

# Agenda



## Penderfyniad dirprwyedig - Aelod cabinet dros seilwaith ac asedau

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Dyddiad: Dydd Mawrth, 31 Ionawr 2023

At: Cynghorwyr: L Lacey

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### Eitem

### Wardiau Dan Sylw

- 1 Gwaredu Tir yn Mission Court, Lanyon House, Casnewydd  
(*Tudalennau 3 - 8*)
- 2 Isadeiledd - Cynllun Gwasanaeth (*Tudalennau 9 - 32*)

Person cyswllt: Anne Jenkins (Governance Team Leader),  
Ffôn:  
E-bost:  
Dyddiad cyhoeddi: Date Not Specified

Mae'r dudalen hon yn wag yn

# Report



## Cabinet Member for Infrastructure and Assets

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### Part 1

Date: 31 January 2023

**Subject** Disposal of Land at Mission Court, Lanyon House, Newport

**Purpose** To seek approval from the Cabinet Member for Assets to dispose of the leasehold of the subject premises.

**Author** Property Manager

**Ward** Pillgwenlly

**Summary** The current tenant of Lanyon House has approached Newport Norse to purchase via a premium the long leasehold interest of land adjacent to their building for a car park. The land will form 6-8 spaces and alleviate some of the wider parking issues in the area with the lease running coterminous to that of Lanyon House.

This report makes arrangements for the premises to be disposed of.

**Proposal** That the premises be declared surplus and let as a long leasehold disposal, on terms recommended by Newport Norse and agreed by the Head of Law and Regulation.

**Action by** Head of People, Policy and Transformation

**Timetable** Immediate

This report was prepared after consultation with:

- Head of Finance – Chief Finance Officer
- Head of Law and Standards – Monitoring Officer
- Head of City Services
- Head of Regeneration & Economic Development
- Head of Asset Management and Valuation, Newport Norse

**Signed**

## Background

Historically the land around Mission Court has been offered by way of long leaseholds for development purposes, with a number of buildings being erected for office and employment use. Within the vicinity is Nexus House, which is home to HM Passport Office and Newport City Homes. As it is home to a number of businesses attracting employment it is hoped that further development for employment purposes will attract more workers to Newport and improving the local economy.

One drawback of the various buildings in and around Mission Court is availability of parking for employees and visitors to each building. This has often led to issues with people parking in and around the spare parcels of land (not all of which are earmarked for development) and occasionally pavements around Mission Court. This is exaggerated by the fact that the road within Mission Court is not adopted preventing any enforcement action from being taken.

The largest remaining development parcel at Mission Court (Plot 1 on the attached plan 1,736m<sup>2</sup>) is currently being utilised for homeless pods as part of Welsh Government's aim to get more homeless people off the street in response to the pandemic. One potential development plot has been taken up by the homeless pods. The subject land (coloured and edged green on the attached plan sized 179m<sup>2</sup> adjacent to Plot 2) was always earmarked as ancillary land that was to be utilised as car parking in conjunction with any future development at Plot 1. It should be noted that there is not considered to be any alternative development potential for this specific parcel of land, other than car parking, due to its proximity to existing buildings. Any other development may incur questions from planning regarding parking given the current issues faced with parking in and around Mission Court. This would mean alternative arrangements or alterations in any proposed development would be required.

One of the developed buildings, Lanyon House, is currently let to Evol on a ground Lease for 125 years that began in September 2007 with a premium being paid (£60,000) for the ground Lease subject to an annual peppercorn rent. Since Evol have been in occupation, they (and all other occupiers) have been continually impacted by the unregulated parking issues as described in and around Mission Court and as a result, have approached Newport Norse to take on land adjacent to Lanyon House (coloured and edged green on the attached plan) as a car park on a long Leasehold. After negotiating and collaborating with Evol and Newport City Council it has been suggested that Evol take on a long Lease of the land, subject to a £15,000 premium for a term that will run in conjunction with their ground Lease at Lanyon House. The ongoing rent will be a peppercorn as per the terms for the existing Lease at Lanyon House. Evol will need to construct and maintain the car park and will also need to obtain all necessary consents. Because of the capital costs involved in the creation of the car park, a short term lease is not considered a viable option by Evol. Even if a short term agreement (5 – 10 years) is offered the risk of losing the car park would be too high for Evol to put in the capital expenditure. The Council would also be at risk if they were to construct the car park themselves as the short term agreement may not create enough money to repay the initial outlay as well as the realisation that Evol would not take on any short term agreement.

This will result in the subject land no longer being available to be used with the remaining development plot for car parking, and therefore any future development of the land where the pods are being housed would need to factor in other measures for car parking. It is felt that due to the presence of the homeless pods and the uncertainty of any future development taking place, the current issues with car parking can be alleviated.

Evol's intention for the land to develop 6 – 8 parking spaces with electric vehicle (EV) charging points would be a benefit to the area, from a carbon reduction perspective, as there is currently limited access to EV charging points in this area for people working nearby. There was consideration of whether it would be feasible for the Council, to install pay and display spaces with EV charging points on this site however the investment costs outweigh the potential income in this location.

In the long term any future development will therefore be contained within the remaining development plot and the current car parking issues will be alleviated for Evol, assisting the wider area and other users of the adjacent buildings.

Therefore, upon review of market evidence and making an allowance for third party constructions costs, the £15,000 premium is considered fair market value.

### Financial Summary (Capital and Revenue)

The transaction would generate a capital receipt to the Council and remove any responsibility for maintenance for the land adjacent to Lanyon House:

	<b>Year 1 (Current) £</b>	<b>Year 2 £</b>	<b>Year 3 £</b>	<b>Ongoing £</b>	<b>Notes including budgets heads affected</b>
<b>Costs (Income)</b>	<b>(£15,000)</b>				
<b>Net Costs (Savings)</b>					
<b>Net Impact on Budget</b>					

### Risks

Risk	Impact of Risk if it occurs* (H/M/L)	Probability of risk occurring (H/M/L)	What is the Council doing or what has it done to avoid the risk or reduce its effect	Who is responsible for dealing with the risk?
Failure to dispose of the asset will result in no capital receipt for the Council and ongoing maintenance costs	L	L		NCC and Newport Norse

\* Taking account of proposed mitigation measures

### Links to Council Policies and Priorities

The project delivers against the “Thriving City” and “Aspirational People” themes of the Corporate Plan 2017-2022.

Additionally, the project contributes to the Council’s wellbeing objectives, namely: to promote economic growth and regeneration whilst protecting the environment and to build cohesive and sustainable communities. Proceeding with this action would not adversely affect the other objectives.

### Options Available and considered

1. Declare the property surplus and dispose of the Leasehold interest to a Evol to develop the small parcel of land into EV charging points and earn a capital receipt.
2. Take no action and do not dispose of the premises and continue to hold it as vacant land.

### Preferred Option and Why

1. Declare the property surplus and dispose of the Leasehold interest to a Evol to develop the small parcel of land into EV charging points and earn a capital receipt.

## **Comments of Chief Financial Officer**

This report recommends the disposal of a parcel of land on a long term lease, in return for a premium of £15,000. The report highlights the fact that there is little alternative development potential for this land and that there would be no financial benefit for the Council undertaking the development itself. In addition, the development of a small car park would present other benefits, namely the alleviation of existing car parking issues.

As highlighted in the comments of the Monitoring Officer, the Cabinet Member needs to be satisfied that the amount received represents market value, taking into account the fact that the current leaseholder will finance the creation of the car park and EV charging points themselves. It will be important to balance the wider benefits of agreeing to this long lease against any potential shortfall in capital receipt received.

## **Comments of Monitoring Officer**

The proposed action is in accordance with the Council's legal powers under section 123 of the Local Government Act 1972 to dispose of land that is surplus to requirements. The land at Mission Court is already appropriated for regeneration and development purposes and, therefore, does not need to be formally re-appropriated from operation use prior to any disposal. The grant of a long lease of this land to the leaseholder of Lanyon House, for a term which is co-terminus with their current lease of the building, will constitute a "disposal" for the purposes of section 123 and, therefore, the Council has a statutory duty to secure the best price reasonably obtainable for the lease. The cabinet member will need to be satisfied that the premium of £15k represents market value, having regard to the proposed use of the land as a car park and the capital costs that the tenant will incur in carrying out work to enable the land to be used for car parking purposes. The grant of the lease would be subject to the tenant obtaining the necessary planning permission for the use and the work. The long lease of the car park would also prevent any further use of this land in conjunction with the remaining development plots on this area, but that needs to be balanced against the short-term benefits of resolving car parking issues in the area.

## **Comments of Head of People Policy and Transformation**

There are no HR implications for this report.

It is envisioned this will support businesses in the area thus supporting the economy and will alleviate some of the parking pressures of residents nearby. No specific implications in relation to Fairness and Equality have been identified as a result of the FEIA.

## **Questions asked by Members**

During the member consultation period, the issue of the uncertainty of the future of the homeless pods has been raised. This has now been corrected in the report to clarify that the homeless pods which have temporary permission until the end of December 2025.

## **Scrutiny Committees**

None

## **Fairness and Equality Impact Assessment:**

- **Wellbeing of Future Generation (Wales) Act**
- **Equality Act 2010**
- **Socio-economic Duty**
- **Welsh Language (Wales) Measure 2011**

No positive or negative impact on people that share protected characteristics and no positive or negative impact on economic, social, cultural and environmental well-being have been identified and therefore a full FEIA is not required.

## **Consultation**

Consultation has taken place with relevant Council Officers and ward members.

## **Background Papers**

None

**Dated: 23 January 2023**





# Report

## Cabinet Member for Infrastructure and Assets

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### Part 1

Date: 31 January 2023

**Subject** Infrastructure Service Plan 2022-24

**Purpose** To agree the Infrastructure Service Plan 2022-2024 to support the delivery of the Corporate Plan 2022-27.

**Author** Head of Infrastructure

**Ward** All

**Summary** In November 2022, Newport City Council agreed the delivery of the Council's Corporate Plan 2022-27 to deliver an *Ambitious, Fairer, Greener Newport for Everyone*. To support the delivery of the Corporate Plan, each service area has developed their service plan of their objectives and key priorities.

The Infrastructure Service Plan 2022-24 has identified four objectives which will support the delivery of the Corporate Plan:

**Objective 1** - Transforming Newport's highways and transport system to improve air quality, safety and promote active travel.

**Objective 2** - Reducing the Council's carbon emissions by moving towards zero and Ultra Low Emissions Vehicles (ULEV).

**Objective 3** - Build climate resilience and alleviate flooding across the city using a range of measures including natural flood defences.

**Objective 4** - Ensure Newport City Council is meeting its requirements under the Civil Contingencies Act.

Additionally, the service plan includes the service area's projects and workforce development which will continuous improvement of services. To monitor the delivery of services, the Plan also includes key performance measures and risks which could prevent the service from achieving its objectives and/or impact delivery.

The Plans will be subject to six monthly reviews by the Council's scrutiny committees and will support the Council's annual Well-being and Self-Assessment Report.

**Proposal** For the Cabinet Member to approve the Infrastructure Service Plan to support the delivery of the Corporate Plan.

**Action by** Head of Service

**Timetable** Immediate

This report was prepared after consultation with:

- Performance Scrutiny Committee
- Cabinet Member(s)
- Executive Board
- Corporate Management Team

**Signed**

## Background

In November 2022, Newport City Council approved the Council's Corporate Plan 2022-27 to deliver an *Ambitious, Fairer and Greener Newport for Everyone*. The purpose of the Corporate Plan is to support the Well-being of Future Generations Act in Wales and to improve the delivery of services to the citizens of Newport. The Act requires all public bodies to carry out sustainable development to improve Wales' economic, social, environment and cultural well-being. To meet this statutory requirement, Newport Council must set and publish its Well-being Objectives to maximise its contribution to each of Wales' Well-being Goals. There are seven Well-being Goals set out in the Act:

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

### **Corporate Plan 2022-27**

Newport Council has four Well-being Objectives that are focused on the following areas to meet its overall mission for Newport working to deliver '*an Ambitious, Fairer, Greener Newport for everyone*':

1. Newport is a thriving and growing city that offers excellent education and aspires to provide opportunities for all.
2. Newport is a city that seeks to protect and enhance our environment whilst reducing our carbon footprint and preparing for a sustainable and digital future.
3. Newport is a supportive city where communities and care are at the heart of what we do.
4. Newport City Council is an inclusive organisation that places social value, fairness, and sustainability at its core.

To deliver each objective, the Council has identified strategic priorities that it will focus on over the next 5 years. Further detail on the Council's strategic priorities are outlined in [Corporate Plan](#). Each of these Well-being Objectives support the Well-being of Future Generations Goals.

### **Service Area Service Plan 2022-24**

To support the Corporate Plan, Infrastructure has developed its Service Plan 2022-24 which provides an overview of its priorities and how it will contribute towards the delivery of the strategic priorities. The service plan has identified four objectives:

**Objective 1** - Transforming Newport's highways and transport system to improve air quality, safety and promote active travel.

**Objective 2** - Reducing the Council's carbon emissions by moving towards zero and Ultra Low Emissions Vehicles (ULEV).

**Objective 3** - Build climate resilience and alleviate flooding across the city using a range of measures including natural flood defences.

**Objective 4** - Ensure Newport City Council is meeting its requirements under the Civil Contingencies Act.

Each of these objectives is supported by an action plan of key work that will be contributing towards the achievement of the objective. The service plan also includes the key programmes and projects which the service area will be delivering during the course of the Corporate Plan. The service plan also recognises the workforce development of its staff to improve the capacity and capability of staff to achieve the Corporate Plan and deliver continuous improvement.

The service plan includes the key corporate and service area performance measures that it will use to monitor and report progress in the delivery of its key services. Where applicable, targets have been set by the service area in which it will assess and report its performance. The service plan also includes its risk register of Corporate and service area risks which could impact on the delivery of the plan and its services.

### **Monitoring and Reporting of the Service Plan**

The delivery of the Service Plan is monitored every quarter using the Council's Management Information (MI) Hub. Each quarter service areas will be required to provide updates in relation to the progress of its:

- Objectives and Actions
- Projects
- Workforce Development Actions
- Performance Measures
- Risks (Overview)

Heads of Service will meet with Cabinet Members throughout the year and update on progress on specific work, projects and risk, as part of their briefings. Every six months (Mid-Year and End of Year Reviews) the Council's service areas will be subject to Scrutiny review on the progress against their Service Plans with a report also presented to the Council's Cabinet. Risks identified in the Corporate Risk Register are subject to quarterly review by the Council's Governance and Audit Committee and Cabinet.

At the end of every financial year, the Council produces its annual Well-being Self-Assessment Report which assesses its progress against the delivery of the Corporate Plan and the governance & performance arrangements to deliver it. Service Plans support the production of this report.

### **Financial Summary**

Service Plans are delivered within the agreed budgets of the service area which was outlined in the Council's budget at the start of the financial year. Monitoring and reporting of the Council's budget is undertaken as part of the Council's financial reporting to Cabinet.

Financial decisions relating to specific projects and service area activity is taken by officers and Cabinet / Cabinet Member(s) as per the Council Constitutions and governance processes.

## **Appendix 1 – Service Area Service Plan 2022-24**

### **Risks**

<b>Risk Title / Description</b>	<b>Risk Impact score of Risk if it occurs* (H/M/L)</b>	<b>Risk Probability of risk occurring (H/M/L)</b>	<b>Risk Mitigation Action(s)</b> What is the Council doing or what has it done to avoid the risk or reduce its effect?	<b>Risk Owner</b> Officer(s) responsible for dealing with the risk?
Corporate Plan Objectives are not achieved as the Council does not have agreed service plans in place.	<b>M</b>	<b>L</b>	Service Plans agreed as per the democratic process and subject to scrutiny review.	Corporate Management Team

\* Taking account of proposed mitigation measures

## **Links to Council Policies and Priorities**

Corporate Plan 2022-27  
Service Plan 2022-27  
Climate Change Plan  
Active Travel Plan

## **Options Available and Considered**

1. To agree the Service Area Service Plan to support the delivery of the Council's Corporate Plan 2022-27
2. To request further information and reject the approval of the service plan.

## **Preferred Option and Why**

For the Cabinet Member to approve the Service Area Service Plan which will provide strategic focus for the service are to contribute towards the successful achievement of the Corporate Plan 2022-27.

## **Comments of Chief Financial Officer**

All services are required to operate within their approved revenue and capital budgets for that financial year / capital programme respectively. Therefore, it is important that all actions and projects contained within all service plans are delivered within the service revenue and capital resources, both internal and external.

Where new/additional on-going and one-off resources are required to deliver transformational and other projects/actions which meet corporate plan priorities; these will need to be approved for funding in the Council's MTFP and annual budgets through the normal processes. As this will give rise to increased budget pressures and challenges, at a most challenging time for Council budgets, services are strongly encouraged to deliver these, wherever possible, from existing resources. In the context of public sector funding over the medium term, any projects of a transformational nature need to deliver savings and/or additional income wherever possible. Such savings and income need to be clearly identified and realised in support of the overall Council medium term financial plan.

In the case of the Infrastructure service plan, there are specific risks and issues highlighted within the objectives, actions and risk register contained within the plan, which have a potential financial impact. The first is a reference to maximisation of external grant funding for change initiatives and projects. It is likely that a high proportion of these projects will be of a capital nature and come at a time when capital resources are scarce and the Council's ability to undertake additional borrowing is severely constrained. Therefore, it is crucial that external funding is sought wherever possible to be able to progress initiatives but without it having a financial impact upon the Council. An example of this is the desire and need to transition towards a low emission fleet. However, a ULEV fleet will likely be more expensive than a traditional fleet and, therefore, external funding needs to be sought to cover, as a minimum, the cost differential.

Another key aspect of the plan is the risk surrounding both the highways network and the fleet renewal programme. In terms of the highways network, there is a significant maintenance backlog which needs addressing. However, the available resources, via the Council's annual capital sums is limited, and, therefore, careful prioritisation will be required in order to ensure that the most pressing issues are addressed, avoiding, in the process, the likelihood of asset failure and more significant cost of resolving more significant issues. In terms of the fleet renewal programme, again there is limited recurring resource. Therefore, the fleet renewal programme, as referenced in the plan, will need to be developed in a way that aligns to the available funding. This may require a reduction in the overall size of the fleet and consideration of alternative renewal timescales, for example. Overall, it is important that budgets are not exceeded and are used as carefully and effectively as possible, without adding additional financial strain on the Council.

## Comments of Monitoring Officer

There are no legal implications arising from this Report. The Service Area Plan has been prepared in accordance with the Council's performance management framework and reflects both statutory responsibilities and the strategic objectives and priorities of the Council's Corporate Plan for the relevant service area. Key performance measures and service area risks have been identified for the purposes of quarterly monitoring and reporting throughout the term of the Service Plan.

## Comments of Head of People, Policy and Transformation

This service plan identifies the actions that will be taken to achieve the objectives and priorities of the corporate plan and takes in to account our legislative duties, including the Well-being of Future Generations Act (Wales) 2015. The plan is an excellent example of the implementation of the 5 Ways of Working, particularly in the way in which its actions demonstrate an integrative approach across the well-being objectives and policies of the authority. The plan also identifies risks that will require mitigation through the delivery of the plan.

As the Council works towards its new Corporate Plan and subsequent Service Plans, it will be necessary for each service area to consider the workforce required to achieve the objectives as set out. Any staffing impact will be considered and consultation will take place as and when necessary.

## Local issues

None.

## Performance Scrutiny Committee

The Service Plan was presented to the Performance Scrutiny Committee – Place and Corporate on 28 November 2022. The Feedback and recommendations from the Scrutiny Committee are outlined below and have been considered prior to the approval of the Cabinet Member(s) in this report.

Recommendations and comments

- *The Committee wished to give their thanks to Officers for attending. The Committee were happy with what was presented within the draft Service Plan.*

Noted.

- *Members noted that they would like further clarification about the Council investment in the Bike Scheme and Salary Sacrifice Scheme.*

Noted. This will be reviewed and information will be provided to the Committee.

- *The committee wished for further clarification on whether the Business Contingency Plan was to be internally or externally audited*

Noted. This will be reviewed and information will be provided to the Committee.






## Fairness and Equality Impact Assessment:

For this report, a full Fairness and Equality Impact Assessment has not been undertaken. As part of the Council's Corporate Plan 2022-27, an FEIA was completed to assess the impact of the Corporate Plan which can be found through the link [here](#). In the development of the Service Plan, these have been aligned to the strategic priorities of the Corporate Plan to support its delivery.

Where specific decisions are required by service areas, a separate FEIA will be completed by the service area and included as part of any proposal for Cabinet / Cabinet Member(s).

- **Wellbeing of Future Generation (Wales) Act**

Under the Well-being of Future Generations Act (Wales) 2015 and its 5 ways of working principles this report supports:

 <p><b>Long Term</b></p>	<p>The Objectives set out in the service plan supports the long term Well-being Objectives and strategic priorities of Newport City Council and the wider regional and national delivery. Service areas have considered the short and long term impacts of their objectives and actions in the development of the Plan. In the decision making of the service area in relation to specific projects and work will consider the long term impacts based upon the principles set out in the Well-being Act and as part of any FEIA. As the Plan is delivered the service area will review and consider any emerging opportunities and risks and update the Plan as necessary.</p>
 <p><b>Collaboration</b></p>	<p>In the delivery of the service plan, each service area will collaborate locally, regionally and nationally. The service area will also collaborate internally with other service areas and strategic partners as required. NCC will utilise its existing partnership arrangements such as Gwent Public Services Board (One Newport), Cardiff Capital Region, Gwent Regional Partnership Board and other collaborative arrangements to support the delivery of its objectives. Many of the priorities, programmes and projects in the Plan are building on what the Council has set out in its strategies and plans as well as the priorities set at national and regional levels in Wales. As we progress in the delivery of this Plan we will be working across all sectors whether this is private, public sector, not for profit and voluntary groups to share ideas, find innovative and sustainable solutions to tackle the many issues faced by the Council, communities and businesses.</p>
 <p><b>Involvement</b></p>	<p>Newport City Council's Corporate Plan has set out four key principles:</p> <p><b>Fair and inclusive</b> – We will work to create fairer opportunities, reduce inequalities in our communities, and encourage a sense of belonging.</p> <p><b>Empowering</b> – We will work with and support communities, groups, and partners to thrive.</p> <p><b>A listening council</b> – The views of communities, service users and partners will shape the services we deliver and the places you live in.</p> <p><b>Citizen Focussed</b> – Everyone who works and represents Newport City Council will put the citizen first, focusing on our core organisational values</p> <p>In the delivery of the service plans, service areas will be using existing mechanisms such as the FEIA process, Consultations, focus groups and general compliments, comments and complaints processes to involve stakeholders in the decision making of key projects, objectives and actions.</p> <p>Service Areas will be contributing towards the Council's Strategic Equality Plan and Participation Strategy to enable citizens, and other key stakeholders to contribute towards the delivery and improvement of services.</p>
 <p><b>Integration</b></p>	<p>The service plan supports the Council's Corporate Plan 2022-27 and its Well-being Objectives. Within each Plan, they have identified where their own objectives contribute towards the delivery of the Plan. As we progress with the delivery of the Corporate Plan and service plans we will be working with our local and regional partners to help support the achievement of ours and their vision and objectives. For example, Newport Council will be working with Cardiff Capital Region, Gwent Public Services Board, Regional Partnership Board and the individual organisations to ensure there is synergy in our aims for Newport and to ensure Newport maximises the opportunities offered through integrated approaches that will benefit Newport's communities.</p> <p>Service plans are also aligned to the Council's Strategies such as Climate Change Plan and Digital Strategy as examples. Where there are specific actions to deliver these, the service plans have integrated these into its objectives.</p> <p>As we deliver against our Well-being Objectives and priorities, the Corporate Plan will evolve, considering the ongoing external and internal changes of the organisation and the city. As an organisation we regularly review and challenge ourselves on our objectives, priorities and Plans to ensure they reflect the priorities of communities and the Council.</p> <p>This will also mean considering and integrating the Well-being Act's sustainable principle and of 5 ways of working, Equality Impact Assessment including Socio-economic duty, and Marmot principles in the decisions we make.</p>
 <p><b>Prevention</b></p>	<p>Each of the objectives have considered the actions that we will need to take now to prevent problems from taking place or getting worse across our communities and Council services in the long-term. The Corporate Plan provides many opportunities to tackle the increasing demand faced by our services and getting to the root causes of these pressures.</p> <p>Service Plans have included objectives and actions which aim to prevent the issues being faced now and to find long term solutions to prevent impacts on future generations.</p> <p>Through involvement and collaboration with our partners, communities and businesses we will be designing and delivering services to improve their outcomes and ensure long term sustainability for communities and the Council.</p>

- **Equality Act 2010**

There are no negative impacts identified as a result of the adoption of the Service Plan on socio-economically disadvantaged groups or areas within the city

- **Socio-economic Duty**

There are no negative impacts identified as a result of the adoption of the Service Plan HMM on people within the protected characteristic groups.

- **Welsh Language (Wales) Measure 2011**

The final Service Plan will be published in Welsh and English on the Council's website. Where objectives, actions and projects are delivered, these will consider the Welsh Language Standards as required.

### **Crime and Disorder Act 1998**

NA

### **Consultation**

See Scrutiny comments outlined above. There has also been engagement with Service and Team Managers in developing the Service Plan.

### **Background Papers**

Corporate Plan 2022 - 2027

**Dated: 31 January 2023**



# Infrastructure Service Plan 2022-24

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Cabinet Member for Infrastructure and Assets	Councillor Laura Lacey
Director for Environment and Sustainability	Paul Jones
Head of Service	Stephen Jarrett

# Introduction

Newport City Council's Corporate Plan 2022-27 has four Well-being Objectives to support its mission to deliver an '*Ambitious, Fairer and Greener Newport for Everybody*' and contribute towards Wales' Well-being Goals set in the Well-being of Future Generations Act. To support the delivery of these objectives and strategic priorities, each service area has developed their five year service plan. The Infrastructure Service Plan 2022-24 outlines its own priorities and how the service will contribute towards the Corporate Plan and deliver continuous improvement.

Newport has a population of 159,600 (ONS 2021 Census) and by 2030, the population is projected to increase further to 166,187 alongside further growth in new businesses and housing. It will be important for communities and places to connect together to work, socialise and explore the urban and rural areas of the city. With major transport infrastructure such as the M4, A48, Newport train and bus stations, and active travel routes it is important for residents, commuters, businesses are able to connect and travel safely. Infrastructure is involved with the Burns Commission, supporting major infrastructure projects in Newport and the wider region. Furthermore, Infrastructure is also delivering Active Travel projects to create and upgrade active travel routes making it easier for residents to use alternative transport to move around the city.

Infrastructure discharges its duty as a highway authority managing over 655km of road network and 923km of footways in addition to being responsible for the maintenance of all highway assets such as bridges, streetlighting, street furniture, traffic systems and highway drainage. We also deliver road safety (including road safety education and training), statutory highway safety inspections and street works management, highway development control together with engineering consultancy services, public transport services and fleet management for the whole of the Council. Parking services undertake the civil parking duty for the council and manages the surface and multi-story car parks across the city centre envelope. As a Lead local flood authority, together with the duties as a Sustainable Drainage Approval Board, Infrastructure is involved with preventative and reactive flood management in Newport. Infrastructure is also responsible for co-ordinating and supporting the Council's response to emergency and major events such as highway emergencies and extreme weather such as snow and flooding. The Council's Civil Contingencies team supports and coordinates the Council's response to these events.

## Infrastructure Objectives

To support the delivery of the Corporate Plan, meet our statutory duties and improve the services we deliver, we will be delivering 4 objectives:

**Objective 1** - Transforming Newport's highways and transport system to improve air quality, safety and promote active travel.

**Objective 2** - Reducing the Council's carbon emissions by moving towards zero and Ultra Low Emissions Vehicles (ULEV).

**Objective 3** - Build climate resilience and alleviate flooding across the city using a range of measures including natural flood defences.

**Objective 4** - Ensure Newport City Council is meeting its requirements under the Civil Contingencies Act.

# Transformation Plan / Service Area Projects

Programme / Project Title	Project Overview	Well-being Objective(s) supported	Programme / Project Manager (Service Manager)	Anticipated Completion Date (Quarter / Year)
<b>20mph Default Speed Limit in Wales</b>	<p>Delivery of the revised national default speed limit on restricted roads from 30mph to 20mph across the city, with a view to achieving the following:</p> <ul style="list-style-type: none"> <li>• Reduce collisions and save lives</li> <li>• To improve quality of life, make streets safer for playing, walking and cycling, and thus improve physical and mental wellbeing.</li> <li>• Encourage the modal shift away from car use to more sustainable modes of transport that is urgently needed to tackle the Climate Emergency and improve air quality across the city.</li> </ul> <p>Project requires revocation and drafting of new traffic orders together with the necessary sign and road marking revisions to ensure compliance and speed limits remain enforceable.</p>	Well-being Objective 2	Senior Strategy Manager	Quarter 2 2023/24
<b>South East Wales Transport Commission (Burns) Recommendations</b>	<p>The Burns Delivery Board and Unit were created in Spring 2021 to bring together Welsh Government and local authorities to deliver the transport recommendations made by Lord Burns' South East Wales Transport Commission (SEWTC)</p> <p>Through membership on these bodies, Newport seeks to drive forward a package of transport improvements for the city. These include:</p> <ul style="list-style-type: none"> <li>• Newport Central Infrastructure Improvements</li> <li>• Improved Bus and Active Travel infrastructure</li> <li>• Provision of 3 new railway stations</li> </ul>	Well-being Objective 2	Head of Service	Quarter 3 2027/28
<b>Devon Place to Queensway Footbridge</b>	Devon Place footbridge project to design and install a new Active Travel bridge to join Devon Place and Queensway across the mainline railway at Newport station. This will link the communities of Allt yr Yn and	Well-being Objective 2	Service Manager Transport	Quarter 4 2022/23

Programme / Project Title	Project Overview	Well-being Objective(s) supported	Programme / Project Manager (Service Manager)	Anticipated Completion Date (Quarter / Year)
	Barrack Hill with the City Centre and facilitate active travel journeys to the city centre and the main transportation hubs, providing citizens with the option of sustainable modes of travel across the city.			
<b>Pavement Parking</b>	Introduction of subordinate legislation by Welsh Government, to make pavement parking an enforceable civil enforcement contravention in Wales	Well-being Objective 2	Senior Strategy Manager	Quarter 2 2024/25
<b>Moving traffic contraventions and Bus Lane Enforcement</b>	Application to Welsh Government for an order designating Newport as a civil enforcement area for Moving traffic and Bus lane contraventions	Well-being Objective 2	Senior Strategy Manager	Quarter 4 2023/24
<b>Active Travel Programme 2022-27</b>	<p>This programme is the delivery of projects across Newport as part of the Active Travel grant programme. The delivery of these projects is to provide citizens alternative modes of travel across the city and reduce reliance on the motor car.</p> <p>The benefits of these projects is wide ranging including health, improving air quality, community safety, tackling poverty and contribute towards improving the economy of the city.</p>	Well-being Objective 2	Service Manager Transport	Quarter 4 2023/24
<b>Continuation of Street Lighting Project</b>	Building on the successful delivery of the Street Lighting LED project, through the rollout of LED lighting to all assets, buildings and depots.	Well-being Objective 2	Service Manager Highways	Quarter 4 2023/24

# Workforce Development

To support workforce development across the Environment & Public Protection, the following actions have been identified as priority between 2022-24.

Action	Outcome(s) of Action Delivery	Responsible Officer (Service Manager)	Action Start Date	Anticipated Completion Date
Ensure staff have the required training, skill sets and confidence to make decisions commensurate with their grade. Ensure service area procedures and processes support the objectives of this action.	Maximisation of efficiencies within service provision through well trained and confident staff	Senior Strategy Manager	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2024
Acknowledge and address the ongoing difficulties in recruiting and retaining qualified and experienced engineering staff. Explore the possible barriers to successful recruitment into local government through better understanding of the job market  Better understanding of the role and limitations of agency and consultancy services in meeting the staffing and skills gap	<p>Recruitment and retention of qualified staff ensuring sufficient staff numbers, skills and knowledge is retained within the service area to ensure statutory and non-statutory duties are met.</p> <p>Reduced reliance on agency and consultancy services to bridge staffing and skills gap.</p> <p>Ability to build resilience and robust succession planning for what is an aging workforce within the service.</p> <p>Meeting the above outcomes will provide the foundations for a fit for purpose trainee/ apprentice scheme to enable the service to “grow its own” engineers for the future.</p>	Senior Strategy Manager	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2024

# Service Area Objectives and Action Plan 2022-24

<b>Objective 1</b>		<b>Transforming Newport's highways and transport system to improve air quality, modal shift and promote active travel.</b>				
<b>Objective Outcome(s)</b>		The delivery of this objective will contribute towards transforming our highway and transport system where public transport, walking and cycling is prioritised over the use of the car.				
<b>Strategic Plans supported</b>		Corporate Plan 2022-27 Newport City Council Climate Change Plan 2022-27 Newport City Council Active Travel Plan Llwybr Newydd: Wales Transport Strategy				
<b>Well-being Objective Supported (If Applicable)</b>		<b>Well-being Objective 2</b> – A city that seeks to protect and enhance our environment whilst reducing our carbon footprint and preparing for a sustainable and digital future.				
<b>Well-being Strategic Priorities Supported</b>		<b>Strategic Priority 1</b> – Become a net zero carbon council and city through the delivery of the Council's organisational Climate Change Plan and Local Area Energy Plan <b>Strategic Priority 5</b> - Transform Newport's highways and transport system to improve air quality and safety. Promote active travel across the city and south east Wales region.				
<b>Objective Owner(s)</b>		<b>Senior Strategy Manager</b>				
Reference	Action	Action Outcome(s)	Strategic Priority / Self-Assessment / Continuous Improvement	Action Owner (Service or Team Manager)	Start Date	Anticipated Completion Date
Tudalen 23 1	Tackling illegal parking across the city.	Build on the successful implementation of the Civil Parking Enforcement service in 2019 through: <ul style="list-style-type: none"><li>• Addressing known parking problem areas.</li><li>• Improved compliance within permitted parking spaces and maximised turnover of parking in available kerb space.</li><li>• Improved traffic flow and management</li><li>• Parking service that is responsive to stakeholder need</li><li>• Effective deterrent to the growth in car use within the city centre and encouragement of the use of Public Transport</li></ul>	WBO 2 / Strategic Priority 1 WBO 2 / Strategic Priority 5	Service Manager Highways	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2027
2	Prioritise walking, cycling and public transport in line with the sustainable travel hierarchy by:	<ul style="list-style-type: none"><li>• Council report submitted seeking approval for an application to be made to WG.</li><li>• Application process started with Welsh Government.</li></ul>	WBO 2 / Strategic Priority 1 WBO 2 / Strategic Priority 5 Climate Change Plan	Senior Strategy Manager	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2027

Tudalen 24		<ul style="list-style-type: none"> <li>• Tackling illegal parking (already in place).</li> <li>• Apply for moving traffic offence powers.</li> <li>• Tackle pavement parking in line with WG legislation.</li> <li>• Adopting new hierarchy of road users as contained in the highway code.</li> <li>• Implement 20 mile an hour limit.</li> </ul>	<ul style="list-style-type: none"> <li>• Adoption of the “Sustainable Transport Hierarchy” as set out in Llwr Newydd. The hierarchy will apply to all transport related infrastructure projects, activities, policies and plans by the council.</li> <li>• All future policies and plans to be prepared in line with these principles where applicable.</li> <li>• Existing policies and plans reviewed in line with the new principles.</li> <li>• Exceptions reviewed and confirmed with Transport for Wales.</li> <li>• Sign &amp; line asset data collected and reviewed.</li> <li>• Plan in place to reassign the network</li> <li>• Unnecessary or redundant signage removed early.</li> <li>• TRO processes commenced for revocations and exceptions</li> </ul>				
	3	Improve and expand the current Active Travel network across the city to connect communities and destinations in line with priorities in the Active Travel Network Map and funding allocations (ATNM)	<ul style="list-style-type: none"> <li>• Deliver annual programme of improvement measures funded through active travel core allocation and standalone Welsh Government and other grants.</li> <li>• Seek to identify all potential sources of funding to implement schemes.</li> <li>• Engage fully across all service areas to ensure duty to extend and improve the network is included in all council led statutory and non-statutory plans.</li> </ul>	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Service Manager Transport	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2027
	4	Engage with communities to commence development of the next Active Travel Network Map (ATNM)	<ul style="list-style-type: none"> <li>• Begin work on development and consultation for the next ATNM. Maps to be reviewed every 5 years and development will take 12-18 months.</li> <li>• Programme of schemes developed to enable focused funding bidding for the next 5 years.</li> <li>• ‘Safe Routes’ incorporated in ATNM by working with highway officers and schools.</li> </ul>	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Service Manager Transport	1 <sup>st</sup> April 2025	31 <sup>st</sup> March 2027

5	Use the Active Travel Network map to develop a new accessible public cycle map.	<ul style="list-style-type: none"> <li>• Map developed for internal systems and published on council public facing sites.</li> <li>• Link with the Councils Tourism Officer etc to provide digital and hardcopy format.</li> <li>• Link with partners in PSB to share data on routes for well-being and health promotion.</li> </ul>	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Service Manager Transport	1 <sup>st</sup> April 2022	30 <sup>th</sup> June 2024
6	Promote active travel routes and travel choices across the city.  Input and lead on behaviour change initiatives for PSB	Package of promotion work complete that was stated in 2021. This includes: <ul style="list-style-type: none"> <li>• Videos of AT routes available.</li> <li>• Interviews with users to encourage behaviour change.</li> <li>• Info on journey times between destinations.</li> <li>• Mapping available for all including school specific and remote access.</li> <li>• Linking with behaviour change group to promote through events in City.</li> </ul>	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Service Manager-Transport	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2027
Tudalen 25 7	Implement a city-wide bike hire scheme (to include e-bikes).	<ul style="list-style-type: none"> <li>• Business case and funding sourced for whole scheme.</li> <li>• Implement scheme including docking stations within city as per business plan.</li> <li>• Coordinate with neighbouring authorities.</li> </ul>	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Service Manager Transport	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2024
8	Remove barriers to active travel by way of providing secure cycle parking / cycle hubs and footway crossings.	<ul style="list-style-type: none"> <li>• 'Gap' Project cycle storage in city centre in place.</li> <li>• Roll out of on and off-street cycle hangers including cycle hangers in multi-story car parks commenced.</li> </ul>	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Service Manager Transport	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2027
9	Improve travel information at bus stops to encourage the use of public transport.	Current timetable infrastructure reviewed and information at stops and the bus station, including Real Time provision	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Bus Coordinator	1 <sup>st</sup> April 2022	30 <sup>th</sup> June 2022
10	Set up a regional bus network (Reference Network).	Working with funders to maintain core bus network	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Bus Coordinator	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2025

11	Continue to support the socially necessary bus network.	Working with funders to maintain socially necessary bus network.	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Passenger Transport Unit Team Manager	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2027
12	Continue to promote the use of public transport to reduce emissions.	<ul style="list-style-type: none"> <li>Working with stakeholders to promote public transport use.</li> <li>Initiatives developed within Newport to promote the use of public transport.</li> <li>Improved infrastructure provided to act as a Shop Window.</li> </ul>	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Bus Coordinator	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2027
13	Provide sustainably powered bus infrastructure (bus shelters solar powered) where possible.	All new shelters are provided with solar power to minimise environmental impact and cost of mains connection.	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Bus Coordinator	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2023
Tudalen 26	14 Work in partnership on promoting and reducing the barriers to using public transport such as safety, cost and accessibility	Working with key partners to reduce barriers.	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Bus Coordinator	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2027
	15 Improve safe active travel links to schools.	<ul style="list-style-type: none"> <li>Walking route assessments taken place for schools</li> <li>Active travel maps for schools developed.</li> </ul>	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Service Manager Transport	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2027
16	Pilot traffic free streets near schools.	Stakeholders engaged by working with Sustrans.	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Service Manager Transport	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2023
17	Utilise the public transport network for home to school transport where possible.	Opportunities identified to utilise public transport network and issue season tickets to eligible pupils.	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Passenger Transport Unit Team Manager	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2027
18	Analyse results of home to school taxi and bus contract study to agree date when ULEV will become mandatory.	NCC, and regional work linked (CENEX & CCR).	WBO2 / Strategic Priority 1 WBO2 / Strategic Priority 5 Climate Change Plan	Passenger Transport Unit Team Manager	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2026

<b>Objective 2</b>		<b>Reducing the Council's carbon emissions by moving towards zero and Ultra Low Emissions Vehicles (ULEV).</b>				
<b>Objective Outcome(s)</b>		<b>As part of the Council's Climate Change Plan by 2030, the Council will have zero and Ultra Low Emissions Vehicles to support service delivery.</b>				
<b>Corporate Strategy and/or Strategic Plan supported (If Applicable)</b>		<b>Corporate Plan 2022-27 Climate Change Plan 2022-27</b>				
<b>Well-being Objective Supported (If Applicable)</b>		<b>Well-being Objective 2</b> - A city that seeks to protect and enhance our environment whilst reducing our carbon footprint and preparing for a sustainable and digital future. <b>Well-being Objective 4</b> - Newport City Council is an inclusive organisation that places social value, fairness and sustainability at its core.				
<b>Well-being Strategic Priorities Supported</b>		<b>WBO 2 / Strategic Priority 1</b> - Become a net zero carbon council and city through the delivery of the Council's Organisational Climate Change Plan and Local Area Energy Plan. <b>WBO 4 / Strategic Priority 3</b> - Deliver our organisational Climate Change Plan to become a net zero organisation by 2030.				
<b>Objective Owner(s)</b>		<b>Service Manager - Transport</b>				
<b>Reference</b>	<b>Action</b>	<b>Action Outcome(s)</b>	<b>Strategic Priority / Self-Assessment / Continuous Improvement</b>	<b>Action Owner (Service or Team Manager)</b>	<b>Start Date</b>	<b>Anticipated Completion Date</b>
Tudalen 27 1	Develop a 5 year plan for fleet renewal and charging capacity.	Financial plan developed for replacement of vehicles which will form part of the budget setting going forward.	WBO 2 / Strategic Priority 1 WBO 4 / Strategic Priority 3 Climate Change Plan	Service Manager Transport	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2024
	Replace vehicles and plant with ULEV as they come up for renewal.	All vehicle and plant procurement includes consideration for an electric alternative	WBO 2 / Strategic Priority 1 WBO 4 / Strategic Priority 3 Climate Change Plan	Service Manager Transport	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2027
3	Investigate the feasibility of the conversion of existing vehicles	Feasibility investigated into conversion of appropriate vehicles.	WBO 2 / Strategic Priority 1 WBO 4 / Strategic Priority 3 Climate Change Plan	Service Manager Transport	1 <sup>st</sup> April 2022	31 March 2027
4	Provide manual and electric bikes for staff to undertake site visits and inspections as part of Council fleet.	Alternative modes of transport secured for use in appropriate asset inspections.	WBO 2 / Strategic Priority 1 WBO 4 / Strategic Priority 3 Climate Change Plan	Highways and Engineering Service Manager	1 <sup>st</sup> April 2022	30 <sup>th</sup> June 2023
5	Develop a vehicle disposal policy.	Policy in place reviewed to be fit for purpose.	WBO 2 / Strategic Priority 1 WBO 4 / Strategic Priority 3 Climate Change Plan	Service Manager Transport	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2023

6	Replace refuse fleet vehicles with ULEV as they come up for renewal.	<ul style="list-style-type: none"> <li>• Vehicles trailed as they become available.</li> <li>• Vehicle and charging issues resolved.</li> </ul>	WBO 2 / Strategic Priority 1 WBO 4 / Strategic Priority 3 Climate Change Plan	Fleet Manager	1 <sup>st</sup> April 2022	31 <sup>st</sup> March 2030
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<b>Objective 3</b>		<b>Build climate resilience and alleviate flooding across the city using a range of measures including natural flood defences.</b>				
<b>Objective Outcome(s)</b>		<b>To improve and enhance the Newport's flood defences and drainage to alleviate future flooding incidents.</b>				
<b>Corporate Strategy and/or Strategic Plan supported (If Applicable)</b>		<b>Corporate Plan 2022-27</b> <b>Climate Change Plan 2022-27</b> <b>Extreme Weather Risk (See Infrastructure Risk Register)</b>				
<b>Well-being Objective Supported (If Applicable)</b>		<b>Well-being Objective 2</b> - A city that seeks to protect and enhance our environment whilst reducing our carbon footprint and preparing for a sustainable and digital future.				
<b>Well-being Strategic Priorities Supported</b>		<b>WBO 2 / Strategic Priority 1</b> - Become a net zero carbon council and city through the delivery of the Council's Organisational Climate Change Plan and Local Area Energy Plan.				
<b>Objective Owner(s)</b>		<b>Highways and Engineering Service Manager</b>				
<b>Reference</b>	<b>Action</b>	<b>Action Outcome(s)</b>	<b>Strategic Priority / Self-Assessment / Continuous Improvement</b>	<b>Action Owner (Service or Team Manager)</b>	<b>Start Date</b>	<b>Anticipated Completion Date</b>
28 1	Develop a sustainable drainage strategy for Newport and maximise opportunities for SuDS (Sustainable Drainage systems).	Regular workshops taking place with SAB (SuDS approval body).  Draft SuDS design guide for NCC developed.	WBO 2 / Strategic Priority 1  Climate Change Plan  Extreme Weather Risk	Assets and Planning Team Manager	1 <sup>st</sup> June 2022	31 <sup>st</sup> March 2023
2	Update flood risk management plan and strategy in line with national strategy.	<ul style="list-style-type: none"> <li>• Draft Flood risk management plan developed using existing WG draft template.</li> <li>• Draft plan revised once new WG template published.</li> </ul>	WBO 2 / Strategic Priority 1  Climate Change Plan  Extreme Weather Risk	Assets and Planning Team Manager	1 <sup>st</sup> June 2022	31 <sup>st</sup> October 2023
3	Apply for Welsh Government grant funding for schemes as it becomes available.	<ul style="list-style-type: none"> <li>• Bids compiled for grant funding for submission to WG for 2023/24.</li> <li>• Progress managed for small-scale revenue funded drainage schemes approved for 2022/23.</li> <li>• Bids compiled for capital grant funding requirements for 2023/24.</li> <li>• Progress managed for existing capital schemes approved for 2022/23.</li> </ul>	WBO 2 / Strategic Priority 1  Climate Change Plan  Extreme Weather Risk	Assets and Planning Team Manager	1 <sup>st</sup> June 2022	31 <sup>st</sup> March 2023

4	Investigate any problems with existing assets and update the flood asset databases.	<ul style="list-style-type: none"> <li>Flooding incidences investigated including carrying out WG revenue grant funded CCTV surveys and desilting in known problem areas.</li> <li>List of potential schemes identified where further works are required for future capital/revenue grant funding bids to WG.</li> <li>Geo-environ flood asset database updated, including revenue grant funded asset condition surveys.</li> </ul>	WBO 2 / Strategic Priority 1  Climate Change Plan  Extreme Weather Risk	Assets and Planning Team Manager	1 <sup>st</sup> June 2022	31 <sup>st</sup> March 2023
5	Work with partners Welsh Waters, NRW and other local authorities upstream to influence decision making relating to flood defences.	Decision making influenced by working with other LAs in South East Wales Flood Risk Management Group, other SABs, DCWW, NRW and WG regarding flood risk.	WBO 2 / Strategic Priority 1  Climate Change Plan  Extreme Weather Risk	Assets and Planning Team Manager	1 <sup>st</sup> June 2022	31 <sup>st</sup> March 2023

<b>Objective 4</b>		<b>Ensure Newport City Council is meeting its requirements under the Civil Contingencies Act.</b>				
<b>Objective Outcome(s)</b>		Newport City Council is compliant with the Civil Contingencies Act and has effective governance and control arrangements in place to identify, prepare and respond to events in Newport.				
<b>Corporate Strategy and/or Strategic Plan supported (If Applicable)</b>		Not Applicable				
<b>Well-being Objective Supported (If Applicable)</b>		Continuous Improvement / Statutory Delivery				
<b>Well-being Strategic Priorities Supported</b>		Not Applicable				
<b>Objective Owner(s)</b>		<b>Civil Contingencies Manager</b>				
Reference	Action	Action Outcome(s)	Strategic Priority / Self-Assessment / Continuous Improvement	Action Owner (Service or Team Manager)	Start Date	Anticipated Completion Date
1	Ensure that the organisation is meeting its requirements under the Civil Contingencies Act through delivery of the Civil Contingencies work programme.	<ul style="list-style-type: none"> <li>Delivery of Civil Contingencies work programme for the year. Organisation is supported in all aspects of civil contingencies and business continuity planning.</li> <li>Effective partnership working in place.</li> </ul>	Not Applicable	Civil Contingencies Manager	1 <sup>st</sup> July 2022	31 <sup>st</sup> March 2024
2	Ensure the organisation develops and maintains	Robust business continuity arrangements in place at corporate	Not Applicable	Civil Contingencies Manager	1 <sup>st</sup> July 2022	31 <sup>st</sup> March 2024

	business continuity arrangements at corporate and service area levels, encompassing all critical services.	and service area level. Business continuity arrangements updated for all critical services.				
3	Training for businesses operating within the city centre that may be affected by significant incidents in collaboration with Gwent Police and using NCC channels to promote and raise initial awareness of the scheme.	Improve the city centre security and safety for businesses, public and visitors in Newport.	Not Applicable	Civil Contingencies Manager	28 <sup>th</sup> February 2020	31 <sup>st</sup> March 2024
Tudalen 30 4	Co-ordinated evacuation arrangements for the city centre working with partner organisations within the city centre to construct a co-ordinated evacuation system.  Implementation of mitigation measures in the city centre to assist in providing public protection. Progression of city centre safety improvements for the city centre.	Improve the city centre security and safety for businesses, public and visitors in Newport.	Not Applicable	Civil Contingencies Manager	31 <sup>st</sup> March 2020	31 <sup>st</sup> March 2024

# Performance Measures 2022-24

Performance Measure	Frequency (Quarterly / Half-yearly / Annual)	Performance Measure Owner	Data Provider	Actual 2020/21	Actual 2021/22	Annual Target 22/23
Number of Active Travel Journeys	Quarterly	Service Manager Transport	Active Travel Team	280,145	393,952	<b>400,000</b>
Percentage of principal A roads that are in overall poor condition	Annual	Assets and Planning Team Manager	Assets and Planning Team	2.3%	2.1%	<b>2.3%</b>
Percentage of principal B roads that are in overall poor condition	Annual	Assets and Planning Team Manager	Assets and Planning Team	4.4%	3.1%	<b>3.5%</b>
Percentage of principal C roads that are in overall poor condition	Annual	Assets and Planning Team Manager	Assets and Planning Team	6.4%	5.9%	<b>8.8%</b>
<b>(New)</b> Number of programmed highway safety inspections completed on time	Half-yearly	Highways and Engineering Service Manager	Highways Team	-	-	<b>90%</b>
<b>(New)</b> Number of reactive highway safety inspections completed on time	Half-yearly	Highways and Engineering Service Manager	Highways Team	-	-	<b>90%</b>
<b>(New)</b> Category 1 Defects completed within response time	Half-yearly	Highways and Engineering Service Manager	Highways Team	-	-	<b>90%</b>
<b>(New)</b> Category 2 Defects completed within response time	Half-yearly	Highways and Engineering Service Manager	Highways Team	-	-	<b>85%</b>
<b>(New)</b> Metres (M) of new or improved Active Travel Routes completed	Annual	Service Manager Transport	Active Travel Team	-	-	<b>500m</b>

# Service Area Risk Register

Risk Title	Risk Description	Risk Owner	Inherent Risk Score	Target Risk Score	Corporate / Service Risk
<b>Highways Networks</b>	Failure to recognise current levels of under investment in the whole life of the city's highway network assets in the short/ medium term will continue to compound current maintenance backlog figures.	Senior Strategy Manager	20	15	Corporate Risk
<b>City Centre Security and Safety</b>	Minimise the risks and disruption to people and businesses due major incidents or deliberate acts that pose hazards to people and business and can result in structural damage; damage/disruption to infrastructure and utilities; impacts on business continuity, reputation, and the economy, in both the city centre and affected surrounding areas.	Civil Contingencies Manager	12	9	Corporate Risk
<b>Pressure of demand on Infrastructure Service</b>	Pressure on the service area to meet demand as the population increases and the city uses its infrastructure more.	Head of Service	16	8	Service Risk
<b>Business Continuity</b>	The Council is not able to deliver its services as a result of a significant event or incident	Civil Contingencies Manager	12	4	Service Risk
<b>Extreme Weather Events</b>	Newport is seeing an increase in the number of extreme weather events such as flooding, high winds, snow and long dry spells in the summer. This risk relates to the Council's ability to prevent and react to such events and reduce the impact on local communities	Highways and Engineering Manager	16	12	Service Risk