

# Public Document Pack

**Gareth Owens LL.B Barrister/Bargyfreithiwr**  
Chief Officer (Governance)  
Prif Swyddog (Llywodraethu)



To: Cllr Hilary Isherwood (Chair)

CS/NG

Councillors: Haydn Bateman, Peter Curtis,  
Chris Dolphin, Ian Dunbar, David Evans,  
Veronica Gay, Cindy Hinds, Ray Hughes,  
Joe Johnson, Colin Legg, Nancy Matthews,  
Ann Minshull, Paul Shotton and Carolyn Thomas

16 October 2014

Tracy Waters 01352 702331

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, 22ND OCTOBER, 2014** at **10.00 AM** to consider the following items.

Yours faithfully

Democracy & Governance Manager

## **AGENDA**

- 1 **APOLOGIES**
- 2 **DECLARATIONS OF INTEREST (INCLUDING WHIPPING DECLARATIONS)**
- 3 **MINUTES** (Pages 1 - 6)  
To confirm as a correct record the minutes of the meeting held on 17 September 2014.
- 4 **WEST FLINTSHIRE COMMUNITY ENTERPRISES (PRESENTATION)**  
To receive a presentation on West Flintshire Community Enterprises.

---

County Hall, Mold. CH7 6NA  
Tel. 01352 702400 DX 708591 Mold 4  
[www.flintshire.gov.uk](http://www.flintshire.gov.uk)  
Neuadd y Sir, Yr Wyddgrug. CH7 6NR  
Ffôn 01352 702400 DX 708591 Mold 4  
[www.siryfflint.gov.uk](http://www.siryfflint.gov.uk)

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

5 **12 MONTH PROGRESS REPORT FOLLOWING THE INTRODUCTION OF CIVIL PARKING ENFORCEMENT MEASURES** (Pages 7 - 14)

Report of Chief Officer (Streetscene and Transportation) enclosed.

6 **IMPROVEMENT PLAN MONITORING REPORT** (Pages 15 - 74)

Report of Environment and Social Care Overview and Scrutiny Facilitator enclosed.

7 **FORWARD WORK PROGRAMME** (Pages 75 - 80)

Report of Environment and Social Care Overview and Scrutiny Facilitator enclosed.

## **ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE** **17 SEPTEMBER 2014**

Minutes of the meeting of the Environment Overview & Scrutiny Committee of Flintshire County Council held in the Delyn Committee Room, County Hall, Mold on Wednesday, 17 September 2014

### **PRESENT:Councillor Hilary Isherwood (Chair)**

Councillors: Haydn Bateman, Ian Dunbar, Cindy Hinds, Ray Hughes, Joe Johnson, Colin Legg, Nancy Matthews, Paul Shotton and Carolyn Thomas

**SUBSTITUTES:** Councillors: Mike Reece (for Peter Curtis), Richard Lloyd (for Veronica Gay) and Ron Hampson (for Ann Minshull)

**APOLOGIES:** Councillor Chris Dolphin and David Evans

**ALSO PRESENT:** Councillor Marion Bateman

**OBSERVER:** Melanie Watson (Welsh Audit Office)

**CONTRIBUTORS:** Deputy Leader and Cabinet Member for Environment, Cabinet Member for Waste Strategy, Public Protection & Leisure, Cabinet Member for Economic Development, Chief Officer (Planning & Environment), Chief Officer (Streetscene and Transportation), and Economic Development Manager

**IN ATTENDANCE:** Environment and Social Care Overview and Scrutiny Facilitator and Committee Officer. .

## **15. DECLARATIONS OF INTEREST**

There were no declarations of interest.

## **16. MINUTES**

- (i) The minutes of the meeting of the Committee held on 11 June 2014 were submitted.

### **Matters arising**

Councillor Haydn Bateman referred to page 2, paragraph 2 of the minutes and referred to the query he had raised around grant funding. In his response the Cabinet Member for Environment explained that Welsh Government funding had moved towards active employment rather than leisure. It was agreed that the Chief Officer (Streetscene and Transportation) would provide further information on this matter to Councillor Bateman.

- (ii) The minutes of the meeting of the Committee held on 9 July 2014 were submitted.

## Matters arising

### Streetscene

Page 14, paragraph 4, Councillor Richard Lloyd referred to the concerns raised by Councillor Gay around the potential for flytipping as the Sandycroft HRC site did not allow for trade waste. He said he would like facilities to be made available for trade waste to be allowed at the Sandycroft site. The Deputy Leader and Cabinet Member for Environment advised that trade waste could be taken to either the Mold or Greenfield sites and that the Authority currently had no plans to introduce additional facilities for disposal of trade waste at any other sites. He explained that sites would be closely monitored and if a problem with flytipping was to occur the situation would be reviewed.

In response to a question concerning the collection of small items of litter from Town Centres, the Chief Officer (Streetscene and Transportation) explained that a trial was currently being undertaken of the different types of sweeping devices available to determine the most suitable for purpose.

### Planning

The Chair referred to enforcement statistics and her request for a breakdown of the number of resolved cases to be provided to the Committee. The Chief Officer (Planning and Environment) advised that he would provide data on quarter 1 and quarter 2 performance

### Apprenticeships and Training

The Environment and Social Care Overview and Scrutiny Facilitator advised that the sub-priority on educational needs would come under the remit of the Lifelong Learning Overview and Scrutiny Committee in the future.

### Assets and Transportation

Councillor Colin Legg referred to the withdrawal of bus services in rural areas and asked for notices to be made available in the local areas to inform residents. The Chief Officer (Streetscene and Transportation) agreed to provide notices for the communities effected.

## **RESOLVED:**

That the minutes be received, approved and signed by the Chairman as a correct record.

## **17. FEEDBACK FROM WORKSHOP ON CHANGING TIMES: HELPING FLINTSHIRE'S TOWN CENTRES ADAPT TO A CHANGING WORLD**

The Environment and Social Care Overview and Scrutiny Facilitator introduced a report to provide feedback on the Changing Times: Helping Flintshire's Town Centres adapt to a changing world workshop held on 14 July

2014. She asked Members to consider the outcomes from the workshop and make recommendations to Cabinet.

The Facilitator provided background information and referred to the main considerations which were detailed in the report and the feedback from the workshop which was appended to the report.

The Chairman invited Members to raise questions. During discussion Officers responded to the queries and concerns raised by Members around access for disabled people and business rate charges. Councillor Carolyn Thomas said there was a need to improve signage to town centres and local attractions and that there should be more collaborative working between local Councils. Councillor Nancy Matthews commented on the presentation of Town Centres and the need to maintain cleanliness and an attractive appearance to attract “footfall”. She asked if Community Services could be asked to provide assistance with this task. The Deputy Leader and Cabinet Member for Environment advised that proposals were being considered with the probationary services concerning the “upkeep” of Town Centres.

It was agreed that the Committee would put forward a report on its recommendations to Cabinet.

**RESOLVED:**

That the Committee puts forward a report on its recommendations to Cabinet.

**18. PRIORITISATION OF HIGHWAY IMPROVEMENT SCHEMES AND TRAFFIC REGULATION ORDER VARIATIONS**

The Deputy Leader and Cabinet Member for Environment introduced a report on the proposal to introduce a matrix which would be used in future to assess and prioritise highway improvement schemes to provide County wide consistency and ensure maximum benefit was derived from any available funding source. He advised that it was also proposed to introduce a matrix which would be used in future to assess and prioritise Traffic Regulation Order (TRO) related requests to ensure that the revisions and variations were carried out on a defined priority basis.

The Deputy Leader and Cabinet Member explained the rationale for the proposals and provided background information and context. The Chief Officer (Streetscene and Transportation) introduced Anthony Stanford, Senior Engineer, and invited him to give an overview of the main considerations around the matrix for Highway Improvements and the matrix for prioritising TRO requests.

In response to a question from the Chair the Chief Officer (Streetscene and Transportation) advised that the size of the scheme was not taken into account in the scoring process.

Councillor Ian Dunbar spoke in support of the proposals and thanked Officers for acknowledging the input provided by Ward Members.

Councillor Richard Lloyd raised concerns around traffic “speeding” and commented on the need for speed calming measures to be adopted in certain areas. It was agreed that the Chief Officer (Streetscene and Transportation) would provide a briefing paper to Councillor Lloyd following the meeting to address the specific matters he had raised.

**RESOLVED:**

- (a) That the benefits of introducing a highway Improvement Matrix and the introduction of the matrix to evaluate future Highway Improvements to form the basis for prioritising future funding bids to Welsh Government and the Councils own capital works programme be noted; and
- (b) That the benefits of introducing a Traffic Regulation Order (TRO) Assessment Matrix and the introduction of the proposed matrix for evaluating and prioritising TRO amendments, variations, or the provision of new TROs be recommended.

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

**RESOLVED:**

That the press and public be excluded for the remainder of the meeting for the following items by virtue of exempt information under paragraphs 15 of Part 1 of Schedule 12A of the Local Government Act 1972 (as amended).

**20. PROPOSED HIGH LEVEL STAFFING STRUCTURES – PLANNING AND ENVIRONMENT**

The Chief Officer (Planning and Environment) gave a presentation on proposals for the high level staffing structure for Planning and Environment portfolio.

During discussion the Chief Officer responded to the questions and comments raised by Members.

**RESOLVED:**

That the presentation be noted.

**21. REVISED STAFFING STRUCTURE – STREETSCENE AND TRANSPORTATION**

The Chief Officer (Streetscene and Transportation) introduced a report on the proposed staffing structure for the new streetscene and Transportation portfolio. He provided background information and referred to the key

considerations which were detailed in the report. The Chief Officer presented the proposed staffing structure for Streetscene and Transportation services.

The Cabinet Member for Waste Strategy, Public Protection and Leisure commended Officers on the hard work and commitment which had been undertaken in producing the proposals.

Councillor Paul Shotton welcomed the proposals which he felt would provide a more efficient service and achieve financial savings for the Authority.

During discussion the Chief Officer responded to a number of concerns which were raised by Councillor Carolyn Thomas regarding the proposals and agreed to provide further information to her following the meeting.

It was proposed that the Committee noted the new staffing structure proposed within the Streetscene and Transportation portfolio and recommend approval to Cabinet. When put to the vote the proposal was carried. Councillor Carolyn Thomas voted against the proposal.

**RESOLVED**

That the new staffing structure proposed within the Streetscene and Transportation portfolio be noted and recommended to Cabinet for approval.

**22. MEMBERS OF THE PUBLIC AND PRESS IN ATTENDANCE**

There were no members of the press or public in attendance.

(The meeting started at 2.00pm and ended at 4.57pm)

.....

**Chair**

This page is intentionally left blank



## FLINTSHIRE COUNTY COUNCIL

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

**DATE:** **WEDNESDAY, 22 OCTOBER 2014**

**REPORT BY:** **CHIEF OFFICER, TRANSPORT AND STREESCENE**

**SUBJECT:** **12 MONTH PROGRESS REPORT FOLLOWING THE INTRODUCTION OF CIVIL PARKING ENFORCEMENT MEASURES**

### **1.00 PURPOSE OF REPORT**

1.01 To provide members of the Committee with an update on the progress of the Civil Parking Enforcement (CPE) arrangements since the launch of the service in October 2013.

### **2.00 BACKGROUND**

2.01 The effective enforcement of on-street parking regulations is essential for:

- Improving safety for both pedestrians and drivers through de-cluttering streets of illegally parked vehicles which often obstruct clear safe views of the highway network by both pedestrians and other road users
- Improving the general flow and efficiency of pedestrians, vehicles and cyclists through the road network
- Improving the local environment by preventing parking on grass verges, pavements and through such activity causing damage and tripping hazards
- Meeting the needs of people with disabilities through the increased provision of specific parking bays which are easily accessible and close to local shops
- Supporting the local economy through improving the general flow of traffic through our highway network, and regularising journey times; and in doing so improving the quality, accessibility and overall reliability of public transport which uses the network
- Improving the general ambience of our car parks which are for many visitors, the first visible arrival point within our towns

2.02 Following approval by Cabinet in February 2013 and the subsequent acceptance by Welsh Government of the business case, Civil Parking Enforcement was adopted by the Council and the service introduced across the County on October 1<sup>st</sup> 2013.

### **3.00 CONSIDERATIONS**

- 3.01 Following a recruitment exercise, the Council now employs 5 Civil Parking Enforcement Officers reporting to a single manager and support team, all of whom are currently based in Mold.
- 3.02 The Civil Parking Enforcement Officers (CPEO) each work a flexible 37 hour week with a Summer/Winter shift pattern which covers all 7 days of the week. The staff are also contracted to work Bank Holidays via a rota.
- 3.03 All CPEO's are provided with Personal Video Monitoring equipment which is operating and recording at all times whilst they are on duty. They also carry a lone working personal safety device, but for safety reasons patrolling is carried out in pairs in some areas of the County, based on a Risk Assessment.
- 3.04 Since 1st October 2013 the CPEO's have required Police assistance to deal with verbal abuse from members of the public on three occasions, one of which is still on-going. There is also another case which is currently going through the legal process which relates to a member of public causing damage to one of the Council owned car parks.
- 3.05 The CPEO daily patrol routes are created from information/complaints gathered from Councillors, Police, Head teachers and members of the public etc. Every effort is made to ensure that (where possible) each town in the County has been visited each week and known specific problem areas are more regularly patrolled, this also includes patrols around schools at the start and end of the day. A record of the number of PCN's issued in each community across Flintshire is shown on **Appendix 1.**
- 3.06 Since the introduction of Civil Parking Enforcement within Flintshire the income received in relation to on-street enforcement across the County is allocated within the CPE Financial Model to offset associated costs; e.g. staffing, management, premises, vehicle, IT costs etc. It is the Council's responsibility to ensure that the CPE Financial Model is sustainable and reports a break even financial position on an annual basis.
- 3.07 Flintshire County Council utilises a regional service known as the Wales Penalty Processing Partnership (WPPP) which is hosted by Denbighshire County Council to process the PCN's that are issued. This is an efficient and cost effective service and ensures a regionalised approach to service delivery and provides members of the public with a more easily understood parking enforcement system which is consistent across the region.

- 3.08 Income received from direct car parking charges (which only currently apply in Mold) are utilised to offset the costs of managing the car parks in that town e.g. staffing, management, premises, rent, vehicle, ticket machine and IT costs etc. Any surplus is allocated to a reserve at financial year end and allocated for general improvement works in Mold town in conjunction with the Town Council. The fixed maintenance costs of the other car parks in the County are met wholly by the Council Given the financial climate and requests from other Town Councils to consider reintroducing car park charging at other towns in the County, this policy may have to be reconsidered in the future.
- 3.09 There has been a significant increase in usage in all car parks across the County over the past year. In Mold this can be evidenced by the increased number of pay and display tickets sold, along with increased revenue. In addition, car parks in some towns are now regularly full where they were previously underutilised. This is evidence of the success of CPE as drivers are more aware of the potential that should they be observed parked in contravention of a restriction on the highway a Penalty Charge Notice may be issued. This in turn removes congestion from the highway network.
- 3.10 From the results of a survey carried out during May and June of this year it can be seen that the car park capacity in Buckley, Flint, Holywell and Shotton were above 85% at their busiest period, and during the weekend between 55% and 71%. Mold had occupancy rate of 95% in most of its car parks during the periods measured.
- 3.11 Integral to the management of on street parking on roads with Traffic Regulation Orders in place (through CPE) is the issue of parking on non-restricted roads often in residential areas. In an attempt to avoid the issue of a PCN in town centres, motorists are sometimes tempted to park in residential areas - which in turn creates problems for local residents, who are often unable to park outside their own homes. The issue needs to be addressed and one solution would be the introduction of a Residents Parking Schemes, which restricts parking in defined streets to local residents whose vehicles are identified through a pass which is placed in the vehicle.
- 3.12 It is proposed that a pilot Resident Parking Scheme is introduced in an area of the County (yet to be defined) that is currently experiencing such parking problems. Once the system has been introduced and evaluated, a further report will be brought back to Scrutiny reporting on the outcome of the initiative. The location will be chosen in consultation with both the cabinet member and the local member for the selected area.
- 3.13 **Blue Badges**  
Following recent changes in legislation and new guidance from Welsh

Government the Council is considering amending its practices and procedures in respect of the assessment criteria and method of assessment for the issue of Blue Badges and the associated enforcement of the scheme. In respect of enforcement, the legislation has given the CPEO's powers to inspect and retain a badge (without Police presence) if they have reasonable grounds for believing that the badge is a fake, has already been cancelled, should have been returned to the issuing authority or is being misused (including by someone other than the holder when the genuine holder is not involved in the journey). A report will be presented to Cabinet in November 2014 with details on the assessment criteria and the proposals to management of the service by the CPEO's

**4.00 RECOMMENDATIONS**

- 4.01 That members of the committee note the progress of the CPE service in the first year since its launch.
- 4.02 That a further report providing feedback on the pilot Residents Parking Scheme is brought to a future Overview and Scrutiny meeting once a full evaluation has taken place.

**5.00 FINANCIAL IMPLICATIONS**

- 5.01 The income from PCN is utilised to offset the cost of operating the service.

**6.00 ANTI POVERTY IMPACT**

- 6.01 No identifiable impact.

**7.00 ENVIRONMENTAL IMPACT**

- 7.01 Controlling on street parking has a positive effect on pollution levels within communities as journey times are improved and delays avoided.

**8.00 EQUALITIES IMPACT**

- 8.01 Positive in creating increased access opportunities for those with disabilities to access town centres.

**9.00 PERSONNEL IMPLICATIONS**

- 9.01 None.

**10.00 CONSULTATION REQUIRED**

- 10.01 None.

**11.00 CONSULTATION UNDERTAKEN**

11.01 With Cabinet Member.

**12.00 APPENDICES**

12.01 Appendix 1 – Number of PCN's issued since the launch of the new service

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

**Contact Officer:** Stephen O Jones  
**Telephone:** 01352 704700  
**Email:** [stephen.o.jones@flintshire.gov.uk](mailto:stephen.o.jones@flintshire.gov.uk)

This page is intentionally left blank

NUMBER OF PCN'S ISSUED 2013/14

2013/14	MOLD		HOLYWELL		FLINT		BUCKLEY		SHOTTON		CONNAHS QUAY		QUEENSFERRY		CAERGWRLLE		HAWARDEN	
	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF
October	240	22	10	8	31	23	9	12	15	1	1	0	1	0	2	0	3	1
November	314	26	5	12	55	28	18	36	40	10	3	2	2	1	4	2	11	0
December	299	85	20	17	51	12	7	37	30	9	5	2	1	4	0	0	0	0
January	297	153	25	29	36	21	4	34	38	12	2	1	4	5	1	2	1	1
February	217	142	23	24	58	30	20	50	24	4	3	5	1	2	4	1	7	0
March	238	165	15	24	40	38	8	39	26	13	9	2	1	1	0	2	4	0
Totals	1605	593	98	114	271	152	66	208	173	49	23	12	10	13	11	7	26	2
Combined Totals	2198		212		424		274		222		35		23		18		28	

2013/14	EWLOE		DOBSHILL		HOPE		SALTNEY		BROUGHTON		GARDEN CITY	
	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF
October	6	0	4	0	2	0	0	0	0	0	0	0
November	1	0	4	0	0	0	3	0	0	0	0	0
December	0	0	0	0	0	0	0	0	0	0	0	0
January	2	0	3	0	0	0	1	0	0	0	0	0
February	5	0	1	0	0	0	3	0	0	3	0	0
March	0	0	0	0	1	0	5	0	0	0	1	0
Totals	14	0	12	0	3	0	12	0	0	3	1	0
Combined Totals	14		12		3		12		3		1	

2013/14	ON STREET	OFF STREET
Total Tickets Issued	2261	1153
Combined Total	3414	

### NUMBER OF PCN'S ISSUES 2014/15

2014/15	MOLD		HOLYWELL		FLINT		BUCKLEY		SHOTTON		CONNAHS QUAY		QUEENSFERRY		CAERGWRLLE		HAWARDEN	
	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF
April	215	127	15	23	31	17	8	45	13	6	2	1	3	4	9	1	6	0
May	189	126	6	7	20	14	11	28	17	3	0	0	0	1	3	4	4	0
June	132	78	5	7	14	12	2	13	13	12	0	1	0	1	0	1	5	3
July	167	105	13	10	23	18	2	25	14	7	2	2	3	6	0	4	1	0
Totals	703	436	39	47	88	61	23	111	57	28	4	4	6	12	12	10	16	3
Combined Totals	1139		86		149		134		85		8		18		22		19	

2013/14	EWLOE		DOBSHILL		HOPE		SALTNEY		BROUGHTON		GARDEN CITY		PENYFFORDD		CARMEL		MYNYDD ISA	
	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF
April	3	0	4	0	1	0	3	0	0	0	0	0	3	0	0	0	0	0
May	1	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0
June	3	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	1	0
July	3	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0
Totals	10	0	7	0	3	0	7	0	0	0	2	0	4	0	1	0	1	0
Combined Totals	10		7		3		7		0		2		4		1		1	

2014/15	ON STREET	OFF STREET
Total Tickets Issued	983	712
Combined Total	1695	



## FLINTSHIRE COUNTY COUNCIL

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

**DATE:** **WEDNESDAY 17<sup>TH</sup> SEPTEMBER, 2014**

**REPORT BY:** **ENVIRONMENT AND SOCIAL CARE OVERVIEW & SCRUTINY FACILITATOR**

**SUBJECT:** **IMPROVEMENT PLAN MONITORING REPORT**

### **1.00 PURPOSE OF REPORT**

1.01 To note and consider elements of the 2014/15 Improvement Plan Monitoring Report relevant to the Environment Overview and Scrutiny Committee. The report covers the period April – July 2013.

1.02 To note the following:-

- The levels of progress and confidence in meeting the Council's Improvement Priorities and their impacts including the milestones achieved.
- The measures which evidence achievement and the baseline data, and targets.
- The baseline risk assessment for the strategic risks identified in the Improvement Plan and the arrangements to control them.

### **2.00 BACKGROUND**

2.01 The new style Improvement Plan adopted by Council in June 2013 which is aligned to the new three year Outcome Agreement, focuses on the priorities which are expected to have the most impact during 2014/15.

2.02 In addition to the Improvement Plan Monitoring Report, bi-annually performance highlight reports will be presented from the Heads of Service. These will be similar to those previously produced for quarterly reporting.

### **3.00 CONSIDERATIONS**

3.01 The Improvement Plan Monitoring Report gives an explanation of the progress being made towards delivery of the impacts set out in the Improvement Plan. The narrative is supported by measures and/or milestones which evidence achievement. In addition, there is an assessment of the strategic risks and the level to which they are being controlled.

3.02 For Environment Overview and Scrutiny Committee the following Improvement Plan sub-priority reports are attached at Appendix 1 – 6:-

- Business Sector Growth in Deeside
- Town and Rural Regeneration
- Social Enterprise
- Traffic and Road Management
- Transport Infrastructure and Services
- Carbon Control and Reduction

#### **4.00 RECOMMENDATIONS**

4.01 That the Committee consider the 2014/15 Improvement Plan Monitoring Report, highlight concerns and feedback details of any challenge to the Corporate Resources Overview & Scrutiny Committee who are responsible for the overview and monitoring of performance.

#### **5.00 FINANCIAL IMPLICATIONS**

5.01 There are no specific financial implications for this report; however the Council's Medium Term Financial Plan is aligned to resource the priorities of the Improvement Plan.

#### **6.00 ANTI POVERTY IMPACT**

6.01 There are no specific anti poverty implications for this report, however poverty is a priority within the Improvement Plan 2014/15.

#### **7.00 ENVIRONMENTAL IMPACT**

7.01 There are no specific environmental implications for this report; however the environment is a priority within the Improvement Plan 2014/15.

#### **8.00 EQUALITIES IMPACT**

8.01 There are no equalities implications for this report.

#### **9.00 PERSONNEL IMPLICATIONS**

9.01 There are no personnel implications for this report.

#### **10.00 CONSULTATION REQUIRED**

10.01 Publication of this report constitutes consultation.

#### **11.00 CONSULTATION UNDERTAKEN**

11.01 The Chief Officer Team and the Performance Leads from across the Authority have contributed to help shape the new approach to reporting.

## **12.00 APPENDICES**

- 12.01 Appendix 1 – Business Sector Growth in Deeside  
Appendix 2 – Town and Rural Regeneration  
Appendix 3 – Social Enterprise  
Appendix 4 – Traffic and Road Management  
Appendix 5 – Transport Infrastructure and Services  
Appendix 6 – Carbon Control and Reduction

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

None.

**Contact Officer:** Margaret Parry-Jones  
**Telephone:** 01352 702427  
**Email:** [Margaret.Parry-Jones@flintshire.gov.uk](mailto:Margaret.Parry-Jones@flintshire.gov.uk)

This page is intentionally left blank

**APPENDIX 1**

**Priority:** Economy and Enterprise  
**Sub-Priority:** Business Sector Growth  
**Impact:** Creating jobs and growing the local economy

**What we said we would do in 2014/15: -**

**1. Promote and support the growth of the Flintshire economy including Deeside Enterprise Zone (DEZ) as a recognised centre for energy and advanced manufacturing.**

<b>Progress Status</b>	<b>Progress RAG</b>	<b>G</b>	<b>Outcome RAG</b>	<b>A</b>
------------------------	---------------------	----------	--------------------	----------

Page 19

In Quarter 1, 21 out of 39 investment enquiries converted in Flintshire resulting in 255 new jobs and a conversion rate of 54%. Of the 255 new jobs, 248 were created within Deeside Enterprise Zone (DEZ) with 18 businesses investing out of 30 enquiries, resulting in a 60% conversion rate.

Since DEZ started in April 2012, 88 enquiries have been handled, 1496 new jobs have been reported, 1896 jobs have been safeguarded with an average enquiry conversion rate of 60%.

Promotion of DEZ has been supported by the council, through Welsh Government's dedicated website and via private land agents and developers to encourage inward business investment. Awareness of DEZ and promotion of financial incentives associated with the Zone such as the business rate scheme will be supported during Flintshire Business Week this October.

- Achievements will be measured through**
- Percentage of enquiries converted to investment in Flintshire
  - Number of jobs created and sustained in Flintshire
  - Percentage of enquiries converted to investment in the DEZ
  - Number of jobs created and sustained in the DEZ

Achievement Measure	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
Percentage of enquiries converted to investment in Flintshire	Chief Officer – Community & Enterprise	N/A New Measure	Baseline Year	TBC once baseline established	54%	N/A	G
Number of jobs created and sustained in Flintshire		N/A New Measure	Baseline Year	TBC once baseline established	255 created 200 safeguarded	N/A	G
Percentage of enquiries converted to investment in the DEZ		54%	60%	60%	60%	G	G
Number of jobs created and sustained in the DEZ		1234 jobs	1300 jobs	1300 jobs	248 created 200 safeguarded 448 combined	A	G

Risks to Manage - Ensure the DEZ can be continued with pace as part of the Welsh Government group of Enterprise Zones

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)			(L)	(I)	(LxI)	
H	H	R	Phase 1 North Wales Advanced Manufacturing Skills & Technology Centre (NW, AMS & TC) feasibility study has been completed to develop a focus for the key advanced manufacturing sector in Flintshire and North Wales in partnership with Welsh Government, Higher Education, Further Education and private industry.	M	M	A	Phase 2 NW AMS&TC feasibility study to be completed via funds from Welsh Government.	Chief Officer Community & Enterprise	↓	L	L	G

**2. Implementation of the “masterplan” for the Northern Gateway site to facilitate development of a key part of the Enterprise Zone.**

<b>Progress Status</b>	<b>Progress RAG</b>	<b>A</b>	<b>Outcome RAG</b>	<b>A</b>
------------------------	---------------------	----------	--------------------	----------

The site is in two ownerships, Praxis and Pochin Rosemound Development Limited (PRDL). Both landowners are pursuing development on their own holdings via separate planning applications. To this end, the Council has produced a Framework Master Plan document in order to provide consistent guidance to both parties in relation to the key strategic requirements that the Council has for how this site should be brought forward and developed including infrastructure, commercial and residential areas and public spaces. This was approved by the Planning Committee on 4<sup>th</sup> September 2013. Development Brief for the Praxis land was approved by Committee on 6th November 2013 and outline planning permission for the PRDL land was granted at a Special Committee on 4th April 2014

Welsh Government works to begin the river bank strengthening is to start imminently.

**Achievements will be measured through**

- Approval of the Northern Gateway site “masterplan” by April 2014
- Scale of development on the site beginning with the commencement of infrastructure works in July 2014

**Achievement Milestones for strategy and action plans:**

- Approval of the Northern Gateway site “masterplan” by April 2014
- Commencement of infrastructure works in July 2014



Risk to be managed - Ensure the DEZ has proportionate financial support from Welsh Government

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood (L)	Impact (I)	Gross Score (LxI)		Likelihood (L)	Impact (I)	Gross Score (LxI)				Likelihood (L)	Impact (I)	Gross Score (LxI)
H	H	R	Northern Gateway land is in private ownership therefore investment options will be decided by the private land owners, progress will also depend in part on the wider state of the economy, as well as the release of finance from Welsh Government. Welsh Government has appointed contractors to start the flood mitigation works, essential to site development.	M	M	A	Welsh Government (WG) flood mitigation works to be completed 2014  WG spine road development to be completed pending WG finance  Utilities, energy and broadband infrastructure to be delivered	Chief Officer Community & Enterprise	↓	L	L	G

3. Explore with Welsh Government the opportunities to improve local infrastructure (transport, utilities, environment etc.)				
Progress Status	Progress RAG	A	Outcome RAG	A
<p>Northern Gateway offers 150 hectares of mixed use commercial development land. Welsh Government has secured planning permission to undertake works to strengthen the River Dee flood embankment along the southern boundary to the Northern Gateway site in Deeside. Permission was granted in July 2013 for these works and contractors have been engaged to commence work imminently. Discussions between Welsh Government and landowners regarding infrastructure within the site are progressing. Management of expectation is out of FCC control.</p>				
<p><b>Achievements will be measured through</b></p> <ul style="list-style-type: none"> <li>The approval by Welsh Government and implementation of the Infrastructure Business Plan for the DEZ</li> </ul> <p><b>Achievement Milestones for strategy and action plans:</b></p> <ul style="list-style-type: none"> <li>The approval by Welsh Government and implementation of the Infrastructure Business Plan for the DEZ by Summer 2014.</li> </ul>				

Risks to Manage - Work with local employers and learning providers to meet the skills based needs of the future

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)			(L)	(I)	(LxI)	
H	H	R	Developed Northern Gateway Masterplan  Identified priorities with Welsh Government	M	M	A	Completion of Northern Gateway Masterplan  Agreement of priorities and release of funds via Welsh Government	Chief Officer Community & Enterprise	↓	L	L	G

This page is intentionally left blank

**APPENDIX 2**

**Priority:** Economy and Enterprise  
**Sub-Priority:** Town and Rural Regeneration  
**Impact:** Making local communities viable

**What we said we would do in 2014/15: -**

**1. Progress and invest in the eight Town Centre Masterplans to meet local priorities and need.**

<b>Progress status</b>	<b>Progress RAG</b>	<b>A</b>	<b>Outcome RAG</b>	<b>A</b>
------------------------	---------------------	----------	--------------------	----------

12 Building Enhancement Scheme projects underway. 7 Streetscape Improvement Grant projects completed or underway.  
Buckley Brunswick Road improvements out to tender currently.  
Wepre Bridge, Connah's Quay improvements currently being designed.  
Ash Grove car park, Shotton improvements complete.  
Mold Daniel Owen Square improvements started on site 25 July.  
Holywell streetscape improvements started on site mid July.  
Vibrant and Viable Places programme underway across Deeside towns.  
Bid submitted to WG Town Centre Partnerships fund for Holywell.

**Achievements will be measured through**

- Scale and take up of the Business Grant Scheme in Town Centres
- Delivery and completion of actions set out in the Masterplans

Measure / Milestone	Lead Officer	2013/14 Baseline Data	2015/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
IPEE2M1 - Scale and take up of the Business Grant Scheme in Town Centres	Chief Officer – Community & Enterprise	10 grants	25 grants	n/a	19 grants	<b>A</b>	<b>A</b>

**2. Deliver an integrated programme of regeneration in Flint to realise the vision set out in the Flint Masterplan**

<b>Progress status</b>	<b>Progress RAG</b>	<b>G</b>	<b>Outcome RAG</b>	<b>A</b>
------------------------	---------------------	----------	--------------------	----------

Heritage trail due for completion March 2015.  
 St Mary's Square improvements at final design stage.  
 Procurement of developer for new housing underway.  
 Flintshire Connects opened.  
 Amber outcome RAG in place until developer secured for housing redevelopment

**Achievements will be measured through**

- Completion of heritage trail and St. Mary's Square renovation
- Delivery of the Townscape Heritage Initiative including the renovation of the Old Courthouse
- Phased demolition of the maisonette blocks
- Purchase of former Police station and court building
- Completion of Flint House over 55s development

**Achievement Milestones for strategy and action plans:**

- Completion of heritage trail and St. Mary's Square renovation by 31 March 2015
- Delivery of the Townscape Heritage Initiative including the renovation of the Old Courthouse by 31 March 2015
- Phased demolition of the maisonette blocks by 31 March 2015
- Purchase of former Police station and court building by 31 March 2015
- Completion of Flint House over 55s development by 31 March 2015

**3. Complete the rural development schemes in Mold, Holywell and villages; extending accessibility and improving the local environment.**

<b>Progress status</b>	<b>Progress RAG</b>	<b>G</b>	<b>Outcome RAG</b>	<b>G</b>
------------------------	---------------------	----------	--------------------	----------

RDP funded projects due to complete by end of 2014 with most activity completed by the end of October 2014.  
 Flintshire Community Key Fund project completed.  
 Final works under Towns and Villages Streetscape Enhancement project due to start on site August 2014. All necessary consents in place.  
 Flintshire Enterprise Project has issued final bursaries and is expected to meet targets.

**Achievements will be measured through**

- Delivery and completion of in-year rural development schemes with final outputs including:
  - 40 jobs created
  - 40 micro enterprises created
  - 35 village renewal projects supported
  - 21 community facilities sustained
  - improved visitor facilities created in Talacre / Gronant

**Achievement Milestones for strategy and action plans:**

- Improved visitor facilities created in Talacre / Gronant in by 31 March 2015

Measure / Milestone	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
Creation of 40 jobs through the delivery and completion of the in-year rural development schemes	Chief Officer – Community & Enterprise	11.26 jobs	40 jobs	N/A	28.49 jobs	A	G
40 micro enterprises created through the delivery and completion of the in-year rural development schemes		16 micro enterprises	40 micro enterprises	N/A	30 micro enterprises	A	G
35 village renewal projects supported through the delivery and completion of the in-year rural development schemes		10 renewal projects	35 renewal projects	N/A	25 renewal projects	A	G
21 community facilities sustained through the delivery and completion of the in-year rural development schemes		12 community facilities	21 community facilities	N/A	20 community facilities	G	G



**Risks to be managed:** Maximising funding opportunities through external programmes to invest in our urban and rural areas.

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
	(L)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)
Page 31	H	R	<p>ERDF project currently being delivered – June 2015 end date.</p> <p>RDP projects currently being delivered – September 2014 end date.</p> <p>VVP programme approved.</p> <p>Engaged in the development of the new RDP and ERDF programmes to identify potential funding opportunities.</p>	M	H	R	<p>Continue close involvement in RDP programme and seek to influence priorities to reflect Flintshire strategic priorities. Role of local government unclear in new programme but likely to be much less control.</p> <p>Continue close involvement in development of European structural fund programmes. Priorities now set and Flintshire has fed into regional prioritisation. Need to start developing regional and local projects.</p> <p>Otherwise, limited funding available for rural and urban regeneration from WG and others.</p>	Chief Officer Community and Enterprise	↔	L	M	G

**Risks to be managed:** Ensuring sufficient project management capacity to successfully complete the programmes.

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)			(L)	(I)	(LxI)	
H	H	R	<p>Core funded RDP Officer in place to manage the programme. Externally funded Finance Officer left the post in Dec 2013 and interim arrangements are in place to oversee the financial administration. Core-funded RDP officer in place to manage project.</p> <p>RDP and ERDF finance co-ordination undertaken by Environment Directorate finance team.</p> <p>ERDF project delivery and management role not filled – added to existing staff team duties.</p>	M	H	R	<p>RDP – 2 months left in which to complete works and claims. ERDF – 9 months left.</p> <p>New temporary capacity in place to assist with project delivery – funded through the programme itself.</p> <p>New organisational structure being developed to improve capacity to deliver priority programmes.</p>	Chief Officer Community and Enterprise	↔	M	M	A

**APPENDIX 3**

**Priority:** Economy and Enterprise  
**Sub-Priority:** Social Enterprise  
**Impact:** Supporting and creating new forms of local business

**What we said we would do in 2014/15: -**

**1. Raise awareness of the Flintshire Social Enterprise Fund.**

<b>Progress status</b>	<b>Progress RAG</b>	<b>G</b>	<b>Outcome RAG</b>	<b>G</b>
------------------------	---------------------	----------	--------------------	----------

The Flintshire Social Enterprise grant programme (Flintshire Social Enterprise Fund) was launched in March 2014. Applications started to be received in April; three applications for grants have so far received approval. There is communications plan for social enterprise, of which the grants programme is a theme.

- Achievements will be measured through**
- Establish or assist 5 social enterprises

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
Establish or assist 5 social enterprises	Chief Officer – Social Services	N/A New measure	5 social enterprises	5 social enterprises	3 social enterprises	<b>G</b>	<b>G</b>

**Risk to be managed** – How we maintain the necessary capacity and investment to support the development of Social Enterprises (links to activity 2).

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)
M	M	A	Fixed term post - ends January 2015.  Grant pot of £50K in place.	M	M	G	The project manager is working with partners internally and externally to ensure that officers of the Council and other organisations are prepared to deliver on the social enterprise agenda.  A new Chief Officer has been appointed with the necessary expertise to develop social enterprises.	Chief Officer – Social Services	↓	L	L	G

**2. Develop effective support for social enterprises**

<b>Progress status</b>	<b>Progress RAG</b>	<b>A</b>	<b>Outcome RAG</b>	<b>A</b>
------------------------	---------------------	----------	--------------------	----------

A wide range of community benefit clauses to be used when procuring services is in place for works and services above £2m. The Social Enterprise Network has been strengthened through workshop events with Flintshire Council, the network and sector and the community.

**Achievements will be measured through**

- Establishing a wider range of community benefit clauses to be used when procuring services
- The number of Social Enterprises which survive and prosper
- Strengthening and consolidating the Social Enterprise Network

**Achievement Milestones for strategy and action plans:**

- Establishing a wide range of community benefit clauses to be used when procuring services by October 2014. – Achieved.

Page 35

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
The number of Social Enterprises which survive and prosper	Chief Officer – Social Services	New Measure – baseline data not available	N/A – Management Information	N/A – Management Information	Data available March 2015 The principles may be available at the end of Q2)	N/A	N/A

**Risk to be managed** – Building the skills in the community to develop a social enterprise

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)			(L)	(I)	(LxI)	
M	M	A	<p>A workshop event was held in March to continue to build and develop skills with Flintshire Council, the network and sector and the community.</p> <p>Existing social enterprises have expertise to support business through its independent network.</p>	M	M	A	<p>A further workshop will be taking place in October and this will be led by Social Firms Wales, Welsh government's contractor for advice, improving capacity and development of social enterprise.</p>	Chief Officer – Social Services	↓	L	L	G

**3. Develop new Social Enterprise projects to meet the Council's priorities**

<b>Progress status</b>	<b>Progress RAG</b>	<b>A</b>	<b>Outcome RAG</b>	<b>A</b>
------------------------	---------------------	----------	--------------------	----------

Intense activity has taken place to assess the social enterprise potential of a number of internal services. These service range from engineering facilities to public facing cafes. This activity is ongoing.

**Achievements will be measured through**

- Establishment of further social enterprises from within the Council

Achievement Measure	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
Establishment of further social enterprises from within the Council	Chief Officer – Social Services	New Measure – baseline data not available	1 social enterprise	2 social enterprises	Data available March 2015	N/A	N/A

**Risk to be managed** – Local Social Enterprises need to compete effectively in the market

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)			(L)	(I)	(LxI)	
M	M	A	No specific business support programme for social enterprise in place however there is a good provision of general business support in Flintshire.	M	M	A	<p>Assessment of social enterprises continues.</p> <p>New Chief Officer starts in post from August 2014 and will promote experience with social enterprise to a new level.</p> <p>Specific conference for the social enterprise economy in Flintshire arranged for October, integral to Flintshire Business Week</p>	Chief Officer – Social Services	→	L	L	G



**APPENDIX 4**

<b>Priority:</b>	<b>Safe Communities</b>
<b>Sub-Priority:</b>	<b>Traffic and Road Management</b>
<b>Impact:</b>	<b>Improving road safety</b>

What we said we would do in 2014/15: -

<b>1. Complete implementation of the final phase of our 20mph zones outside schools.</b>			
<b>Progress Status</b>	<b>Progress RAG</b>	<b>A</b>	<b>Outcome RAG</b>
<b>G</b>			
Although the current performance RAG stands at amber for the measure concerning implementation of the 20 mph zones, WG approval for the signs has been received and the contract let. The final phase of the 20mph signs at schools will be completed by the beginning of September with the erection of signs at the 65 schools outstanding.			
<b>Achievement will be measured through:</b>			
<ul style="list-style-type: none"> <li>Implementation of 65 schemes of 20mph advisory zones</li> </ul>			

Page 39

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
IPSC2M1 - Implement 20 mph advisory zones	Chief Officer Streetscene and Transportation	0 schools in 2013/14	65 schools	90 schools (All Schools)	0 schools	<b>A</b>	<b>G</b>

Risk to be managed – Gaining public and local support for our road safety schemes

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)			(L)	(I)	(LxI)	
M	H	R	<p>Consultation Process in place.</p> <p>Follow criteria for implementing road safety schemes around collision cluster sites, safe routes to school and known problem areas in terms of speeding</p>	M	M	A	<p>Extend public consultation process in line with best practice standards as set out by consultation policy</p> <p>Promote the success of road safety schemes through Council publications and external media</p> <p>Manage public confidence in terms of expectation and perception of accident cluster sites and problem areas</p> <p>Alignment of schemes in line with findings of speed limit review</p> <p>Assessment of road safety schemes and the need for improvements to street lighting</p> <p>Programme of street lighting improvements and upgrades targeted to known sensitive and problematic areas</p> <p>Implement a programme of 20mph zones around schools</p> <p>Continue to assess and prioritise proposed safety schemes in accordance with criteria to ensure successful Welsh Government bid submissions.</p>	Chief Officer Streetscene and Transportation	↔	L	M	G

2. Maintain the Council's road infrastructure to improve road safety.				
Progress Status	Progress RAG	G	Outcome RAG	G
<p><b>Achievement will be measured through:</b></p> <ul style="list-style-type: none"> <li>▪ The percentage of collisions in 'collision cluster sites' investigated and actioned</li> <li>▪ Time taken to repair street lamp failures</li> </ul> <p>The overall objective is to manage and maintain a safe, effective and efficient network that ensures the safety of all road users, pedestrians and cyclists.</p> <p>All collision cluster sites, arising from the collision data for the three year period Jan 2011 to Dec 2013 have been investigated, prioritised and addressed in accordance with Welsh government criteria and available funding. Cluster sites arising since Dec 2013 have been investigated in accordance with the SRIM policy</p> <p>Street lighting and illuminated street furniture plays a major part in helping to reduce crime, improving driver behaviour, pedestrian's visibility distances and promoting a safer community and reducing the fear of crime. (Crime and Disorder Act 1998)</p> <p>Lighting makes an important contribution to highway safety for both drivers and pedestrians and enhances both the appearance and vitality of the community. The introduction of the 1998 Crime and Disorder Act placed an obligation on Flintshire County Council to develop and implement safer community strategies.</p> <p>Flintshire County Council will endeavour to improve the environment by reducing upward wasted light and reducing the carbon foot print of the service.</p> <p>The Aims will be achieved by the following:</p> <ol style="list-style-type: none"> <li>1 Reducing the numbers of reportable road traffic accidents and fatalities</li> <li>2. Ensure that a high proportion of Street Lighting and illuminated Street Furniture is functioning correctly at all times and faulty Illuminated Street Furniture is wherever possible repaired within the timescales specified.</li> <li>3. Visit all Illuminated Street Furniture on a regular basis to undertake planned preventative maintenance and to verify their structural and electrical condition including the Installation and replacement of street lighting infrastructure</li> </ol>				

4. Endeavour to reduce the carbon footprint of the service in the following ways:

- a. Purchase low energy lighting units for all replacements
- b. Installation of new energy saving equipment
- c. Installation of dimming equipment
- d. Installation of part night equipment

The provision of modern highway lighting is one of the ways in which Flintshire County Council can demonstrate its commitment to a safer and more attractive community. The installation of modern highway lighting provides secondary benefits in terms of crime reduction, reduction in the fear of crime therefore increasing night time movement and travel. The on going analysis of lighting schemes to indicate that they are a cost effective solution to assisting in reducing road traffic accidents, incidents and crime.

**Achievement will be measured through:**

- The percentage of collisions in ‘collision cluster sites’ investigated and actioned
- Time taken to repair street lamp failures
- Time taken to respond to service requests for highway defects

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
The percentage of collisions in ‘collision cluster sites’ investigated and actioned	Chief Officer – Transport and Streetscene	N/A New Measure	100%	100%	100%	G	G
THS/009 - The average number of calendar days taken to repair street lamp failures during the year		3 days	3 days	3 days	3 days	G	G
Time taken to respond to service requests for highway defects		N/A New Measure	1 day	1 day	1 day	G	G

3. Implement Regional Transport Plan road safety schemes.							
Progress Status			Progress RAG	A	Outcome RAG	G	
<p>Following a bid to Welsh Government for funding, four safety schemes were approved for implementation as follows :</p> <ol style="list-style-type: none"> <li>1) A5151 Trelawnyd – junction improvement works</li> <li>2) B5441 Queensferry to Garden City – provide safe facilities for cyclists and pedestrians along the route and achieve a reduction in traffic speeds</li> <li>3) B5125 Ewloe to Hawarden - provide safe facilities for cyclists and pedestrians along the route and achieve a reduction in traffic speeds</li> <li>4) High Street Bagillt – implementation of physical traffic calming measures</li> </ol> <p>The current outturn in percentage terms is based on an overall percentage for the four schemes combined and the current level of progression of those schemes that in total are programmed to all be completed by February 2015 in accordance with individual scheme programmes which include legal process to be followed including consultation and objection consideration.</p>							
<p><b>Achievement will be measured through:</b></p> <ul style="list-style-type: none"> <li>▪ Completion of road safety schemes</li> </ul>							
Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
IPSC2M7 - Implement road safety schemes	Chief Officer – Streetscene and Transportation	100%	100%	100%	35%	A	G

Risks to be managed – Being able to obtain timely decisions of statutory approval for schemes from Welsh Government

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)
H	H	R	Follow WG criteria for implementing road safety schemes around collision cluster sites, safe routes to school and known problem areas in terms of speeding	M	M	A	Continue to assess and prioritise proposed safety schemes in accordance with criteria to ensure successful Welsh Government bid submissions. Continually review quality of bid submissions	Chief Officer – Streetscene and Transportation	↔	L	M	G

**APPENDIX 5**

**Priority:** Environment  
**Sub-Priority:** Transport Infrastructure and Services  
**Impact:** People being able to access employment, local services and facilities

What we will do in 2014/15: -

**1. Use available funding to support Council priorities for accessing employment, health, leisure and education**

<b>Progress Status</b>	<b>Progress RAG</b>	<b>A</b>	<b>Outcome RAG</b>	<b>G</b>
------------------------	---------------------	----------	--------------------	----------

Deeside Corridor synchronisation project completed.  
 Talacre Cycleway project underway with completion scheduled for early September.  
 Broughton to Saltney cycleway project design almost completed.

**Achievement will be measured through:**

- Completion of funded projects within the Regional Transport Fund

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
IPE1M1 - Completion of funded projects within the Regional Transport Fund	Chief Officer – Transport & Streetscene	3 projects	3 projects	3 projects	1 project	<b>G</b>	<b>G</b>

**2. Prioritise the Council's road infrastructure for repairs and maintenance and implement network improvement programmes**

<b>Progress Status</b>	<b>Progress RAG</b>	<b>A</b>	<b>Outcome RAG</b>	<b>G</b>
------------------------	---------------------	----------	--------------------	----------

We have again this year set targets in line with Welsh Government guidelines for the condition of Principal roads. Because the Principal road condition is already better than the target we can concentrate resources on non-classified roads. The final year of the Welsh Prudential Borrowing funding will therefore be concentrated on the C classified and non-classified roads in line with the HAMP document. The investment is insufficient to improve the overall network however the year on year decline in condition will be halted. To date we have resurfaced 2.42kms of road out of 17.02kms and all 9 schemes have been completed on time. The achievement measures "Road works being completed within agreed timescales" and "Number of revisits to defective road-works" listed below have been replaced by "Inspections to identify overrunning streetworks" and "Inspections of street works while works are being undertaken" respectively. The new measures are based around those in the existing improvement plan which we will have more control over.

The majority of works undertaken on the highway network are done so by Utilities companies. If works overrun we identify and issue charges under section 74 of the Traffic Management Act 2004, however it is the responsibility of the promoter to ensure their works are completed on time, not the Authorities.

Similarly with the number of revisits to defective roadworks, we carry out inspections to identify defects and issue instructions to undertake remedial works. The works are undertaken by the Utility and it is their responsibility to ensure these works are carried out in line with legislation, we are currently looking into increasing the percentage of inspections and the revenue this would generate, however in doing so we will see an increase in the number of site revisits.

I believe a more sensible measure would be to look at the percentage of inspections we undertake rather than the results. There is an inspection we are not currently undertaking that specifically looks at identifying overrunning works (section 74), we would see an increase in recorded overruns, however, a more vigorous identification process should act as a deterrent. An initial percentage target of 5% would be achievable. With regards to revisits we could use category A inspections as an indicator (while works are being undertaken), with a view to identifying potential defects while the initial works are being undertaken. This is currently set at 10%, we could increase this to 12% as an initial target. These are achievable targets that can be easily raised and would also see an increase in generated revenue.

**Achievement will be measured through:**

- Condition of the highway's infrastructure
- Road works being completed within agreed timescales
- Minimising the disruption to our road network through reduction in the number of revisits to defective road-works



Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
THS/012 - The percentage of principal (A) roads, non-principal (B) roads and non principal (C) roads that are in overall poor condition*	Chief Officer – Transport & Streetscene	4.3%	6%	6%	Annual Outturn	N/A	N/A
Road works being completed within agreed timescales <i>*This measure has been replaced by the measure below</i>		N/A - new measure	Baseline Year	TBC once baseline established		N/A	N/A
Inspections to identify overrunning streetworks		N/A – new measure	Baseline Year	TBC once baseline established	0%	G	G
Number of revisits to defective road-works <i>*This measure has been replaced by the measure below</i>		N/A - new measure	Baseline Year	TBC once baseline established	N/A	N/A	N/A
Inspections of street works while works are being undertaken		N/A – new measure	Baseline Year	TBC once baseline established	10%	G	G

\*Aspirational target set in line with the Welsh Government guidelines for the condition of principal roads and allows resources to be prioritised on non-classified roads.

### 3. Improve facilities and routes for pedestrians and cyclists

<b>Progress Status</b>	<b>Progress RAG</b>	<b>G</b>	<b>Outcome RAG</b>	<b>G</b>
------------------------	---------------------	----------	--------------------	----------

The Active Travel Bill is currently at the consultation stage and Flintshire have prepared a response. We then await guidance from Welsh Government on how the mapping exercise will be undertaken.

Talacre Cycleway project underway with completion scheduled for early September.

Broughton to Saltney cycleway project design completed.

**Achievement will be measured through:**

- Undertake mapping for the Active Travel Bill by March 2015
- Increased usage of the County's cycleways

**Achievement Milestones for strategy and action plans:**

- Undertake mapping for the Active Travel Bill by March 2015

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
IPE1M7 - Number of users on the cycleway networks evidenced through counter data	Chief Officer – Transport & Streetscene	82,500 users	120,000 users	150,00 users	125,561	<b>G</b>	<b>G</b>

**4. Seek approval from Welsh Government for the Deeside Infrastructure Business Plan and implement its proposals**

<b>Progress Status</b>	<b>Progress RAG</b>	<b>A</b>	<b>Outcome RAG</b>	<b>G</b>
------------------------	---------------------	----------	--------------------	----------

The site is in two ownerships, Praxis and Pochin Rosemound Development Limited (PRDL). Both landowners are pursuing development on their own holdings via separate planning applications. To this end, the Council has developed a Framework Master Plan document in order to provide consistent guidance to both parties in relation to the key strategic requirements that the Council has for how this site should be brought forward and developed. This was approved by the Planning Committee on 4<sup>th</sup> September 2013. Development Brief for the Praxis land was approved by Committee on 6th November 2013 and outline planning permission for the PRDL land was granted at a Special Committee on 4th April 2014

Welsh Government works to begin the river bank strengthening are to start imminently.

**Achievement will be measured through:**

- Approval of the Northern Gateway site “masterplan” by April 2014
- Scale of development in the site beginning with the commencement of infrastructure works by July 2014

**Achievement Milestones for strategy and action plans:**

- Approval of the Northern Gateway site “masterplan” by April 2014
- Scale of development in the site beginning with the commencement of infrastructure works by July 2014

5. Develop proposals for coordinated transport across the region.				
Progress Status	Progress RAG	G	Outcome RAG	G
<p>Key activity areas for regional co-ordination are continuing through a number of host authorities and the Taith Board is continuing to meet until December 2014 when the Ministerial Task Force is due to report on future delivery structures for the region. Individual duties for administering and managing the new Bus Service Support Grant (BSSG) 2014-2015 for North Wales have been agreed and allocated with Flintshire's Transportation Manager to take over the role of Project Manager for the scheme with support from the Chief Engineer Transportation at the Isle of Anglesey acting as technical specialist. Financial management and support in 2014-2015 is provided by Flintshire. The Regional Transport Plan is being led by Gwynedd.</p>				
<p><b>Achievement will be measured through:</b></p> <ul style="list-style-type: none"> <li>▪ Development of the Regional Transport Plan/Local Transport Plan by March 2015</li> <li>▪ Developing proposals to enable the implementation of the Regional Bus Strategy by March 2015</li> </ul>				
<p><b>Achievement Milestones for strategy and action plans:</b></p> <ul style="list-style-type: none"> <li>▪ Development of the Regional Transport Plan/Local Transport Plan by March 2015</li> <li>▪ Developing proposals to enable the implementation of the Regional Bus Strategy by March 2015</li> </ul>				

6. Continuously review the Council's subsidised bus services to improve access to employment, health, leisure and education				
Progress Status	Progress RAG	G	Outcome RAG	G
Subsidised bus services that were identified in the policy revision for continuing support continue to be monitored and reported to scrutiny on annual basis. We will also be developing the policy further to include a weighting in terms of linking into the priority for sustainable transport. It is proposed that we also measure scale and take up of fare paying passengers on subsidised bus services in line with WG priority for increasing fare paying passengers.				
<b>Achievement will be measured through:</b>				
<ul style="list-style-type: none"> <li>Scale and take-up of bus passenger numbers</li> </ul>				

Page 51

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
THS/007 - The percentage of adults aged 60 or over who hold a concessionary travel pass	Chief Officer – Transport & Streetscene	76.01% (29,439 over 60 passes in circulation as at 31.03.14)	78%	80%	75.9%* (29,809 over 60 passes in circulation)	A	G
Number of passengers on Deeside Shuttle		63,500 passengers	64,000 passengers	64,000 passengers	67,479	G	G

\*Total number of concessionary travel passes in circulation as at 30.06.2014 = 31,760 (of which 29,809 are aged 60 or over)  
Figures above take into account National Fraud Initiative (NFI) Data Matching Exercise to identify deceased pass holders

**Risk to be managed – Securing funding to ensure our highways infrastructure remains safe and capable of supporting economic growth**

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)			(L)	(I)	(LxI)	
H	H	R	Resurfacing programmes within the Highway Asset Management Plan.  Improvements funded from various sources including prudential borrowing,	L	M	G	Loss of WG PBI funding will have an impact on road condition (Amber)  Robust management and targeting of funding	Chief Officer Streetscene and Transportation	↔	L	L	G

Risk to be managed: Ensuring sustainable transport options remain attractive to users

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)			(L)	(I)	(LxI)	
H	H	R	<p>Rural transport project – through extensive consultation with the rural communities in Flintshire, a baseline of evidence has been established and gaps identified in the transport network</p> <p>Subsidised bus service initial review completed and policy in place to determine which bus services should continue to be supported in 2015-2015</p>	L	M	G	<p>Develop and progress initiatives and pilot schemes identified as part of the consultation process to reduce social exclusion and enhance the vitality and sustainability of rural communities, including bidding for future funding through Cadwyn Clwyd</p> <p>Continue to monitor subsidised bus services in terms of the policy and report back to Scrutiny Committee on an annual basis – cost per passenger, accessibility, economic regeneration, safety and security, integration with other transport modes and sustainability</p>	Chief Officer Streetscene and Transportation	↓	L	L	G

**Risk to be Managed - Transition of TAITH to new model for regional transport including contingency planning and resourcing**

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)
Page 54	H	H	R	Key activity areas for regional co-ordination are continuing through a number of 'host' Authorities which have existing expertise to lead them e.g. DBS checks for drivers, passenger information, community transport, concessionary travel	M	M	A	Taith Board to continue to meet as a Board until at least December 2014, when the Ministerial Task Force is due to report on future delivery structures for the region.	↔	M	M	A
			Individual duties for administering and managing the new Bus Service Support Grant (BSSG) 2014-2015 for North Wales have been agreed and allocated with Flintshire's Transportation Manager to take over the role of Project Manager for the scheme with support from the Chief Engineer Transportation at the Isle of Anglesey acting as technical specialist. Financial management and support in 2014-2015 is provided by Flintshire				Each of the Local Authorities is responsible for monitoring its own expenditure in support of transport services under the BSSG scheme. 2014-2015 is a transitional year for bus funding in Wales and it is not known what will replace it as yet	Chief Officer Streetscene and Transportation				
							Streetscene and Transportation restructure will give more opportunity for building in resourcing resilience and contingency planning					



**Risk to be managed: Reductions in Welsh Government grants for subsidising services**

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)
H	H	R	Subsidised bus service initial review completed and policy in place to determine which bus services should continue to be supported in 2014-2015	L	L	G	<p>Continue to monitor subsidised bus services in terms of the policy and report back to Scrutiny Committee on an annual basis regarding service performance and determine which services should continue to be supported i.e. cost per passenger, accessibility, economic regeneration, safety and security, integration with other transport modes e.g. rail</p> <p>Explore alternative funding sources, e.g. Cadwyn Clwyd.</p> <p>Consider non-conventional transports such as Community Transport, Taxibus services, Demand Responsive Transport.</p>	Chief Officer Streetscene and Transportation	↔	M	M	A

This page is intentionally left blank

**Priority: Environment**  
**Sub-Priority: Carbon Control and Reduction**  
**Impact: Reducing our carbon impact on the natural environment**

**What we said we would do in 2014/15: -**

**1. Market and promote carbon reduction measures within the Council, with our partners and with the public to manage and reduce emission levels.**

<b>Progress Status</b>	<b>Progress RAG</b>	<b>G</b>	<b>Outcome RAG</b>	<b>G</b>
------------------------	---------------------	----------	--------------------	----------

What we aim to do in 2014/15 :  
 Having completed the Carbon Trusts Schools Energy Reduction programme, we will be working with these schools to maximise the potential savings that have been identified. To assist in this process, real time electrical energy monitoring (Sense Logix system) has been installed and is operational in all but one of the 10 schools. These monitoring systems will be used by the schools as an educational tool with the children and to promote energy efficiency.

We have identified a number of sites that will benefit from Solar P.V. and these will hopefully be installed during the summer months.( a smaller number due to reduced budgets)

A number of commercial scale renewable schemes have been identified and every effort will be made to bring these schemes to fruition. If achieved, such schemes will bring a significant and much needed boost to the Authority's revenue stream.

We will continue to work on providing BREEAM (Building Research Establishment Energy Environmental Assessment method) assessments for the 21 st century schools (5 have now been lodged with BREEAM)

The North Wales Energy Advice Centre continues to work with Corporate Training to provide frontline services with training on energy use and tariff advice. Two training sessions per year is the target.

The North Wales Energy Advice Centre also manages a service level agreement through which they provide comprehensive energy reports for residents free of charge. These reports (available to all residents upon request) provide information on energy usage and potential savings. The Advice Centre can also provide financial support for the households demonstrating a genuine need of support such as being in fuel poverty (and who fail to qualify for means tested programmes) to enable the physical improvements to happen. The service is in essence a safety net for Flintshire residents. The project has financial resource to support up to 120 households per year whilst there is no limit on the number of visits and reports that can be undertaken.

**2. Challenge the Council's carbon emissions, through our assets, vehicles and people behaviour: -**

- Investing in renewable energy schemes
- Investing in a more efficient fleet (vehicles)
- Improving the efficiency of our street lighting; and
- Increasing recycling of the Council's own waste

<b>Progress Status</b>	<b>Progress RAG</b>	<b>G</b>	<b>Outcome RAG</b>	<b>G</b>
------------------------	---------------------	----------	--------------------	----------

Progress Comment:

**Carbon Reduction/Renewable energy.**

The spring of 2014 was mild and continued the mild theme of the entire winter, with few serious frosts and virtually no snowfall, unlike the previous year which had been exceptionally cold with considerable snowfall. This has had a beneficial impact on the amount of energy used during this first quarter period, particularly for heating purposes, which, has resulted in an 37% decrease in gas consumption. Further reductions in electricity (14%), oil (74%) and LPG (48%) have also been recorded.

The table below shows the various streams and percentage reductions anticipated from the four Carbon saving elements, taken from the Carbon Reduction Strategy, and how they feed into the overall 60% target.

We continue to install energy efficient projects with good paybacks (most less than 5 years) up to our budget allocation and these together with the good housekeeping element have produced most of the energy/carbon reductions to date, though there is still more available if colleagues in all directorates, and at all County buildings were more thoughtful about their energy use in work.

The renewable /low carbon element is a little behind the programme schedule mainly due to insufficient funding until the last two years, and whilst we have caught up to some degree, financial pressures have once again detrimentally impacted on this years Renewable Energy budget which has been more than halved. However the Carbon Trust have identified that there is a need to invest in commercial scale renewable technology e.g. a large scale wind turbine or Solar farm, and these options are being explored.

The running total of renewable system installations now stands at 52 with low carbon technologies including wind turbines, solar photo voltaics, solar hot water, Bio Mass boilers (wood chip) and Combined heat and power engines that generate electricity as well as heat. All of these eligible renewable technologies continue to provide an income stream to the Authority through the Governments Feed in Tariffs and Renewable Heat Incentives. We will shortly be tendering a couple of P.V. installations for Flint High school and Abermorddu C.P. but apart from possibly a couple more smaller P.V. installations this will take us to the limit of our 2014/15 budget.

Several lighting refurbishments are also programmed this year with the majority anticipated to be complete before the schools return after the summer holidays.

We will continue to monitor the most significant of our sites (approx 130) to ensure waste is minimised and that energy budgets are not exceeded.

Continue to work with our Local Service Board Colleagues, reporting on energy consumption from all parties.

%Carbon savings (cumulative)	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
<b>Energy Efficiency Projects</b>	0%	2%	4%	6%	8%	11%	12%	14%	15%	17%	18%	19%	20%
<b>Good Housekeeping Asset Management</b>	2%	4%	6%	8%	10%	10%	10%	10%	10%	10%	10%	10%	10%
<b>Renewable &amp; Low Carbon</b>	0%	0%	0%	0%	0%	1%	2%	3%	4%	5%	6%	8%	10%
<b>Total</b>	<b>2%</b>	<b>6%</b>	<b>10%</b>	<b>15%</b>	<b>20%</b>	<b>25%</b>	<b>29%</b>	<b>34%</b>	<b>38%</b>	<b>43%</b>	<b>48%</b>	<b>54%</b>	<b>60%</b>

Within Community and Enterprise the Housing Regeneration and Strategy Team were expected to deliver measures to 100 properties in Q1 which has been exceeded. The 106 measures installed were cavity wall insulation, boiler replacements and external solid wall insulation. Further more, preparation for Q2 has been completed on time. A risk for this next quarter, however, is the availability of mains gas to the community of Mostyn. No heating systems can be installed until Wales and West Utilities are ready to commission the gas network which is scheduled for August. Despite this the team expects to deliver its target of measures to 350 homes in Q2. Another major change has been the funding – ECO funding has dwindled away and is extremely difficult to secure and when it is secured it is worth very little. To offset this the team have used the Green Deal Home Improvement Fund which is worth £4,000 per property on average. The Welsh Government were expected to launch their new £40million capital grant in Q1 but this at the time of writing still isn't available. This won't have an impact on the expected delivery targets for this year.

### Streetlighting

The use of appropriate new lanterns and technologies with high performance optics, electronic control gear, shielding etc can show reductions in energy consumption and a reduction in lighting pollution with the light distributed downwards at the target area which reduces in intensity at suitable locations.

The routine replacement of older conventional electro magnetic control gear with electronic control gear and white light is currently

ongoing. This would enable individual lamps or sections of lighting to be dimmed for part of the night, whilst providing a large energy efficiency saving per unit for high pressure sodium lamps, replacing low pressure sodium lamps and certain high pressure sodium lamps with white light and increasing the life expectancy of the lamp.

Dimming equipment is being installed during routine maintenance operations, which gives an alternative to switching off or partial switching off in certain areas of potential conflict. Although the option to part night is still under review subject to the successful implementation of the 400 part night units already installed within Flintshire.

Replacement of older PL bollards and sign lanterns to newer LED technologies which in turn reduces the number of visits to sites for maintenance which in turn reduces the carbon usage of vehicle movement.

### Fleet

All fleet vehicles will be monitored through the Tracking of vehicles to promote better utilisation of the vehicle and limits wasted journeys to further improve the CO2 performance. A new tracking protocol/policy is planned to be submitted for consideration in October 2014.

The adopted fleet review business cases on vehicle procurement and utilisation are now shaping how vehicles across the authority are being specified, procured, and utilised.

During Q1, 44 vehicles have been replaced with newer hire vehicles. These have replaced 5+ year old vehicles, and the table below shows the improved emissions (although not CO emission) of the newer vehicles. This roll-out will continue throughout this year, with the replacement figure already rising to 70 vehicles by end of July 2014.

EU emissions standards for passenger cars (in g/km)

Euro Standard	Implementation date*	CO (g/km)	THC (g/km)	NMHC (g/km)	NOx (g/km)	HC=NOx (g/km)	PM (g/km)
<b>Diesel</b>							
Euro I	July 1993	2.72	-	-	-	0.97	0.14
Euro II	January 1997	1.00	-	-	-	0.70	0.08
Euro III	January 2001	0.64	-	-	0.50	0.56	0.05
Euro IV	January 2006	0.50	-	-	0.25	0.30	0.025
Euro V	September 2010	0.500	-	-	0.180	0.230	0.005

Whilst considering alternative fuel options, and pool car availability, all new vehicle requests are challenged by fleet services.

Exploratory discussions have taken place with a number of vehicle manufacturers regarding electric and hybrid vehicle technologies, but as of yet these are not providing suitable alternative solutions to our commercial fleet.

Following the challenge to vehicle utilisation and replacement numbers, Fuel Monitoring will be set by using 2014/15 usage as a baseline for total number of litres used. This is being captured through a 'Data Warehouse' that will track all vehicle transactional costs throughout the year.

#### **Recycling**

We continue to promote recycling collections from all FCC sites that we provide collection services for, providing additional bins for all dry recycling and food.

#### **Achievement will be measured through:**

- Carbon reduction commitment
- Renewable energy and energy retrofit schemes
- Monitoring the fuel consumption of our fleet
- Carbon emissions from Council street lighting
- Recycling performance

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
EEFLM1 - Carbon Reduction Commitment - Reduce our carbon footprint through delivery of our Carbon Reduction Strategy (non domestic portfolio)	Chief Officer – Planning & Environment	1.51% (increase in year) 18.53% (cumulative reduction)	21% cumulative reduction	60% cumulative reduction by 2021	Annual return	NA	NA
Investment in renewal energy schemes		£300k	£100k	TBC subject to budget setting	£100k	G	G
Monitoring the fuel consumption of our fleet (litres)	Chief Officer – Transport & Streetscene	N/A New Measure	Baseline Year	TBC once baseline established	N/A	N/A	N/A
Reduction in carbon emissions from Council street lighting through installing improved and energy efficient street lighting, signs and bollards.		1.8%	1.75% per annum	2.5% per annum	1.8%	G	G
WMT/009b - The percentage of municipal waste collected by local authorities and prepared for reuse and/or recycled, including source segregated bio wastes that are composted or treated biologically in another way.		55.07%	57%	58%	58%	G	G



Risks to be managed - Ensuring that recycling and energy efficiency programmes are supported by the public and employees

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood (L)	Impact (I)	Gross Score (LxI)		Likelihood (L)	Impact (I)	Gross Score (LxI)				Likelihood (L)	Impact (I)	Gross Score (LxI)
H	H	R	<p>R1. Promote and raise awareness of the benefits of recycling with the public</p> <p>R2. Increase the level, efficiency and ease of collection systems for the public</p> <p>F2. Currently working through a programme of fitting Tracker Systems to all Fleet vehicles across the authority.</p>	L	M	G	<p>R1. Key action campaigns to improve quality and quantity of materials through collections. Increased awareness workshops in schools. Target Trade premises not currently recycling.</p> <p>R.2 specific material campaigns to target materials with low capture rates and improve the quality of the materials.</p> <p>F2 Tracking of vehicles promote better utilisation of the vehicle and limits wasted journeys to further improve the CO2 performance. Work on-going to fit systems to vehicles, all new vehicles are fitted with units</p>	<p>Chief Officer Environment and Planning</p> <p>Chief Officer Streetscene and Transportation</p>	↓	L	L	G

Page 63

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangement s in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)
Page 64			<p>F3. Drivers Handbook Extract on Economic Driving including explanation of Fuel Consumption provided to workforce</p> <p>F4. Transportation and Logistics operations currently being reviewed. The results will shape how vehicles across the authority will be specified, procured, and</p>				<p>F3 Revised Fleet Drivers Handbook has been distributed to all drivers. In-House training programme is nearing completion for all drivers of LGV's as part of the Driver CPC (Certificate of Professional competence) training. Modules for the training include SaFED. (Safe and Fuel Efficient Driving) techniques, thereby reducing fuel consumption and carbon emissions. All new starters receive driver Training</p> <p>F4 The review of Transportation and Logistics operations is completed. The results will shape how vehicles across the authority will be specified, procured, and utilised. Whilst considering</p>					

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)
Page 65			utilized. Whilst considering alternative fuel options, and pool cars availability,  E1. Interaction and engagement with staff and energy champions to promote and raise awareness of energy conservation initiatives.				alternative fuel options, and pool car availability All new vehicle requests are challenged by fleet services.  E1 Continue to promote energy awareness programmes and the positive contribution low cost no cost action can have on the council's energy costs.					

3. Encourage public utilisation of recycling facilities and services							
Progress Status			Progress RAG	G	Outcome RAG	G	
<p>Campaigns to improve quality and quantity of materials through collections. Increased awareness through school workshops and us of campaign trailer</p> <p>Target areas of low performance and specific material campaigns such as food.</p> <p><b>Achievement will be measured through:</b></p> <ul style="list-style-type: none"> <li>Improved recycling performance</li> </ul>							
Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
WMT/011 - The percentage of local authority municipal waste received at all local authority household waste amenity sites that is prepared for reuse, recycled or of source segregated bio waste that is composted or treated biologically in another way.	Chief Officer – Transport & Streetscene	54.47%	67%	75%	65% (provisional figure – waiting for more data)	A	A

Risks to be managed - Securing sufficient funding for renewable energy schemes

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(Lxl)		(L)	(I)	(Lxl)				(L)	(I)	(Lxl)
H	H	R	Continue to invest in Renewable energy systems that are eligible for the Governments Feed In tariff and Renewable Heat incentive payments, though the significant reduction in the renewable Energy Budget (£300k down to £100K) will have a negative impact. Explore options for much larger renewable schemes	M	M	A	Work with APSE and other suitable partners to ultimately develop large scale energy schemes, that will make a significant contribution to the County's Energy needs	Chief Officer, Planning and Environment And Streetscene Chief Officer	↑	M	M	A

Risks to be managed - Securing sufficient funding to maintain the Council's recycling service.

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)			(L)	(I)	(LxI)	
H	H	R	Continue to provide a regular high quality collection service to maintain/increase public participation. Continue to operate the recycling bulking facility to ensure high quality recycling to capture high end returns of income.	M	H	R	Investigate areas of good practice in other LA's to help increase participation by residents and increase income potential.  Improve standards of meet and greet at Household Recycling Centre to divert recyclable waste from landfill.	Chief Officer, Planning and Environment And Streetscene Chief Officer	↑	L	L	G

Risks to be managed - Securing sufficient funding for further street lighting improvement programmes.

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)
H	H	R	Continue to invest in energy saving schemes.	L	M	G	<p>Investigation into Part night switching in areas of approved and evaluated locations which will reduce carbon and energy usage whilst supporting extra benefits such as dark nights at sky.</p> <p>Part night switching in areas of approved and evaluated locations will reduce carbon and energy usage whilst supporting extra benefits such as dark nights at sky.</p> <p>Dimming of lighting units by 30% to reduce the level of energy and illumination output for a period of time during dark hours (2200hrs – 0600hrs).</p> <p>Trimming the switching on and off times to reduce the hours of operation by 20 hours per unit per year.</p>	Chief Officer, Planning and Environment And Streetscene Chief Officer		L	L	G





**4. Encourage residents and employees to use more sustainable forms of transport.**

<b>Progress Status</b>	<b>Progress RAG</b>	<b>G</b>	<b>Outcome RAG</b>	<b>G</b>
------------------------	---------------------	----------	--------------------	----------

The Authority has been successful in obtaining Grant funding from Welsh Government to deliver and develop designated cycleways. This program will include the implementation of a cycle way linking Broughton to Saltney. Works are not programmed to start till January 2015. We are also presently looking at developing two further designated cycle ways. These being the missing link between the existing cycle way network on Deeside Industrial Park, and also the feasibility of providing a cycle way between the recently completed route in Sandycroft and the Airbus factory.

Work started in July on the Talacre to Ffynnogroew shared use route (pedestrian /cyclists) this will be completed in September. Cycle/Pedestrian counters will be put on all the new cycle ways to provide usage figures. We will also be launching the successful Cycle to Work Scheme in September.

The measure “increased bus passenger numbers” will be replaced in quarter 2 with the measure “Cost per passenger”. This change has been made for a number of reasons:

- the complexities of gathering the data
- it is unlikely that bus passenger numbers will increase if service levels are being cut due to funding cuts.
- a number of the bus services in the county are commercial and operators will not share commercially sensitive information with the authority.

**Achievement will be measured through:**

- Increased bus passenger numbers and use of cycleways

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
Increased bus passenger numbers. <i>*This measure will be replaced at Qtr 2 with “Cost per passenger”</i>	Chief Officer – Transport & Streetscene	N/A New Measure	Baseline Year	TBC once baseline established	Not available	N/A	N/A
IPE1M7 - Number of users on the cycleway networks evidenced through counter data		82,500 users	120,000 users	150,000 users	125,261	<b>G</b>	<b>G</b>

Risks to be managed: Ensuring that buildings are used effectively to match our priorities

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(H)	(I)	(Lxl)		(L)	(I)	(Lxl)			(L)	(I)	(Lxl)	
Page 72	H	R	Work continues to reduce paperwork and document storage. Communicate out to staff and promote the Assets work stream and raise awareness of what is required through infonet and communication meetings Increasing number of services working agilely Review of current building usage	L	L	G	Continue to maintain progress in relation to paper disposal and increase scanning capability to support agile working. Awareness raising campaigns have been used in the infonet to promote agile working and we have developed a training course for managers to support them in agile working with particular emphasis on output based management up skilling. Continue to increase the level of take up in agile working. The decant of Connahs Quay Offices will provide the next major agile worker migration.	Chief Officer Organisational Change	↓	L	L	G

**5. Complete the review and rationalise the Council's assets.**

<b>Progress Status</b>	<b>Progress RAG</b>	<b>A</b>	<b>Outcome RAG</b>	<b>G</b>
------------------------	---------------------	----------	--------------------	----------

Current decant from Flint will be complete in August to allow accommodation to be provided for agile working teams from Connahs Quay. Connahs Quay offices will then close.

There has been an increase in space use in all phases of county hall and there will be additional staff moving to Flint. The emptying and demolition of the Connah's Quay offices will be an important step in reducing accommodation and removing an inefficient building from the authority's portfolio. While this is on target we have retained RAG status for the present. Likewise specific carbon reduction measurements and analysis will be reviewed in due course.

**Achievement will be measured through:**

- Reduction in the Council's assets portfolio

Page 73

Achievement Measures	Lead Officer	2012/13 Baseline Data	2013/14 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
IPE2M11 - Reduce the number of corporate office buildings we own and occupy	Chief Officers – Organisational Change	0	Reduction of 1 building	Reduction of 2 buildings	0	<b>A</b>	<b>G</b>

This page is intentionally left blank

## FLINTSHIRE COUNTY COUNCIL

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

**DATE:** **WEDNESDAY 22 OCTOBER 2014**

**REPORT BY:** **ENVIRONMENT 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 Cabinet for consultation purposes, or by County Council, or Chief Officers. Other possible items are identified from the Cabinet 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.

**Contact Officer: Margaret Parry-Jones**  
**Telephone: 01352 702427**  
**Email: margaret.parry-jones@Flintshire.gov.uk**

# ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

## Draft Forward Work Programme

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/ Contact Officer	Submission Deadline
<b>Site Visit in November (Talacre and North Wales Food Project)</b>					
<b>Wednesday 3 December 2014 10.00 a.m.</b>	2014/15 Q2 Mid Year Improvement Plan Monitoring & COT Performance Reports	To enable Members to fulfil their scrutiny role in relation to performance monitoring.	Performance Monitoring	Facilitator	
	<b>Mersey Dee Alliance</b>	To receive an update report	Progress Monitoring	Chief Officer (Community & Enterprise)	
	<b>Heritage buildings</b>	To receive a report on the role of the Council with regard to listed buildings and restoration and conservation in Flintshire – to include signage, and buildings at risk	Awareness Raising	Chief Officer Planning & Environment	
	<b>Coastal Park proposals</b>	To advise Members of proposals to develop the concept of a Flintshire Coastal Park	Awareness Raising	Chief Officer Planning & Environment	
<b>Wednesday 14 January 2015 10.00 a.m.</b>	<b>Streetscene next steps</b>	To review the Streetscene standards (including drain cleaning policy & weeding policy, cycle path maintenance, fly tipping, recycling e.g. tetrapak, etc)	Policy Review	Chief Officer Streetscene & Transportation	

## ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/ Contact Officer	Submission Deadline
<b>Jan – Budget Scrutiny (special meeting)</b>					
<b>Site Visit HRC early 2015</b>					
<b>Wednesday</b> <b>11 February 2015</b> <b>10.00 a.m.</b>	<b>Street Furniture</b>  <b>Communities First Update</b>	To review the Street Furniture Policy  To receive an update on the work Communities First	Policy Review  Progress Monitoring	Chief Officer Streetscene & Transportation	
<b>Thursday</b> <b>19 March 2015</b> <b>10.00 a.m.</b>	2014/15 Q3 Improvement Plan Monitoring update  <b>Dangerous roads</b>	To enable Members to fulfil their scrutiny role in relation to performance monitoring.	Performance Monitoring	Facilitator	
<b>24 March</b>	Invitation to Housing O & S Committee	Viable and Vibrant Communities			
<b>Thursday 23 April</b> <b>2015</b> <b>10.00 a.m.</b>	<b>Transportation/Bus                      Services update</b>				



## ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/ Contact Officer	Submission Deadline
<b>Thursday 4 June 2015 10.00 a.m.</b>	2014/15 Year End reporting and Data Submission	To enable Members to fulfil their scrutiny role in relation to performance monitoring.	Performance Monitoring	Facilitator	
	Improvement Plan Monitoring & COT Performance Reports	To enable Members to fulfil their scrutiny role in relation to performance monitoring.	Performance Monitoring	Facilitator	

### ITEMS TO BE SCHEDULED as agreed by Committee

Item	Purpose of Report/Session	Responsible / Contact Officer
<b>Agriculture</b>	How Flintshire support the sustainability of farming in the County.	Chief Officer
<b>Flood Alleviation Scheme</b>	Request from Cllr Nancy Matthews	Chief Officer Planning & Environment

Joint meeting or invitation to attend Housing:- **Viable and Vibrant Communities (tbc)**

## ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

### REGULAR ITEMS

Month	Item	Purpose of Report	Responsible / Contact Officer
Quarterly/ Half Yearly	<b>Improvement Plan Monitoring and Chief Officer Performance Reports</b>	To enable Members to fulfil their scrutiny role in relation to performance monitoring.	Chief Officers
Quarterly	<b>North Wales Residual Waste Treatment Project &amp; sub regional food waste project</b>	To receive and consider further details on the progress of the project.	To be confirmed
	<b>Deeside Enterprise Zone</b>	Update within COT reports	