immediately post-Covid 19, has grown considerably (with greater numbers of people deciding to 'stay-cation' and undertake day-visit more locally in order to reduce the need to travel), thus increasing pressure upon biodiversity, ecosystems and heritage assets
- **Campervan, caravan and camping sites.** and the need for such, grows as a consequence of the above – with growing issues around 'anti-social' uses and problem campervan parking and camping in areas and communities with no formal services or provision to accommodate these.
- **Traffic congestion** is becoming and increasing issue as more and more visitors seek to access and use coast and countryside – again resulting in 'anti-social' parking, congestion in small communities within the AONB and standing traffic queuing to reach some of the better known hot-spots such as Llanddwyn Beach
- Whilst the promotion of recreation is not a statutory purpose of the AONB designation, managing the impacts of these recreational activities will become increasingly important to conserve and enhance the outstanding landscape features and special qualities of the AONB. Social, economic, environmental and cultural well-being align closely to the recreational activities carried out on the island. Accessible routes, parks, gardens, beaches, sea fronts and the wider countryside can all play an important role for the people in supporting health and wellbeing. There should be equitable access to green and blue spaces for people of all ages and abilities.



Key Drivers for Change Climate Change

- Climate change is now a defining issue. Isle of Anglesey County Council declared a climate emergency in September 2020, making a commitment to become a carbon neutral council by 2030. Consequently, the council have agreed a 'Towards Net Zero Plan 2022 to 2025' which outlines its commitment to the climate emergency and how it intends to transform to become a net zero organisation.
- From an Anglesey AONB perspective, climate change impacts are likely to be wide-ranging: higher temperatures, higher rainfall, and rising sea levels resulting in an increase in storm events and a higher risk of flooding affecting habitats, species and vulnerable communities and infrastructure along the coastline. There will be a loss of agricultural land / crops, soil erosion, bio-diversity losses [and gains], loss of native species, threat of bio-security due to increased pests and diseases and damage to cultural and historic assets. Periods of drought will lead to greater demands for water resources, including an increase in competition between households, agriculture, industry and the natural environment.
- The Flood Risk Management Plan identifies the communities of Dwyran, Llangefni, Malltraeth and Y Fali /Valley as areas at risk of flooding from rivers; and the Communities at Risk Register identifies the area as at risk of flooding from the sea.
- There are opportunities to develop partnership working between people, communities and businesses to raise awareness, understanding and action with adaptation and mitigation measures. These will include adopting nature-based solutions and taking action to reduce the need to travel, making transport sustainable, providing opportunities for renewable and low carbon energy technologies, and by promoting low carbon design methods to reduce energy consumption.



Key Drivers for Change Development and Transport

Current land use development plan policies and possible changes to the landscape which the next land use development plan for Anglesey will need to face includes:

- Protection of open, undeveloped coastline
- Diversification of the rural economy giving rise to new demands on the resources of the AONB
- Protection of sites designated for their nature conservation importance
- Protection and restoration of connectivity between habitats
- Sustaining rural communities
- Promoting the use of the Welsh language
- The challenges of changing form of energy generation
- Promoting a high quality and diverse tourism product
- Changes induced by climate change
- Reducing light pollution

- The local population relies on cars as a means of transport and there is a seasonal increase in traffic during the summer. This can lead to parking difficulties and congestion in the most popular areas of the AONB. In addition, infrastructure needs are changing; there is a need to plan for electric car charging points and alternative modes of travel to and around the area. This will require links to active travel plans.

Key Driver for Change

Rural and coastal economy and communities

- There is uncertainty due to the post- Covid recovery, cost of living crisis and a slowing down of the economy. This impacts on increased poverty, health inequalities, lack of housing [general and affordable], potential reduction in employment and growth, climate change adaptation and mitigation requirements and an eroding of cohesive communities.
- The visitor economy is fundamental to the sustainable economic position of Anglesey, and the Destination Management Plan highlights our commitment to further enhancing this. However, it has become increasingly evident over the past 3 years that unchecked tourism can adversely impact the lives of people and the unique qualities which make the island so synonymous and drive the vast majority of tourist activities.
- The Destination Management Plan which aligns with this plan will redress this imbalance and ensure through a new multi organisational/interests group that the benefits of a vibrant and diverse offer is able to enhance the key qualities of language, culture, environment and heritage.
- Following the exit of the UK from the European Union, the resulting legislative changes are likely to have significant implications on agricultural practice, the rural and coastal economy within and adjoining the AONB. Farming is fundamental to the rural community and its economy, and the current uncertainty in how new subsidy schemes will work is a cause for concern. However, the outline proposals set out in the Sustainable Farming Scheme could deliver significant environmental gains and farming systems which are less dependent on inputs and as such are more economically viable. There needs to be innovation within the rural economy and routes to employment for local people of all ages. This can be supported through the production of local sustainable goods and services and local procurement policies.
- The Welsh language is an integral part of Welsh identity and central to its culture. The recent 2021 census found the number of Welsh speakers in the country had decreased by 1.2% since the previous 2011 census, from 19% to 17.8%. Despite the introduction of the Welsh Government's language strategy, the number of Welsh speakers in Wales has continued a downward trajectory begun in 2001.



Adopting an Ecosystem Approach

The qualities of the AONB are deemed special for their own intrinsic value, but it is important also to consider the natural, cultural and social benefits they provide for society. These benefits are called 'ecosystem services'. They are the benefits people gain from the 'natural capital' of an area – the forests, farmland, rivers, lakes and coast of our landscape. These benefits may be:

- **Provisioning services** – such as food, timber and fuel
- **Regulating services** – such as clean water, air and fertile soils
- **Cultural services** – such as recreation, spiritual values and sense of place
- **Supporting services** – such as soil formation, the cycle of water and nutrients and the fixing of carbon

Understanding the value of both the natural capital of the AONB and the ecosystem services they provide allows us to more fully recognise the AONB's special qualities. It also allows us to understand the potential impacts, and the full costs, of damaging these qualities. It is the aim of this management plan to strive towards a better understanding of the natural capital of the AONB, to ensure management that sustains and enhances the range and quality of public benefits (the ecosystem services) that the Isle of Anglesey AONB provides.

A Full Breakdown of the Ecosystem Services provided by the AONB are referred to in Annex 2

5 Key Themes for the 2023-28 Management Plan



Brân Goescoch/Chough

- Enhancing countryside and coastal character
- Tackling the Nature Crisis
- The AONB as a Place for Enjoyment and Learning
- Vibrant Communities in a Working Landscape
- Managing the AONB in a changing climate

The next five pages will introduce these themes which will underpin the work of the Destination team, other departments and partners.

Please refer to Annex 3 for a full list of Objectives, Policies and Actions

A rolling yearly project planner will be developed to deliver the objectives of this plan and monitor progress.

Enhancing countryside and coastal character

Why is this important ?

The character of the AONB is one of its defining features and crucial to the identity of the island, its visitor economy and public enjoyment.

What are we going to do?

- The coastal landscape and seascape are actively conserved through appropriate management.
- Historic, archaeological and cultural sites are protected from development that degrades the special qualities of the AONB and interpreted to increase people's understanding of their value.
- Planning Policies protect the special qualities of the landscape, ensuring that all development within and adjacent to the boundary of the AONB is compatible with the aims and objectives of the designation and that new developments enhance local character.
- Unspoilt panoramic views, dark skies and tranquillity are safeguarded from development that would degrade the special qualities of the AONB.
- A model is agreed among partners and key stakeholders for applying an ecosystem approach to the management of the natural environment.

How are we going to do it?

- Undertake and maintain character assessments
- Ensure that developments take account of the importance of the landscape and seascape.
- Directly deliver and work with partners on habitat and landscape enhancement projects.
- Continue to assist in the delivery of the Dark Skies project through to designation.
- Undertake an ecosystem services provision assessment to guide delivery of projects.
- Ensure that traditional landscape features such as woodlands, hedgerows and dry stone walls are maintained and enhanced.
- Historical, cultural and archeological sites at threat from coastal change will be understood and recorded, and where possible protected.

»»» Tackling the Nature Crisis

Why is this important ?

Anglesey has an abundance of important designated and non designated sites supporting rare flora and fauna. This is a key feature of the AONB. The habitats on Anglesey are under ever increasing pressure with a significant majority having a declining condition and becoming increasingly isolated. This theme addresses this issue.

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What are we going to do?

- The coast and countryside are managed sensitively to maintain the diversity of habitats and species in a favourable condition and to improve connectivity between sites.
- The quality of the soil, air and water – both freshwater and seawater – is regularly monitored to maintain standards that exceed UK and European standards.
- Both statutory and non-statutory wildlife sites are managed for their biodiversity, aesthetic and amenity value.

How are we going to do it?

- We will work with partners to make the most of existing and future environmental and agricultural support schemes.
- We will work with partners to deliver action to tackle impacts of invasive species on land, aquatic, and marine habitats.
- We will develop a 'landscape scale habitat connectivity opportunity plan' in conjunction with partners, and seek implementation funds. This will include land not within the AONB boundary.
- Work with partners on a catchment scale to improve water and soil quality and as a consequence land and marine habitats.
- Influence and work with partners and the agricultural sector to deliver a step change for nature within the AONB.



The AONB as a place for enjoyment and learning

Why is this important ?

Tourism is the largest economic contributor to the Island economy, and the special qualities held within the AONB remain the single largest draw for both locals and visitors. The landscape provides adventure, solitude and learning opportunities key to the well being of all.

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What are we going to do?

- Partnerships are developed that secure sustainable recreation activities, supporting rural services and employment, and contributing to the local economy.
- Ensure the AONB continues to be a popular location for sustainable recreation with both residents and visitors, and the risk of damage to the AONB's special qualities and features is lessened.
- The access network is managed to a high standard, providing access opportunities appropriate to the purposes of the designation.
- The whole community is aware of the benefits of AONB designation through the regular promotion of the special qualities and features of the AONB and its management needs
- The meanings of the AONB's special qualities and features are revealed through effective interpretation.

How are we going to do it?

- Ensure the tourism industry makes a vital and sustainable contribution to the Anglesey AONB economy.
- Work with partners and education providers to enhance knowledge of the AONB and its unique features.
- Deliver new and meaningful interpretation to increase understanding and inspire exploration.
- Improve access provision and other visitor facilities at key coastal and countryside sites and enhance the Coastal Path experience.
- Work with partners to consider improvements to sustainable transport infrastructure
- Work with local education sector to align the work of the AONB with the new Welsh curriculum, including the development of an educational strategy
- Exploring the opportunities of developing a regenerative tourism model
- Continue to deliver engagement and community/schools participation opportunities.

»»» Vibrant Communities in a Working Landscape

Why is this important ?

Anglesey's AONB is a living and working landscape with community at its core. The designation must be seen as being of benefit to these communities rather than stifling its needs.

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What are we going to do?

- Land managers safeguard sustainable land use activities that support the AONB's special qualities and features and contribute to the local economy by providing products and services.
- Local culture and rural services, products and activities are maintained, securing affordable homes for local people and supporting the Welsh language.
- The communities of the AONB are engaged through meaningful consultation and empowerment to improve participation, inclusivity, active lifestyles and to take pride in their AONB community.
- Businesses in the AONB contribute positively to a healthy rural economy providing employment opportunities for people who live on Anglesey.
- An increased proportion of the resident population of the AONB adopts sustainable lifestyles.

How are we going to do it?

- Play an active role in the formulation and roll out of the emerging SFS scheme.
- Work with other council departments to embed a holistic working ethos.
- By understanding community needs through ongoing partnerships and engagement
- Improving community service infrastructure through collaborative work with internal partners.
- Support land managers in both protecting landscape and habitats while enhancing farm economics through adoption of sustainable farming methods.
- Support land managers in both protecting landscape and habitats while enhancing farm economics through adoption of sustainable farming methods.
- Safeguarding clean drinking water with land managers through catchment approach.
- Link with wider destination management work to ensure services within the rural communities are enhanced.
- Support local produce initiatives



Managing the AONB in a changing climate

Why is this important ?

Climate change will impact all aspects of the AONB, from coastal change through to impact on agriculture and will exasperate the nature crisis. We must plan ahead to make the AONB and the communities within it more resilient and able to adapt to the impacts of climate change.

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What are we going to do?

- Ensure partner organisations and communities are more aware of the impacts of climate change on the natural beauty and economy of the AONB
- Work with landowners and communities are involved in activities that help to ameliorate the impacts of climate change on the AONB.
- Embed an ecosystems service approach to our work and that of our partners.
- Work with framers and landowners to identify and understand their natural capital and ecosystem services, support increasing biodiversity, sequestering and storing carbon and natural flood management.

How are we going to do it?

- Gather evidence to assist landowners to make sound decisions to adapt to climate change impacts.
- Embrace natural flood management and coastal adaptation options and link these to habitat gain and visitor experience
- Work with coastal erosion and flood risk management teams to deliver innovative adaptation projects.
- Work with the Wales Coastal Monitoring Centre on education and citizen science projects focused on coastal change
- Plant trees with local provenance appropriate to location to mitigate climate change, and improve water quality in our streams and rivers.
- Community engagement and knowledge

Management and Governance

Joint Advisory Committee

The administration of the AONB is overseen by a Joint Advisory Committee (JAC). This committee consists of elected members and co-opted representatives of organisations that wish to participate in the work of conserving, enhancing and promoting the AONB.

Membership spans the broad range of interests needed for effective management, and includes the public, private and third sector.

The JAC supports and oversees the statutory requirement on the Isle of Anglesey County Council to prepare, publish and review the AONB Management Plan. The IACC through the Countryside and AONB Unit, administers and co-ordinates the JAC to enable monitoring, recording and reporting of the Management Plan's action plan, provide updates and share knowledge and foster joint working.

Management and Governance Staffing

Central to the delivery of the AONB Management Plan's Action Plan is developing a professional and effective AONB Team through IACC's Countryside and AONB Unit by:

- creating recruitment opportunities
- creating an environment for retention
- transfer of temporary contracts to permanent contracts
- the introduction of an annual programme for student placements
- the delivery of training and development
- developing pathways for career advancement
- succession planning
- maintaining and developing collaborative working with Partners and stakeholders

Management and Governance

Core Activities

The Countryside and AONB Unit's core activities include:

- Supporting the preparation and delivery of the AONB Management Plan and Statutory AONB purpose
- The administration and promotion of the Welsh Government's Sustainable Development Fund (SDF), Sustainable Landscapes, Sustainable Places (SLSP) and Natural Resources Wales's AONB Partnership Fund
- Interpreting and promoting the AONB including communication and marketing plan
- Engagement with communities and schools (primary and secondary)
- Administrating and co-ordinating the Joint Advisory Committee (JAC)
- Co-ordinating the AONB Volunteers
- Co-ordination and leading on events and activities related to AONB objectives

Management and Governance

Finance

The costs of managing the AONB are funded by the Isle of Anglesey County Council [IACC], supported by grant funding from Natural Resources Wales and Welsh Government. IACC's Regulation and Economic Development's Service Delivery Plan [SDP] provides the platform for quarterly monitoring, recording and reporting of agreed outputs aligned to the AONB Management Plan.

Sections of the 2022-27 AONB Management Plan's Action Plan are currently supported and funded through the following:

- Welsh Government's 'Resilient AONBs' (revenue) 2022-25
- Welsh Government's Sustainable Landscapes, Sustainable Places (SLSP) 2022-25
- Welsh Government's Sustainable Development Fund (SDF) 2022-25
- Natural Resources Wales (NRW) 2022-24
- Isle of Anglesey County Council (Capital) 2022-24
- Countryside and AONB Unit's annual budget
- Future funding
- Partners' funding

Once the 2022-27 AONB Management Plan has been through stakeholder and partner consultation, scrutiny, amendments and adoption, a detailed 5 year funding matrix will be developed within the first two quarters of the Plan being adopted. This will involve initial discussions with the above funding partners on future funding beyond 2024-25 and discussions with JAC partners on their funding priorities aligned to the AONB. All other available funding which is compatible to the AONB Management Plan will be explored.

Management and Governance Monitoring

The Anglesey's AONB Management Plan's Action Plan will be implemented through a five-year delivery plan which identifies the key themes, aims, objectives, policies, actions, delivery partners and timescales.

Once the 2032-28 AONB Management Plan has been through stakeholder and partner consultation, scrutiny, amendments and adoption, an annual project plan will be produced which will further expand the action points from the main action plan of the AONB Management Plan to more detailed actions. This project plan will be reviewed quarterly and have sufficient flexibility to take account of new funding opportunities and new joint working opportunities with partners. An annual report will be prepared and distributed to the JAC at the end of each financial year to report on progress, successes and the main issues requiring further work and attention. Quarterly reporting will be done through IACC's Regulation and Economic Development's Service Delivery Plan (SDP)

The State of the AONB Report 2022 for Anglesey's AONB will be reviewed bi-annually to act upon the report's recommendations for data collection, inputting of data gaps and relevant indicators. This will enable a comprehensive and up to date data source to be managed as well as providing robust baseline data for the preparation of the next State of the AONB Report linked to the next AONB Management Plan for Anglesey's AONB.



Area of Outstanding Natural Beauty Management Plan Consultation 28th April – 9th June 2023

Responses

May/June 2023

Status: Official

Prepared by:

Original Author	Version	Amendments Made	Dated
Andy Godber	1	Responses to date	23.05.2023
Andy Godber	2	Officer Responses	27/5/23
Alun Morgan Owen	3	Responses to date	8/6/23
Andy Godber	4	Officer Responses	8/6/23

Introduction

The AONB Management Plan is a statutory document requiring a public consultation process of a minimum of 6 weeks.

Time constraints meant that the consultation for this plan is 6 weeks starting on the 28th April and concluding on the 9th of June.

The online only consultation has been advertised through the media and on social media platforms, and emails have been sent to known stakeholders, Town and Community Councils, County Councilors, and members of the existing Joint Advisory Committee.

Summary Overview

73 fully completed responses have been received and assessed to form the basis of this interim report. The sample size is small and as such statistically invalid, although they do give insight into trends.

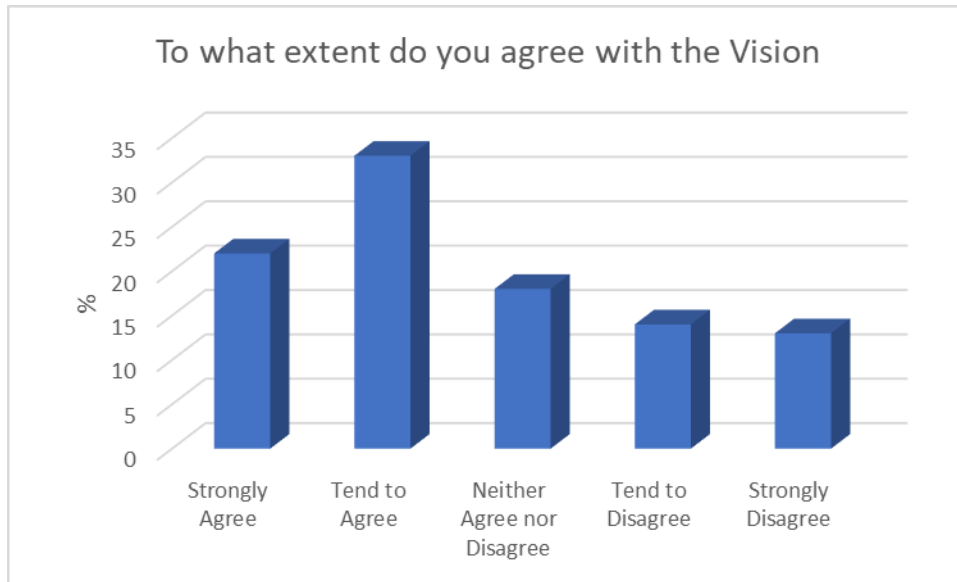
The responses to date have given an indication as to what key actions need to be developed, and where focus should lie. It is evident from responses that the major risks to the integrity of the AONB lies in the existing Nature Crisis and the impact of Climate Change, but interestingly Community and Social and Economic impacts do not feature heavily in priority listings.

It is postulated that this is for one of two reasons. Either they are the issues which the AONB should concentrate on, or the AONB is not well understood, and people think of it more as a nature conservation designation rather than it being a multi-faceted landscape designation.

Given the above, it is important that we consider ways of communicating the aims and objectives of the AONB, and making it better understood and more relevant through a focus on communicating our work, educational links, and further work with the communities of Anglesey.

A significant percentage of respondents have referenced the issue surrounding the Penrhos development as being a major factor in responding, and as such will have to some degree impacted the response

Q4 & Q5 – Vision



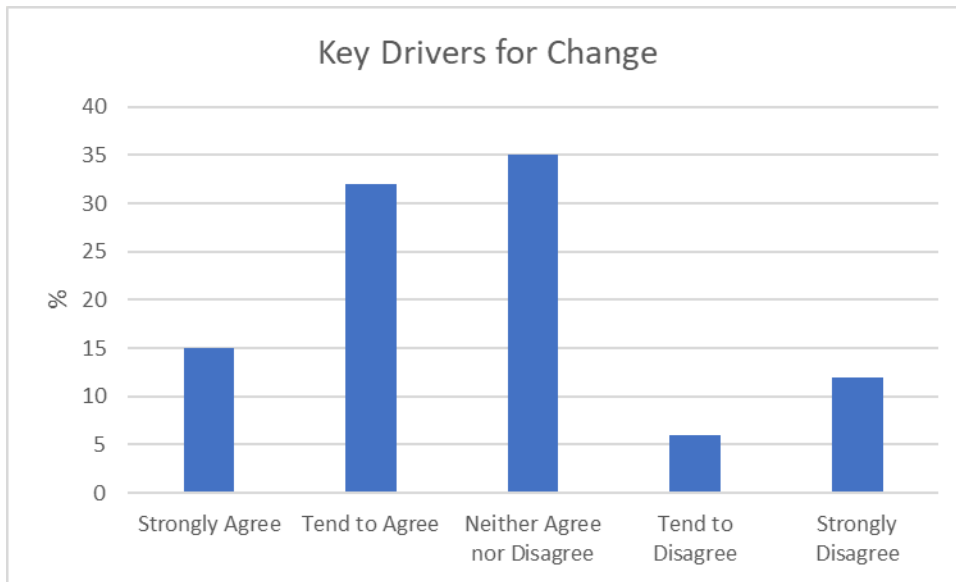
Observations

The responses to date indicate that 55% of respondents are in agreement that the Vision is in line with expectations. Given the number of respondents who have remarked upon the Penrhos situation and their unhappiness with the council's position, this is seen as a positive figure.

1	Comment	The focus seems to be on maintaining the status quo with small incremental changes to benefit mainly local communities. This has been the approach taken in the 30 years since I came to the island and frankly, hasn't worked very well. A stronger vision of the future is needed.
	Officer Response	The Vision needs to be backed up by an ambitious action plan which will include clear milestones to reach longer term targets. This will be actioned.
	Suggested Modification	Give clearer reference to the yearly action plan and goals
2	Comment	When the council themselves declare a 'climate emergency' but allow planning for the destruction of an ancient and biodiversity woodland (Penrhos)
	Officer Response	The Land and Lakes planning application for Penrhos followed the due planning process. The AONB is a landscape designation and balances to needs of landscape and seascape, nature, communities, and economic development.

	Suggested Modification	No change
3	Comment	<p>The idea behind the plan is a good sound vision BUT the damage has already been done to our island and were playing catchup AGAIN , Anglesey has become a playground for the rich , villages have bee taken over by 2nd homes and holiday lets , locals cant enjoy their island for months on end due to the volume of tourists dumping their cars all over the place , the whole plan seems to be "how do we give the visitors a better experience and sod the locals " , you say "tourism " emYou say ployes 4,000 on the island , how many of them are full time yearly jobs and not minimum wage, zero hour jobs for 5 months of the year ?also how many of the 4,000 are having to claim benefits just to survive ? .You say your going to protect our NNR, SSI and other areas for nature to flourish ,you can do that NOW Llanddwyn beach and island are within a NNR with restrictions in place and your doing sod all to protect the place or enforce the restrictions so dont hold much hope of an improvement , Its going to be another committee sat around a table with tea and biscuits for the next 10 years trying to look important</p>
	Officer Response	<p>The plan highlights the need to act quickly on a number of major threats to the AONB including the Nature Crisis and Climate Change, and has these at its heart. The DMP also highlights the need to tackle many of the issues highlighted in this comment and aims to address many including employment within the tourism sector, and an increase in training and skills and an increase in year round well paid employment.</p> <p>Community well being is a key part of the AONB management plan.</p>
	Suggested Modifications	None

Q6 & Q7 – Key Drivers for Change



Observations

A high percentage of Neither Agree nor Disagree gives concern that the wide remit of the AONB is not fully understood by the public. Q7 asks that the Key Drivers for change are ranked in terms of risk and results show that 74% of respondents believe the Nature Crisis and Climate Change are the highest risk factors with impacts on Community and Economy very low. This potentially highlights that the public primarily think of the AONB as a Nature designation akin to a SAC, or it simply means that these two issues are the most critical threats which need addressing.

4	Comment	Looks like at last you are taking visitors and attractions in to consideration
	Officer Response	The AONB Plan considers public enjoyment and sustainable economic development as fundamental aspects. It also works in conjunction with the DMP.
	Modifications	None
5	Comment	Unwillingness of Cyngor Môn to keep Penrhos Nature park as it is and to stop Land and Lakes from redeveloping the site.
	Officer Response	The Land and Lakes planning application for Penrhos followed the due planning process. The AONB is a landscape designation and balances to needs of landscape and seascape, nature, communities, and economic development.

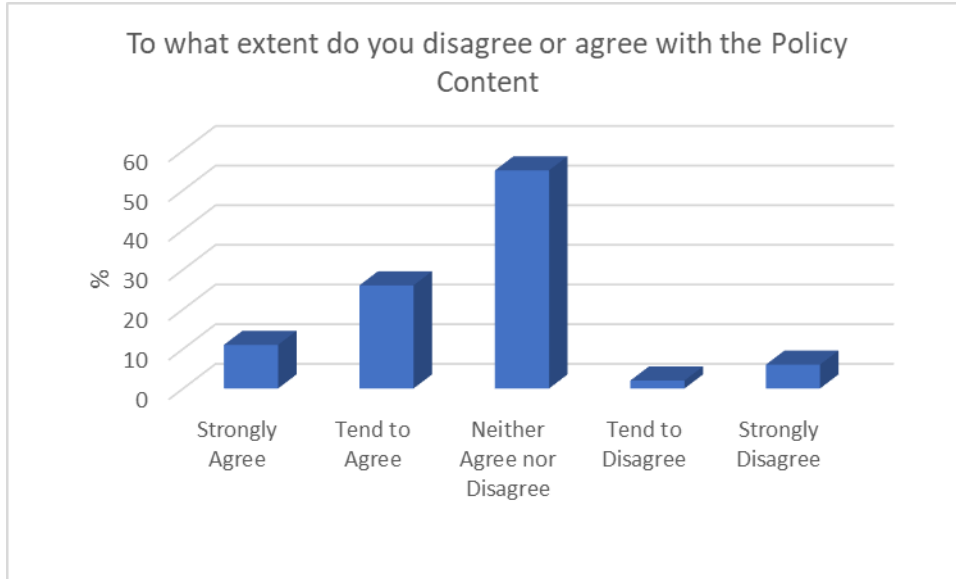
	Modifications	None
6	Comment	I have put 'Climate change' and 'Restoring nature and biodiversity' in equal first place - they both go hand in hand. Part of the answer in terms of reducing the extreme effects of climate change is to restore nature and biodiversity. I have to put 'Rights and leisure' and 'Communities and the coastal and countryside economy' in equal second place as well, as they also go hand in hand. It is very important that communities feel the need to restore our natural habitat, by including the island's residents in this essential work.
	Officer Response	The opportunities for community involvement and education as to importance of tackling Nature Crisis and Climate change should be noted more strongly.
	Modifications	Include additional action on developing educational portfolio in conjunction with Education Department.
7	Comment	Strongly believe protecting nature should be priority, for long term benefits to locals and visitors and minimising carbon output.
	Officer Response	Both are key themes within the plan, and the consultation indicates that both should be a priority for future actions.
	Modifications	None for Plan – need to consider ambitious targets for Action Plan.
8	Comment	<p>Have seen a big increase in visitors to the island since the pandemic and the need to accommodate more people who visit occasionally in caravans or camping (as opposed to second home owners), especially in terms of infrastructure, toilets, parking, etc is absolutely essential.</p> <p>Living in the North of the Island, I feel tourism and local people alike would benefit from safe off-road cycling and walking eg - turning the old Llangefni to Amlwch railway into a multi-use path. This would be a VERY worthwhile project.</p> <p>Although not born in Anglesey, my connection to the Island goes back to the 1970's and I have lived here now for over 20 years- the longest I have lived anywhere in my life. I will probably always consider myself a Welsh learner, not a Welsh speaker, but I</p>

		am passionate about protection of the Welsh language and culture. This is very much at the heart of the new plan and I am very glad about that.
	Officer Response	We are always looking for opportunities to work with other council departments and partners to improve access to the AONB and Anglesey's countryside. This is pivotal to achieving our goals for well being as well as appreciation for the value of nature to the lives of locals and visitors. Heartened to receive the comment about Welsh language.
	Modifications	None
9	Comment	Strongly believe protecting nature should be priority, for long term benefits to locals and visitors and minimising carbon output.
	Officer Response	Noted and will help guide action plan and targets.
	Modification	None
10	Comment	Have seen a big increase in visitors to the island since the pandemic and the need to accommodate more people who visit occasionally in caravans or camping (as opposed to second home owners), especially in terms of infrastructure, toilets, parking, etc is absolutely essential.
	Officer Response	Visitor Infrastructure is a key building block upon which we can build a robust and sustainable offer focused on the unique qualities of Anglesey.
	Modification	None (DMP Covers)
11	Comment	They're woolly, duplicative and ill-defined. Consequently hard to manage, monitor and report on "successes" or "failures". Perhaps that's the objective...
	Officer response	The Key Drivers for Change have influenced the Key Themes and the Actions. These are measurable in terms of delivering change
	Modification	None
12	Comment	In these days of "mental well being" being at one with nature is the best there is, to walk amongst trees, see wild life and just contemplate things is the best feeling ever. Trees are also the lungs of the

		<p>world and help so much with our atmosphere/air and a God send for climate change, to see a tree in full bloom is magnificent and lifts the spirit. Having easy access to these simple pleasures are a must and the more people come the more they spend which in turn boosts the local economies.</p>
	Officer Response	<p>We see the benefits of landscape and nature as being crucial to the health and well being of residents and visitors alike as being a fundamental part of both the AONB and DMP actions.</p>
	Modification	<p>None but definitely needs strong presence in action plan.</p>
13	Comment	<p>I like the emphasis on biodiversity conservation, through habitat and species conservation.</p> <p>Your understanding of recreation is missing a huge factor - sea kayaking. Anglesey is one of the premier sea kayaking destinations in the World, due to it producing some of the best sea kayaks and having some of the best training locations. We frequently have visitors from North America and Europe (particularly Scandinavia), who come specifically to sea kayak.</p> <p>Anglesey factories produce in excess of 3,000 sea kayaks per year. My sea kayak coaching/guiding business turns over £110,000 per year and brings 600+ kayaking visitors to the island. There are many more sea kayak coaching businesses.</p>
	Officer Comment	<p>Sea kayaking is certainly one of the best ways of appreciating the coast of Anglesey, and the draw of Anglesey to those involved in this activity is undeniable.</p> <p>This form of recreation when undertaken in a sensitive manner fits with the AONB goals. The local manufacturing of highly</p>

		regarded sea kayaks is also in line with our efforts to support local industries.
	Modification	Add reference to sea kayaking in Recreation section

Q8 – Policy



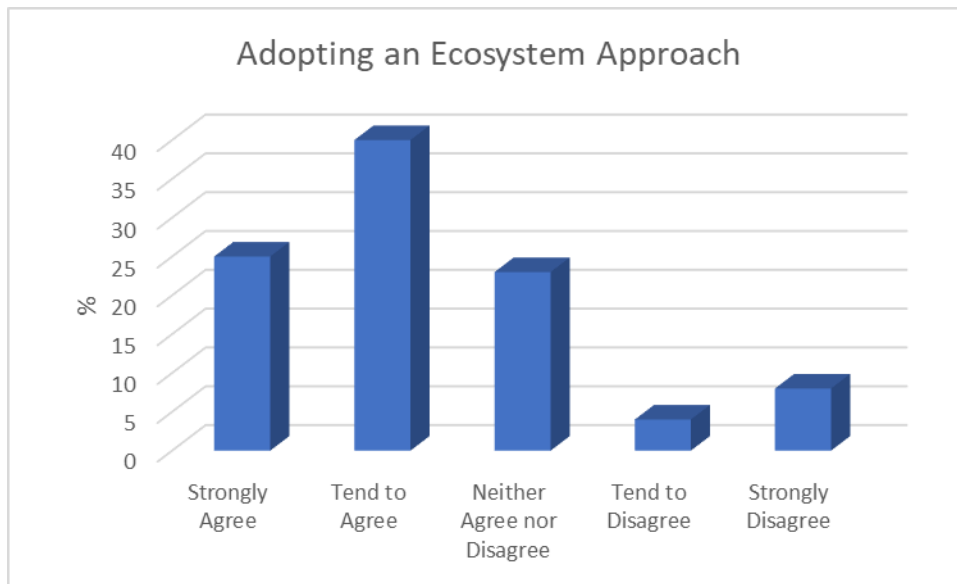
Observations

This section is rather ‘heavy’ for the general public and the result seen above is not unexpected. Policy is referenced as it is within the guiding principles of the requirements of the plan as set out by NRW.

14	Comment	Seems like these are statutory strategic / policy items that have to be considered / complied with.
	Officer Response	Noted
	Modification	None
15	Comment	It seems irrelevant whether I agree or disagree with the Policy context, because it is what it is and you have defined it as such. However, on the whole, the content of this section would seem to make sense. I would say that the legislative context does make for uncomfortable reading in the light of the proposed development at Penrhos, Holyhead. Despite the fact that outline planning permission was granted, I cannot see how the Land and Lakes Proposal can be anything other than unlawful in the current (never mind future) policy context and I hope that IoACC will reconsider it as soon as possible. The development can no longer be seen as 'in the National Interest' (if it ever was).

	Officer Response	The Land and Lakes planning application for Penrhos followed the due planning process. The AONB is a landscape designation and balances to needs of landscape and seascape, nature, communities, and economic development.
	Modification	None
16	Comment	I prefer to see what "Plans" you have for the area before passing any judgement.
	Officer Response	The 5 key Themes section illustrates the actions we intend undertaking during the period of the plan. An annually updated action plan will be undertaken to complement these.
	Modification	None
17	Comment	As usual, you ask ridiculous questions. I don't have the time to read all that and trust the compilers of the document gave done their homework. Are you trying to put stakeholders off filling in this questionnaire?
	Officer Response	How the plan fits into international, national and local policy forms part of the requirements as a statutory document. We appreciate that this results in a rather heavy section.
	Modifications	None – to reduce content would serve little purpose.

Q9 – Ecosystem approach



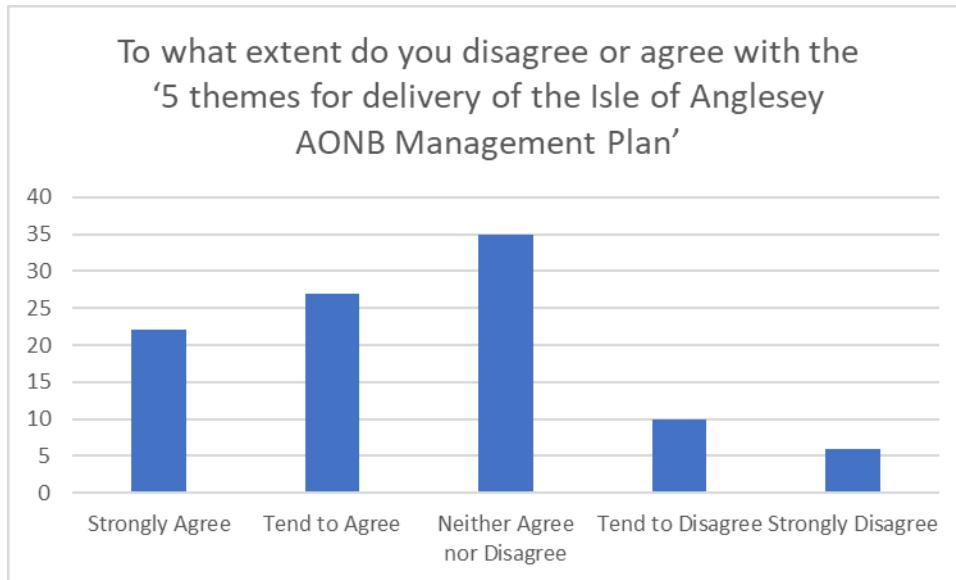
Observations

It is clear that respondents in the main understand the concept of an Ecosystem Approach as a consequence of either prior knowledge of the text within the plan. It is also clear that they feel such an approach is appropriate.

18	Comment	Although this plan is focused on the AONB, it is important to consider its impact on the wider area. I do not live inside the AONB, but am approx 3 miles inland - in a very rural and beautiful place, with dark skies and abundant wildlife, but with a 'sheep-grazed tree-less wilderness' around us. We are planting trees and trying to re-wild some of our 5 acres of land, trying to become self-sufficient and manage the land for biodiversity as best we can, without farming subsidies or grants. The issues that apply to the AONB would surely apply to other parts of the island so to consider it in isolation would be irresponsible, in my opinion.
	Officer Response	To work on a landscape scale you cannot use the boundary of the AONB as the determining factor as to appropriate management. Rivers are a good example where the impacts of nutrification happen inland and impact habitats within the AONB. We note the comment, but already work beyond the boundary.
	Modification	Will include reference to working beyond the boundary.

19	Comment	It's super hard to read that grid and understand what is being put forward. As a "grower" I would like to point out that it's not just "farmers" who produce food...I would never consider myself a farmer, but I produce lots of good food, as do many of the other growers on anglesey.
	Officer Response	Will look to find a graphical illustration to simplify augment the grid.
	Modification	Include graphical illustration if one is available.
20	Comment	I think what is in place is working
	Officer Response	Working to an Ecosystem approach and educating other departments and partners will only make further improvements.
	Modification	None

Q10 – Key Themes



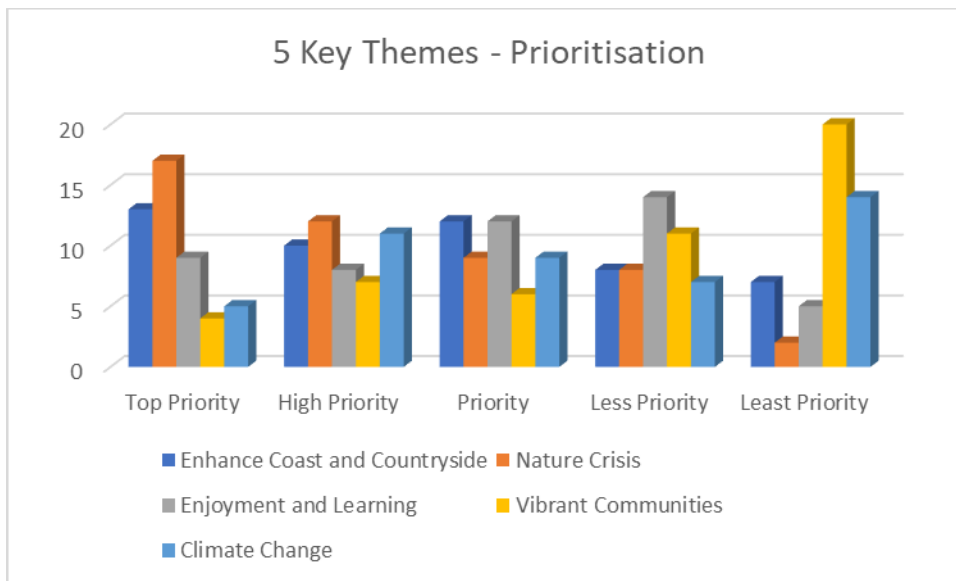
Observations

48% of the responses give a positive response to the 5 key themes being prioritised over the plans lifespan. These key themes fit with both the AONB purpose and link directly to other local and national policy. It is again postulated that the broadness of the AONB's remit is not fully understood.

21	Comment	<p>- I find it hard to separate out the 'tackling nature decline' and 'climate change' goals, but I accept that they do have slightly different focus.</p> <p>It would be good to see the Council committing to employing people to ACTIVELY promote wildlife and nature conservation, not simply 'working with partners' and in particular not just volunteer groups or charities to do this work. The council might lead by example in creation of more jobs in this regard. There is huge scope for creation of paid employment here for local people with lots of local knowledge and experience.</p> <p>I would also like to see a commitment to enforcing, not just 'working with partners' to tackle invasive species, including the invasive species that exist in Penrhos at present. In that regard, I see no evidence that Land and Lakes have managed, never mind, 'tackled' the invasive species - rhododendron in particular, but there are several other species mentioned in their extensive environmental survey which was carried out for the planning application. It might be seen as though they appear to be waiting for the full</p>
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		<p>go-ahead of their planning permission before they start any work whatsoever - even that which could be considered essential maintenance for the benefit of nature.</p> <p>Anglesey is very heavily infested with ragwort, too, which has always shocked me in the 20 years I have lived here. Some form of island-wide campaign to tackle ragwort would be of benefit. I appreciate that it is necessary to allow some to grow for cinnabar moths and other forms of insects - indeed we get it growing on our land and it seems impossible to eradicate without spraying - but it is particularly abundant in this county and it seems to grow out of control year on year.</p>
	Officer Response	Where failure to properly deal with INNS is evident or when cross compliance breaches are evident we will always inform the relevant body or department who have enforcement powers.
	Modification	None but noted.
22	Comment	It is super hard to get to grips with what is actually being proposed. This document should have been summarised succinctly for the consultation
	Officer Response	It is our intension to deliver a shortened version of the plan in due course.
	Modification	None but noted.
23	Comment	The AONB is mainly located along the coastline. Some parts of the AONB have already been destroyed by injudicious locating of caravans. Caravan sites are still being developed, without planning permission, within the AONB. I believe planning policy forbids such development but it is still going ahead. I would welcome a stronger reaction to any such developments.
	Officer Response	The AONB designation is taken into consideration in the planning process. Caravan parks for which no planning has been given should be tackled by planning enforcement.
	Modification	None but noted

Q11 – Prioritisation of Key Themes



Observations

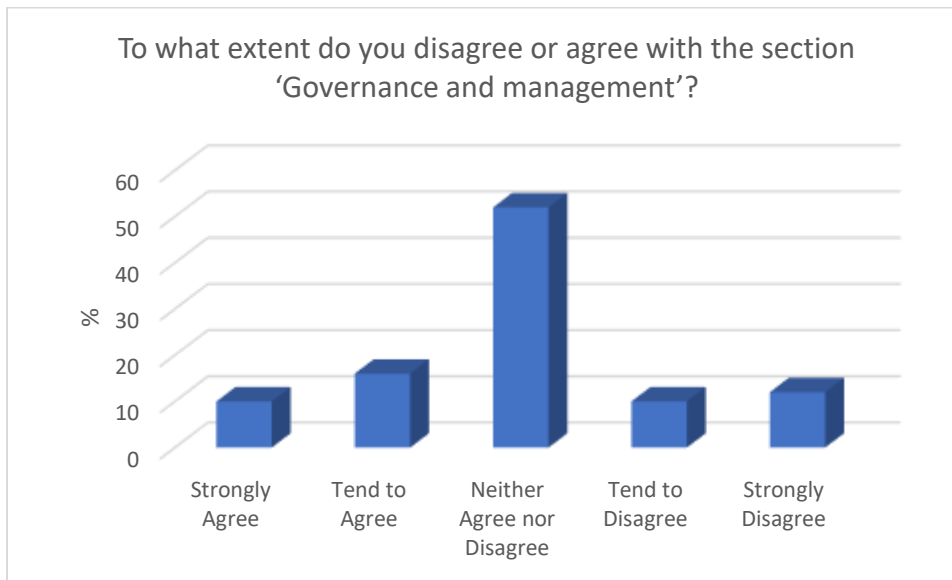
It is very interesting to see that clearly respondents identify two key themes as being of paramount importance. These being Enhancing Coast and Countryside and tackling the Nature Crisis. The sample size is very small, but it gives again an insight into that either the remit of the AONB is not fully understood, or that they simply are in peoples minds of priority.

24	Comment	<p>These issues are all so interlinked it was hard to rank in order of importance, but for me personally, tackling the nature crisis and climate change are top because without these, there is no point in any of the others. These must be prioritised, no matter the financial cost.</p> <p>If it was necessary to balance the needs of the natural environment with that of human 'enjoyment' then I would not object to limiting (and 'policing') visitor numbers to certain areas, eg the Tern colony at Cemlyn. I would not mind. I feel that as humans, we do not have a 'right' to enjoyment of the area, although I recognise the need to balance this with the benefit of tourist income.</p> <p>Since I live here, in a rural part of the island where neighbours are few and far between - I</p>
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		feel there is a lack of community at times and it is necessary to actively seek out groups and connections, which involve driving to a town. It is possible to feel very isolated, especially since Covid (although ironically it probably felt that there was MORE community then, as people walked past the house and said hello, checked on neighbours, etc - there was a sense that we were all in it together) and so I feel 'vibrant communities' in a working landscape is also very important.
	Officer Response	The value of the AONB and its ability to connect people should not be underestimated in terms of rural isolation. Our action plan clearly sets out the priorities in terms of alignment with community well being goals
	Modification	None.
25	Comment	I feel strongly that the status quo on the island is "local shop for local people" thinking, and the management plan is not addressing this problem. The local economy - and the local culture - has to adapt to the new reality, that there is no industry on the island and arguably, no place for industry other than tourism.
	Officer Response	Response Noted
	Modification	None
26	Comment	The climate emergency is the most important and urgent issue. It is increasingly becoming a potential extinction level event and authorities have a responsibility to the environment
	Officer Response	The climate emergency transcends all local policy and addressing the challenge forms a significant part in our action planning.
	Modification	None
27	Comment	As a teacher, these areas are extremely important as a resource, but we also have to protect these areas as the climate is changing. If the Council cuts down old forests, planting new trees will not have the

		same effect. By looking after the areas, the Council is sending a strong message to others that our parks and areas are vital in a world of climate change.
	Officer Response	The plan has a clear aim of addressing these issues, and the action plan highlights the need for a multi organizational/landowner response to mitigate the impacts of climate change. The corporate plan echoes this challenge.
	Modification	None – but noted

Q12 – Governance and Management



Observations

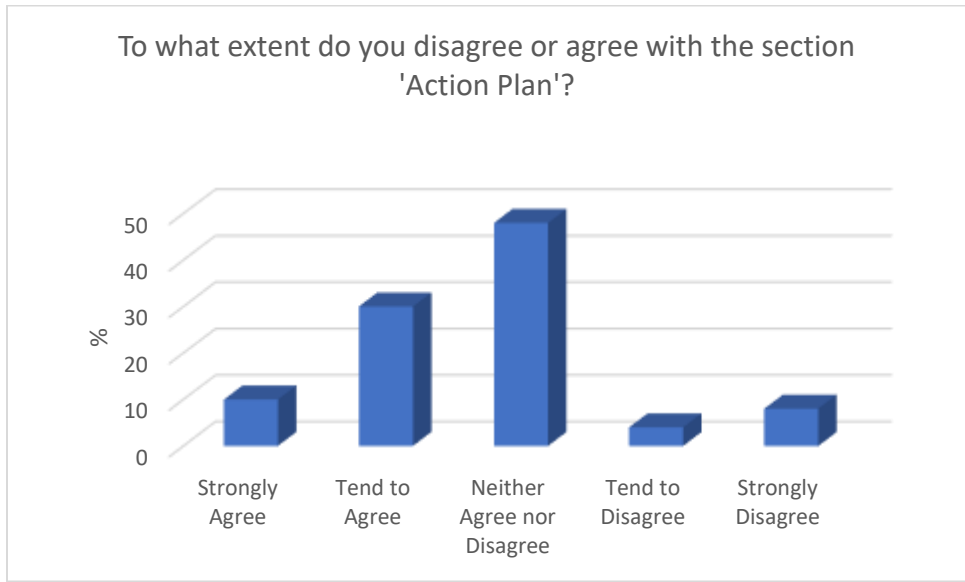
The survey suggests a significant level of apathy towards the governance and management, but likely as a consequence of limited knowledge, or disenchantment as a consequence of Penrhos or other issues which people perceive as a failure to protect the AONB.

28	Comment	More needs to be done. Areas need to be protected and managed rather than hoping that the community will do it for you. People have to be inspired to plant trees and to look after the areas. Not 'pass the buck' to the community.
	Officer Response	Communities play an important role and need to have a sense of ownership of the AONB, and feel able to directly contribute to actions for improvement. But this needs to be backed up by a strong commitment to deliver the positive change needed to tackle major challenges. The staff structure is currently comparatively strong, and through a more holistically thinking mindset within the LA, support can be gained by other departments.
	Modification	Add text related to this issue.
29	Comment	On Anglesey councils past record where they have destroyed vast swathes of our countryside to accommodate large caravan parks that look like POW camps (just look at Google earth along the east coast of the island its a huge blot on the

		landscape) I hold out very little hope for the future under their management
	Officer Response	The AONB should not be a blocker for appropriate development, but through ensuring a better understanding of its importance development should be more appropriate and mitigation measures stronger. Where proposals are deemed inappropriate, the existing planning system should act to protect the important assets of Anglesey.
	Modification	None but noted
30	Comment	There is nothing inherently good about staff "retention"; nor about making temporary positions permanent. The best staff for the job should be the staff doing the job. If they're not good, they should go. New ideas and input are generally a good thing. YMCC has a tendency to be a rather stagnant environment (speaking from experience). It might be more beneficial to seek more external inputs and evaluations from a diverse range of contractors rather than continuing to stagnate.
	Officer Response	Noted
	Modification	None
31	Comment	This section is quite vague. I feel confused by the term 'interpret and promote the AONB' - I am not sure what 'interpret' means in this context, however in principle it seems to be a good set of objectives. I wonder if 'stakeholders and partners' might also include health and wellbeing-related organisations (including the NHS) and whether better links to the NHS might be created, including collaborations with the NHS Forest and other initiatives that exist to promote the benefits to health.
	Officer Response	Communication Plan needed – reference to this needed in this section.
	Modification	Add text
32	Comment	The failure of the county council and the Welsh Government to ensure the future of Parc

		Penrhos as a vital place for the local community is painful.
	Officer Response	The Land and Lakes planning application for Penrhos followed the due planning process. The AONB is a landscape designation and balances to needs of landscape and seascape, nature, communities, and economic development.
	Modification	None
33	Comment	I strongly disagree because Anglesey Council are not managing the governance of Penrhos they are pandering to land and lakes and haven't even met with any of the campaigners so they can show Anglesey Council that land and lakes have lied when they say they have began working in Penrhos they have accepted photographic evidence despite counsellors saying they were willing to visit the site and see for themselves and despite the fact in the interest of transparency that the planning committee have not seen those photos the legal team strongly deny that work has begun as have the locals and some councillors so please visit this site and check this out and produce the photos for all the planning committee to see for themselves please start to Govern this disaster
	Officer Response	The Land and Lakes planning application for Penrhos followed the due planning process. The AONB is a landscape designation and balances to needs of landscape and seascape, nature, communities, and economic development.
	Modification	None

Q13 – Action Plan



Observations

The actions as set out in the plan are predominantly accepted although nearly 50% of the respondents had no strong opinion.

34	Comment	Great ideas, action needed to implement
	Officer Response	It is imperative that we deliver the actions, and equally importantly pass on the stories of our work to the communities and visitors who will gain from them, understand the area better, and raise the profile of the AONB.
	Modification	Include information on comms plan
35	Comment	All are good words but need to be acted upon. I refer again to destruction on woodland habitat at Penrhos to the detriment of nature and the community. Daytime access for at most a couple of hours by locals and visitors has far less damaging impact on nature than over 1000 people living there 24/7. There is a mention of tranquility yet the Trac is allowed to exist in an AONB. I appreciate it has been there for some years but the number of events has increased dramatically causing significant traffic issues locally and constant noise particularly when there are motorbike events, This adversely affects the enjoyment of the tranquility by residents and visitors. As an 'Energy island' can't

		council insist they move to use non-fossil fuel, quiet technology for racing, not least given climate change?!
	Officer Response	The Land and Lakes planning application for Penrhos followed the due planning process. The AONB is a landscape designation and balances to needs of landscape and seascape, nature, communities, and economic development. It is important that individuals, and all sectors including the private sector collectively seek solutions to the impact of climate change. This is a common thread both in the AONB Plan and the DMP.
	Modification	None – felt we have this covered already
36	Comment	I'd love you to do everything you have said but I think this is just a box ticking exercise
	Officer Response	It is imperative that we deliver the actions, and equally importantly pass on the stories of our work to the communities and visitors who will gain from them, understand the area better, and raise the profile of the AONB.
	Modification	Include information on comms plan
37	Comment	Theme 1 - inappropriate development ! Penrhos (This is starting to feel like a joke) how can you propose this document, when you don't follow its content CC 1.4 Well-being of future generations act Objective 3 - development! CCC 3.3 - implement it now
	Officer Response	The Land and Lakes planning application for Penrhos followed the due planning process. The AONB is a landscape designation and balances to needs of landscape and seascape, nature, communities, and economic development.
	Modification	None
38	Comment	As I said earlier, I feel some actions need to be bolder.

	Officer Response	It is important that in a time where action is needed to combat many of the challenges that we are seen to lead from the front. This will require a collective response from partners and communities. The plan and associated action plan is a working document and we will look to being as ambitious as is possible moving forward.
	Modification	None – will be taken into consideration when delivering action plan.

Anglesey AONB Management Plan – Annex1

Policy Context

International

International Union for Conservation of Nature Category V Landscape

The AONBs of Wales, alongside those in England and Northern Ireland, together with the UK's national parks, are part of a family of protected areas defined by the International Union for the Conservation of Nature (IUCN) as Category V – protected landscapes. These are known as cultural landscapes, formed by a close interaction between nature and the actions of human populations. Category V landscapes are defined by IUCN as landscapes where:

'...the interaction of people and nature over time has produced an area of distinct character with significant ecological, biological, cultural and scenic value: and where safeguarding the integrity of this interaction is vital to protecting and sustaining the area and its associated nature conservation and other values.'

Through this categorisation the management of an AONB can become an exemplar in area-based sustainable development which can highlight opportunities of other area-based management schemes.

The European Landscape Convention (ELC)

The ELC is a Europe-wide concept centred on the quality of landscape protection, management and planning. It was adopted by the Council of Europe in 2000 and ratified by the UK government in 2006. The signatory states have declared that they are:

'...concerned to achieve sustainable development based on a balanced and harmonious relationship between social needs, economic activity and the environment.'

It defines landscape as:

'...a part of the land, as perceived by local people or visitors, which evolves through time as a result of being acted upon by natural forces and human beings.'

Identifying and assessing landscapes should be a collaboration between field research by professionals and the perceptions of local inhabitants. It covers all landscapes, from the ordinary to the outstanding, that determine the quality of people's living environment.

People should be at the heart of landscape management policy, embodying their aspirations for the landscape features of their surroundings. The public is encouraged to take an active part in the landscape's protection, conservation and management, helping to influence changes and in planning its

management. AONBs and their partnership members can make a valuable contribution to delivering the aims of the ELC.

National (UK)

A Green Future – 25-year Plan to Improve the Environment (2018)

The UK Government's 25-year Environment Plan, published in 2018, set out a long-term approach to help the natural world regain and retain good health. The key points in the plan are:

'We will conserve and enhance the beauty of our natural environment, and make sure it can be enjoyed, used by and cared for by everyone. We will do this by:

- Safeguarding and enhancing the beauty of our natural scenery and improving its environmental value while being sensitive to considerations of its heritage.
- Making sure that there are high quality, accessible, natural spaces close to where people live and work, particularly in urban areas, and encouraging more people to spend time in them to benefit their health and wellbeing.
- Focusing on increasing action to improve the environment from all sectors of society.'

Key proposals include the government seeking to embed a 'net environmental gain' principle for development to deliver environmental improvements locally and nationally, and developing a Nature Recovery Network that will provide 500,000 hectares of additional wildlife habitat to link existing protected sites and landscapes. Its aims are that recovering wildlife will require more habitat in better condition in bigger patches that are more closely connected.

The Environment Act 2021

The Act is the new government framework of environmental protection following the UK's withdrawal from the European Union. New laws relate to natural protection, water quality, clean air and environmental protections that originally came from the EU. It sets long-term, legally binding targets for environmental improvement and strengthens the duty on public bodies to conserve and enhance biodiversity, including introducing a net gain for biodiversity through the planning system.

The CRoW Act and the significance of AONBs

The purposes of AONBs are set out in the Countryside and Rights of Way (CRoW) Act 2000.

Section 82 of the Act defines the primary purpose of the designation is to conserve and enhance natural beauty. Two other purposes were also defined:

- In pursuing the primary purpose account should be taken of the needs of agriculture forestry, other rural industries and of the economic and social needs of local communities. Particular

regard should be paid to promoting sustainable forms of social and economic development that in themselves conserve and enhance the environment.

- Recreation is not an objective of designation, but the demand for recreation should be met so far as this is consistent with the conservation of natural beauty and the needs of agriculture, forestry and other uses.

Section 85 places a duty on all public bodies to have regard to the purposes of conserving and enhancing the natural beauty of the area... It is not the purpose of designation to stop development but the planning authorities will consider any development proposal to ensure that it does not unduly harm the character and appearance of the AONB.

Section 89 requires local authorities in whose area an AONB lies to produce AONB management plans and then review and adopt these plans at intervals of no more than five years.

National (Wales)

Future Wales – The National Plan for Wales (2021)

The National Plan for Wales sets out the direction for development for Wales to 2040. Its strategy addresses key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience, developing strong ecosystems and improving the health and well-being of our communities. It forms the highest tier of development planning in Wales.

The Environment (Wales) Act (2016)

The Environment Act provides the legislation needed to plan and manage Wales' natural resources in a more proactive, sustainable and joined-up way. It aims to make Wales a low carbon, green economy able to adapt to the impacts of climate change.

The Act promotes sustainable uses of natural resources; provides targets for reducing emissions of greenhouse gases; makes changes to the law about land drainage and byelaws by Natural Resources Wales and makes various provisions for waste collection and disposal, fisheries and marine licences, and establishes a Flood and Coastal Erosion Committee.

The Act requires Natural Resources Wales (NRW) to produce a State of Natural Resources Report that assesses how well resources are being managed sustainably, it enables the Welsh Government to produce a national policy for sustainable management and requires NRW to produce a local evidence base to help with the implementation of priorities.

The Well-being of Future Generations (Wales) Act 2015

This Act provides a legally-binding common purpose to all levels of government and specified public bodies to improve the well-being of Wales. The Act requires the specified organisations to carry out sustainable development, making it their core principle to improve economic, social, environmental and cultural well-being aimed at achieving seven well-being goals:

- A prosperous Wales – recognising the limits of the global environment, using resources efficiently and proportionately, and developing a skilled and well-educated population in an economy that generates wealth and provides employment opportunities.
- A resilient Wales – a natural environment with healthy ecosystems that support social, economic and ecological resilience.
- A healthier Wales – people’s physical and mental well-being is maximised.
- A more equal Wales – enabling people to fulfil their potential regardless of their background or circumstances.
- A Wales of cohesive communities – attractive, viable, safe and well-connected communities.
- A Wales of vibrant and thriving Welsh language – promoting and protecting culture, heritage and the Welsh language.
- A globally responsible Wales – taking account of the global impact of improving economic, social, environmental and cultural well-being.

The Act emphasises the importance of considering the well-being of people alongside the well-being of Wales, connecting sustainable development to people and their quality of life.

Public Services Boards have been established throughout Wales to ensure that public bodies work together to create a better future for the people of Wales. Key points from the 2022 five-yearly report by the Anglesey Board found that for environmental issues:

- Anglesey’s diverse natural environment is an important resource that has a positive impact on social, cultural and economic well-being.
- Climate change is a global challenge that is having an impact on well-being in Anglesey, as some communities are at high risk of flooding, extreme weather conditions and landslides and putting the area’s nature and habitats under increasing pressure.
- Protecting nature and biodiversity is important for decarbonisation.
- Anglesey is under relatively high agricultural pressure and unsustainable farming is damaging the environment.

Many of the objectives and actions in this management plan will help to achieve the seven well-being goals.

The Historic Environment Act 2016

The Act makes improvements on previous legislation, providing a legal framework for the designation, protection and management of scheduled monuments in Wales. The Act gives more effective protection to listed buildings and scheduled monuments and enhancing existing mechanisms for the sustainable management of the historic environment.

It will make it is easier for owners or developers to create sustainable new uses for unlisted historic buildings and enable authorities to act quickly if a listed building is under threat from unauthorised works.

Valued and Resilient: The Welsh Government’s Priorities for Areas of Outstanding Natural Beauty and National Parks (2018)

This Welsh Government report provides a statement on the future of AONBs and National Parks in Wales. The statement has four goals:

- That they are Valued Places which reach out beyond traditional audiences and engage a more diverse cross-section of Welsh society to feel they have a stake in these national landscapes.
- That they contain Resilient Environments where the value of nature is enhanced and the decline in biodiversity is reversed.
- That they support Resilient Communities where the relationship between people and the environment has shaped these landscapes and their communities.
- That AONB partnerships and National Park authorities must adopt Resilient Ways of Working where they champion collaborative approaches to maximise the benefits and tackle the challenges faced in these landscapes.

The statement emphasised that AONBs and National Parks should exemplify approaches to reconciling tensions around competing demands for natural resources, which will be aided in AONBs by the management plan.

[Natural Resources Wales / Our corporate plan to 2030 - Nature and People Thriving Together](#)

Text to be included when details available

[Biodiversity deep dive: recommendations | GOV.WALES](#)

Text to be included when details available

Welsh National Marine Plan (2018)

6.3.13 This is the first marine plan for Wales and is aimed at guiding the sustainable development of the marine area to support economic, social, cultural and environmental objectives. The visions for the plan are that the Welsh seas are clean, healthy, safe, productive and biologically diverse:

- Natural resources are sustainably managed, and seas are healthy and resilient, supporting a sustainable and thriving economy
- Health and wellbeing are improved
- More jobs and wealth are created, helping coastal communities become more resilient, prosperous and equitable with a vibrant culture
- The Welsh marine area is making a strong contribution to energy security and climate change emissions targets.

The plan's objectives align closely with the objectives of this management plan by guiding the sustainable management and development of the coast and coastal communities.

Water Framework Directive (WFD) (2017)

The WFD is a Europe-wide initiative developed by the European Commission to enhance river and water quality. It provides a single framework that would align water management policy throughout Europe. The framework's key aims are:

- Expanding the scope of water protection to all waters, surface waters and groundwater.
- Achieving 'good status' for all waters by a set deadline
- Water management based on river basins
- Combined approach of emission limit values and quality standards
- Getting the price right
- Getting the citizen involved more closely
- Streamlining legislation

The Framework obliges Great Britain to meet targets for the ecological and chemical status of waterbodies. Any works that could affect the hydrology, ecology or water quality of any classified waterbody needs to be assessed under the WFD to demonstrate how impacts will be mitigated or the waterbody enhanced to achieve good status. Groundwater is also assessed for its quantitative and chemical status.

West of Wales Shoreline Management Plan 2 (2012)

A Shoreline Management Plan (SMP) is a large-scale assessment of the risks associated with coastal evolution. It presents policies to tackle these risks to people and to the developed, historic and natural environment, in a sustainable manner. It does not set policy for anything other than food and coastal erosion risk management. However, it aims to provide a context for management decisions in other sectors of coastal management.

The coast of the Isle of Anglesey is considered within the West of Wales SMP under coastal areas F and G. These take into account predictions for sea level rise and climate change for 50-year and 100-year

periods. Policies range from doing nothing to holding the coastal line in order to protect land and property, and will influence AONB management.

North West Wales Area Statement

This area statement, produced by Natural Resources Wales with extensive community participation, provides an overview of the landscape of north west Wales from the perspective of the people who live and work there. The outcomes of the process to produce the statement include identification of a wide range of issues that impact on the environment of the area, a wealth of actions that can help to mitigate the issues and a commitment to working collaboratively between organisations and communities. The ethic of this approach resonates well with the process of developing and implementing this management plan. The four key themes of the statement are:

- Encouraging a sustainable economy
- Reconnecting people with nature
- Seeking opportunities for a resilient ecosystem
- Supporting sustainable land management

Two cross cutting themes are:

- Climate and emergency
- Ways of working

AONB Management Plans are legally required to take account of Area Statements and the State of Natural Resources Report (SoNaRR). Area Statements must take account of relevant plans including AONB Management Plans under a901A of the CRoW Act 2000.

Marine Area Statement

The Marine Area Statement covers the inshore waters of Wales extending out 12 nautical miles and making up 43% of the Welsh territory.

The Marine Area Statement sits alongside the Area Statements and has three core themes which link to a wide range of the key themes and actions included in the AONB Management Plan:

- Building the resilience of marine ecosystems
- Making the most of marine planning
- Coastal adaptation and nature-based solutions

The Marine Area Statement also promotes reconnecting people with Welsh seas through actions such as ocean literacy and citizen science, together with raising awareness of the benefits that marine and coastal areas can provide to support wider well-being.

Local

Council Plan

The Council Plan sets out the local authorities' priorities for the period 2023-28, with a clear vision to create an Anglesey that is healthy and prosperous where people can thrive.

It sets out 6 key objectives against which its progress will be measured. They are :

1. Social Care and Well-being – providing the right support at the right time
2. Education – ensuring an effective provision for today and for future generations
3. Housing – ensuring that everyone has the right to call somewhere home
4. Economy – promoting opportunities to develop the Island's economy
5. Climate Change – responding to the crisis, tackling change and working towards becoming a net zero organisation by 2030
6. The Welsh Language - increasing opportunities to learn and use the language

The plan recognises the importance of the AONB in delivering these key objectives, and in particular the role it plays in tackling the nature and climate crisis, and economic and social benefits to the island.

Anglesey and Gwynedd Joint Local Development Plan 2011-2026

This plan is the statutory development plan for Anglesey, providing a framework for local decision-making and determination of development issues in relation to conservation interests.

The plan recognises that Anglesey has a distinctive and diverse landscape, incorporating both the Isle of Anglesey AONB and entire island as an UNESCO Global Geopark. It appreciates that the character and beauty of the landscape significantly improves the quality of life of residents and has major social and health benefits.

Strategic Policy PS19 of the plan determines that development will be managed in a way that conserves and, where appropriate, enhances the distinctive natural environment, countryside and coastline, and proposals that have an adverse effect on them will be refused unless the benefits of the development clearly outweigh the value of the site.

Policy AMG1 is a requirement to refer to the aims and objectives of the management plan when considering planning proposals.

Proposals within or affecting the setting and / or significant views into and out of the Areas of Outstanding Natural Beauty must, where appropriate, have regard to the relevant Area of Outstanding Natural Beauty Management Plan.

Anglesey Energy Island

The Energy Island Programme was established in 2010 and is part of the Isle of Anglesey Council's approach to socio-economic development. The programme is working in partnership with key stakeholders to ensure Anglesey is an exemplar in the transition to a prosperous and resilient low carbon economy.

The Programme is engaging with a wide range of low carbon technology, research and development which includes wind, hydrogen, tidal, solar and nuclear as well as the associated grid infrastructure.

The Programme seeks to ensure that all development and projects provide high quality local jobs, education and supply chain opportunities, while protecting and enhancing the natural environment and enabling the Welsh Language and culture to thrive in vibrant communities.

Anglesey Energy Island vision

Theme 1: 'Growth in new technology, research and development, and innovation'

A place that enables growth in new low carbon technology, research and development, and innovation, while safeguarding and building on existing sectoral strengths such as the visitor economy.

Theme 2: 'Creating local jobs, building skills, thriving businesses'

An inclusive place providing access to employment, education and new high quality local jobs supporting the economic recovery of the island and North Wales post pandemic.

Theme 3: 'Resilient and cohesive communities, supporting a strong sense of place'

A place to be proud of, where the Welsh language and culture are thriving and vibrant, fostering community pride and the spirit of entrepreneurship, enabling a better quality of life for our people.

Theme 4: 'Responsible, pioneering, and timely climate action'

At the forefront of the low carbon energy transition, maximising local jobs and supply chain opportunities.

Theme 5: 'A balanced environment'

Support the wellbeing of current and future generations through building long-term working partnerships and community collaboration, with a need to preserve, enhance, and improve biodiversity, the natural environment and unique island heritage.

From the perspective of Anglesey's AONB, the Programme is seeking for all low carbon technology development proposals to have regard to the AONB designation and its primary purpose of conserving and enhancing natural beauty.

Destination Management Plan

The visitor economy is fundamental to the sustainable economic position of Anglesey, and the strategy highlights the commitment to further enhancing this. However, it has become increasingly evident over the past 3 years that unchecked tourism can adversely impact the lives of people and the unique qualities which make the Island so synonymous and drive the vast majority of tourist activities.

The Plan will redress this imbalance and ensure through a new multi organisational/interests group that the benefits of a vibrant and diverse offer is able to enhance the key qualities of language, culture, environment and heritage.

A drive for improvements to infrastructure such as car parking, toilets and access provision is a key part of the strategy, and by ensuring these critical building blocks are in place, we will have greater opportunities to release the potential of enhanced sustainable tourism offers which will bring about economic, social, health and wellbeing benefits to visitors and the people of Anglesey.

The Plan draws together all responsibilities and priorities of Destination and will act as template for a more collaborative and holistically minded approach to destination management moving forward.

We have developed 4 key principles to guide the direction of our work, and that of partners and stakeholders.

These are:

1. Celebrate, Respect and Protect our Communities, History, Language, Culture and Heritage
 - A visitor economy where the local communities feel ownership and empowered to drive forward the regenerative tourism model.
 - A visitor economy which embraces and sustainably utilises the existing strengths of our language and culture and brings our heritage to a wider audience.
 - A visitor economy where the culture is embraced, and at the heart of all product and promotional activities
2. Enhance the Visitor Experience Offer and Economic Sustainability
 - A visitor economy which can grow sustainably based around a high-quality offer where visitors value and respect Anglesey's culture, heritage and environment.
 - A visitor economy which is based around activities and experiences which take advantage of, but do not degrade the culture, heritage and environment.
 - A visitor economy where quality visitor infrastructure and access provision offer enhanced recreational opportunities and with this improved health and wellbeing.

3. Maintain, Enhance and Respect our Environment, and plan to mitigate impacts of Climate Change

- A visitor economy where the natural environment is understood and enhancements to natural capital bring about benefits in terms of wellbeing to all.
- A visitor economy where activities are in harmony with the natural environment, and enhance both the offer and the land and sea upon which they take place.
- A visitor economy which becomes more 'climate change ready' and is increasingly carbon neutral.
- A visitor economy where users are empowered to directly contribute to tackling both the nature and climate crises.

4. Ensure that the advantages to Anglesey communities outweigh any disadvantages, and as a result social and well being benefits are seen.

- A visitor economy whose infrastructure and resources are enhanced to the benefit of local communities, and adapts to mitigate the impacts of climate change.
- A visitor economy where local people are given the opportunities to be at the heart of the offer, taking advantage of new skilled roles and local supply chains.
- A visitor economy with sustainability at its core and able to grow in economic and social value and provide health and wellbeing opportunities for all.

Anglesey Flood Risk Management Strategy 2013

This strategy is an important step towards understanding and managing flood risk in Anglesey. It highlights how the Council can work better with organisations and communities towards reducing flood risk while balancing the needs of communities, the economy and the environment. The Council, as Lead Local Flood Authority, will focus on tackling local flood risk, including flooding from surface water, groundwater and watercourses such as rivers and streams. Main river flooding is the responsibility of Natural Resources Wales, guided by a National Flood and Coastal Erosion Risk Management Strategy.

AONB Management Plan – Annex 2

Anglesey AONB's public benefits

Provisioning services	Regulating services	Cultural services	Supporting services
Products of ecosystems such as water, food and the supply of raw materials	The results of natural processes such as water purification and air quality	Non-material benefits that result from our interaction with the natural environment	Functions provided by ecosystems that underpin all the other services
Water supply	Air quality	Cultural heritage values	Soil formation
Clean water is essential for life. The fenlands and reedbeds in the river catchments of Anglesey perform an important cleansing function in the provision of drinking water	Plants and trees are central to the cycle of oxygen and carbon dioxide in the atmosphere. They have an important role to play in regulating levels of air pollution	Human influence and settlement can be traced back to the Mesolithic hunter gatherers and early agriculture. The AONB has a rich historic heritage in terms of its art, culture, ancient monuments historic buildings and industry. This has great social, as well as economic value. Regional character and sense of place enhances local identity and provides distinctiveness through sustaining Welsh communities.	Soil is formed by the interaction between plants, micro-organisms and the underlying geology. We depend on healthy soils for growing food. Soils are slow to form but can be quickly degraded by poor land management, erosion and the impacts of weather and climate
Food production	Climate regulation and carbon storage	Recreation and tourism	Primary production
Farmers in the Anglesey AONB produce food and other raw materials. The farmed environment is a major producer of sheep and cattle as well as other local produce such as cheeses and vegetables. Food production in the AONB contributes to direct and ancillary employment.	The range of habitats within and adjacent to the AONB have an influence on climate at both local and global scales through the capture and storage of carbon from the atmosphere. The fens found on Anglesey are large areas of peat that help store approximately 750,000 tonnes of carbon	Recreation and tourism are an important element in the economy of Anglesey and the varied coastline, rich wildlife, coastal path and other visitor attractions of the AONB contribute significantly to this industry. All year round and seasonal employment are major contributors to the tourism and recreation industry	We rely greatly on processes such as photosynthesis where plants use solar energy to convert water, carbon dioxide and nutrients into oxygen and biological growth which provides food and other raw materials
Timber	Water flow and flood regulation	Health and wellbeing	Nutrient cycling
Broadleaved woodland and coniferous forest, cover around 13.4% of the total area of the AONB. Many estate woodlands are under sound management. There is great potential	The water catchments, rivers, streams, marshes, bogs and fens help regulate the flow of water and drainage of the land through storage and reducing surface run-off. If properly managed they	The landscape and seascape of the Anglesey AONB provides opportunities for a range of activities that help contribute to the health and well-being of local communities, health care	Plants, animals and micro-organisms are essential to the natural cycle of nutrients and help maintain soil and water quality. Increased levels of nutrients such as nitrates and

for bringing other areas of woodland into active management through community participation	can help reduce flooding at times of high rainfall and sustain river flows and surface water levels during droughts	groups and visitors	phosphates from sewage and fertilisers can result in poor water quality and loss of biodiversity
Energy	Erosion regulation	Tranquillity	Water cycling
The AONB has the potential to accommodate a range of renewable energy schemes that are compatible with its special qualities. There is scope for developing small scale and village energy schemes	The coastline of Anglesey is prone to erosion in a certain number of locations due to tidal action and increasingly, storm events. This can be both positive and negative. Areas of saltmarsh absorb wave energy in storms that might otherwise erode the coastline. Inland, the risk of erosion can be managed through tree and vegetation cover and by taking care over cultivation over large areas or on slopes	Relative tranquillity is recognised as a special quality of the AONB. It provides a resource and a benefit that is greatly valued. Tranquillity is also important at night and the dark skies of Anglesey are increasingly recognised as being of high importance	We rely on the natural environment and its functions to provide us with fresh water
Genetic diversity	Soil quality	Spiritual and inspirational values	Biodiversity
The biodiversity and seed bank within the AONB are a resource for the future. Local breeds help maintain important genetic diversity and contribute to both our cultural heritage and local distinctiveness	Varying soil types provide a mosaic of habitats and various crops	Anglesey is renowned for its coastal landscape and its sense of place. The area has provided inspiration for artists and writers. It continues to provide people with the opportunity to understand and enjoy its special qualities. The area enables people to escape, be inspired, and find spiritual renewal.	Plants and animals drive many of the processes that result in a healthy ecosystem and the benefits we get from it. It is vital to conserve the diversity of species and habitats, as they underpin the processes we rely on to sustain our lives
	Water quality		
	Disease and pest regulation Natural processes such as predation and climatic conditions help to control the spread of disease and pests		
	Pollination		
	The effective pollination of crops by bees and other pollinators is vital to the life cycle of many plants. The AONB relies on this 'natural service' for growing food crops as well as other plants and wildflowers		

AONB Management Plan

Annex 3 – Policy Objectives and Actions

THEME 1

Conserving and Enhancing Countryside and Coastal Character

7.1.2 The association between Anglesey AONB’s landscape and seascape is one of its key defining features. Its cliffs, beaches, dunes and estuaries contrast and complement the heaths and grasslands forming the backdrop to the coast. Communities over centuries have shaped the land and traded from its coastal communities forming a rich blend of the natural and the man-made. It has a natural beauty and sense of tranquillity that provides it with special qualities that set it apart from mainland Wales.

7.1.3 The Anglesey coastline with its beaches has been a popular tourist destination for generations. Pressures for development and the need to protect its natural and historic features are challenges for the AONB’s management.

AIM

The natural beauty, special qualities and distinctiveness of the landscape of the Isle of Anglesey AONB, including its natural, cultural and historical features, will be maintained, conserved and enhanced for the benefit of present and future generations.

What are the key forces for change?

Increased woodland planting	Scrub development
Changes to agricultural policy and practices	Conifer planting
Income diversification on farms	Invasive Non-Native Species (INNS)
Economic pressures and threats	Climate change
Second homes, and their impact on culture, community and language	Inappropriate development
Sea level rise, and the subsequent need for sea defences tied into managed retreat	Neglect and lack of management of cultural heritage sites
Recreation pressures	Marine pollution
Pollution	Lack of public awareness
Decline in traditional light grazing	Government policy, including post-Brexit environmental legislation

Who are the key partners?	
Natural Resources Wales	Countryside and AONB Unit
Landscape and wildlife organisations	Welsh Government
Cadw	Bangor University
Landowners, communities	JAC
Local authority staff	

What are the key policy influences?	
European Landscape Convention	Water Framework Directive
Welsh Government Natural Resource Policy	Local Development Plan
UK Environment Act 2021	West of Wales Shoreline Management Plan
Environment (Wales) Act 2016	Post-Brexit agri-environment and rural development schemes
Well-being of Future Generations (Wales) Act 2015	Wales National Marine Plan
Historic Environment (Wales) Act 2016	North West Wales Area Statement and Marine Area Statement
The Conservation of Habitats and Species Regulations 2017	Planning Policy Wales 11

Further NRW guidance on the following can be found in the AONB Strategic Environmental Assessment document –

- Visual sensitivity of the marine settings of Wales’s Designated Landscapes to offshore wind farms
- Tranquility and Place
- Using LANDMAP in Landscape and Visual Impact Assessment.

Objective 1: Landscape/Seascape

The coastal landscape and seascape are actively conserved where appropriate, enhanced.

Policies

CCC 1.1 LANDMAP is used as the process by which the landscape character of the AONB is valued and assessed.

CCC 1.2 The Anglesey Seascape Character Assessment is used to help determine the likely impacts of marine developments on the special qualities and features of the AONB.

CCC 1.3 There is a need to maintain the accessibility and conservation interest of sites of geological and geomorphological importance.

CCC 1.4 Elements of the landscape that have been degraded and lost their character will be restored and enhanced to safeguard the quality of the landscape.

Objective 2: Historic Landscape and Culture

Historic, archaeological and cultural sites are protected from development that degrades the special qualities of the AONB and interpreted to increase people's understanding of their value.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

CCC 2.1 Encourage relevant agencies to work together to identify, protect and actively conserve the historic, archaeological and cultural resources of the AONB.

CCC 2.2 Support the use of traditional skills and practices during restoration of the AONB's special qualities.

CCC 2.3 Ensure that high quality, co-ordinated and consistent interpretation material is provided to inform people about the rich history and culture of the AONB.

Objective 3: Development

Planning Policies protect the special qualities of the landscape, ensuring that all development within and adjacent to the boundary of the AONB is compatible with the aims and objectives of the designation and that new developments enhance local character.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

CCC 3.1 All development proposals within and up to 2Km adjacent to the AONB will be rigorously assessed to minimise inappropriate development which might damage the special qualities and features of the AONB.

CCC 3.2 All new developments and re-developments within and up to 2Km adjacent to the AONB will be expected to adopt the highest standard of design, materials and landscaping in order to conserve and enhance the special qualities and features of the AONB and to be respectful of the local context. Proposals of an appropriate scale and nature, embodying the principles of sustainable development, will be supported.

CCC 3.3 Ensure that planning policies reflect the statutory duty of the Council to conserve and enhance the special qualities and features of the AONB.

CCC 3.4 Continue to encourage the under-grounding of existing and proposed power and telephone lines.

CCC 3.5 Continue to encourage the highest standards of equipment design for telecommunication masts to minimise their visual impact on the special qualities and features of the AONB.

Objective 4: Peace and Tranquillity

Unspoilt panoramic views, dark skies and tranquillity are safeguarded from development that would degrade the special qualities of the AONB.
(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

CCC 4.1 Work to maintain and enhance the solitude, dark skies and natural beauty of the AONB.

CCC 4.2 Work towards securing Dark Skies status for Anglesey.

CCC 4.3 Ensure noise intrusion into the AONB is within acceptable limits.

Objective 5: The Ecosystem Approach

A model is agreed among partners and key stakeholders for applying an ecosystem approach to the management of the natural environment.
(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

CCC 5.1 Promote the role that the Ecosystem Approach has in relation to integrated sustainable land management and the wider landscape of the AONB and the range of goods and services this delivers.

CCC 5.2 Ensure that the impacts of climate change on the Anglesey AONB are recognised and understood and that mitigation and adaptation to climate change are established within the Ecosystem Approach.

CCC 5.3 Encourage and support research into the role various ecosystems provide within the AONB, ensuring all data sources are identified and accessible so that informed choices can be made.

CCC 5.4 Encourage partners to assign values to the various ecosystem services, recognising the non-use value that some services provide and create opportunity maps where land management changes could provide enhanced ecosystem services.

THEME 2

Tackling the Nature Crisis

7.1.4 Anglesey AONB has a wealth of habitats, supporting a wide and varied biodiversity. Its cliffs, sand dunes and salt marshes are internationally renowned, while its heaths, wetlands, reedbeds and woodlands support species such as otter, red squirrel, varied orchids and the rare marsh fritillary.

7.1.5 Anglesey's LBAP and the Corporate Biodiversity Action Plan set out a framework for protecting and managing its natural resources and promoting resilience in its ecosystems. It provides a firm basis for this management plan, in conserving the island's biodiversity and recognising the role that local people and visitors can play in its protection and management

Aim

The whole community has accepted the importance of conserving the natural world and wildlife and supports legislation that protects the special qualities of the AONB environment. Designated wildlife sites are managed sensitively and form part of an increasingly rich matrix of wildlife-friendly countryside. Incidents of pollution of soil, air and water in the AONB will be reduced.

What are the key forces for change?

Increased isolation between woodlands	Pollution, including that originating from industries and activities not located in the AONB
General neglect of woodlands	Development pressure
Overgrazing leading to loss of dwarf shrubs	Changes in local government, legislation and regulations
Abandonment of cliff top grazing due to recreational pressure	Tourism and economic pressures
Scrub development on heathland	Energy production
Changes in land management policy and practices	Cumulative effects of the transport network
Abandonment of commons	Increased demand for fresh water
Decline in appropriate burning regimes of heathland	Lack of public awareness
Competition from invasive non-native species	Government policy, including post-Brexit environmental legislation
Climate change	Funding (increase and decrease)
An increase in fly tipping	Grubbing out native hedges

Who are the key partners?	
Natural Resources Wales	AONB Volunteers
Landscape and wildlife organisations	Utilities
Landowners, communities,	North Wales Rivers Trust
IACC Countryside and AONB Unit	JAC / Partners
IACC Council Planning Function North Wales Wildlife Trust	Local Nature Partnership RSPB

What are the key policy influences?	
Welsh Government Natural Resource Policy	Local Development Plan
UK Environment Act 2021	Isle of Anglesey Corporate Biodiversity Plan 2022-2023
Environment (Wales) Act 2016	West of Wales Shoreline Management Plan
Well-being of Future Generations (Wales) Act 2015	Post-Brexit agri-environment and rural development schemes
Water Framework Directive	Wales National Marine Plan
North West Wales Area Statement and Marine Area Statement	

Objective 1: Habitat and Species Conservation

The coast and countryside are managed sensitively to maintain the diversity of habitats and species in a favourable condition and to improve connectivity between sites.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

NE 1.1 Continue to deliver the priorities of the Anglesey Local Biodiversity Action plan and the actions of IACC's Biodiversity Action Plan.

NE 1.2 Maintain, restore and enhance priority habitats and biodiversity in the AONB. Particular attention will be paid to sites with International and National designations such as SPAs, SACs, NNRs and SSSIs.

NE 1.3 Promote open sharing of information collected in research with those organisations having an interest in the AONB.

NE 1.4 Continued use and the resources available at the Local Biological Records Centre (COFNOD).

NE 1.5 Identify, locate, catalogue and remove invasive non-native species.

Objective 2: Soil, Air and Water

The quality of the soil, air and water – both freshwater and seawater – is regularly monitored to maintain standards that exceed UK and European standards.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

NE 2.1 Communities, NRW and Welsh Water to work collaboratively to protect soils, air and water from pollution.

NE 2.2 Monitor soil, air and water quality regularly to ensure that the AONB meets or exceeds the expected standards.

NE 2.3 Reduce wastage by actively promoting and implementing water efficiency measures and more sustainable patterns of domestic, industrial, agricultural and leisure water use.

Objective 3: Designated Areas and Other Important Sites

Both statutory and non-statutory wildlife sites are managed for their biodiversity, aesthetic and amenity value.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

NE 3.1 AONB Unit, site managers and other organisations to work collaboratively to maintain, restore, expand and sometimes create wildlife habitats.

NE 3.2 Ensure that non-statutory local wildlife sites are recognised as fundamental components of the AONB and the wider Anglesey countryside.

NE 3.3 Ensure that high quality interpretative material is readily available to both residents and visitors so that they are informed about the interest and value of the AONB's natural environment and wildlife.

THEME 3

The AONB as a Place for Enjoyment, Learning and Wellbeing

7.1.6 Anglesey has long been a popular destination for both domestic and international visitors. Various studies and evidence also highlights Anglesey as the UK county that is most dependent on tourism, with the industry contributing significantly to Anglesey's prosperity and quality of life. The challenge is to ensure that the advantages to Anglesey communities outweigh any disadvantages, and as a result social and well being benefits are seen.

7.1.7 Tourism, by its very nature, can have both positive and negative effects if not managed appropriately. It can result in inappropriate development, congestion on roads and erosion of the natural beauty and tranquillity that are Anglesey's primary attractions. But it can also contribute positively through increased revenues, year-round sustainability and an increase in environmental holidays and visitor giving breaks, such as traditional skills' events and courses and nature conservation holidays.

Aim

People understand and support the primary purpose of the AONB. They have opportunities to experience and appreciate its special qualities and features in a sustainable way and contribute positively to its current and future management.

What are the key forces for change?

Increase in fly tipping	Tourism policy and promotion
Limited availability of waste transfer stations	Awareness of health and wellbeing benefits of outdoor recreation
Increasing cost of disposing waste	Local authority and partner funding (increase and decrease)
Use of rights of way	The selection criteria for award beaches
Legal issues of common land	Negotiations on permissive paths
External funding	Community involvement and support
Welsh Government protected landscape policy	Emerging recreation activities, such as e-biking
Changes in local government	Ferry use, with transient visitors
Changes in legislation, such as the Wales National Marine Plan	

Who are the key partners?	
Natural Resources Wales	Tourism providers
Local authorities – IACC, Town and Community Councils	Local schools, societies and interest groups
Landscape and wildlife organisations	Voluntary services
Landowners, communities	Menter Môn
Tourism authority – national regional local	Visit Wales
Tourism partnership	Bangor University

What are the key policy influences?	
UK and Wales tourism policy	Local Development Plan
UK and Wales access legislation and policy	Anglesey Destination Management Plan
Environment (Wales) Act 2016	Anglesey Public Rights of Way Improvement Plan
North West Wales Area Statement and Marine Area Statement	Maritime statutory plan – marine operational plan (Marine and coastguard agency)
Well-being of Future Generations (Wales) Act 2015	Welsh Government Natural Resource Policy

Objective 1: Tourism

Partnerships are developed that secure sustainable recreation activities, supporting rural services and employment, and contributing to the local economy. *(Final document – Objective and Policies cross referenced via page numbers to Action Plan)*

Policies

EU 1.1 Ensure the tourism industry makes a vital and sustainable contribution to the Anglesey AONB economy.

EU 1.2 Raise awareness of the special qualities and features of the AONB that are key assets to the tourism sector.

EU 1.3 Ensure that the Destination Management Plan supports the conservation and enhancement of the AONB's special qualities and features.

Objective 2: Recreation

The AONB continues to be a popular location for sustainable recreation with both residents and visitors, and the risk of damage to the AONB's special qualities and features is lessened.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

EU 2.1 Promote sustainable terrestrial and maritime recreational activities and facilities that complement the special qualities and features of the AONB.

EU 2.2 Promote terrestrial and maritime enjoyment of the AONB for residents and visitors by encouraging recreation and leisure activities that are consistent with the conservation of the area's special qualities and features.

Objective 3: A welcoming AONB

The impacts of pollution and recreation upon the special qualities and features of the AONB are regularly monitored to ensure that any incidents are within acceptable limits.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

EU 3.1 Promote understanding and awareness between recreation, conservation and local interest groups.

EU 3.2 Work to improve people's enjoyment of the AONB by reducing incidents of littering, dog fouling and fly tipping and associated antisocial behaviour.

Objective 4: Access

Via the Rights of Way Improvement Plan (ROWIP) the access network is managed to a high standard, providing access opportunities appropriate to the purposes of the designation.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

EU 4.1 Promote access for all (where appropriate), whilst also protecting the AONB's special qualities and features and the integrity of the European sites, ensuring there is a coordinated approach to the appropriate management and promotion of public access and quiet recreational activities.

EU 4.2 Ensure that the PROW network is maintained at a high standard and that appropriate information and clear signage conserves and enhances the special qualities and features of the AONB and the integrity of the European sites.

EU 4.3 Ensure the All-Wales Coastal Path complements the PROW network and where deemed appropriate provides opportunities for recreation that are accessible to all. Monitor the impacts of Coastal Footpath use on the special qualities and features of the AONB.

Objective 5: Understanding and Lifelong Learning

The whole community is aware of the benefits of AONB designation through the regular promotion of the special qualities and features of the AONB and its management needs.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

EU 5.1 Support initiatives for children and young people to understand more about the Anglesey AONB's changing landscape and its special qualities and features through outdoor learning aligned to the new national curriculum.

EU 5.2 Work with schools to improve connections between the special qualities and features of the Anglesey AONB, landscape change and their curricular and extra-curricular activities aligned to the new national curriculum.

EU 5.3 Work with partners to provide opportunities for outdoor learning for all ages and abilities in keeping with the goals of lifelong learning and social well-being.

EU 5.4 Work with partners to ensure there is greater awareness and appreciation of the Anglesey AONB by those who live, work or visit the AONB.

Objective 6: Interpretation and Information

The meanings of the AONB's special qualities and features are revealed through effective interpretation.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

EU 6.1 Increase the profile of the AONB through effective and consistent interpretation and information for both residents and visitors.

THEME 4

Vibrant Communities in a Working Landscape

Aim

Communities within, and adjacent to, the AONB contribute to the conservation and enhancement of its special qualities and features while increasing their existing economic and social activities sustainably.

7.1.8 The AONB is home to over 16,000 people. They are distributed in sizeable settlements such as Beaumaris and Newborough and in dispersed communities throughout the area. The AONB is therefore both a protected landscape and a living and working community. While many people commute to other employment centres on the island or on the mainland employment within the AONB is mainly in tourism and agriculture. The natural resources of the island are therefore a significant foundation for people's livelihoods.

What are the key forces for change?

Demise of family succession and ownership in agriculture and small business	Funding (increase and decrease)
Lack of affordable housing	Tourism traffic and increasing interest in off-road cycling
Increase in the number of second homes	Changes in local government
Lack of employment opportunities	Demand for local products
Migration patterns and population structures	Awareness of health and wellbeing benefits of outdoor recreation
Loss of community patterns and traditions	Community involvement and support
Demise in local traditions and skills	Home working and broadband provision, enabling more people to use virtual working practices
Government policy, including post-Brexit environmental legislation	Climate change
Rural development programmes post-Brexit	Impact of other infrastructure projects

Who are the key partners?

Natural Resources Wales	Local Authority Departments
Landscape and wildlife organisations	Business associations
Farming Unions	Menter Môn
Landowners, communities	Welsh Government

What are the key policy influences?	
Post-Brexit agri-environment and rural development schemes	Well-being of Future Generations (Wales) Act 2015
Welsh Government Natural Resource Policy	Local Development Plan
UK Environment Act 2021	Anglesey Destination Management Plan
Environment (Wales) Act 2016	North West Wales Area Statement and Marine Area Statement

Objective 1: Land Management

Land managers safeguard sustainable land use activities that support the AONB's special qualities and features and contribute to the local economy by providing products and services.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

LWL 1.1 Support farming so that it remains one of the principal land uses within the Anglesey AONB and contributes to maintaining the quality of the landscape and the AONB's special qualities and features.

LWL 1.2 Ensure the continued viability of agriculture and its allied businesses in ways which conserve and enhance the special qualities and features of the AONB.

LWL 1.3 Influence policy, plans and funding streams which support farmers and other rural landowners.

LWL 1.4 Support the sound management and appropriate expansion of woodland within the AONB for both their commercial and social value.

LWL 1.5 Support opportunities for farmers and landowners to identify and develop environmentally sustainable diversification enterprises that conserve and enhance the special qualities and features of the AONB.

LWL 1.6 Encourage and support measures, including financial initiatives under agri-environment schemes which are targeted towards the enhancement of the special qualities and features of the AONB.

Objective 2: Viable Communities

Local culture and rural services, products and activities are maintained, securing affordable homes for local people and supporting the Welsh language.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

LWL 2.1 Promote local employment and local business opportunities which contribute to the conservation and enhancement of the AONB's special qualities and features; support local communities within the AONB and increase the ability of people to live and work locally.

LWL 2.2 Recognise a proven need for affordable housing within the AONB in accordance with relevant planning and housing policies.

LWL 2.3 Encourage and enhance the retention and provision of local services within the AONB's communities whilst reducing the move towards urbanisation.

Objective 3: Community Involvement

The communities of the AONB are engaged through meaningful consultation and empowerment to improve participation, inclusivity, active lifestyles and to take pride in their AONB community.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

LWL 3.1 Support and enable communities to develop and deliver high quality, community-led initiatives that contribute to the understanding, conservation, and enhancement of the special qualities and features of the AONB.

LWL 3.2 Work with others to help develop and deliver the health and well-being agenda

LWL 3.3 Continue to build and maintain the volunteering capacity, and diversity of volunteer roles and the range of opportunities that deliver AONB purposes.

Objective 4: Business

Businesses in the AONB contribute positively to a healthy rural economy providing employment opportunities for people who live on Anglesey.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

LWL 4.1 Work with partners to increase the availability and speed of broadband and the coverage of the mobile phone network, to facilitate business growth, encourage home working and hybrid lifestyles, and improve the quality of rural life.

LWL 4.2 Promote a profitable, high quality local food processing economy as a way of revitalising rural incomes, and to raise awareness among local residents, organisations and visitors about the benefits to the landscape/seascape, economy and social fabric of purchasing locally sourced foods.

LWL 4.3 Support opportunities that encourage local businesses in the AONB to become more environmentally and economically sustainable, particularly in ways that conserve the special qualities and features of the AONB.

Objective 5: Sustainability

An increased proportion of the resident population of the AONB adopts sustainable lifestyles.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

LWL 5.1 Ensure that the sustainability concept is recognised and understood as a basic requirement underlying all policies.

LWL 5.2 Ensure that the landscape and the special qualities and features of the AONB are recognised and valued as an economic asset, providing information about projects and examples of best practice.

LWL 5.3 Promote the efficient, sustainable use of the AONB's natural resources to conserve and enhance the special qualities and features of the AONB.

LWL 5.4 Promote the objectives of the Waste Hierarchy in the AONB, which are to reduce, reuse and recycle, thus ensuring the sustainable management of waste.

Objective 6: Transport

National and local transport agencies have put in place policies, guidance and decisions to conserve and enhance the special qualities of the AONB, maintain local distinctiveness, provide services and support a buoyant rural economy.
(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

LWL 6.1 Promote the integration and use of more sustainable public transport systems as part of a multi-modal approach in the AONB.

LWL 6.2 Encourage cycling for both commuting and leisure purposes through the development and promotion of a seamless and safer network and by exploring opportunities for future off-road cycling infrastructure.

LWL 6.3 Ensure that the special qualities and features of the AONB are fully respected in the planning, design, provision and management of all types of transport schemes.

LWL 6.4 Promote the AONB as a model for high standards of design in highway schemes, infrastructure and associated landscaping which complement the special qualities of the AONB.

Objective 7: Partnership working

The JAC will continuously seek opportunities to promote joint working with and between stakeholders to secure the purposes of designation and maximise funds.
(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

LWL 7.1 Foster effective partnership and administrative arrangements to lead and co-ordinate the management of the AONB via the Joint Advisory Committee (JAC).

LWL 7.2 Share knowledge, best practice and skills in protected landscape management through the JAC and the Protected Landscape network.

THEME 5

Managing the AONB in a changing climate

Aim

Aim

The AONB partners and communities are working positively to reduce carbon emissions, renewable and sustainable energy initiatives are pursued, and the principles of adaptation to and mitigation of the impacts of climate change are adopted to protect the natural beauty and landscape / seascape character of the AONB.

7.1.9 Climate change is likely to have a significant impact on the Anglesey environment. Rising temperatures, changing rainfall patterns, increased frequency of storms and predicted rising sea levels will affect the landscape, its habitats and its species. These impacts will have a detrimental effect on individuals, communities, businesses, health and well-being.

7.1.10 The impacts on habitats include soil erosion of fens from increased rainfall, erosion and habitat change of sand dunes, and erosion of soft sediment cliffs and coastlines. There will be impacts too on the interdependency and range of species, on populations of rare and endangered species that are characteristic of the island and on communities within the AONB and the whole of Anglesey.

What are the key forces for change?

Cumulative effects of carbon emissions	Public engagement
The need to respond to a changing climate – such as flood management and coastal protection	Government policy
Increased demand for fresh water	Government funding (increase and decrease)
Lack of public awareness	

Who are the key partners?

Natural Resources Wales	Countryside and AONB unit
Landscape and wildlife organisations	Welsh Government
Landowners, communities,	UK Government

What are the key policy influences?	
Welsh Government Natural Resource Policy	The IACC Towards Net Zero Plan
UK Environment Act 2021	UK Climate Change Committee risk assessment report – Wales
Environment (Wales) Act 2016	Local Development Plan
Well-being of Future Generations (Wales) Act 2015	West of Wales Shoreline Management Plan
Water Framework Directive	Wales National Marine Plan
The IACC Council Plan	North West Wales Area Statement and Marine Area Statement

Objective 1: Understanding about climate change

Partner organisations and communities are more aware of the impacts of climate change on the natural beauty and economy of the AONB

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

CLCH 1.1 Ensure that the vision and policies of the Anglesey Energy Island Programme are promoted within AONB communities.

CLCH 1.2 Provide easily accessible information and interpretation, and education programmes, on the changes that are likely to happen in the AONB as a result of a changing climate.

Objective 2: Action on climate change

Landowners and communities are involved in activities that help to ameliorate the impacts of climate change on the AONB.

(Final document – Objective and Policies cross referenced via page numbers to Action Plan)

Policies

CLCH 2.1 Empower communities to explore ways they can help to take action on climate change.

CLCH 2.2 Ensure landowners and land managers understand best practice in approaches to carbon sequestration and land management that reduces carbon emissions and manages water catchment and flow and take action wherever appropriate.

CLCH 2.3 Encourage destination managers and tourism operators to develop approaches to sustainable tourism that reduces carbon emissions and mitigates against, or adapts to, the effects of climate change.

THEME: Managing the AONB in a changing climate

AIM: The AONB partners and communities are working positively to reduce carbon emissions, renewable and sustainable energy initiatives are pursued, and the principles of adaptation to and mitigation of the impacts of climate change are adopted to protect the natural beauty and landscape / seascape character of the AONB.

Policy Ref.	Objective	Actions to deliver this objective	Lead	Partnership/ Collaboration	Timescale
CLCH 1.1 - 1.2 Page 389	Understanding about climate change Partner organisations and communities are more aware of the impacts of climate change on the natural beauty and economy of the AONB	1. Collaborate with partners organisations and academic institutions to better understand the implications of climate change on the AONB and implement measures to mitigate and adapt through (where possible), nature-based solutions 2. The AONB Unit in association with partners, to provide and implement an annual programme of events and activities for schools to raise awareness and understanding of climate change	IACC AONB Unit	JAC NRW/WG Bangor University	2023-25
			AONB Unit IACC	Schools	Annual
CLCH 2.1 - 2.3	Action on climate change Landowners and communities are involved in activities that help to ameliorate the impacts of climate change on the AONB.	1. Work with landowners, tenants and land managers to promote best practice and identify opportunities for carbon sequestration, water catchment, and climate adaptation through agricultural practices 2. Assist with preparing a Sustainable Tourism Strategy aligned to the IACC's Destination Management Plan 3. Promote and administer Welsh Government's Sustainable Landscapes, Sustainable Places [SLSP]	Farming Unions AONB Unit IACC	JAC Landowners / Land managers	Annual
			Tourism Unit AONB Unit	DAP JAC	tbc
			AONB Unit IACC	JAC	2022-25

THEME: Managing the AONB in a changing climate

		and Sustainable Development Fund (SDF) for decarbonisation and nature recovery projects		Landowners / Land managers	
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THEME: Enhancing countryside and coastal character

AIM: The natural beauty, special qualities and distinctiveness of the landscape of the Isle of Anglesey AONB, including its natural, cultural and historical features, will be maintained, conserved and enhanced for the benefit of present and future generations.

Policy Ref.	Objective	Actions to deliver this objective	Lead	Partnership/ Collaboration	Timescale
CCC 1.1 - 1.4 Page 391	<u>Landscape/Seascape</u> The coastal landscape and seascape are actively conserved through appropriate management.	1. Continued use of Landmap when assessing new and proposed developments.	IACC	NRW	Ongoing
		2. Equip officers with Landmap and GIS training including familiarisation of new mapping and modelling technology linked to climate change.	IACC	NRW	2023/24
		3. Anglesey Seascape Character Assessment utilised when assessing new and proposed marine developments	IACC	NRW	Ongoing
		4. Continued IACC co-opted membership of the GeoMôn Board to influence and advise on funding, collaborative working and retaining UNESCO Geopark status.	IACC	GeoMôn NRW	Quarterly
CCC 2.1 - 2.3	<u>Historic Landscape and Culture</u> Historic, archaeological and cultural sites are protected from development that degrades the special qualities of the AONB and interpreted to increase	1. Promote the management and conservation of the AONB's historical and archaeological features 2. Outline key historic and archaeological locations within the AONB that can be used for education purposes aligned to the new school curriculum	GAT GAT / AONB Unit	AONB Unit / IACC IACC Schools	2023-24/ Ongoing 2023-24 / ongoing 2023-24 / ongoing

THEME: Enhancing countryside and coastal character

AIM: The natural beauty, special qualities and distinctiveness of the landscape of the Isle of Anglesey AONB, including its natural, cultural and historical features, will be maintained, conserved and enhanced for the benefit of present and future generations.

Page 39	people's understanding of their value.	<ol style="list-style-type: none"> 3. Provide training in traditional and rural skills activities through the AONB Volunteer Programme 4. Identify key messages and themes and appropriate methods and materials for interpretation 5. Develop a project to research, catalogue, protect and promote Anglesey AONB's Welsh language place names, beaches and coves, rivers / streams and agricultural field names 	AONB Unit	NRW, WG SPF	2023-25
			AONB Unit / Oriol - Archives	Menter Iaith Schools	
CCC 3.1 - 3.5	<p>Development</p> <p>Planning Policies protect the special qualities of the landscape, ensuring that all development within and adjacent to the boundary of the AONB is compatible with the aims and objectives of the designation and that new developments enhance local character.</p>	1. Integrate the new AONB Management Plan as policy within relevant sections of the new Local Development Plan for Anglesey.	AONB Unit / Planning Policy Unit	IACC JAC	2023-24
		2. Production and publication of a series of relevant AONB Supplementary Planning Guidance (SPG) to support the AONB Management Plan and Local Development Plan.	AONB Unit / Planning Policy Unit	IACC JAC	2023-24
		3. The AONB Unit to receive all Planning applications within and 2km adjacent to the AONB and respond accordingly.	IACC Developme nt Manageme nt	AONB Unit Planning and Policy Service	Weekly Bi-annual

THEME: Enhancing countryside and coastal character

AIM: The natural beauty, special qualities and distinctiveness of the landscape of the Isle of Anglesey AONB, including its natural, cultural and historical features, will be maintained, conserved and enhanced for the benefit of present and future generations.

Page 393		<p>4. Create closer working practices and reciprocal training between the AONB Unit and Planning and Policy Service.</p> <p>5. Improve and develop the dialogue with Section 85 organisations undertaking work in the AONB aligned to the AONB Management Plan's policies culminating in an annual report with recommendations.</p>	<p>AONB Unit</p> <p>AONB Unit</p>	<p>Utilities JAC</p>	<p>Bi-annual</p>
	<p>CCC 4.1 – 4.3</p>	<p><u>Peace and Tranquillity</u> Unspoilt panoramic views, darks skies and tranquillity are safeguarded from development that would degrade the special qualities of the AONB.</p>	<p>1. Application to the International Dark-sky Association (IDA) to accredit an area within the AONB as dark sky status.</p> <p>2. IACC (Officer and Member) and JAC training to raise awareness and understanding of lighting /dark skies from an environmental, economic, health / well-being and cultural perspective.</p> <p>3. Production and publication of a lighting AONB Supplementary Planning Guidance (SPG) to</p>	<p>AONB Unit Prosiect Nos</p> <p>AONB Unit Prosiect Nos</p> <p>Planning Policy Unit</p>	<p>IACC NRW Landowners / Communities</p> <p>IACC JAC</p> <p>AONB Unit Prosiect Nos</p> <p>Businesses General public</p>

THEME: Enhancing countryside and coastal character

AIM: The natural beauty, special qualities and distinctiveness of the landscape of the Isle of Anglesey AONB, including its natural, cultural and historical features, will be maintained, conserved and enhanced for the benefit of present and future generations.

Page 394		<p>support the AONB Management Plan and Local Development Plan.</p> <p>4. Continued support and implementation for retrofitting of outdoor dark sky friendly lighting on public and private buildings via Welsh Government's Sustainable Landscapes, Sustainable Places (SLSP) Fund</p> <p>5. Engage with the relevant stakeholders to reduce the prevalence of noisy marine activities along some parts of the coast</p>	<p>AONB Unit Prosiect Nos</p> <p>Maritime Unit</p>	<p>IACC</p> <p>IACC</p>	<p>Seasonal</p>
	<p>CCC 5.1 - 5.3</p>	<p><u>The Ecosystem Approach</u> A model is agreed among partners and key stakeholders for applying an ecosystem approach to the management of the natural environment.</p>	<p>1. Establish targeted climate change research projects with partners and education bodies.</p> <p>2. Undertake a series of workshops with stakeholders to identify the goods and services delivered by the Ecosystems on Anglesey and their impact on the special qualities and features of the AONB.</p> <p>3. Collate all relevant sources of data and mapping and make available to partners</p>	<p>AONB Unit IACC</p> <p>AONB Unit IACC</p> <p>AONB Unit IACC</p>	<p>NRW/WG JAC Bangor University Coleg Menai</p> <p>JAC NRW/WG</p> <p>NRW/WG JAC</p>

THEME: The AONB as a Place for Enjoyment, Learning and Wellbeing

AIM: People understand and support the primary purpose of the AONB. They have opportunities to experience and appreciate the special qualities and features in a sensitive and sustainable way and contribute positively to its current and future management.

Policy Ref.	Objective	Actions to deliver this objective	Lead	Partnership/ Collaboration	Timescale
EU 1.1 - 1.3	Tourism Partnerships are developed that secure sustainable recreation activities, supporting rural services and employment, and contributing to the local economy	1. Ensure close alignment of the AONB Management Plan and the Destination Management Plan	AONB Unit Tourism Unit	JAC DAP	2023-24
		2. Closer working practices and collaboration between the AONB's Joint Advisory Committee and the Destination Anglesey Partnership (DAP)	AONB Unit	JAC DAP	2023-24 / Ongoing
EU 2.1 - 2.2	Recreation The AONB continues to be a popular location for sustainable recreation with both residents and visitors, and the risk of damage to the AONB's special qualities and features is lessened.	1. The AONB Unit working with relevant partners to provide an annual events and activities programme	AONB Unit	Event suppliers	2022-25
		2. Promote and administer Welsh Government's Sustainable Landscapes, Sustainable Places (SLSP) funding for sustainable recreation	AONB Unit	Businesses Event suppliers	2022-25
EU 3.1 - 3.2	A welcoming AONB The impacts of pollution and recreation upon the special qualities and features of the AONB are regularly monitored to ensure that any	1. Raise awareness and trial new / innovative methods of controlling littering, dog fouling, fly tipping and associated anti-social behaviour within and adjacent to the AONB 2. AONB Volunteers working with partners, schools and community groups to arrange beach cleans and segregate the marine waste for recycling	IACC Waste Mgmt AONB Unit	JAC	Ongoing

THEME: The AONB as a Place for Enjoyment, Learning and Wellbeing

AIM: People understand and support the primary purpose of the AONB. They have opportunities to experience and appreciate the special qualities and features in a sensitive and sustainable way and contribute positively to its current and future management.

	incidents are within acceptable limits.				
EU 4.1 - 4.2 Page 396	Access The access network is managed to a high standard, providing access opportunities appropriate to the purposes of the designation.	1. Review and improve signage between villages, towns, other promoted routes, countryside sites, car parks and visitor facilities within the AONB	Coastal Path and PROW Units	JAC	2023-25
		2. AONB Volunteers to assist the Coastal Path Unit with improving and maintenance of the coastal path network	AONB Unit	Coastal Path Unit	Ongoing
		3. Review, re-invest and reposition data monitoring equipment within the AONB. Collate and analyse at quarterly intervals and disseminate to relevant partners.	AONB Unit	Coastal Path /PROW Unit JAC	2023-24
		4. Production of a heathland strategy and action plan to enable the conservation and enhancement of lowland heath / common land for access and conservation purposes.	AONB Unit	Coastal Path /PROW Unit JAC	2023-24
EU 5.1 - 5.4	Understanding and Lifelong Learning The whole community is aware of the benefits of the AONB designation through the regular promotion of the special qualities and features of the AONB and its management needs.	1. The AONB Unit and Partners to provide an annual programme of educational activities and events linked to the new National Curriculum	AONB Unit IACC	Schools	Weekly – Monthly
		2. AONB Unit to continue supporting and participating in the work of Outdoor Learning Wales on Anglesey	AONB Unit		Bi-annual
			AONB Unit	Schools JAC	Weekly – Monthly

THEME: The AONB as a Place for Enjoyment, Learning and Wellbeing

AIM: People understand and support the primary purpose of the AONB. They have opportunities to experience and appreciate the special qualities and features in a sensitive and sustainable way and contribute positively to its current and future management.

		3. Raise awareness of the education resources available from the AONB and utilise the Breakwater Country Park as a centre for schools' activities and events linked to the new curriculum.			
EU 6.1 Page 397	<u>Interpretation and Information</u> The meanings of the AONB's special qualities and features are revealed through effective interpretation.	1. Work with the IACC's Tourism Unit to review and report on all outdoor interpretation in the AONB to evaluate condition, relevance, location, compliance etc (include digital technology as part of review)	Tourism Unit AONB Unit	DAP JAC	2023-25
		2. Develop an interpretation and information plan for the AONB linked to the recommendations of the above review.	Tourism Unit AONB Unit	DAP JAC	2023-24
		3. Prepare a year long programme of events and activities to celebrate the 60 th anniversary since Anglesey's AONB being designated (1966-2026)	AONB Unit IACC	JAC NRW WG	2025

THEME: Vibrant Communities in a Working Landscape

AIM: Communities within, and adjacent to the AONB contribute to the conservation and enhancement of its special qualities and features while increasing their existing economic and social activities sustainably.

Policy Ref.	Objective	Actions to deliver this objective	Lead	Partnership/ Collaboration	Timescale
LWL 1.1 - 1.6 Page 398	<u>Land Management</u> Land managers safeguard sustainable land use activities that support the special qualities and contribute to the local economy by providing products and services	1. Influence and promote the Sustainable Farming Scheme (Welsh Government's emerging agri-environment initiative)	Farming Unions	AONB Unit WG JAC	2023-25
		2. Support and promote local food supply chains and local food producers aligned to conserving and enhancing the AONB's special qualities	Farming Unions	Menter Môn AONB Unit	Ongoing
		3. Develop tree / woodland planting schemes proportionate to land availability and suitability	AONB Unit	JAC Landowners / Land Managers	Annual
		4. Development of IACC Tree Nursery to supply trees for planting schemes [farmland, communities and landscaping commercial developments]	AONB Unit	Volunteers	2023-24
		5. Continuation of Anglesey Rivers' Project (River Wygyr) to improve water quality [river and bathing waters] improve public access, tree planting and increase bio-diversity	AONB Unit	NWRT WG Landowners / Land Managers	2022-25
		6. Promote and administer Welsh Government's Sustainable Landscapes, Sustainable Places (SLSP) funding for nature recovery and decarbonisation projects	AONB Unit	JAC Landowners /	2022-25

THEME: Vibrant Communities in a Working Landscape

AIM: Communities within, and adjacent to the AONB contribute to the conservation and enhancement of its special qualities and features while increasing their existing economic and social activities sustainably.

				Land Managers WG	
LWL 2.1 - 2.3	<u>Viable Communities</u> Local culture and rural services, products and activities are maintained, securing affordable homes for local people and supporting the Welsh language	1. Improve dialogue with internal departments of IACC relevant to affordable housing in the AONB as well as external agencies	IACC	AONB Unit	2023-24
		2. Support and alignment with the North Anglesey Economic Regeneration Plan	IACC Economic Development	Destination Management Local Community	2023-25
		3. Promote and initiate volunteering opportunities through the AONB Volunteer Group with relevant community groups and employment agencies.	AONB Unit	IACC JAC DWP	2023-27
LWL 3.1 - 3.3	<u>Community Involvement</u> The communities of the AONB are engaged through meaningful consultation and empowerment to improve participation, inclusivity, active lifestyles and to take pride in their AONB community.	1. The AONB Unit's AONB Community Wardens to maintain and promote links with communities to develop projects and initiatives.	AONB Unit	Communities	Weekly – Monthly
		2. The AONB Unit's AONB Community Wardens to actively encourage membership of the AONB Volunteer Group.	AONB Unit	Communities	Monthly
		3. The AONB Unit to provide and implement an annual programme of events and activities.	AONB Unit	JAC Events providers	Weekly – Monthly
			AONB Unit	IACC Medrwn Môn Menter Môn	2023-24 / ongoing

THEME: Vibrant Communities in a Working Landscape

AIM: Communities within, and adjacent to the AONB contribute to the conservation and enhancement of its special qualities and features while increasing their existing economic and social activities sustainably.

Page 400		<p>4. The AONB Unit to foster closer ties with relevant IACC Sections, Medrwn Môn and Menter Môn to deliver on key community objectives and initiatives.</p> <p>5. Promote and administer Welsh Government's Sustainable Landscapes, Sustainable Places (SLSP) and Sustainable Development Fund (SDF).</p>	AONB Unit	JAC Communities	2022-25
	<p>LWL 4.1 - 4.3</p> <p><u>Business</u> Businesses in the AONB contribute positively to a healthy rural economy providing employment opportunities for people who live on Anglesey</p>	<p>1. Joint working with multiple partners to enable more effective, efficient and sustainable working practices</p> <p>2. Support and promote local food supply chains and local food producers aligned to conserving and enhancing the AONB's special qualities</p> <p>3. Promote Welsh Government's Sustainable Development Fund as a catalyst for joint funding of projects</p>	<p>IACC Economic Development</p> <p>Menter Môn</p> <p>AONB Unit</p>	<p>AONB Unit</p> <p>AONB Unit Suppliers</p> <p>Businesses</p>	<p>Ongoing</p> <p>Ongoing</p> <p>2022-25</p>
<p>LWL 5.1 - 5.4</p> <p><u>Sustainability</u> An increased proportion of the resident population of the AONB</p>	<p>1. The AONB Unit to continue to adopt and implement sustainable working principles and practices</p>	<p>AONB Unit</p> <p>AONB Unit</p>	<p>IACC</p> <p>JAC NRW</p>	<p>Ongoing</p> <p>2023-24 / Ongoing</p>	

THEME: Vibrant Communities in a Working Landscape

AIM: Communities within, and adjacent to the AONB contribute to the conservation and enhancement of its special qualities and features while increasing their existing economic and social activities sustainably.

Page 401	adopts sustainable lifestyles.	2. Identify important landscape/seascape elements and explore the links between the AONB's special qualities and the ecosystem approach	AONB Unit	Bangor University	2023-24 / Ongoing
		3. Identify current and future uses of the AONB's natural resources and explore the links to the ecosystems approach	IACC Waste Management	JAC NRW Bangor University AONB Unit	Ongoing
		4. Support the Welsh Government and IACC's Waste Management principles and strategies	AONB Unit	Communities Businesses	Ongoing
		5. Promote Welsh Government's Sustainable Development Fund as a catalyst for joint funding of projects			
LWL 6.1 - 6.4	Transport National and local transport agencies have put in place policies, guidance and decisions to conserve and enhance the special qualities of the AONB, maintain local distinctiveness, provide	1. Ensure the AONB Unit has an opportunity to contribute to any transport plans and programmes	IACC Transport Unit	AONB Unit	Ongoing
		2. Ensure transport and PROW strategies support the AONB Management Plan's objectives and policies	Transport and PROW Units	AONB Unit	Ongoing
		3. Production and publication of relevant AONB Supplementary Planning Guidance [SPG] to support the AONB Management Plan and Local Development Plan	Planning Policy Unit	AONB Unit	2024-25

THEME: Vibrant Communities in a Working Landscape

AIM: Communities within, and adjacent to the AONB contribute to the conservation and enhancement of its special qualities and features while increasing their existing economic and social activities sustainably.

	services and support a buoyant rural economy.		Transport Unit		
Page 402	LWL 7.1 - 7.2 Partnership working The JAC will continuously seek opportunities to promote joint working with and between stakeholders to secure the purposes of designation and maximise funds.	1. Extension of contracts for the 2Nº AONB Community Wardens and Assistant AONB Project Officer to enable effective implementation of the AONB Management Plan's Action Plan	AONB Unit IACC	WG	2024
		2. Review and strengthen the role of the JAC including governance and training	AONB Unit IACC	JAC	2023-24
		3. Seek new and additional resources to implement the AONB Management Plan's Action Plan	AONB Unit	WG NRW	Ongoing
		4. Arrange 4Nº JAC meetings annually [of which 1Nº site / project visits.	AONB Unit	JAC	Quarterly
		5. Attend and contribute to the National Designated Landscapes Wales Partnership (NDLWP)	AONB Unit	NDLWP WG NRW	Quarterly
		6. Continued membership, participation and contribution to the NAAONB & Europarc: attend meetings, seminars, workshops, training events and conferences when appropriate	AONB Unit	NAAONB	Ongoing

THEME: Tackling the Nature Crisis

AIM: The whole community has accepted the importance of conserving the natural world and wildlife and supports legislation that protects the special qualities of the AONB environment. Designated wildlife sites are managed sensitively and form part of an increasingly rich matrix of wildlife-friendly countryside. Incidents of pollution of soil, air and water in the AONB will be reduced.

Policy Ref.	Objective	Actions to deliver this objective	Lead	Partnership/ Collaboration	Timescale
NE 1.1 - 1.5 Page 403	Habitat and Species Conservation The coast and countryside are managed sensitively to maintain the diversity of habitats and species in a favourable condition and to improve connectivity between sites.	1. The AONB Unit to assist and contribute to the priorities of the LBAP for Anglesey and actions within IACC's Corporate Biodiversity Plan	PBNE	LNP AONB Unit	Ongoing
		2. The AONB Unit to forge closer working with IACC's Planning, Built and Natural Environment (PBNE) Unit to share resources, exchange knowledge and prepare joint funding bids.	AONB Unit	PBNE	Ongoing
		3. The AONB Unit working collaboratively with Partners to lead and administer Welsh Government and Natural Resources Wales' funding programmes on heathland, wildflower meadows, roadside verges / roundabouts conservation and management.	AONB Unit	IACC JAC Landowners / Land Managers Community Councils	2022-25
		4. The AONB Unit to lead and co-ordinate the Himalayan Balsam Partnership and expand it to an Invasive Non-Native Species [INNS] Partnership	AONB Unit	JAC NRW	Bi-annual
		5. Via the Sustainable Development Fund (SDF), agree a Service Level Agreement (SLA) between IACC and Cofnod	AONB Unit	PBNE Development Management	2023-25

THEME: Tackling the Nature Crisis

AIM: The whole community has accepted the importance of conserving the natural world and wildlife and supports legislation that protects the special qualities of the AONB environment. Designated wildlife sites are managed sensitively and form part of an increasingly rich matrix of wildlife-friendly countryside. Incidents of pollution of soil, air and water in the AONB will be reduced.

Page 404				IACC	
NE 2.1 - 2.3	<u>Soil, Air and Water</u> The quality of the soil, air and water – both	1. Collate relevant data which can be incorporated and updated into the State of the AONB Report and help determine the values associated with the ecosystem approach	IACC	NRW WG	Annual

THEME: Tackling the Nature Crisis

AIM: The whole community has accepted the importance of conserving the natural world and wildlife and supports legislation that protects the special qualities of the AONB environment. Designated wildlife sites are managed sensitively and form part of an increasingly rich matrix of wildlife-friendly countryside. Incidents of pollution of soil, air and water in the AONB will be reduced.

	freshwater and seawater – is regularly monitored to maintain standards that exceed UK and European standards.	<ol style="list-style-type: none"> 2. Support the work of IACC and agencies monitoring and reporting on soil, air and water quality 3. Work with NRW and the Farming Unions to gather relevant data and better understand the links to the Water Framework Directive (WFD) 	IACC IACC	NRW WG Dwr Cymru Farming Unions	Annual 2022-25
NE 1 - 3.3 Page 405	<p><u>Designated Areas and Other Important Sites</u> Both statutory and non-statutory wildlife sites are managed for their biodiversity, aesthetic and amenity value.</p>	<ol style="list-style-type: none"> 1. Work with the JAC and partners to identify suitable sites for joint working, joint funding bids and volunteering opportunities 	LNP	AONB Unit JAC	2023-24 / ongoing

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Isle of Anglesey County Council	
Report to:	Executive Committee
Date:	18 th July 2023
Subject:	Destination Management Plan 2023-2028
Portfolio Holder(s):	Cllr. Neville Evans (Leisure, Tourism and Maritime)
Head of Service / Director:	Christian Branch Head of Regulation & Economic Development
Report Author:	Andy Godber
Tel:	Visitor Economy and Coastal Areas Manager
E-mail:	andygodber@ynysmon.llyw.cymru
Local Members:	Applicable to all Elected Members

A –Recommendation/s and reason/s
<p>The Executive Committee is asked to approve the new Destination Management Plan (2023-2028).</p> <p>The Plan sets out the Council’s ambitions for destination management over the next 5 years and takes account of both local and national strategies...</p> <p>The Plan (Annex A) sets out principles and actions which will bring about economic, social and environmental benefits, and will ensure that the special qualities and communities of the Island are at the heart of the tourism offer but will not be adversely impacted as a consequence.</p>

B – What other options did you consider and why did you reject them and/or opt for this option?
<p>The new Plan replaces the previous version which spanned 2015-2020. It’s preparation plan was delayed by and takes account of impacts of the Covid 19 pandemic.</p>

C – Why is this a decision for the Executive?
<p>Non statutory plan however previous versions have had full council approval.</p>

Ch – Is this decision consistent with policy approved by the full Council?

The Plan is fully aligned with the new Council Plan and has the key general principle of delivering sustainable development at its core. Furthermore, it will ensure by 2028 that we have:

- capitalised on additional investment for the benefit of the local economy
- grown and promoted the visitor economy in a respectful and sustainable manner to secure benefits for our communities and visitors

The visitor economy is fundamental to the sustainable economic position of Anglesey, and the Plan highlights the Council's commitment to further enhancing this. However, it has become increasingly evident over the past 3 years that unchecked tourism can adversely impact the lives of people and the unique qualities which make the island so synonymous and drive the vast majority of tourist activities.

This Plan will redress this imbalance and ensure through a revised partnership approach to collaborative working that the benefits of a vibrant and diverse offer is able to enhance the key qualities of language, culture, environment and heritage.

A drive for improvements to infrastructure such as car parking, toilets and access provision is a key part of the strategy, and by ensuring these critical building blocks are in place, we will have greater opportunities to release the potential of enhanced sustainable tourism offers which will bring about economic, social, health and wellbeing benefits to visitors and the people of Anglesey.

The draft Plan was subject to a 6 week public consultation process. A summary of the responses received, and the subsequent changes to the final Plan, are outlined in the Consultation Report (**Annex B**).

D – Is this decision within the budget approved by the Council?

Funding exists within the Destination Function's existing budgets to prepare and implement the Plan. External funding opportunities will also be explored to maximise the delivery and impact of the Plan between 2023 and 2028.

Dd – Assessing the potential impact (if relevant):


1	How does this decision impact on our long term needs as an Island?	Tourism remains the largest economic sector on the Island. The Plan aims to maximise benefits, and mitigate impacts, to realise meaningful socio-economic benefits for Anglesey.
---	--	--

Dd – Assessing the potential impact (if relevant):		
2	Is this a decision which it is envisaged will prevent future costs / dependencies on the Authority? If so, how?	<p>The aim of the Plan is to invest in tourism infrastructure to improve quality, strengthen resilience and reduce financial burden on the Council of infrastructure that is in need of investment.</p> <p>It is a co-ordinated Plan to identify and prioritise future activities.</p>
3	Have we been working collaboratively with other organisations to come to this decision? If so, please advise whom.	Internal and external collaboration has been integral to the development of the Plan, including public, private and third sector organisations.
4	Have Anglesey citizens played a part in drafting this way forward, including those directly affected by the decision? Please explain how.	The formal consultation process offered citizens the opportunity to contribute towards the final Plan and its priority activities..
5	Note any potential impact that this decision would have on the groups protected under the Equality Act 2010.	The Plan aims to provide an offer which has benefits for all society.
6	If this is a strategic decision, note any potential impact that the decision would have on those experiencing socio-economic disadvantage.	The Plan aims to enhance the economic well being of the people of Anglesey, and bring about new employment opportunities from sustainable tourism.
7	Note any potential impact that this decision would have on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.	Celebrating the Island's Welsh language and culture is a key part of Plan.

E – Who did you consult?		What did they say?
1	Chief Executive / Senior Leadership Team (SLT) (mandatory)	
2	Finance / Section 151 (mandatory)	
3	Legal / Monitoring Officer (mandatory)	
4	Human Resources (HR)	
5	Property	

E – Who did you consult?		What did they say?
6	Information Communication Technology (ICT)	
7	Procurement	
8	Scrutiny	
9	Local Members	

F - Appendices:
Annex A: Destination Management Plan (2023 - 2028) Annex B: Consultation Summary Report

Ff - Background papers (please contact the author of the Report for any further information):
 <p>Scrutiny Report DMP - 30-5-23.docx</p>



CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL

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www.anglesey.gov.wales

Isle of Anglesey Destination Management Plan 2023 - 2028

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Mae'r ddogfen hon ar gael yn Gymraeg. Ymwelwch a www.ynysmon.llyw.cymru am gopi digidol
This document is available in English. Visit www.Anglesey.gov.wales for digital copy



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Setting the scene

The Destination and visitor economy are essential to the prosperity and unique offering of Anglesey.

We are blessed with a diverse environment which is matched only by the scope for varied tourism offers and visitor experiences. Anglesey is the county most reliant in the UK on this industry, generating upwards of £360m per annum in the local economy, and directly supporting ~3,698 jobs. As such, it is vitally important that this plan supports and delivers meaningful benefits to the people and communities so economically reliant on this sector.

There is, however, an underlying fragility to the economy on Anglesey, characterised by high levels of migration amongst young people, as well as unemployment and social deprivation. One of the major difficulties facing peripheral economies like Anglesey is the ability to generate new employment. Tourism is one of these sectors that can, and has, contributed to local prosperity and quality of life in Anglesey.

This fragility is mirrored in the natural environment, with habitats and species becoming ever more threatened and fragmented. Tourism can play a significant role in highlighting the importance of Anglesey's natural environment, and as such help address the 'nature crisis' as well as bring health and wellbeing benefits

However, the visitor economy can also have negative impacts. The continued growth in visitor numbers can create unwelcome pressures for the local community.

Tourism cannot therefore be left to grow unchecked; it must be managed in a sustainable way, to maximise the benefits for long-term prosperity and mitigate potential negative impacts.

Through a collaborative approach, Anglesey has the opportunity to act now through clear forward-planning and actions. There is a need to enhance the existing offer by ensuring that basic needs such as highway infrastructure, enhanced public access, public conveniences and information provision are fit for purpose, and resilient against pressures such as climate change.

By ensuring this basic need is provided, we have the opportunity for existing offers to be strengthened, safe in the knowledge that the experience will be further enhanced by the Anglesey welcome which is already a cornerstone of the visitor offer.

New opportunities will grow from this strengthened position, and in conjunction with partners and communities, we can grow the offer based around the unique qualities of Anglesey in a sustainable manner

Who does the plan represent?



68,900
Residents



50Km
Heritage
Coast



32
SSSI's
(sights of special scientific
Interest)



221 Sq Km
Size of our
AONB



3,698
Employees in
Tourism



5.2 Million
Visitors



1
UNESCO
Global Geopark



75
Scheduled
Ancient Monuments



Busiest
Cruise Port in Wales



35,843
Bed Spaces



125 Miles
Coastal Path



55.8%
Speak Welsh

A Vision for Anglesey 2023-2028

The Isle of Anglesey is a uniquely special place, with a rich history, culture and heritage, coupled with unspoilt and ecologically diverse landscapes.

We seek a visitor economy which is empathetic to the Island's sense of place, and is seen to benefit the people, environment, culture, heritage and language, and continues to play a pivotal role in the economic stability of the island.

This plan seeks to enhance a spirit of collaboration and holistic thinking to develop an offer which enhances these key qualities, and delivers economic and social benefits to the local communities.



What is Destination Management?

- Destination management is about 'managing the destination in its widest form for the benefit of all'.
- This is a place-centred concept, concerned with the whole environment in which visitors, locals and tourists interact.
- It focuses on the elements that attract visitors, as well as the infrastructure and services that support their visit. The term 'visitor' applies to those spending their holidays in an area as tourists, but it also includes local people visiting an area just for a day or less.
- Destination management therefore not only involves tourists, but the wider impact of people, including locals and nearby visitors, who use services, infrastructure and enjoy local assets. It extends to all aspects of the economy and requires collaboration to run effectively and sustainably.
- It involves the physical, financial and operational management of a destination, but also its planning, development and marketing.

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Why Destination Management ?

There are many factors driving the need to update Anglesey's destination management plan to make it ready to work with the challenges and opportunities of 2023 and beyond.

The visitor economy, and wider political, economic and environmental context is very different than it was in 2015 when the last plan was drafted.

These changes, amongst others, are shown in the graphic opposite and illustrate the need for an updated plan and delivery model.



Policy context

- This Destination Management Plan is needed to acknowledge the changing policy context since the last Destination Management Plan in 2016, including but not limited to:
- Key national, regional and local policies (explored on the following page)
- Reduced capacity for Local Authority support / delivery
- Protection of the Welsh language
- Levelling Up Funding & investment in Holyhead
- Second home policies and taxes

Sustainability and net zero

The physical risk of climate change, along with the increasing pressure of visitor numbers on the environment is driving the need adopt more environmentally sustainable practices and transition to net zero. This is reflected in :

- IACC Towards Net Zero Plan 2022-2025
- Biodiversity Plan
- Need for resilience and natural resource management



Visitor economy

The visitor economy has changed since the 2016-2020 Destination Management Plan. This plan will have to respond to:

- The changing visitor profile: day visitors vs. overnight stays
- Increasing second home ownership
- Growth in short term lets (Airbnb & VrBo) properties
- Digital transformation

Economic context

The Covid-19 pandemic highlighted the need to embed resilience into destination management, with a need to address:

- Infrastructure and capacity: how to get the basics right, ensuring benefits and no disruption to locals while delivering a quality visitor experience
- Skills and employment gaps in the sector

A strategic approach

This Destination Management Plan aims to take into account and support the wider strategic objectives laid out in the local, regional and national policies shown in the diagram opposite. Key policies and plans are starred and include:

[Welsh Government Wellbeing of Future Generations Act, 2015](#)

A key aspect of Anglesey's visitor offering is highlighting the thriving culture and language of Wales, which links directly to the aspirations of this Act.

[Welcome to Wales: Priorities for the Visitor Economy, 2020-2025](#)

encourages the sector to combine a local-first focus celebrating culture, home-grown skills and businesses and community (Bro) with international levels of quality and ambitions (Byd). This, along with Visit Wales' key priorities are reflected in Anglesey's Destination Management Plan.

[IACC Corporate Plan \(2023-2028\)](#)

Tourism is a vital part of Anglesey, therefore the Island's policies and plans will need to and support existing tourism infrastructure and businesses as well as facilitate opportunities for future development. Equally, this plan will need to align closely with the aims Isle of Anglesey County Council are seeking to achieve for the local community.

At the time of preparing this plan, there is no clarity on the implementation of a tourism levy or statutory registration scheme. If relevant, this plan will support our work with the Welsh Government on the successful implementation of the scheme.



Legislation

Well-being of Future Generations (Wales) Act 2015



National

Welcome to Wales:
Priorities for the
Visitor Economy
2020-2025

National Events
Strategy for Wales
2022 to 2030

The Economic
Resilience and
Reconstruction
Mission

Tourism Levy
& Statutory
Registration (tbc)



Local

ISLE OF ANGLESEY COUNTY COUNCIL PLANS

Destination
Management Plan
2023-2028

★
IACC Council Plan

Towards Net Zero
Plan 2022 - 2025

Area of Outstanding
Natural Beauty
(AONB) Plan
2023- 2028

North Anglesey
Economic
Regeneration Plan
(NAERP)

Biodiversity Plan
(2021-2022)

Visitor Management
Operational Plan
2022

Anglesey Energy
Island Programme

MoU between IACC &
Grŵp Llandrillo Menai

Council Plan 2023-2028

The Council Plan's vision is to:

Create an Anglesey that is
healthy and prosperous
where people can thrive.'

The Council Plan is the key document serving as a focal point for decision-making at all levels; providing a framework to plan and drive forward priorities; shape annual spending; monitor performance and progress.

At its core is our desire to work with Anglesey residents, communities and partners to ensure the best possible services, improve the quality of life for all and create opportunities for future generations.

Its six main objectives reflect the key areas the Council should be focusing its efforts on.

Our six strategic objectives



The Welsh
Language

Increasing opportunities to learn
and use the language.



Social Care and
Wellbeing

Providing the right support at the
right time.



Education

Ensuring an effective provision
for today and for future
generations.



Housing

Ensuring that everyone has the
right to call somewhere home.



Economy

Promoting opportunities to
develop the Island's economy.



Climate Change

Responding to the crisis, tackling
change and working towards
becoming a net zero organisation by
2030.



Council Plan 2023-2028

The Council Plan 2023-28 is underpinned by the organisation's core values, which are used to develop and guide the vision, strategic plans and services.

Values



Respect

We are respectful and considerate towards others regardless of our differences.



Collaborate

We work as a team, with our communities and partners to deliver the best outcomes for the people of Anglesey.



Honesty

We are committed to high standards of conduct and integrity.



Champion the Council and the Island

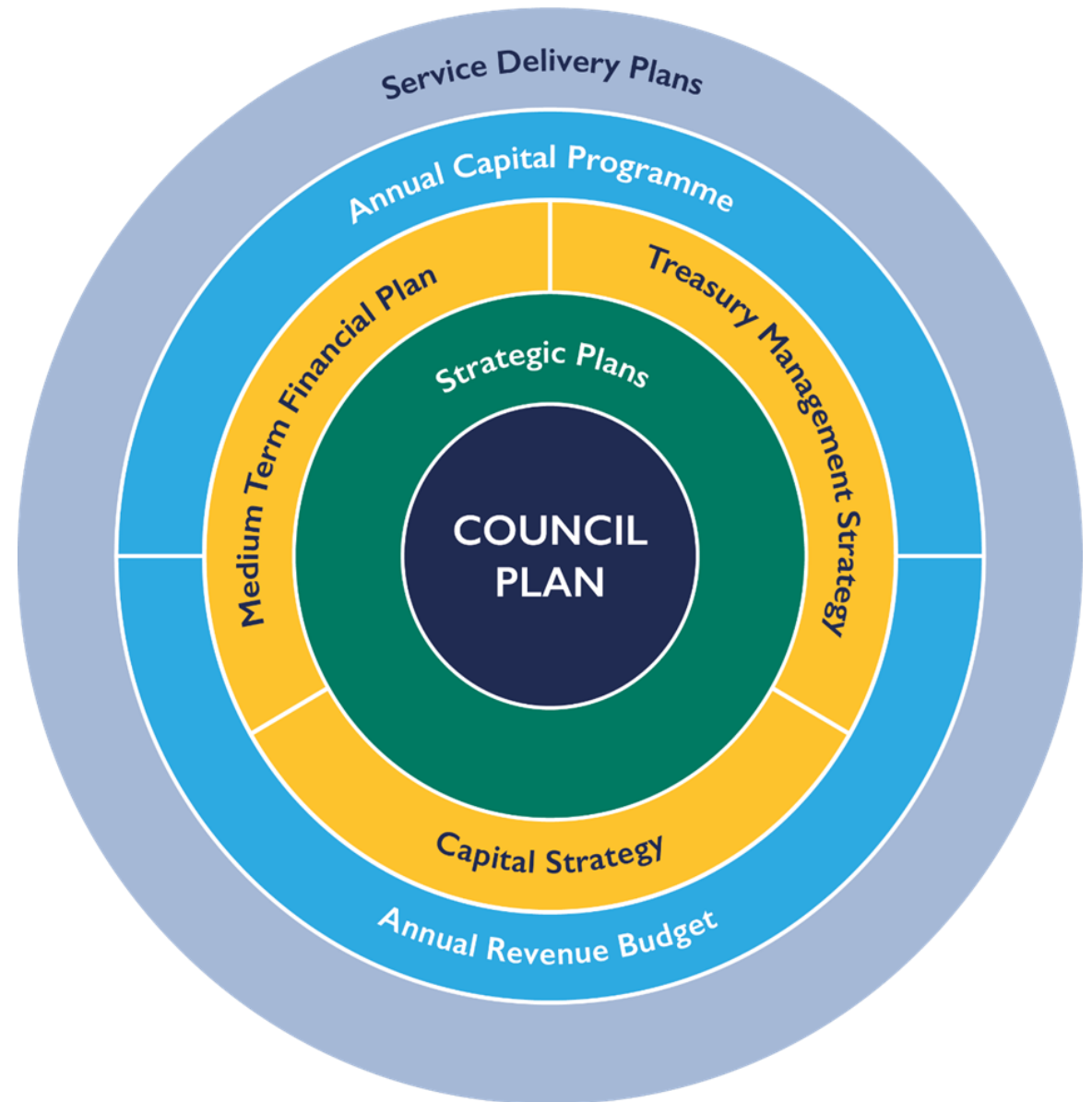
We create a sense of pride in working for the Council and present a positive image of the Council and the Island.



Strategic Circle

The strategic circle identifies the plans in place to ensure we are able to achieve our priorities and objectives.

This plan is a key strategic plan that aligns with the Council's Plan and contributes to the achievement of the strategic objectives and vision.



The impact of Anglesey's visitor economy

Economic impact in 2021:



£342.87 million economic impact



3,698 full time employees (tourism related sectors)

2021 saw a 46.7% increase in economic impact compared to 2010



90% of economic impact comes from 53% of visitors (those staying over night). Staying visitors contribute much more per person in terms of economic impact



Anglesey's visitor economy provides a significant source of income and employment for the Island. This plan seeks to build upon its strengths and help it grow sustainably

Visitor numbers in 2021:



1.48 million visitors, 91% of pre-2020 level



5.28 million visitor days



15% of the year's visitors (over 250,000) visit in August

Accommodation figures in 2021:



0.76 million visitors (50% of total) staying in paid accommodation

97% of visitors with accommodation are in non-serviced accommodation



1,067 Short term let (AirBnB & VrBo) listings



A 53% increase in listings since 2017*

Challenges & opportunities for Anglesey's visitor economy

This plan considers both the challenges facing Anglesey's visitor economy, as well as the opportunities for collaboration, innovation and sustainable growth.

CHALLENGES:

Available funding for the local authority has fallen significantly in the period since the last DMP, especially on non-statutory functions (such as tourism) and the funding profile is often short term, limiting the ability for strategic change

- Over tourism and **capacity** constraints
- **Inclusivity** - the shift to **digital** technologies can exclude some demographics. Age profile and language must be considered
- **Environmental fragility** – climate change and development is increasingly threatening local habitats and species.
- **Perceptions** of tourism – there is little recognition amongst the wider community of tourism's contribution to the Island; as a key employer, entrepreneurial incubator and contributor to wider employment in retail, finance, telecommunications and Holyhead Port.
- **Profile** of visitors – there was a greater drop in staying visitors compared to day visitors in 2021 compared to 2019*. 2021 share of day visitors is 47%, despite being only 10% of spend (contributes to challenges around capacity and infrastructure
- **Second home & Airbnb** ownership increasing
- Sectoral **skills** shortages



OPPORTUNITIES:

- Consumers have long been encouraged to 'discover what's on your doorstep' and 'think global, **act local**', however during the covid-19 pandemic this became much more tangible concept
- **Becoming a sustainable destination** – embracing sustainability is an opportunity for Anglesey to further develop its brand, for instance through promotion of active and more sustainable travel, embracing the lack of roadbuilding and becoming a "green island"
- The visitor economy bring multiple **benefits to the local community**, but there is an opportunity for these to be further developed and better communicated.
- **Culture, heritage, uniqueness** is undersold (history, Welsh language, UNESCO Geo Park, AONB). Opportunity to improve awareness of place through signage and celebrate local identity and brand
- **Dark Sky tourism** Further support and promote the benefits of the dark sky
- **Digital** transformation and marketing
- **Food Tourism** Strategy
- **Increase in adventure sports** & wellbeing tourism
- **School involvement and education** – increase engagement of children learning about their place
- **Strength and performance** of the tourism sector in Anglesey: historically outperformed Wales and North Wales averages (over the period 2006-2017)
- **Welsh Coast Path** Investment in the infrastructure, marketing and development of the coastal path



Guiding Principles & Priorities 2023-2028

1. Celebrate, Respect and Protect our Communities, History, Language, Culture and Heritage

- A visitor economy where the local communities feel ownership and empowered to drive forward the regenerative tourism model.
- A visitor economy which embraces and sustainably utilises the existing strengths of our language and culture and brings our heritage to a wider audience.
- A visitor economy where the culture is embraced, and at the heart of all product and promotional activities

2. Enhance the Visitor Experience Offer and Economic Sustainability

- A visitor economy which can grow sustainably based around a high-quality offer where visitors value and respect Anglesey's culture, heritage and environment.
- A visitor economy which is based around activities and experiences which take advantage of, but do not degrade the culture, heritage and environment.
- A visitor economy where quality visitor infrastructure and access provision offer enhanced recreational opportunities and with this improved health and wellbeing

3. Maintain, Enhance and Respect our Environment, and plan to mitigate impacts of Climate Change

- A visitor economy where the natural environment is understood and enhancements to natural capital bring about benefits in terms of wellbeing to all.
- A visitor economy where activities are in harmony with the natural environment, and enhance both the offer and the land and sea upon which they take place.
- A visitor economy which becomes more 'climate change ready' and is increasingly carbon neutral.
- A visitor economy where users are empowered to directly contribute to tackling both the nature and climate crises.

4. Ensure that the advantages to Anglesey communities outweigh any disadvantages, and as a result social and well being benefits are seen.

- A visitor economy whose infrastructure and resources are enhanced to the benefit of local communities, and adapts to mitigate the impacts of climate change.
- A visitor economy where local people are given the opportunities to be at the heart of the offer, taking advantage of new skilled roles and local supply chains.
- A visitor economy with sustainability at its core and able to grow in economic and social value and provide health and wellbeing opportunities for all.

High-level Action Plan





Celebrate and protect our culture, language and heritage

Why is this important ?

Nothing embodies the spirit of place more than its people, its language and its culture.

Anglesey's unique culture and heritage is key to its sense of place, making it a memorable destination. This, along with our natural environment, is the foundation of the visitor offer. There is opportunity to communicate and celebrate this further.

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What are we going to do?

- We will deliver this destination management plan in close collaboration with local community stakeholders to ensure they feel empowered to drive forward a regenerative tourism model.
- We will embracing the existing strengths of our language and culture to bring our heritage to a wider audience.
- We will develop a visitor economy where culture is embraced, and at the heart of all product and promotional activities.
- In doing so, we aim to create a destination that is distinctive and authentic to be enjoyed by the people of Anglesey and future generations.

How are we going to do it?

- We will work with partners to improve the, heritage, history and cultural offer, developing better information for visitors and using cultural stories and place setting to develop new visitor experiences.
- We will embed and promote the Welsh language and our unique cultural heritage across all elements of the visitor offer, ensuring inclusivity and the culture are core components.
- We will continue to build on and celebrate the investment in the Anglesey Food Tourism Strategy, the Welsh Coast Path, Dark Sky Tourism, adventure sports and wellbeing tourism. We will manage these itineraries with a focus on local heritage and sustainability.



Enhance our quality visitor experiences and economic sustainability

Why is this important ?

Sustainable all year visitor infrastructure ensures visitors can experience Anglesey at its finest. Getting these right, with an inclusive welcome and a sense of being in a unique natural environment, will drive longer stays and repeat visits.

Ensuring this infrastructure and offer serves to protect and enhance the environment will be key in growing the visitor economy in a sustainable manner.

What are we going to do?

- We will develop and promote a shared Anglesey brand and shared commitment, celebrating the local community, language and landscape.
- We will build a dynamic and inspiring visitor experience offer based around sustainable enjoyment of the unique qualities of Anglesey, starting with getting the basics right.
- We will ensure key facilities and visitor infrastructure are high quality.
- We will capitalise on Holyhead's position as a gateway for international visitors.
- We will strengthen Anglesey's all-year round product, extending the season and developing an increased number of compelling experiences for visitors and residents to enjoy indoors and outdoors.

How are we going to do it?

- We will improve visitor facilities including car parking, toilets, and electric vehicle charging, as well as a network of quality, accessible footpaths and cycle routes.
- We will consider better ways to signpost attractions, either through digital technology or improved signage and wayfinding
- We will explore opportunities to integrate destination management considerations into all planning decisions in to ensure public transport, infrastructure and development projects support the visitor economy and the people of Anglesey.
- We will collaborate to ensure cruise and transient visitors provide economic and social benefits to the Island in the most sustainable and environmental way possible.
- Engage with partners to collect, interrogate and share data about tourism in Anglesey, particularly to understand tourism impacts in different parts of the county.



Maintain and respect our environment and act to mitigate the impacts of climate change

Why is this important ?

The landscapes, seascapes and natural environment of Anglesey is diverse and dramatic, but under threat from a multitude of factors including climate change, over-tourism and tourism offers which degrade these special qualities.

The value of an authentic, coherent destination so rich in natural assets cannot be underestimated. Nature is a core element of Anglesey's brand identity, connecting visitors and locals to the place, its values and character. This can drive measurable wellbeing, economic, social and cultural benefits and must be celebrated and protected.

What are we going to do?

- We will embed effective sustainable destination management principles across all areas of our work, and ensure that the offer enhances rather than degrades the natural environment.
- We will utilise the natural and cultural resources of Anglesey to create and promote a special, distinctive place, distinguished from other destinations.
- We will work with partners to plan projects focussed on delivering a landscape which is healthier, more ecologically rich and connected, and able to act as a catalyst for new visitor opportunities and a reconnection between people and nature.
- We will ensure that the impacts of climate change on destination management are fully understood and that we can make our visitor economy resilient to these impacts.

How are we going to do it?

- We will manage sensitive sites and develop interventions to protect, enhance, and conserve them.
- Through the planning process, we will control development which could threaten the quality of the coastal environment, the Island's visitor appeal, or disproportionately impact individual tourism businesses.
- We will ensure the importance of destination management is embedded in the work of the AONB and natural environment partners.
- We will draw upon research to appraise the likely impacts of projected changes to seasonality of weather on the visitor offer, and plan to mitigate these impacts.
- We will explore opportunities to link destination management with coastal adaptation/natural flood management projects.



Ensure the visitor economy delivers social, economic and wellbeing benefits to our communities

Why is this important ?

The tourism and hospitality sector are vital to Anglesey's local economy, employing many people. However, support is required to address skills shortages and realise the visitor economy's full potential in delivering social, cultural and economic wellbeing for Anglesey.

Whilst training may be one issue behind this, there are also other more complex factors, such as the seasonal nature of many businesses, or indeed the way young people see tourism as a future career.

What are we going to do?

- We will engage with the community to promote the importance of the visitor economy and supporting infrastructure and services, so residents, partner bodies and businesses alike are bought into the delivery of the experience.
- We will collaborate with education, further and higher education establishments and work with partners to identify both immediate and future key skill sets and resource issues.
- We will work with partners to encourage greater engagement with food producers and local supply chains.
- We will support private sector-led initiatives that deliver economic growth, fair work, employee upskilling and a reduction of carbon footprints on the Island: the kind of behaviours we need for a sustainable tourism industry.

How are we going to do it?

- We will foster opportunities for skilled year round employment
- We will collaborate with the education sector to coordinate action on skills, the perception of careers in tourism, skill shortage and raising awareness of opportunities that the tourism and hospitality sector can offer.
- Ensure that local people are given the opportunities to be at the heart of the offer, taking advantage of new skilled roles and local supply chains.
- We will work to ensure that local low carbon, sustainable supply chains are developed across the industry.
- Ensure that the tourism offer contributes to the viability of services and facilities which are essential to the host communities.

Next steps

The first step to delivering the Destination Management Plan is to establish a new partnership model for a [Destination Management Organisation \(DMO\)](#).

A new partnership model is recommended in order to:

- ensure collaboration and buy-in from key private, voluntary and public sector partners;
- make best use of existing resources;
- facilitate effective ways of working which may attract further investment when needed to deliver the objectives of the Destination Management Plan.

Once the DMO is established and supported with a Terms of Reference, the group will work in collaboration to define priority next steps with a SMART action plan.





DMP Consultation 28th April – 9th June 2023

Responses

May/June 2023

Status: Official

Prepared by:

Original Author	Version	Amendments Made	Dated
Michael P. Thomas	1	Responses to date	23.05.2023
Andy Godber	2	Officer Responses	27/5/23
Michael P. Thomas	3	Responses to date	02.06.2023
Michael P. Thomas	4	Officer Responses	07.06.2023
Andy Godber	5	Officer Responses	12.06.2023

Responses to Questions and Feedback

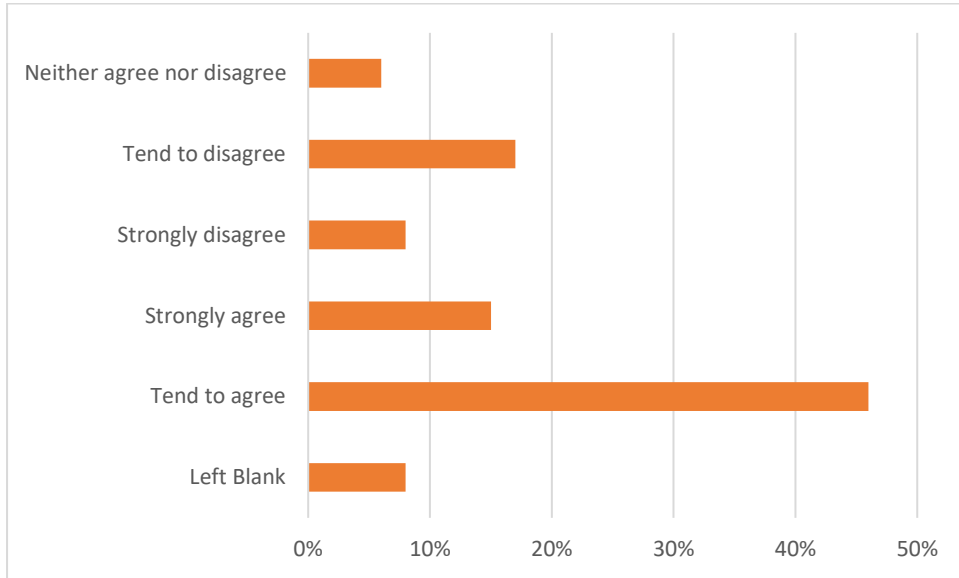
A total of 48 responses were received including a number of detailed responses not through the online system. The general view is positive, and a lot of pertinent comments and ideas were received, although the vast majority of these relate to the next stage of the process which is the formulation of an action plan in conjunction with the new Destination Management Organisation.

The importance of ensuring that tourism was seen as a benefit to the communities of the island was apparent, and that tourism should not impact negatively on the special qualities of the island.

The visitor levy was noted by many, and as expected views ranged from how it would positively impact the visitor sector, to negative comments given the current economic climate.

The challenges of addressing the ongoing issues around inappropriate or illegal parking and campervans was raised, as was a significant number of negative responses as a consequence of the Penrhos development.

Q4. To what extent do you disagree or agree with the vision for the Isle of Anglesey DMP?



<p>Comment 1</p>	<p>Too much focus on tourism as a future for young people on the island. I'm reality, the number of jobs are poor, and jobs are low paid with poor prospects. Youngsters are leaving in droves for proper skilled work with good salaries and prospects.</p> <p>Tourism needs to be capped- the island is heaving in the summer - we don't go out because everywhere is packed, no parking etc. We certainly don't want it encouraged year round, thank you!</p> <p>This seems a somewhat contradictory document given the plan to plaster the island with solar panels, wind turbines etc but the blatant backing of destruction on Penrhos Country Park which is an asset in all things climate, habitat, nature etc</p>
<p>Officer Response</p>	<p>The visitor economy remains the largest economic driver on Anglesey, and as such plays an integral role in making more economically resilient county.</p> <p>In recent years we have seen a shift towards unsustainable numbers of visitors which has blighted the experience and the host communities. This plan seeks to redress the balance and considers the special qualities of place as being of paramount importance in terms of delivering a more sustainable tourism model.</p> <p>With this will come new employment opportunities not just in traditional visitor facing roles, but roles focussed on enhancing these special qualities.</p>

Suggested Modification	None
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Comment 2	<p>I am writing as one of the families who has been forced to move out of the area due to the lack of job opportunities, that you have talked about. I am also from the first generation of my family who are not fully bilingual in Welsh and English. I am shocked that Penrhos Coastal Park is being considered for development, I don't claim to be an environmental expert but I do know something about the local area and about how reliant local businesses are on tourism. Penrhos is one of the few places in the country where you can see red squirrels. I live in Reading. It takes us two hours, plus a boat trip to get to see one. The nearest being Brownsea Island in Dorset, where they are a major draw for tourists from across the whole of the South of England. It is also an excellent resource for locals, I know this because I have frequently walked my grandparents' dogs there. If young people were encouraged to help with conservation at places like Penrhos it would benefit the community and possibly reduce the level of crime in places like Holyhead. The area needs jobs (I know this because otherwise, my family would still be there) but speaking as someone who also lives an area with high crime rate, trashing adjacent areas that should be conserved will not help. We don't have those kind of resources here, I wish we did.</p>
Officer Response	<p>The Land and Lakes planning application for Penrhos followed the due planning process. The AONB is a landscape designation and balances to needs of landscape and seascape, nature, communities, and economic development.</p> <p>However the wider comment on the importance of ensuring natural environments and associated species to offer new visitor experiences is acknowledged and forms the basis of both the DMP and AONB Management Plan</p>
Suggested Modification	None

Comment 3	<p>Managing second homes and Airbnb on the island is important for the future of our young people and our culture and language</p>
Officer Response	<p>A very valid comment. The visitor levy, changes to taxation and statutory licencing are all currently being discussed within Welsh Government and the local authority. The document does reflect this issue, but more is needed in action plan.</p>
Suggested Modification	<p>Make reference in the relevant section.</p>

<p>Comment 4</p>	<p>The ideas are there, but over tourism is worrying in its impact on the infrastructure, environment and local communities. We have enough visitors, too much traffic and no real management. In line with rewilding, new development should be minimal whilst caring for what we already have (e.g. Penrhos) is top priority.</p> <p>Rewilding needs planning and management with regard to the environment</p>
<p>Officer Response</p>	<p>The plan highlights the need to address many of the key building blocks for a sustainable visitor model such as car parks, toilets etc. The LA has already set about utilising its own budget and external grants to deliver improvements, and this will continue.</p> <p>The DMP works in tandem with the AONB management plan which includes significant emphasis on habitat improvement. Further to this we currently have meadow creation and heathland restoration projects being undertaken. Such work is a priority, and will increase in area and impact in future years.</p>
<p>Suggested Modification</p>	<p>Include in Action Planning process</p>

<p>Comment 5</p>	<p>There's very little in it to actually disagree with. But it is mostly well-meaning waffle without mentioning either specific problems with our current tourism industry or specific opportunities for the island. How about some action on the long-promised northern section of the cross-island 'green corridor' cycle route from Newborough to Amlwch? This has been talked about for years but seems to have got stuck waiting for some railway enthusiasts. Fine, let's have the railway eventually, if they ever get the cash, but let's not hold up the cycle route in the meantime.</p> <p>As for other cycle opportunities, I believe Menter Mon commissioned a report (with Leader funding) on a round-Anglesey cycle route, provisionally named the Anglesey Wheel / Olwyn Mon, a few years ago. Let's follow it up and implement it please - ideally followed by, or synchronised with, and All-Wales cycle route as a parallel to the coastal path and Offa's Dyke paths for walkers.</p> <p>And if these ideas are too difficult for Anglesey Council; at least re-establish the 'bird routes' (Telor, Giach, Hebog, and Nico) that were developed years ago but seem to have fallen into disuse. A bit of tidying / re-signposting, and re-marketing would be an excellent 'quick win' for activity tourism on the island, in addition to having health and fitness benefits for residents.</p>
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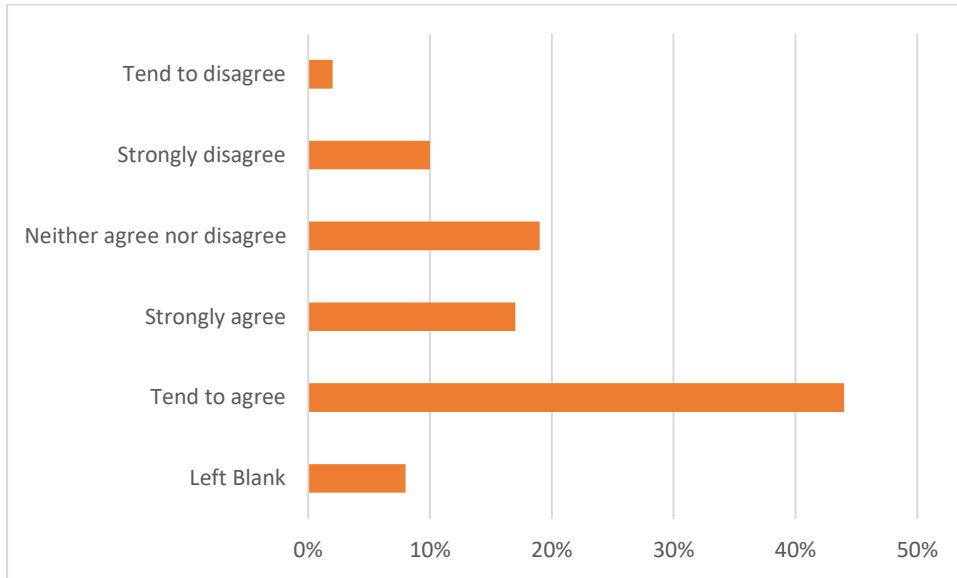
	<p>Another thing that needs doing is more to improve the quality of our local restaurants. Have a look at the service offered in restaurants in Florida for example - glasses of iced water on the table immediately after you arrive - it's a minor point but one that immediately sets the tone and makes the customer feel welcome. Too many of our restaurants offer 'pub food' but charge restaurant prices; either keep the prices down or improve the quality. And stop this nonsense of "we want your table back by x"; if I'm having lunch or dinner with friends I want to be able to chat, not to rush through the meal.</p>
Officer Response	<p>Comment noted – the Economic Development function actively seeks opportunities for new appropriate industries to invest in Anglesey.</p> <p>Very valid comments. The development of cycling infrastructure will come out of the action plan and fits with the sustainable approach being proposed</p>
Suggested Modification	<p>Already an action</p>

Comment 6	<p>It is hard to disagree with his vision. It is noted that there is a priority to ensure that the CRhc protects the community and the culture of the Island.</p>
Officer Response	<p>The DMP and AONB management plans will work in partnership and compliment the corporate plan to ensure that community and culture are at the heart of the deliverables</p>
Suggested Modification	<p>None</p>

Comment 7	Welcome embracing sustainable tourism, I think there are opportunities to embrace and attain sustainable tourism credentials, which recognise importance of both environment and culture.
Officer Response	We agree and this ethos forms the basis of the plan.
Suggested Modification	None

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Q5. Do you agree with the guiding principles and priorities for the DMP?



Comment 8	All action plans must have guiding principles in the awareness of what is happening now in terms of global warming and its effects
Officer Response	The guiding principles are clearly set out – the defined action plan will be developed in conjunction with the new DMO.
Suggested Modification	None

Comment 9	Again more jobs are obviously needed but please start listening to the locals, who have been saying for years about the environmental impact. I don't understand why with remote working, there are not more service related industries moving out of London. They don't require huge manufacturing plants and can be housed in existing buildings in the towns. Perhaps if you did, we could move back!
Officer Response	Comment noted – the Economic Development function actively seeks opportunities for new appropriate industries to invest in Anglesey.
Suggested Modification	None

Comment 10	Tourism should work around and with the existing local population. Anglesey's tourism should be managed in a way that promotes the good aspects of tourism (buy local, stay local, respect the locals, positive experiences). The island has so much to offer in general experiences that other locations (e.g. Blackpool or London) can't or won't offer. We are a small community (island overall), which can promote nature tourism (seeing red squirrels, kites, dolphins, geology) as well as history (stone circles, Roman fort in Holyhead, burial chambers) and culture (Welsh language, dancing, national dress etc.). These are some of
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	Anglesey's strong points, along with independent businesses (food, drink, crafts etc.).
Officer Response	All points are acknowledged and for the basis for both the DMP and the AONB management plan.
Suggested Modification	None

Comment 11	I tend to agree but the DMP is far too general and high level to be very meaningful. I appreciate that specific actions are intended to follow but it is very difficult to comment without specific examples and my view is that the DMP should have combined high level principles with specific actions as it really needs to happen quickly.
Officer Response	We agree that a robust and co-created action plan is fundamental – the thought is that this can only be done through a new DMO. This is the start point.
Suggested Modification	None but noted

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Q8. Do you believe these are the right priorities and objectives for Anglesey?

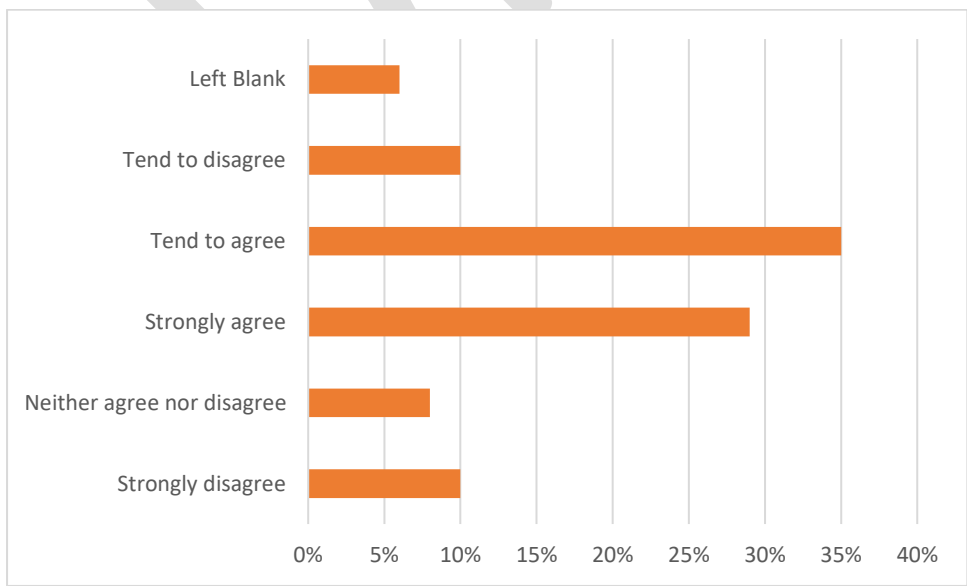
Comment 12	Less volume, higher quality (spending) tourists is the way forward. We simply cannot accommodate any more people - we locals don't go anywhere because of crowding, poor parking etc, and we don't want it all year round at the current volume thanks!
Officer Response	The plan seeks to redress the situation regarding unsustainability of the existing visitor numbers, although already numbers have dropped towards those levels seen prior to the Covid pandemic.
Suggested Modification	None

Comment 13	More on tourist attractions. Like MTB bike routes and motorcycles.
Officer Response	Opportunities for new cycle routes and mountain bike trails forms part of the plan. TracMon continues to flourish as an attraction for car and motorbike enthusiasts. Delivering new opportunities for motorcyclists could be seen as being at odds with our goals to tackle climate change.
Suggested Modification	None

Comment 14	<p>Yes, if it is managed correctly. There is a fine balance between the county council encouraging local businesses to thrive and the potential for there being too much red tape etc, which could restrict the businesses.</p> <p>Groups, individuals, local and county councils and organisations need to work together for a sustainable future.</p> <p>The housing stock needs to be monitored carefully, so that there is enough affordable housing for the local population to use and buy. If people cannot afford to buy local housing, then there is a very big risk that certain parts of Anglesey will become only second home areas (as some parts have started to become). It has also been seen in other parts of the UK, what happens when too many homes are bought up for second/holiday homes and/or turned into tourist accommodation.</p> <p>There is a lot of potential to be tapped into, regarding the tourism sector. I have had first-hand experience of dealing with tourists (either as a local and/or as a qualified tourist guide). The vast majority of the tourists are respectful that they are coming into someone else's location. From the cruise ships, the passengers like meeting the locals (whether that's tourist guides or not) and been greeted in a positive manner.</p>
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	<p>For locals - I have seen the negative feedback towards tourists arriving on the island. Some of this is aimed at the cruise ships and a lot of negativity comes from lack of knowledge. There are some of us who are trying to dispel the myths of the cruise ships - that the vast majority of the passengers stay on the island and also visit Holyhead. Myths and rumours about what the tourists like about Anglesey, need to be dispelled. A positive attitude needs to be encouraged and pride in what is already available and operating on the island. Positive attitude and forward thinking will help foster more positivity.</p> <p>The negative aspects of tourism (from both tourists and locals) also needs to be managed.</p>
Officer Response	<p>The visitor levy, changes to taxation and statutory licencing are all currently being discussed within Welsh Government and the local authority. The document does reflect this issue, but more is needed in action plan.</p> <p>Ensuring communities are advantaged by the visitor sector is imperative. It is important that the value of tourism is acknowledged, and that the facilities developed for the sector also add value to those who reside on Anglesey.</p>
Suggested Modification	<p>None – will undoubtedly form part of the action plan which will be developed in conjunction with DMO.</p>

Q9. Do you disagree or agree that Destination Management is shared responsibility between private businesses, local authority, government agencies, third sector, national governing bodies and Welsh Government?



Comment 15	Aside from funding and high level principles and protections this should primarily be a collaboration between the local authority, local businesses and tourism and other relevant parties (National Trust etc.). National government involvement will impede local initiatives.
Officer Response	Agreed – DMO will action
Suggested Modification	None
Comments	Businesses will do what is best for them ie to increase their profits - high turnover with as low overheads as they can get away with. This inevitably means cutting corners on visitor experience, staff wages etc. It needs regulation by government.
Officer Response	Regulation is on the horizon in terms of holiday lets and other accommodation through the statutory licensing process.
Suggested Modification	None – will undoubtedly form part of the action plan which will be developed in conjunction with DMO
Comment 16	All partners have to take full responsibility for this work. This work is always driven from the local authority and there needs to far more private sector investment
Officer Response	Agree with comment
Suggested Modification	This is referenced already
Comment17	We all need to cooperate and focus on the positives. Unfortunately, the cost of providing, maintaining and servicing holiday accommodation has rocketed in recent years as employees wages rise and fuel cost increase. Any added costs, such as a tourism levy, will result in a reduction in small businesses as they are forced to cease trading or reduced visitor numbers as the levy is passed on to them.
Officer Response	Managed correctly, any levy or licensing scheme can benefit the tourism sector by reinvestment into infrastructural needs, access improvements, interpretation and marketing for example.

Suggested Modification	None – will undoubtedly form part of the action plan which will be developed in conjunction with DMO
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Comment 18	While private companies can contribute to the vision, many aspects (public amenities etc) are beyond their control. A clearly communicated plan can be 'bought into' and should be followed with a clear public Comms/ branding which businesses can use/ contribute to and develop.
Officer Response	The new DMO will be made up of all stakeholders to ensure actions are inline with the plans goals.
Suggested Modification	None

Comment 19	If we want to ensure success in reaching the priorities, there must be joint action. There is concern that commercial organizations would gain influence at the expense of the indigenous communities
Officer Response	The new DMO will be made up of all stakeholders to ensure actions are inline with the plans goals and community well being.
Suggested Modification	Sufficiently covered

Q10. If you disagree with the DMP being shared responsibility, how do you envisage the destination being managed for the benefit of residents, communities and visitors alike?

Comment 20	Regulatory management - decrease number of Airbnb via licences /change of use regs would be a start.
Officer Response	The visitor levy, changes to taxation and statutory licencing are all currently being discussed within Welsh Government and the local authority. The document does reflect this issue, but more is needed in action plan.
Suggested Modification	Include in Action Plan

Q11. Do you have any insight or evidence on the impact of any different type of destination management schemes that are already running, or approaches taken elsewhere in the world, that you think Anglesey could learn from or implement?

Comment 21	Re-wilding on council owned land, more tree planting, building on brownfield sights i.e. Amlwch for instance.
Officer Response	The AONB management plan illustrates the desire to increase and improve key habitats. The corporate plan has goals for climate change mitigation of which tree planting of the correct species and in right location plays its part.
Suggested Modification	None – covered more in AONB plan
Comment 22	We visit Spain a lot. All second homes (non-residents of all nationalities) are legally bound to pay an ANNUAL Non Resident Tax based on the cadastral value of the Property (similar to rateable value). This tax is charged on the assumption of rent that could be achieved if the Property was holiday let (even if it isn't let, but simply used by owners). No choice, pay up or the tax office places an embargo on owners bank account for the amount owed....
Officer Response	The visitor levy, changes to taxation and statutory licencing are all currently being discussed within Welsh Government and the local authority. The document does reflect this issue, but more is needed in action plan.
Suggested Modification	None – action plan
Comment 23	Further work could be developed in Holyhead Port for example in Folkestone they have done considerable projects with private, public and third sector. This type of work could be replicated generating considerable investment and new jobs. Additionally there needs to be effective targeted marketing about the destination.
Officer Response	The Freeport initiative will address this comment.
Suggested Modification	None

Comment 24	More motorcycle facilities for secure parking and storage of motorcycle gear. Helmets etc.
Officer Response	Will pass recommendation to Highways Department
Suggested Modification	None

Comment 25	From personal experience, when the cruise ships come into Holyhead, the good ground handlers work very efficiently with the tourist guides, crew of the ships,
Officer Response	A good visitor welcome is a key part of the experience.
Suggested Modification	None

Comment 26	Yes, tourist tax is massively off putting and causes further economic inequality. It is also a hugely unfair tax on people whose families, for example, have to stay in local accommodation when looking after disabled family members. It also gives an impression that the tourists are the 'bad guys' which is already far too prevalent on Anglesey as mentioned in the DMP guidance.
Officer Response	Managed correctly, any levy or licensing scheme can benefit the tourism sector by reinvestment into infrastructural needs, access improvements, interpretation and marketing for example.
Suggested Modification	None – action plan work

Comment 27	Channel Islands: encouraging alternatives to private car use; adapting to shift in holiday choices and working to maximise appeal of small island attractions.
Officer Response	We shall seek to use best practice examples when developing the action plan. Sustainability is core to the council plan, and the DMP.
Suggested Modification	None – sustainability already included

Comment 28	I note the desire in the plan for active and sustainable travel. The Spanish island of Majorca has an excellent public transport system, many cycle lanes and gives pedestrians priority when crossing at road junctions that are clearly marked with black and white road markings similar to pedestrian crossings in the UK. They also have tight control of AirBnB type accommodation in residential areas.
Officer Response	Again, we shall look at best practice when developing action plans.
Suggested Modification	None but noted

Comment 29	<p>The infrastructure for tourism in Anglesey needs a significant upgrade. For example, the size and signposting of car parks is totally inadequate for the summer economy and is very frustrating for both tourists and locals. A strategic review of the type of tourist attractions to bring onto the island is necessary from a long term perspective. Examples such as “Go Ape” and leisure centres are needed to supplement the natural attractions in Anglesey. Holyhead is currently a very poor destination but could be a really interesting attraction in itself if it had a proper marina, shops and tourism infrastructure.</p> <p>I question whether there needs to be a mindset shift in terms of making it clear to the island that it is expected and appropriate to make as much money as possible from tourism during the holiday season (and work really hard) and that it is ok to be quiet and operate restricted hours during the off season. So many businesses do not seem to maximise the opportunity and remain restricted during the summer period.</p>
Officer Response	It is imperative that the Destination function works with other departments to realise the potential you make reference to in your comments. The council plan also seeks a collaborative approach all departments should be seeking the same goals.
Suggested Modification	Reference already made.

Q12. Do you have any other comments on the proposed Destination Management Plan?

Comment 30	Difficult as I am not a resident. I have seen other parts of the country ruined by short sighted planning. I live near a piece of common land where people protested to the council to stop development. Too many people meant a rise in crime rate. The more residents living there, the more complaints the council had about further building. So, half has been built on and the other has not. Also seen places built on water meadows, where houses and factories have been made unusable due to flooding and not listening to residents' concerns about environmental impact. Pay attention to the real local residents, they live there and they probably know the immediate area better than you do, just because they have seen it first-hand.
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Officer Response	Ensuring a sense of ownership and collaboration with the communities of Anglesey is seen as of paramount importance moving forward.
Suggested Modification	None in DMP – include in DMP action plan and link to AONB

Comment 31	Think you have already upset a lot of the residents of Holyhead and surrounding areas. Sudden change of tactics now wanting the nature that penrhos has and you want to cement over
Officer Response	The Land and Lakes planning application for Penrhos followed the due planning process. The AONB is a landscape designation and balances to needs of both landscape and seascape, nature, communities, and economic development.
Suggested Modification	None

Comment 32	More influence on highways as they need to understand tourism is not just school holiday dates. Cruise ships welcome in Holyhead is v poor compared to other ports whether Marina or DWP
Officer Response	The plans are not in isolation and the comments will be fed through to the visitor management group and highways officials to ensure a robust plan is delivered
Suggested Modification	This will be included and come out of the action plan

Comment 33	<p>Anglesey is one of the premier sea kayaking destinations in the World, due to it producing some of the best sea kayaks and having some of the best training locations. We frequently have visitors from North America and Europe (particularly Scandinavia), who come specifically to sea kayak.</p> <p>Anglesey factories produce in excess of 3,000 sea kayaks per year. My sea kayak coaching/guiding business brings 600+ kayaking visitors to the island per year. There are many more sea kayak coaching businesses. Sea kayaking must account for a few million of the quoted £360 million tourism revenue in the report.</p> <p>Anglesey is World class for sea kayaking and a growing part of the Anglesey economy.</p>
Officer Response	Sea kayaking is certainly one of the best ways of appreciating the coast of Anglesey, and the draw of Anglesey to those involved in this activity is undeniable.

	This form of recreation when undertaken in a sensitive manner fits with the AONB goals. The local manufacturing of highly regarded sea kayaks is also in line with our efforts to support local industries.
Suggested Modification	Add reference

Comments 34	Llyn Alaw needs development and promotion. Dwr Cymru have an excellent site at Llyn Brenig. Ancient monuments need increased promotion and improved accessibility. Marketing for all seasons is needed. Maritime activities of all kinds should have an important place in the plan.
Officer Response	All pertinent ideas relevant to the development of action plan.
Suggested Modification	None but noted

Comment 35	The vision is to improve visitors' experiences, and one important way of doing that is to ensure that tourism developments are of the highest quality i.e. not allowing gradual and tasteless developments. Therefore, quality principles should be incorporated into planning policies.
Officer Response	The planning process will take account of the AONB and DMP plans.
Suggested Modification	None

Q13. Is there anything else you wish to say which you think would help the ongoing development of a new approach to destination management?

Comment 36	How to include less traffic, it's already impossible to park in many places locally bordering on unsustainable
Officer Response	Part of the action plan will focus on sustainable travel options. Again this is linked to AONB. We also see benefits in multi modal recreational routes akin to Lon Las Cefni.
Suggested Modification	Include sustainable travel options within action planning process
Comment 37	As previously stated, support is needed for small businesses reliant on tourism, not additional costs such as levies and council tax premiums.
Officer Response	Managed correctly, any levy or licensing scheme can benefit the tourism sector by reinvestment into infrastructural needs, access improvements, interpretation and marketing for example.
Suggested Modification	None – action plan
Comment	I think broadening the scope of the kinds of stakeholders would be a good idea as well as engaging the visitors or non-visitors (to combat confirmation bias) would be good moves.
Officer Response	Agreed and this is the intension of the new DMO – it needs to have a wider range of stakeholders.
Suggested Modification	None but noted

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Isle of Anglesey County Council	
Report to:	The Executive
Date:	18th July 2023
Subject:	Improving the reliability and the resilience across the Menai Straits
Portfolio Holder(s):	Cllr. Llinos Medi (Economic Development) & Cllr. Dafydd Rhys Thomas (Highways, Waste and Property)
Head of Service / Director:	Christian Branch Head of Service – Regulation & Economic Development Huw Percy Head of Service – Highways, Waste and Property
Report Author: Tel: E-mail:	Tudur H. Jones 2146 tudurjones@ynysmon.llyw.cymru
Local Members:	Relevant to all Elected Members

A –Recommendation/s and reason/s

Recommendations:

The Executive:

- 1) Endorses the report and its conclusion that Welsh Government should not view the Menai Crossing as a simple road project and adopt a positive policy position recognises the critical need to improve the reliability and resilience of the Menai Straits.**
- 2) Delegates authority to the Chief Executive to submit the Council’s evidence base to the North Wales Transport Commission ahead of the July 28th deadline.**

The North Wales Transport Commission (NWTC) Progress Statement January 2023 acknowledges that North Wales is reliant on private vehicles. It states...

There is a current lack of attractive or realistic sustainable transport alternatives to the private vehicle for journeys by residents, workers, and visitors in North Wales. This is contributing towards dependency on private vehicles and limiting social, economic and cultural connections.

For Anglesey, the position is even worse. The congestion and lack of resilience for the Menai crossings is severely limiting or having a profound negative impact on social, economic, educational, health and cultural connections to and from the rest of the country. Worse than that, it is hampering the island's ability to attract the businesses and economic activity it needs to reduce a cycle of job losses, lower on-island employment and increasing reliance on off-island jobs.

The decision of the Welsh Government as recommended by the Roads Review Panel to cancel the proposed Third Menai Crossing will exacerbate the challenges faced by the island's economy and hinder the successful implementation of key

A –Recommendation/s and reason/s

policies that seek to rebuild its employment base and reduce the need of its residents to leave the island to work.

The Menai Bridge has been the subject of recent emergency works due to its age, resulting in reduced capacity due to partial or full closure. It was recently closed for 5 months between 21st October 2022 and 2nd February 2023 with further inspections required every six weeks to check these works. As a result of the closure there were multiple reports of 'complete chaos' <https://www.dailypost.co.uk/news/north-wales-news/complete-chaos-menai-bridge-closure-25354509> which affected visitors, residents and businesses.

In May 2023 there was unfortunately a fatal road collision near the Britannia Bridge. This resulted in the closure of the bridge from 03:00 until 12:35 and the effects were significant on the residents of Anglesey including the students of David Hughes who were sitting important, external exams. There were also wider secondary issues on the diversion of traffic through Llanfairpwll which forced all vehicles on the old A5 which is no longer fit-for-purpose for those volumes and vehicle types.

The poor connectivity and lack of resilience of the road network, as well as increasing congestion negatively affect Anglesey's attractiveness for investment and businesses locating here. This is limiting the overall economic growth, but particularly, an unreliable road network could affect Anglesey's positioning as the optimal location for nuclear industry investment, as well as the competitiveness of the Port of Holyhead, recently designated as a Freeport. There is a real risk that the Freeport can't maximise its effectiveness as a result of the uncertainty and lack of resilience the transport network offers.

The Welsh Government has established the North Wales Transport Commission (NWTC) who released their interim report (link <https://www.gov.wales/north-wales-transport-commission-interim-report-june-2023>) but are welcoming further evidence up to 28th July 2023 before issuing their final recommendations. It is imperative that the Council inputs into and influences the outcome of this report.

To that end the County Council commissioned Quod to prepare a detailed evidence base to support the County Council's submission to the NWTC on the need for an improved multi-modal crossing of the Menai Strait.

This evidence base (please see Annexes A and B) which responds directly to the Terms of Reference (link [Terms of reference: North Wales Transport Commission | GOV.WALES](#)) of the NWTC is structured in the following way:

1. Anglesey in context – an overview of the geography of Anglesey, a description of the two Menai Strait crossings and general commuting patterns.
2. Current travel patterns between Anglesey and the mainland – an overview of the congestion across the existing two bridges and comparison between private vehicles, public transport and cycling as a mode of commuting around and off the island.

A –Recommendation/s and reason/s

3. Doing nothing exacerbates the socio-economic challenges – a description of the existing socio-economic challenges and their links to reliable and resilient access to Anglesey from the mainland.
4. Policy and strategic alignment – an evaluation of how improving reliability and resilience across the Menai Strait aligns with various national, regional and local policies.
5. Anglesey's economic future – an overview of the planned projects in Anglesey to improve its economic conditions and their dependency on reliable and resilient access to Anglesey from the mainland.
6. Benefits of a third crossing – a brief summary of the benefits of a Third Menai Crossing extending beyond time saving benefits.

The key findings of the evidence base can be summarised as follows:

1. There is an undeniable lack of resilience as it currently stands which has a significant negative impact across health, education, the economy, residents, visitors, Port access and culture.
2. This is wider than simple efficiency savings on journey times.
3. The lack of resilience results in concerns over safety and reliability.
4. Lack of other, viable transport modes – bus, rail, walking, cycling – has resulted in high private car ownership and it is the only real option on Anglesey.
5. Freeport designation, Energy Island and MSParc will drive innovation and the real potential to create high value job opportunities.

The findings of the NWTC interim report for June 2023 highlighted the below as possible options:

- Three lanes running or tidal flow on Britannia Bridge.
- Reconfiguration of A55 junctions adjacent to Britannia bridge.
- Provision of active travel on Britannia bridge.
- Priority for active travel on the Menai Suspension bridge.
- Priority for active travel and buses on the bridges.
- Wind deflectors on Britannia bridge.

The County Council has considered the options previously and is of the view that these will not sufficiently address the lack of resilience that exists.

The resilience and reliability of the Menai crossing goes beyond just transport related benefits, it is more than simple road scheme and demands to be looked at within a wider, more long-term strategic context.

It is hoped that through submitting this evidence base the Commission will better understand the continuing issues of how a lack of a resilient transport network, as well as a lack of sustainable transport options is negatively impacting Anglesey and its residents across economic, health, education, social, leisure and investment legacy impacts.

B – What other options did you consider and why did you reject them and/or opt for this option?

Doing nothing is not an option – given the historical issues with the resilience of the crossing to the mainland, the Council must submit the strongest possible evidence to the North Wales Transport Commission.

C – Why is this a decision for the Executive?

Securing the formal support and endorsement of the Executive is important given the importance of the subject at hand and the high degree of local stakeholder interest.

This also builds on previous discussions held, including that at the Full Council on 23rd May 2023

<https://democracy.anglesey.gov.uk/ieListDocuments.aspx?CId=127&MId=4173&Ver=4&LLL=0>

Ch – Is this decision consistent with policy approved by the full Council?

Yes.

D – Is this decision within the budget approved by the Council?

No – no impact on the budget.

Dd – Assessing the potential impact (if relevant):

1	How does this decision impact on our long term needs as an Island?	N/a
2	Is this a decision which it is envisaged will prevent future costs / dependencies on the Authority? If so, how?	No
3	Have we been working collaboratively with other organisations to come to this decision? If so, please advise whom.	No
4	Have Anglesey citizens played a part in drafting this way forward, including those directly affected by the decision? Please explain how.	N/a
5	Note any potential impact that this decision would have on the groups protected under the Equality Act 2010.	N/a

Dd – Assessing the potential impact (if relevant):

6	If this is a strategic decision, note any potential impact that the decision would have on those experiencing socio-economic disadvantage.	N/a
7	Note any potential impact that this decision would have on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.	N/a

E – Who did you consult?		What did they say?
1	Chief Executive / Senior Leadership Team (SLT) (mandatory)	
2	Finance / Section 151 (mandatory)	
3	Legal / Monitoring Officer (mandatory)	
4	Human Resources (HR)	
5	Property	
6	Information Communication Technology (ICT)	
7	Procurement	
8	Scrutiny	
9	Local Members	

F - Appendices:

Improving the reliability and resilience across the Menai Strait x2 reports

Ff - Background papers (please contact the author of the Report for any further information):

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Ynys Môn

THE ISLE OF

Anglesey

Improving reliability and resilience
across the Menai Strait

Detailed evidence base

June 2023



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1 Purpose of this document

- 1.1 This document is a detailed evidence base to support the Isle of Anglesey County Council (IACC)'s submission to the North Wales Transport Commission (NWTC) on the need for an improved multi-modal crossing of the Menai Strait. Key findings have been lifted from this detailed evidence base for the purposes of the submission.
- 1.2 This detailed evidence base has been produced by Quod, a specialist economics and planning consultancy on behalf of the Isle of Anglesey County Council (IACC).

2 Introduction

- 2.1 The North Wales Transport Commission Progress Statement January 2023 acknowledges that North Wales is reliant on private vehicles.

There is a current lack of attractive or realistic sustainable transport alternatives to the private vehicle for journeys by residents, workers, and visitors in North Wales. This is contributing towards dependency on private vehicles and limiting social, economic and cultural connections.¹

- 2.2 For Anglesey, the position is even worse. The congestion and lack of resilience for the Menai crossings is severely limiting social, economic and cultural connections to the rest of the country. Worse than that, it is hampering the island's ability to attract the businesses and economic activity it needs to reduce a cycle of job losses, lower on-island employment and increasing reliance on off-island jobs.
- 2.3 The decision of the Welsh Government as recommended by the Roads Review Panel to cancel the proposed Third Menai Crossing² will exacerbate the challenges faced by the island's economy and hinder the successful implementation of key policies that seek to rebuild its employment base and reduce the need of its residents to leave the island to work.
- 2.4 This report has been produced by IACC to set out the latest available statistics and set out the economic and social implications of doing nothing along with the benefits of the additional crossing.
- 2.5 Doing nothing does not mean preserving the status quo - it is likely to mean further job losses on the island and the loss of the unique opportunities in low carbon energy and tourism that will arise in the next decade.

Context for the report

- 2.6 In 2016, a Strategic Outline Case (SOC) was produced by AECOM for a Third Menai Crossing.
- 2.7 The SOC identified the key problems associated with the current travel situation. These primarily relate to congestion and rat running (affected by daily commuting, holiday peaks, and freight traffic) and poor network resilience due to safety requirements and resulting bridge closures.
- 2.8 Poor connectivity and resilience of the road network, as well as increasing congestion negatively affect Anglesey's attractiveness for investment and businesses locating there. This is limiting the overall economic growth of the area, but particularly, an unreliable road network could affect Anglesey's positioning as the optimal location for nuclear industry investment, as

¹ <https://www.gov.wales/sites/default/files/publications/2023-01/nwtc-progress-statement-final.pdf>

² <https://www.gov.wales/programme-future-road-investment-html>

well as the competitiveness of the Port of Holyhead (which has recently been designated as a Freeport capable of supporting up to 13,000 jobs and £1bn of economic growth).

2.9 In summary, the Strategic Case of the SOC identified that a 'Do Nothing' option would be unacceptable. Not addressing the current issues and projected traffic growth would be a major risk to economic growth and regeneration of Anglesey.

2.10 The identified impacts of doing nothing include³:

- Worsening traffic congestion on the existing bridges, due to predicted 9% growth in car trips across North Wales between 2015 and 2030.
- Diversion of trade away from the Port of Holyhead, as a result of comparative advantage of alternative freight distribution routes.
- Loss of economic competitiveness, leading to businesses locating elsewhere.
- Congestion worsening accessibility for local residents, including for work opportunities and day-to-day services.
- Congestion affecting attractiveness of the area for tourists, resulting in loss in visitor spending.

2.11 The SOC concluded that a third crossing would double the capacity of the A55, improve journey times (and journey time reliability), improve the accessibility and service quality for non-motorised users, as well as reduce frequency and severity of accidents⁴.

2.12 Additional benefits of improving the resilience of the Menai Strait crossings include:

- Societal benefits such as social inclusion, improved physical fitness and improved access to work, education, health and leisure activities.
- Environmental benefits from less queueing and idling leading to more efficient engine operation and lower emissions, and increased uptake of active modes of transport due to segregated facilities.
- Improving attractiveness for visitors to the island as tourism is one of the largest employment sectors on Anglesey.
- Supporting employment opportunities through inward investment from Anglesey's recent Freeport designation and the Anglesey Energy Island Programme.

2.13 However, on 14 February 2023, the Roads Review Panel advised the Welsh Government to halt development works on the Third Menai Crossing, which was accepted by the Welsh Government.⁵ The panel concluded that the case for the scheme is not well aligned with the Welsh Government's aim to reduce car mileage even though the panel acknowledged that congestion and lack of resilience of the crossings make Anglesey less attractive for investment, limiting its future economic potential. The benefits of the Crossing directly link with several national, regional and local policies. These are discussed further in Section 6.

³ https://www.gov.wales/sites/default/files/publications/2019-01/180309atish12021doc1_0.pdf

⁴ Ibid.

⁵ <https://www.gov.wales/programme-future-road-investment-htm>

2.14 The scheme has a good Benefit Cost Ratio (BCR) of between 1.8 and 2.2⁶ with 90% of total benefits from journey time savings. This BCR is likely to be understated because:

- Resilience and reliability benefits are not fully captured.
- The Welsh Transport Appraisal Guidance (WelTAG) underweights the value of freight. The Port of Holyhead is the UK's second largest roll-on roll-off ferry port after Dover.⁷
- The benefits don't capture effects on business investment and land use changes, e.g. changes in freight trips.

2.15 While the IACC supports policies to deliver Net Zero, it disagrees with the panel's "one size fits all" approach to reducing car mileage as in some circumstance it is not necessary to reduce the average vehicle mileage. As the National Infrastructure Commission for Wales pointed out in their response to the panel's findings:

...with rural areas being less densely-populated, it is likely that active travel and public transport is less practical for more journeys than Wales' urban areas..." and "Therefore, decisions taken today will need to differ depending on the locality..."⁸

2.16 Anglesey is rural. Reducing the average vehicle mileage becomes difficult and reliance on public and active modes of transport becomes challenging as well.

2.17 Anglesey is also peripheral and severed by the mainland. It contains the Port of Holyhead, which is a crucial connection between the Republic of Ireland and the rest of Europe. It has recently been awarded a Freeport designation and along with its unique opportunities for low carbon energy projects creates the potential for high-value employment on the island.

2.18 The above features make Anglesey unique. The Third Menai Crossing is not a typical road scheme as it includes economic, social, resilience and reliability benefits for Anglesey and Wales and the benefit go well beyond typical user benefit time savings.

Structure of the report

2.19 The report is structured as follows:

- **Section 3: Anglesey in context** – an overview of the geography of Anglesey, a description of the two Menai Strait crossings and general commuting patterns.
- **Section 4: Current travel patterns between Anglesey and the mainland** – an overview of the congestion across the existing two bridges and comparison between private vehicles, public transport and cycling as a mode of commuting around and off the island.
- **Section 5: Doing nothing exacerbates the socio-economic challenges** – a description of the existing socio-economic challenges and their links to reliable and resilient access to Anglesey from the mainland.

⁶ <https://www.gov.wales/sites/default/files/publications/2023-02/the-future-road-investment-wales.pdf>

⁷ <https://www.itv.com/news/wales/2019-10-08/holyhead-the-uk-s-second-biggest-ferry-port-absolutely-not-ready-for-a-no-deal-brexite>

⁸ <https://nationalinfrastructurecommission.wales/2023/02/15/reviewing-roads-review/>

- **Section 6: Policy and strategic alignment** – an evaluation of how improving reliability and resilience across the Menai Strait aligns with various national, regional and local policies.
- **Section 7: Anglesey's economic future** – an overview of the planned projects in Anglesey to improve its economic conditions and their dependency on reliable and resilient access to Anglesey from the mainland.
- **Section 8: Benefits of a third crossing** – a brief summary of the benefits of a Third Menai Crossing extending beyond time saving benefits.

3 Anglesey in context

- 3.1 Anglesey's peripheral location means that it is mostly rural and sparsely populated. The number of jobs and jobs density is low even for a rural area. As a result, the area is highly dependent on the mainland as a source of employment and for key facilities such as acute hospital and university. Nearly 40% of Anglesey residents commute of the island for work and mostly reside close to the existing two bridges.
- 3.2 Anglesey has the only travel to work area (TTWA) in the Wales that is severed by water. Access to mainland Wales is only possible via two crossings, both of which have reliability and resilience issues. This complicates the situation for the residents, visitors, businesses and the Port of Holyhead.
- 3.3 The combination of Anglesey's peripherality and its severance from mainland Wales pose significant issues for its community and economy.

Overview

- 3.4 Anglesey covers over 67,300 ha of land. The largest town is Holyhead, and the other key towns are Llangefni, Amlwch, Menai Bridge, Llanfairpwllgwyngyll and Beaumaris.
- 3.5 It is also the home of the Port of Holyhead, the second largest Ro-Ro port in the UK (after Dover) and the now decommissioned Wylfa nuclear power station, as well as several other large brownfield sites, such as Anglesey Aluminium and Rhosgoch.
- 3.6 There are 68,900 residents with c. 23,000 jobs. Currently, 58% of the population lives in rural areas and this has remained consistent since 2011 as shown in [Table 3-1](#) below.

Table 3-1: Anglesey has remained mostly rural⁹

	2011	2021
Urban population	28,757 (41%)	28,837 (42%)
Rural population	40,994 (59%)	40,037 (58%)
Total	69,751	68,874

- 3.7 The peripheral location of Anglesey with limited rail and public transport provision means that it is less densely populated than the rest of Wales both in terms of residential and working population. These are shown in [Figure 3-1](#) and [Table 3-2](#) below.

⁹ NOMIS 2023.

Table 3-2: Anglesey population and employment densities are low compared to Wales¹⁰

	Number of residents	Residents per square kilometre	Employment	Employment per square kilometre
Anglesey	68,900	97	23,000	32
Wales	3,107,500	150	1,335,500	64

3.8 Anglesey is 35% less densely populated than Wales and its employment density is only half of that of Wales. This indicates that:

- There is high commuting off the island, which means a reliable and resilient crossing is important.
- Public and active modes of travel are less suitable alternatives on the island than in most other parts of Wales.

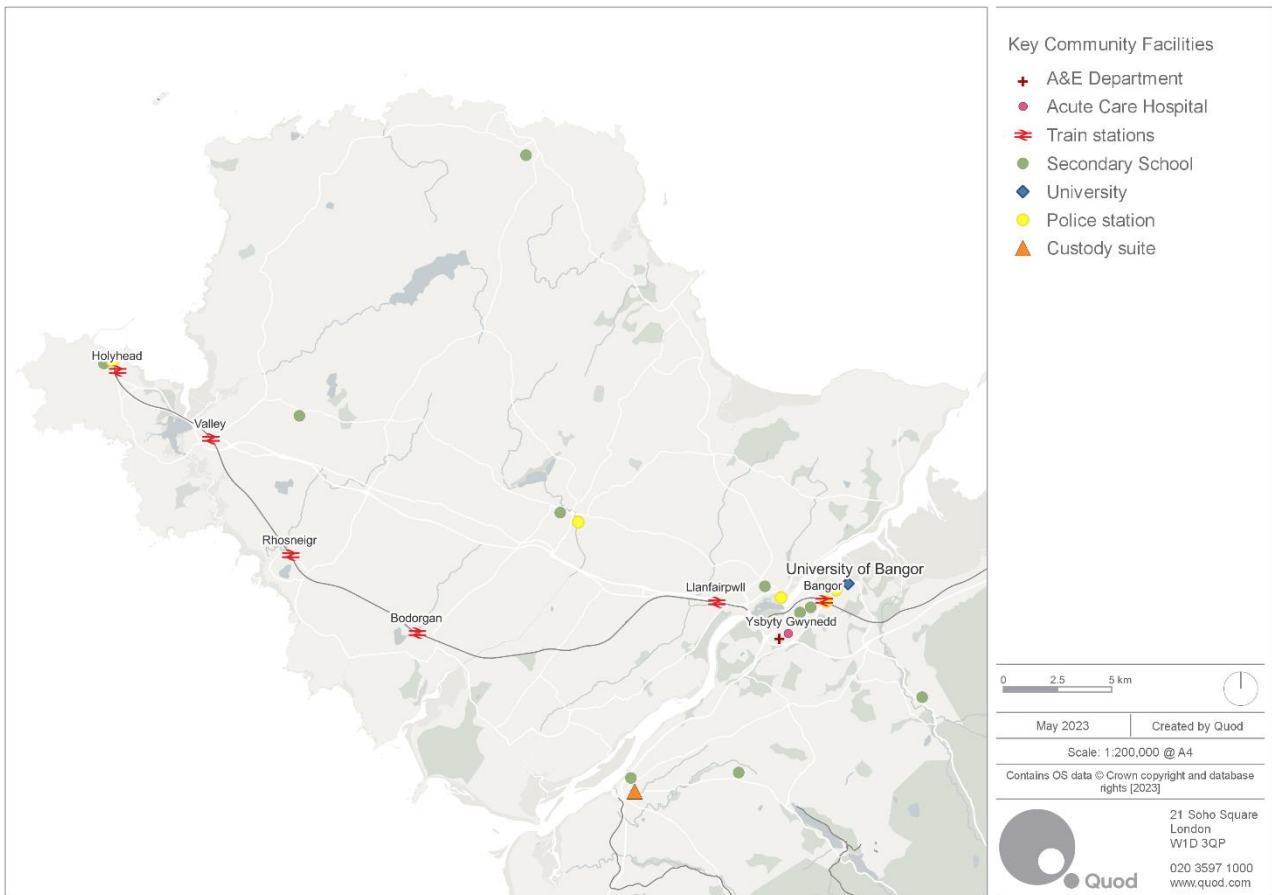
¹⁰ NOMIS 2023, Business Register and Employment Survey (BRES) 2021.

Figure 3-1 Peripheral location of Anglesey in the context of Wales



3.9 Furthermore, the closest community facilities such as an A&E department, acute care hospital (Ysbyty Gwynedd) including emergency mental health services, custody suite and higher educational facilities such as a university are all located on the mainland as shown in Figure 3-2 below. Access to these critical facilities is dependent on the reliability and resilience of the existing crossings across the Menai Strait.

Figure 3-2: Map of community and educational facilities



Both bridges have their drawbacks

3.10 Currently there are two bridges that connect Anglesey to the mainland – both constructed in the 1800s:

- A5 Menai Suspension Bridge – between Bangor and Menai Bridge.
- A55 / E22 Britannia Bridge – between Capel-y-graig and Llanfairpwllgwyngyll.

3.11 The A55 / E22 Britannia Bridge is a main arterial route in Anglesey connecting the mainland with the Port of Holyhead.

3.12 Due to the bridges’ ages and restricted sizes, they both currently face significant issues impacting on the reliability of the road network as shown in Table 3-3 below:

Table 3-3: Issues with Menai Suspension Bridge and the Britannia Bridge

Menai Suspension Bridge	Britannia Bridge
Regular maintenance required due to the age of the bridge (nearly 200 years old), resulting in reduced capacity due to partial or full closure. Recently closed for 5 months between 21 Oct 2022 and 2 Feb 2023 with	More than 150 years old and has not had any major maintenance work for several years and is therefore vulnerable to closures due to wind, incidents and accidents.

inspections required every six weeks to check these works.¹¹

Closures have impact on Emergency Services – the closest major hospital with a Trauma Unit is on the mainland.

Unable to cycle or walk during high winds.

No safe and adequate cycling provision. Cycling prohibited from using the segregated footways of the bridge, resulting in safety concerns for cyclists and impacting on congestion for motorists.

Restrictions on the type of vehicles that can access this bridge (only up to 7.5 tonnes) and speed restrictions for 30mph impact the local bus service and freight movement between the mainland and the Port of Holyhead.

Lack of enhanced safety facilities, such as hard shoulders – poor resilience with regards to emergency vehicles.

Only single carriageway on the European Road Network Route E22 and acts as a significant bottleneck to commuter and holiday traffic. It is therefore more vulnerable to accidents compared to dual carriageways, especially on the approaches. Across Wales in 2022, there were over **seven times** as many accidents on single carriageways compared to dual carriageways.¹²

Only bridge available for wide, high and abnormal loads.

Speed limits and restrictions to motorcycles, caravans and bicycles during high winds. No safe and adequate cycling provision. This bridge has had several publicly reported closures due to high winds as opposed to any other section of the A55 indicating that it is more vulnerable to wind effects.

Pedestrians are prohibited from this bridge.

During particularly high winds (gusts above 70mph) the bridge is fully closed – with no possible diversion route for vehicles over 7.5 tonnes, thus causing buses to be stuck in the same queues as other vehicles preventing local bus services from running. Since 2017, this bridge has been closed ten times. HGVs are re-directed to Parc Cybi in Holyhead to wait for restrictions to be lifted. However, there is insufficient capacity there which means HGVs park on residential streets, which leads to safety, welfare and infrastructure damage.

HGVs on the mainland travelling to Anglesey are advised to stop and pull over in a safe location along the A55, which can prove unsafe due to a lack of facilities. Parc Bryn Cegin has also been used in the past when required.¹³ This is an empty multi-million-pound industrial park looking to attract businesses. HGVs being pulled over into this park means that industrial space gets

¹¹ <https://www.gov.wales/a5-menai-bridge-frequently-asked-questions#:~:text=What%20is%20happening%3F,the%20temporary%20work%20was%20completed.>

¹² <https://stats.wales.gov.wales/Catalogue/Transport/Roads/Road-Accidents/Accident-Level-Data>

¹³ <https://www.dailypost.co.uk/news/north-wales-news/what-happens-britannia-bridge-closes-25330542>

occupied without generating employment and boosting the local economy.

Safety concerns: Lack of central reservation and close proximity of junctions either side of Britannia Bridge to the merging sections from two to one lane increasing the risk of collisions. Since 2017, there have been 12 serious accidents and two fatal accidents. These have required the closure of the bridge while recovery and investigations are undertaken.

3.13 Any closures and congestion (described in the following sections) have negative impacts on local communities (journey times, air quality impacts, Emergency Services), local businesses and port traffic.

Commuting and origin and destination of travel

Out-commuting off the island is significant

3.14 The peripheral location of Anglesey means that a lot of employment is self-contained with over 60% of the population working on the island – likely to be influenced by the time, and cost of commuting elsewhere. However, as many as 37% of working residents commute off the island, with the majority working elsewhere in Wales (33%), as shown in Table 3-4 below.

Table 3-4: Out-commuting from Anglesey

		Commuting residents of Anglesey
Work in	Anglesey	63%
	Elsewhere in Wales	33%
	Off the island (inc. elsewhere in the UK)	37%

3.15 Commuting for work to Anglesey is significantly lower, only 17% of those working in Anglesey are coming from the mainland (Table 3-5 below). The majority of this movement originates from elsewhere in Wales, particularly from Gwynedd.

Table 3-5: Commuting into Anglesey

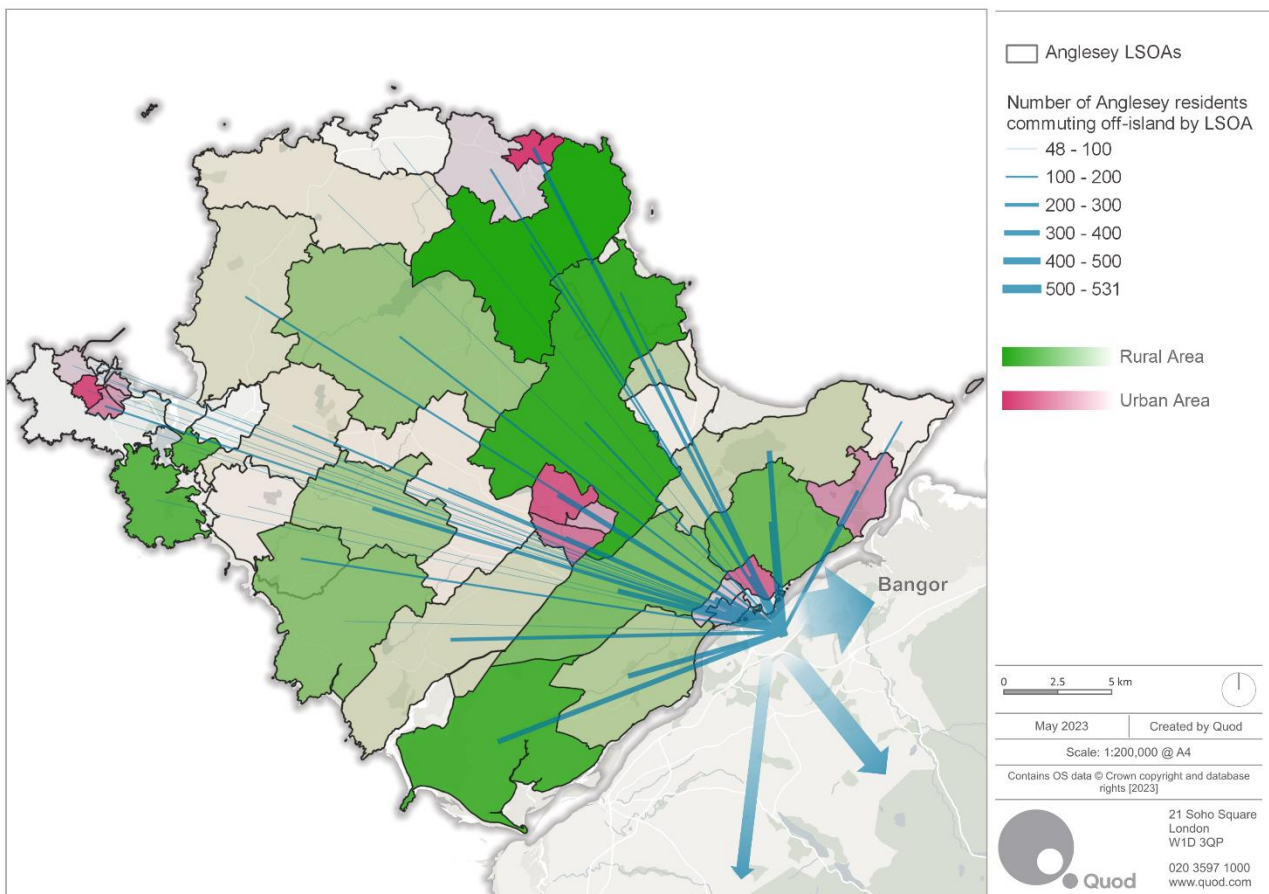
		Workers of North Anglesey
Live in	Anglesey	83%
	Elsewhere in Wales	15%

Off the island (inc. elsewhere in the UK)	17%
---	-----

Most commuters off the island live close to the bridges...

3.16 Commuters living all over Anglesey travel to the mainland, however, they primarily reside in areas close to the two bridges, which are a mixture of rural and urban areas. These include areas such as Llangefni, Llanfairpwllgwyngyll, Menai Bridge and Beaumaris. This is shown in Figure 3-3 below, where pink marks urban areas and green rural areas.

Figure 3-3: Residents commuting off the island



3.17 Figure 3-3 above also shows that there are a significant number of residents in the urban extremities of the island such as Amlwch and Holyhead that also commute to the mainland and are hence reliant on the existing bridges.

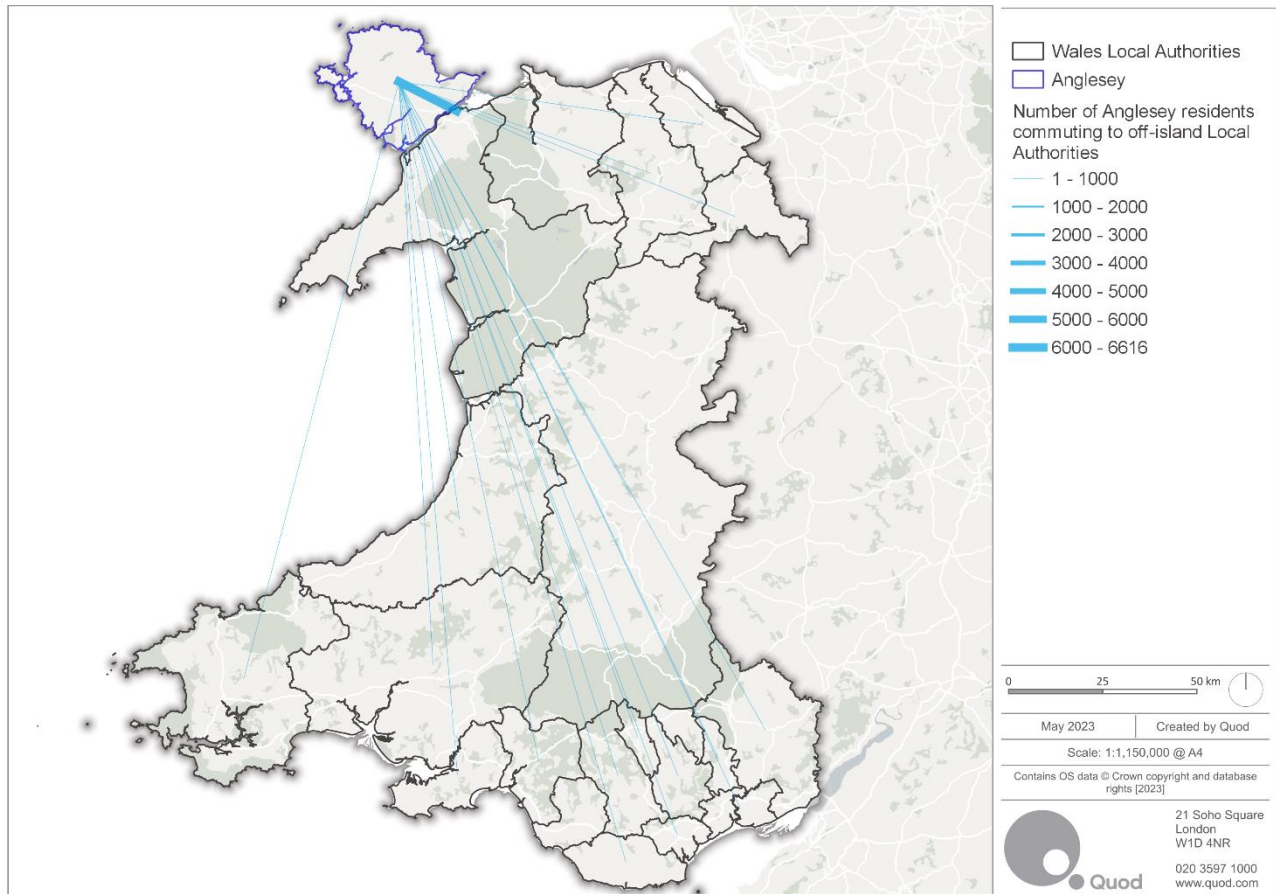
3.18 As previously mentioned in Table 3-1 and as shown in Figure 3-3 above, Anglesey is primarily rural. In North Wales, the more urbanised areas have a higher proportion of short journeys below 5km and Anglesey has one of the lowest proportion of journeys under 15km (61-64%)

in North Wales.¹⁴ This means commuters are travelling long distances especially from rural areas to access the mainland.

...and primarily travel to Gwynedd

3.19 While Anglesey residents commute to locations all over the mainland, they primarily commute to Gwynedd and Bangor as shown in Figure 3-4 above and Figure 3-5 below. This also aligns with the findings of the North Wales Transport Commission that movements to and from Bangor are important.¹⁵

Figure 3-4: Destination in Wales

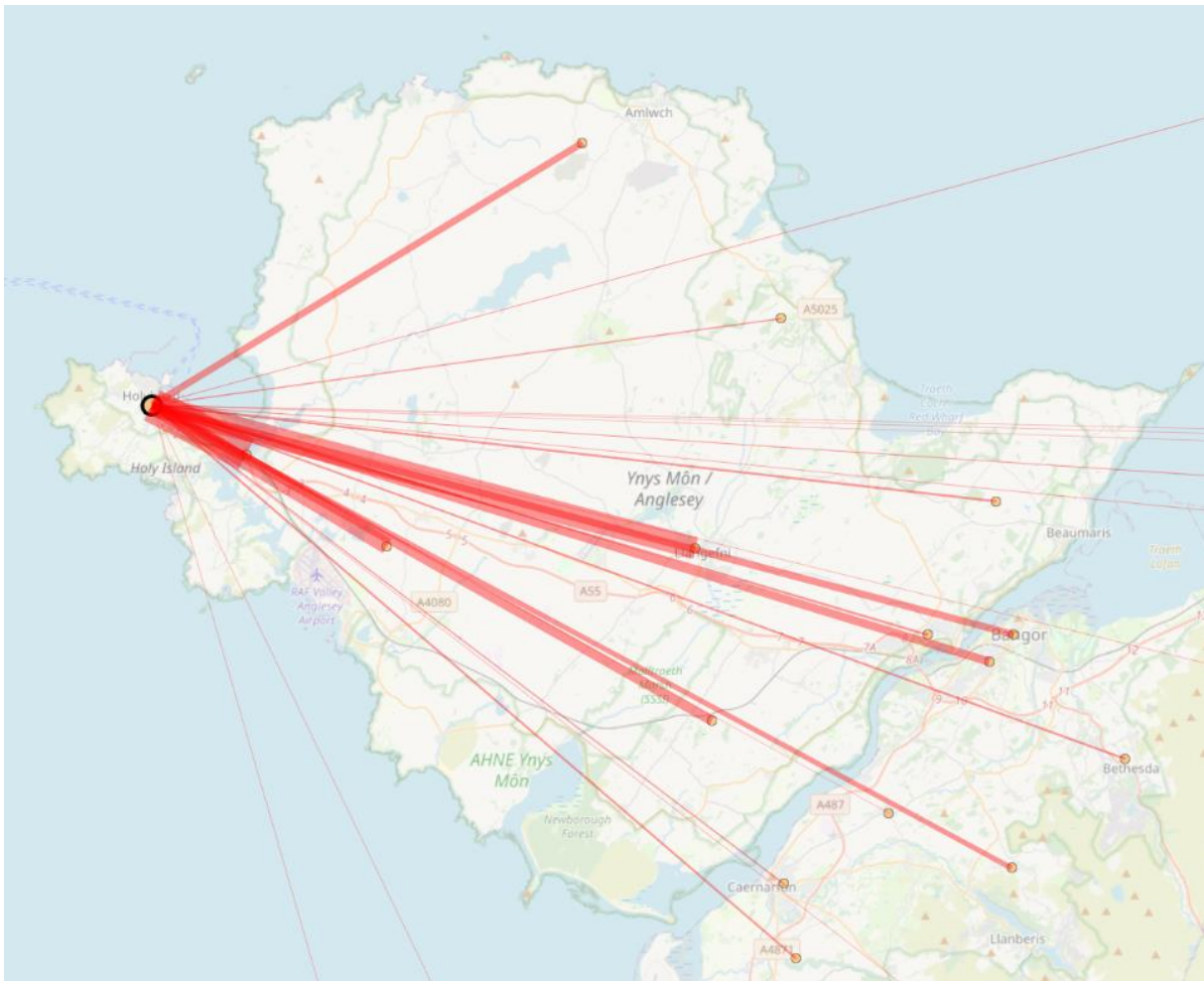


3.20 The dominant industries in Gwynedd are human health and social work activities, wholesale and retail trade, and education (Coleg Menai and Bangor University in Bangor). So, it is likely that Anglesey residents are commuting to work in Gwynedd in these industries.

¹⁴ <https://www.gov.wales/sites/default/files/publications/2023-01/nwtc-progress-statement-final.pdf>

¹⁵ <https://www.gov.wales/sites/default/files/publications/2023-01/nwtc-progress-statement-final.pdf>

Figure 3-5: Commuting patterns from Holyhead¹⁶



3.21 Figure 3-5 above further shows the commuting patterns from Anglesey's largest town, Holyhead. This demonstrates that despite Holyhead's peripheral location, a large number of working residents commute to the mainland and to Bangor.

3.22 This report builds a case for a third Menai crossing by assessing the travel patterns across the two existing bridges and the corresponding socio-economic impacts for Anglesey and Wales and the UK.

¹⁶ DataShine Commute 2023. Data: ONS, 2011 Census Data

4 Current travel patterns between Anglesey and the mainland

- 4.1 Traffic flow has increased on the Britannia Bridge over time while it has decreased on the Menai Suspension Bridge due a reduction in HGVs and a recent weight restriction of 7.5 tonnes. There is visible congestion on and around both bridges during the morning and evening peak hours. The congestion is further exacerbated by traffic travelling to and from the Port of Holyhead given the importance of this port as a gateway between the Republic of Ireland and the rest of the UK.
- 4.2 The primary mode of travel around Anglesey and for commuting off the island is a private vehicle. This is due to the expense, lack of reliability and journey times of public transport compared to a private vehicle.

Congestion across the bridges

Daily traffic flows across the Britannia bridge is high

- 4.3 The A55 is the key strategic route for North Wales, running from Holyhead to Chester. While the majority of the route is of a motorway standard, the section across the Britannia Bridge is a single carriageway.
- 4.4 As there are no alternative routes to and from the island, the average daily traffic on both bridges is high. The most recent data recorded c. 42,000 vehicles across both bridges on an average day in 2021. The traffic is not yet back to pre-pandemic levels, which were significantly higher – with an average of 52,000 vehicles travelling across the bridges daily.
- 4.5 As shown on [Figure 4-1](#) and [Figure 4-2](#), an upward trend in the numbers of all motor vehicles and HGVs has been observed on both bridges between 2000 and 2008. The following decrease in numbers may be a result of the 2008 recession.
- 4.6 On Britannia Bridge, the vehicle numbers started to increase again in 2012, resulting in a 28% increase in traffic between 2012 and 2019.
- 4.7 Menai Suspension Bridge serves a more local population, connecting Menai Bridge and Bangor through a single carriageway. A 60% reduction in 2-axle HGVs in 2010 lead to a significant drop in vehicles travelling across this bridge.¹⁷ More recently, the bridge had a vehicle weight restriction of 7.5 tonnes.

¹⁷ https://www.gov.wales/sites/default/files/publications/2019-01/180309at1sn12021doc1_0.pdf

Figure 4-1: A55 - Britannia Bridge Average Annual Daily Traffic¹⁸

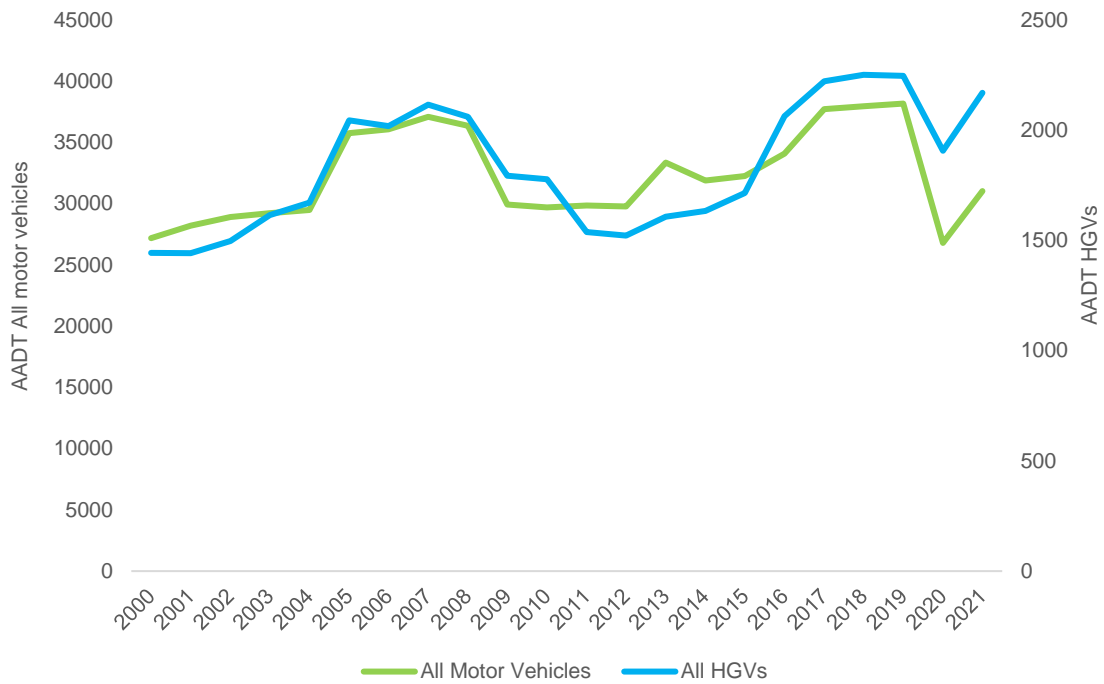
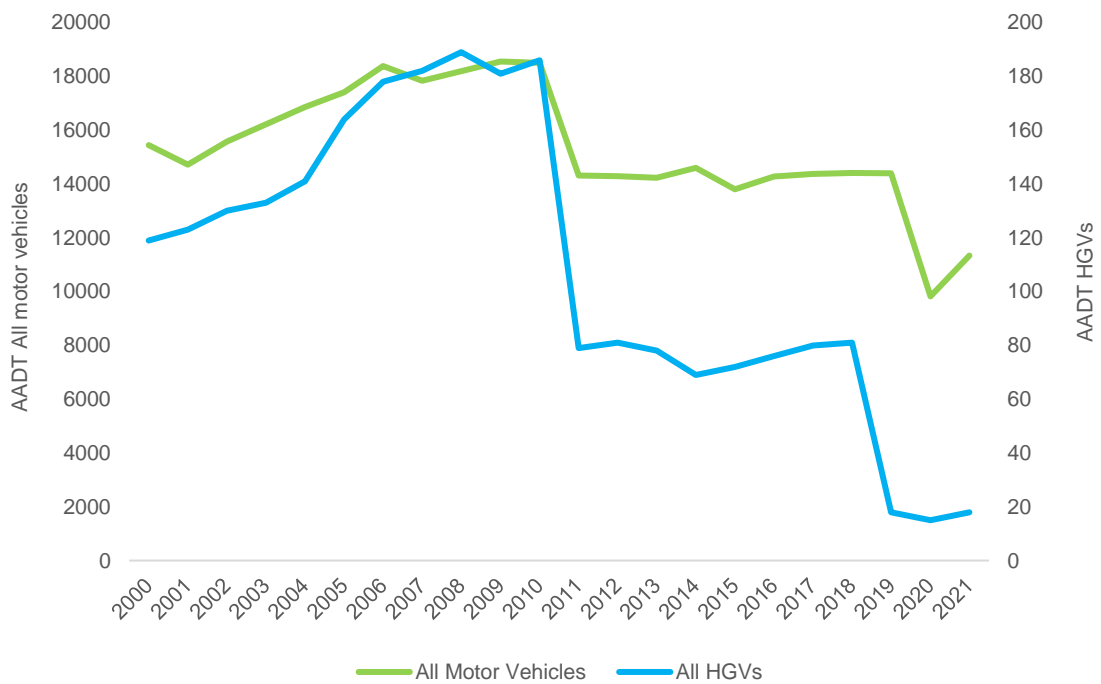


Figure 4-2: B5420 roundabout and Menai Bridge Average Annual Daily Traffic¹⁹



Congestion near and across both bridges during peak hours causes journey time delays

¹⁸ DfT, AADT data: <https://roadtraffic.dft.gov.uk/local-authorities/9>

¹⁹ Ibid.

- 4.8 Congestion across the bridges is high during the weekday AM (08:00-09:00 hours) and PM (16:00-17:00) peaks as shown in Figure 4-3 and Figure 4-4 below. The traffic is heavier in the direction of mainland during the morning peak and conversely it is heavier in the direction of Anglesey in the evening peak.
- 4.9 There are significant journey time delays during the AM and PM peak hours. It is estimated that travelling from the A55 J7 at Gaerwen to Britannia Bridge Eastbound takes less than 10 minutes at off-peak times. However, on the busiest days during the AM peak (08:00-10:00 hours), this journey may take up to 35 minutes²⁰.
- 4.10 Conversely, journey times for travelling from A55 J10 in Bangor to Britannia Bridge Westbound are affected by congestion during the PM peak (15:00-17:00 hours). While at off peak the journey time for this part of the route is 5 minutes, during the PM peak it increases up to 15 minutes²¹.

Figure 4-3: Typical Traffic during weekday AM peak (08:00-09:00 hours) on both bridges²²

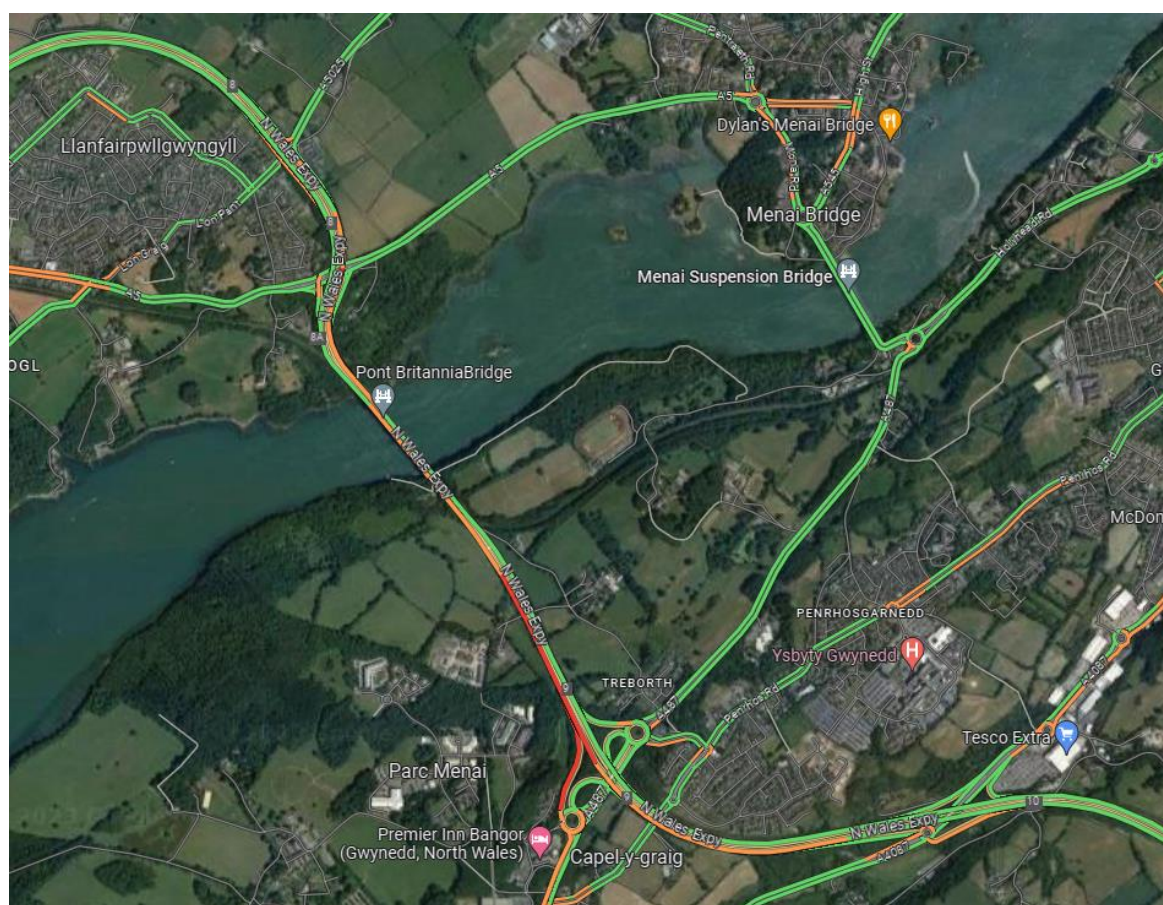


²⁰ Traffic Wales, A55 Britannia Bridge Journey Planning, 2023

²¹ Ibid.

²² Google Maps, 2023

Figure 4-4: Typical Traffic during weekday PM peak (16:00-17:00 hours) on both bridges²³



4.11 Furthermore, there is congestion on the A55 – Britannia Bridge and the main arterial route in Anglesey connecting the mainland with the Port of Holyhead during the summer period.²⁴ This is likely to have a negative impact on the number of tourists visiting the island.

4.12 As a result of congestion, rat running through local villages near the bridges leads to increased air pollution and noise vibration levels affecting the local residents.

Port traffic further affects the congestion levels

4.13 The Port of Holyhead is the second largest roll-on roll-off port in the UK (after Dover).²⁵ It is the main port for freight and sea passenger transport with the Irish Republic and as part of European Route E22, it provides a key connection in the “land bridge” from Ireland to the rest of Europe. It is still the fastest route despite an increase in the number of direct ferries from Rosslaire to mainland Europe. Nearly 60% of goods carried on HGVs travelling between the Republic of Ireland and Europe pass through the Port of Holyhead. Furthermore, this port accounts for three quarters of passenger traffic between Wales and the Republic of Ireland.²⁶

4.14 Over the years, the tonnage of freight transported via this Port has been increasing, leading to an increase in the number of vehicles travelling to and from Anglesey to transport the goods.

²³ Google Maps, 2023

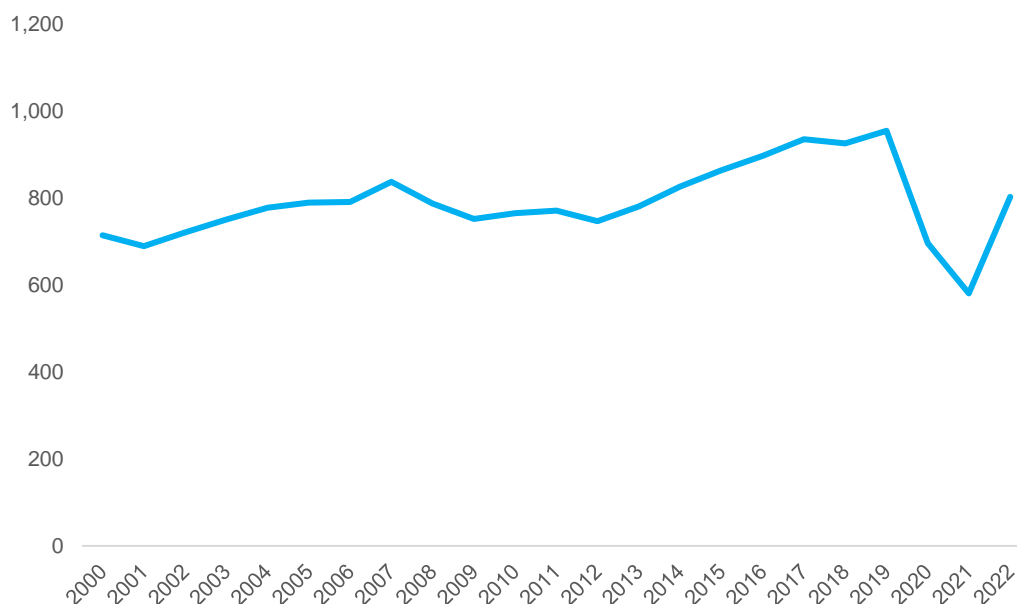
²⁴ <https://www.gov.wales/sites/default/files/publications/2023-01/nwtc-progress-statement-final.pdf>

²⁵ <https://www.itv.com/news/wales/2019-10-08/holyhead-the-uk-s-second-biggest-ferry-port-absolutely-not-ready-for-a-no-deal-brexite>

²⁶ <https://www.gov.wales/sites/default/files/statistics-and-research/2021-12/sea-transport-2020.pdf>

Figure 4-5 shows that the annual port traffic (freight and passenger cars combined) at the Port of Holyhead has been on an upward trend, reaching 953,000 vehicles (all types) in 2019. Since 2019, the traffic numbers declined, which is mainly attributed to the Covid-19 pandemic and UK's exit from the European Union however, have recovered by 38% between 2021 and 2022.

Figure 4-5: Total units of port traffic (all types of vehicles) at the Port of Holyhead by year (thousands)²⁷



4.15 Port arrivals and departures are scheduled at various times throughout the day, however particularly for the morning peak there are a number of arrivals and departures which coincide with peak hours (Figure 4-6 below).

Figure 4-6: Port arrivals and departures on a typical day at the Port of Holyhead²⁸

Port arrivals and departures on 9th May 2023

Arrivals	04:09, 04:27, 07:14, 08:38, 08:57 , 10:05, 10:30, 12:33, 13:03, 13:08, 13:13, 13:16, 14:47, 16:35, 17:02 , 22:48, 23:00
Departures	01:11; 01:34, 07:05, 07:56, 07:59 , 09:29, 11:17, 12:58, 13:07, 13:44, 15:39, 19:37, 19:40

The congestion has compounding effects

4.16 Overall, the congestion across the two bridges creates rat running through communities, which has negative environmental, economic and social impacts:

- Increased air and noise pollution – particularly Lon Refail in Llanfairpwllgwyngyll, which runs alongside the A55 between J8 and J8a has **increased air pollution, noise and vibration levels for local residents.**

²⁷ DfT, Table PORT0301

²⁸ Port of Holyhead Authority

- The A55(T) bypass at Llanfairpwllgwyngyll was built in the early 1980s and has been a regular NO₂ diffusion tube monitoring location for more than 10 years. The IACC's Air Quality 2015 Updating and Screening Assessment identified that the kerbside of the A55(T) at Llanfairpwllgwyngyll is the only location which has had past exceedances of the Welsh Assembly Government's annual objective of 40µg/m³ for this pollutant.²⁹
- Impact on tourism and business development due to journey time delays.
- Impact on the freight and passengers at the Port of Holyhead as journey times to and from the Port increase.
- Impact on emergency services access since the closest A&E is on the mainland with both staff and patients unable to access Ysbyty Gwynedd..
- Poor resilience for all vehicles including public transport, thus disincentivising the use of busses, which can only cross on the Britannia Bridge due to weight restrictions.
- Impact on education due to school and staff unable to access schools and especially Ysgol David Hughes, MB Primary and Ysgol Llanfairpwll.
- Road safety concerns outside schools due to lack of alternative routes and rat running of HGVs.

Bus, rail and cycling access

4.17 Bus services on Anglesey are infrequent and have limited operating hours. Rail services are unlikely to make a significant impact. In a 30-min travel window, commuters are unable to travel far on a bus or a cycle compared to a private vehicle, which means they are likely to only use a bus or cycle for commuting from areas such as Menai Bridge to Bangor (close to the bridges on the mainland). Overall, the limitations of public and active modes of transport leave private vehicles as the choice of mode of travel.

Buses are a poor alternative to private car

4.18 A 30-minute travel on the bus during the morning peak (08:30-09:00) covers significantly less ground when compared to a private vehicle. We have used commuting patterns from Amlwch (Figure 4-7), Holyhead (Figure 4-8), Llangefni (Figure 4-9) and Menai Bridge (Figure 4-10), all of which are urban locations to demonstrate this point:

²⁹ <https://www.anglesey.gov.wales/documents/Docs-en/Environmental-health/Pollution/Updating-and-Screening-Assessment-2015.pdf>

Figure 4-7: Driving vs bus from Amlwch

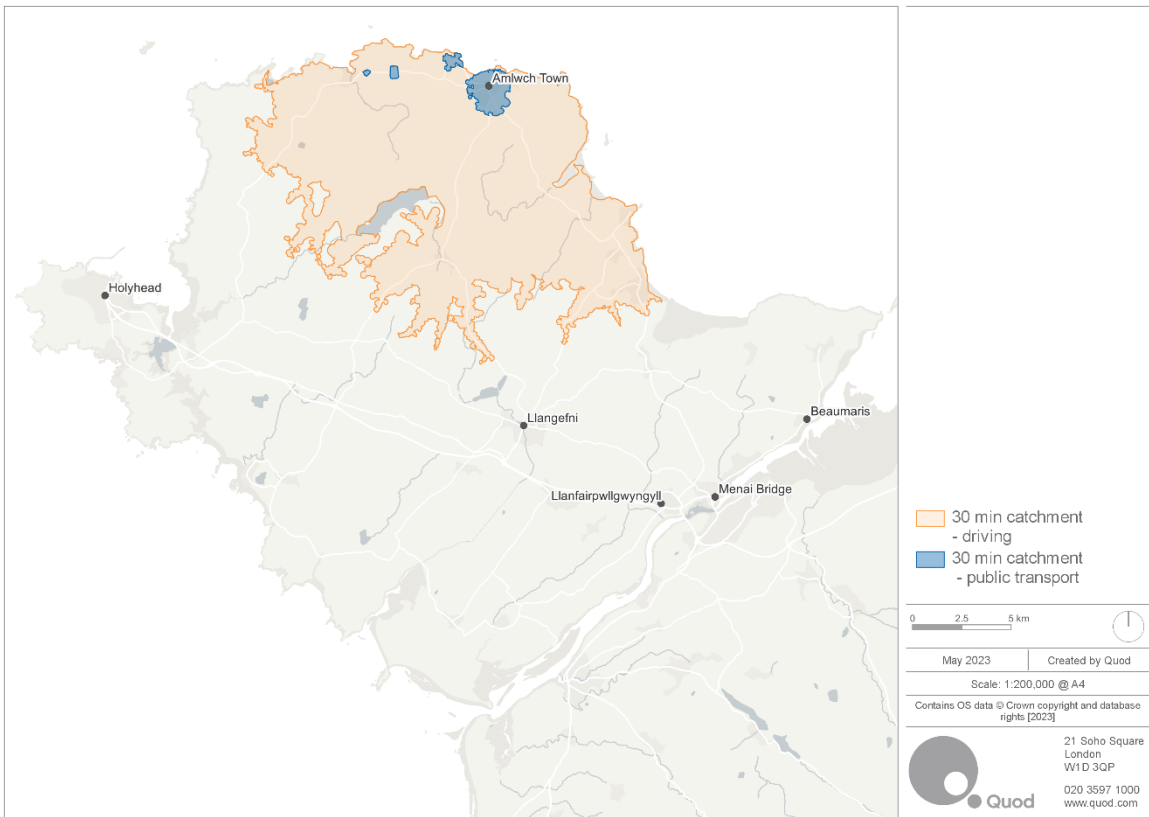


Figure 4-8: Driving vs bus from Holyhead

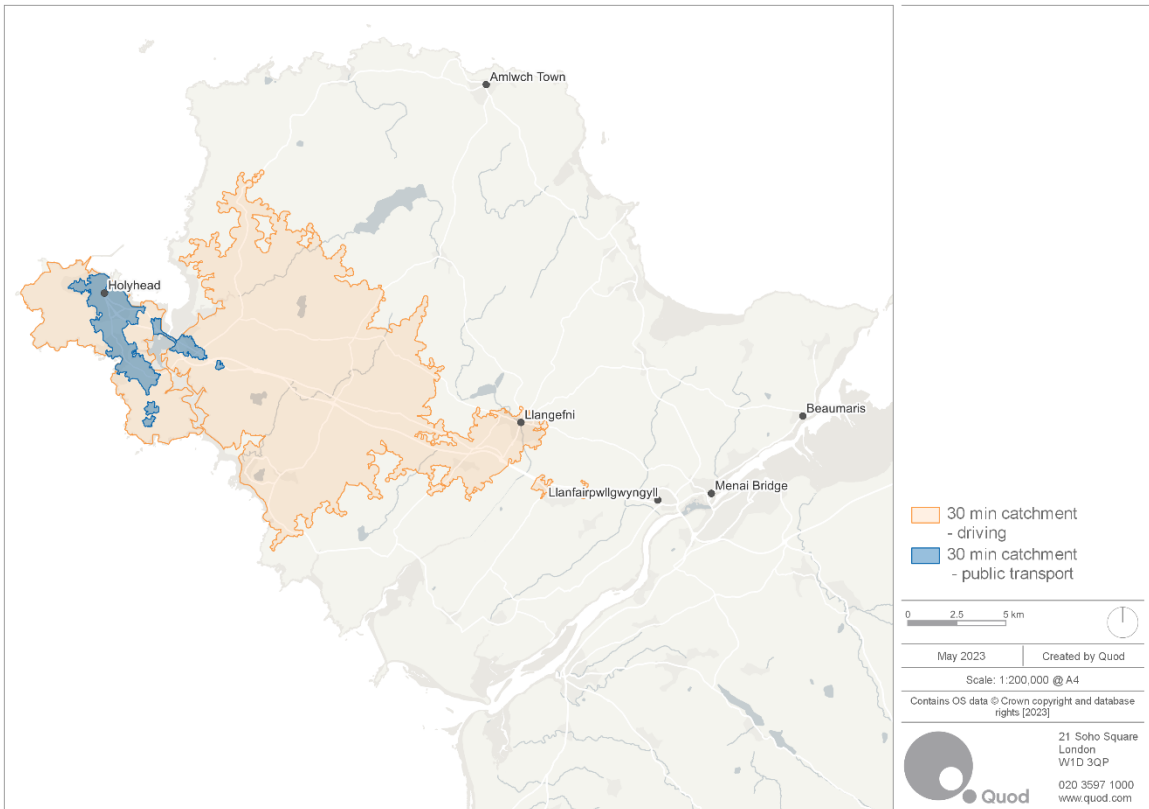


Figure 4-9: Driving vs bus from Llangefni

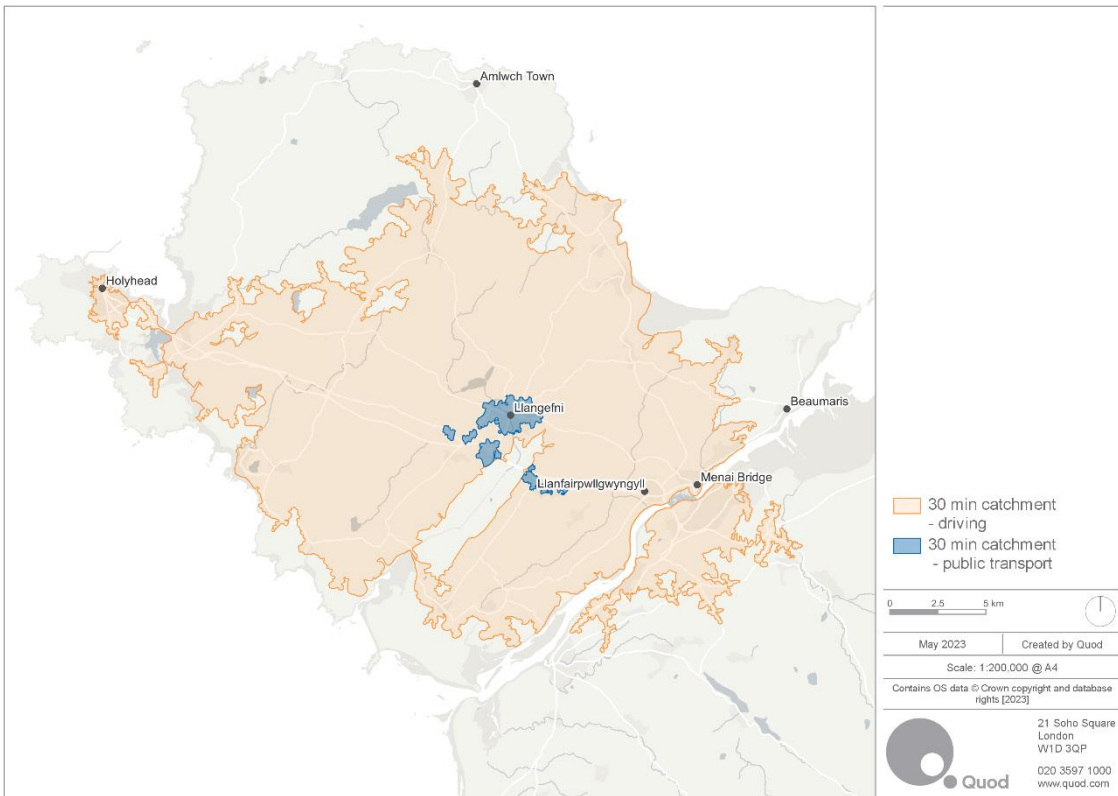
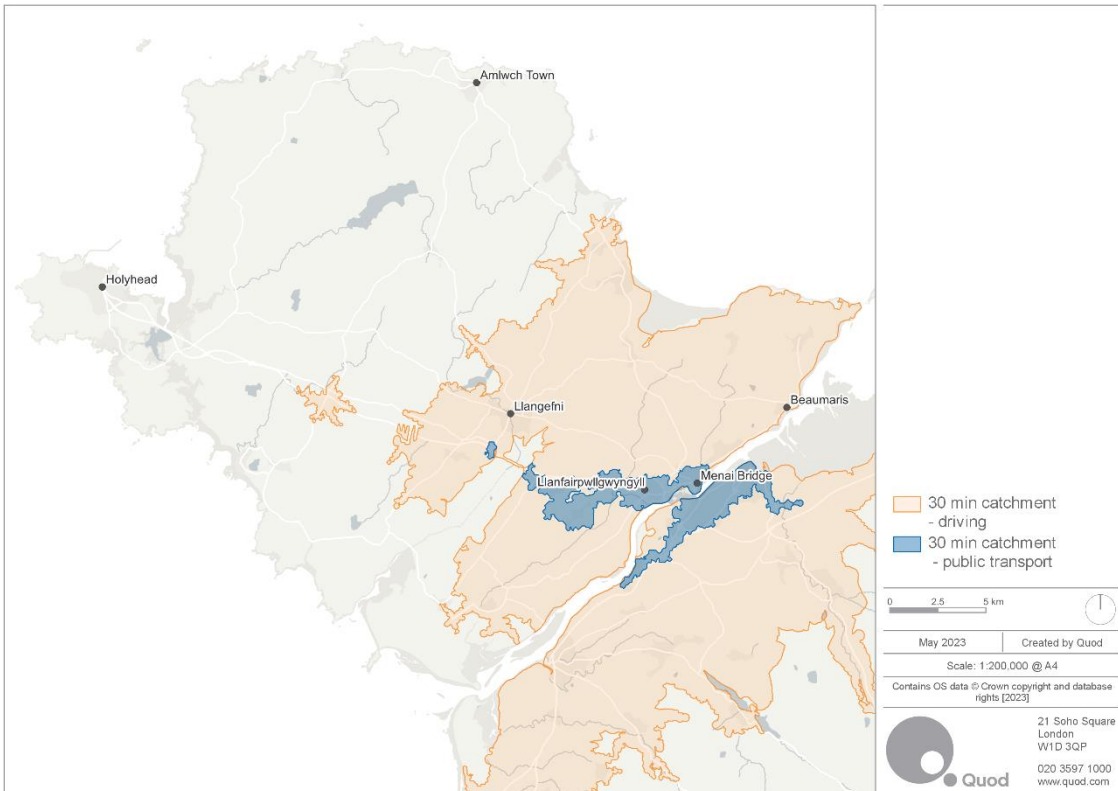
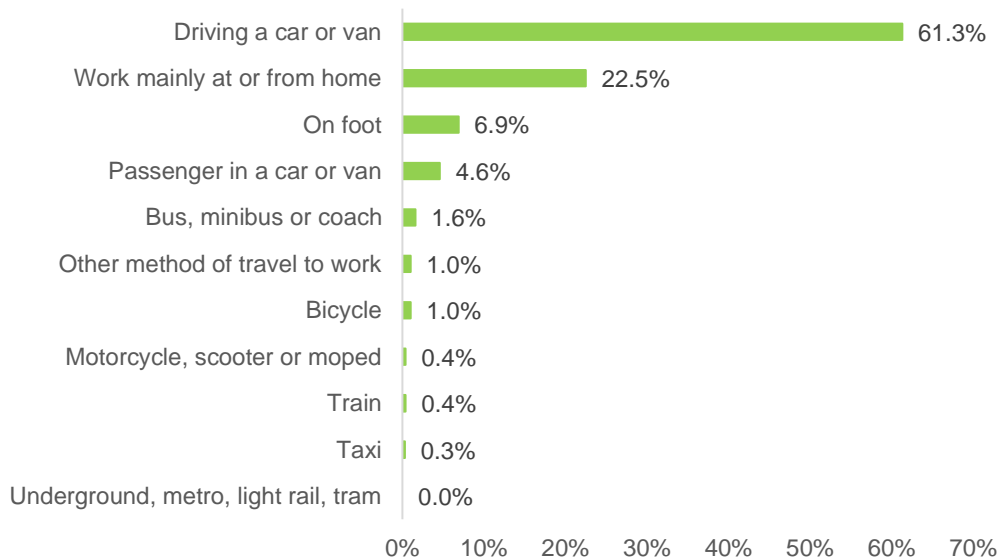


Figure 4-10: Driving vs bus from Menai Bridge



- 4.19 Anglesey has one of the worst accesses to public transport services in North Wales with infrequent services and limited operating hours.³⁰
- 4.20 There is limited bus service provision wholly under contract, with the Isle of Anglesey County Council operating between Anglesey and Gwynedd (Lines: 42 – Llangefni – Bangor; and 63 – Llannerch-y-meddnumber – Bangor).
- 4.21 Buses in Anglesey and Gwynedd are expensive. An adult day ticket costs £6 and concession tickets cost £4³¹. In comparison, an adult day ticket in Cardiff costs £4 and concession tickets are £3³². The high cost coupled with limited provision of services across the bridge means that private car remains the most convenient choice.
- 4.22 In order to keep the bus network operational, the lines crossing the bridges are heavily subsidised by the IACC with £614,385 annually for services from Anglesey to Gwynedd. Still, the ridership remains low. In the financial year 22-23 service 42 carried 35,740 passengers and service 63 carried only 10,448 passengers. This equates to an average of 137 daily (working day) passengers on route 42 and only 40 daily passengers on route 63³³. Combined, the two lines carry less than 2% of commuters travelling to work across the bridge (to and from Anglesey) in total.
- 4.23 This is consistent with the data on modal share when travelling to work (Method of travel to work, Census 2021) – only 1.6% of working residents use buses to reach their workplace. While the data is affected by the changes in working patterns brought about by the Covid-19 pandemic, the modal share is broadly consistent with 2011 Census data, when just 2% of the working population used buses for their commute as shown in Figure 4-11 below.

Figure 4-11: Method of travel to work in Anglesey³⁴



³⁰ <https://www.gov.wales/sites/default/files/publications/2023-01/nwtc-progress-statement-final.pdf>
³¹ <https://www.gwynedd.llyw.cymru/en/Residents/Parking-roads-and-travel/Travel-passes/1bws-Ticket.aspx>
³² Cardiff Bus, 2023
³³ Based on 260 working days in a year.
³⁴ Census 2021 – Office of National Statistics (ONS).

- 4.24 The working population driving for work is approximately 40 times the working population taking public transport for work. **Figure 4-11** above includes workers living off the island travelling to Anglesey for work. This means that on average, those workers are also reliant on private vehicles to commute into Anglesey and by association returning off the island.
- 4.25 Nearly 85% of Anglesey households own at least one car or van. This is considerably higher than the proportion for Wales as a whole (81%) and for England and Wales (77%).³⁵ **This further indicates that private car is the first choice of transportation means.**
- 4.26 The Welsh Government does have vision for buses, which is for “*a stable and coherent network of bus services that are fully integrated with other modes of public transport, that are reliable, affordable, flexible, easy to use, low carbon and that encourage more people to use the bus rather than their cars.*”³⁶
- 4.27 However, it is unclear when this vision will be put in place for Anglesey. It is also unclear how this vision assists businesses on the island, especially those reliant on the Port of Holyhead.
- 4.28 The hours of operation of the bus service also do not suit those working in Ysbyty Gwynedd (and other) hospitals, which is a significant employer for the island residents and those in the hospitality industry (a dominant industry on the island).
- 4.29 Overall, expensive, infrequent public transport leads to low ridership and manifests itself in the dominance of private vehicle as the main mode of transport. This further reinforces the need for a third crossing to improve the reliability of the road network for those travelling to work.

Rail is unlikely to make a significant impact

- 4.30 Transport for Wales (TfW) has launched the North Wales Metro Programme to make it easier and faster to travel across North Wales. The rail projects for Anglesey as part of this programme include³⁷:
- Local station / interchange enhancements between Bangor and Holyhead.
 - Rail frequency enhancement and electrification between Bangor and Holyhead.
 - New rail corridor extension between Gaerwen and Amlwch.
- 4.31 However, the timing and funding sources of these projects is still unclear. The new rail corridor extension between Gaerwyn and Amlwch is estimated to cost over £530 million but there is no indication of how this corridor will be funded.³⁸ Rail electrification across North Wales as part of this programme will be in three stages – Chester to Llandudno Junction, Llandudno Junction to Bangor and Bangor to Holyhead. The cost is expected to roughly double as the stages progress. This means rail improvements across the Menai Strait are unlikely for many years. Many Anglesey residents also do not live close to a train station and hence rely on private vehicles.

³⁵ Census 2021 – Office of National Statistics (ONS).

³⁶ National Transport Delivery Plan 2022 – 2027: <https://www.gov.wales/sites/default/files/consultations/2022-07/national-transport-delivery-plan-2022-to-2027.pdf>

³⁷ <https://tfw.wales/projects/metro/future-developments/north-wales>

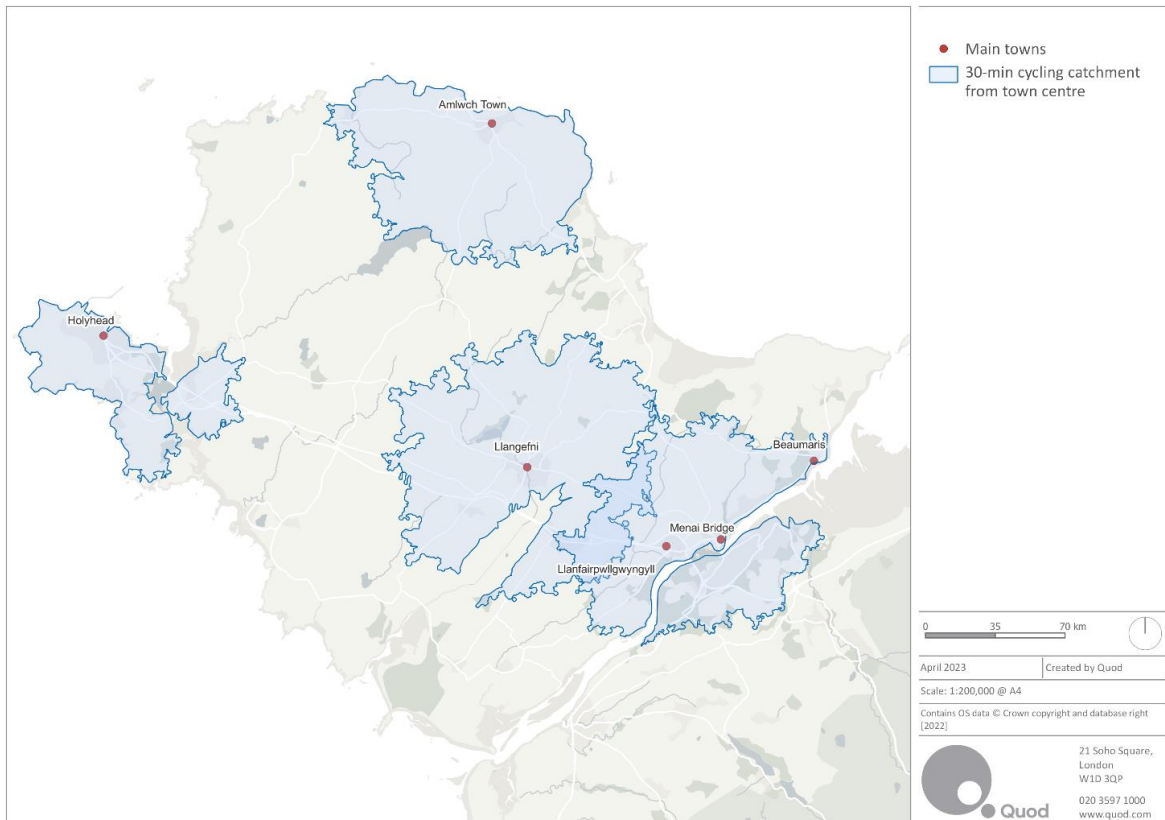
³⁸ https://www.gov.wales/sites/default/files/publications/2022-12/atn16848doc1_0.pdf p81

4.32 Additionally, the North Wales Transport Commission acknowledged that for many parts of North Anglesey, rail improvements will not make a significant impact. This further reinforces the reliance on private vehicles and emphasises the need for a Third Menai Crossing.

Cycling is also restrictive

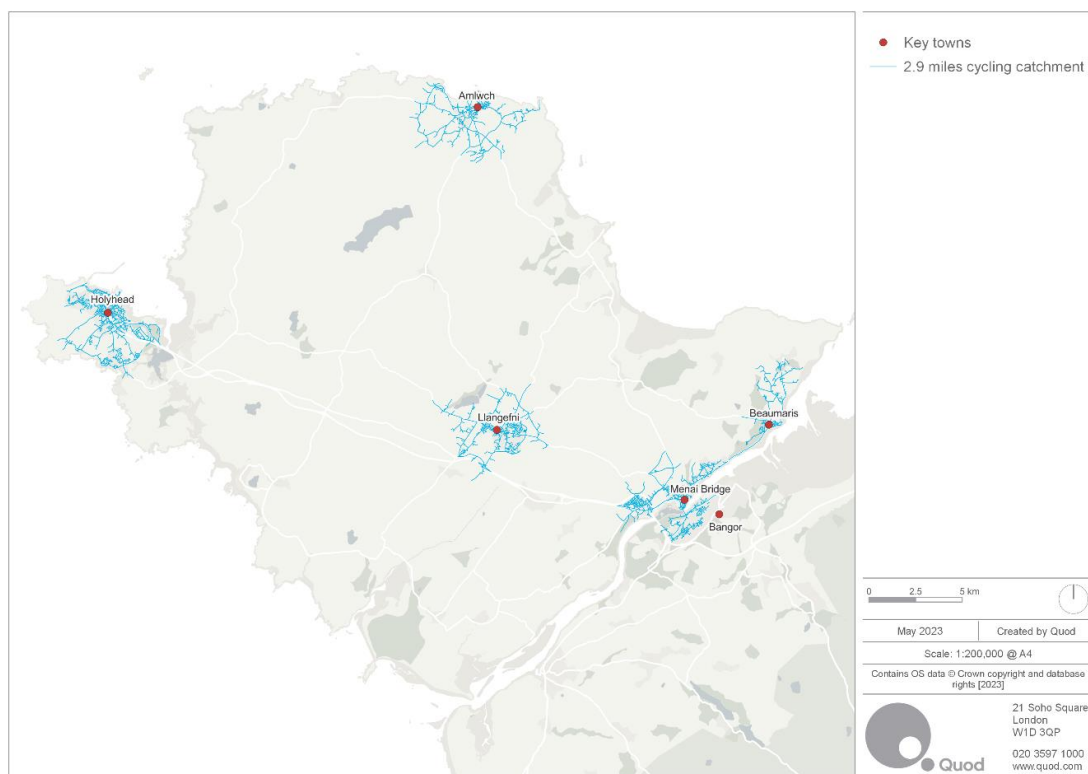
4.33 While cycling covers a greater distance than buses during the morning peak, it still does not cover as much as a private vehicle (as expected). This is shown in Figure 4-12 below.

Figure 4-12: 30 min cycling from main town centres



4.34 According to National Travel Survey, the average commute by bicycle is 2.9 miles. **Error! Reference source not found.** below demonstrates that such distance does not get commuters very far on Anglesey, where distances between towns and to the mainland are long.

Figure 4-13: 2.9 miles cycling catchment from the main Anglesey towns



4.35 There are also concerns about the safety of some cycling paths such as the path leading from Pentraeth Road to the Menai Suspension Bridge, which was constructed from a series of steps that have been flattened. The incline of the path is “lethal”, which could be a challenge for the elderly and young families.³⁹

Anglesey is necessarily reliant on private vehicles

4.36 The above sections shows that public and active modes of transport can only play a small role in commuter movement. As recognised in Topic Paper 15: Transport⁴⁰ as part of the evidence base for the Joint Local Development Plan for Anglesey and Gwynedd, the majority of public transport services are not able to compete with the private car in terms of reliability and journey times. It is not possible to provide public transport to all areas in Anglesey and Gwynedd that have poor or no accessibility due to geographic and financial constraints.

4.37 Private cars remain cheap to obtain and will become cheaper to operate with technological advances. The environmental impact of cars will also become much smaller with the transition to electric vehicles and phasing out of combustion engines by 2030.

4.38 While investing in public transport remains important, to become a competitive modal choice public transport would require even greater subsidies from the Council. For public transport to be an attractive alternative, there needs to be a regular provision at both the journey origin and destination. This is unlikely and unsustainable for a rural area. This leads to increased private

³⁹ <https://www.northwaleschronicle.co.uk/news/15752373.lethal-menai-bridge-cycle-route-worries/>

⁴⁰ <https://www.anglesey.gov.wales/documents/Docs-en/Planning/Planning-policy/Local/Supporting/Topic-Paper-15-Transport.pdf>

vehicle ownership and consequently a need for a reliable crossing across the Menai Strait to sustain the high reliance on private vehicles.

5 Doing nothing exacerbates the socio-economic challenges

The reduced ability to access the mainland creates a potential severance issue, separating the community from facilities and the workforce from employment. This in turn reduces the wellbeing for Anglesey residents and workers.

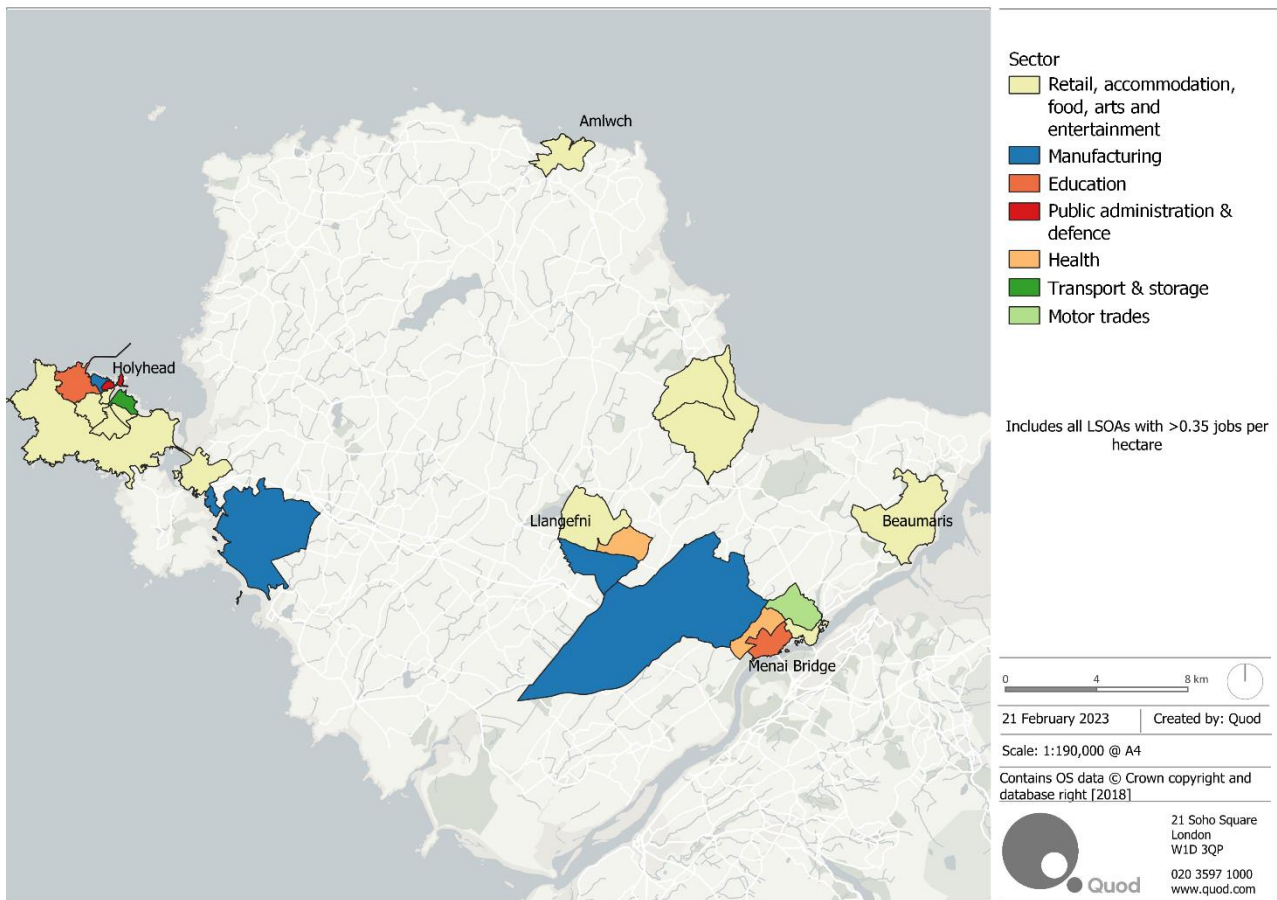
- 5.1 Not investing in a third Menai crossing is not to stay the same – the issues with the Menai Suspension Bridge, the restrictions to use of the Britannia Bridge (particularly to high sided vehicles and during high winds) and the frequent maintenance and closure of the bridges means that the **resilience and reliability of access to Anglesey is getting worse.**
- 5.2 Furthermore, the previous section showed that:
- traffic flow on the Britannia Bridge has increased,
 - there is congestion on or near both bridges during peak hours,
 - freight transported via the Port of Holyhead has increased corresponding to an increase in the number of vehicles needing to access the Port,
 - there is high out-commuting from Anglesey for work,
 - there is high reliance on private vehicles to commute around and off the island.
- 5.3 However, the implications of poor access to Anglesey extend beyond traffic related impacts. There are direct impacts on users (people and businesses) but also perceived impacts that mean, for example, businesses are less likely to locate on the island or tourists are less likely to visit.
- 5.4 The social and economic implications of doing nothing include:

Access issues cause people to leave the island for work. This means too few jobs remain with low job density around the island.

- 5.5 In Anglesey, the 23,000 jobs recorded in 2021 were less than 2% Wales's total employment numbers⁴¹.
- 5.6 Job density is low compared to Wales – only offering 32 jobs per square km, which is half the employment density of Wales. Employment in Anglesey is largely concentrated in the urban centres, such as Holyhead and Llangefni. **Figure 5-1** shows that retail, accommodation, foods, arts and entertainment are most prominent but some areas, closer to the mainland have pockets of manufacturing jobs.

⁴¹ BRES, 2023

Figure 5-1: Job density in Anglesey



5.7 Few jobs also means that economic activity remains low. The proportion of economically active population in Anglesey (51%) is lower than the Welsh average (54%) as shown in Table 5-1 below. This has decreased when compared to 2011 data, when 53% of Anglesey’s population was economically active⁴².

Table 5-1: Economic activity (residents aged 16+, Census 2021)

	Isle of Anglesey	Wales
Economically active: In employment	51%	54%
Economically active: Unemployed	3%	3%
Economically inactive	46%	44%

5.8 The low number of jobs in Anglesey is due to its long history of repeated shocks, which have resulted in over 2,300 job losses over the last 20 years, equivalent to 10% of current employment. This includes companies and sectors with a long history, in some cases over half a century, of operating within the Anglesey community:

⁴² Census 2011 and 2021 - Office of National Statistics (ONS).

- The construction of Wylfa nuclear power station began in the 1960s and the plant was decommissioned in 2015, resulting in the loss of over 300 jobs. The halting of work on Wylfa Newydd was a further blow to the Anglesey economy.
- Anglesey Aluminium began producing aluminium in Anglesey in the early 1970s – it operated for almost 40 years before closing in 2009 resulting in the loss of over 300 jobs.
- The Octel site in Amlwch was first selected in 1949 to extract bromine from sea water plant and production began in 1953. The site operated until 2004 when over 100 jobs were lost.

5.9 **Error! Reference source not found.** summarises all known job losses as a result of closures since 2004.

Table 5-2: Job losses in Anglesey due to closures since 2004⁴³

Year	Company	Jobs Lost
2004	Octel	100 to 120
2008	Peboc	60
2008	Eaton Electrical	265
2009	Anglesey Aluminium	300 to 400
2013	Welsh Country Foods	300 to 350
2015	Wylfa	300 to 350
2019	Rehau	100
2019	Marco Cable Management	40
2022	Orthios	120
2023	2-Sisters	730
TOTAL		2,315 to 2,535

Access issues means high-value businesses move off the island or new businesses that would have located on Anglesey choose not to, which impacts productivity and leaves lower paying jobs on the island. Energy Island Programme projects become harder to deliver and / or create more negative effects for the economy.

5.10 The loss of employment described above were in high-value energy and manufacturing industries, which the proposed Energy Island Programme (including development at Wylfa) will help recover. After the announcement to close the 2-Sisters factory in Anglesey in January 2023, production was moved to Chester partly due to the high transportation cost of accessing Anglesey.

5.11 A recent Employment Land Review (ELR) by Quod revealed that there is office demand from businesses in established areas all along the A55 from Chester to Conwy in North Wales, but not further. This is likely to be driven by the difficulty of accessing Anglesey and the high transportation cost of getting to the island.

⁴³ Isle of Anglesey County Council

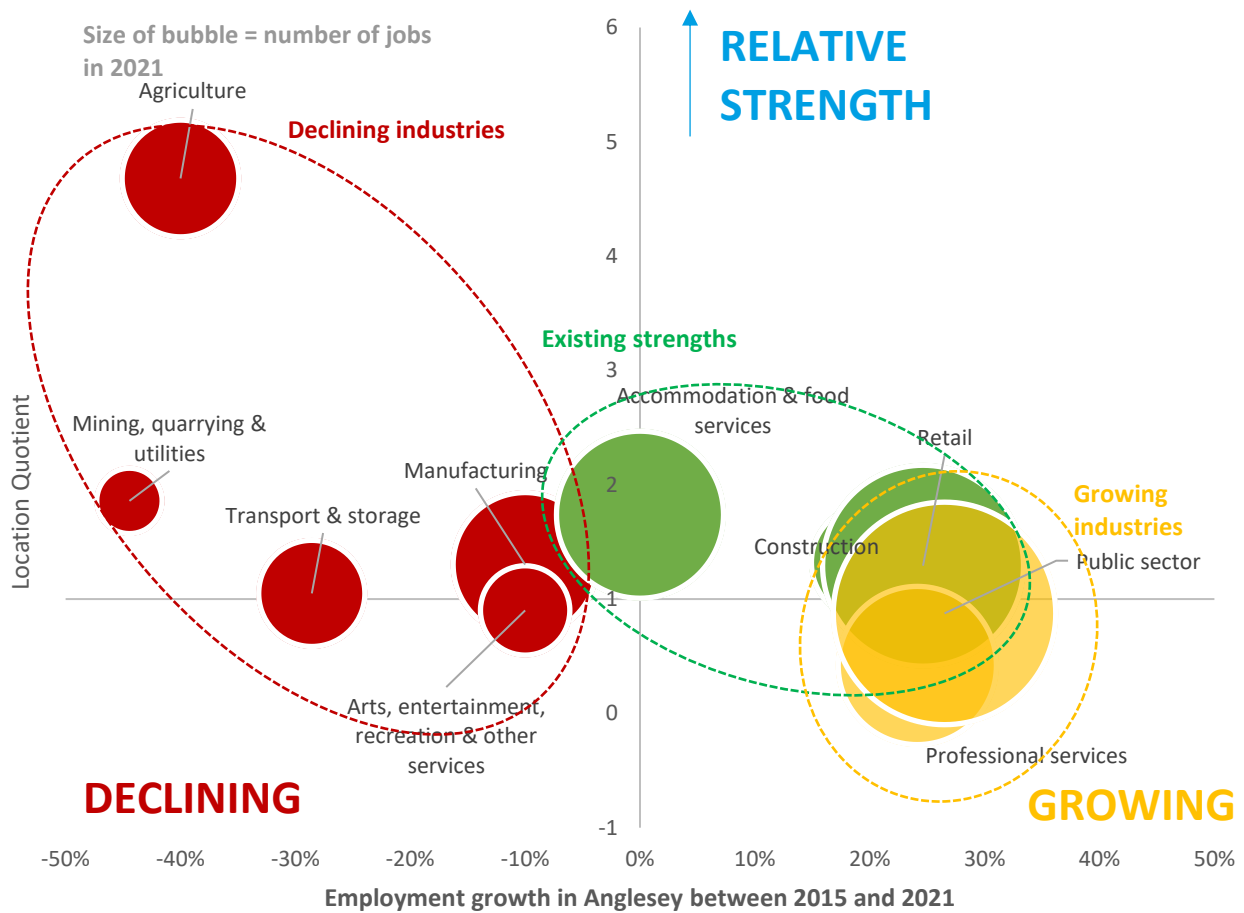
- 5.12 Parc Menai in Bangor has seen opportunities for employment such as the development of the Coleg Menai Bangor Campus⁴⁴ and a new business support centre.⁴⁵ While Parc Menai is close to the Britannia Bridge on the mainland, businesses have not gone past the bridge into Anglesey in part due to Anglesey's peripherality and the lack of reliability and resilience in accessing the island.
- 5.13 Currently, the Anglesey economy is reliant on the foundational economy.⁴⁶ The largest sector is wholesale and retail trade accounting for 17% of Anglesey's employment (higher than the Welsh average of 15%), followed by the accommodation and food service activities (14%) and human health and social work activities (12%).
- 5.14 There has also been a clear shift in industry dominance over the past few years towards the retail and accommodation and food services sector as shown in Figure 5-2 below:

⁴⁴ <https://www.gllm.ac.uk/news/work-commences-on-20-million-t%C5%B7-menai-transformation>

⁴⁵ <https://www.northwaleschronicle.co.uk/news/19135472.parc-menai-college-business-support-centre-contract-won-anglesey-based-construction-firm/>

⁴⁶ The services and products in the foundational economy provide those basic goods and services on which every citizen relies to remain safe, sound and civilised. Care and health services, food, housing, energy, construction, tourism and retailers on the high street are all examples of the foundational economy. <https://businesswales.gov.wales/foundational-economy>

Figure 5-2: Anglesey employment by industry, relative to England and Wales⁴⁷



5.15 These largest sectors in Anglesey have some of the lowest median annual wages across Wales as shown in **Error! Reference source not found.** below.

Table 5-3: Median wages in Wales (compared to the dominant sector)

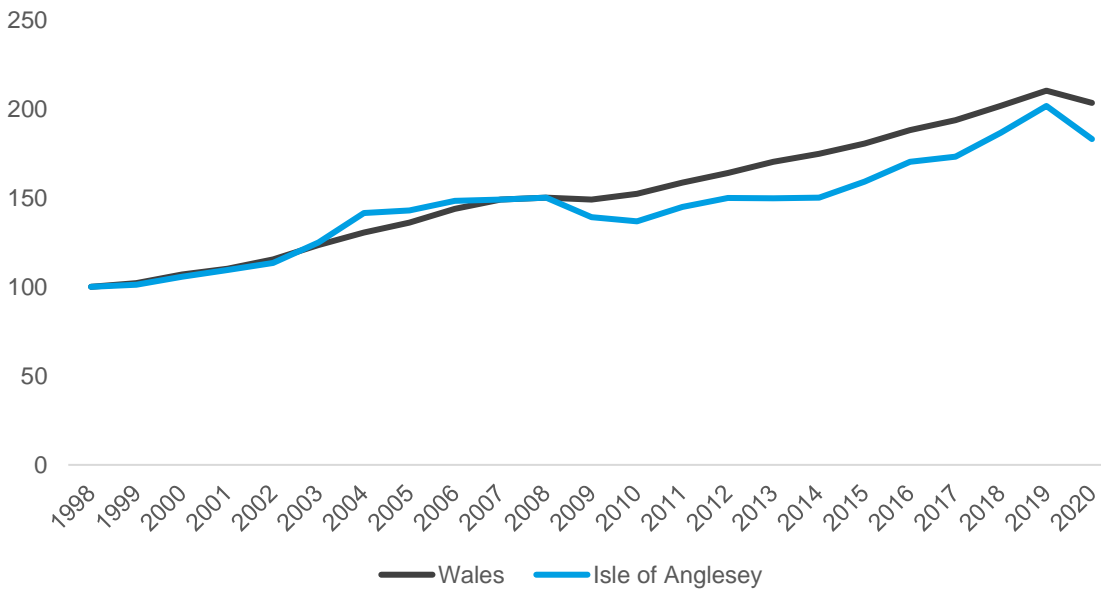
Industry	Anglesey Employment	Wales annual median pay (£)
Electricity, gas, steam and air conditioning supply	0%	£30,732
Mining and quarrying	0%	£42,206
Financial and insurance activities	0%	£26,820
Other service activities	2%	£20,308
Real estate activities	2%	£20,349
Information and communication	2%	£29,803
Water supply; sewerage, waste management and remediation activities	2%	£27,887
Arts, entertainment and recreation	2%	£16,946

⁴⁷ BRES, 2023

Professional, scientific and technical activities	3%	£24,560
Administrative and support service activities	4%	£19,986
Public administration and defence; compulsory social security	4%	£30,550
Transportation and storage	5%	£24,560
Construction	6%	£28,098
Agriculture, forestry and fishing	6%	£22,969
Education	8%	£25,459
Manufacturing	10%	£30,926
Human health and social work activities	12%	£22,327
Accommodation and food service activities	14%	£10,267
Wholesale and retail trade; repair of motor vehicles and motorcycles	17%	£17,907

5.16 The loss of major employers in high-value energy and manufacturing industries as mentioned above has been a key factor in impacting the productivity in Anglesey.

Figure 5-3: Anglesey’s GVA growth relative to Wales (Indexed, 100=1998)⁴⁸



5.17 Figure 5-3 above shows that Anglesey’s GVA grew at a higher rate than that of Wales up to 2004 after which it started declining due to the sequence of job losses described above in **Error! Reference source not found.** above and has since been lagging the growth rate of Wales.

5.18 Anglesey has the lowest level of GVA per head in Wales (£14,900⁴⁹), and the third lowest in the UK.

⁴⁸ Regional gross value added (balanced) per head and income components, 2022, ONS

⁴⁹ Ibid.

Recovery / growth at the Port of Holyhead is restricted if logistics firms seek more reliable routes for trade (including outside the UK).

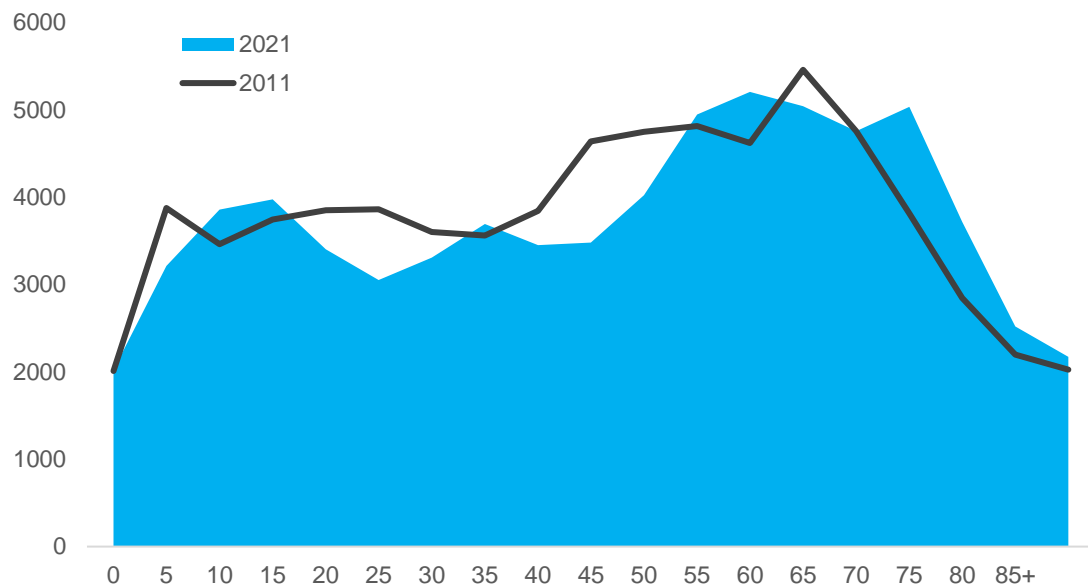
- 5.19 Section 4 above described the importance of the Port of Holyhead as the main port for freight and sea passenger transport with the Irish Republic, in particular accounting for nearly 60% of goods carried on HGVs travelling between the Republic of Ireland and Europe.
- 5.20 Freight from the Port of Holyhead is transported across the E22 as it is the fastest road route on the island. Delays from the two crossings puts this route in jeopardy and decreases demand for direct Ireland to Europe routes. The Port is one of Holyhead's major employers and Holyhead is the town most reliant for the port for jobs in all of Wales.
- 5.21 Low reliability of access to and from the Port of Holyhead means increasing amounts of trade are likely to bypass the UK altogether and take the longer, slower and more carbon intensive route for direct ferries from Ireland to mainland Europe.

Access issues cause out-migration, which has effects on community resilience, healthcare and the Welsh Language, particularly if generations of young people move out. People will also choose to commute off the island for higher paying jobs.

- 5.22 Figure 5-4 demonstrates the changes in the age profile of Anglesey. It shows that the area has an ageing population, seeing a 23.6% increase in people aged 70 years or above (from c. 2,700 to 3,400). The median age has also increased from 45 to 48 years between the two census years⁵⁰.
- 5.23 In addition to its ageing population, Anglesey's working-age population is declining. The number of people aged 35-49 years decreased by 17.2% (from c. 13,300 to 11,000).
- 5.24 The proportion of young adults (15-29 years old) also decreased by 13.7% (from 11,300 to 9,800).

⁵⁰ <https://www.ons.gov.uk/visualisations/censusareachanges/W06000001/>

Figure 5-4: Change in the population age profile of Anglesey between 2011 and 2021



5.25 Retaining the younger population in Anglesey will allow for knowledge sharing and culture between generations to help form a resilient and vibrant community. For the economy, retaining a younger population will help address skill gaps, talent development and succession planning.

5.26 The above effects pose risks and challenges for Anglesey community associated with:

- increased pressures on healthcare facilities
- a rise in the dependency ratio and the need for care
- reduction in the size of the labour market
- loss of Welsh culture and speakers of the Welsh language.

6 Policy and strategic alignment

- 6.1 A reliable and resilient connection across the Menai Strait strongly links to satisfying several national, regional and local policies. These policies focus on improving well-paid employment opportunities, retaining the Welsh culture and Welsh language speakers, and improving well-being.

Alignment with National Policy

Build Back Better

- 6.2 As part of the March 2021 Budget, the Government set out its plans to support economic growth through significant investment in infrastructure, skills and innovation in “Build Back Better: our plan for growth”, particularly to support the economic recovery from the Covid-19 pandemic.
- 6.3 The Build Back Better plan for growth focuses on three pillars of investment to act as the foundation on which to build the economic recovery and levelling up: (1) radical uplift in infrastructure investment (2) creating new skills training opportunities across the UK and (3) fostering the conditions to unleash innovation.

Alignment

- 6.4 **A reliable connection across the Menai Strait will give confidence for investment on Anglesey and the ability to move goods to the island for infrastructure projects, which in turn will provide high-value employment opportunities.**

Levelling Up

- 6.5 The Government published its Levelling Up White Paper in February 2022.
- 6.6 The White Paper has four aims. The most relevant for this scheme is:

“Boost productivity, pay, jobs and living standards, especially in those places where they are lagging.”

- 6.7 Beneath these aims are the Missions, which include:
- Living Standards: By 2030, pay, employment and productivity will have risen in every area of the UK, with each containing a globally competitive city, and the gap between the top performing and other areas closing.
 - Skills: By 2030, the number of people successfully completing high-quality skills training will have significantly increased in every area of the UK. In England, this will lead to 200,000 more people successfully completing high-quality skills training annually, driven by 80,000 more people completing courses in the lowest skilled areas.
 - Well-being: By 2030, well-being will have improved in every area of the UK, with the gap between top performing and other areas closing.

- 6.8 The White Paper sets out the Government’s framework for broadening opportunities for people across the country and is underpinned by a range of metrics which will track the progress of the 12 Levelling Up “Missions”.
- 6.9 In May 2022 the Government published the Levelling Up and Regeneration Bill which will give effect to some of the principles set out in the White Paper. Further updates to the bill were made in December 2022. The Missions will have status in law, including a statutory obligation to report annually on progress towards meeting them by 2030.
- 6.10 The Levelling Up Fund is a key element of how the Government intends to deliver its agenda. As part of the allocation process, the Government has grouped local authority areas into three categories of prioritisation. The Isle of Anglesey is the highest category two area in Wales – and the need to level up Anglesey was recognised by UK Government in the recent award of LUF round 2.

Alignment

- 6.11 **To fulfil the Levelling Up aims, a reliable connection between Anglesey and the mainland is important to ensure high-value employment opportunities such as M-Sparc, Anglesey Energy Island and the Anglesey Freeport can be set up on the island. This will also improve productivity and improve the overall well-being on the island.**

Union Connectivity Review⁵¹

- 6.12 The report states a focus point for better Union connectivity is “improving connectivity between North Wales and North West England on the A55, M53 and M56 roads...”.
- 6.13 It also states that “access to and from Holyhead by the A55 is an important consideration for freight connectivity to and from Northern Ireland.”

Alignment

- 6.14 **Given the importance of the Port of Holyhead, low reliability of access means logistics firms may seek access to other Welsh ports and any other ports outside the UK.**

Future Wales: The National Plan 2040⁵²

- 6.15 The Plan cites ‘A Changing Society’ as one of the Challenges and Opportunities faced by Wales from 2020 to 2040, stating that “*we also need to think about how we will retain and attract young people to all parts of Wales...*”.
- 6.16 Policy 1 in the plan is ‘Where Wales will grow’, stating that North Wales is a regional growth area. Specifically, Holyhead is mentioned as an area in North Wales for growth aspirations.
- 6.17 Policy 5 in the plan is ‘Supporting the rural economy’, stating that it is “*important that rural communities develop strong economies and support local enterprise*”.

⁵¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1036027/union-connectivity-review-final-report.pdf

⁵² <https://www.gov.wales/sites/default/files/publications/2021-02/future-wales-the-national-plan-2040.pdf>

Alignment

6.18 Low reliability of access between Anglesey and the mainland will make it more difficult to achieve the outcomes of the National Plan:

- The already high out-migration of the younger population will continue.
- Logistics firms may seek access to other Welsh ports or other ports outside the UK instead of the Port of Holyhead.
- The rurality and peripherality of Anglesey mean Anglesey is less connected to mainland Wales and the rest of the UK.

Welsh Government's Economic Action Plan: Prosperity for All⁵³

6.19 The plan has an objective to strengthen the foundation sectors in Wales – specifically tourism, food, retail and care.

6.20 It also mentions that supporting these sectors will help achieve the stated target of one million Welsh speakers by 2050.

Alignment

6.21 Given the Anglesey economy is now dominated by tourism, food and retail sectors, a reliable connection across the Menai Strait will help strengthen these sectors further. This in turn will provide career prospects in these sectors and help retain a greater Welsh speaking population on the island.

Wales Infrastructure Investment Strategy (2021)

6.22 The strategy aim is to improve economic wellbeing through:

- Increasing employment levels – in particular the need to ensure that ‘strategic investments in the commercial property sector will seek to address this limited supply, as well as maximising opportunities to attract and retain investment that would not otherwise come to, or reinvest in, Wales.’
- Improve business productivity – in part through ‘Investment in appropriately located, commercial property infrastructure will enable growth in business productivity.’
- Increase real household incomes.

Alignment

6.23 Anglesey has low employment compared to Wales and is dominant in lower wage sectors. Improving the ease of access across the Menai Strait will give confidence to investors and employers to create well-paid employment opportunities on the island, which in turn will improve real household incomes.

The Well-being of Future Generations Act (Wales) 2015

⁵³ <https://www.gov.wales/sites/default/files/publications/2019-02/prosperity-for-all-economic-action-plan.pdf>

6.24 The Well-being of Future Generations Act has seven goals. Those most relevant to this project are:

- A prosperous Wales: through encouragement of local employment and careful management of sustainability of the project itself
- A Wales of cohesive communities: through investment in local facilities to ensure community access to employment opportunities supporting attractive, safe, viable and well-connected communities.
- A Wales of vibrant culture and thriving Welsh language: through ensuring access to employment opportunities fit to retain Welsh speaking young people, reducing the effects of net outward migration.
- A more equal Wales: through improving access to work, participation, education and health.

Alignment

6.25 Low reliability of access to Anglesey means there is a decrease in the young working population on the island. Retaining the younger population is important for knowledge sharing and culture between generations to help form a resilient and vibrant community. This poses risks associated with a reduction in the size of the labour market and a loss of Welsh language speakers.

Alignment with Regional Policy

The North Wales Growth Deal

6.26 This policy adopts a vision for inclusive growth founded upon three key aims:

- Smart North Wales: focusing on innovation in high value economic sectors as a basis for enhancing economic performance.
- Resilient North Wales: focusing on retaining young people, increasing employment levels and skills to achieve inclusive growth.
- Connected North Wales: focusing on improving transport and digital infrastructure to enhance strategic connectivity within the region.

6.27 The aims are to be delivered by five programmes of interrelated projects. The most applicable programmes include:

- High value manufacturing
- Agri-food and tourism
- Low carbon energy

Alignment

6.28 High value manufacturing and low carbon energy projects will be infrastructure heavy. A reliable connection across the Menai Strait is required to ensure materials and labour can be transported easily.

- 6.29 **Given retail, food and tourism related sectors are now dominant in Anglesey, a reliable connection across the Menai Strait will make it easier for tourists to visit the island and that these sectors continue to strengthen.**

North Wales Regional Economic Framework⁵⁴

- 6.30 This framework has several priorities including “confidently promote and champion north Wales as a region with a wide range of economic activities...and provide an ambitious and attractive place to live, for skilled and well-paid employment and to encourage investment.”

Alignment

- 6.31 **Low reliability of access to Anglesey means there is low confidence in attracting investment to the island, which will limit the growth of well-paid employment opportunities and the working population.**
- 6.32 **This includes the Anglesey Energy Island projects which is expected to create significant employment opportunities for a diverse range of skills in due course as major developments move towards their construction and operation phases.**

Alignment with Local Policy

North Wales Joint Local Transport Plan (2015)⁵⁵

- 6.33 The Local Transport Plan (LTP) has been jointly produced by the six North Wales Local Authorities (Conwy, Denbighshire, Flintshire, Gwynedd, Anglesey and Wrexham).
- 6.34 The Vision for Transport in North Wales set out by the LTP is as follows: The North Wales Local Authorities aim to remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks.
- 6.35 The North Wales Ministerial Task Force has examined the issues for transport in North Wales and from a long list of 29 issues, five key issues have been identified:
- The ability of the strategic trunk road and rail corridors to provide the necessary good connectivity, for people and freight, within North Wales, to the ports and to the rest of the UK to support the economy and jobs, including tourism;
 - The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather;
 - The need for good access to and between the three Enterprise Zones in North Wales;
 - The lack of viable and affordable alternatives to the car to access key employment sites and other services; and
 - The need for good road links to / from the trunk road network into the rural areas to help retain the viability of local businesses and support the Welsh language and culture.

⁵⁴ <https://www.gov.wales/sites/default/files/publications/2021-12/north-wales-regional-economic-framework.pdf>

⁵⁵ <https://www.flintshire.gov.uk/en/PDFFiles/Planning/LDP-evidence-base/Local/North-Wales-Joint-Local-Transport-Plan-2015.pdf>

- 6.36 The LTP identified the A55 corridor as being of key importance to the region as a catalyst for wider economic growth. Improving the A55 corridor to increase resilience was specifically identified as a key strategic high level transport intervention for action.
- 6.37 Furthermore, the LTP identified improvements to the Menai crossing as one of its key strategic high level transport interventions for action now or for inclusion in the next National Transport Plan.

Alignment

- 6.38 **Low reliability and poor resilience of the Menai Strait crossings obstructs the ability of the strategic road network to provide good connectivity, for residents, visitors and freight, which has negative impacts on the economy, including tourism and viability of local businesses.**
- 6.39 **Through reduced journey times, supporting economic development of the Isle of Anglesey, improving safety on the crossing for vehicles as well as pedestrians and cyclists, and increasing sustainable active transport through provision of segregated facilities, improvements / Third Menai Crossing will meet at least four strategic regional priorities of the LTP.**

The Anglesey and Gwynedd Joint Local Development Plan (JLDP)

- 6.40 This plan adopts the vision that “by 2026, Anglesey and Gwynedd will be recognized for their vibrant and lively communities that celebrate their unique culture, heritage and environment and for being places where people choose to live, work and visit”.
- 6.41 The JLDP will realise its vision through a series of strategic objectives that provide the context for Strategic Policies and Detailed Policies. Within ‘Theme 1: Support and create safe, healthy, distinctive and vibrant communities’, Strategic Objective SO4 sets out the need for strategic road links improvement:
- SO4: Maximise the opportunities of Holyhead as a major international gateway and the A55, E22 Trans European network route and the A5025, A487, A470 as key transportation corridors. One of the key outputs for this strategic objective is providing new roads or essential improvements to roads on the present road network.
- 6.42 Theme 3: Support growth and regeneration that will transform the local economy under the umbrella of Anglesey Energy Island Programme and other strategies and plans, building on those elements of its unique economic profile that are identified as being of regional and national significance.
- Theme 3 includes strategic objectives to support and capitalise on the development of Wylfa and associated development to maximise socio-economic opportunities for local business and sustainable employment opportunities for local people (SO9), diversify the Plan area’s rural economy, building on opportunities, offering local employment opportunities with good quality jobs that are suitable for the local community and respects environmental interests (SO12), manage the area as an alternative and sustainable destination for tourists (SO14).

- The key outputs of these objectives include more work opportunities locally in higher wage sectors, increased economic activity rates, infrastructure to support attractive and vibrant destinations for visitors and local people.

6.43 Topic Paper 15: Transport (2015)⁵⁶ identifies that for Rural Areas, the distinctive place characteristics including low population densities, the dispersion of job opportunities and the concentration of services in larger settlements restrict travel options. The car is important for accessibility in rural areas and is likely to remain so for the foreseeable future.

6.44 Section 6.7 of Topic Paper 1557 identifies that the majority of public transport services in Anglesey and Gwynedd are not able to compete with the private car in terms of journey times.

- In the peaks, many of the bus services are used to transport school pupils as local authorities have a duty under the 1985 Transport Act to make best use of existing bus services to serve educational establishments.
- It is not possible to provide public transport to all areas in Anglesey and Gwynedd that have poor or no accessibility due to geographic and financial constraints.

Alignment

6.45 **Low reliability of the strategic road network impacts negatively on the ability of the Port of Holyhead to be a major international gateway (transport corridor between Ireland and the UK / International Port).**

6.46 **The current situation of the Menai Strait crossings also means that there is low confidence in attracting jobs, businesses and infrastructure investment to Anglesey, which could be impacting on achieving the strategic objectives of the JLDP.**

The Anglesey Council Corporate Plan (2017-2022)

6.47 Objective 1 of the plan seeks 'to ensure that the people of Anglesey can thrive and realise their long-term potential'. In so doing, it commits to 'promote Anglesey, to:

- Encourage major developers to invest in the Island and use this as a catalyst for business development and jobs on the Island.
- Work with the other North Wales Councils to attract investment to ensure that key projects that offer local employment opportunities go ahead.

Alignment

6.48 **Low reliability of access across the Menai Strait means there is low confidence for investment on the island from major developers and other North Wales Councils. This will hinder the above objective of providing local employment.**

Anglesey Energy Island Programme

6.49 The Anglesey Energy Island Programme, established by IACC, is a collective effort between several stakeholders within the public, private and third sectors working in partnership, putting

⁵⁶ <https://www.anglesey.gov.wales/documents/Docs-en/Planning/Planning-policy/Local/Supporting/Topic-Paper-15-Transport.pdf>

⁵⁷ Ibid.

Anglesey at the forefront of low carbon energy research and development, production and servicing, and bringing with it potentially huge economic rewards.

6.50 Significant employment opportunities for a diverse range of skills and professions are expected in due course as major developments move towards their construction and operational phases.

6.51 Wylfa is well placed to contribute to the UK's future nuclear capacity. It is well placed to support the development of Small Modular Reactors (SMRs) or a gigawatts plant. Such investment would unlock significant benefits for North Anglesey, bringing forward as many as 1,000 well paid, secure jobs at the operational stage, as well as significant need for construction employment and supply chain effects. Any significant development at Wylfa would result in construction and supply chain benefits that could transform the economy of North Anglesey.

6.52 The Energy Island Programme is not just about Wylfa – there are additional opportunities:

- Hydrogen Hub at Parc Cybi in Holyhead, which will be the first development of its kind in Wales.
- Morlais – Anglesey Marine Energy, which is a tidal energy project brought forward by Menter Môn which aims to benefit local communities, the economy and help tackle climate change by using renewable energy to generate clean low carbon electricity. It is a significant opportunity for Anglesey to be a world-leader in the development, manufacturing and installation of tidal energy equipment. The project will have significant effects for Anglesey and Wales and will play a key role in delivering the Energy Island.

6.53 Benefits from these projects include:

- Significant employment opportunities for a diverse range of skills and professions are expected in due course as major developments move towards their construction and operational phases.
- Involvement of local SMEs in the supply chain activities of these projects.
- Programme and achieving the Net Zero commitments.

Alignment

6.54 **Each of the Anglesey Energy Island projects (and particularly Wylfa) is infrastructure heavy and will require reliable and resilient road network for the transport of materials and to serve the increased worker traffic during both the construction and operational phases.**

NDA Socio Economic Strategy (2020-2026)⁵⁸⁵⁹

6.55 After recognising the uncertainty around the status of the Wylfa Newydd project, the NDA has stated commitment to various projects as part of the North Anglesey Economic Regeneration Plan (NAERP):

⁵⁸

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/897130/NDA_local_social_and_economic_impact_strategy_2020_update.pdf

⁵⁹ <https://www.anglesey.gov.wales/documents/Docs-en/Business/Regeneration/North-Anglesey-Economic-Regeneration-Plan.pdf>

- Education, Skills and Employability – develop skills and work experience for local people and continue to invest in the engineering campus at Grŵp Llandrillo-Menai and broader opportunities for innovation and R&D through M-Sparc Cymru.
- Mynydd Parys – further development of the site as a tourist attraction and provision of linkages to and from it.
- Cemaes Harbour Area – pursue opportunities to improve the attractiveness and economic value of the area.

Alignment

- 6.56 **A reliable and resilient crossing is essential to ensure the local and younger generation are not deterred from accessing the island as a place to be educated, upskilled and employed. Similarly, resilience and reliability of the crossing are directly linked with increasing the attractiveness of the island to visitors.**

7 Anglesey's economic future

7.1 The projects mentioned below are planned on being delivered to improve the Anglesey economy. These projects are reliant on good access to the island in order to provide confidence for investment and the ability to move goods.

Anglesey Freeport designation promises more, and well-paid jobs

7.2 Following a successful joint bid by Stena Line and the IACC, Anglesey will now benefit from Freeport status where simplified customs and trade rules will apply, providing greater incentives for investment and trade. In future, goods entering and remaining within Anglesey Freeport will not be subject to the UK's usual tax and customs regime, supporting long-term business investment, and boosting the prosperity of Anglesey and North Wales.

7.3 It is expected that the Freeport could help create up to 13,000 high-skilled, well-paid jobs in North Wales over a 15-year period, increase local productivity and increase manufacturing output across North Wales. Freeport status would also provide a significant boost for the Energy Island Programme and support the path to Net Zero. It is estimated it would attract £800 million of investment.

7.4 Stena Line and IACC are actively engaging with local stakeholders (Bangor University, M-Sparc, the Institute of Export and International Trade, Grwp Llandrillo Menai) on plans to integrate delivery of the Freeport with existing local strategies, including those to upskill the local workforce.

7.5 Opportunities include accelerating the take up of sustainable, clean energy production by building on existing industry-leading net zero initiatives on Anglesey, such as offshore wind, nuclear, solar and tidal energy.

7.6 To make the most of the Freeport designation, and support the current volumes of the Ro-Ro freight at the Port of Holyhead (second in the UK after Dover), Anglesey requires a third crossing on the Menai Strait. Were the travel situation to remain the same, traffic congestion is expected to become worse, as more goods are projected to enter and leave Anglesey in the coming years.

M-SParc will drive innovation and attract more high-skilled jobs

7.7 Opened in 2018, M-Sparc is the first Welsh Science Park offering 31,200 square feet⁶⁰ of lettable offices, laboratory and workshop space for up to 700 people. It will drive economic growth through innovation and bringing high-value, high-skilled jobs to Anglesey, which are key to reduce the reliance on foundational economy.

7.8 The science park is located conveniently next to A55 J7 junction in Gaerwen village and the facility offers EV charging points. However, currently, during peak hours, there are significant

⁶⁰ <https://www.willmottdixon.co.uk/projects/m-sparc-menai-science-park>

delays on the Britannia and Menai Bridges which increase journey times for those commuting from off-the island to M-SParc.

7.9 A reliable, and convenient commute route is important for M-SParc to remain competitive and continue attracting talent and businesses from across North Wales.

Anglesey Energy Island

7.10 The Anglesey Energy Island Programme, established by IACC, is a collective effort between several stakeholders within the public, private and third sectors working in partnership, putting Anglesey at the forefront of low carbon energy research and development, production and servicing, and bringing with it potentially huge economic rewards.

7.11 Significant employment opportunities for a diverse range of skills and professions are expected in due course as major developments move towards their construction and operational phases.

7.12 Wylfa is well placed to contribute to the UK's future nuclear capacity. It is well placed to support the development of Small Modular Reactors (SMRs) or a gigawatts plant. Such investment would unlock significant benefits for North Anglesey, bringing forward as many as 1,000 well paid, secure jobs at the operational stage, as well as significant need for construction employment and supply chain effects. Any significant development at Wylfa would result in construction and supply chain benefits that could transform the economy of North Anglesey.

7.13 Wylfa is classified as one of the eight potential sites in the National Policy Statement for new nuclear power stations. Resilience across the Menai Strait is crucial in realising this policy.⁶¹

7.14 The Energy Island Programme is not just about Wylfa – there are additional opportunities:

- Hydrogen Hub at Parc Cybi in Holyhead, which will be the first development of its kind in Wales.
- Morlais – Anglesey Marine Energy, which is a tidal energy project brought forward by Menter Môn which aims to benefit local communities, the economy and help tackle climate change by using renewable energy to generate clean low carbon electricity. It is a significant opportunity for Anglesey to be a world-leader in the development, manufacturing and installation of tidal energy equipment. The project will have significant effects for Anglesey and Wales and will play a key role in delivering the Energy Island.
- Minesto's Holyhead Deep (the name deriving from the name of the large depression in the seabed west of Holyhead), is the world's first low-flow tidal stream project. The area matches all the site requirements by providing low-flow tidal velocities (1.5–2 m/s mean peak flow) at a depth of 80–100 metres. The offshore site is only 8 km from the port and town of Holyhead where Minesto UK head offices are located. The head office's presence has seen several full-time jobs created to date and the project is already stimulating businesses through supply chain. Minesto's long-term plan is to expand the Holyhead Deep site into a commercial tidal energy array with a total installed capacity of

⁶¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47859/2009-nps-for-nuclear-volumel.pdf

up to 80MW, supplying local and clean energy to the equivalent of almost 70,000 households.⁶²

- Additionally, Anglesey is one of the most attractive locations for offshore wind development and also a potential attractive location for landing and servicing point for substantial future offshore investments in the Irish sea.

7.15 Benefits from these projects include:

- Significant employment opportunities for a diverse range of skills and professions are expected in due course as major developments move towards their construction and operational phases.
- Involvement of local SMEs in the supply chain activities of these projects.
- Local and clean energy supply.
- Programme and achieving the Net Zero commitments.

7.16 Each of the Anglesey Energy Island projects (and particularly Wylfa) is infrastructure heavy and will require reliable and resilient road network for the transport of materials and to serve the increased worker traffic during both the construction and operational phases.

Sustainable Tourism

7.17 The North Wales Transport Commission acknowledged that congestion is an issue for small towns, villages, countryside and coastal locations. With congestion during peak hours and holidays, and regular maintenance and closure of the bridges, congestion is likely to exist across Anglesey as a whole. This means tourists are less incentivised to visit Anglesey, which has a follow-on effect of lower spending in the retail, accommodation and food services sectors which are now dominant in Anglesey.⁶³ Similarly, poor resilience of the Menai Strait crossings means negative press, which could also lead to less visits to the island.

7.18 Resilience of the crossings is important because there is already demand for tourists to visit the island. Post Covid-19, there was a large influx of visitors, well over capacity of the road network, tourist attractions and waste management, despite a 53% increase in accommodation listings on the island between 2017 and 2021.⁶⁴ While there have been a large number of visitors, not improving the resilience of the crossings now means these visitor numbers will not be sustainable in the future.

7.19 As there is a capacity constraint on the number of people the island can accommodate at any one time, a more sustainable approach needs to be taken through:

- More equal distribution of tourists (and spending) across the island rather than entirely additional growth.
- Managing tourism to be ensure it is socially sustainable (including the behaviour of tourists).

⁶² <https://minesto.com/holyhead-deep/>

⁶³ <https://www.gov.wales/sites/default/files/publications/2023-01/nwtc-progress-statement-final.pdf>

⁶⁴ Draft Destination Management Plan 2023-2028 <https://www.anglesey.gov.wales/documents/Docs-en/Council/Consultations/2023/destination-management-plan-2023-to-2028/Destination-Management-Plan-DMP-2023-to-2028.pdf>

- Growth of green, environmentally sustainable tourism.

7.20 The draft Isle of Anglesey Destination Management Plan 2023-2028 sets out the vision for the visitor economy:

“We seek a visitor economy which is empathetic to the Island’s sense of place, and is seen to benefit the people, environment, culture, heritage and language, and continues to play a pivotal role in the economic stability of the island.”⁶⁵

7.21 The guiding principles and priorities of the Plan focus on:

- Celebrate, Respect and Protect our Communities, History, Language, Culture and Heritage – Anglesey’s visitor economy should build on existing strengths of language and culture and promote local heritage to a wider audience.
- Enhance the Visitor Experience Offer and Economic Sustainability – Anglesey’s visitor economy should grow sustainably based around a high-quality offer where visitors value and respect Anglesey’s culture, heritage and environment. Additionally, quality visitor infrastructure will enhance recreational opportunities leading to improved health and wellbeing.
- Maintain, Enhance and Respect our Environment, and plan to mitigate impacts of Climate Change – Anglesey’s visitor economy needs to become more ‘climate change ready’, increasingly carbon neutral. Tourism activities need to be in harmony with the natural environment.
- Ensure that the advantages to Anglesey communities outweigh any disadvantages, and as a result social and wellbeing benefits are seen – Anglesey’s visitor economy needs to benefit local communities, giving local people opportunities for new skilled roles and working with local supply chains.

7.22 The draft Destination Management Plan is currently at consultation stage. Following this stage, the first step to delivering the Plan will be establishment of a new partnership model for a Destination Management Organisation. Once this is established and supported with a Terms of Reference, the group will work in collaboration to define priority next steps with a SMART action plan.

7.23 Additionally, in 2022, IACC has secured three years ‘Sustainable Landscapes Sustainable Places’ funding (£575,000) from the Welsh Government to support running a number of environmental projects.

7.24 The projects will help enhance biodiversity and support the Council’s objectives to tackle climate change through four key themes, one of which focuses on ‘Delivering Sustainable Tourism’.

⁶⁵ Draft Destination Management Plan 2023-2028 <https://www.anglesey.gov.wales/documents/Docs-en/Council/Consultations/2023/destination-management-plan-2023-to-2028/Destination-Management-Plan-DMP-2023-to-2028.pdf>

Figure 7-1: Tourists on Holy Island, 2022⁶⁶



7.25 A third crossing is required to support the growth of sustainable tourism on Anglesey. Such route would relieve the pressure of the increased holiday traffic off the two existing bridges.

Town centre regeneration and investment in local infrastructure

Town centre regeneration

7.26 Investment in town centres is a key priority for both Isle of Anglesey County Council and the Welsh Government. The IACC is looking to support each Town Council on the island to support local leadership and make best use of available sources of funding (including Welsh Government funding) to improve their town centres.

7.27 The draft Town Centre Investment Framework sets out the overall strategy for how IACC wants to take advantage of new funding opportunities and support the Anglesey towns to be vibrant and successful places that are the focal points of the island's social, economic and cultural activity.

7.28 The draft Town Centre Investment Plans for the five main Anglesey towns (Holyhead, Amlwch, Llangefni, Menai Bridge, Beaumaris) assess the key challenges and opportunities of each town and set out the key investment priorities (aligned with the Placemaking Wales Charter⁶⁷) for supporting the success of the town centre.

⁶⁶ North Wales Chronicle: <https://www.northwaleschronicle.co.uk/news/23487712.anglesey-draft-plan-highlights-challenges-managing-tourism/>

⁶⁷ Placemaking Wales Charter (2020), http://dcfw.org/wp-content/uploads/2020/09/PlacemakingWales_A4Charter_ENG.jpg

Levelling Up Funding

- 7.29 In January 2023, the UK Government announced that the Council's "Holyhead: A culture and heritage driven transformation" bid for Round 2 of the Levelling Up Fund has been successful. It will help to transform the town by securing £22.5m of investment, including £17 million from the Levelling Up Fund, and deliver more than £54m in benefits to the local community.⁶⁸
- 7.30 Isle of Anglesey County Council worked in partnership with Holyhead Town Council, Môn CF, Ucheldre Arts Centre and the Church in Wales to understand the area's needs and present a package of interventions in and around Holyhead. The town has some of the worst deprived neighbourhoods in Wales and the Levelling Up Funding will see key local assets enhanced to make the area a better place to live and visit.

Investment in local infrastructure

- 7.31 Investment in local infrastructure is needed to support the jobs and local communities of Anglesey. Maximising the benefits of the Energy Island Programme and the Freeport designation requires there to be employment space for SMEs to grow. Investment is critical, as there is a historic undersupply of high quality floorspace for SMEs, which is restricting economic growth across the island.
- 7.32 Building on a IACC's successful Sites and Premises Programme, a Strategic Outline Case was written to bring forward new business units in Amlwch to ensure businesses have the right space to set-up and/or grow. Based on evidence of market demand, further similar projects need to be undertaken to support the provision of employment floorspace in other Anglesey locations. Currently there are four IACC business units in Amlwch, which are all occupied and there are over 75 IACC units across Anglesey. IACC estimates that majority of the tenants are Anglesey residents implying demand for local businesses.
- 7.33 A third crossing is important for the successful regeneration and investment in Anglesey's town centres. A reliable route across the Menai Strait will improve the regular journeys for the residents, improve the perception of place for the visitors and increase the confidence of businesses to locate in Anglesey's town centres.**

⁶⁸ <https://www.anglesey.gov.wales/en/Business/Economic-development/Levelling-Up-Fund-LUF/Levelling-Up-Fund-Holyhead-bid.aspx>

8 Benefits of a third crossing

8.1 A Third Menai Crossing is not a typical road scheme – it is not (only) about traditional transport user benefits but also provides long term resilience for access between Anglesey and the mainland and enables economic growth. A typical transport appraisal would fail to capture the full economic, social and community benefits of the scheme. These include:

- Society benefits:
 - Social inclusion: improved connectivity and permeability will improve social inclusion by better connecting communities.
 - Physical fitness – segregated facility for pedestrians and cyclists will encourage more use of active modes across the Menai Strait, which will improve physical fitness. Currently, pedestrians banned from the Britannia Bridge.
 - Improved access to work, education, health and leisure activities.
- Environmental benefits:
 - Overall, less queuing traffic and idling means more efficient engine operation and fewer emissions. The IACC agrees that public transport will reduce emissions. However, given that bus ridership is low due to its infrequency and high expense, adding more buses instead of improving resilience of the crossing would lead to empty buses in operation and idling in traffic around the existing crossings. This provides a worse environmental outcome than improving the resilience of the crossing and traffic flow for all vehicles, especially private vehicles.
 - Since private vehicles are the current modal choice of transport, emissions will still be reduced through the uptake of electric vehicles. As the Welsh Government has stated in its Second All Wales Low Carbon Delivery Plan (2021-25), accelerating the uptake of electric vehicles is *“one of the most important actions needed”*.⁶⁹ Furthermore, a report by the Low Carbon Expert Steering Group for the Welsh Minister of Economy, Science and Transport on the uptake of Low Carbon Vehicles (LCV), which include electric vehicles stated that:

*“...the Group appreciates the growing interest in LCVs for rural areas, away from strategic routes, where alternatives to the car are more restricted, with walking or cycling less likely to be a commuting option and public transport more limited.”*⁷⁰

Anglesey is rural with only one strategic route (A55/E22) running through the island. A more reliable and resilient crossing will help in substituting local private petrol and diesel vehicles for electric vehicles. Emissions will reduce and the crossing will contribute towards the Welsh Government’s vision of electric vehicle uptake.
 - The segregated facility for pedestrians and cyclists will encourage the use of active modes of transport, which in turn will reduce emissions. While private vehicles are

⁶⁹ <https://www.gov.wales/sites/default/files/publications/2021-10/net-zero-wales-carbon-budget-2-2021-25.pdf>

⁷⁰ <https://www.gov.wales/sites/default/files/publications/2019-05/low-carbon-vehicle-steering-group-final-report.pdf>

still dominant, increased uptake of active modes of transport is still beneficial for the environment.

- Benefits to the economy:
 - Visitor economy – the number of visitors travelling to Anglesey has increased in recent years and it is one of the largest employment sectors. The third crossing will ensure that visitor numbers can remain high (as the resilience of the road network will improve) and the popularity of the island as a sustainable visitor destination remains.
 - Connecting communities and commodities – the Port of Holyhead is the second busiest roll-on roll-off port in the UK (after Dover) and is a critical part of the “land bridge” between Ireland, the UK and mainland Europe. Reliability and resilience of this link is crucial to support growth and strategic importance of the area. Connectivity to Enterprise Zones will also be enhanced.
 - Reduced goods / services prices due to improved journey times.
 - Reduced transport / logistics costs.
 - Supporting employment opportunities through inward investment and land use development in North Wales. A more resilient and reliable crossing will help reduce out-commuting from Anglesey and increase travel to Anglesey due to job creation:
 - Freeport designation – Following a successful joint bid by Stena Line and the IACC, Anglesey will now benefit from Freeport status where simplified customs and trade rules will apply, providing greater incentives for investment and trade. In future, goods entering Anglesey Freeport will not be subject to the UK’s usual tax and customs regime, supporting long-term business investment, and boosting the prosperity of Anglesey. This could unlock up to 13,000 jobs on the island, which would be a mix of workers living on the island and workers commuting to the island for work.
 - Anglesey Energy Island Programme – Anglesey’s geography means it has a uniquely placed to delivery energy projects. This includes nuclear (gigawatt or SMR) at Wylfa but also hydrogen and tidal (Anglesey has the largest consented tidal scheme in the world). This is important not just to Anglesey and North Wales but the UK as a whole.
- Transport related benefits:
 - Improved journey times along the A55 during peak periods.
 - Improved journey time reliability.
 - Improved resilience of the network to events such as scheduled maintenance and emergencies such as accidents or the impacts of bad weather.
 - No negative road safety impacts are created as a result of the scheme while also improving the safety of the crossing through e.g. improved junction designs etc.
 - Segregated link for pedestrians and cyclists to improve accessibility and safety between the counties of the Isle of Anglesey and Gwynedd for active modes.
 - Improved emergency services response times.

Ynys Môn

THE ISLE OF Anglesey

Improving reliability and resilience
across the Menai Strait

Key Findings

June 2023



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1 Introduction

- 1.1 IACC welcomes the opportunity to be able to submit evidence to the North Wales Transport Commission (NWTC) on the need for an improved multi-modal crossing of the Menai Strait.
- 1.2 The existing Menai crossings are enormously constrained for local, regional, national and international traffic. The Britannia Bridge is the only point on the UK trunk road network hosting the Trans-European Road Network route E22, where the carriageway narrows from 4 lanes to two - one in each direction. This remains a critical asset as part of the UK “land bridge” enabling trade between Ireland and the EU and is key to the future viability of the Port of Holyhead. It is also a significant bottleneck to commuter and holiday traffic.
- 1.3 While congestion due to the existing Menai Strait crossings is an issue, the more important point to note is that the lack of resilience of the existing crossings has consequential effects on the community and workforce.
- 1.4 As the Commission’s January 2023 Progress Statement acknowledged, Anglesey is in a unique position, being peripheral and isolated at the north-west tip of Wales and in acting as the gateway to and from the EU through the Port of Holyhead.
- 1.5 As the Statement acknowledges, Anglesey, like much of North Wales is reliant on private vehicles.

There is a current lack of attractive or realistic sustainable transport alternatives to the private vehicle for journeys by residents, workers, and visitors in North Wales. This is contributing towards dependency on private vehicles and limiting social, economic and cultural connections.

- 1.6 For Anglesey, the situation is even worse. The congestion and lack of resilience for the Menai crossings is severely limiting social, economic and cultural connections to the rest of the country. Furthermore, it is hampering the island’s ability to attract the businesses and the economic activity it requires to reduce a cycle of job losses, lower on-island employment and increasing reliance on off-island jobs.
- 1.7 The decision of the Welsh Government, as recommended by the Roads Review Panel, to cancel the proposed Third Menai Crossing will greatly exacerbate the challenges faced by the island’s economy and communities, and hinder the successful implementation of key policies that seek to rebuild its employment base and reduce the need of its residents to leave the island to work.
- 1.8 The council was very disappointed at the outcome of the Roads Review as we feel it failed to acknowledge the particular circumstances of the island and the problems caused by the existing crossings.

1.9 There are significant problems with both bridges as shown in Table 1-1 below.

Table 1-1: Issues with the Menai Suspension Bridge and the Britannia Bridge

Menai Suspension Bridge	Britannia Bridge
<p>Regular maintenance required due to the age of the bridge (nearly 200 years old), resulting in reduced capacity due to partial or full closure. Recently closed for 5 months between 21 Oct 2022 and 2 Feb 2023 with inspections required every six weeks to check these works.¹</p>	<p>More than 150 years old and has not had any major maintenance work for several years and is therefore vulnerable to closures due to wind, incidents and accidents.</p>
<p>Closures have impact on Emergency Services – the closest major hospital with a Trauma Unit is on the mainland.</p>	<p>Only single carriageway on the European Road Network Route E22 and acts as a significant bottleneck to commuter and holiday traffic. It is therefore more vulnerable to accidents compared to dual carriageways, especially on the approaches. Across Wales in 2022, there were over seven times as many accidents on single carriageways compared to dual carriageways.²</p>
<p>Unable to cycle or walk during high winds.</p>	<p>Only bridge available for wide, high and abnormal loads.</p>
<p>No safe and adequate cycling provision. Cycling prohibited from using the segregated footways of the bridge, resulting in safety concerns for cyclists and impacting on congestion for motorists.</p>	<p>Speed limits and restrictions to motorcycles, caravans and bicycles during high winds. No safe and adequate cycling provision. This bridge has had several publicly reported closures due to high winds as opposed to any other section of the A55 indicating that it is more vulnerable to wind effects.</p>
<p>Restrictions on the type of vehicles that can access this bridge (only up to 7.5 tonnes) and speed restrictions of 30mph impact the local bus service and freight movements between the mainland and the Port of Holyhead.</p>	<p>Pedestrians are prohibited from this bridge.</p>
<p>Lack of enhanced safety facilities, such as hard shoulders – poor resilience with regards to emergency vehicles.</p>	<p>During particularly high winds (gusts above 70mph) the bridge is fully closed – with no possible diversion route for vehicles over 7.5 tonnes, thus causing buses to be stuck in the same queues as other vehicles and preventing local bus services from running. Between 2017 and 2022, this bridge has been closed seven times.³ HGVs are re-directed to Parc Cybi in Holyhead to wait for restrictions to be lifted.⁴ However, there is insufficient capacity there which means HGVs park on residential streets,</p>

¹ <https://www.gov.wales/a5-menai-bridge-frequently-asked-questions#:~:text=What%20is%20happening%3F,the%20temporary%20work%20was%20completed.>

² <https://stats.wales.gov.wales/Catalogue/Transport/Roads/Road-Accidents/Accident-Level-Data>

³ <https://www.thebangoraye.com/menai-suspension-bridge-closure-your-questions-answered/>

⁴ <https://traffic.wales/a55-britannia-bridge-high-winds>

which leads to safety, welfare and infrastructure damage.

HGVs on the mainland travelling to Anglesey are advised to stop and pull over in a safe location along the A55, which can prove unsafe due to a lack of facilities. Parc Bryn Cegin has also been used in the past when required.⁵ This is an empty multi-million-pound industrial park looking to attract businesses. HGVs being pulled over into this park means that industrial space gets occupied without generating employment and boosting the local economy.

Safety concerns: Lack of central reservation and close proximity of junctions either side of Britannia Bridge to the merging sections from two to one lane increasing the risk of collisions. Since 2017, there have been 12 serious accidents and two fatal accidents. These have required the closure of the bridge while recovery and investigation are undertaken.

- 1.10 The current congestion and periodic closure of both bridges cause misery, stress and loss of earning to the residents and business of Anglesey.
- 1.11 In the last 15 years, Anglesey has lost half of its major employers, including Anglesey Aluminium, Welsh Country Foods and Wylfa. Last month, 2-Sisters became the latest to close, leaving the island with only four businesses that employ more than 250 people. The closure of the 2-Sisters factory resulted in a loss of 730 jobs, equating to over 3% of the island's workforce. The island's peripherality and poor transport links are a key factor, with 2-Sisters moving their operation to Chester from where they can better serve their customer base.
- 1.12 The real lack of resilience, and the risk of future closures, is magnified in terms of the perceived lack of resilience in the minds of potential investors and visitors. Discussions with businesses have highlighted that difficulties crossing to and from the island cause many to seek to invest on the mainland instead as it increases costs. For example, a sum of £40m was discussed with the UK government to keep the recently closed 2-Sisters factory open but even then the company could not guarantee that the facility would remain open in the medium-to-long term if such support was provided.⁶ Tourism is also severely impacted by the perceived risks, many who may otherwise have planned to visit the island are instead choosing to look at alternative destinations on the mainland. Following a recent tragic fatal crash on 23 May 2023⁷, the Britannia Bridge was closed to traffic in both directions for several hours causing several miles of queues, further reinforcing the negative image of the island's crossings.

⁵ <https://www.dailypost.co.uk/news/north-wales-news/what-happens-britannia-bridge-closes-25330542>

⁶ <https://www.northwaleschronicle.co.uk/news/23375240.2-sisters-close-anglesey-factory-month/>

⁷ <https://www.northwaleschronicle.co.uk/news/23541707.man-dies-early-morning-crash-near-britannia-bridge/>

- 1.13 This lack of confidence damages Anglesey's consistency, security and future, and makes it harder to attract investment to create jobs on the island, which further increases the reliance of our residents on being able to cross the bridges to get to jobs on the mainland. This results in a self-fulfilling cycle of misery.
- 1.14 The proposals to improve the Menai Crossings are not just about journey time savings. The issue is basic accessibility and connectivity to and from a remote island that remains one of the most important hubs for UK trade. Without this accessibility and connectivity, Anglesey will continue to struggle to attract the private sector investment it desperately needs. This also impacts emergency services access since the closest A&E is on the mainland, which could affect the risk to life in critical situations.
- 1.15 This document sets out the limitations of the existing crossings and how they affect the daily life of our residents and businesses. We note that the Commission's Terms of Reference include analysis of road journey patterns (including freight) through and within the region at different times of day and year, and how public transport and active travel are used. This submission from IACC directly addresses those issues and in particular how they relate to the resilience of the Menai Crossings.

2 Response to the Roads Review

Purpose of the Roads Review Panel

- 2.1 The objectives of the roads review were set out in September 2021⁸:
- 2.1.1 To ensure road investment is fully aligned to the delivery of; WTS ambitions and priorities, Welsh Government Programme for Government June 2021 (PfG) commitments and to the forthcoming second low carbon delivery plan: Net Zero Wales.
 - 2.1.2 To develop a set of criteria which identify appropriate circumstances in which expenditure of Welsh Government funds on roads should be undertaken, taking into account the above.
 - 2.1.3 To use these criteria to make recommendations on which of the current pipeline of road investment projects should be supported, be modified or have Welsh Government support withdrawn.
 - 2.1.4 To provide guidance for reallocating road space on parts of the road network which might in future benefit from enhancement spend.
 - 2.1.5 To consider how any savings might be allocated, in order to ensure problems on the road network are addressed and in particular make recommendations on how to tackle the backlog of road maintenance.
- 2.2 IACC has written to Ministers setting out the Council's disappointment with the outcome of the roads review. We believe there is a need for a cross government approach to this issue, extending beyond transport and climate change considerations. This needs to strike a balance between satisfying the social, economic, and environmental needs of Anglesey. North Wales and Wales as a whole.
- 2.3 We also believe that the outcome of the roads review is not fully reflective of some of the key objectives of the PfG⁹, namely:
- *“Build an economy based on the principles of fair work, sustainability and the industries and services of the future”* – planned projects such as the Anglesey Energy Island programme will focus on low carbon energy and generate high-value employment. A reliable connection between mainland Wales and Anglesey will assist transportation of labour and materials for development of such projects.
 - *“Push forward towards a million Welsh speakers, and enable our tourism, sports and arts industries to thrive”* – a reliable connection will help attract people to stay or relocate to Anglesey and increase the number of Welsh speakers on the island. Similarly, a reliable connection will attract visitors to the island and contribute to tourism, which is currently a dominant sector on the island.

⁸ <https://www.gov.wales/roads-review-panel/terms-reference>

⁹ <https://www.gov.wales/sites/default/files/publications/2021-06/programme-for-government-2021-to-2026-well-being-statement.pdf>

- *“Make our cities, towns and villages even better places in which to live and work”* – a reliable connection means people will not be deterred from accessing the island, which in turn will improve its attractiveness as a location for living and working.

2.4 As an Island, the A55 over Britannia Bridge and the A5 over Menai Bridge are integral parts of local, regional, and national infrastructure. They provide the only connection, resilience, and movement in terms of economy, employment, health, education, leisure, and tourism. The problems that occur in terms of crossing the Menai, and Welsh Government’s decision not to continue with the third bridge, will have a negative effect on the Island, and North Wales’s future.

There is strong policy support for improved crossings – from both Welsh and UK Governments.

2.5 UK Government policies on Levelling-Up (which include a £17m investment in Holyhead), Union connectivity (which calls for improved connectivity between North Wales and North-West England on the A55) and Build Back Better strongly support economic development on Anglesey and the need for improved connectivity. Poor resilience of the Menai Strait crossings does not align with one of the Union connectivity goals of securing connectivity for freight across the UK with ports, and freeports as they are established.¹⁰

2.6 In Wales, the National Plan 2040 recognises the need for economic growth to retain young people in all parts of Wales and specifically mentions Holyhead as part of the growth aspirations for North Wales as well as the need to support rural economies. The Economic Action Plan: Prosperity for All recognises the importance of tourism and the role it plays in increasing the number of Welsh speakers.

2.7 The Well-being of Future Generations Act 2015 has seven goals of which the most relevant to this scheme are:

- A prosperous Wales: through encouragement of local employment and careful management of sustainability of the project itself
- A Wales of cohesive communities: through investment in local facilities to ensure community access to employment opportunities supporting attractive, safe, viable and well-connected communities.
- A Wales of vibrant culture and thriving Welsh language: through ensuring access to employment opportunities fit to retain Welsh speaking young people, reducing the effects of net outward migration.
- A more equal Wales: through improving access to work, participation, education and health.

2.8 The North Wales Growth Deal adopts a vision for inclusive growth founded upon three key aims around innovation, resilience and connectivity, with reduced carbon at its heart. It aims to attract significant private sector investment (£1bn over 10-15 years). For this vision to be

¹⁰ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1036027/union-connectivity-review-final-report.pdf

realised, investors need to see Anglesey as an accessible opportunity and for the successful implementation of the Anglesey Energy Island Programme.

- 2.9 The above policies relating to the growth of the Anglesey economy require improved resilience of the Menai crossings.
- 2.10 The Anglesey Energy Island Programme has projects such as Morlais, which will help tackle climate change by using renewable energy to generate clean low carbon electricity. Improved resilience of the Menai crossings will help transportation of materials and labour for this programme, which in turn will help contribute to national targets for reducing carbon emissions.
- 2.11 IACC strongly agrees with the position set out in the National Infrastructure Commission Wales (NICW) Roads Review Response¹¹ which emphasises that urban and rural areas will make different contributions to reducing carbon emissions. Whilst the NICW report is not specific about its focus areas, it is notable that the review is illustrated by a single picture - of the Menai Bridge.
- 2.12 The NICW takes an explicitly long-term view (2030 – 2100) and highlights two questions that IACC believes are particularly relevant:
- Will the nature of rural transport continue to favour, and be dominated by, private car transport? What do long-term economic and social changes mean for the rural roads that make up 78% of Wales’ total road network?
 - How do we maintain and develop rural transport infrastructure that also enables important social and seasonal transport for sectors such as hospitality and tourism?
- 2.13 Under the section on “Regional and rural challenges” we share the NICW’s support for a, *“regional multi modal coordinated approach where local problems are used to inform a strategic assessment of how to achieve a sustainable integrated transport system.”* We also agree with their point that, *“it is likely that active travel and public transport is less practical for more journeys than in Wales’ urban areas.”*
- 2.14 This is true of rural areas generally, but it is particularly true of Anglesey and the Menai Crossings. As we set out below, the crossings are vulnerable pinch-points where public transport and active travel do not provide adequate alternatives for private car and freight users. IACC therefore strongly agrees with the NICW’s suggestions that:
- Road schemes should be considered with wider infrastructure developments, including housing, electricity supply, potential economic and industrial developments, social infrastructure and community cohesion.
 - Future road investments should be evaluated on a multi modal regional approach. NICW supports the targets of 10% reduction in private car usage as an average across Wales and recognises that while there are different needs of urban and rural communities, the greatest opportunity for a reduction in carbon emissions is from the urban areas.
- 2.15 The different contribution of urban and rural areas is key, especially for a rural area like Anglesey which is also an island and has a major port. IACC therefore welcomes the

¹¹ <https://nationalinfrastructurecommission.wales/2023/02/15/reviewing-roads-review/>

acknowledgement in the Commission's Progress Statement that in practical terms, the opportunities for active travel and public transport are less in rural areas.

- 2.16 In particular, we note the statement that more urbanised areas have a higher proportion of short distance journeys below 5km (p.7), which are therefore more suitable for active travel. Whilst we agree that there are shortcomings in active travel provision which encourage car use (p.9), the distances involved in journeys over the crossings mean active travel will likely never be a serious practical alternative to private car ownership.
- 2.17 We also welcome the Commission's recognition that access to public transport services in our sub-region is probably the worst of all the sub-regions and that bus services on Anglesey are infrequent and have limited operating hours (p.16)
- 2.18 The Statement notes that proposed rail improvements will do little to benefit Anglesey (p.29) and so investment in buses is key. IACC agrees, but is concerned that there is little certainty that any of the measures suggested by the Commission will come forward. Even if they do, and issues such as integration and ticketing improve, there is little prospect of the significant increase in frequency that would be required to deliver significant modal shift. Improved public transport will also do little to improve the resilience of the existing crossings.
- 2.19 IACC shares the Commission's concern that, "Financial constraints will always limit the progress that can be made in improving transport and making it more sustainable." (p.32).
- 2.20 Subsidies to bus operators (and users) on Anglesey are already large (and user numbers low) and they are likely to fall in the short term. The end of the Welsh Government's Bus Emergency Service in July 2023 is likely to mean Anglesey loses 35 - 50 percent of its bus services.^{12 13}
- 2.21 Furthermore, investment in active travel and public transport will not help our businesses, especially port users, for whom freight is a critical issue.

¹² Isle of Anglesey County Council meeting on Tuesday 23 May 2023 at 10:30am -

<https://democracy.anglesey.gov.uk/ieListDocuments.aspx?CId=127&MID=4173#A15205&LLL=0>

¹³ https://ynysmon.public-i.tv/core/portal/webcast_interactive/758945/start_time/0 - Timestamp 0:11:30

3 The performance of the current crossings

- 3.1 As noted in Table 1.1, there are already significant problems and limitations with the existing crossings. The Commission's Progress Statement acknowledges some of these issues, but underestimates their scale, impact and persistence.
- 3.2 This report notes that congestion happens in the vicinity of the Menai Strait in the summer period (p.9) and that in seasonal peak periods, the road infrastructure cannot support the resident and visitor demand, leading to congestion and pollution for both residents and visitors (p.15).
- 3.3 The reality is that congestion is a year-round feature. Both bridges have some seasonality, but the summer peak is no longer as pronounced as it was – demand is now more evenly spread across the whole year. On the Britannia Bridge, the Annual Average Daily Traffic (AADT) in August 2022 in the direction of the mainland (westbound), was just under 18,500 but it was above 17,000 each month between April and July 2022.
- 3.4 Traffic across the Britannia Bridge has increased to more than pre-pandemic levels. Traffic across the Menai Suspension bridge has decreased over time due to a 60% reduction in 2-axle HGVs in 2010, which lead to a significant drop in vehicles travelling across this bridge.¹⁴ More recently, the bridge had a vehicle weight restriction of 7.5 tonnes. This means the Britannia Bridge is no longer a viable route for LGVs and HGVs.
- 3.5 On p.21 the Progress Statement states that for visitor / tourism travel, "localised congestion is predominantly an issue for small towns, villages, and countryside and coastal locations." This is not true for Anglesey. The problems are not localised - congestion on the crossings affects the entire Island, as residents and visitors cannot easily cross. This results in congestion on the island and communities living immediately within the vicinity of the crossings such as the Menai Bridge and Llanfairpwllgwyngyll.

Congestion near and across both bridges during peak hours causes journey time delays

- 3.6 Congestion across the bridges is high during the weekday AM (08:00-09:00 hours) and PM (16:00-17:00) peaks. The traffic is heavier in the direction of mainland during the morning peak, and conversely, it is heavier in the direction of Anglesey in the evening peak.
- 3.7 There are significant journey time delays during the AM and PM peak hours. It is estimated that travelling from the A55 J7 at Gaerwen to Britannia Bridge Eastbound takes less than 10 minutes at off-peak times. However, on the busiest days during the AM peak (08:00-10:00 hours), this journey may take up to 35 minutes¹⁵.

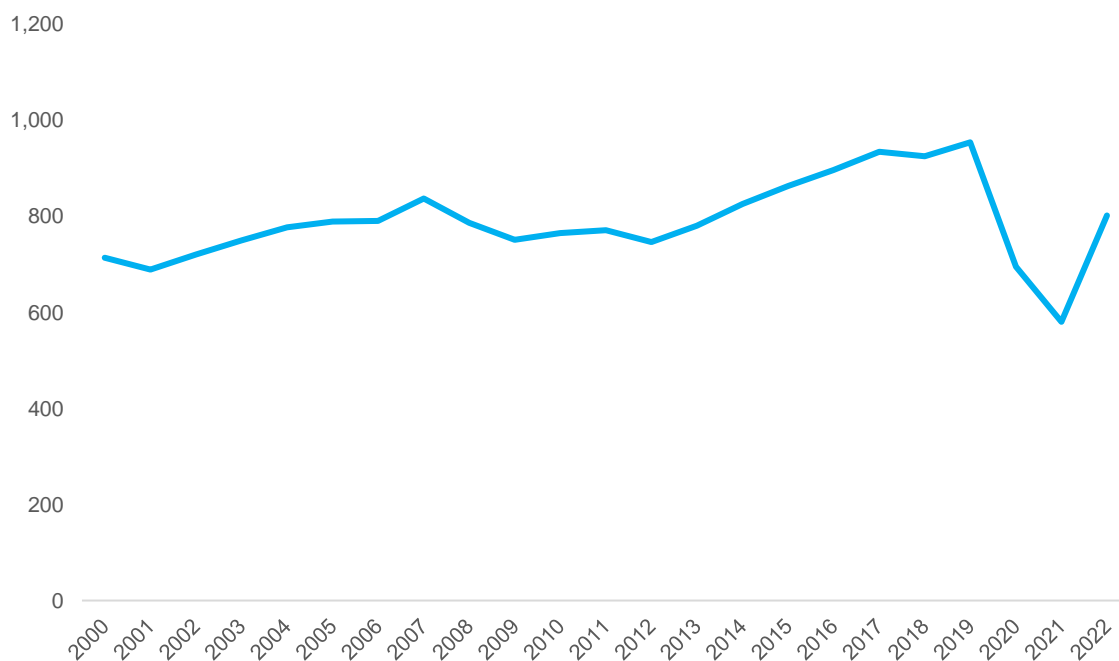
¹⁴ https://www.gov.wales/sites/default/files/publications/2019-01/180309atn12021doc1_0.pdf

¹⁵ Traffic Wales, A55 Britannia Bridge Journey Planning. 2023

Port traffic further affects the congestion levels

- 3.8 The Port of Holyhead is the second largest roll-on roll-off port in the UK (after Dover).¹⁶ It is the main port for freight and sea passenger transport between the UK and the Irish Republic. As part of the E22, it is a key connection in the “land bridge” from Ireland to Europe and is the fastest route despite an increase in the number of ferries from Rosslare to mainland Europe. Nearly 60% of goods carried on HGVs travelling between the Republic of Ireland and Europe pass through the Port of Holyhead. Furthermore, this port accounts for three quarters of passenger traffic between Wales and the Republic of Ireland.¹⁷
- 3.9 Over the years, the tonnage of freight transported via this Port has been increasing, leading to an increase in the number of vehicles travelling to and from Anglesey to transport the goods. Figure 3-1 shows that the annual port traffic (freight and passenger cars combined) at the Port of Holyhead has been on an upward trend, reaching 953,000 vehicles (all types) in 2019. Since 2019, the traffic numbers declined, which is mainly attributed to the Covid-19 pandemic and UK’s exit from the European Union however, have recovered by 38% between 2021 and 2022.

Figure 3-1: Total units of port traffic (all types of vehicles) at the Port of Holyhead by year (thousands)¹⁸



- 3.10 Some port arrivals and departures also coincide with both the morning and evening traffic peaks, further exacerbating congestion across the bridges.

- 3.11 Overall, the congestion across the two bridges leads to rat running through the local communities, which has negative economic and social impacts:

¹⁶ <https://www.itv.com/news/wales/2019-10-08/holyhead-the-uk-s-second-biggest-ferry-port-absolutely-not-ready-for-a-no-deal-brex>

¹⁷ <https://www.gov.wales/sites/default/files/statistics-and-research/2021-12/sea-transport-2020.pdf>

¹⁸ Table PORT0301: UK major port freight traffic by port and year (filter by direction and cargo type), from 2000 and Table PORT0503: UK major port traffic by port (filter by direction and cargo group estimate), quarterly from 2018

- Increased air and noise pollution – particularly Lon Refail in Llanfairpwllgwyngyll, which runs alongside the A55 between J8 and J8a has increased air pollution, noise and vibration levels for local residents.
- The A55(T) bypass at Llanfairpwllgwyngyll was built in the early 1980s and has been a regular NO₂ diffusion tube monitoring location for more than 10 years. The IACC’s Air Quality 2015 Updating and Screening Assessment identified that the kerbside of the A55(T) at Llanfairpwllgwyngyll is the only location which has had past exceedances of the Welsh Assembly Government’s annual objective of 40µg/m³ for this pollutant.¹⁹
- Impact on tourism and business development due to journey time delays.
- Impact on the freight and passengers at the Port of Holyhead as journey times to and from the Port increase.
- Impact on emergency services access since the closest A&E is on the mainland with both staff and patients unable to access Ysbyty Gwynedd.
- Poor resilience for all vehicles including public transport, thus disincentivising the use of busses, which can only cross on the Britannia Bridge due to weight restrictions.
- Impact on education due to school and staff unable to access schools and especially Ysgol David Hughes, MB Primary and Ysgol Llanfairpwll.
- Road safety concerns outside schools due to lack of alternative routes and rat running of HGVs.

Safety and Reliability

- 3.12 As well as regular congestion, there are serious problems with reliability with a high risk of closures due to bad weather and incidents.
- 3.13 The Menai Suspension Bridge was closed for nearly four months between 21 October 2022 and 2 February 2023 due to public safety concerns. Traffic was redirected to the Britannia Bridge causing further congestion and delays on that bridge, economic damage in Porthaethwy and the wider southeast Anglesey area.²⁰
- 3.14 Between 2017 and 2022, the Britannia bridge was closed seven times due to particularly high winds (gusts over 70mph).²¹ Since 2017, there have been 12 serious and two fatal accidents on the Britannia Bridge, and 11 serious accidents on the Menai Suspension Bridge. The most recent fatal incident occurred on 23 May 2023 on the Britannia Bridge leaving the bridge closed for several hours in the morning and traffic redirected during peak hours, severely increasing journey times.²² Businesses also noted that the closure was “a nightmare” for them.²³
- 3.15 In general, closures due to fatal incidents on the Britannia bridge last approximately eight hours. Bridge closures due to other reasons cause delays up to five hours and as far as five miles.

¹⁹ <https://www.anglesey.gov.wales/documents/Docs-en/Environmental-health/Pollution/Updating-and-Screening-Assessment-2015.pdf>

²⁰ <https://www.dailypost.co.uk/news/north-wales-news/menai-bridge-reopened-traffic-after-26135720>

²¹ <https://www.thebangoraye.com/menai-suspension-bridge-closure-your-questions-answered/>

²² <https://www.northwaleschronicle.co.uk/news/23541707.man-dies-early-morning-crash-near-britannia-bridge/>

²³ <https://www.bbc.co.uk/news/uk-wales-64422707>

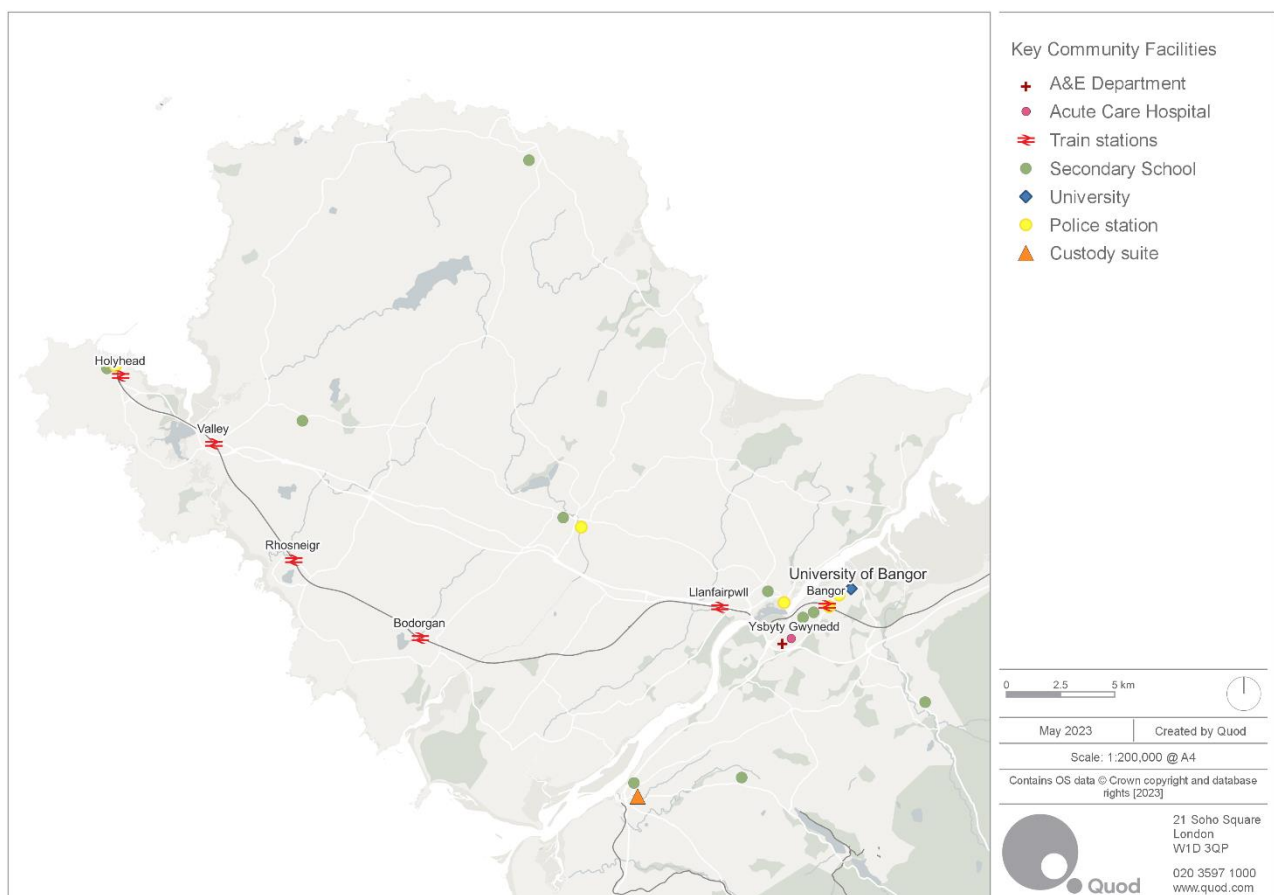
4 Anglesey's challenges

4.1 Anglesey residents are unusually reliant on the bridges. Many key healthcare, educational and crime and justice facilities are located on the mainland. It has the only travel to work area (TTWA) in Wales that is severed by water. Access to mainland Wales is only possible via the two crossings, both of which have reliability and resilience issues. This complicates the situation for the residents, visitors, businesses and the Port of Holyhead.

Reliance on the mainland

4.2 The closest community facilities such as an A&E department, acute care hospital and a university are all located on the mainland in Bangor. The closest custody suite is located in Caernarfon (on the mainland), which is even further from the two crossings and the emergency mental health services are in Ysbyty Gwynedd. Access to these critical facilities is dependent on the reliability and resilience of the existing crossings across the Menai Strait. These are shown in Figure 4-1 below.

Figure 4-1: Closest community facilities



4.3 As the NICW noted, roads should be considered as part of a system within the wider travel, green and blue, social and economic infrastructure.

- 4.4 As well as being key community facilities, these are also important sources of jobs to Anglesey residents.

Loss of jobs in high-value sectors

- 4.5 In Anglesey, the 23,000 jobs recorded in 2021 were less than 2% of Wales's total employment numbers²⁴ and job density is only half of that of Wales. The low number of jobs in Anglesey is due to its long history of repeated shocks, which have resulted in over 2,300 job losses over the last 20 years, equivalent to 10% of current employment. This includes companies and sectors with a long history, in some cases over half a century, of operating within the Anglesey community:

- The construction of the Wylfa Magnox nuclear power station began in the 1960s and the plant was decommissioned in 2015, resulting in the loss of over 300 jobs. The halting of work on Wylfa Newydd was a further blow to the Anglesey economy.
- Anglesey Aluminium began producing aluminium in Anglesey in the early 1970s – it operated for almost 40 years before closing in 2009 resulting in the loss of over 300 jobs.
- The Octel site in Amlwch was first selected in 1949 to extract bromine from sea water plant and production began in 1953. The site operated until 2004 when over 100 jobs were lost.

- 4.6 What were once the island's dominant industries – manufacturing, energy, and transportation and storage have now been overtaken by the foundational economy.²⁵ The largest sector is wholesale and retail trade accounting for 17% of Anglesey's employment (higher than the Welsh average of 15%), followed by the accommodation and food service activities (14%) and human health and social work activities (12%).²⁶ These sectors typically have some of the lowest median annual wages across Wales, whereas the historically dominant sector were high-value and high-paid sectors.

Jobs

- 4.7 The loss of jobs has left low job density both spatially and per capita.
- 4.8 Anglesey now has only 32 jobs per square km – only half of that of Wales, with jobs mostly concentrated in urban areas such as Holyhead and Llangefni. This has also caused productivity in Anglesey to lag that of Wales.
- 4.9 Anglesey also has one of the lowest job densities per 1,000 working age residents. As a result, nearly 40% of working residents commute off the island.²⁷ These commuters primarily travel to Gwynedd and especially Bangor, aligning with the findings of the North Wales Transport Commission that movements to and from Bangor are important.²⁸ These areas are dominated

²⁴ BRES, 2023

²⁵ The services and products in the foundational economy provide those basic goods and services on which every citizen relies to remain safe, sound and civilised. Care and health services, food, housing, energy, construction, tourism and retailers on the high street are all examples of the foundational economy. <https://businesswales.gov.wales/foundational-economy>

²⁶ BRES, 2023.

²⁷ NOMIS, Office for National Statistics (ONS).

²⁸ <https://www.gov.wales/sites/default/files/publications/2023-01/nwtc-progress-statement-final.pdf>

by human health and social work activities, wholesale and retail trade, and higher education. A substantial number of people travel to work to Coleg Menai and Bangor University.

- 4.10 Conversely, commuting for work to Anglesey is significantly lower, only 17% of those working in Anglesey are coming from the mainland.²⁹ The majority of this movement originates from Gwynedd.

High transportation cost means businesses don't relocate and the island has a lack of jobs

- 4.11 Quod recently undertook an Employment Land Review (ELR) on behalf of the IACC, Cyngor Gwynedd (CG) and Eryri National Park Authority (ENPA) to support the review of the authorities' respective local development plans. This study revealed that there is office demand from businesses in established areas all along the A55 from Chester to Conwy in North Wales, but not further. This is likely to be driven by the difficulty of accessing Anglesey and the high transportation cost of getting to the island.
- 4.12 Parc Menai in Bangor has seen significant investment and opportunities for employment such as the development of the Coleg Menai Bangor Campus³⁰ and a new business support centre.³¹ While Parc Menai is close to the Britannia Bridge on the mainland, businesses have not crossed the bridge into Anglesey in part due to Anglesey's peripherality and the lack of reliability and resilience in accessing the island. This means businesses are disincentivised to relocate to the island and employment opportunities will not arise.

Loss of the young working population, and the Welsh Language and Culture

- 4.13 As shown in Figure 4-2 below. Anglesey's working-age population is declining. The number of people aged 35-49 years decreased by 17.2% (from c. 13,300 to 11,000). Its ageing population is increasing – a 23.6% increase in people aged 70 years or above (from c. 2,700 to 3,400). The median age has also increased from 45 to 48 years between the two census years³².

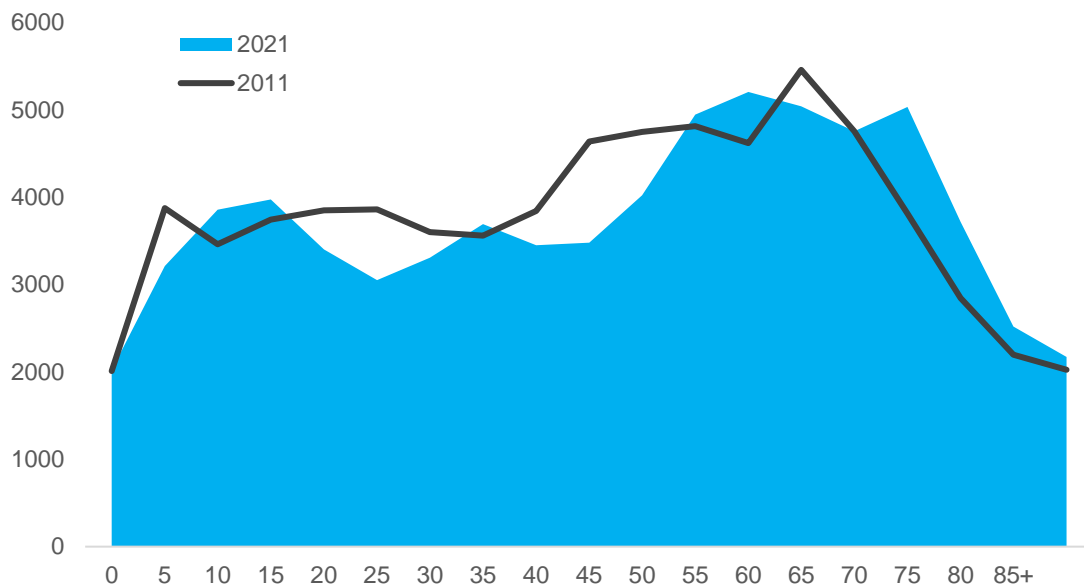
²⁹ NOMIS, Office for National Statistics (ONS).

³⁰ <https://www.gllm.ac.uk/news/work-commences-on-20-million-t%C5%B7-menai-transformation>

³¹ <https://www.northwaleschronicle.co.uk/news/19135472.parc-menai-college-business-support-centre-contract-won-anglesey-based-construction-firm/>

³² <https://www.ons.gov.uk/visualisations/censusareachanges/W06000001/>

Figure 4-2: Community age profile in 2021 vs 2011



4.14 Retaining the younger population in Anglesey will allow for knowledge sharing and culture between generations to help form a resilient and vibrant community. For the economy, retaining a younger population will help address skill gaps, talent development and succession planning. The above effects pose risks and challenges for the Anglesey community associated with:

- increased pressures on healthcare facilities
- a rise in the dependency ratio and the need for care
- reduction in the size of the labour market
- loss of Welsh culture and speakers of the Welsh language.

Anglesey is rural with long commuting times

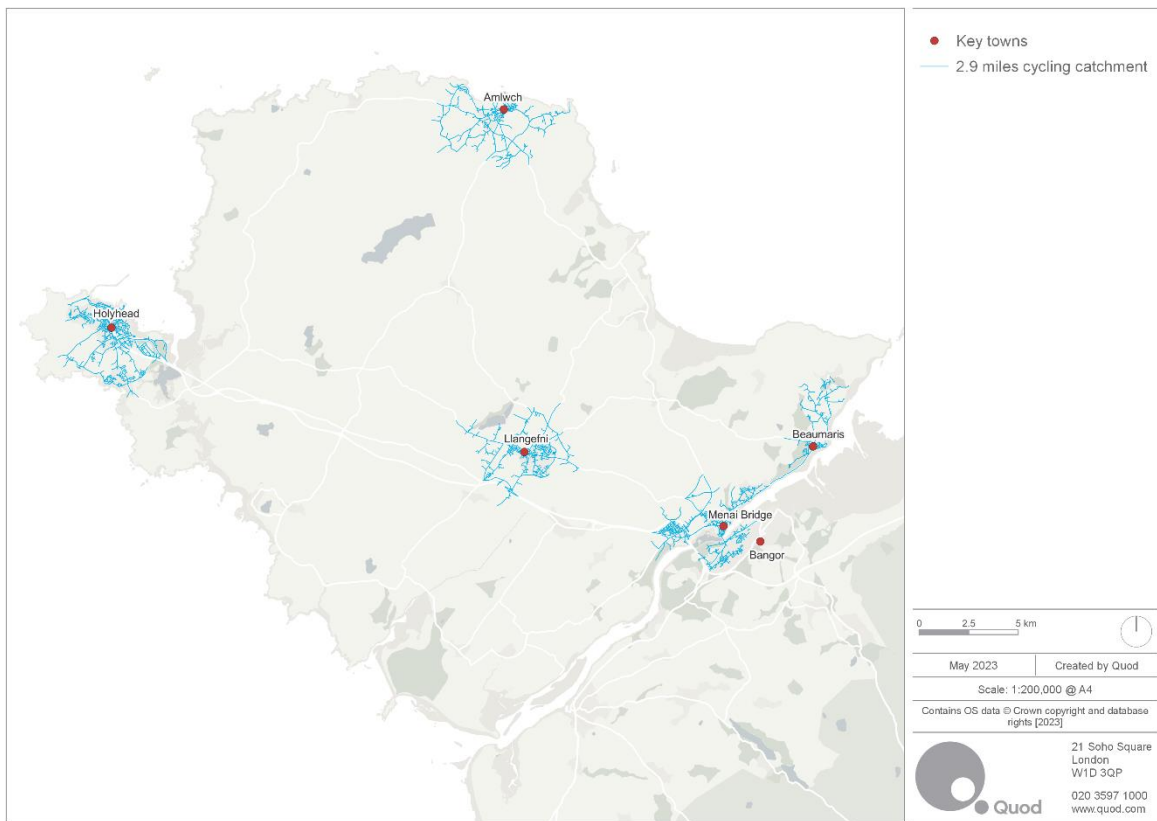
4.15 Nearly 60% of the Anglesey population is rural. Its rurality means that up to 40% of all journeys are greater than 15km.³³ This means commuter travel long distances, especially from rural areas to cross the bridges.

4.16 As a result, active travel can play less of a role here than in other places. The typical cycling commute is 2.9 miles.³⁴ Figure 4-3 below demonstrates that such distance does not get commuters very far on Anglesey, where distances between towns and to the mainland are long.

³³ <https://www.gov.wales/sites/default/files/publications/2023-01/nwtc-progress-statement-final.pdf>

³⁴

Figure 4-3: 2.9-mile cycling catchment from the main Anglesey town centres



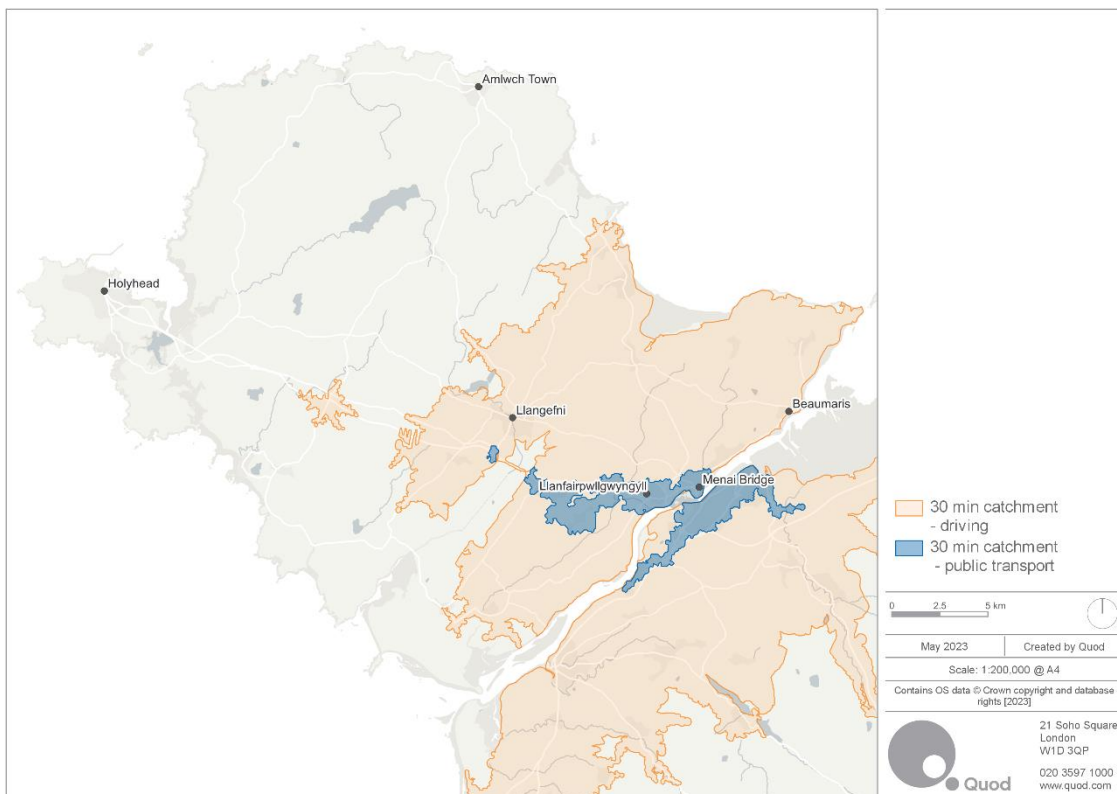
4.17 There are also concerns about the safety of some cycling paths such as the path leading from Pentraeth Road to the Menai Suspension Bridge, which was constructed from a series of steps that have been flattened. The incline of the path is “lethal”, which could be a challenge for the elderly and young families.³⁵

High reliance on private vehicles since active travel is too short, the bus network is terrible and rail won't make an impact

4.18 Figure 4-4 below shows a comparison of how much more distance can be covered in a car vs a bus in 30 minutes during the morning peak from the Menai Bridge – the closest point on Anglesey to the mainland. Even with a car the distance covered is not great and for major population centres like Llangefni, the situation is obviously worse.

³⁵ <https://www.northwaleschronicle.co.uk/news/15752373.lethal-menai-bridge-cycle-route-worries/>

Figure 4-4: Driving vs bus in 30 minutes



- 4.19 There is limited bus service provision wholly under contract, with the Isle of Anglesey County Council, adult day tickets are expensive (£6 in Anglesey vs £4 in Cardiff) and is heavily subsidised. Still usership remains low. The hours of operation of the bus service do not suit those working in Ysbyty Gwynedd (and other) hospitals, which is a significant employer for the island residents and those in the hospitality industry (a dominant industry on the island).
- 4.20 Furthermore, there are concerns that the Welsh Government's Bus Emergency Service (BES3) support for Anglesey that is due to end on July 24, 2023, will not continue.³⁶ This could leave the island residents, in particular the vulnerable and elderly, cut off. This reinforces the reliance on private vehicles for travel.
- 4.21 Transport for Wales (TfW) has launched the North Wales Metro Programme to make it easier and faster to travel across North Wales.³⁷ However, the timing of these projects is still unclear and the North Wales Transport Commission acknowledged that for many parts of North Anglesey, rail improvements will not make a significant impact. Additionally, rail electrification across North Wales as part of this programme will be in three stages – Chester to Llandudno Junction, Llandudno Junction to Bangor and Bangor to Holyhead. The cost is expected to roughly double as the stages progress. This means rail improvements across the Menai Strait are unlikely for many years. These factors further emphasise the need for private vehicle use.
- 4.22 Many Anglesey residents do not live close to a train station either and hence rely on private vehicles. In general, for public transport to be an attractive alternative, there needs to be a

³⁶ <https://www.dailypost.co.uk/news/north-wales-news/anglesey-councils-rural-bus-funding-26977540>

³⁷ <https://tfw.wales/projects/metro/future-developments/north-wales>

regular provision at both the journey origin and destination. This is unlikely and unsustainable for a rural area. This leads to increased private vehicle ownership and consequently a need for a reliable crossing across the Menai Strait to sustain the high reliance on private vehicles.

High car ownership

- 4.23 Overall, expensive, infrequent public transport leads to low ridership and manifests itself in the dominance of private vehicle as the main mode of transport. The working population driving for work is approximately 40 times the working population taking public transport for work. This further reinforces the need for a reliable and resilience across the Menai Strait for those travelling to work.

Recovery / growth at the Port of Holyhead is restricted if logistics firms seek more reliable routes for trade (including outside the UK)

- 4.24 Freight from the Port of Holyhead is transported across the E22 as it is the fastest road route on the island. Delays from the two crossings puts this route in jeopardy and decreases demand for direct Ireland to Europe routes. The Port is one of Holyhead's major employers and Holyhead is the town most reliant for the port for jobs in all of Wales.
- 4.25 Low reliability of access to the Port of Holyhead also means increasing amounts of trade are likely to bypass the UK altogether and take the longer, slower and more carbon intensive route for direct ferries from Ireland to mainland Europe.

5 Anglesey's economic future

- 5.1 The projects mentioned below are planned on being delivered to improve the Anglesey economy. These projects are reliant on good access to the island in order to provide confidence for investment and the ability to move goods.

Anglesey Freeport designation promises more, and well-paid jobs

- 5.2 Following a successful joint bid by Stena Line and the IACC, Anglesey will now benefit from Freeport status, where simplified customs and trade rules will apply, providing greater incentives for investment and trade. In future, goods entering and remaining within Anglesey Freeport will not be subject to the UK's usual tax and customs regime, supporting long-term business investment, and boosting the prosperity of Anglesey and North Wales.
- 5.3 It is expected that the Freeport could help create up to 13,000 high-skilled, well-paid jobs in North Wales over a 15-year period, increase local productivity and increase manufacturing output across North Wales. Freeport status would also provide a significant boost for the Energy Island Programme and support the path to Net Zero. It is estimated it would attract £800 million of investment.
- 5.4 Stena Line and IACC are actively engaging with local stakeholders (Bangor University, M-Sparc, the Institute of Export and International Trade, Grwp Llandrillo Menai) on plans to integrate delivery of the Freeport with existing local strategies, including those to upskill the local workforce.
- 5.5 Opportunities include accelerating the take up of sustainable, clean energy production by building on existing industry-leading net zero initiatives on Anglesey, such as offshore wind, nuclear, solar and tidal energy.
- 5.6 To make the most of the Freeport designation, and support the current volumes of the Ro-Ro freight at the Port of Holyhead (second in the UK after Dover), Anglesey requires resilience across the Menai Strait. Were the travel situation to remain the same, traffic congestion is expected to become worse, as more goods are projected to enter and leave Anglesey in the coming years.**

M-SParc will drive innovation and attract more high-skilled jobs

- 5.7 Opened in 2018, M-Sparc is the first Welsh Science Park offering 31,200 square feet³⁸ of lettable offices, laboratory and workshop space for up to 700 people. It will drive economic growth through innovation and bringing high-value, high-skilled jobs to Anglesey, which are key to reduce the reliance on foundational economy.
- 5.8 The science park is located conveniently next to A55 J7 junction in Gaerwen village and the facility offers EV charging points. However, currently, during peak hours, there are significant

³⁸ <https://www.willmottidixon.co.uk/projects/m-sparc-menai-science-park>

delays on the Britannia and Menai Bridges which increase journey times for those commuting from off-the island to M-SParc.

5.9 A reliable, and convenient commuter route is important for M-SParc to remain competitive and continue attracting talent and businesses from across North Wales.

Anglesey Energy Island

- 5.10 The Anglesey Energy Island Programme, established by IACC, is a collective effort between several stakeholders within the public, private and third sectors working in partnership, putting Anglesey at the forefront of low carbon energy research and development, production and servicing, and bringing with it potentially huge economic rewards.
- 5.11 Significant employment opportunities for a diverse range of skills and professions are expected in due course as major developments move towards their construction and operational phases.
- 5.12 Wylfa is well placed to contribute to the UK's future nuclear capacity. It is well placed to support the development of Small Modular Reactors (SMRs) or a gigawatts plant. Such investment would unlock significant benefits for North Anglesey, bringing forward as many as 1,000 well paid, secure jobs at the operational stage, as well as significant need for construction employment and supply chain effects. Any significant development at Wylfa would result in construction and supply chain benefits that could transform the economy of North Anglesey.
- 5.13 Wylfa is classified as one of the eight potential sites in the National Policy Statement for new nuclear power stations. Resilience across the Menai Strait is crucial in realising this policy.³⁹
- 5.14 The Energy Island Programme is not just about Wylfa – there are additional opportunities:
- Hydrogen Hub at Parc Cybi in Holyhead, which will be the first development of its kind in Wales.
 - Morlais – Anglesey Marine Energy, which is a tidal energy project brought forward by Menter Môn which aims to benefit local communities, the economy and help tackle climate change by using renewable energy to generate clean low carbon electricity. It is a significant opportunity for Anglesey to be a world-leader in the development, manufacturing and installation of tidal energy equipment. The project will have significant effects for Anglesey and Wales and will play a key role in delivering the Energy Island.
 - Minesto's Holyhead Deep (the name deriving from the name of the large depression in the seabed west of Holyhead), is the world's first low-flow tidal stream project. The area matches all the site requirements by providing low-flow tidal velocities (1.5–2 m/s mean peak flow) at a depth of 80–100 metres. The offshore site is only 8 km from the port and town of Holyhead where Minesto UK head offices are located. The head office's presence has seen several full-time jobs created to date and the project is already stimulating businesses through supply chain. Minesto's long-term plan is to expand the Holyhead Deep site into a commercial tidal energy array with a total installed capacity of

³⁹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47859/2009-nps-for-nuclear-volumel.pdf

up to 80MW, supplying local and clean energy to the equivalent of almost 70,000 households.⁴⁰

- Additionally, Anglesey is one of the most attractive locations for offshore wind development and also a potential attractive location for landing and servicing point for substantial future offshore investments in the Irish sea.

5.15 Benefits from these projects include:

- Significant employment opportunities for a diverse range of skills and professions are expected in due course as major developments move towards their construction and operational phases.
- Involvement of local SMEs in the supply chain activities of these projects.
- Programme and achieving the Net Zero commitments.

5.16 Each of the Anglesey Energy Island projects (and particularly Wylfa) is infrastructure heavy and will require reliable and resilient road network for the transport of materials and to serve the increased worker traffic during both the construction and operational phases.

Sustainable Tourism

5.17 The North Wales Transport Commission acknowledged that congestion is an issue for small towns, villages, countryside and coastal locations. With congestion during peak hours and holidays, and regular maintenance and closure of the bridges, congestion is likely to exist across Anglesey as a whole. This means tourists are less incentivised to visit Anglesey, which has a follow-on effect of lower spending in the retail, accommodation and food services sectors which are now dominant in Anglesey.⁴¹ Similarly, poor resilience of the Menai Strait crossings means negative press, which could also lead to less visits to the island.

5.18 Resilience of the crossings is important because there is already demand for tourists to visit the island. Post Covid-19, there was a large influx of visitors, well over capacity of the road network, tourist attractions and waste management, despite a 53% increase in accommodation listings on the island between 2017 and 2021.⁴² While there have been a large number of visitors, not improving the resilience of the crossings now means these visitor numbers will not be sustainable in the future.

5.19 As there is a capacity constraint on the number of people the island can accommodate at any one time, a more sustainable approach needs to be taken through:

- More equal distribution of tourists (and spending) across the island rather than entirely additional growth.
- Managing tourism to be ensure it is socially sustainable (including the behaviour of tourists).
- Growth of green, environmentally sustainable tourism.

⁴⁰ <https://minesto.com/holyhead-deep/>

⁴¹ <https://www.gov.wales/sites/default/files/publications/2023-01/nwtc-progress-statement-final.pdf>

⁴² Draft Destination Management Plan 2023-2028 <https://www.anglesey.gov.wales/documents/Docs-en/Council/Consultations/2023/destination-management-plan-2023-to-2028/Destination-Management-Plan-DMP-2023-to-2028.pdf>

5.20 The draft Isle of Anglesey Destination Management Plan 2023-2028 sets out the vision for the visitor economy:

“We seek a visitor economy which is empathetic to the Island’s sense of place, and is seen to benefit the people, environment, culture, heritage and language, and continues to play a pivotal role in the economic stability of the island.”

5.21 The guiding principles and priorities of the Plan focus on:

- Celebrate, Respect and Protect our Communities, History, Language, Culture and Heritage – Anglesey’s visitor economy should build on existing strengths of language and culture and promote local heritage to a wider audience.
- Enhance the Visitor Experience Offer and Economic Sustainability – Anglesey’s visitor economy should grow sustainably based around a high-quality offer where visitors value and respect Anglesey’s culture, heritage and environment. Additionally, quality visitor infrastructure will enhance recreational opportunities leading to improved health and wellbeing.
- Maintain, Enhance and Respect our Environment, and plan to mitigate impacts of Climate Change – Anglesey’s visitor economy needs to become more ‘climate change ready’, increasingly carbon neutral. Tourism activities need to be in harmony with the natural environment.
- Ensure that the advantages to Anglesey communities outweigh any disadvantages, and as a result social and wellbeing benefits are seen – Anglesey’s visitor economy needs to benefit local communities, giving local people opportunities for new skilled roles and working with local supply chains.

5.22 Additionally, in 2022, IACC has secured three years ‘Sustainable Landscapes Sustainable Places’ funding (£575,000) from the Welsh Government to support running a number of environmental projects.

5.23 The projects will help enhance biodiversity and support the Council’s objectives to tackle climate change through four key themes, one of which focuses on ‘Delivering Sustainable Tourism’. Between 2010 and 2021, there was nearly a 50% increase in the economic impact of Anglesey’s visitor economy.

5.24 A third crossing is required to support the growth of sustainable tourism on Anglesey. Such route would relieve the pressure of the increased holiday traffic off the two existing bridges.

Town centre regeneration and investment in local infrastructure

Town centre regeneration

5.25 Investment in town centres is a key priority for both Isle of Anglesey County Council and the Welsh Government. The IACC is looking to support each Town Council on the island to support local leadership and make best use of available sources of funding (including Welsh Government funding) to improve their town centres.

- 5.26 The draft Town Centre Investment Framework sets out the overall strategy for how IACC wants to take advantage of new funding opportunities and support the Anglesey town's to be vibrant and successful places that are the focal points of the island's social, economic and cultural activity.
- 5.27 The draft Town Centre Investment Plans for the five main Anglesey towns (Holyhead, Amlwch, Llangefni, Menai Bridge, Beaumaris) assess the key challenges and opportunities of each town and set out the key investment priorities (aligned with the Placemaking Wales Charter⁴³) for supporting the success of the town centre.

Levelling Up Funding

- 5.28 In January 2023, the UK Government announced that the Council's "Holyhead: A culture and heritage driven transformation" bid for Round 2 of the Levelling Up Fund has been successful. It will help to transform the town by securing £22.5m of investment, including £17 million from the Levelling Up Fund, and deliver more than £54m in benefits to the local community.⁴⁴
- 5.29 Isle of Anglesey County Council worked in partnership with Holyhead Town Council, Môn CF, Ucheldre Arts Centre and the Church in Wales to understand the area's needs and present a package of interventions in and around Holyhead. The town has some of the worst deprived neighbourhoods in Wales and the Levelling Up Funding will see key local assets enhanced to make the area a better place to live and visit.

Investment in local infrastructure

- 5.30 Investment in local infrastructure is needed to support the jobs and local communities of Anglesey. Maximising the benefits of the Energy Island Programme and the Freeport designation requires there to be employment space for SMEs to grow. Investment is critical, as there is a historic undersupply of high quality floorspace for SMEs, which is restricting economic growth across the island.
- 5.31 Building on a IACC's successful Sites and Premises Programme, a Strategic Outline Case was written to bring forward new business units in Amlwch to ensure businesses have the right space to set-up and/or grow. Based on evidence of market demand, further similar projects need to be undertaken to support the provision of employment floorspace in other Anglesey locations. Currently there are four IACC business units in Amlwch, which are all occupied and there are over 75 IACC units across Anglesey. IACC estimates that majority of the tenants are Anglesey residents implying demand for local businesses.
- 5.32 A third crossing is important for the successful regeneration and investment in Anglesey's town centres. A reliable route across the Menai Strait will improve the regular journeys for the residents, improve the perception of place for the visitors and increase the confidence of businesses to locate in Anglesey's town centres.**

⁴³ Placemaking Wales Charter (2020), http://dcfw.org/wp-content/uploads/2020/09/PlacemakingWales_A4Charter_ENG.jpg

⁴⁴ <https://www.anglesey.gov.wales/en/Business/Economic-development/Levelling-Up-Fund-LUF/Levelling-Up-Fund-Holyhead-bid.aspx>

6 The need for multi-modal solutions

- 6.1 IACC strongly supports measure to reduce car use and to promote active travel and public transport and wants to see better integration of bus services and improved active travel options, including over the Menai crossings.
- 6.2 However, given the island's circumstances, there are limits to what they can achieve. The NICW notes that in rural areas, it is likely that active travel and public transport is less practical for more journeys than urban areas in Wales. This has been evidenced earlier in this report by the high cost, infrequency and long journey times on public transport along with the NWTC also stating that bus services in Anglesey are infrequent and have limited operating hours.
- 6.3 The NWTC also noted that:
- *“There is a lack of attractive or realistic sustainable transport alternatives to the private vehicle for journeys by residents, workers, and visitors in North Wales. This is contributing towards dependency on private vehicles and limiting social, economic and cultural connections.”*
 - Rail improvements will not make a significant impact for many regions in North Wales.
- 6.4 In the NWTC interim report for June 2023⁴⁵, the Commission intends to investigate options for improving the resilience of the existing crossings such as:
- Three lanes running or tidal flow on Britannia Bridge.
 - Reconfiguration of A55 junctions adjacent to Britannia bridge.
 - Provision of active travel on Britannia bridge.
 - Priority for active travel on the Menai Suspension bridge.
 - Priority for active travel and buses on the bridges.
 - Wind deflectors on Britannia bridge.
- 6.5 However, IACC has considered these options previously and is of the view that these options will not sufficiently address the resilience and reliability issues.
- 6.6 While the Welsh Government has outlined its vision for buses in Llwybr Nwedd and Bws Cymru, there is currently little certainty over its future. Despite the large bus service subsidy in Anglesey, ridership remains low. Furthermore, the bus service is unlikely to help businesses dependent on the freight movement from the Port of Holyhead.
- 6.7 Despite advising the Welsh Government against a third Menai crossing, the Roads Review Panel recognised the importance of road freight travelling to and from Holyhead and its dependency on a network resilience. The panel also recognised if this scheme reduces journey times and improves reliability of buses, it could improve access to employment opportunities

⁴⁵ <https://www.gov.wales/sites/default/files/publications/2023-06/north-wales-transport-commission-interim-report-june-2023.pdf>

and improve access to active travel modes. Connectivity to the Wylfa nuclear power station site would also be improved.⁴⁶

6.8 The scheme has a good Benefit Cost Ratio (BCR) of between 1.8 and 2.2 with 90% of total benefits from journey time savings. This BCR is likely to be understated because:

- Resilience and reliability benefits are not fully captured.
- The Welsh Transport Appraisal Guidance (WelTAG) underweights the value of freight. The Port of Holyhead is the UK's second largest roll-on roll-off ferry port after Dover.⁴⁷
- The benefits don't capture effects on business investment and land use changes, e.g. changes in freight trips.

6.9 As the WNIC noted, the Welsh Government headline target in reducing vehicle mileage is an average one – some areas will achieve more, others less. Anglesey as a whole will play its part and will reduce car mileage within the island. That does not mean that the existing position on the crossing cannot be fixed by enhancing private travel options.

6.10 As mentioned in the Strategic Outline Case in 2019, benefits of a third Menai crossing include:

- Transport related benefits such as improved resilience of the network to events such as scheduled maintenance and emergencies or the impacts of bad weather.
- Fewer emissions from less queuing traffic and more efficient engine operation.
- Societal benefits such as improved social inclusion through more connected communities.
- Safer road environment for pedestrians, cyclists and motorised users.
- Benefits to the economy including improved connectivity across North Wales and between the UK and Ireland, promotion of tourism and improved opportunities for inward investment.

6.11 Overall, it is not prudent to just consider maintenance of roads in isolation. Consideration should be placed on how it impacts future housing, green and blue infrastructure, electricity supply, potential economic and industrial developments, social infrastructure and cohesion.

6.12 Since the resilience and reliability of the Menai crossing goes beyond just transport related benefits and affects wider future infrastructure developments, **it is more than just a road scheme.**

6.13 The evidence contained in this summary report and in the accompanying evidence base document sets out the important of the crossings to the future of Anglesey and its economy. Anglesey has struggled from the loss of key employers in recent years, in part because of its peripherality and the cost of doing business from the island.

6.14 As a result, it has become even more dependent on the mainland for jobs for its residents and for access to key community facilities.

⁴⁶ <https://www.gov.wales/sites/default/files/publications/2023-02/the-future-road-investment-wales.pdf>

⁴⁷ <https://www.itv.com/news/wales/2019-10-08/holyhead-the-uk-s-second-biggest-ferry-port-absolutely-not-ready-for-a-no-deal-brexite>

- 6.15 The unreliability and congestion of the existing crossings make life a misery for those trying to cross them and those who live around them. This affects schools, the police and health services as well as the islands businesses and residents.
- 6.16 It is a deterrent to investors and to potential visitors and threatens to hold back a once in a generation opportunity to reverse Anglesey's decline and loss of residents with the opportunities for the Freeport and delivery of low carbon energy projects on the island. Anglesey is competing for investment and without improvements to the congestion, reliability and resilience of the crossings the opportunity could be lost.

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Isle of Anglesey County Council	
Report to:	The Executive
Date:	18th July 2023
Subject:	Anglesey Freeport – Update
Portfolio Holder(s):	Cllr. Llinos Medi (Leader and Economic Development Portfolio Holder)
Head of Service / Director:	Dylan Williams Chief Executive
Report Author: Tel: E-mail:	Christian Branch & Tudur H. Jones christianbranch@ynysmon.llyw.cymru tudurjones@ynysmon.llyw.cymru
Local Members:	Relevant to all Elected Members

A –Recommendation/s and reason/s

Recommendation(s):

It is recommended that:

- (a) Members note the success of the Anglesey Freeport bid in achieving Freeport status**
- (b) Members approve the entering into of the Initial Collaboration Agreement between IACC and Stena Line included at Appendix 1**
- (c) Delegated authority be granted to the Chief Executive (in consultation with the Leader and relevant Cabinet Member) to agree any necessary variations to the proposed Initial Collaboration Agreement that maybe necessary**
- (d) The Chief Executive of Anglesey County Council be identified as a representative to the Freeport Governing Body and be granted delegated authority to make any decisions necessary to the objectives of the Anglesey Freeport and be granted delegated authority to nominate an alternative to attend in his place, who shall be entitled similarly to make any decisions necessary**
- (e) Members approves the entering into of any grant agreement between the Council and the UK/Welsh Government to receive public funds from the Government (up to £300,000 for the OBC)**

Executive Summary

On the 23rd March 2023, the Council, received notification that, following a joint decision between the UK and Welsh governments, Anglesey Freeport had been

A –Recommendation/s and reason/s

selected as a successful bid in the Welsh Freeport competition.

The Anglesey Freeport is a public/private partnership between IACC (as the host local authority and accountable body) and Stena Line (the Port of Holyhead operator). It is supported by a range of other stakeholders, including landowners, Bangor University and M-Sparc, Grwp Llandrillo Menai, Ambition North Wales, and a range of private sector businesses including potential investors. The IACC is, however, deemed to be the 'Accountable Body' by both governments for a range of governance and financial management matters and, hence, the associated risks in so doing.

The next stage in the process is to develop and submit an Outline Business Case (OBC) within a broad six to nine month window (revenue funding is available to IACC from government to facilitate this). This will be followed by the production of a Full Business Case (FBC), which is likely to take up to 12 months.

This report provides a summary of the process that will need to be followed to submit the OBC and identifies the delegated authority sought by officers to contribute to this work.

It is split into two parts:

- i) Part A: An update on progress and decision-making
- ii) Part B (confidential): An update on the legal and commercial arrangements with Stena Line and funding from UK Government

Part A

Background

At its meeting on 24th October 2022 the Executive expressed its support for the Anglesey Freeport bid which was then submitted in November. The bid was successful and the result was announced during a visit to Holyhead on 23rd March by the Prime Minister Rishi Sunak MP and the First Minister of Wales Mark Drakeford AS.

The Freeport presents an opportunity to attract significant new private sector investment in Anglesey after the recent loss of major employers like 2 Sisters. The success of the bid a major display of confidence in the Council and its plans for Anglesey, following on from the successful Levelling Up Fund bid that was announced in January.

The process now moves to the business case stage. The UK and Welsh Governments have not yet published the specific guidance for the Welsh Freeport programme, but have indicated that the Anglesey Freeport should continue to progress using what has been published. When the Welsh guidance is published the Council will review whether any changes in approach are required.

The immediate requirements of process are set out in what follows.

A –Recommendation/s and reason/s

Members are also asked to note:

- the responsibilities which will come to the Council as the Accountable Body for the Anglesey Freeport programme and
- the requirement during this phase to establish suitable governance mechanisms to allocate seed capital and retained business rates in the future. A further report will be provided in due course to confirm the details of such mechanisms.

Freeport Programme

The Freeport Programme in Wales offers an opportunity to harness Wales's abundant economic potential. The Welsh Government worked with the UK Government to design a freeport model, which delivers three main objectives:

- Promote regeneration and high quality job creation
- Establish the Freeport as a national hub for global trade and investment across the economy
- Foster an innovative environment

The guidance for Welsh Freeports also emphasises the Welsh Government's expectations in relation to the protection of workers rights and environmental standards, the contribution to achieving Net Zero and the aims of the Wellbeing of Future Generations Act. Specifically the programme includes Welsh Government's policies on fair work and social partnership to ensure workers:

- are fairly rewarded, heard and represented
- can progress in a secure, healthy, and inclusive working environment
- have their rights respected

In return, businesses will benefit from being part of a special zone. This includes:

- simplified customs procedures
- relief on customs duties
- tax benefits
- development flexibility

Freeports are a partnership between active ports and their host local authorities. They include the designation of specific sites where businesses get these benefits within an "outer boundary" set at a maximum of 45km from the port.

An overview of Freeports is included as Appendix 2 of this report.

Anglesey Freeport

The Council has worked alongside Stena Line to develop a single Freeport bid that builds on the Energy Island Programme ("EIP"), which represents an existing co-operation between public, private and third-sector stakeholders. The Freeport partnership will build on Anglesey's unique island geography, supporting growth of

A –Recommendation/s and reason/s

trade through Holyhead port which is the second biggest Ro-Ro port in the UK behind Dover.

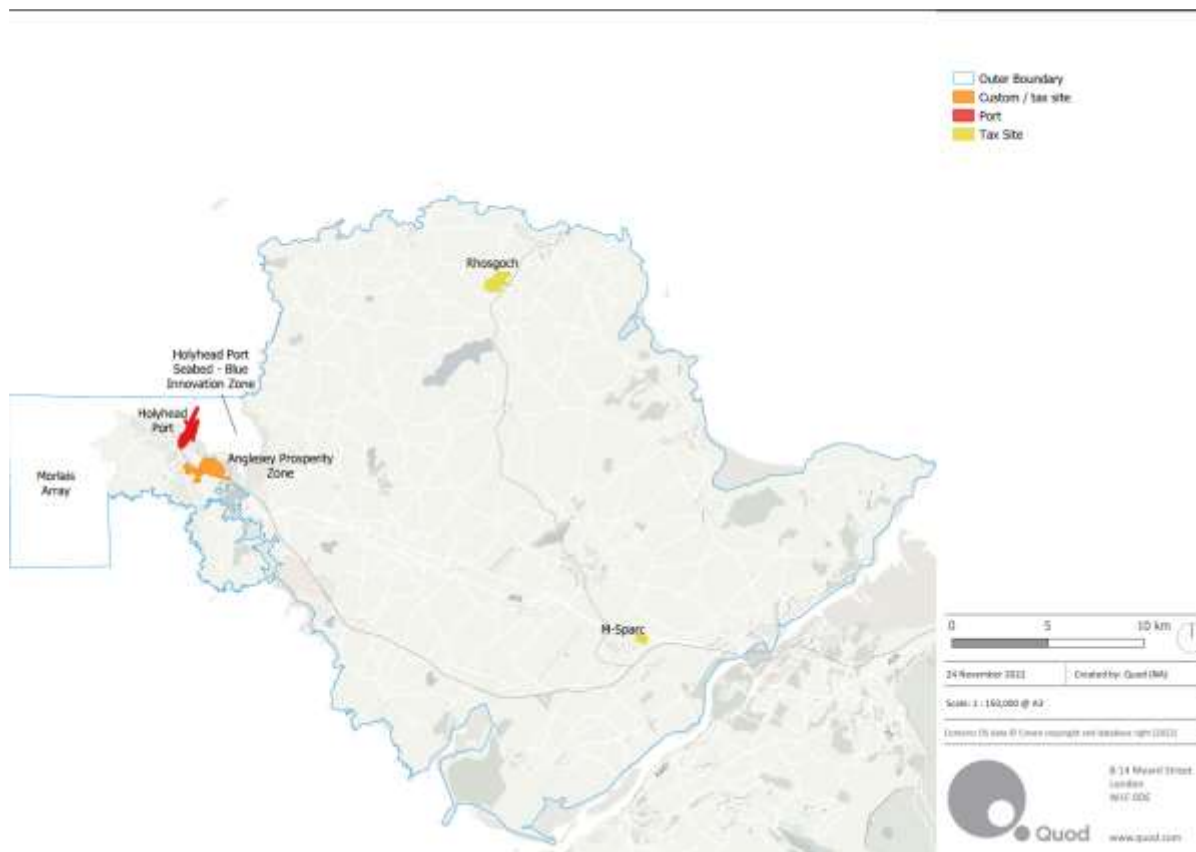
For Anglesey Freeport, IACC and Stena Lines are the only local authority and port operator. This significantly simplifies its governance structure compared with most of the other UK Freeports.

The outer boundary is the island as a whole.

At the bid stage, the specific sites which could benefit from different customs, tax and regulatory rules were:

- the Port of Holyhead
- Parc Cybi and the former Anglesey Aluminium site,
- M-Sparc (tax site only) and
- Rhosgoch (tax site only).

These are shown in the following figure:



During the setup phase, these sites will be reviewed against the published criteria and may need to be amended.

The bid outlines a strategy to catalyse investment and development around the port, redeveloping unused areas to allow them to reach full potential and increasing economic activity in the area. This includes capital-intensive investments that are

A –Recommendation/s and reason/s

best placed to take advantage of the specific package of tax measures afforded by a Freeport, such as:

- The Morlais project – a Tidal Stream Energy array in the adjacent seabed
- Offshore wind power (e.g., Awel y Môr)
- Manufacturing (e.g., Westinghouse, Rolls Royce, Bechtel and NewCleo)
- Nuclear technology
- IT and data processing

Anglesey Freeport is crucial to realizing wider decarbonisation ambitions, with the revival of the land-bridge estimated to reduce CO2e emissions by 17.9% compared to the current (Dublin to Calais) route and key partners that are pioneers in tidal, wind, marine and nuclear power.

Next Steps

UK and Welsh Governments published specific guidance on the Setup Phase for Welsh Freeports on [insert date]. This sets out what needs to be provided to the Governments in the OBC and FBC in order for the Freeport to become operational and for the various tax and customs benefits to be available to investors.

Subject to the development and approval of the OBC and FBC, the Anglesey Freeport will receive up to £26 million of Government funding, to be managed by the IACC as the Accountable Body. This is additional to the other policy benefits referenced earlier in this report. The £26 million consists of seed capital of £25 million and £1 million revenue contribution to the business case development. Funding is unlocked by presenting acceptable investment proposals to governments in line with HM Treasury Green Book. Some benefits are unlocked at the OBC and the remainder at the FBC stage.

The £25m of seed capital managed by the Council will be mainly deployed across the key sites for transport access, land remediation and enablement, and other key infrastructure projects. It is also possible that some of the seed capital funding is used for skills, innovation, and low carbon projects, which address Freeport related opportunities and challenges. The Council continues to assess the potential funding streams to understand the proposed level of investment available to support the process.

As the Accountable Body for the Anglesey Freeport, the IACC will have responsibility for overseeing the Freeport's administrative and financial affairs. It is a requirement to designate a local authority as the Accountable Body and a condition of government funding. As the Accountable Body, the IACC will be agreeing to be accountable to both UK and Welsh governments for a range of matters, likely to include:

- (1) Business Case development

A –Recommendation/s and reason/s

- (2) Receiving and managing public funding on behalf of the Freeport, from the Welsh and UK Governments, in line with all relevant public sector duties, policies, and protocols
- (2) Ensure that such funding is used appropriately in accordance with the law, demonstrating value for money, and in accordance with all applicable grant conditions imposed by government.
- (3) Establish and maintain financial systems and robust audit trails to account for all public funding received and disbursed in line with the above.
- (4) Other financial matters relating to e.g. business rates retention, the use of public sector borrowing powers in advancing the Freeport programme and ensuring these are properly recorded and reported.
- (5) Management of risk, and ensuring that good governance is embedded in all decision-making arrangements.
- (6) The land use planning processes associated with Freeport operation to facilitate development at designated sites as well as, potentially, port environmental health matters
- (7) Matters of specific interest and concern to Welsh Government, including Environmental and employment standards as well as the Welsh language
- (8) Ongoing and final monitoring and evaluation of the programme as a whole

Additional capacity will be needed to support this role mainly in the Economic Development and in the financial and legal functions. In addition, there will be impacts on regulatory functions in due course as due to the anticipated role in planning as well as port-related environmental health.

There will also be a time commitment for senior officers required to participate in the governance structures. This report seeks authority to participate in the governance arrangements for the next phase of the project. To progress the proposals to the Outline Business Case stage, revised governance arrangements need to be established. These arrangements are set out in the Initial Collaboration Agreement (ICA) that will be signed by the two partners – Isle of Anglesey County Council and Stena Line. Authorisation for the Chief Executive to sign the MOU is a key decision requested in Part B of this report. Future governance arrangements for the operational phase will be subject to future reports.

To support its input to the process of developing the OBC, IACC has appointed an Interim Freeport Bid Director through the Regulation and Economic Development Service's Framework Agreement for economic issues. This will provide additional resource and expertise to support the Council through the process. Funding for this role is being made available by UK Government.

A –Recommendation/s and reason/s

B – What other options did you consider and why did you reject them and/or opt for this option?

That the County Council does not progress the Freeport bid. This is not considered to be a realistic option as it could adversely affect the Councils ambition to create jobs and opportunities in the local economy, as well as undermining credibility with both UK and Welsh Governments and generate negative publicity

C – Why is this a decision for the Executive?

The scale and strategic significance of the Freeport and IACC's role as the Accountable Body and associated risk management.

Ch – Is this decision consistent with policy approved by the full Council?

Yes. This aligns to the Council Plan Vision of “Creating an Anglesey that is healthy and prosperous where people can thrive” and the Economy Strategic Objective of “promoting opportunities to develop the Island’s economy.” It supports three of the four commitments:

- stimulating economic and community regeneration
- supporting the economy and local businesses to grow and prosper
- increasing and encouraging the development of low carbon projects

Under the “Regeneration and Economic Development” heading it will contribute to:

- ii. Working together with landowners to redevelop former industrial sites
- vi. Collaborate with key stakeholders and partners to strengthen the role of Holyhead and the Port as a key International ‘Gateway’
- vii. Continue to work in partnership through the North Wales Economic Ambition Board to create new local and regional opportunities
- viii. Continue to capitalise on external funding opportunities to ensure that the Island’s economic needs are addressed.
- ix. Maintain, retain and develop our key infrastructure

D – Is this decision within the budget approved by the Council?

Yes. The Council will receive additional funding to develop the business case.

Dd – Assessing the potential impact (if relevant):

1	How does this decision impact on our long term needs as an Island?	Areas of Holyhead suffer from deprivation and is amongst the highest in Wales. Securing Freeport status could deliver tangible improvements and benefit to the Town creating jobs and opportunities.
2	Is this a decision which it is envisaged will prevent future costs / dependencies on the Authority? If so, how?	It has the potential to prevent future costs/dependencies on the Authority by stimulating economic growth and prosperity in Holyhead and Anglesey.

Dd – Assessing the potential impact (if relevant):		
3	Have we been working collaboratively with other organisations to come to this decision? If so, please advise whom.	Yes – working with colleagues from UK Government and external organisations to the County Council such as Stena.
4	Have Anglesey citizens played a part in drafting this way forward, including those directly affected by the decision? Please explain how.	No – not yet.
5	Note any potential impact that this decision would have on the groups protected under the Equality Act 2010.	We envisage that this has the potential to have potential positive impacts for all citizens through creating jobs and opportunities.
6	If this is a strategic decision, note any potential impact that the decision would have on those experiencing socio-economic disadvantage.	We envisage that this has the potential to have potential positive impacts for all citizens especially considering that Holyhead suffers from deprivation and a number of its residents are at a socioeconomic disadvantage.
7	Note any potential impact that this decision would have on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.	

E – Who did you consult?		What did they say?
1	Chief Executive / Senior Leadership Team (SLT) (mandatory)	No comments
2	Finance / Section 151 (mandatory)	No comments
3	Legal / Monitoring Officer (mandatory)	No comments
4	Human Resources (HR)	
5	Property	
6	Information Communication Technology (ICT)	
7	Procurement	
8	Scrutiny	
9	Local Members	

F - Appendices:
Appendix 2 – Background on the Freeports programme

Ff - Background papers (please contact the author of the Report for any further information):

The October 2022 report is here:

<https://democracy.anglesey.gov.uk/documents/s19167/Holyhead%20Freeport%20Bid.pdf?LLL=0>

Appendix 2 – Background on Freeports

Introduction

Freeports are special areas within the UK's borders where different economic regulations apply. These sites have been carefully selected for their suitability for development by local authorities and key private partners and sit within an outer boundary, which represents the geographical location within which the benefits of Freeports are targeted and does not in itself confer any special tax, customs or other status. Freeports are a partnership between at least one port operator and local authority.

The Freeport Programme in Wales is designed to help to promote regeneration across local economies and communities, driving inclusive and sustainable growth locally, regionally and nationally. The Freeport is expected to contribute to enhancing Wales' ability to attract investment and new businesses, bringing growth and prosperity to some of our most deprived communities and supporting delivery of key economic growth commitments set out in the UK Government's Plan for Wales.

The Freeport programme is also aligned with wider policy objectives that aim to make Wales a more sustainable nation, improving social, economic and cultural well-being.

The Freeport Programme provides access to a mixture of financial incentives, based on good governance and supporting a strong partnership between local private and public sector stakeholders. It is intended to integrate with existing local strategies for skills, innovation and supply chains.

Customs Sites

A Freeport customs site (also known as a 'free zone') is a secure, enclosed customs zone where some normal tax and customs rules don't apply. Freeports need at least one customs site in order to be considered operational.

Authorised businesses can import certain goods to a Freeport customs site with simplified customs documentation, and without paying tariffs.

Authorised businesses operating inside the Freeport customs site can store or manufacture goods, using imported goods. By doing this, they can add value before exporting them again and, where certain conditions are met, they won't need to pay import duties. Where goods are declared to free circulation (home use) in the UK, relevant duties must be paid before they are released from the customs site. Domestic goods can also be held in a customs site and used in any processing activity.

The customs sites offer the following benefits to businesses located within them:

- Access to duty suspension (ie no duty is paid on non-GB goods brought into a Freeport until they enter the GB market), duty exemption on re-exports (no import duty is paid) and flexibility on how duty is calculated (can use the lower of the value of inputs or finished products).

- It permits storage and processing activities in a Freeport customs site under one combined Freeport customs special procedure, instead of multiple authorisations
- Streamlining the processes for bringing goods into Freeport customs sites, as well as between customs sites, and exporting them
- Allowing the movement of goods between customs sites and into other special procedures to fit the needs of business.

To take advantage of these benefits, goods will normally need to be located in a Freeport customs site.

Tax Sites

Each Freeport will have up to three designated tax sites. Tax sites are independent and separately authorised from Freeport customs sites, but they can cover the same area of land.

Eligible businesses in Freeport tax sites can benefit from a range of tax incentives. This includes enhanced capital allowances and employer National Insurance contributions for new employees. The Welsh Government proposes to offer a specific Land Transaction Tax (LTT) for Freeports in Wales, which will require legislation to be laid. Eligible new businesses moving into a Freeport tax site, and some existing businesses that expand, will also benefit from full Non-Domestic Rates Relief in Wales.

These tax reliefs are designed to encourage the maximum number of businesses to open, expand and invest in Freeports which in turn will boost employment.

The following table summarises the detail and timing of the benefits

Tax Relief	Detail	Timing
Land Transaction Tax (LTT)	Relief on relevant land transactions within tax sites (where that property is to be used for commercial activity)	Subject to confirmation (Legislation needs to be laid before the Senedd) but by way of example: UK Gov's equivalent relief was for up to five years
Enhanced Structures and Buildings Allowance (SBA)	Enhanced SBA rate for firms constructing or renovating structures and buildings for non-residential use within Freeport tax sites	Allows firms to reduce their taxable profits by 10% of the cost of investment every year for ten years (compared with the standard 3% p.a. over 33 1/3 years available nationwide)
Enhanced Capital Allowances (ECA)	Enhanced tax relief for companies investing in qualifying new plant and machinery assets	Firms can claim 100% of the qualifying expenditure against the profits from their qualifying activity for the accounting period in which it takes place
Employer National Insurance Contributions (NICs)	Employers operating in a Freeport tax site to pay 0% employer NICs on the salaries of any new employee spending 60% or more of their working hours in the Freeport tax site (this applying to the employer NICs element of the Health and Social Care Levy from its introduction in April 2023)	Applicable for up to three years per employee from the start of their employment on earnings up to a £25,000 per annum threshold available to February 2028 (with consideration of a further extension up to 2031)
Non-Domestic Rates Relief (NDRR)	Businesses may be eligible for up to 100% relief from non-domestic rates on certain properties and property improvements within designated tax sites	Up to five years from the point at which the beneficiary first receives relief Applications for relief must be received by 31 March 2028

Seed Capital

Successful Freeports have the opportunity to access seed capital funding of up to £25 million – and a further £1 million is available for revenue funding. The amount accessed depends on the submission of the outline business case (OBC) and full business case (FBC), the quality of those business cases and the proposals strategic fit with the policy.

Business cases will be approved by the Freeport Programme board with joint representation from Welsh Government and UK Government. Any funding provided will be matched or part-matched by private sector investment, local authority borrowing and co-funding from other public bodies where relevant. When released the funding will be issued to the local authority within the Freeport governance body. They will be accountable to the Welsh Government for the expenditure and management of Freeport seed capital funding.

Seed capital must be spent within the outer boundary (ie within Anglesey) and is intended to be used for land assembly, site remediation, and internal small-scale transport infrastructure to connect sites within the Freeport to each other, the immediate surroundings, or other economic assets.

Business Rate Retention

The local authority in which the Freeport tax sites are located will retain the non-domestic rates growth within the tax site boundaries above an agreed baseline. This will be guaranteed for 25 years, giving local authorities certainty that they need to borrow to invest in the regeneration and infrastructure which will support further growth. Retained receipts should be used to cover borrowing costs (where relevant); re-invest in the Freeport tax site to generate further growth; or offset expected effects of any displacement of local economic activity from deprived areas.

DDIM I'W GYHOEDDI NOT FOR PUBLICATION

Symud Rhaglen Porthladd Rhydd Ynys Môn ymlaen i'r Cam Achos Busnes Amlinellol

Progressing Anglesey Freeports Programme to the Outline Business Case Stage

PRAWF BUDD Y CYHOEDD PUBLIC INTEREST TEST

<p>Paragraff(au) 14, Atodlen 12A Deddf Llywodraeth Leol 1972 Paragraph(s) 14, of Schedule 12A Local Government Act 1972</p>	
<p>Y PRAWF / THE TEST</p>	
<p>Mae yna fudd i'r cyhoedd o ddatgelu sef:-</p> <p>Bydd y cyhoedd â diddordeb i weld sut y mae'r Cyngor a'u partneriaid wedi gweithredu y rhaglen a dyrannu arian Cronfa Ffyniant Gyffredin:</p> <ul style="list-style-type: none"> • Adolygu atebolrwydd a thryloywder • Herio penderfyniadau a wneir • Deall a chymryd rhan mewn penderfyniadau ynghylch dyrannu cyllid yn y dyfodol • Deall a chymryd rhan mewn penderfyniadau ynghylch dyrannu cyllid yn y dyfodol <p>There is a public interest in disclosure as:-</p> <p>The public will be interested in how the Council and its partners has implemented the programme and allocated the Shared Prosperity Fund funding:</p> <ul style="list-style-type: none"> • Review accountability and transparency • Challenge decisions made • Understand and participate in decisions regarding future allocation of funding 	<p>Y budd i'r cyhoedd o beidio datgelu yw:</p> <p>Gallai datgelu rhagfarnu a chael effaith andwyol ar fuddiannau busnes, ariannol a masnachol partner datblygu/ ymgeiswyr a'u prosiectau.</p> <p>Gallai datgelu niweidio trafodaethau'r Cyngor gyda phartneriaid/ rhanddeiliaid wrth fwrw ymlaen â gweithgareddau ffrwd gwaith y Porthladd Rhydd.</p> <p>The public interest in not disclosing is:-</p> <p>Disclosure could adversely impact and prejudice the financial and business affairs and commercial interests of a development partner/ applicants and their projects.</p> <p>Disclosure may adversely prejudice the Council's discussions with partners/ stakeholders in progressing the Freeports workstream activities.</p>
<p>Mae'r budd i'r cyhoedd o gadw'r eithriad o bwys mwy na'r budd i'r cyhoedd wrth ddatgelu'r wybodaeth</p> <p>The public interest in maintaining the exemption outweighs the public interest in disclosing the information.</p>	

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