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Head of Legal and Democratic Services
Pennaeth Gwasanaethau Cyfreithiol a Democraataidd



To: Cllr Matt Wright (Chairman)

CS/NG

Councillors: Haydn Bateman, Derek Butler,
Peter Curtis, Chris Dolphin, David Evans,
Veronica Gay, Cindy Hinds, Dennis Hutchinson,
Joe Johnson, Colin Legg, Nancy Matthews,
Ann Minshull, Paul Shotton and Carolyn Thomas

15 November 2012

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Dear Sir / Madam

A meeting of the **ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE** will be held in the **DELYN COMMITTEE ROOM, COUNTY HALL, MOLD CH7 6NA** on **WEDNESDAY, 21ST NOVEMBER, 2012** at **10.00 AM** to consider the following items.

Yours faithfully

Democracy & Governance Manager

A G E N D A

- 1 **APOLOGIES**
- 2 **DECLARATIONS OF INTEREST (INCLUDING WHIPPING DECLARATIONS)**
- 3 **MINUTES** (Pages 1 - 10)
To confirm as a correct record the minutes of the meeting held on the 17 October, 2012.
- 4 **SPEED LIMIT REVIEW** (Pages 11 - 20)
Report of Director of Environment -

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The Council welcomes correspondence in Welsh or English
Mae'r Cyngor yn croesawau gohebiaeth yn y Cymraeg neu'r Saesneg

5 **FORWARD WORK PROGRAMME** (Pages 21 - 28)

Report of Member Engagement Manager -

**LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985 - TO
CONSIDER THE EXCLUSION OF THE PRESS AND PUBLIC**

The following item is considered to be exempt by virtue of Paragraph(s) 14 of Part 1 of Schedule 12A of the Local Government Act 1972 (as amended).

Information contained within the report relating to how the contract has been priced is commercially sensitive and it is not in the public interest to disclose it at this time.

6 **NORTH EAST WALES FOOD WASTE TREATMENT PROJECT** (Pages 29 - 34)

Report of Director of Environment -

ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE **17 OCTOBER, 2012**

Minutes of the meeting of the Environment Overview & Scrutiny Committee of Flintshire County Council, held at County Hall, Mold on 17 October 2012.

PRESENT: Councillor M.G. Wright (Chairman)

Councillors: G.H. Bateman, D. Butler, P.J. Curtis, C.J. Dolphin, D. Evans, V. Gay, C. Hinds, H. D. Hutchinson, N.M. Matthews, P. Shotton and C.A. Thomas

SUBSTITUTE: Councillor I. Dunbar for A. Minshull

ALSO PRESENT:

Councillor G. Hardcastle, Acting Waste Manager, Acting Waste Strategy and Recycling Team Leader.

APOLOGIES: Councillor J. Johnson, Cabinet Member for Regeneration, Enterprise and Leisure, Chief Regeneration Officer.

CONTRIBUTORS: Deputy Leader and Cabinet Member for Environment, Cabinet Member for Public Protection, Waste and Recycling, Director of Environment, Head of Streetscene, Economic Development Manager

IN ATTENDANCE: Interim Environment Overview and Scrutiny Facilitator and Committee Officer

28. DECLARATIONS OF INTEREST (including Whipping Declarations)

Councillor C.A. Thomas declared a personal interest in agenda item 6, due to her involvement with the Flintshire Rural Partnership and Cadwyn Clwyd, not as a representative of County Council.

29. MINUTES

The minutes of the meeting held on 12 September, 2012 had been circulated with the agenda.

Accuracy

Councillor C.A. Thomas said that on item 26, page 6, her question about vacant posts in Environment did not include her question about the possible employment of apprentices to train as Environmental Health Officers.

Matters arising

The Chair advised members that there would be a North Wales Residual Waste Treatment Project Workshop on 28 November.

The Scrutiny Facilitator advised members that the Executive Director of Public Health Wales had provided the report regarding particulate matter standards and that she could email the report to members and also provide a hard copy in the members' library.

Councillor D. Evans said that he had not yet received a copy of the Green Infrastructure action plan for the Lower River Dee. The Director for Environment was not aware of this and said he would arrange for a copy to be forwarded. Councillor C. A. Thomas asked if she could also receive a copy.

RESOLVED:

That the minutes be approved as a correct record and signed by the Chairman, subject to the amendment noted above.

30. THE STREETSCENE SERVICE REVIEW

The Head of Streetscene introduced the report to update Members on the outcome of the review of the Streetscene service six months after its launch in March 2012.

In order to assess the progress made by the service so far, feedback and comments on the service were requested from Council Members through the Deputy Leader and Cabinet Member for Environment, members of the public through satisfaction surveys, all Streetscene Staff, Trade Unions and Town and Community Councils. The Head of Street Scene reported that 23 replies had been received from councillors with a total of 89 comments, 17 were complimentary and 29 suggested improvements to be made. A total of 6 replies were received from staff and two replies from two trade unions. In relation to the Customer survey, 50% of customers were aware of Streetscene and a third knew the phone number. Two thirds of respondents had noticed an improvement. The comments related to four main areas which fed into the following four action plans:

1. Staffing structure
2. Operational
3. Office and Depot and a series of Action Plans implemented.
4. Contact Centre

The Head of Street Scene said that the action plans would be built into future service plans. The Director of Environment then provided an update on the four main objectives of the project as follows:

Improving Customer Access to the Service

Streetscene now had one telephone number to cover the whole service. It was recognised that initially there were not sufficient contact centre staff to deal with the high volume of calls. The Director of Environment commented that changes were being made to the contact centre as the service evolved.

Raising Public Awareness of the Project

There had been a big media campaign around the launch date and lots of people now recognised Streetscene and the single number as a result of this.

Operational Changes

Operational changes had led to a more joined up service. Generic job roles had improved flexibility and enabled priorities to be met.

Office and Depot rationalisation

Previously there were five depots; there was now one operational depot at Alltami.

The Director of the Environment said that there had been enormous changes to the service in the last six months and suggested that an update be submitted at some stage in the 2013/14 Forward Work Programme.

Councillor C. A Thomas asked how the surveys had been carried out. The Director of Environment in response said that customer surveys had been undertaken at roadshows and fetes during the summer. Councillor Thomas asked about street lighting and the Director of Environment advised that the Committee's FWP had timetabled a street lighting workshop in November. She said that she expected the grass cutting policy to have been changed as a result of the grass cutting Task and Finish group in scrutiny. The Deputy Leader of the Council and Cabinet Member for Environment said that it was not within the remit of scrutiny to make policy. He explained that policies went to Cabinet for authorisation and that at the time it was not allowed to go to Cabinet. He agreed to go back to Cabinet to discuss this. Councillor Thomas said that she was impressed by the work of the Streetscene supervisor in her area and the pride in my patch initiative.

Councillor P. Shotton said that it was a good report and that if all actions were undertaken it would lead to a much improved service. With reference to 68% of residents not being aware of the existence of Streetscene, he asked if letters could be sent out to publicise it and if the Contact Centre would be moved to Alltami. The Director of Environment said that a letter had been circulated with Council Tax bills in May, but that we would look at further ways of informing the public and that the Contact Centre would be moved to Alltami.

Councillor N.M. Matthews asked if future action plans could include details of the RAG status, a timescale and officer responsible. She added that she was very happy with the work of her local Streetscene Supervisor. The Director of Environment said that all future action plans would contain RAG status, dates and Officers responsible columns.

Councillor H.D. Hutchinson said that the local supervisor in his area worked well. He voiced his concern that when grass was cut at sheltered accommodation schemes, the cuttings were not removed. The Deputy Leader of the Council said

that Housing were responsible for grass cutting at council owned sheltered accommodation and that the Head of Housing had previously researched the cost of removing grass cuttings and found the cost prohibitive. He added that the Cabinet Member for Housing was looking at a budget pressure bid for grass cutting and that it was an item on the Housing Overview and Scrutiny agenda. The Chair welcomed the news that the issue would be pursued by the Housing Overview and Scrutiny Committee.

Councillor I. Dunbar asked about the future use of the now vacant Queensferry Depot. The Director of Environment said that the Queensferry Depot had become the salt store for regional resilience stocks for the A55 and trunk roads on behalf of the Welsh Government. He added that the intention was to ultimately dispose of the depot and to have discussions with the Welsh Government to see if the site was needed as part of any road widening plans. Councillor I. Dunbar asked about which department had responsibility for litter picking on playing fields before the grass was due to be cut. The Deputy Leader said that currently, responsibility lay with various departments and that he wanted to integrate all litter picking into Streetscene.

Councillor P.J. Curtis said it was a good report and acknowledged that surveys could only give limited feedback. He asked for information about out of hour's council contacts and procedures for emergency situations such as localised flooding. A recent flooding incident in Bagillt had exposed a lack of awareness about who could coordinate assistance. The Director of Environment said that there was an out of hours service called Care Connect with supervisors on 24 hour standby. On the day of the flooding in Bagillt, there had been a problem with contacting the Care Connect Service and this was under investigation. Councillor Curtis reported that parking penalty signs had been removed from council car parks in the Holywell area. The Director of Environment asked that Councillor Curtis forward details to him about the incidents. Councillor Curtis referred to a letter received by the Town Council which stated that damaged salt bins in the area would be removed, but did not state if they would be repaired or replaced by the council. The Head of Streetscene asked Councillor Curtis to forward to him the correspondence and confirmed that damaged council owned salt bins would be replaced with new ones. He added that Town and Community Councils had the option to purchase further bins.

Councillor D. Butler said that he welcomed the changes to the service and praised the work of his local supervisor. He said that grass cutting removal should be prioritised for elderly residents in council accommodation.

Councillor D. Evans said that performance in the contact centre had improved 100% since its introduction and that staff were very helpful. He asked if Councillors could be issued with the council mobile phone number of the area supervisors. The Director of the Environment said that he would re-issue the information to Councillors.

Councillor V. Gay said that she wanted to see more detail in the Call Centre performance graphs. She asked if an Equality Impact Assessment had been carried out for the project. The Head of Streetscene said that an Equality Impact Assessment had been carried out initially and was being updated.

Councillor G.H. Bateman suggested that artificial grass could be used in sheltered accommodation schemes. He also said that he had been disappointed by the service provided by some Call Centre staff and that when he visited the Depot, he noticed there were no rooms available for private conversations. The Chair advised that if Members had any staff concerns, that the matter be raised outside of Overview and Scrutiny with the relevant officer and managers.

Councillor C. Hinds acknowledged the work of the local supervisors. She asked if emails to the contact centre were dealt with as quickly as telephone calls. The Head of Streetscene confirmed that response times were the same for emails as well as telephone calls.

Councillor C.A. Thomas proposed that point 4.03 of the proposed resolution concerning the adoption of the new Grass Cutting Policy be removed. This was seconded and approved by a show of hands.

RESOLVED:

- (a) That Members of the Committee note the comments received on the service and the progress made during the first six months since its launch and advise that further public awareness of the telephone numbers be developed;
- (b) That Members note the content of the Action Plans for the service and that deadlines and persons responsible be incorporated into the Action Plans;
- (c) That point 4.03 of the report, concerning the Grass Cutting Policy be removed from the recommendation;
- (d) That a further report be presented to the Environment Overview and Scrutiny Committee during 2013-14; and
- (e) That the Director of Environment convey the thanks of the Committee to the Streetscene supervisors for their work.

31. REVIEW OF THE COUNCIL'S WASTE COLLECTION SERVICE

The Chair advised the Committee that the following item referred to the Review of the Council's Waste Collection Service and not the Review of the Council's Waste Strategy as stated in the agenda.

The Cabinet Member for Public Protection, Waste and Recycling introduced the report to update Members on the progress made within the waste collection service, six months after the service review.

The Cabinet Member for Public Protection, Waste and Recycling said that there had been initial problems after roll out in November 2011 and that service levels had improved on a month to month basis. The issue of missed collections was the main concern of residents and this equated to 20-30 missed collections per 100,000 collections. It was hoped that performance would be further improved with

the introduction of an electronic notification service to confirm that waste collections had been made. This would be rolled out in January after an initial pilot with assisted collection rounds. The Cabinet Member for Public Protection, Waste & Recycling said that in Quarter 1, Flintshire had achieved a recycling rate of just under 60% which was the second highest rate of recycling for a Welsh Local Authority during the period.

The Head of Streetscene said that of the 30 recommendations highlighted in the Action Plan, all but three were on target. There was an ongoing review into the use of sticker notifications on bins, the side waste issue was ongoing and negotiations were ongoing with the software supplier of a queue notification service on the telephone contact centre. New weighted blue and white bags for recyclables were now available and had received good feedback.

The Cabinet Member for Public Protection, Waste and Recycling reported that a new service had been introduced for flats which involved a smaller "scatter" vehicle. Saturday collections have been piloted and would be expanded following consultation and subject to availability of vehicles and funding. Side waste continued to be an issue and officers would visit and advise residents who persistently left side waste. The managed weekly collection service was anticipated to deliver a further £245,000 of efficiencies in 2012-13. The existing Household Recycling Centres are to remain

Councillor H. D. Hutchinson thanked the Cabinet Member and Officers for their report. He asked if there had been any new refuse crews in the Buckley area as he had received reports that the service levels had dropped. Councillor Hutchinson voiced concern at the crew's practice of leaving food bin lids open after they had been emptied. The Head of Streetscene said that operatives would be reminded about the need to leave bins tidily with the lids shut. He said that he was not aware of a new team in the Buckley area and added that new members would be introduced one at a time into established rounds. He advised members to contact him or Harvey Mitchell if they became aware of any issues.

Councillor C.A. Thomas said that collections could be missed in rural areas if the operatives were given house names only. She said that hand held consoles sometimes lost their charge and that the contact centre should provide addresses for the rounds. Reports had been received of bins replaced in the middle of driveways and the practice of large numbers of bins being gathered in one spot in a road for ease of collection by the vehicle. Councillor Thomas said that this had resulted in the wrong bins being returned. She asked if the budget could support the Saturday rounds and new vehicles. The Cabinet Member in response said that operatives were told to replace containers and bins as they had been found and that they had sufficient time to complete their rounds, so they did not have to cut corners with their work. The Director of Environment said that the budget monitoring report which went to Cabinet recently showed that the delayed introduction of Single Status had been compensated by income from extra recyclates.

Councillor P.J. Curtis said that supervisors must monitor time taken to complete rounds if they cannot be completed in the allocated time. He said that the Action Plan points were good, but will take time to complete.

Councillor N.M. Matthews thanked the Cabinet Member and Officers for their report. She asked if operatives who worked on Saturdays and Bank Holidays received premium payments. The Cabinet Member for Public Protection, Waste said that time and a half payments are made for Bank Holidays and Saturdays because Part 3 negotiations had not been completed. Councillor Matthews asked if a target be considered to eradicate the use of bin bags inside bins as they took a long time to decompose in land fill. The Cabinet Member Public Protection, Waste and Recycling said that bin bags keep the insides of the bin clean. The Director of Environment said that residents were free to purchase and use bin bags inside the bin if they wished. The Cabinet Member for Public Protection, Waste and Recycling and the Director for Environment agreed to give the suggestion further consideration.

Councillor D. Evans expressed concern that the use of missed collection technology could result in arguments between the council and residents. He asked if further types of plastic containers could be recycled. The Head of Streetscene said that items would not be recycled if there was not a market for them. Councillor Evans commented that there were not consistent service standards at the various Household Recycling Centres. The Head of Streetscene said that operatives at each Household Recycling Centre should meet and greet customers inside the Centre and ask customers if they needed assistance. Councillor Evans reported problems with bins left out in the street by residents in terraced housing in Shotton. The Head of Streetscene said that scatter vehicles could be used to empty bins from the rear of properties in alleyways.

Councillor D. Butler asked if anything could be done to dissuade groups of scrap merchants who targeted refuse set out for waste collection. He said that some residents leave bulky items outside their homes for the merchants to collect. The Director of Environment asked Councillor Butler to provide details to him regarding the locations.

Councillor C. Hinds asked if blue bags could be sealable, to prevent water accumulation. She asked if more replacement food bags could be carried onboard the vehicles. The Head of Streetscene said that new blue bags with Velcro seals were available on demand and that vehicles were being modified to carry more replacement bags.

Councillor G.H. Bateman asked if vehicles could be sent back on the same day to pick up missed collections. He also asked if the Council had plans to promote a bin cleaning service. The Head of Streetscene said that complaints often came in too late in the day to take remedial action that day. He said that it was not practicable to send operatives back the next day, as it would impact on the collection service for that day. The Deputy Leader said that the Council had been contacted by a Social Enterprise company that offered bin cleaning and sought assistance with promotion. He said that he would forward the email to members. The Head of Street Scene said that he could give the company details of the rounds.

Councillor C.A. Thomas said that a resident who wanted to dispose of computer discs was told by an operative at the Household Recycling Centre to

dispose of them in the general waste stream. The Head of Streetscene explained that he would investigate this.

Councillor C.J. Dolphin said that some crews had been seen to be rush around to complete rounds. He reported that food bags were still stacked up in the street and was concerned about stray plastic bottles littering streets. The Head of Streetscene said that operatives knew not to stack up waste and action would be taken against anyone doing this. He said that stray waste would be collected by litter teams in exceptional weather who would follow refuse vehicles on their rounds. Councillor Dolphin asked for clarification about the operative's working day and asked how savings could be made to the service when pay premiums were issued for Saturday shifts. The Head of Streetscene said that operatives had sufficient time to complete rounds and must sign in and out at every shift. Staff may clock out up to half an hour earlier than their scheduled end time, should they have completed their duties for the day. On some days they will be expected to go beyond their scheduled end time to complete a task, up to 30 minutes of which will be unpaid. The Head of Streetscene assured Members that operatives were not asked to achieve unrealistic targets. The Director of the Environment said that he would forward financial information regarding the savings mentioned in the report to Councillor Dolphin.

Councillor V. Gay said that residents were not aware of the Clinical Waste Service. The Head of Streetscene said residents would need to ring up to access the service which is partly funded by the NHS. He said that district nurses and pharmacies promoted the service and that Harvey Mitchell could follow this up with her.

RESOLVED:

- a) That Members of the Committee note the report and the progress made within the service since the service review in March 2012;
- b) That the Committee be supplied with financial information for the service outlining savings; and
- c) That the Committee notes the positive achievement of a near 60% recycling rate.

32. RURAL DEVELOPMENT PLAN AND EUROPEAN STRUCTURAL FUNDS

The Economic Development Manager presented a report to update Members on progress made in implementing the Rural Development Plan for Wales (RDP) 2007-2013 in Flintshire and to provide briefing material on the current and future position with European Structural Fund Programmes.

The Economic Development Manager informed members that the RDP programme was coming to an end. The Welsh Government had offered extensions for projects, new projects or extended activities. The European Structural Funds were due to finish in 2013, with project spend, including Flintshire projects running until 2015, subject to extension being approved. The Flintshire Projects run under European Structural Funds were the Town Centre Regeneration Project, Strategic

Business Parks, which involved Deeside Industrial Park, and the Genesis 2 Project to help economically inactive people overcome barriers to work.

Councillor P.J. Curtis said that the Holywell Streetscape and Access Improvements on page 61 made reference to approval by the Town Partnership, but not the Town Council. He asked if it was intended that the High Street be opened up to traffic. The Economic Development Manager said that the Town Partnership referred to the funding side of the project and that any consultations about the scope of the project would be undertaken in conjunction with the Town Council and County Council. He said that the area would see improvements for both pedestrians and traffic. The High Street would continue to be closed to traffic as now. Councillor Curtis said that he would expect full consultation for future plans.

The Chair asked if all funding for the projects would be drawn down before the end of the Programme. The Economic Development Manager reassured Members that projects would be completed, with the Talacre/Gronant project at the detailed design stage in negotiation with BHP, CCW and the land owner and the Mold and Holywell projects were at the scoping stage, and would move into design stage after Christmas.

RESOLVED:

That Members note the progress in implementing the Rural Development Plan in Flintshire and the briefing material on European Structural Funds.

33. FORWARD WORK PROGRAMME

The Interim Environment Overview and Scrutiny Facilitator introduced a report to enable the Committee to consider the Forward Work Programme.

Following discussion, it was agreed that the North Wales Residual Waste Treatment Project be removed from the Committee Meeting on 21 November and considered at a later date, following the workshop on 28 November at 10am. The Committee also agreed that Civil Parking Enforcement be discussed at the 9 January meeting and that Contracted Bus Services be moved to the 6 February Committee meeting.

The Facilitator advised the Committee that there had been a request from the Corporate Resources Committee that the Environment Overview and Scrutiny Committee submit a report into Recycling Income. The Corporate Resources Overview and Scrutiny Committee had also invited the Environment Overview and Scrutiny Committee to a future Joint Scrutiny Committee meeting, to discuss Assets and Estates in January or February 2013.

The Chair asked Members to note dates of the forthcoming budget rounds in their diary.

RESOLVED:

That the amendments to the Forward Work Programme listed above be noted.

34. DURATION OF MEETING

The meeting began at 10.00 a.m. and ended at 12.25 p.m.

35. ATTENDANCE BY MEMBERS OF THE PRESS AND PUBLIC

There were no members of the public present and two members of the press present.

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Chairman

FLINTSHIRE COUNTY COUNCIL

REPORT TO: ENVIRONMENT OVERVIEW & SCRUTINY
COMMITTEE

DATE: WEDNESDAY, 21 NOVEMBER 2012

REPORT BY: DIRECTOR OF ENVIRONMENT

SUBJECT: SPEED LIMIT REVIEW

1.00 PURPOSE OF REPORT

- 1.01 To inform Members of the conclusions of the speed limit review covering the 'A class' and 'B class' road network within the Authority.
- 1.02 To recommend that Members endorse the changes to the speed limits identified in the review, as listed in Appendix B.

2.00 BACKGROUND

- 2.01 The Welsh Assembly Government published in 2009 the document entitled 'Setting Local Speed Limits in Wales' (WAG Circular 24/2009), which replaced the previous recommendations as set out in Circular Roads 1/93 (DfT/WO 1993).
- 2.02 The new guidance is to be used for setting all local speed limits on single and dual carriageways in both urban and rural areas.
- 2.03 All highway authorities were requested to review, in accordance with this guidance, the speed limits of all of their A and B roads, and implement any changes by 31st December 2014.
- 2.04 This guidance confirmed that highway authorities continue to have the flexibility to set local speed limits that are right for individual roads, reflecting local needs and considerations.
- 2.05 Following a decision taken at Executive on 15th November 2011, suitable specialist advisors were invited to tender for the review, and in March 2012, Atkins were awarded the contract.

3.00 CONSIDERATIONS

- 3.01 Atkins undertook a video survey of the whole of the 'A' and 'B' class road network, and made recommendations following the assessment of 127 separate sections of the network. A full copy of the assessment report is available in the Members Library.

- 3.02 The individual sections were classified with regard to any recommended changes as follows:
- Green – no change recommended
Amber – consideration to be given for change
Red – changes recommended
- 3.03 There were 14 red sections, and 24 amber sections which were then subject to further consideration and challenge by officers from the Authority. These details are included in Appendix A, which include comments by officers.
- 3.04 Following the detailed analysis of the information in Appendix A, a schedule of the sections identified for a proposed change in speed limits is included in Appendix B.
- 3.05 Plans showing the extent of the proposed changes will be provided on a section basis.
- 3.06 Any approved changes will require the support of North Wales Police, and also be subject to full statutory consultation to meet the statutory procedure for introducing Traffic Regulations Orders (TRO). Some changes may be made to the current proposals after this period of consultation.

4.00 RECOMMENDATIONS

- 4.01 That Members of the Environment Overview and Scrutiny note the recommendations of the report and support the identified changes in speed limits.

5.00 FINANCIAL IMPLICATIONS

- 5.00 The estimated cost of implementing Appendix B is approximately £275k for the A roads, and £180k for the B roads, a total of £455k. Funding for the work will be met from the Local Government Borrowing Initiative and a specific amount within existing Highway revenue budget.

6.00 ANTI POVERTY IMPACT

- 6.01 No identified impact.

7.00 ENVIRONMENTAL IMPACT

- 7.01 The reduced speed limits will lessen the risk of collisions on the road network, and thus improve safety for all road users.

8.00 EQUALITIES IMPACT

8.01 None

9.00 PERSONNEL IMPLICATIONS

9.01 None

10.00 CONSULTATION REQUIRED

10.01 Each change in speed limit proposed will require to follow the statutory procedures regarding advertising.

11.00 CONSULTATION UNDERTAKEN

11.01 Each Local Member and Town/Community Council were provided with a link to the new speed limit guidance when published.

12.00 APPENDICES

12.01 Appendix A – Identified red and amber sections
Appendix B – Schedule of proposed changes

**LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985
BACKGROUND DOCUMENTS**

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Road Number	Section number	Extent of existing speed limit	Extent of proposed new speed limit	Existing Speed Limit	Recommended Speed Limit	Reasons given for a change in speed limit	Comments
A5104	3	Coed Talon, from a point 300m West of School Lane to the A541	Coed Talon, from a point 300m West of School Lane to ??	30	40 or 50	When leaving Section 2 there is little or no development so does not feel 30 in nature	An extension of the 40mph limit from the previous section should be considered for a suitable length.
A5104	6b	Broughton, from W of Broughton Roundabout to Bretton Hall Lane	Broughton, from W of Broughton Roundabout to Bretton Hall Lane	40	?		This is a recently introduced 40mph limit. A change in speed limit should not be considered.
A5104	7	Bretton, from Bretton Hall Lane to W of Saltney Ferry Road	Bretton, from Bretton Hall Lane to W of Saltney Ferry Road	50	?	Some sections reflect the nature of an urban 40 limit	This is a recently introduced 50mph limit. A change in speed limit should not be considered.
A541	1	Afonwen, from the County Boundary to Hendre	Afonwen	60	50 or 40	The level of development increases with footways/ residential properties	No start point is given for the proposed new limit but a point West of the Pwll Gwyn should be a suitable start for a 40mph limit. No end point is given, however a point East of the B5122 junction should be suitable.
A541	1	Afonwen, from the County Boundary to Hendre	Melin y Wern	60	50 or 40	The level of development increases with footways/ residential properties	No start point is given for the proposed new limit but a point near the entrance to the Sand and Gravel Works should be suitable for a 40mph limit. No end point is given, however a point East of the B5121 junction should be suitable.
A541	3	Hendre, from Mill House to a point 250m East of Lloyds Terrace	Hendre, from Mill House to a point 250m East of Lloyds Terrace	30	40	Much of the section has the nature of the previous 40 section	Most of this section has a very different nature to the previous 40 section. No review of speed limit should be considered.
A541	5	Rhydymwyn, from the Bowling Club to a point 400m E of B5123	Rhydymwyn, from ?? to a point 400m East of B5123	40	60	Eastern half of section has the nature of a derestricted section	There is a very high collision rate on this section. However, a review of the existing speed limit should not be considered.
A541	7	Mold, from Synthite Works to the Wyflfa Roundabout	Mold, from ?? to the A5119	30	40	The section approaching the A5119 has the nature of a 40 limit	No start point is given for the proposed new limit, however the proposed new section is likely to be less than 400m. No review of speed limit should be considered.
A541	9	Pontblyddyn, from Alyn Bank to a point 300m East of A5104	Pontblyddyn, from Alyn Bank to Pont Fferm	30	40	The majority of the section has the nature of a rural 40 limit	Within the first 400m has a Pub, a Church and a Cemetery. From then on then on the level of development meets the criteria for a village. No review of speed limit should be considered.
A541	11	Caergwrie, from a point 250m West of Fagi Lane to Abermorddu	Caergwrie, from a point 250m West of Fagi Lane to ??	30	40	The start of this section has the nature of a rural 40 limit	No end point is given for the proposed new limit but the presence of the Fagi Lane junction requires the existing 30mph limit to remain. No review of speed limit should be considered.
A549	1	Mynydd Isa, from the Wyflfa Roundabout to Little Mountain Rd	Mynydd Isa, from the Wyflfa Roundabout to ??	30	40	Nature and characteristics of the road are similar in nature to a 40 limit	No end point is given for the proposed new limit, however a review of the speed limit on the downhill approach to the Wyflfa roundabout should not be considered.
A549	1	Mynydd Isa, from the Wyflfa Roundabout to Little Mountain Rd	Buckley, from Drury New Rd to Little Mountain Road	30	40	Nature and characteristics of the road are similar in nature to a 40 limit	The proposed new section would be less than 400m in length and there is limited visibility at the Little Mountain Road junction. No review of speed limit should be considered.

Road Number	Section number	Extent of existing speed limit	Extent of proposed new speed limit	Existing Speed Limit	Recommended Speed Limit	Reasons given for a change in speed limit	Comments
A548	3	Sealand, from E of Manor Road to West of Green Lane.		40	50	The majority of this section has the nature of an urban 50 limit	A proposal for a 50mph speed limit should be considered but only for the Eastern Access Rd.
A548	8	Flint, from W of Aber Park Ind. Est. to East of A5026, Walwen		50	60	Certain areas have the nature of a derestricted limit	Certain areas may have the nature of a derestricted limit but other areas do not. No review of speed limit should be considered
A548	14	Ffynongroyw, from the Caravan Park to West of Llinegar Hill		40	50	A very short section with the nature of the previous derestricted section	This section has a traffic signal controlled junction with a cycle crossing facility. This is very different to the previous section. No review of speed limit should be considered.
A550	3	Hawarden, from a point 300m South of B5125 to Dobshill	Hawarden, from a point 300m South of B5125 to ??	60	50 or 40	The road geometry at the beginning of the section make it difficult to travel at 60	The high collision rate and the poor carriageway alignment on this section require the consideration of a 40mph limit.
A550	4	Penyffordd, from N of Penymynydd Rbt to S of Hawarden Road junction	Penyffordd, from ?? to South of Hawarden Road junction	40	50	At the end of this section there is little development on either side of the road	No start point is given for the proposed new limit, however a higher limit at the Hawarden Road junction is not suitable. No review of speed limit should be considered.
A5118	2	Padeswood, from near Cement Works to Penymynydd Rbt.	Padeswood, from Cement Works to Penymynydd Rbt.	40	50	Road has nature and characteristics of the previous derestricted section	Padeswood has more development than exists within the previous section. No review of speed limit should be considered.
A5026	1	Holywell, from the A55 nr The Nant to E of the Stamford Gate	Holywell, from the A55 nr The Nant to E of the Stamford Gate	60	50	A footway is present throughout. The physical road nature makes 60 difficult	There are a high number of collisions at the Western end of the section. An extension of the 40 limit from the section below should be considered for a suitable length. There are also a high number of collisions at the Eastern end of this section. A 40mph limit should be considered for a suitable length.
A5026	4	Holywell, from Saith Aelwyd Park to the A55 Crossways Interchange	Holywell, from Saith Aelwyd Park to the A55 Crossways Interchange	60	50	Road geometry makes it difficult to travel at derestricted speeds	The number of houses in Lloc appears to meet the WAG guidance for a 40mph limit. There is also a high collision rate on this section. A 40mph limit should be considered.
A5026	5	Lloc, from the Rock Inn to Penfforddian Roundabout	Lloc, from the Rock Inn to Penfforddian Roundabout	30	40	The section has the nature of a rural 40 limit	A 40mph limit should be considered for this rural section..
A5026	6	Holywell, from St.Peter's Park to Victoria Park, Boot End	Holywell, from St.Peter's Park to Victoria Park, Boot End	60	50	The road geometry and steep hill makes it difficult to travel at derestricted speeds	A 50mph speed limit should be considered due to the carriageway alignment.

Road Number	Section number	Extent of existing speed limit	Extent of proposed new speed limit	Existing Speed Limit	Recommended Speed Limit	Reasons given for a change in speed limit	Comments
B5101	3	Llanfynydd, from the Special Riding School to a point nr. Coed Issa Farm	Llanfynydd, from ?? to nr. Coed Issa Farm	30	20	Towards end of section the narrow road and the school make a 20 limit suitable	A 20mph limit should be considered for the village centre and in the vicinity of the school.
B5101	4	Llanfynydd, from nr. Coed Issa Farm to Cymau Lane, Ffrith	Llanfynydd, from nr. Coed Issa Farm to Cymau Lane, Ffrith	60	50	The road geometry and environment have the nature of a lower limit	A reduction in the speed limit should not be considered as the collision history does not support such a change.
B5101	6	Ffrith, from the Swallowfields junction to the B5102 Miner Rd	Ffrith, from the Swallowfields junction to the B5102 Miner Rd	60	40	The reduced road width and poor forward visibility mean travelling at 60 is difficult	A reduction in the speed limit should not be considered as the collision history does not support such a change.
B5121	1	Nannerch, from the A541 to Ffordd y Graig, Lixwm	Nannerch, from ?? to Ffordd y Graig, Lixwm	60	40	Development increases before the start of the existing 30 limit	The introduction of a 40mph speed limit should not be considered as the length required would be too short.
B5121	4	Brynford, from a point 300m S of Hafod y Bryn to a point 75m west of the A55 bridge	Brynford, from ?? to ??	30	40	The first part of the section has the nature of a 40 limit	No start or finish points given for the new limit. A new 30mph limit has recently been introduced past the school. A review of the speed limit should not be considered.
B5121	5	Brynford, from a point 75m west of the A55 bridge to Brighton Villas on Brynford Road, Holywell	Brynford, from a point 75m west of the A55 bridge to Brighton Villas on Brynford Road, Holywell	60	50 or 40	Road width and geometry does not reflect a derestricted limit	A 40mph buffer section should be introduced on this section due to the steep hill and carriageway alignment.
B5121	7	Holywell, from the A5026 Inner Ring Road to the A548 junction at Greenfield	Holywell, from the A5026 Inner Ring Road to the A548 junction at Greenfield	30	40	A section between Holywell and Greenfield has the nature of a 40 limit	A 40mph speed limit should not be considered for this section due to the collision history and the level of development
B5122	1	Caerwys, from the A55 Westbound slip roads to St. Michael's Drive	Caerwys, from the A55 Westbound slip roads to St. Michael's Drive	60	50	Road width and geometry make it difficult to travel at 60	The recent collision history on this section does not support the consideration of 50mph speed limit on this section
B5122	3	Caerwys, from a property named Trigfa to the A541 junction, Afonwen	Caerwys, from a property named Trigfa to the A541 junction, Afonwen	60	40	The very narrow carriageway and the steep incline make travelling at 60 unrealistic	A 40mph speed limit should be considered on this section due to the carriageway alignment.
B5123	3	Rhosesmor, from the Red Lion to the junction S of St. Mary's Church	Halkyn, from ?? to the junction South of St. Mary's Church	40	30	The number of properties and high risk of animals in road suggest a 30 limit	A 30mph limit should be considered in Rhosesmor from the start of the existing 40mph limit near the Red Lion to the bend adjacent to the Church Institute. A 30mph limit should also be considered in Halkyn from the Quarry entrance to the junction near Maes Alyn. Between these two lengths the existing 40mph speed limit should remain.
B5123	4	Halkyn, from junction South of St. Mary's Church to junction North of St. Mary's Church	Halkyn, from junction South of St. Mary's Church to junction North of St. Mary's Church	60	40	The very short length of this derestricted section disturbs the continuity of the existing speed limits on this road	The existing 40mph speed limit at the junction South of St. Mary's Church should be extended to the junction nr. Maes Alyn in Halkyn.

Road Number	Section number	Extent of existing speed limit	Extent of proposed new speed limit	Existing Speed Limit	Recommended Speed Limit	Reasons given for a change in speed limit	Comments
B5126	3	Connah's Quay, from a point 300m West of Fair Oaks Drive to B5129	Connah's Quay, from existing 30 limit to ??	30	40	The start of the section has the nature of an urban 40 limit	An increase to a 40mph limit should not be considered for any part of this section due to the level of development.
B5127	1	Buckley, from A549 Windmill Road to the B5125 junction at Ewloe	Ewloe Green, from ?? to ??	30	40 or 50	The section over the A55 has the nature of a higher limit	An increase to a 50mph speed limit or even a 40mph limit should not be considered for the central part of this section due to the proximity of Ewloe Green CP.
B5129	2	Keisterton, from a point 250m E of A548 to a point 60m E of Leaches Lane, Pentre	Keisterton, from 30 limit to ??	30	40	The road is wide and development is set back so road has the nature of a 40 limit	An increase to a 40mph limit should not be considered for the Western end of this section due to the proximity of the Keisterton Lane junction and the level of development.
B5129	2	Keisterton, from a point 250m E of A548 to a point 60m E of Leaches Lane, Pentre	Pentre, from A550 Queensferry Interchange to ??	30	40	The wide road and set back development gives the road the nature of a 40 limit	An increase to a 40mph limit should not be considered for the Eastern end of this section due to the level of development.
5373	1	Hope, from a point 70m South of the A550 junction to the County Boundary	Caer Estyn, from ?? to the County Boundary	60	50	On approach to the County Boundary there are pockets of development	A reduction in the speed limit should be considered for this section but would require consultation with Wrexham CBC.

Road Number	Section number	Extent of existing speed limit	Extent of proposed new speed limit	Existing Speed Limit	Recommended Speed Limit	Reasons given for a change in speed limit	Comments
A541	1	Afonwen, from the County Boundary to Hendre	Afonwen	60	50 or 40	The level of development increases with footways/ residential properties	No start point is given for the proposed new limit but a point West of the Pwll Gwyn should be a suitable start for a 40mph limit. No end point is given, however a point East of the B5122 junction should be suitable.
A541	1	Afonwen, from the County Boundary to Hendre	Melin y Wern	60	50 or 40	The level of development increases with footways/ residential properties	No start point is given for the proposed new limit but a point near the entrance to the Sand and Gravel Works should be suitable for a 40mph limit. No end point is given, however a point East of the B5121 junction should be suitable.
A548	3	Sealand, from E of Manor Road to West of Green Lane.		40	50	The majority of this section has the nature of an urban 50 limit	A 50mph speed limit should be considered for the Eastern Access Rd. from a point West of Green Lane to the roundabout at Sealand Road
A550	3	Hawarden, from a point 300m South of B5125 to Dobshill	Hawarden, from a point 300m South of B5125 to ??	60	50 or 40	The road geometry at the beginning of the section make it difficult to travel at 60	The high collision rate and the poor carriageway alignment on this section require the consideration of a 40mph limit for the whole of this section.
A5026	1	Holywell, from the A55 nr The Nant to E of the Stamford Gate	Holywell, from the A55 nr The Nant to E of the Stamford Gate	60	50	A footway is present throughout. The physical road nature makes 60 difficult	There are a high number of collisions at the Eastern end of this section. A 40mph limit should be considered for a suitable length from the A55 to a suitable point West of The Nant. There are also a high number of collisions at the Western end of this section. A 40mph limit should be considered from a suitable point East of Hillcrest Garage to a point East of the Stamford Gate.
A5026	4	Holywell, from Saith Aelwyd Park to the A55 Crossways Interchange	Holywell, from Saith Aelwyd Park to the A55 Crossways Interchange	60	50	Road geometry makes it difficult to travel at derestricted speeds	There is a high collision rate in the Lloc area of this section and the number of houses in Lloc meets the WAG guidance for a 40mph speed limit. A 40mph limit should be considered from a suitable point East of the village to a suitable point West of the Gorsedd junction.
A5026	5	Lloc, from the Rock Inn to Penfforddian Roundabout	Lloc, from the Rock Inn to Penfforddian Roundabout	30	40	The section has the nature of a rural 40 limit	A 40mph limit should be considered for the whole length of this rural section
A5026	6	Holywell, from St.Peter's Park to Victoria Park, Boot End	Holywell, from St.Peter's Park to Victoria Park, Boot End	60	50	The road geometry and steep hill makes it difficult to travel at derestricted speeds	A 50mph speed limit should be considered for the whole length of this section due to the carriageway alignment.

Road Number	Section number	Extent of existing speed limit	Extent of proposed new speed limit	Existing Speed Limit	Recommended Speed Limit	Reasons given for a change in speed limit	Comments
B5101	3	Llanfynydd, from the Special Riding School to a point nr. Coed Issa Farm	Llanfynydd, from ?? to nr. Coed Issa Farm	30	20	Towards end of section the narrow road and the school make a 20 limit suitable	The existing 30mph limit should be extended to a suitable point West of the Special Riding School. A 20mph limit should be considered for the village centre and in the vicinity of the school.
B5121	5	Brynford, from a point 75m West of the A55 bridge to Brighton Villas on Brynford Road, Holywell	Brynford, from a point 75m west of the A55 bridge to Brighton Villas on Brynford Road, Holywell	60	50 or 40	Road width and geometry does not reflect a derestricted limit	A 40mph speed limit should be introduced for the whole length of this section due to the carriageway alignment.
B5122	3	Caewys, from a property named Trigfa to the A541 junction, Afonwen	Caewys, from a property named Trigfa to the A541 junction, Afonwen	60	40	The very narrow carriageway and the steep incline make travelling at 60 unrealistic	A 40mph speed limit should be introduced for the whole length of this section due to the carriageway alignment.
B5123	3	Rhosesmor, from the Red Lion to the junction S of St. Mary's Church	Halkyn, from ?? to the junction South of St. Mary's Church	40	30	The number of properties and high risk of animals in road suggest a 30 limit	A 30mph limit should be considered from the Red Lion to a suitable point North of the Church Institute, Rhosesmor. A 30mph limit should also be considered from a suitable point East of Rhos Helyg CP School to the junction near Maes Alyn in Halkyn
B5123	4	Halkyn, from junction South of St. Mary's Church to junction North of St. Mary's Church	Halkyn, from junction South of St. Mary's Church to junction North of St. Mary's Church	60	40	The very short length of this derestricted section disturbs the continuity of the existing speed limits on this road	The existing 40mph speed limit at the junction South of St. Mary's Church should be extended to the junction North of St. Mary's Church
5373	1	Hope, from a point 70m South of the A550 junction to the County boundary	Caer Esllyn, from ?? to the County boundary	60	50	On approach to the County boundary there are pockets of development	A 40mph speed limit should be considered from a suitable point West of Caer Esllyn to the County Boundary but this would require consultation with Wrexham CBC.

Road Number	Section number	Extent of existing speed limit	Extent of proposed new speed limit	Existing Speed Limit	Recommended Speed Limit	Reasons given for a change in speed limit	Comments
A549	2	Mynydd Isa, from Little Mountain Rd to Dobshill roundabout		60	60	No review of speed limit required	There is a new proposal for a 50mph and a 40mph limit on this section.
A548	4	Deeside, from S of Green Lane to East of Papermill Lane, Oakenholt		60 / 70	60 / 70	No review of speed limit required	The western end of this section has a high collision rate. A 50mph speed limit should be considered from South of Green Lane junction to a suitable point West of Parkway Roundabout.
A548	17	Talacre, from W of The Lodge to East of Gronant Village		70	70	No review of speed limit required	This dual section has Give Way junctions, private entrances and central reserve gaps. It also has a high collision rate. An extension of the existing 40mph limit is proposed from West of The Lodge to a point West of the Tyn y Morfa junction. There is also a proposal for a 50mph limit from a point West of the Tyn y Morfa junction to a point East of Gronant Village
A548	18	Gronant, from East of the village to the County Boundary		40	40	No review of speed limit required	Gronant meets the WAG guidelines for a village. A 30mph limit should be considered for the whole of this section but would be subject to agreement from Denbighshire C.C.
A550	1	Queensferry, from the B5129 to the Daleside Garden Centre, Hawarden		60	60	No review of speed limit required	To comply with WAG guidance consideration of a 40mph speed limit should be given for the whole of this section.

Road Number	Section number	Extent of existing speed limit	Extent of proposed new speed limit	Existing Speed Limit	Recommended Speed Limit	Reasons given for a change in speed limit	Comments
B5101	2	Treuddyn, from a point 225m E of the A5104 to the Special Riding School		60	60	No review of speed limit required	The existing 30mph limit should be extended from the Special Riding School to a suitable point West of the village.
B5101	5	Ffrith, from Cymau Lane to the junction with Swallowfields		30	30	No review of speed limit required	The existing 30mph limit should be extended from the Cymau Lane junction to a suitable point North of Cymau Lane
B5102	1	Abermorddu, from a point 50m West of A541 to the County Boundary near Ffrith		60	60	No review of speed limit required	A lower speed limit should be considered due to the carriageway alignment
B5123	5	Halkyn, from the junction North of St. Mary's Church to junction at the top of Springfield Hill, Pentre Halkyn		40	40	No review of speed limit required	An extension of the existing 30mph speed limit should be considered from the junction at the top of the Springfield Hill to the Old Rectory.
B5123	6	Pentre Halkyn, from the top of the Springfield Hill to the A55 W/bound		60	60	No review of speed limit required	An extension of the existing 30mph limit should be considered from the top of the Springfield Hill to a suitable point on the Springfield Hill. A 40mph limit should be considered from this point to the A55 W/bound junction and A5026 junction
B5125	4	Ewloe, from Shotton Lane to a point 275m West of Moor Lane, Hawarden		30	30	No review of speed limit required	An extension to the existing 30mph speed limit should be considered to a suitable point East of the Moor Lane Junction

FLINTSHIRE COUNTY COUNCIL

REPORT TO: **ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE**

DATE: **WEDNESDAY, 21 NOVEMBER 2012**

REPORT BY: **LEARNING & SOCIAL CARE OVERVIEW & SCRUTINY FACILITATOR**

SUBJECT: **FORWARD WORK PROGRAMME**

1.00 PURPOSE OF REPORT

1.01 To consider the Forward Work Programme of the Environment Overview & Scrutiny Committee.

2.00 BACKGROUND

2.01 Items feed into a Committee's Forward Work Programme from a number of sources. Members can suggest topics for review by Overview & Scrutiny Committees, members of the public can suggest topics, items can be referred by the Executive for consultation purposes, or by County Council, or Directors. Other possible items are identified from the Executive Work Programme and the Strategic Assessment of Risks & Challenges.

2.02 In identifying topics for future consideration, it is useful or a 'test of significance' to be applied. This can be achieved by asking a range of questions as follows:

1. Will the review contribute to the Council's priorities and/or objectives?
2. Are there issues of weak or poor performance?
3. How, where and why were the issues identified?
4. Do local communities think the issues are important and is there any evidence of this? Is there evidence of public dissatisfaction?
5. Is there new Government guidance or legislation?
6. Have inspections been carried out?
7. Is this area already the subject of an ongoing review?

3.00 CONSIDERATIONS

3.01 Overview & Scrutiny presents a unique opportunity for Members to determine the Forward Work Programme of the Committees of which they are members. By reviewing and prioritising the forward work programme Members are able to ensure it is member-led and includes the right issues. A copy of the Forward Work Programme is attached at Appendix 1 for Members' consideration which has been updated following the last meeting.

4.00 RECOMMENDATIONS

4.01 That the Committee considers the draft Forward Work Programme attached as Appendix 1 and approve/amend as necessary.

5.00 FINANCIAL IMPLICATIONS

None as a result of this report.

6.00 ANTI POVERTY IMPACT

None as a result of this report.

7.00 ENVIRONMENTAL IMPACT

None as a result of this report.

8.00 EQUALITIES IMPACT

None as a result of this report.

9.00 PERSONNEL IMPLICATIONS

None as a result of this report.

10.00 CONSULTATION REQUIRED

N/A

11.00 CONSULTATION UNDERTAKEN

Publication of this report constitutes consultation.

12.00 APPENDICES

Appendix 1 – Forward Work Programme

**LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985
BACKGROUND DOCUMENTS**

None.

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ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
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CURRENT FWP

21 Nov 2012	Speed Limit Review	To consider the outcome of the review together with draft proposals.	Policy Review	Head of Assets & Transportation	12 Nov 2012
	Food Waste Project	To receive a progress report on the project	Strategic	Director of Environment	
9 Jan 2013	Quarterly Performance Reporting	To consider Quarter 2 outturns for improvement targets against directorate indicators	Performance Monitoring	Director of Environment	27 Dec 2012
	Deeside Enterprise Zone	Presentation by the Chair of Deeside Enterprise Board – Mr Askar Sheibani		Facilitator	
	Civil Parking Enforcement	To consider the draft Civil Parking Enforcement policy prior to consideration by Cabinet	Pre-decision scrutiny	Director of Environment	
	North Wales Residual Waste Treatment Project	To receive and consider further details on the progress of the project following on from the workshop on 28 th November 2012.	Strategic (Collaboration))	Head of Assets & Transportation	

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
6 Feb 2013	Contracted Bus Services	To consider proposals following the national review.	Service Delivery	Director of Environment	28 Jan 2013
	Recycling Income	To receive a report on the income generated via recycling activity.			
6 March 2013	Quarterly Performance Reporting	To consider Quarter 3 outturns for improvement targets against directorate indicators.	Performance Monitoring	Director of Environment	25 Feb 2013
10 April 2013	Communities First	To receive an update on the effectiveness of the new programme.	Service Delivery	Head of Regeneration	1 April 2013
	Rural Development Plan	To receive regular updates on the progress of Business Plan 2 with particular consideration to any downturns in progress.		Head of Regeneration	
22 May 2013	To be determined				13 May 2013
26 June 2013	Quarterly Performance Reporting	To consider Quarter 4 and year end outturns for improvement targets against directorate indicators.	Performance Monitoring	Director of Environment	17 June 2013
23 July 2013	North Wales Residual Waste Treatment Partnership	To receive and consider further details on the progress of the project.	Strategic (Collaboration)	Director of Environment	19 July 2013

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
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ITEMS TO BE SCHEDULED as agreed by Committee

Item	Purpose of Report	Responsible / Contact Officer
Streetlighting Workshop	To input into the development of a new streetlighting policy, following on from the work of the former Task & Finish Group	Head of Streetscene
Assets & Estates	Invitation from Corporate Resources O&S Committee to join them to consider a report focusing on an overview of what is owned and where, together with incentives and support that Flintshire could give to new businesses to encourage take up of vacant units, eg rent free/reduced rent periods.	Head of Assets & Transportation
Dog fouling	To receive a report on the review of enforcement options re dog fouling	Director of Environment
North Wales Residual Waste Treatment Project	To receive and consider further details on the progress of the project.	
Waste Strategy		
Missed Collections Technology		

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
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Item	Purpose of Report	Responsible / Contact Officer
Rights of Way		

REGULAR ITEMS

Month	Item	Purpose of Report	Responsible / Contact Officer
Quarterly/ Annual	Performance Reporting	To consider performance outturns for improvement targets against directorate indicators.	Director of Environment
Quarterly	North Wales Residual Waste Treatment Project	To receive and consider further details on the progress of the project.	Director of Environment
6 monthly	Rural Development Plan	To receive regular updates on the progress of Business Plan 2 with particular consideration to any downturns in progress.	Head of Regeneration

APPENDIX B

STRATEGIC ASSESSMENT OF RISKS AND CHALLENGES TOPICS ALLOCATED TO OVERVIEW & SCRUTINY COMMITTEES

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
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SECTION 1 - COMMUNITY LEADERSHIP

Category	Risk Reference	Title	Committee
Strategic Partnerships	CL08	Climate Change and Flood Risk Management	Enviro
	CL09	Economic Regeneration	Enviro
	CL10	Decline of Town Centres	Enviro
	CL11	Integrated and Public Transport Infrastructure	Enviro
	CL12	Skills Needs of Employers	Enviro / LL
	CL14	North Wales Regional Waste Treatment Partnership	Enviro

SECTION 2 - COUNCIL DELIVERY

Category	Number	Title	Committee
Environment	CD02	Streetscene	Enviro
	CD03	Transition from UDP to LDP	Enviro
	CD04	Planning Protocol	Enviro
	CD05	Highways Infrastructure	Enviro
	CD06	Transport arrangements for service users	Enviro (links to S&H and LL)

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
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Category	Number	Title	Committee
	CD07	Depot provision	Enviro
Waste	CD27	Waste Management Targets (Food Waste Treatment Project)	Enviro
	CD27c	Waste Management (Operations)	Enviro
	CD34	Impact of Severe Winter Weather	Enviro

SECTION 3 - COUNCIL GOVERNANCE

Category	Number	Title	Committee
Environment	CG05	Asset Management	Enviro
Environment	CG05a	Asset – Strategy	Enviro
Environment	CG05b	Asset Rationalisation	Enviro

By virtue of paragraph(s) 14 of Part 1 of Schedule 12A of the Local Government Act 1972.

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