



Ministry of Housing,  
Communities &  
Local Government

# Review of Relative Needs and Resources

## Area Cost Adjustment (ACA)

**BRR Steering Group April 2019**



# Proposed structure of the Area Cost Adjustment (ACA)

## Area Cost Adjustment

**Weights** determined by **Subjective Analysis Return and Revenue Outturn** (*Slide 6*)

### 1) Labour Cost Adjustment (LCA)

Based on local wage data  
*Slide 4*

### 2) Rates Cost Adjustment (RCA)

Based on local Rateable Values  
*Slide 4*

### 3) Remoteness

Based on **journey times** to major  
cities  
*Slide 5*

## Accessibility (within LCA)

**Weights** determined by **National Travel Survey** data or service-specific  
cost modelling (*Slide 6*)

### Dispersal

Based on **journey times** to "hub"  
towns  
*Slide 5*

### Traversal

Based on **journey times** between  
households  
*Slide 5*



### The ACA does..

- Adjust for factors that affect the **costs** of delivering services for authorities (holding all else constant) including: labour, premises, and ‘remoteness’
  - The **journey times** adjustments capture additional costs that may arise due to isolation from competitive markets, as well as lower staff productivity resulting from the delivery of services to populations separated by large journey times.
- Therefore, **a higher ACA compared to similar authorities will result in a greater share of funding** (i.e. compared to authorities with similar values for each cost driver).

### The ACA does not...

- Adjust for factors that affect the **demand** or volume of services to be delivered (for example, population.)
- However, **increasing an authority’s ACA does not necessarily increase funding** since the ACA is applied both before and after running the regressions:
  - A higher ACA *compared to an alternative ACA* (e.g. the 2013/14 methodology) for the same authority does not necessarily imply a greater share of funding. This is because when the new ACA is applied, the coefficients in any expenditure based regression will change and this affects assessed need. Although this means changes to the ACA are not exactly replicated in assessments of need, our initial analysis suggests there can be a strong link between the two. Furthermore, the ACA does have a direct impact on non-EBR formulas.
  - If we did not deflate by costs first, our coefficients in the regression would be biased since expenditure would appear higher in areas with higher costs – i.e. the coefficients would pick up a cost effect as well as a volume effect. This would be a particular concern if any cost drivers were correlated with costs, since when we re-inflate by the ACA at the end, **costs may be double counted**.

### Data in the ACA

- We propose to use the **best available** evidence (the latest Subjective Analysis Return) to weight elements of the Area Cost Adjustment, however, the sources rely in part on Local Authorities’ interpretations of their spending.
- The measures proposed **meet the criteria for inclusion** we have consulted: they vary between local authorities, are independent from each other, and spending varies with journey times.
- We believe our proposed measure of remoteness is the **best available proxy** to measure access to competitive markets and scale.



	What are we measuring?	Data	Method	What factors are controlled for?	Why do we control for these?	Why don't we use local authority data?
<b>LCA</b>	Spatial variation in the going rate for similar <i>workers</i> , accounting for the effects of other factors known to affect wages.	ONS Annual Survey of Hours and Earnings (ASHE) 2015, 2016 & 2017	Mincer regression (from the human capital literature)	<ul style="list-style-type: none"> <li>• Age Sex</li> <li>• Full-time vs Part-time</li> <li>• Public vs Private sector</li> <li>• Occupation (e.g. "Chief Executive" or "Dental Therapist")</li> <li>• Industry (e.g. "Advertising" and "Youth Work")</li> </ul>	Averaging these effects out avoids us ascribing high costs to areas with a large number of workers in highly-paid occupations or industries such as finance.	We use a sample of all workers partly because outsourcing and other arrangements have made it more difficult to separate private and public sector profession, and partly to maintain incentives for LAs to exercise pay restraint - using LA paybills would compensate authorities which have chosen to pay above the local going rate.
<b>RCA</b>	Spatial variation in the going rate for similar <i>properties</i> , accounting for the effects of building characteristics known to affect valuation.	A detailed database of property valuations from the Valuation Office Agency (VOA)	Hedonic regression	<ul style="list-style-type: none"> <li>• Property Type</li> <li>• Types of Features (e.g. air conditioning)</li> <li>• Valuation adjustments (e.g. age, variations in floor level)</li> <li>• Plant and Machinery value</li> <li>• Area of property</li> <li>• Proportion of area taken up by additional features such as car parks.</li> </ul>	Averaging these effects out avoids us ascribing high costs to areas with higher quality buildings.	We use a sample of all buildings partly because outsourcing and other arrangements have made it more difficult to separate private and public sector buildings, and partly to maintain incentives for LAs to exercise pay restraint - using LA rent bills would compensate authorities which have chosen to pay above the local going rate.



## Description of journey times measures: *accessibility* and *remoteness*

Measure	Data source	Purpose
Accessibility	<b>Traversal</b> <ul style="list-style-type: none"> <li>MHCLG-commissioned journey times from <b>LSOA</b> to the closest <b>LSOA</b> in an area totalling 10,000 people.</li> </ul>	<ul style="list-style-type: none"> <li>Measures the additional cost – in terms of employee time and therefore paybill – of longer journeys between households <b>when delivering services</b> such as waste collection</li> </ul>
	<b>Dispersal</b> <ul style="list-style-type: none"> <li>DfT Journey Times from <b>Output Areas</b> to the closest “<b>hub town</b>”.</li> </ul>	<ul style="list-style-type: none"> <li>Measures the additional cost – in terms of employee time and therefore paybill – of longer journeys <b>to reach households in order to provide services</b> such as child protection visits</li> </ul>
<b>Remoteness</b>	<ul style="list-style-type: none"> <li>DfT Journey Times from <b>Output Areas</b> to <b>Major Towns and Cities</b>.</li> </ul>	<ul style="list-style-type: none"> <li>A <b>proxy</b> for separation from larger concentrations of service users, since outside of larger service markets, fewer providers can sustainably operate, reducing competition and increasing the <b>cost of procuring specialised goods and services</b> such as social care beds for local authorities. The cost of “in house” services will also be higher due to lower <b>economies of scale</b>.</li> </ul>

Geography	Description
<b>Lower Super Output Areas (LSOA)</b>	400 to 1,200 households
<b>Output Areas</b>	Average 129 households
<b>Hub Town</b>	Settlement of over 10,000 people
<b>Major Towns and Cities</b>	Areas identified by the <b>ONS as Built Up Areas</b> - contingent areas of high density development, also used by Defra to define Urban/Rural Classifications - with more than 75,000 residents



# Ministry of Housing, Communities & Local Government

## Weights are calculated using the most recent local authority expenditure and service-specific data

### Revenue Outturn (RO)

- Local Authorities record the split of their spending on each service line between “employee costs” and “running costs” in the **RO**
- Agency and other provider staff delivering e.g. social care are counted under "running costs" and need to be identified using the **SAR** (see below).
- The RCA is applied to greater proportion of “running costs”** than in the previous ACA, as under the revised methodology it reflects variation in all premises costs (including costs incurred by contractors).

### Weighting accessibility

- The default weight is calculated using the average number of **hours per year spent travelling for work** by relevant workers in the **National Transport Survey** as a proportion of all paid time.
- The weight for domiciliary **adult social care** uses travel time estimates published by the UKHCA, and the weight for **waste collection** estimates total travel time from WRAP’s ICP2 published model of waste collection costs.

Account	£ thousand			
	TOTAL ALL SERVICES	Social Care	Police services	All other services
<b>PART B: RUNNING EXPENSES</b>				
15 Repairs, Alterations and Maintenance of Buildings	1,302,851	71,723	113,203	1,115,925
19 Energy Costs - Electricity, Gas and Other	855,237	35,461	89,594	730,182
22 Water	722,852	48,871	71,281	602,699
23 Rates	972,872	25,152	61,759	786,061
24 Water Services	144,244	7,977	7,713	128,554
24a Water & Sewerage	17,224	10,894	114	45,195
24b Wastewater & Sewerage	127,020	31,648	34,899	48,827
25 Ground Maintenance Costs	395,725	5,837	562	389,326
27 Planning Expenses	125,472	4,951	8,223	112,298
28 Other Premises Related Expenditure	627,110	187,733	2,247	437,130
29 TOTAL PREMISES EXPENSES (Total of lines 15 to 28)	5,647,196	269,844	498,428	4,878,924
32 Other Transport Costs - Vehicle Running Costs, Repair & Maintenance	891,238	33,350	127,281	402,913
32a Contract Hire and Operating Leases	889,337	32,220	124,241	732,876
32b Car Maintenance & Traveling Expenses	241,344	37,820	25,237	178,287
34 Public Transport Allowance for Traveling Expenses	203,516	44,330	3,889	155,297
35 Transport Insurance	73,033	2,153	21,594	49,286
37 Other Transport Related Expenditure	374,256	42,468	18,915	212,873
37 TOTAL TRANSPORT EXPENSES (Total of lines 32 to 36)	2,647,705	200,437	184,217	1,818,866
38 Equipment, Furniture & Materials	1,524,733	177,852	14,809	1,332,072
39 Learning	795,242	79,489	8,827	686,926
42 Cleaning, Uniforms & Laundry	126,247	4,545	46,889	75,413
43 Printing, Stationery and General Office Expenses	481,285	24,547	22,204	434,534
42 Communications and Computing - Postage, Telephone, Computer Costs and Other	1,033,213	124,510	101,221	777,482
46 Subsidies and Conference Expenses	148,574	13,561	2,160	132,853
47 Subsidies	422,518	86,223	1,933	334,362
48 Insurance	237,553	7,947	42,121	227,511
49 Schools ICT Learning Resources	544,530	33,630	1	510,899
51 Exam Fees	146,127	125	2	145,900
52 Other	62,700	4,442	1	58,257
52 Other Supplies and Services Expenditure	10,959,660	2,132,223	421,259	8,396,178
53 TOTAL SUPPLIES & SERVICES EXPENDITURE (Total of lines 38 to 52)	16,794,411	2,687,642	1,048,448	13,058,321
54 Joint Authorities and Other Local Authorities	4,125,203	1,827,835	185,972	2,111,396
55 Payments to Voluntary Bodies	4,462,226	3,889,905	33,307	538,914
56 Private Contractors and Other Agencies - Professional Services	1,822,333	523,720	3,746	1,294,867
57 Private Contractors and Other Agencies - Agency Staff	16,827,271	18,212,214	168,823	1,446,234
58 Private Contractors and Other Agencies - Other	775,459	194,715	5,423	575,321
59 Internal Trading Organisations	22,827,951	19,852,773	158,849	2,816,329
60 TOTAL THIRD PARTY PAYMENTS (Total of lines 54 to 59)	52,111,183	1,467,219	294,262	50,349,702
61 Other Transfer Payments (Donations)	3,231,182	1,052,222	1	2,178,959
62 Expenses of Management and Support Services	3,033,334	1,052,222	1	1,981,111
63 TOTAL PART B (Total of lines 29, 37, 33, 60, 61 & 62)	68,858,819	23,489,210	2,346,147	42,819,244

### Subjective Analysis Return (SAR)

- The **SAR** collates authorities’ break down of running costs into categories for “Social Care”, “Police”, and “All other services” and assigns categories to components of the ACA:
  - “Repairs, Alterations and Maintenance of Buildings” will vary with the RCA
  - “Agency Staff” will vary with local labour costs i.e. the LCA,
  - “Equipment, Furniture & Materials” will reflect local market size and therefore Remoteness
  - “Energy costs” are unlikely to vary between LAs given regulation and the scale of suppliers
- MHCLG will publish a technical paper later this year that will outline the approach to weights using SAR in more detail.