MAP FOR WALES
– INTEGRATING POLICY

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OUTLINE

Background

Policy Assessment

Online Policy Assessment

Platform for Coordination

Regional Planning Data

City-Region Evidence Base

BACKGROUND

- A Map for England project – 2012
  - RTPI commissioned the University of Manchester to investigate and map the level of spatial expression in UK Government and agency policy documents
  - Examined government web sites, individual policy documents and large numbers of reports to find policies and programmes that have strong spatial aspect to them, including policies which potentially have a different impact in different parts of the country
  - Followed the publication of the National Infrastructure Plan in 2010 and Unlocking Growth in Cities report and National Planning Policy Framework in 2011
  - Recommended that a single online map repository of spatial policy data be created (such as house price data, greenbelt boundaries, household projections, etc.) that would allow users to overlay multiple data sources and visualize policy impacts

BACKGROUND

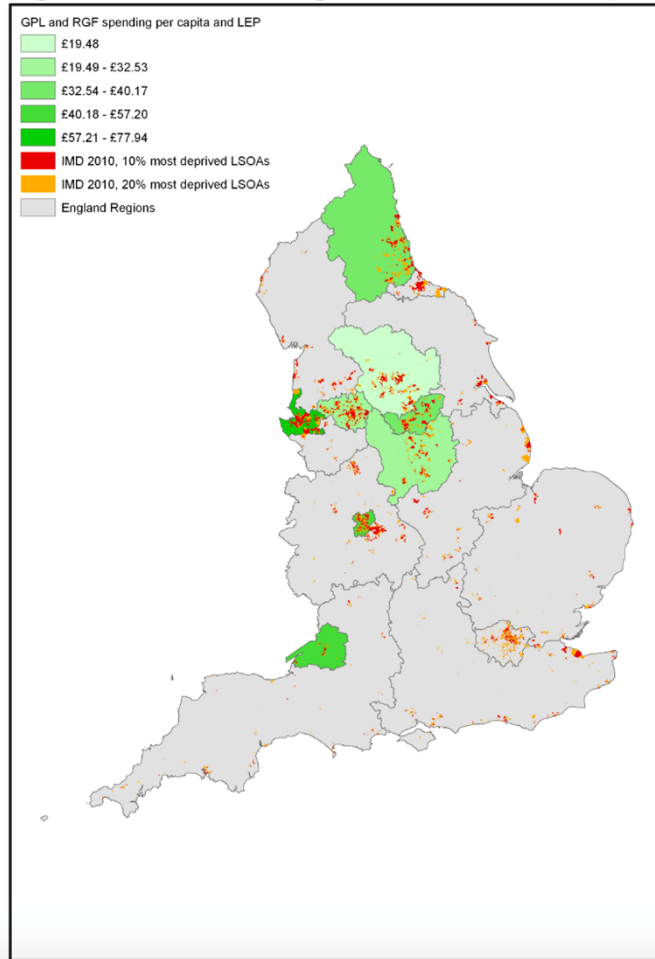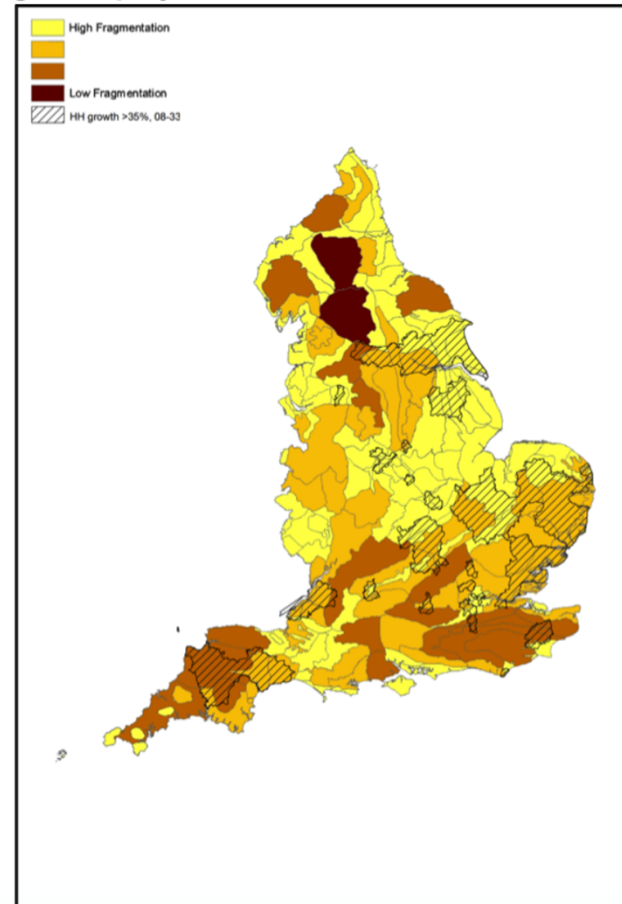**Figure 4.4 Combined growth funds and deprivation**

GPL and RGF spending per capita and LEP
- £19.48
- £19.49 - £32.53
- £32.54 - £40.17
- £40.18 - £57.20
- £57.21 - £77.94
- IMD 2010, 10% most deprived LSOAs
- IMD 2010, 20% most deprived LSOAs
- England Regions

Figure 4.13 Habitat fragmentation and high household growth projection

- High Fragmentation
- Low Fragmentation
- HH growth >35%, 08-33

BACKGROUND

Why do we need a Map for England?

Despite the generally recognised and accepted need to ensure a joined up approach to planning, infrastructure and services, there is no single place to view this information.

The Royal Town Planning Institute (RTPI) commissioned a study as part of their Map for England campaign which showed that there are many benefits to joining up different sources of policy information, which would help to coordinate infrastructure planning and help to boost growth, whilst being more transparent and saving time and money to many organisations and local communities.

An Interactive Map

However it is not easy to compare these different maps, so Idox in conjunction with the RTPI, produced a Pilot interactive map from October 2012 to October 2013 to help organisations visualise the impact of some of the existing policies and programmes.

The interactive map had over 15,000 visitors from individuals, Central and Local Government, Academic Institutions and a wide range of industries.

The RTPI would like to work with a range of organisations to discuss what issues or challenges the map may throw up and would be interested in your responses to the questions on the following link.
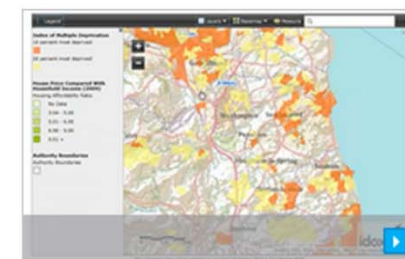
Some examples of the types of information, how they could be compared and interrogated can be seen in the following videos:

Map for England - Cambridge [1:56]   Map for England - Birmingham [1:21]   Map for England - Sunderland [1:27]

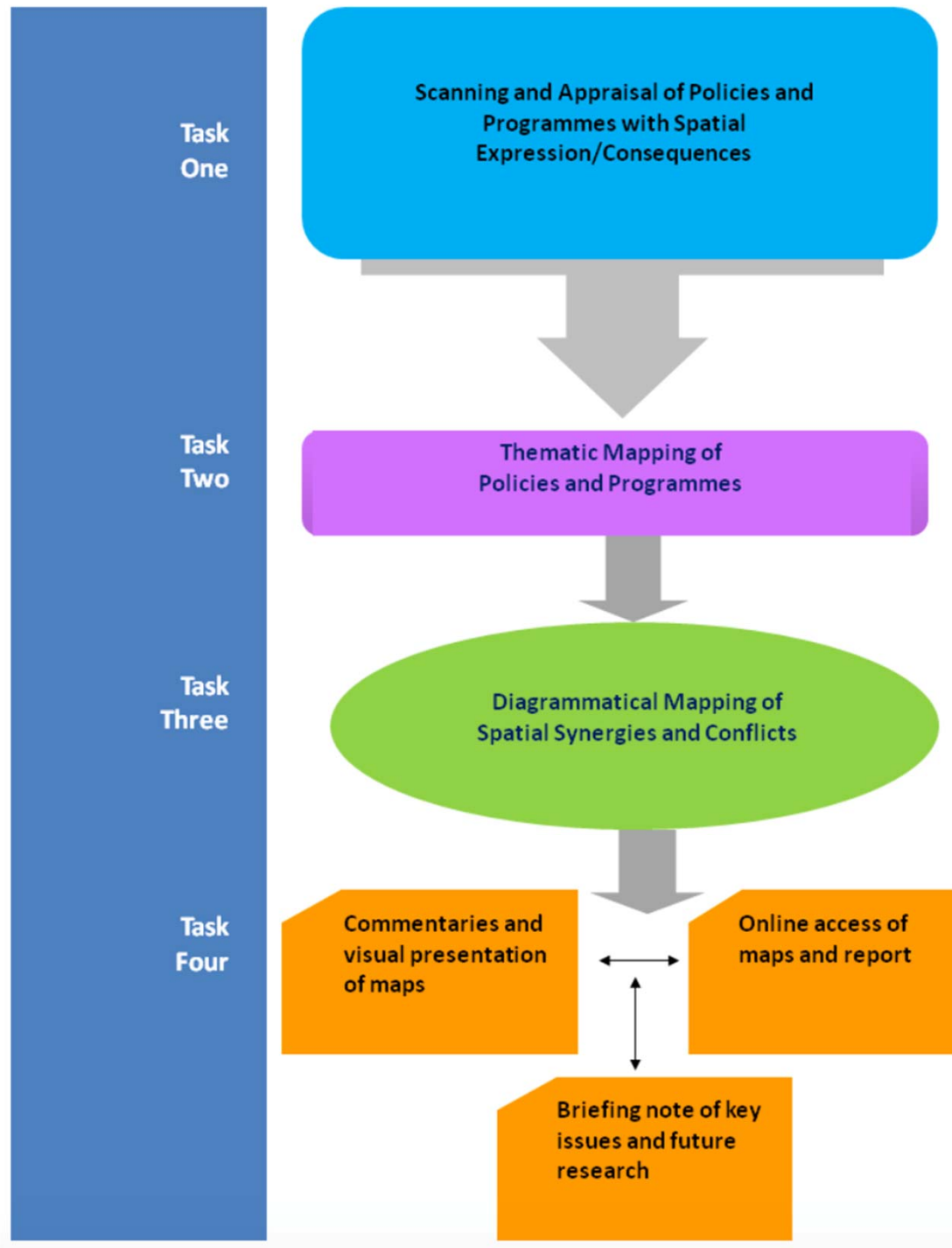http://www.idoxgroup.com/map-for-england.html/

BACKGROUND

- A Map for Wales project – 2017
  - Aim is to develop a web-based, interactive data map tool for Wales to enable evidenced and better-coordinated policy that avoids geographic or spatial policy conflicts
  - Planning (Wales) Act provides a statutory requirement for the Welsh Ministers to produce and keep up-to-date a National Development Framework (NDF)
  - No decisions have been made on what the NDF will consist of – useful time to consider the spatial impact of WG policies

POLICY ASSESSMENT

- Policy coordination
  - Spatial planning is considered "the most important among policies negatively affected by deficient co-ordination" (Schäfer 2005) and has an established tradition of considering the impact of multiple policy fields (Koresawa & Konvitz 2001)
  - Within an intergovernmental environment, coordination becomes complicated due to the transaction costs that result from overlapping areas of interest between governments
- The role of the map
  - When a policy is made spatially explicit there is typically a higher degree of coordination
  - BUT, most often politicians don't like maps

Task One

Scanning and Appraisal of Policies and Programmes with Spatial Expression/Consequences

Task Two

Thematic Mapping of Policies and Programmes

Task Three

Diagrammatical Mapping of Spatial Synergies and Conflicts

Task Four

Commentaries and visual presentation of maps

Online access of maps and report

Briefing note of key issues and future research

POLICY ASSESSMENT

- Policies
  - 103 policies assessed, predominantly Welsh Government
  - Pro forma created to assess each policy
  - Spatial content assessed based on:
    - Maps
    - Tabulated data
    - In-text data
  - Spatial implications?
  - Cross border implications?
  - Would policy benefit from additional spatial element?

Link to policy:

http://gov.wales/docs/desh/publications/040701tan15en.pdf

Policy Name	Policy Area	Author	Published Date
TAN 15: Development And Flood Risk	Planning	WG	7/04

Maps	Pages	Tabulated data	Pages	Spatial data in text	Pages
y	6,	y	5,	y	8,

Spatial implications: yes

Cross border implications:

P15 "10.2 The extent of both river and coastal flooding in Wales is such that flooding is often of sub-regional significance, particularly since what happens in one part of a river catchment will often have effects on other parts some distance away. Local planning authorities, in preparing their Development Plans, should consult with neighbouring authorities on the issue of flooding. " į.e. England too

Would policy benefit from spatial element? If so in what form?

P4 "Three development advice zones are described on the maps, to which are attributed different planning actions. 4.2 The maps are based on Environment Agency's extreme flood outlines (zone C) and the British Geological Survey (BGS) drift data (zone B)."

Map on page 8 shows zone C only but would be useful to have map showing other zones too. However, maybe other zones are at too small a spatial scale to be represented on a National map?

POLICY ASSESSMENT

- Spatial content
  - Environmental policies have the greatest number of explicit spatial references
  - Health and social services and Education and skills are less spatial
- Policy coordination
  - Planning and Housing and Infrastructure and innovation policies have perhaps the greatest level of policy coordination and inter-departmental references
  - Most other departments are more policy silo'ed
- Only looks at Welsh Government, so local level policies that might be more spatially explicit are missed

ONLINE POLICY MAPPING

- Policy mapping
  - Three types of maps
    - Reproductions of existing maps/data in policies
    - Proxy maps
    - Context/value added maps
  - Need to link policy details to specific maps
  - User may enter the portal with different objectives in mind
    - Knows the policy and wants to see the maps
    - Knows the maps/data but wants to know associated policies
  - More than one map may be linked to multiple policies

ONLINE POLICY MAPPING

- Policy mapping
  - Where possible pull existing data from Welsh Government mapping services
    - Ensures consistency / always up-to-date
    - Dependent on external server
  - Create maps through existing data servers (NOMIS, StatsWales)
    - Always up-to-date
    - Dependent on external server
  - Create our own maps through GIS
    - More customisable / not dependent on external server
    - Risk of them becoming out-dated

ONLINE POLICY MAPPING

- User needs analysis
  - User friendly interface
    - Simple navigation
    - Interactive
    - Search feature
    - Print
  - Free
  - Ability to overlay multiple maps
  - Customisable
    - Generate own maps based on remote data
    - Generate own maps based on local data

ONLINE POLICY MAPPING

www.mapforwales.co.uk

- Health warnings
  - Still in development stage
  - Buggy
  - Majority of map data not uploaded yet

PLATFORM FOR COORDINATION

POLICY PAPERS

POLICY PAPERS

POLICY PAPERS

THEMATIC AREA

PLATFORM FOR COORDINATION

EXTERNAL MAPS

EXTERNAL MAPS

EXTERNAL MAPS

EXTERNAL MAPS

EXTERNAL MAPS

PLATFORM FOR COORDINATION

- Different audiences
  - Not necessarily targeted at planners, but rather those who engage with planning
  - A platform for looking more strategically
    - More than your patch
  - Consensus building and engagement
  - Linking new information to existing data and policies

REGIONAL PLANNING DATA

Percentage of
population over
65
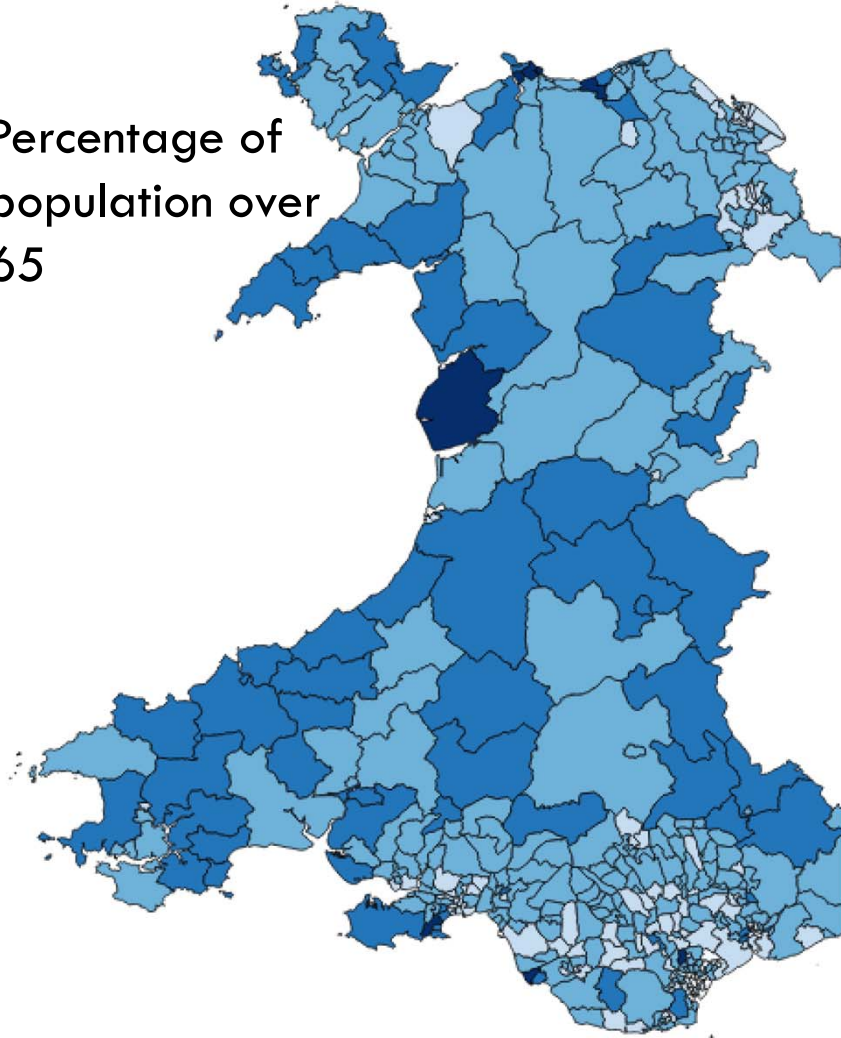
Average house
price
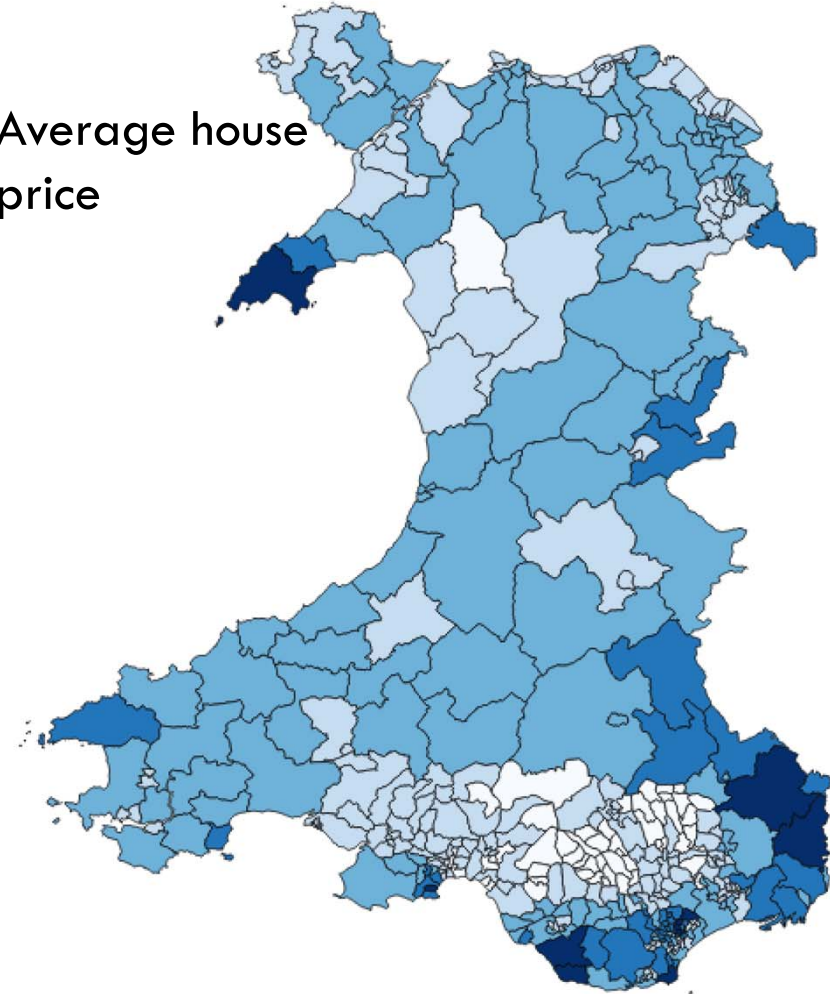
REGIONAL PLANNING DATA

GVA per head
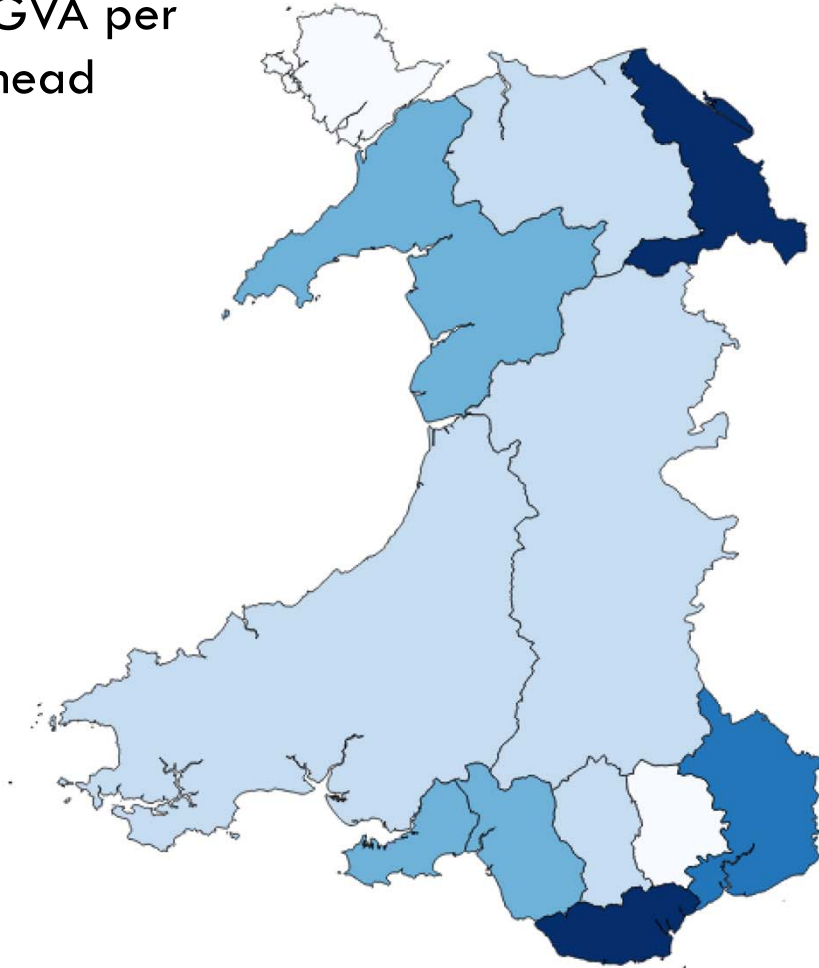
Nearest A&E hospital
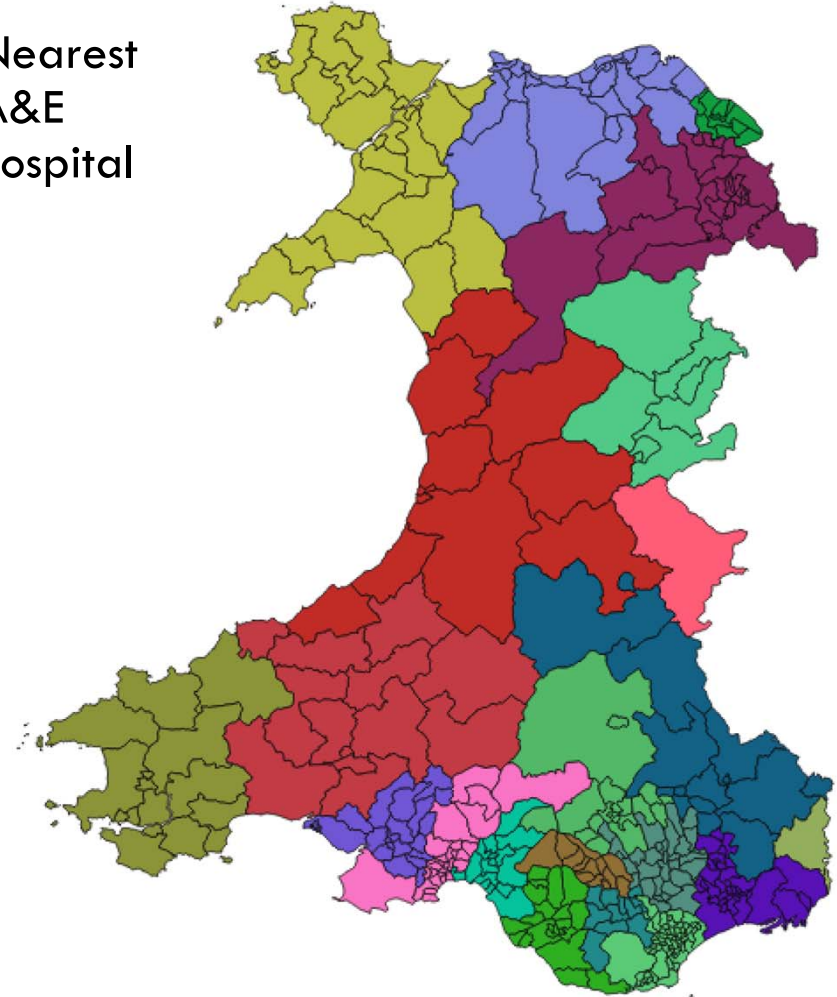
REGIONAL PLANNING DATA

Commuting
cluster
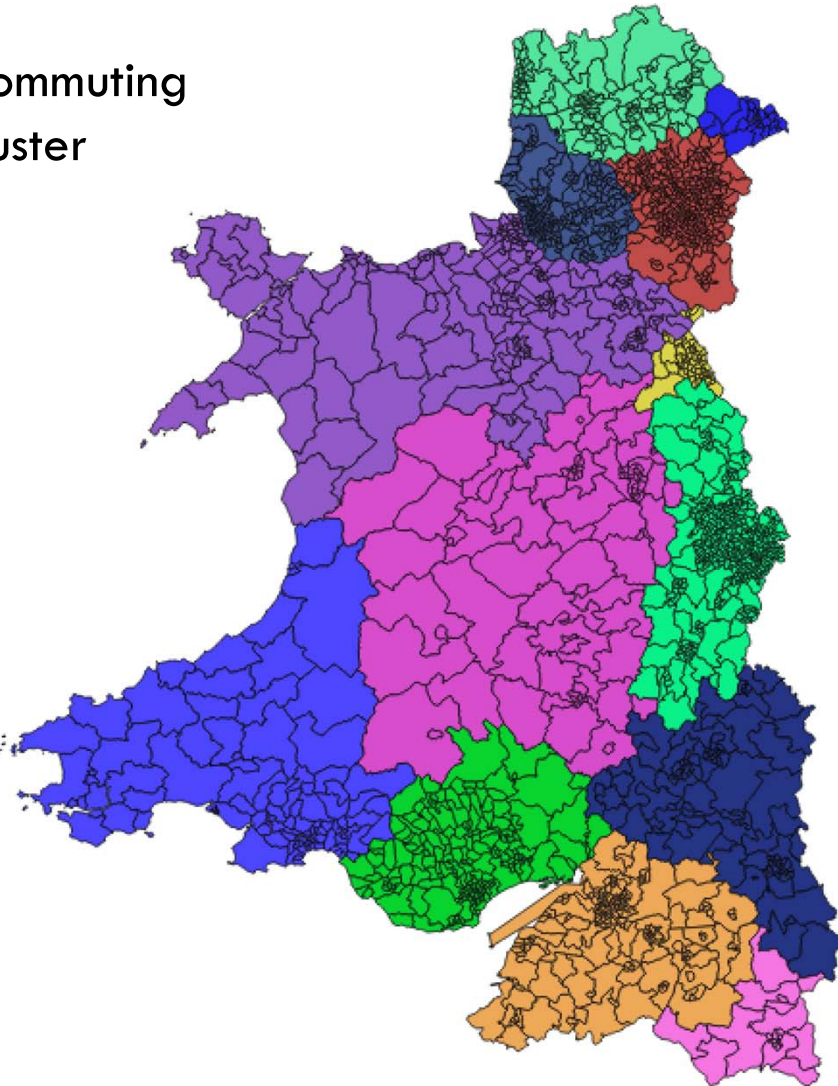
Migration
cluster
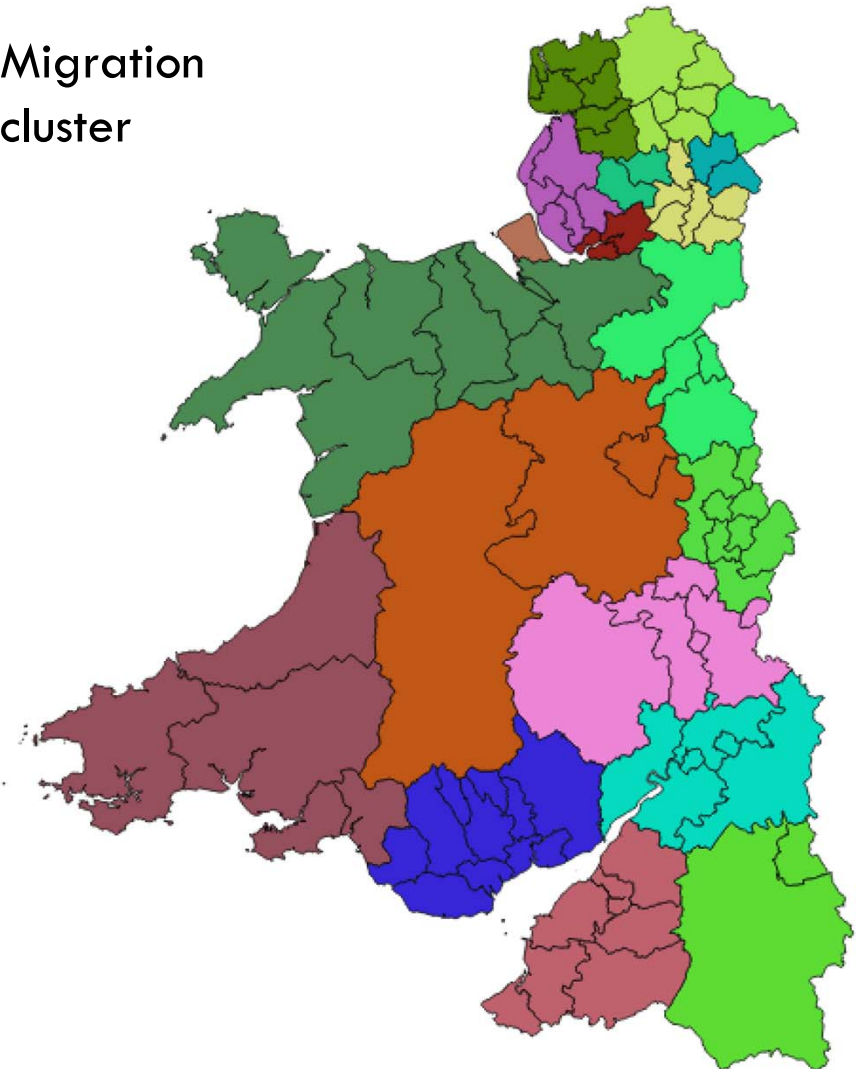
REGIONAL PLANNING DATA
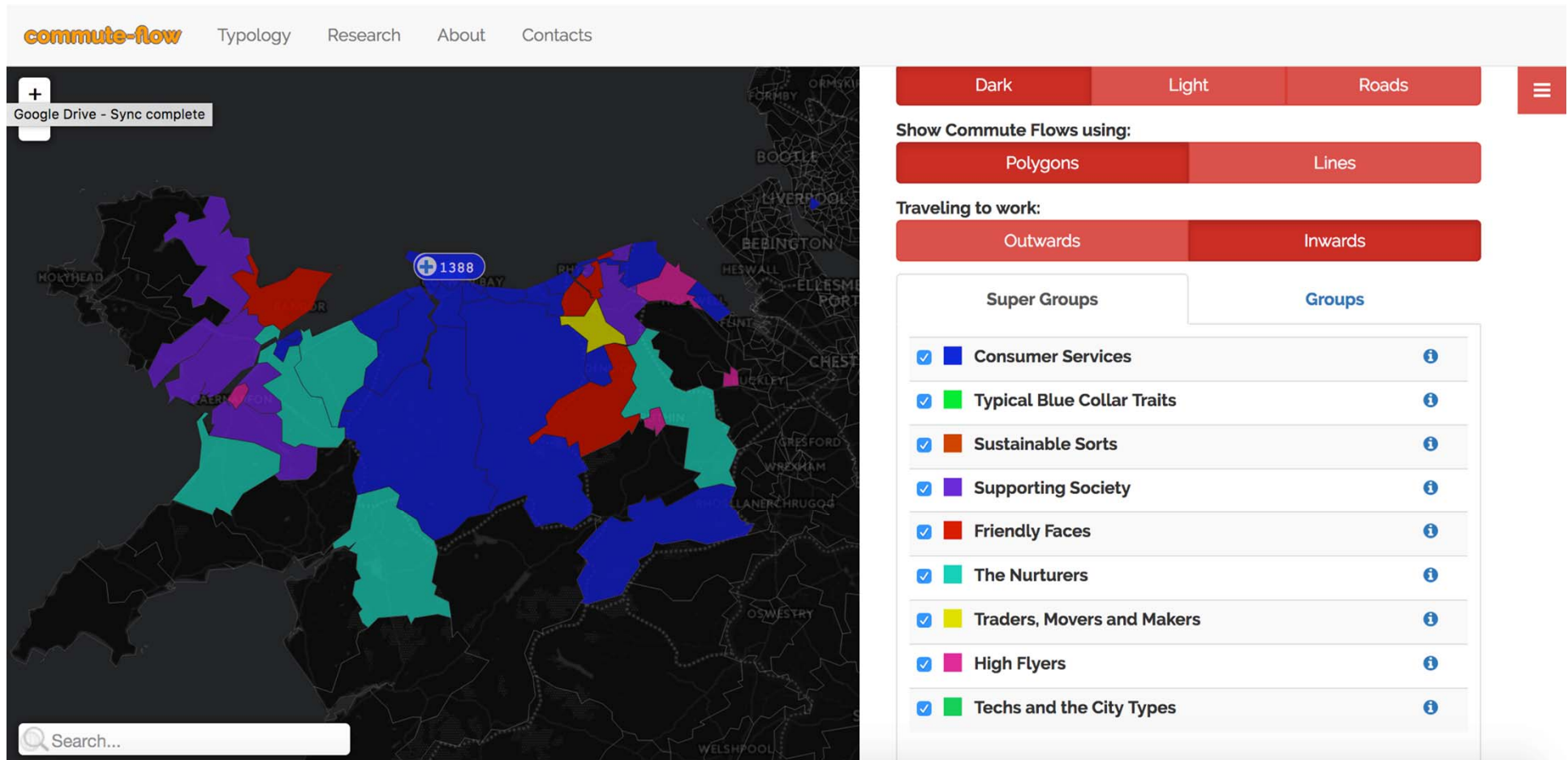
www.commute-flow.net

REGIONAL PLANNING DATA
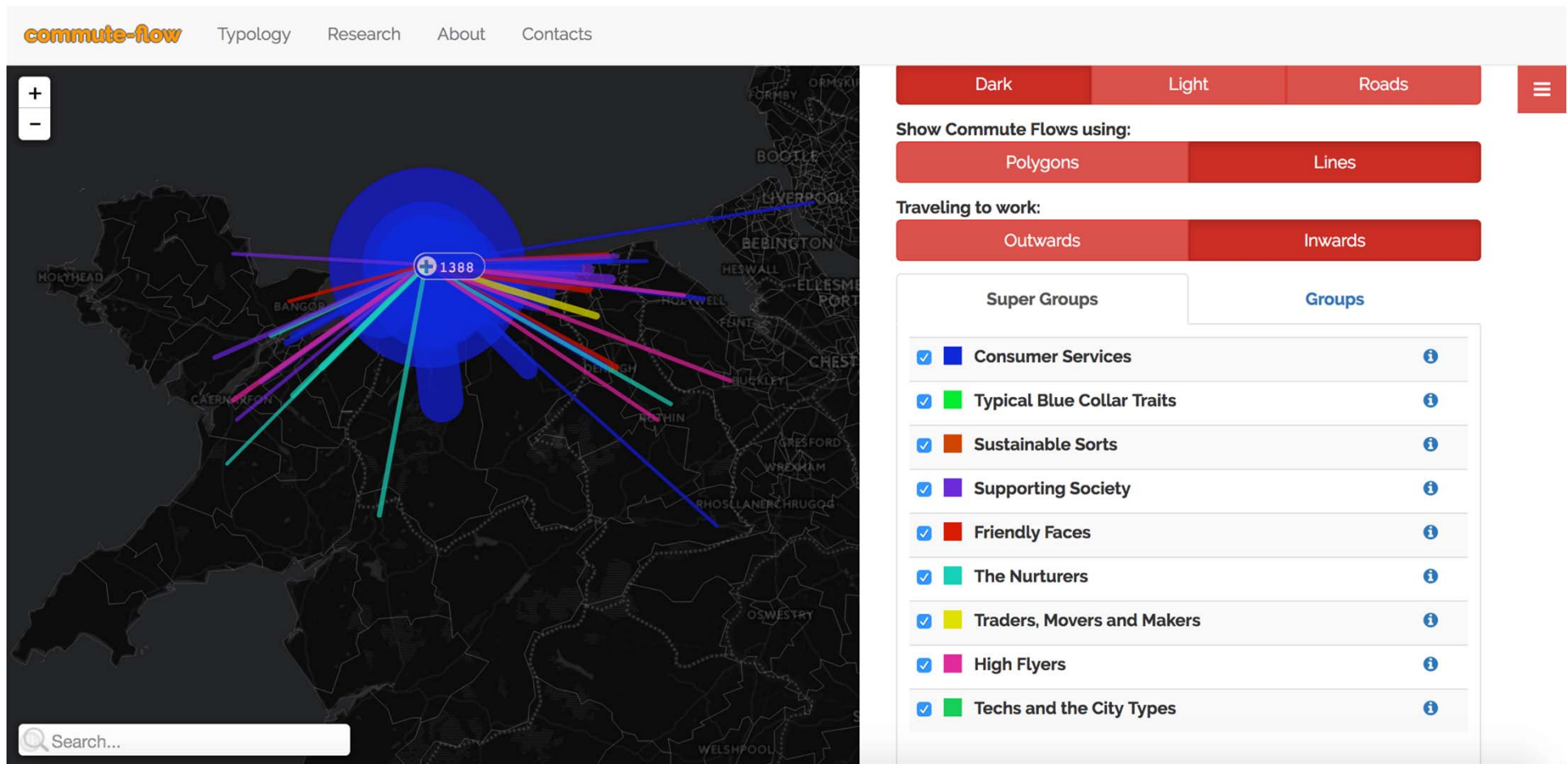
□ www.commute-flow.net

REGIONAL PLANNING DATA
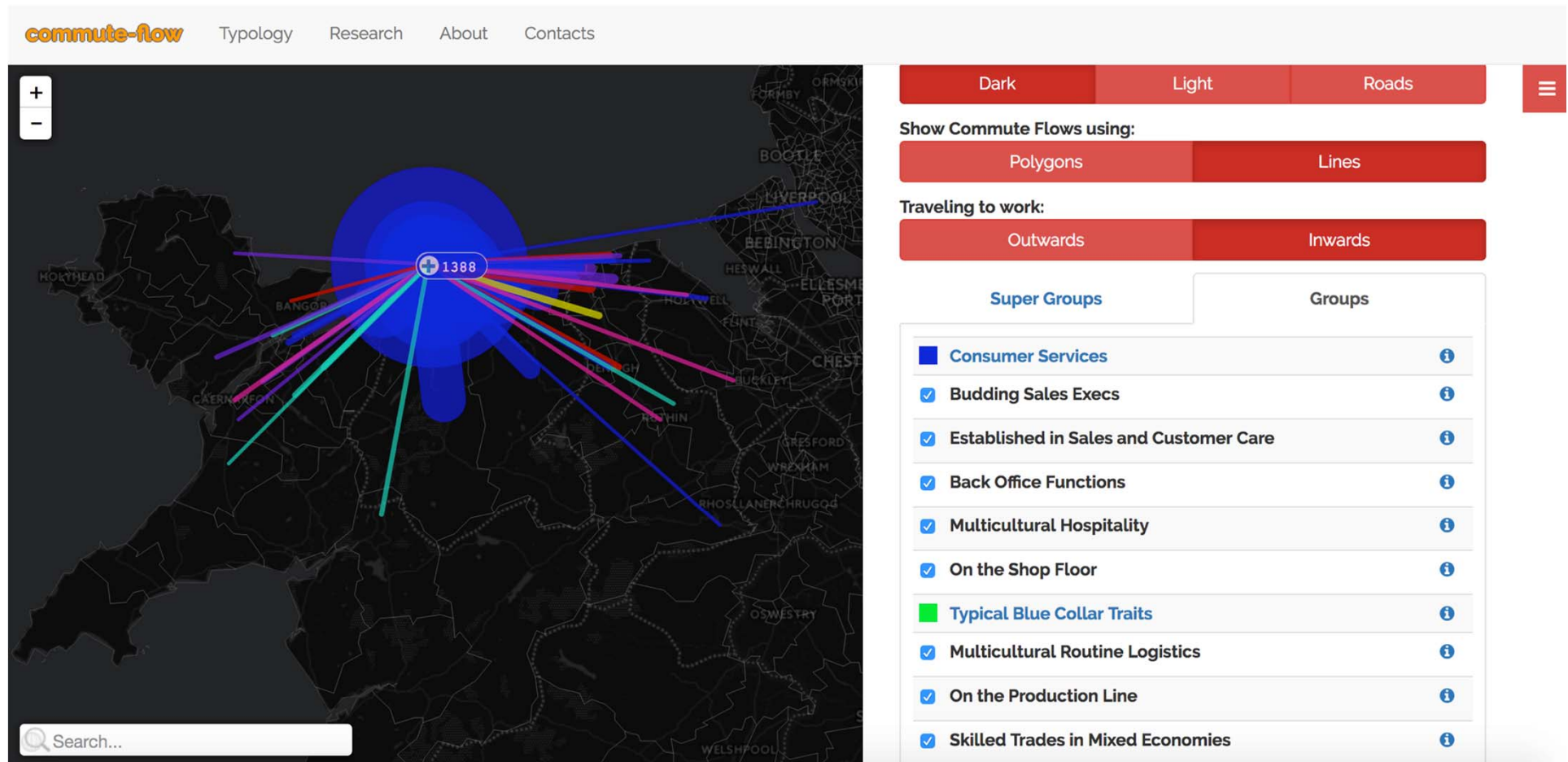
☐ www.commute-flow.net

CITY-REGION EVIDENCE BASE
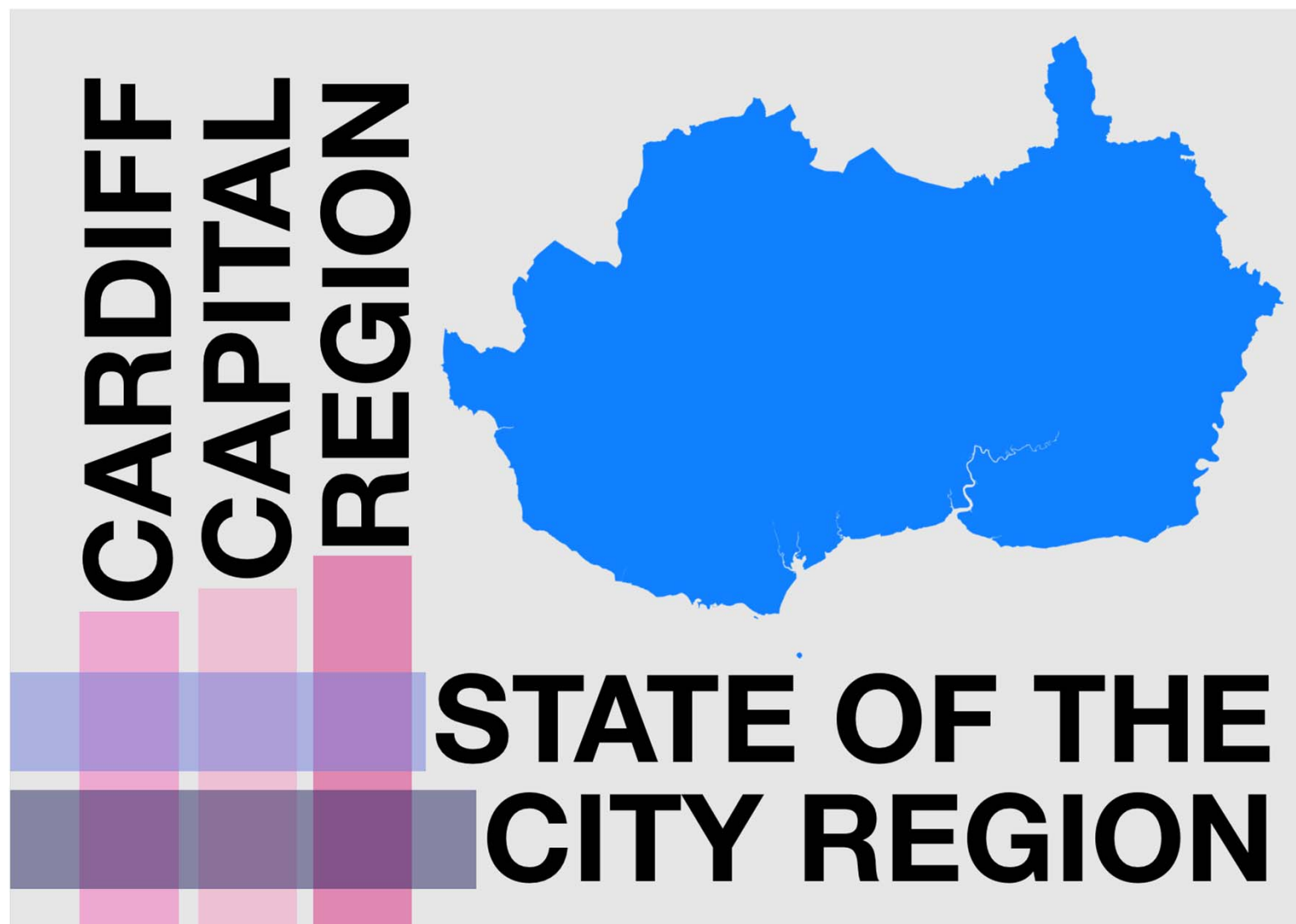
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Figure 8: City region migration profile

West Midlands

Greater Manchester

West Yorkshire

Sheffield

Bristol

Edinburgh

North East

Liverpool

Glasgow

Cardiff

0   7500   15000   22500   30000

■ Immigration   ■ Emigration   👤 Net Migration
(1=1,000 people)
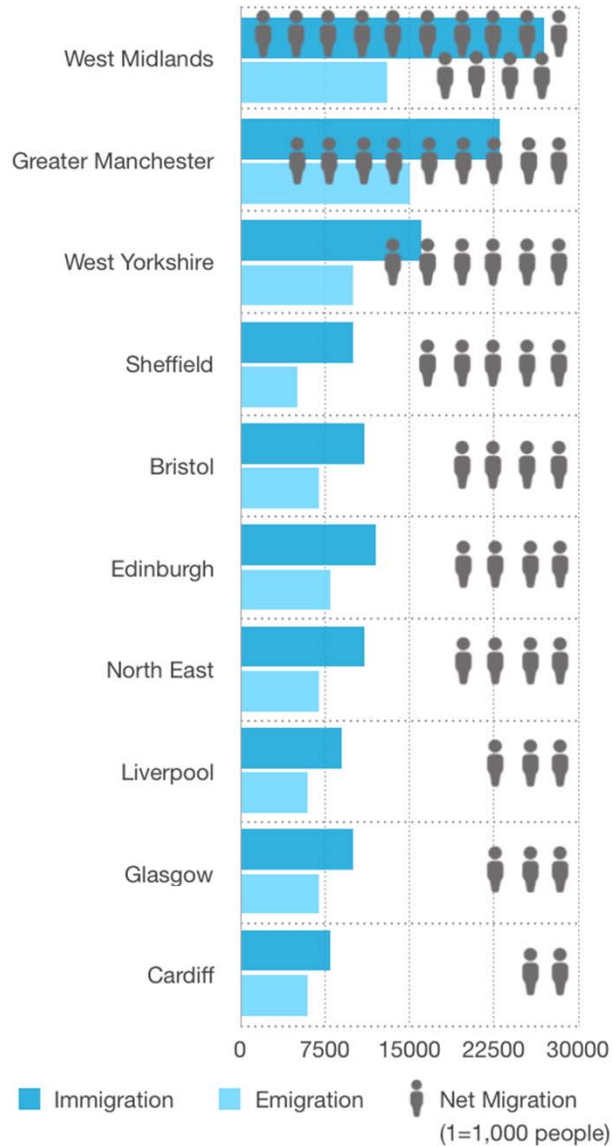
Figure 9: City region population growth

City region	Population mid-2011	Population mid-2015	Growth	% growth
Greater London	8,204,000	8,674,000	469,000	5.7%
Bristol	1,070,000	1,119,000	49,000	4.5%
West Midlands	2,740,000	2,834,000	94,000	3.4%
Greater Manchester	2,685,000	2,756,000	71,000	2.6%
Edinburgh	1,316,000	1,350,000	34,000	2.6%
West Yorkshire	2,227,000	2,282,000	54,000	2.4%
Sheffield	1,344,000	1,375,000	31,000	2.3%
Cardiff	1,482,000	1,505,000	24,000	1.6%
North East	1,933,000	1,957,000	24,000	1.2%
Liverpool	1,506,000	1,525,000	18,000	1.2%
Glasgow	1,787,000	1,804,000	17,000	1.0%
City regions	26,295,000	27,180,000	885,000	3.4%
City regions not London	18,091,000	18,506,000	415,000	2.3%
Rest of the UK	36,990,000	37,930,000	940,000	2.5%
UK	63,285,000	65,110,000	1,825,000	2.9%

*Note: Numbers may not add up due to rounding

- The Cardiff Capital Region exhibits low levels of migration compared to other city regions in the UK.
- Over the past four years the city region's population has grown by 24,000 people. However at 1.6% this is much lower than many other city regions, with only the North-East, Liverpool, and Glasgow being comparatively lower.
- While the region has a high level of young people, this can be partly attributed to the number of universities in the city region.

Figure 10: Cardiff Capital Region population pyramid by age (2015)

Male   Female

90+

75

50

25

0

0   6000   12000
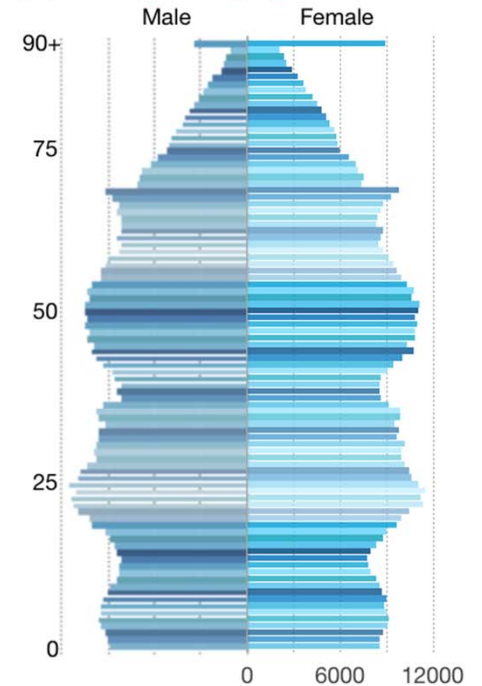
Figure 18: Change in GVA per Hour Index - Smoothed (UK=100) (numbers may not add due to rounding)

+10.3
2014: 92.0
CENTRAL VALLEYS
2004: 81.7

+1.8
2014: 88.1
CARDIFF CAPITAL REGION
2004: 86.2

+1.5
2014: 85.6
BRIDGEND + NEATH PORT TALBOT
2004: 84.0

+0.7
2014: 88.9
CARDIFF + VALE OF GLAMORGAN
2004: 88.2

+0.2
2014: 83.8
GWENT VALLEYS
2004: 83.7

-1.3
2014: 88.4
MONMOUTHSHIRE + NEWPORT
2004: 89.7
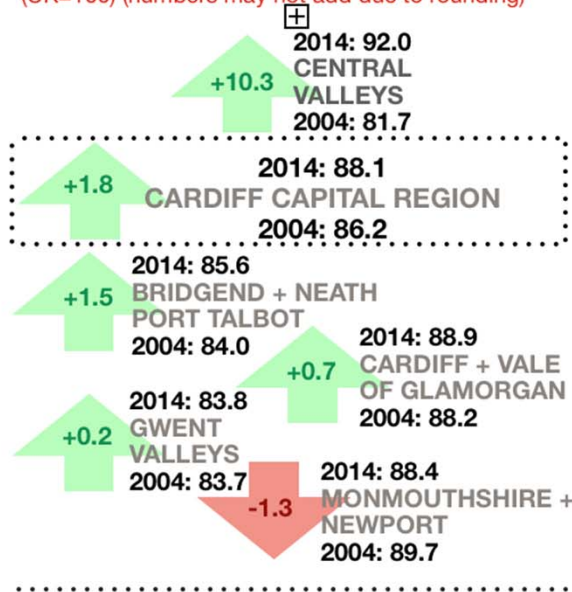
Figure 19: GVA per Job Filled - Smoothed (UK=100) (numbers may not add due to rounding)

+6.5
2014: 88.8
CENTRAL VALLEYS
2004: 82.3

+0.5
2014: 83.8
BRIDGEND + NEATH PORT TALBOT
2004: 83.3

-1.0
2014: 79.7
GWENT VALLEYS
2004: 80.8

-1.3
2014: 88.4
MONMOUTHSHIRE + NEWPORT
2004: 89.7

-1.5
2014: 84.9
CARDIFF CAPITAL REGION
2004: 86.4

-4.3
2014: 85.8
CARDIFF + VALE OF GLAMORGAN
2004: 90.1
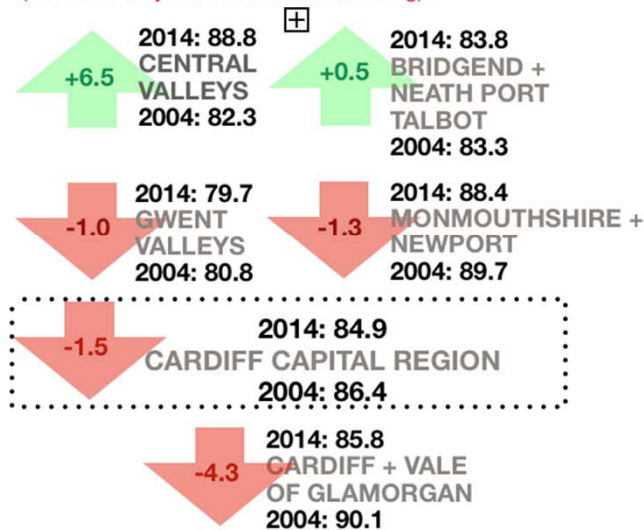
- The gross value added (GVA) per hour index shows a slight rise for the Cardiff Capital Region as a whole between 2004 and 2014. The Central Valleys area witnessed the strongest increase (81.7 to 92.0) while the greatest decline was in Monmouthshire and Newport (89.7 to 88.4).
- In terms of GVA per job filled there has been an overall decline in the index for the city region of 1.5 between 2004 and 2014. Within the Cardiff Capital Region, Cardiff and the Vale of Glamorgan saw the greatest decline (90.1 to 85.8).
- Productivity - measured by GVA by industry - has improved across most sectors between 2009 and 2014. Productivity has fallen in the information and communication, and financial and insurance activities.

Figure 20: Gross Value Added (Income Approach) by SIC07 industry at current basic prices for Cardiff Capital Region (2009-2014)
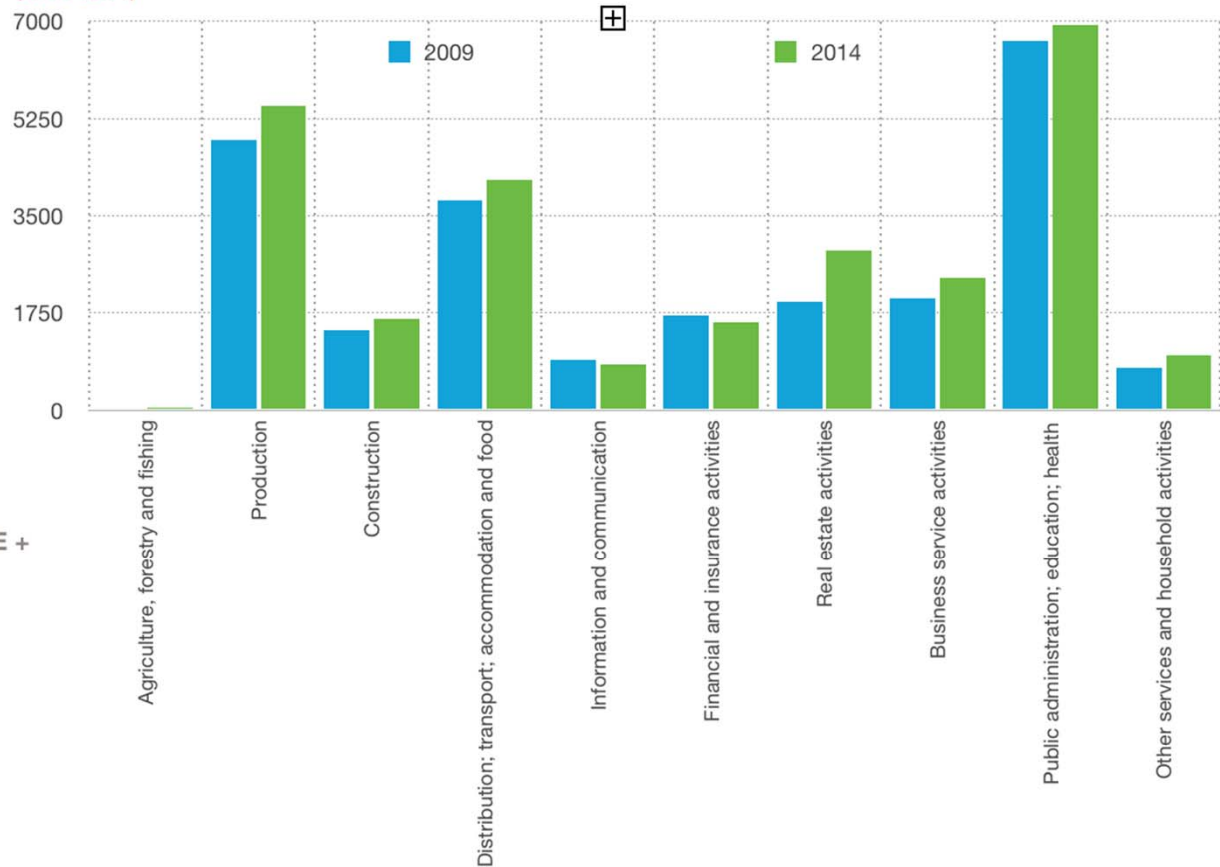
- Between 2004 and 2015 the unemployment rate throughout the city region has generally increased, particularly in Bridgend (+3.4) and Blaenau Gwent (+2.3). A decline was however seen in The Vale of Glamorgan (-1.0).
- The unemployment rate across the authorities of the city region was highly variable in 2015, from a low of 3.3% in Monmouthshire to a high of 9.5% in Blaenau Gwent.
- Those claiming job seekers allowance and universal credit were largely concentrated in the more urban parts of the Cardiff Capital Region authorities.

Figure 22: Unemployment rate (Jan 2015)

Figure 21: Percentage point change in unemployment rate (Jan 2004-Dec 2004 to Jan 2015-Jan 2015)
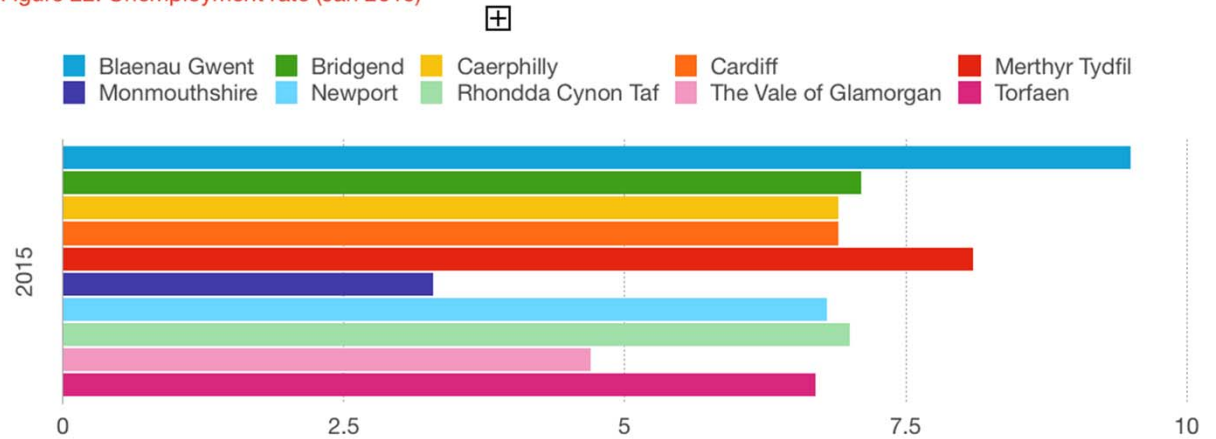
Figure 23: Claimant count (JSA and universal credit) (Jan 2015)
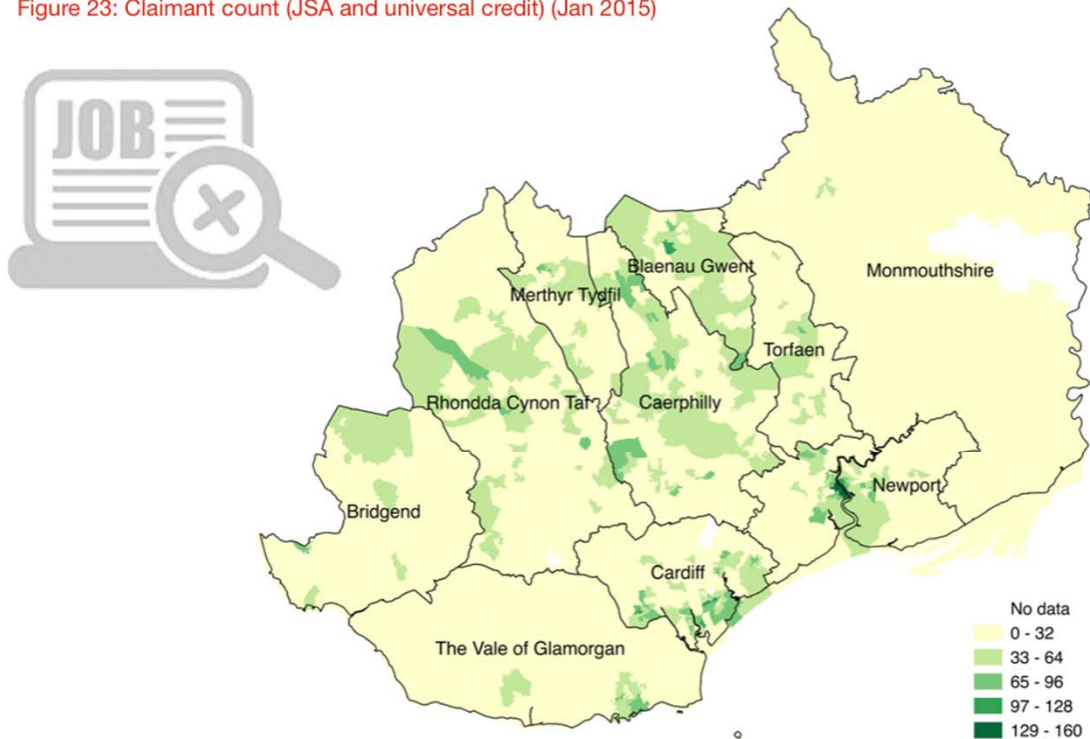
Figure 31: Percentage point change in all persons employed in the private sector (Jan 2004-Dec 2004 to Jan 2015-Jan 2015)

Percentage Point Change

- Blaenau Gwent
- Bridgend
- Caerphilly
- Cardiff
- Merthyr Tydfil
- Monmouthshire
- Newport
- Rhondda Cynon Taf
- The Vale of Glamorgan
- Torfaen
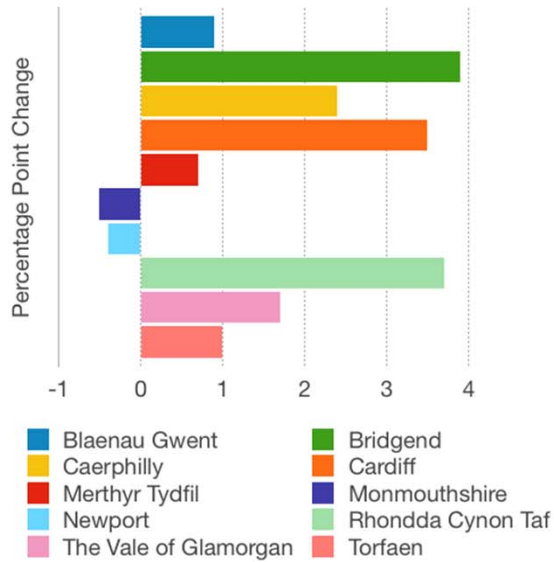
• Private sector employment has increased between 2004 and 2015 in the majority of authorities within the city region, growing the most in Bridgend (+3.9%) and Rhondda Cynon Taf (+3.7%).

• There has been a net rise in public sector jobs over the same period of 0.5% and 0.4% in Monmouthshire and Newport.

• The likelihood of company failure, as measured by QuiScore, highlights geographic variation in company health across the city region.

• New enterprises increased between 2009 and 2015 in all local authorities while most saw declines in the number of enterprises that failed, apart from Merthyr Tydfil and Blaenau Gwent.

• The value of outstanding small-medium enterprise loans was largely concentrated within the coastal local authorities of the city region.

Figure 32: Average QuiScore for companies with headquarters in the Cardiff Capital Region by postcode (2015)
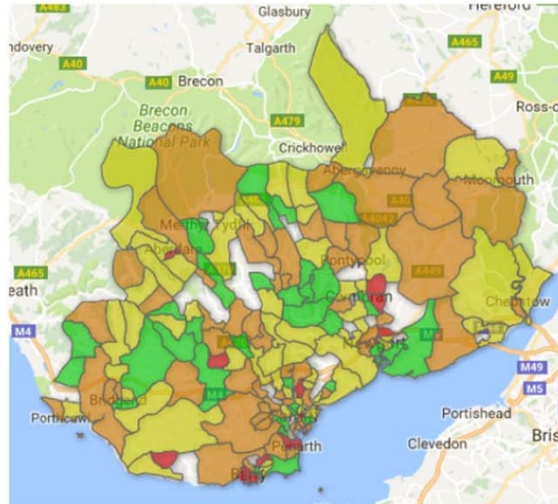
Figure 34: Value of SME lending outstanding at end-June 2013, by postcode

£ Over £1.5 trillion in outstanding SME loans in the Cardiff Capital Region

Figure 33: Percentage change in count of births and deaths of enterprises (2009-2015)

Enterprise Births   Enterprise Deaths

No Data
£0 - £5,000,000
£5,000,001 - £9,000,000
£9,000,001 - £12,000,000
£12,000,001 - £15,000,000
£15,000,001+

- Only three unitary authorities exceed the Cardiff Capital Region's median hourly gross pay of full time workers of £12.30/hr based on workplace.
- Comparing workplace wages and resident wages, Monmouthshire and The Vale of Glamorgan have particularly high differences, with residential annual gross wages for full time workers being £6,785 and £3,354 higher, respectively, than for those that work there.
- 130,000 employee jobs in the city region were paid below the Living Wage in 2015.
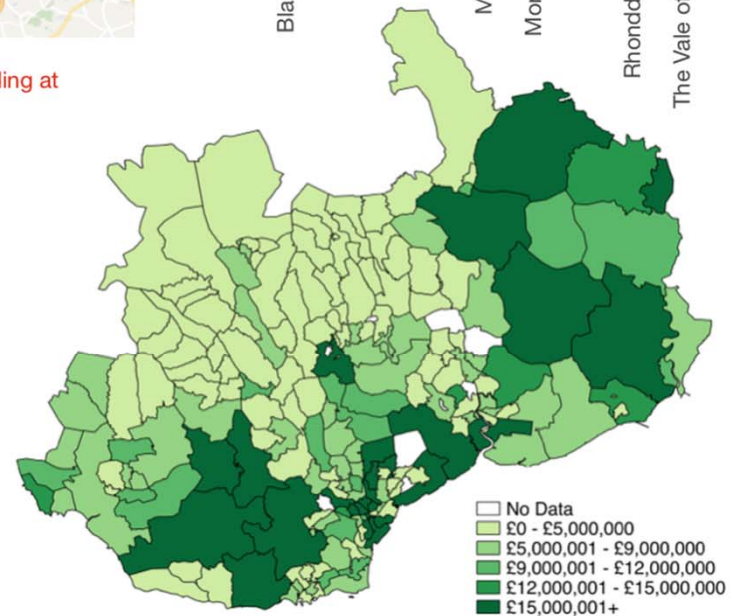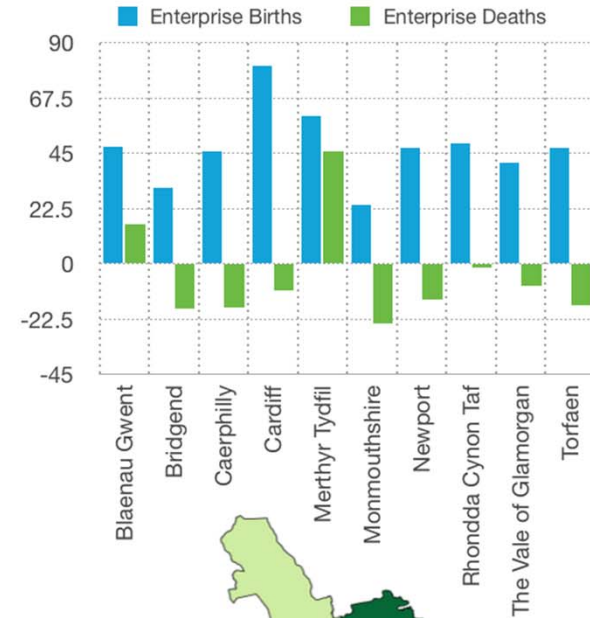- Between 2008 and 2015, Blaenau Gwent saw strong wage growth for both workplace and residence pay, while The Vale of Glamorgan was the only authority to see declines.

Figure 45: Median hourly gross pay of full time workers by workplace (2015)

£13.02: Bridgend
£12.95: Cardiff
£12.38: Rhondda Cynon Taf

Cardiff Capital Region Median Wage
£12.30/hr

Caerphilly :£12.18
Torfaen: £11.71
Monmouthshire: £11.61
Newport: £11.51
The Vale of Glamorgan: £11.37
Blaenau Gwent: £10.85
Merthyr Tydfil: £10.56
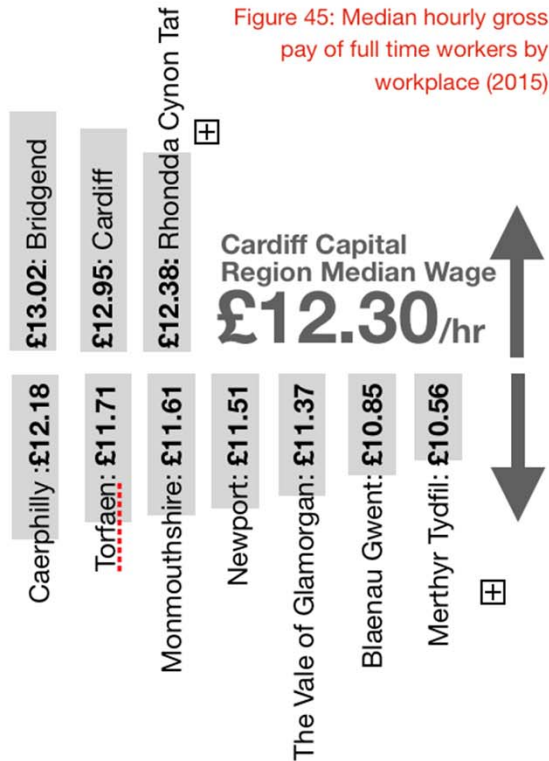
Figure 46: Median annual gross pay of full time workers by location (2015)
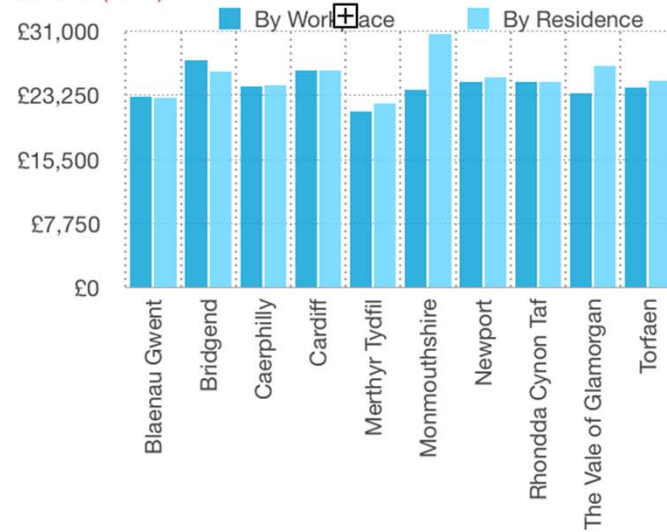
Figure 47: Employee jobs paid below the Living Wage (2015)

Unitary Authority	Number	%
Blaenau Gwent	5,000	25.3
Bridgend	11,000	20.9
Caerphilly	10,000	21.9
Cardiff	37,000	20.2
Merthyr Tydfil	6,000	26.4
Monmouthshire	10,000	26.6
Newport	17,000	25.6
Rhondda Cynon Taf	19,000	26.8
Torfaen	8,000	28.1
Vale of Glamorgan	7,000	23.3

Figure 48: Percentage change in median annual gross pay of full time workers by location (2008-2015)
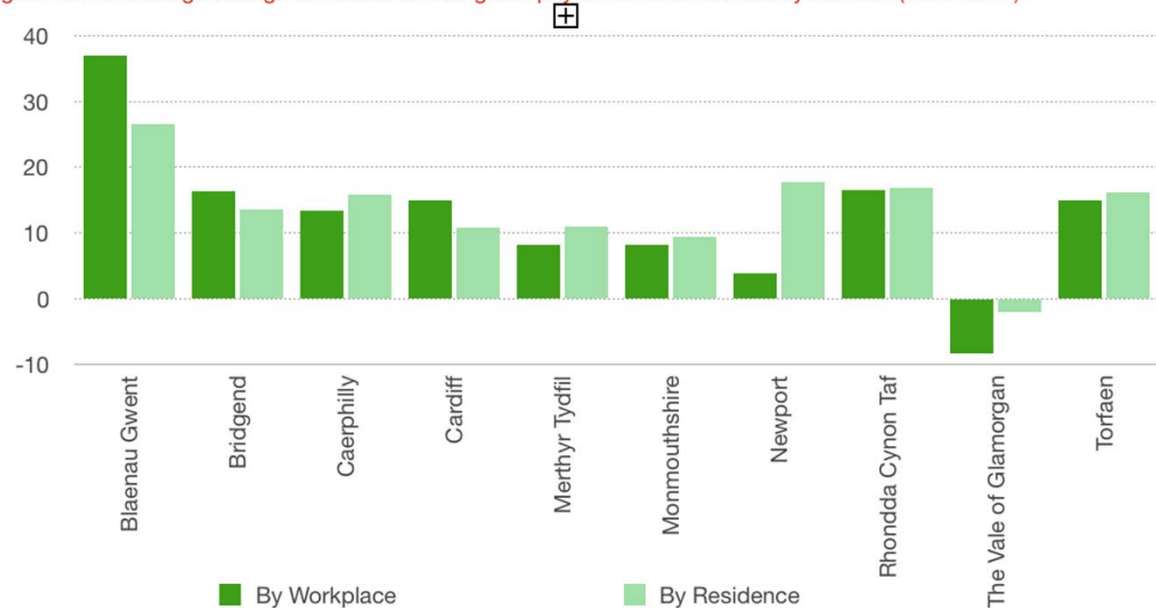
Figure 61: Estimates of personal well-being for the Cardiff Capital Region (April 2015 - March 2016)
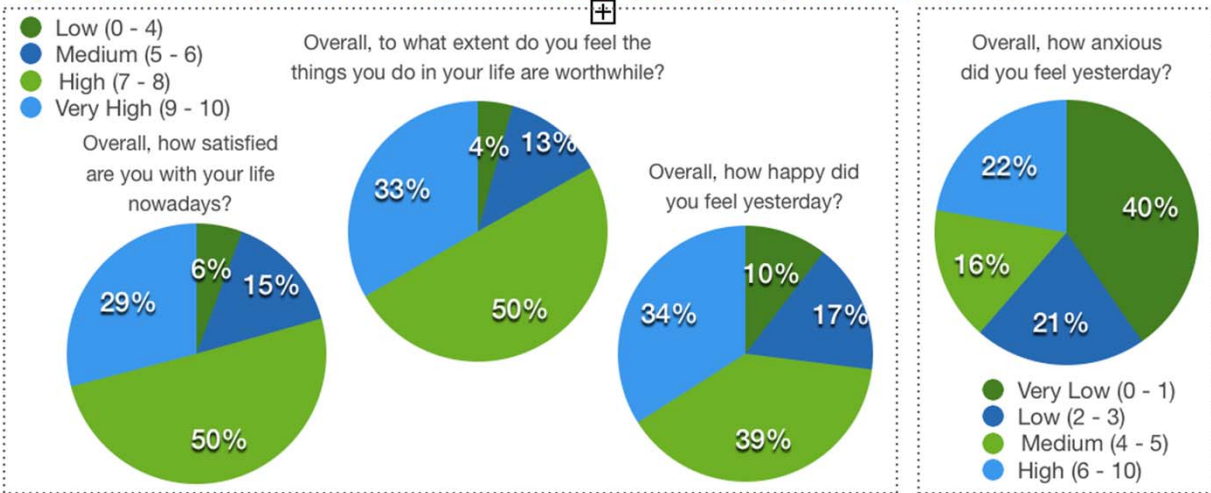
Figure 62: Rate change in LA average rating of personal well-being (2011/12 - 2015/16)
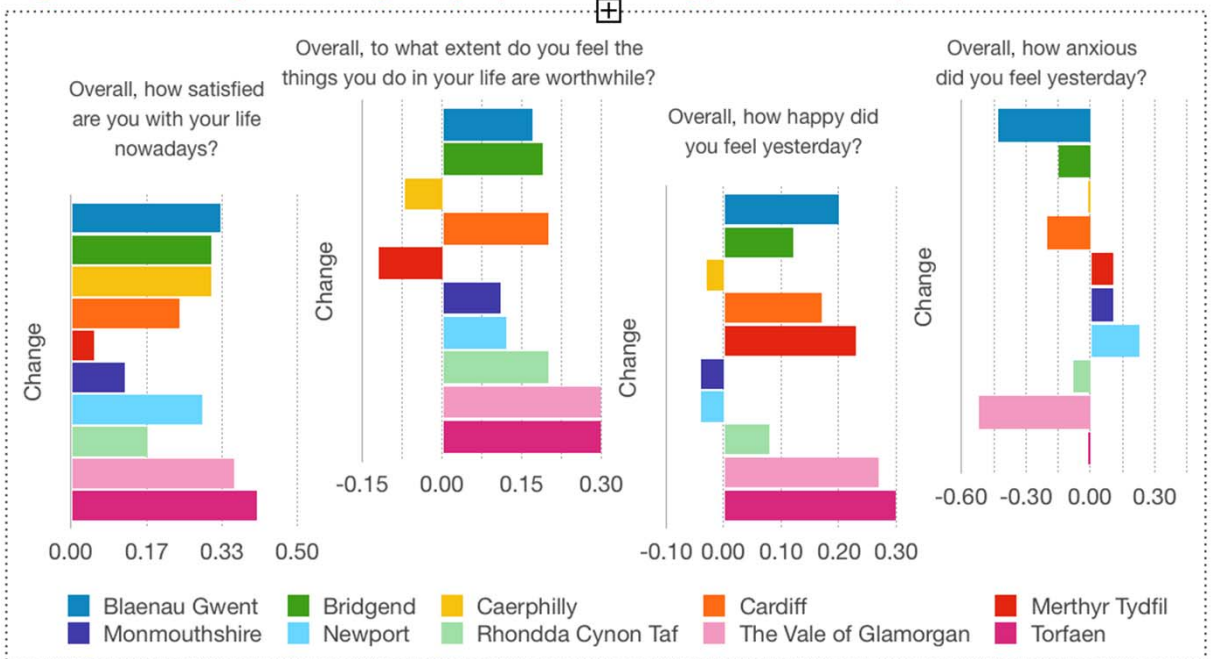
- Personal well-being levels in the Cardiff Capital Region are quite high, with 79% of people saying they had high or very high levels of satisfaction with their lives, 83% saying they had high or very high feelings that what they do is worthwhile, and 73% saying they had high or very high feelings of happiness.
- 61% of people also reported very low or low levels of anxiety.
- Since 2011/12 improvements in life satisfaction were seen in all authorities within the Cardiff Capital Region, while change on the other measures was more variable depending on the authority.

Figure 72: Transportation infrastructure

Rail Station
Rail Line
Motorways
A Roads
B Roads

Figure 73: Method of travel to work, all usual residents aged 16 to 74 (2011)

- Work mainly at or from home
- Bus, minibus or coach
- Driving a car or van
- On foot
- Underground, metro, light rail, tram
- Taxi
- Passenger in a car or van
- Other method of travel to work
- Train
- Motorcycle, scooter or moped
- Bicycle
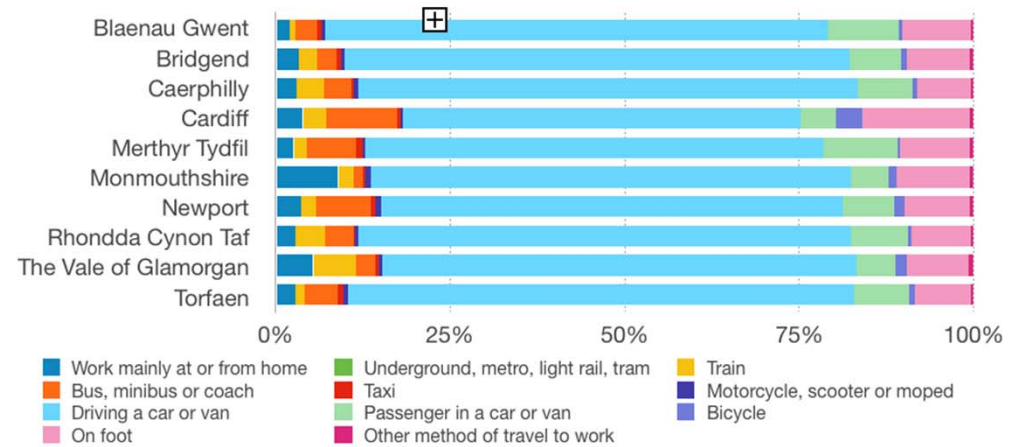
Figure 74: 20 busiest stations in Wales by station entries/exits (2014-2015)

**Cardiff Capital Region station

2014-15 Entries & Exits

- Rail usage has increased in all authorities from 2002/03 and 2012/13, with the largest increase being accounted for by the re-opening of the Ebbw Vale line in 2008. Bridgend also saw a strong rise in rail passenger journeys.
- Despite the increases in rail travel, the dominant mode of transport to work in the city region remains the car with over 70% of residents in half of the authorities choosing to drive to work.
- The top three busiest stations in Wales are in the Cardiff Capital Region, as well as 15 of the top 20.

Figure 75: Percentage change in rail passenger journeys (2002/03-2012/13) *Blaenau Gwent from (2007/08-2012/13)

Unitary Authority	Change
Blaenau Gwent*	1159.2%
Bridgend	139.7%
Caerphilly	51.2%
Cardiff	63.5%
Merthyr Tydfil	62.6%
Monmouthshire	59.8%
Newport	56.0%
Rhondda Cynon Taf	33.9%
Torfaen	85.7%
Vale of Glamorgan	57.8%

- Between 2005 and 2015 all ports in and around the Cardiff Capital Region, apart from Newport, saw declines in the volume of freight carried.
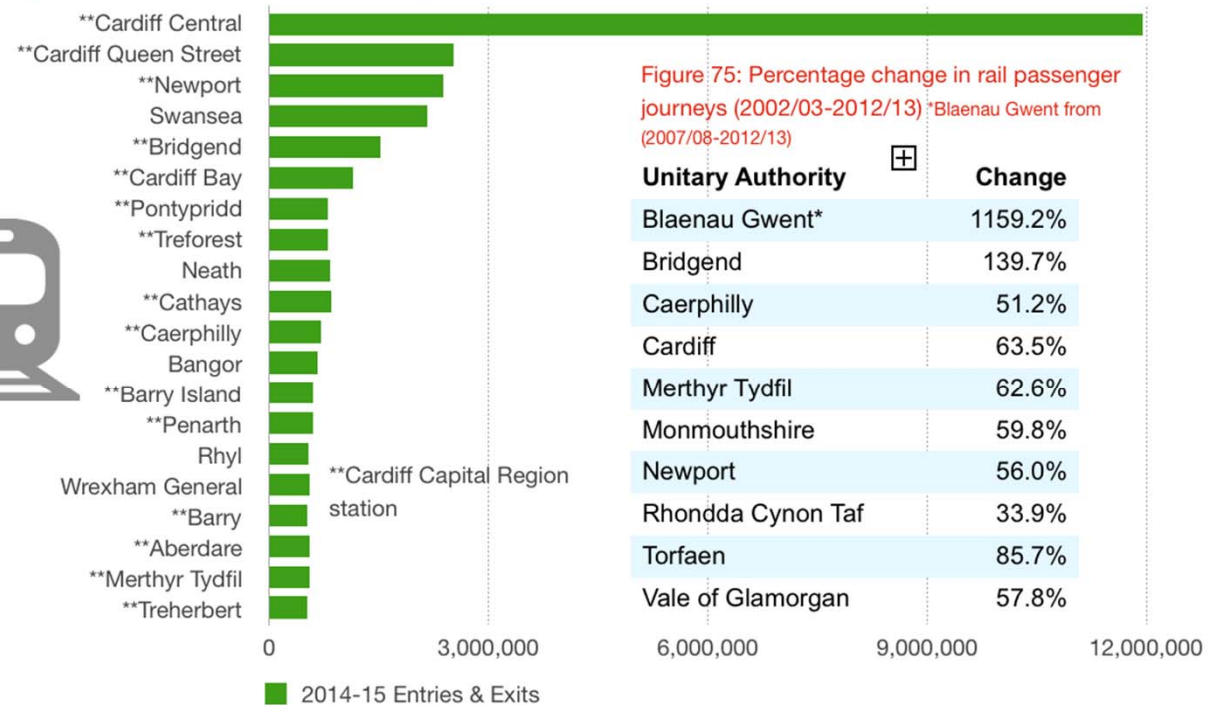- The greatest decline during this period was at Sharpness (-54%) in Gloucestershire and Neath (-53%) in Neath Port Talbot.
- Total goods lifted in Wales for domestic or international haulage also declined within Wales, with the greatest percentage declines being exports to outside the UK (-30.4%) and the greatest absolute declines being within Wales (-16,302 thousand tonnes).
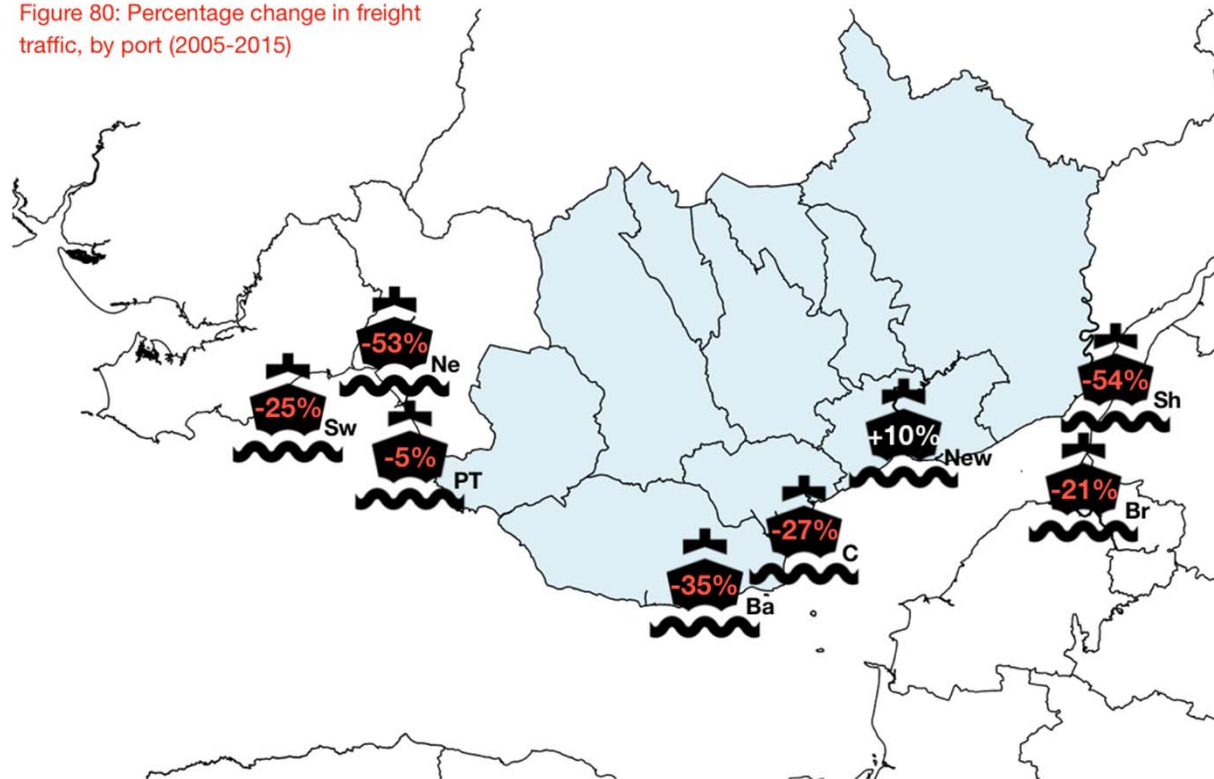
Figure 79: Change in goods lifted in Wales for domestic or international haulage, by origin and destination, in thousand tonnes (2003-2013)

Year	Within Wales	To Wales from rest of UK	From Wales to rest of UK	Imports from outside the UK	Exports to outside the UK
2003	59,201	26,458	27,908	367	570
2013	42,899	23,348	23,832	269	397
Absolute Change	-16,302	-3,110	-4,076	-98	-173
Percentage Change	-27.5	-11.8	-14.6	-26.7	-30.4

Figure 78: Change in freight traffic, by port, in thousands of tonnes (2005-2015)

Port	2005	2015	Change
Barry	318	207	-111
Bristol	11206	8877	-2329
Cardiff	2450	1791	-659
Neath	406	192	-214
Newport	959	1055	96
Port Talbot	8573	8113	-460
Sharpness	130	60	-70
Swansea	695	518	-177

Figure 80: Percentage change in freight traffic, by port (2005-2015)

THANK YOU

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