

Public Document Pack

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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, Brian Lloyd,
Nancy Matthews, Ann Minshull and Paul Shotton

13 March 2015

Maureen Potter / 01352 702322
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Dear Sir / Madam

A meeting of the **ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE** will be held in the **DELYN COMMITTEE ROOM, COUNTY HALL, MOLD CH7 6NA** on **THURSDAY, 19TH MARCH, 2015** 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 3 - 22)
To confirm as a correct record the minutes of the meetings held on 3 December 2014 and 26 January 2015.
- 4 **WASTE COLLECTIONS POLICY** (Pages 23 - 42)
Report of Chief Officer (Streetscene and Transportation) enclosed.
- 5 **GRASS CUTTING POLICY** (Pages 43 - 48)
Report of Chief Officer (Streetscene and Transportation) enclosed.

- 6 **STREETLIGHTING POLICY** (Pages 49 - 60)
Report of Chief Officer (Streetscene and Transportation) enclosed.
- 7 **FLINTSHIRE PARKING STRATEGIES** (Pages 61 - 226)
Report of Chief Officer (Streetscene and Transportation) enclosed.
- 8 **FOR INFORMATION: FLINTSHIRE BUSINESS WEEK 2014 (FBW14)**
(Pages 227 - 232)
Report of Chief Officer (Community and Enterprise) enclosed.
- 9 **FOR INFORMATION: COMMUNITIES FIRST UPDATE** (Pages 233 - 236)
Report of Chief Officer (Community and Enterprise) enclosed.
- 10 **FOR INFORMATION: QUARTER 3 IMPROVEMENT PLAN MONITORING REPORT** (Pages 237 - 296)
Report of Environment and Social Care Overview and Scrutiny Facilitator enclosed.
- 11 **FORWARD WORK PROGRAMME** (Pages 297 - 302)
Report of Environment and Social Care Overview and Scrutiny Facilitator enclosed.

ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE **3 DECEMBER 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, 3 December 2014

PRESENT: Councillor Hilary Isherwood (Chair) for Items 30-33
Councillor David Evans (Vice-Chair) chaired the remainder of the meeting
Councillors: Haydn Bateman, Peter Curtis, Chris Dolphin, Ian Dunbar, Cindy Hinds, Ray Hughes, Colin Legg, Nancy Matthews, Ann Minshull, Paul Shotton and Carolyn Thomas

SUBSTITUTE: Councillor Mike Peers (for Veronica Gay)

APOLOGY: Cabinet Member for Economic Development

ALSO PRESENT: Councillor Chris Bithell

CONTRIBUTORS: Deputy Leader & Cabinet Member for Environment, Cabinet Member for Waste Strategy, Public Protection & Leisure, Planning Strategy Manager, Senior Planner, Economic Development Manager, Enterprise Manager and Project Manager

Chief Officers for Planning & Environment, Streetscene & Transportation and Community & Enterprise (for minute number 33)

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

30. VARIATION IN ORDER OF BUSINESS

The Chair indicated that there would be a slight change in the order of business to bring forward agenda items 6 and 7 to allow the Chief Officers to be present.

31. DECLARATIONS OF INTEREST (INCLUDING WHIPPING DECLARATIONS)

Councillor Carolyn Thomas declared a personal interest on Agenda Item 6 - Mid Year Chief Officer Performance Reports - due to her association with the Clwydian Range & Dee Valley Areas of Outstanding Natural Beauty Joint Action Committee, Bionet partnership and Cadwyn Clwyd.

32. MINUTES

The minutes of the meeting of the Committee held on 22 October 2014 had been circulated with the agenda.

Matters Arising

Minute number 26: 12 Month Progress Report following the introduction of Civil Parking Enforcement Measures - Councillor Peter Curtis referred to the information on penalty charges which had been previously circulated and asked for more detail to explain the reasons why the charges had occurred. He also pointed out that civil parking enforcement should take account of the fact that some parking spaces may not be able to accommodate wider vehicles. The Chief Officer (Streetscene & Transportation) explained about contraventions to on-street parking as opposed to off-street parking which may involve parking across two bays or non-defined areas. He advised that the width of car parking spaces complied with the regulations and would provide a written response to the query raised by Councillor Curtis.

Minute number 27: Improvement Plan Monitoring - in response to a question from Councillor Curtis on food defence work to the riverbank, it was confirmed that diversion work had commenced on the footpaths and cycleways.

RESOLVED:

That the minutes be approved as a correct record and signed by the Chair.

33. MID YEAR CHIEF OFFICER PERFORMANCE REPORTS

The Committee received a report to note and consider the 2014/15 mid year service performance reports produced at Chief Officer level for their respective portfolios covering the period April to September 2014. The Chief Officers each gave a short presentation on performance, outlining work which had been undertaken to improve performance and areas where improvement was needed, as outlined within the report.

Streetscene & Transportation

Councillor Carolyn Thomas referred to an overspend of £149K reported at Month 5 due to additional overtime costs and use of agency workers as a result of vacancies within Waste Disposal & Collection Services. Having raised concerns at the recent Corporate Resources Overview & Scrutiny Committee, she felt that this should have been followed up by Cabinet and reported back to this Committee. She sought assurance that resources were not being diverted to Waste Disposal & Collection at the detriment of other Streetscene services, such as drainage and grass cutting, as this would present further problems. Councillor Thomas also commented on the potential for Town and Community Councils to be offered an opportunity to assume responsibility of grass cutting services in view of the current budgetary pressures.

The Chief Officer explained that following a realignment of the budget, teams within Streetscene were now generic, operating from a single depot and that despite some minor budget adjustments such as the example given, the services were being delivered as before. He pointed out that the £149K overspend was not significant given the overall budget and gave assurance that the adjustment was not at the expense of other Streetscene services but would be accounted for by the allocation of staffing and depot overhead costs across

the service. He asked if any particular concerns on areas of the service could be reported to him but went on to say that there were now more employees in the service than before and that the work was being undertaken in line with the standards set by Members of this Committee.

In response to other queries, the Chief Officer explained that work on 'The Nant' had been awaiting clearance of the river and that information would be emailed to all Members on the consultation exercise on local transport priorities, with a link to the Regional Transport Plan. A drop-in event would also be held on 15 December 2014 at Mold Town Hall to view the priorities for Flintshire. On Highways, it was clarified that Welsh Government (WG) funding had been available for prudential borrowing, however this funding ended this year, which represented a risk to the condition of the highway network. The centralising of Streetscene winter maintenance operations at the Alltami Depot would enable more effective control of services and there would be a future report to the Committee on new arrangements for the Council's Household Recycling Centres.

Due to Members' concerns around changes in Area Supervisors, the Chief Officer provided explanation on the need to balance service need and the expectations of individuals who had applied for voluntary redundancy. He gave assurance that this was being closely managed and that those Members whose wards were affected would be advised by email by the end of the week of the interim arrangements. The Chair suggested that the Chief Officer liaise with Councillor Thomas on her concerns around availability of teams.

Following concerns raised by Councillor Mike Peers around the lack of notification from WG on infraction charges, it was agreed that no action should be taken at present as the Chief Officer was due to meet with WG representatives. Clarification was given on the door-knocking exercise carried out in areas where low participation of food waste had been identified. Councillor Nancy Matthews said that Members had been told of an increase in food waste participation following this exercise.

In response to queries, the Chief Officer provided explanation on the final phase of the Fleet Review for the procurement of a single contract including a service level agreement for vehicles.

He advised that local Streetscene issues should continue to be reported to the contact number of the relevant Area Supervisor.

Councillor Paul Shotton commented on the success of the traffic light synchronisation in Deeside and thanked officers for the site visit to the food waste recycling facility at Rhuallt and for the provision of overspill car parking at Talacre. In relation to the 'van ban' at six of the recycling sites, this had been instigated to address the volume of trade waste at sites and had resulted in an increase in residents' waste recycling. It was noted that travel time through the Deeside corridor had substantially reduced following the synchronisation work.

Councillor Peter Curtis welcomed the introduction of improved street lighting which he felt covered a wider area. In response to comments on the installation process, the Chief Officer explained the necessity of this due to the involvement of other parties in replacing supply cables. Around 2,000 street

lights had been replaced in the programme to date, mainly funded by WG, however again there was uncertainty around future funding.

Following reports from Councillor Cindy Hinds about issues with street lighting and potholes, the Deputy Leader & Cabinet Member for Environment asked that these be reported directly to the Area Supervisors or alternatively referred to himself or the Chief Officer to investigate.

In response to comments around the change in Area Supervisors and the voluntary redundancy policy, the Chief Officer referred to the financial pressures and the need to make alternative arrangements to meet the wishes of individuals who wished to leave the Council. Concerning further remarks, the Cabinet Member for Waste Strategy, Public Protection & Leisure said that finalising the structure would avoid the need to revisit again in a year's time.

Following comments from the Deputy Leader, Councillor Matthews said it was her understanding that no area would be exempt from cuts and efficiencies. The Deputy Leader responded by saying that elements of statutory services such as Social Services and Education must be retained and therefore decisions had to be made on savings elsewhere.

Concerning comments from Councillor Chris Dolphin, the Chief Officer said that the footway resurfacing programme was available on the Council's website and would check that sufficient cover was in place at recycling centres over lunchtime periods.

Councillor Haydn Bateman queried the drop in risk score for fleet operations. The Chief Officer said that this represented a single example relating to an issue with vehicle markers and that the process would not allow a return to 'Green' status for two years. He went on to refer to a recent audit of the methods in place for recycling sales and the sharing of best practice with an all-Wales group. On the proposed changes at UPM Shotton, the Chief Officer said that the current contracts were not under threat.

Planning & Environment

In response to queries raised by Councillor Ian Dunbar, the Chief Officer (Planning & Environment) advised that the results of the Local Development Plan (LDP) candidate site process were due to be reported to the Planning Strategy Group and that the outcome of planning permission for the Deeside Solar Farm was awaiting the signing of a Unilateral Undertaking for the generation of energy to UPM Shotton.

On the areas of concern highlighted in the report, Councillor Mike Peers made reference to delayed responses to questions and concerns raised by Members. The Chief Officer gave assurances that he would be analysing the evidence currently being collated by the Democracy & Governance Manager to establish any trends. Councillor Peers drew attention to the slight downturn in the percentage of enforcement cases resolved within 12 weeks and following a recent incident, suggested that slow progress on follow-up action may be a contributory factor. The Chief Officer referred to the impact of an employee's long-term absence and said that detail on closed cases (where no follow-up

action was required) had previously been reported to the Committee. He said that the situation would be monitored and that officers were working on information for Members on active cases within their wards.

The Chief Officer also advised Members of changes to performance indicators proposed by WG as part of the emerging Planning Bill.

Councillor Thomas stressed the importance of providing cover for departments deploying agile working. In response to queries, the Chief Officer provided clarification on Wrexham Council's departure from the Minerals & Waste shared regional service and said that an update on the Flintshire Coastal Path would be reported to the next meeting of the Committee.

Concerning resources in Building Control, the Cabinet Member for Waste Strategy, Public Protection & Leisure said that income streams were dependent on developments proceeding.

In response to a question from Councillor Bateman, information was given on the joint post of Ranger between the Council and the Amphibian Reptile Conservation Unit.

Councillor Curtis made reference to errors in the 'project closure report' which had been circulated to Members.

Community & Enterprise

Councillor Shotton welcomed the positive outcomes from the report such as the Council house building programme, and thanked the Green Team for work on enhancing areas of the county.

Information was sought by Councillor Thomas on a Flintshire Connects centre for Mold. The Chief Officer (Community & Enterprise) said that this was under the remit of the Corporate Resources Overview & Scrutiny Committee and would discuss further outside the meeting.

The Chief Officer suggested that a report on the success of Flintshire Business Week 2014 could be brought to the meeting in February 2014.

In response to comments from Councillor Dunbar, the Economic Development Manager spoke of the country-wide challenges around high street regeneration. He said that opportunities were there for businesses to benefit from local industry and new housing developments and that the programme of work included early intervention steps such as helping to improve shop frontages, utilising empty space above shops and improving the physical appearance of areas for commercial investment. The Enterprise Manager gave an update on progress with the rollout of Superfast Broadband across Wales with the aim for Flintshire to be 97% enabled by Spring 2015.

Councillors Matthews and Thomas highlighted the importance of Broadband access in all areas of the county as opposed to a 'hit and miss' approach. The Enterprise Manager spoke of regular communication channels with BT and the identification of areas where Broadband support was most

needed. She agreed to discuss further with her contact at BT and would email this contact information to Councillor Dolphin as requested.

RESOLVED:

- (a) That the report be noted;
- (b) That the Cabinet Member and officers be invited to take away the comments and provide responses; and
- (c) That the comments/observations of the Committee are fed back to the Corporate Resources Overview & Scrutiny Committee who are responsible for the overview and monitoring of performance.

34. QUARTER 2 IMPROVEMENT PLAN MONITORING REPORTS

The Committee received a report to note and consider elements of the 2014/15 Improvement Plan Monitoring Report relevant to the Committee for the period July to September 2014.

The responsible officers each gave a short presentation on performance within each of the sub-priority areas, highlighting work which had been undertaken to improve performance and areas where improvement was needed, as outlined within each report.

Business Sector Growth in Deeside

The Chairman sought explanation for timetable slippage on work to the flood alleviation scheme for the Northern Gateway Masterplan. The Planning Strategy Manager explained that this was due to the slower technique used on piling.

Town and Rural Regeneration

No queries were raised.

Social Enterprise

As a further update, the Project Manager reported on the effectiveness of sub-group arrangements and activities of the social enterprise local network.

Councillor Shotton spoke positively about the social enterprise event held at Coleg Cambria and commented on the £30K of grant funding. The Project Manager advised that availability of this funding - which had recently been publicised through social media - had now been extended beyond March 2015.

Traffic and Road Management

Following comments made by Councillor Mike Peers on the implementation of 20 mph zones and yellow lines, the Deputy Leader said that the Council had written to all schools and that schools had been given a high priority on the list of highway improvements endorsed by Cabinet.

Councillor Curtis highlighted problems with parking at Ysgol Gwenffrwd and asked if this could be looked at. The Cabinet Member agreed to take this on board.

Transport Infrastructure and Services

No queries were raised.

Carbon Control and Reduction

In the absence of Chief Officers, the Deputy Leader asked that any queries be emailed to him.

RESOLVED:

That the comments/observations of the Committee are fed back to the Corporate Resources Overview & Scrutiny Committee who are responsible for the overview and monitoring of performance.

35. HERITAGE BUILDINGS

The Planning Strategy Manager introduced a report to raise awareness of the issues, options and approaches involved in the management and protection of heritage assets by the Council's Built Conservation team and to endorse the principle of the development of a Local Heritage Strategy.

As part of the background detail, information was provided on the different types of heritage assets and the classification of listed buildings/ structures. A survey utilising funding from Cadw had determined which listed buildings were at risk and to what extent. The last survey undertaken in 2011 had identified 133 buildings/structures in Flintshire to be at risk, some of which posed more significant concern than others, together with a further 136 which were deemed 'vulnerable'.

As reflected in the mid-year performance report, the Planning Strategy Manager referred to concerns around the implications of the Heritage Bill in respect of additional responsibilities for Local Authorities, with no clarity given on resources and funding. Despite the financial challenges, the report reflected positive elements in terms of resources and the proactive approach being taken by the Built Conservation team towards the protection and preservation of buildings at risk. The departure of one employee following acceptance of a voluntary redundancy request meant that two qualified conservation officers remained in the team: this level of expertise was considered sufficient in comparison to other North Wales Authorities. Within the aims of the service, the development of a Local Heritage Strategy would bring together components which were already in place.

The Senior Planner delivered a presentation showing photographs of the case study 'at risk' examples listed in the report and describing actions taken.

In referring to the challenges around funding, Councillor Mike Peers suggested alternative routes such as charging for services/expertise and seeking contributions from Town and Community Councils who may consider these local assets to be of importance. He added that the listed buildings/ structures could be categorised according to their importance within the county to target funding where it was most needed.

In recognition of the pressures on Local Authorities, the Planning Strategy Manager stated the intention was to look at charging options as well as continuing to pursue funding bids and identify innovative ways of exploring other sources of funding, eg Cadwyn Clwyd and building preservation trusts. He went on to say that a pragmatic approach would need to be taken to the possible de-listing of some buildings and that there was potential for discussions with Town and Community Councils on contributions or community working initiatives.

Councillor Peter Curtis felt it was important to allocate the limited funding on projects which were considered viable.

In response to queries raised by Councillor Haydn Bateman on the Bathhouse in Cilcain, the Planning Strategy Manager explained that there was no economical viable use for conversion and that Section 106 monies could not be utilised in this case. On a further query, he advised that different legislation covered the protection of ancient hedgerows.

The Chair said it was important to recognise the amount of heritage assets within Flintshire.

RESOLVED:

- (a) That the content of the report be noted and the Built Conservation service outcomes listed in paragraph 3.16 be endorsed; and
- (b) That the development of a Local Heritage Strategy for Flintshire be supported.

36. MERSEY DEE ALLIANCE

The Enterprise Manager provided an update on recent activity of the Mersey Dee Alliance (MDA) since last reported in June 2014. She gave examples of the events supported by the MDA including for the Economic Ambition Board (EAB) and reported on the expansion of the MDA Board membership. The engagement of a company to produce a prospectus had resulted in a number of useful recommendations which were being taken forward. The report detailed the main areas of focus for the business plan including a number of operational priorities. It was also reported that Denbighshire County Council had declared plans to withdraw membership from the MDA with effect from April 2015.

Councillor Paul Shotton welcomed the approach taken by MDA and noted the increased attendance at Flintshire Business Week 2014 which provided opportunity for networking. He asked about the allocation of spend on the MDA

budget and suggested that the Chair of the Deeside Enterprise Zone Board be invited to attend a future meeting of the Committee.

Councillor Carolyn Thomas pointed out that the Chair had already agreed to attend a joint meeting of the Lifelong Learning and Community Profile & Partnerships Committee in February 2014. The Facilitator advised that the former Chair of the Board had been unavailable to attend a previous meeting of the Committee but that an invitation could be extended to the current Chair.

In response to queries from Councillor Thomas, it was clarified that the EAB was now chaired by different members and involved more workstreams whereas the MDA had identified skills and transport as the key priority areas. It was suggested that future meetings involve representatives from EAB with the MDA to promote joined-up thinking.

Councillor Peter Curtis spoke of the need for Welsh Government to recognise the importance of the MDA.

Councillor Colin Legg suggested that the report be re-introduced at the next meeting of the Committee due to a number of Members having left the meeting early. It was pointed out that updates were scheduled on a six monthly basis and that progress on the MDA was also covered under performance reporting.

RESOLVED:

That the report and the value of the Mersey Dee Alliance to the successful development of the Flintshire economy be noted.

37. FORWARD WORK PROGRAMME

The Environment & Social Care Overview & Scrutiny Facilitator introduced a report to enable the Committee to consider the Forward Work Programme. The following changes were agreed:

- Update on the Flintshire Coastal Path to be reported to the next meeting on 14 January 2014 (as suggested earlier in the meeting).
- Report on breakdown of costs for Waste and Recycling Services to be included on the Forward Work Programme, following concerns raised at the Corporate Resources Overview & Scrutiny Committee.
- Item on the success of Flintshire Business Week 2014 to be reported to the meeting on 11 February 2014 (as suggested earlier).
- The Facilitator to liaise with the Chief Officer (Community & Enterprise) to request a briefing note to the Committee on the Blue Badge scheme.

RESOLVED:

That the Forward Work Programme be updated accordingly.

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

There was one member of the press in attendance.

(The meeting started at 10.00 am and ended at 12.55 pm)

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Chair

ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE
26 JANUARY 2015

Minutes of the meeting of the Environment Overview & Scrutiny Committee of Flintshire County Council held at County Hall, Mold on Monday, 26 January 2015

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

Councillors Haydn Bateman, Peter Curtis, Chris Dolphin, Veronica Gay, Ray Hughes, Joe Johnson, Nancy Matthews and Carolyn Thomas

SUBSTITUTES:

Councillors: Ron Hampson (for Paul Shotton) and Mike Lowe (for Ian Dunbar)

APOLOGIES:

Councillors: David Evans, Cindy Hinds and Ann Minshull

ALSO PRESENT:

Councillors: Richard Jones and Mike Peers

CONTRIBUTORS: Leader and Cabinet Member for Finance, Chief Executive, Deputy Leader and Cabinet Member for Environment, Cabinet Member for Waste Strategy, Public Protection and Leisure, Chief Officer (Community & Enterprise), Chief Officer (Planning and Environment), Chief Officer (Streetscene and Transportation) and Corporate Finance Manager

IN ATTENDANCE:

Member Engagement Manager and Environment & Social Care Overview & Scrutiny Facilitator

39. DECLARATIONS OF INTEREST (INCLUDING WHIPPING DECLARATIONS)

No declarations of interest were made.

40. BUDGET CONSULTATION PROCESS 2015/16

The Chairman welcomed the contributors to the meeting.

The Leader outlined the budget consultation process to date, which included briefing meetings with Group Leaders and Chairs of Overview & Scrutiny Committees, culminating with the Overview & Scrutiny mop-up session scheduled to be held on Friday, 30th January, 2015, prior to the final budget proposals being presented to County Council on the 17th February, 2015. Regular updates had been given to Members over recent months and the Leader commented on the unprecedented financial challenges facing all Councils across Wales. The draft budget report, presented to Cabinet on 16th December, 2015 highlighted a £16.4m budget gap for 2015/16. Following intensive work a balanced budget had been achieved. The risk to frontline services was a unique challenge with no magic formula and no additional money available.

The Leader commented on the consequential revenue provision and briefed Members on his lobbying of Ministers and the Welsh Government (WG).

He expressed his disappointment following the Autumn Statement that no additional funding for service protection was being allocated to Local Government.

The Chief Executive and Corporate Finance Manager gave a detailed presentation which covered the following areas:-

- National Position
- Revised Local Position
- Strategy to close the extended gap
- Up to date Strategy position
- Remaining Strategy Actions
- Big Budget Conversation
- Member Involvement
- Final Steps in the Budget

The Chief Officer (Community & Enterprise), Chief Officer (Planning and Environment) and Chief Officer (Streetscene and Transportation) each gave a detailed presentation on budget proposals within their respective portfolios.

The comments and questions which were raised by Members of the Committee on the presentations, together with the responses given, are detailed in Appendix 1 (attached).

During discussion, the Chair thanked Officers for the openness in which the workshops and verbal updates had been delivered to Members and felt members of the public were better prepared for the year ahead.

RESOLVED:

That the presentation be noted.

41. MEMBERS OF THE PRESS AND PUBLIC IN ATTENDANCE

There were no members of the public and one member of the press in attendance.

(The meeting started at 2.00 pm and ended at 5.28 pm)

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Chair

Overview & Scrutiny Budget Consultation 2015/16

Environment Overview & Scrutiny Committee – 26th January, 2015

Section	Issue/Question	Response
GENERAL COMMENTS		
	The Leader and Chief Executive were thanked for the openness and public assurance which had characterised the budget process this year.	Acknowledged.
	What provision has been made for lower inflation in the light of reduced fuel costs?	This was discussed at CRO&SC on Thursday. Non- standard inflation doesn't just include fuel and energy, it also contains food costs. We will be looking at this further, on a risk based approach.
COMMUNITY & ENTERPRISE		
	Will the cost savings from the management restructuring be set against the workforce efficiencies which have previously been reported to CRO&SC?	No: these are separate and will be retained within the portfolio.
	The closure of Mold TIC is a concern as there is not yet a Connects facility in Mold, which is a visited because of Moel Fammau, Loggerheads, the market. Could this be reconsidered?	The concerns are understood: new tourist information is being produced and the website is being improved to provide more and better information.
	Who will manage the Destination Flintshire website in future? Could an App for tourism be developed?	There is a meeting with the Flintshire Tourism committee scheduled to discuss this. An app is currently being developed.

Section	Issue/Question	Response
	There is a lack of tourism information for the disabled.	This concern will be discussed with Flintshire Tourism.
	Restructuring process costs	Exit costs for VR and EVR, vacant posts being deleted.
	Comment on the proposal for merging a senior regeneration manager post with one from housing, when the latter is funded from capital	One is capital funded, one revenue and this is reflected in the projected £22k saving.
PLANNING & ENVIRONMENT		
	With the cessation of the out of hour's dog service, could Streetscene provide advice?	We will ensure that the Streetscene service is able to advise on this. The Police would still deal with dangerous dogs.
	When will more be known about the staffing collaboration with Wrexham CBC? There are concerns if the contaminated land officer post is not proceeded with.	There isn't a timescale, but discussions are ongoing. If this isn't practical, we will look at addressing this ourselves, possibly on a .5 contract basis. For specialist posts, there are a lot of ongoing discussions with Wrexham. We are confident that we will be able to proceed on this.
	Can the pest control rates be 'affordable'?	The fees will reflect rates charged by the private sector, but also recognise the need for the service level to offer value for money. 80% of our calls are on a concession basis. We are looking at neighbouring authorities' charging policies and will need to discuss rates for our Housing tenants.

Section	Issue/Question	Response
	How will an Alternative Delivery model for work within drainage contribute?	We currently carry out discretionary work and will concentrate on statutory work.
	Are all of the units at Greenfield Business Centre occupied?	The Chief Officer (Planning & Environment) said that an answer can be provided for Friday's CROSC meeting.
	The loss of planning enforcement officers is a cause for concern.	The only loss is of a team leader: with the introduction of area planning teams covering major and minor applications and enforcement, the service should improve. This is a responsive approach to providing a better service.
STREETSCENE & TRANSPORTATION		
	Is the B42 bus service affected by the proposals?	An answer will be provided outside the meeting.
	Removal of the Demand responsive transport service. The need to ensure connection to Chester and to railway stations	A review of subsidised bus routes is being carried out.
	Will the HRCs which are retained have longer opening hours?	Any changes to the operating arrangements for the HRCs would be a change in policy which will need to come back to the committee for consultation.

Section	Issue/Question	Response
	Should those HRCs which are retained be those which have the largest tonnage rather than optimal accessibility?	Those HRC s which are most accessible tend to be those with greatest tonnage. Evidence has shown that the removal of HRCs does not make people fly tip. There will be a new pricing structure for the collection of bulky items from households.
	Charge hands for each refuse collection round	<p>Each refuse collection vehicle will have a charge hand who will be responsible for 'signing off' that a street has been left tidy and that all of the refuse receptacles have been returned from whence they were collected. This will eradicate 'missed collections'.</p> <p>For Streetscene, there will be area based chargehands.</p>
	Sunday refuse collection	Concerns are acknowledged. There will need to be a round review which will come back to the committee
	Food waste collection bags	It has never been the intention to discontinue the delivery service.
	Side Waste and bin capacity	<p>The discontinuation of side waste collection may be considered for future years as a change in policy, but is not a part of current proposals.</p> <p>The current bins were purchased with a Welsh Government grant which it is unlikely to repeat.</p>

Section	Issue/Question	Response
		There is a concern that providing larger bins discourages recycling, which has an impact on landfill use and thus our costs.
	Loss of Streetscene roles: concern that staff who carry out tree trimming in the winter are reassigned to gritting	Arboricultural skills are needed and will be retained within the workforce.
	Mold Bus Station building	The future use of this building will be reviewed as part of the wider Asset Strategy. It is hoped that Mold Bus Station can be developed as a transport hub.
	Bus shelters	Some of these, especially in rural areas are already maintained by town and community councils. Discussions are being held with Town and Community councils.
	Car park charging	Different communities will have different needs - short (possibly with a free element) and long stay facilities - and this will need to be discussed further with the committee. A report will come to the committee at its March meeting and then go to Cabinet in April. The traffic regulation orders will need to be looked at to prevent an increase in on street parking to avoid charges. The income from car parks is ring fenced to our transport related costs.

Section	Issue/Question	Response
	Part night lighting	This will only be on a risk basis, in areas such as industrial estates – Dock Road in Connah’s Quay and Station Road in Sandycroft cited as examples.
	Street light failure and service standards.	New service standards will need to be established and the committee will be consulted.
	2 nd brown bin collection charging. Does the £14 which was originally charged mean that we have an obligation to provide the service, and can those who do not want to retain the 2 nd brown bin give it back to the Council?	The existing records are being updated and there will be a fixed charge for each extra bin. More details will need to be provided to the committee.
	Grass cutting on visibility splays	Concern regarding how realistic this is. Steve Jones to discuss with Cllr Carolyn Thomas outside the meeting.
	Zero tolerance on littering.	We want to reduce reactive cleaning through a zero tolerance approach. There will be publicity and a ‘yellow card’ approach, before fining. There is to be a programme for enforcement.
	Winter road maintenance standards. Some priority 2 routes will need gritting to allow access to priority 1 routes	Flintshire’s standards are noticeably higher than adjoining authorities and a revised policy will be brought back to the committee.

Section	Issue/Question	Response
	Cessation of trade waste collections	New approach will be to 'sign post' private sector service providers. Facilities such as churches and community centres may become part of domestic collections.
	There was a reference to staff working overtime: wasn't this changed with Single Status?	This was covered by the Part 3 negotiations for Single Status. Overtime is still payable outside the normal working day, once employees have worked over their contracted 37 hours. There are premium payments for night working.

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FLINTSHIRE COUNTY COUNCIL

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

DATE: **THURSDAY, 19 MARCH 2015**

REPORT BY: **CHIEF OFFICER (STREETSCENE AND TRANSPORTATION)**

SUBJECT: **WASTE COLLECTIONS POLICY**

1.00 PURPOSE OF REPORT

1.01 To seek a recommendation from Environment Overview and Scrutiny Committee to Cabinet to approve the changes to the Waste Collections Policy following the 2015-16 Business Planning process.

2.00 BACKGROUND

2.01 In June 2010 the Council adopted its Municipal Waste Strategy. The Strategy contains a number of key actions which were needed to meet the challenging recycling targets set out in the all Wales National Waste Strategy 'Towards Zero Waste'

2.02 On 15th March 2011 the Council's Executive formally approved its Household Waste Collection Policy which supported the introduction of a Managed Weekly Collection (MWC) service, fundamentally changing the way the Council collected all domestic waste in the County. The new MWC service was designed to increase participation in recycling and reduce the Council's reliance on landfill in order meet the challenging targets set out in the Strategy. Revisions to the Policy were approved by Cabinet in December 2013.

2.03 Failure to meet the WG National Strategy landfill targets could result in infraction charges being levied against the Council totalling £200 for each tonne of waste land filled above the defined allowance. This would result in a relatively minor failure to meet the target of (say) 1,000 tonnes or the equivalent of just 1% of the Council's current Municipal Waste arising, resulting in a financial penalty of £200,000 for that year alone. In addition, a further £200/tonne infraction charge could be levied if the Council fails to achieve the Statutory Waste Recycling target in a same period.

2.04 Since the introduction of the Policy and the new collection arrangements, recycling levels across all areas of the County have increased, allowing the Council to achieve the 2012 – 13 statutory target and to be well on track to achieve the subsequent targets - which are shown below:

Table 1 - Summary of municipal waste targets

TARGET FOR EACH INDIVIDUAL LOCAL AUTHORITY:	TARGETS FOR EACH TARGET YEAR			
	12-13	15-16	19-20	24-25
Minimum levels of preparing for reuse and recycling / composting (or AD)	52%	58%	64%	70%
Flintshire CC actual performance	55%			
Minimum proportion of reuse/recycling/composting that must come from source separation (kerbside, bring and/or civic amenity (CA) site)	80%	80%	80%	80%
Flintshire CC actual performance	55%			

2.05 The service is partly funded by WG though the Sustainable Waste Management Grant (SWMG). The level of the Grant was reduced by approximately 5% during the financial year 2013-14, 3% in 2014 – 15 and indications are that further reductions are to be expected in 2015 – 16 and beyond.

2.06 The new Policy has now been reviewed to reflect the 2015-16 Business Planning proposals.

3.00 **CONSIDERATIONS**

Summary of Changes to the existing Policy

Missed collections

3.01 The Council provide up to 264,000 collections every week and it is inevitable that some missed collections will occur. Some are the fault of the collection crews but many missed collections result from residents not presenting their waste containers for collection on time or presenting the wrong bin for collection.

3.02 Returning for these containers and bins creates a significant financial burden for the service in terms of the vehicles and operatives which are utilised on a daily basis to recover the collections.

3.03 From the 1st May 2015 it is intended to introduce a charge hands role to each main waste collection round. The charge hand will be responsible for all of the operations carried out by that round and ensuring all containers presented for collection are emptied and returned to their correct location and that the road or street is left in a clean and tidy state. The charge hand will electronically sign off each street as it is completed.

- 3.04 The Council will not return to collect containers reported as missed once the street has been signed off. Residents will be permitted to take their waste to their local HRC site or it will be collected on the next collection day for that material.
- 3.05 Residents on the Council's Assisted Collection register will be unaffected by these changes
- 3.06 The new arrangements will take effect from 1st May 2015 following an awareness raising campaign for residents.

Household Recycling Centres(HRC's)

- 3.07 HRC's manage approximately one third of the overall municipal waste arising in the County and the Council currently operates 7 HRC'S at the following locations:
- Hope
 - Mold
 - Buckley
 - Sandycroft
 - Connah's Quay
 - Flint
 - Greenfield
- 3.08 The current recycling performance level across all sites is 58%. Top performing Authorities in Wales are achieving 80 to 90% recycling and the WG minimum requirement for all sites is an 80% recycling level.
- 3.09 WG site guidelines clearly promote larger sites which are capable of housing all of the recycling containers and provide space for engagement with users to maximise recycling opportunity. On that basis the site in Hope, which has a small footprint and the highest cost per tonne for material handled, will close on 1st May 2015. In recognition that residents will take their waste and recycling to the Mold site, improvements will be made to this site to provide greater capacity and improve access arrangements. Similarly the facilities in Flint and Connah's Quay will open on Saturday, Sunday and Monday only from 1st May 2015 which reflects the higher usage on these days. Opening hours will also change to reflect the standard working day of the service and the demand from the service users.
- 3.10 The sites will be monitored daily when closed to deal with fly tipping events and action will be taken against any perpetrators. Anecdotal evidence from other Councils in areas where HRC sites have closed does not show increased fly tipping occurs in the wider community as a result of the closures.
- 3.11 The sites are currently operated by staff employed by the Council and whilst the staff assist residents to recycle their waste, improvement is

clearly necessary if the Council are to achieve the statutory targets set by WG. This will be achieved by contracting the operations and management of the HRC sites in a performance based contract which will guarantee the recycling levels at all sites.

3.12 Because of the timescales required to develop the tender and move through the necessary procurement process, the contract award cannot be achieved until September 2015 and a number of operational changes are required at the sites in advance in order to achieve the 2015-16 recycling target. They include:

- Introducing a Charge hand role to supervise and operate each site
- Provision of an additional recycling operative at each site
- Bag splitting to be undertaken at every site
- Application of stricter van permit rules
- Meet and greet with a greater emphasis on recycling education
- Weekly performance reporting for each site

Garden Waste Collections (Brown bins)

Charging for additional brown bins:

3.13 There is no statutory duty on the Council to collect garden waste however garden waste collections contribute significantly to our overall recycling performance through the brown bin collection service.

3.14 Many Local Authorities in Wales have taken the decision to charge for the collection of all garden waste but as they contribute such a significant level of recycling we recognise that this is both beneficial to our performance and is a popular and well received service. Therefore the collection of the first garden waste container for each resident will continue although this position may be reviewed in future years.

3.15 A large number of properties in the County already present additional brown bins for collection with some residents having up to 6 garden waste containers at their property. These have been obtained through payment for a second or subsequent bin or utilising a container from a neighbour who does not require the service.

3.16 As from 1st May 2015 we will continue to collect one garden waste bin from each property however residents who wish to have a second or subsequent bin collected will be required to pay a charge for collection. The charge for 2015 – 16 is proposed to be £24 and this rate will be reviewed annually

- 3.17 Each property requiring additional collections will be issued with a sticker for each additional bin that will make it easily identifiable to the collection crew as a bin that has been paid for.

Cessation of Collections between December and March:

- 3.18 Garden waste tonnages are seasonal with the majority of garden waste collected between March and the end of November. Tonnages collected between December and February represent less than 10 % of the total garden waste collected per annum. Many residents do not present their brown bin during this period.
- 3.19 By stopping collections over this period operational savings will be made in both staffing levels (agency) and vehicles costs. Smaller vehicles with reduced operative numbers will be used to collect food only on the alternate week to the fortnightly black bin collections.
- 3.20 This will be introduced from the 1st December 2015 following a publicity campaign informing residents of our intention to withdraw the service over this period.
- 3.21 HRC sites will continue to accept all garden waste during this period

Delivery of New Waste Containers

- 3.22 The Council currently delivers, direct to the door, all requests for replacement receptacles such as wheeled bins, recycling boxes, recycling bags etc. This is done following a phone call by the resident to our Contact Centre. Given the number of requests received each year and the high cost in terms of labour, vehicles and the cost of providing this service in future is unsustainable.
- 3.23 From 1st May 2015, the Council will no longer deliver recycling boxes, or non-food bags (for paper, plastic, tins and glass – food bags unaffected). Instead, on receiving a request we will provide the resident with a unique reference number and they will be directed to the nearest Council facility to collect the items. Facilities will include HRC's Housing Offices, Council Buildings etc.
- 3.24 On arrival they will also be required to present a household bill containing their home address along with their designated reference number to receive their items.
- 3.25 Replacement requests for wheel bins will continue to be delivered due to their size and weight. We will also continue to provide deliveries of all items to those residents registered on our Assisted Collection register.

Bulky Waste Collections

- 3.26 The Council currently provides a bulky waste collection service for large items householders wish to dispose of. This is a chargeable service with a current rate of £15 for 1 to 5 items. Extra items, up to a maximum of 5, are also collected at an additional charge of £5 item.
- 3.27 Typical examples of bulky waste that are collected include mattress's, bed frames, chairs, tables, TV's, carpets, hi-fi's, cupboards, standard cookers, sideboards, lamps, children's toys, computers, bookcases etc. A three piece suite will count as three items.
- 3.28 Householders in receipt of Income Support, Unemployment Benefit, Disability Living Allowance, State Pension or Guaranteed Pension Credits are allowed up to 2 free of charge collections per year. And the majority of service requests come from those who receive the service free of charge.
- 3.29 Collections are carried out both by in house teams and by a local social enterprise organisation who collect all electrical goods and other items that have a potential for reuse, such as good quality furniture.
- 3.30 The new arrangement will introduce a revised charging arrangement which will more accurately reflect the cost of delivering the service. A charge will also apply to residents receiving benefits (As 3.28)

Cessation of Trade Waste Collection Service

- 3.31 The Council is required to ensure a suitable and effective Trade Waste service is available to all businesses in all areas of the County however it is not obliged to deliver the service itself. Whilst the Council provides the service to approximately 800 businesses, the local commercial service area arrangements are well developed and rates need to be extremely competitive to maintain the contracts. Payment defaults are common and the service requires a high level of back office support to manage the invoicing or billing
- 3.32 The service will no longer be offered and a list of suitable suppliers will be provided to businesses if required.
- 3.33 A normal residential collection service will be provided free of charge to all places of worship in the County and collections from schools remain unaffected by the proposals

Introduction of 7 day Working with no Christmas or New Year catch up.

- 3.34 The waste collection service currently operates over 6 days with the majority of collections taking place on Monday to Friday and 4,500 properties receiving their collections on a Saturday. The introduction of Saturday collections in 2011 has provided significant savings in fleet costs and although there were some initial concerns from residents, the new service is now well received.
- 3.35 The new proposals will extend Saturday collections to a further 5,000 properties mainly in the North West of the County, with a small number of around 1,450 (mainly rural properties) receiving a Sunday collection.
- 3.36 The roll out of 7 day working will begin in the summer of 2015 following a full round review to ensure all of the rounds are optimised taking into account the increasing number of developments and the new collection day arrangements.
- 3.37 The introduction of Sunday collections and extension of Saturday working will increase the capacity of the existing rounds and reduce the vehicle requirements by the equivalent of two front line waste vehicles.
- 3.38 Residents whose collection falls on Christmas Day, Boxing Day and New Years Day will not receive a collection, other than for food. Their waste will be collected on the next scheduled collection day with HRC sites available to receive all waste types during the festive period and weekly collections of black bins and recycling will also be provided in the run up to and the week after the Christmas period.
- 3.39 Two All Member Workshops have been held to provide some recommendations and support on the content of the new Waste Collection Policy.
- 3.40 The Workshop will make recommendations on the following aspects of the Policy
- 3.41
- HRC opening hours
 - Charge for bulky collections for those on benefits
 - Charging levels for garden waste collection
 - Sunday collection areas

4.00 RECOMMENDATIONS

- 4.01 That Environment Overview and Scrutiny Committee recommend approval of the new waste collection policy to Cabinet

5.00 FINANCIAL IMPLICATIONS

5.01 The service is part funded by the Welsh Government through the Sustainable Waste Management Grant. The grant has been reduced over the past 2 years and further reduction is expected in future years.

5.02 The remaining service is budgeted within the Streetscene and Transportation budget.

6.00 ANTI POVERTY IMPACT

6.01 Impact Assessments has been completed.

7.00 ENVIRONMENTAL IMPACT

7.01 Achieving the recycling targets will reduce landfill and also reduce the Council carbon footprint.

8.00 EQUALITIES IMPACT

8.01 A desktop EIA has been carried out on the individual proposals.

9.00 PERSONNEL IMPLICATIONS

9.01 Operational staff will be redeployed to other roles within the service.

9.02 Staffing cost reductions will be achieved through the staffing review.

10.00 CONSULTATION

10.01 With Cabinet Member

11.00 CONSULTATION REQUIRED

- 11.01
- Member Workshop
 - Scrutiny
 - Open stakeholders consultation period

12.00 APPENDICES

Appendix 1 – Waste Collection Policy March 2015

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985 BACKGROUND DOCUMENTS

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Flintshire County Council

**HOUSEHOLD WASTE COLLECTION
POLICY**

**HOUSEHOLD RECYCLING CENTRE
OPERATIONS**

AND

THE COUNCIL'S BRING SITE SERVICE

April 2015



POLICY FOR HOUSEHOLD WASTE COLLECTION

1.0 Legislation

1.1 Under the terms of the Environmental Protection Act, 1990, Flintshire County Council (the “Council”) is classed as a Waste Collection and Disposal Authority, and as such has a statutory duty to collect household waste from all domestic properties in the County. Under Section 46(4) of the Act, the Council has specific powers to stipulate:

- The size and type of the collection receptacle(s);
- Where the receptacle(s) must be placed for the purpose of collecting and emptying;
- The waste types which may or may not be placed within each of the receptacle(s).

2.0 Household Waste Collection Eligibility

2.1 Each household in Flintshire registered for Council Tax will be entitled to receive a waste collection service.

2.2 Places of religious worship, registered charities (where no business activity takes place for profit) may be entitled to the standard waste collection service offered to householders.

3.0 Collection Frequency and working week

3.1 The Council operates a Managed Weekly Collection (MWC) service offering the following:

- A weekly collection of all recyclable material which should be cleaned and separated by the residents. This includes – Glass, Plastics, Card/Paper and Cans
- A weekly collection of food waste
- A fortnightly collection of a 180 litre general domestic waste container

Alternating with:

A fortnightly collection of 140 litre green/garden waste container (1st March to 30th November)

*Garden Waste collections are suspended from 1st December to the 1st March.

3.2 The MWC service will operate over 7 days with the majority of collections taking place Monday to Saturday with a smaller number on Sunday.

3.3 Residents whose collection falls on Christmas Day, Boxing Day and New Year’s Day will not receive a collection. Alternative arrangements to collect the food from these properties will be communicated at the time. Their remaining waste will be collected on the next scheduled collection day. This is mitigated over Christmas as we move to weekly collections of black bins and

recycling during this period and HRC sites are available on all days except Christmas day.

4.0 Containers for the Storage of Waste Materials

- 4.1** Where operationally possible all households have been included in the MWC service and the properties will receive curtilage collections. However in some locations specific collection points have been identified by the Council and in some locations (particularly flats) local collections will be provided from communal wheeled bin(s) which are provided for the purpose of storing waste materials prior to collection.
- 4.2** All containers supplied to householders for the purpose of the waste/recycling collection service shall remain in the ownership of the Council. When householders move home they will be required to leave all wheeled bins and recycling boxes at the property for the new occupant to use. The only exemptions are additional garden waste bins (Brown Bins) that have been purchased by the householder from the Council.
- 4.3** Householders are responsible for the storage, safe keeping and cleaning of waste containers provided by the Council.
- 4.3.1** Each householder in the scheme shall be provided with the following containers free of charge in which to store their waste: 1 x 180 litre black wheeled bin for non recyclable waste. Only waste produced by a household on a normal day to day basis should be placed in this wheeled bin (i.e. it should not contain non standard items such as bulky waste, commercial waste or recyclable waste).
- 4.3.2** 1 x 55 litre blue recycling box (for plastic bottles, mixed cans and mixed glass which must be separated). Households requesting additional recycling capacity shall be provided with reusable weighted woven sacks for separating plastic bottles and mixed cans (the box will then be used for glass only). Recycling products placed in these receptacles should be rinsed and be free of the material originally stored in them.
- 4.3.3** 1 x 60 litre blue reusable plastic sack (for paper and cardboard). Additional sacks will be available on request, See paragraph 4.7.
- 4.3.4** 1 x 25 litre caddy for the storage of food waste and a smaller 7 litre caddy for use in the kitchen. Householders will also be supplied with a roll of 52 bags for food waste, and will be supplied with additional bags by the collection crew (free of charge). Residents should notify the crew by attaching a bag to the handle of their caddy on collection day.
- 4.3.5** 1 x 140 litre brown wheeled bin for garden waste. If an additional bin is required please see paragraph 4.13
- 4.4** All containers supplied by the Council should only be used for the storage of items as prescribed by the Council. Failure to do so may result in the Council retrieving the container(s) from the households.

- 4.5** Households must separate their waste items into the appropriate containers as per the advice provided by the Council. If the householder fails to correctly segregate their waste materials into the prescribed containers as required, the waste **may not** be collected and this **shall not** be classed as a missed collection, see paragraph 8.0 for missed collection exemptions.
- 4.6** Any request to provide a replacement recycling sack, recycling box, food caddy or food bags (e.g. due to damage or if a new property has been built etc) shall be made by initially contacting the Streetscene service through the Streetscene Contact Centre (01352 701234) or through the Council's website.
- 4.7** Residents will be supplied with a reference number and will be directed to the nearest Council facility that will hold a stock of these items. On arriving at the Council facility the resident must present proof of address along with their designated reference number to receive their items.
- 4.8** Direct to home deliveries of these items will only be made to residents who are registered on the Council's assisted collection register.
- 4.9** Any request for a replacement wheel bin either black or brown will be delivered by the Council (e.g. due to damage or if a new property has been built etc). Wheel bins will only be replaced if, when collecting, the bin is damaged by the collection crew. All other replacement requests will be charged. The charge for additional bins will be reviewed annually and details of current charges are available on the Council's Fees & Charges listing.
- 4.10** Where a household has 6 or more permanent occupants, they may make a request for a larger, 240 litre wheeled bin for the storage of non recyclable waste. This service shall be subject to annual review and the 240 litre wheeled bin will be exchanged for a standard 180 litre wheeled bin once the number of permanent occupants reduces below 6.
- 4.11** Where a household with fewer than 6 permanent occupants believe they have a need for a larger bin (240 litres) than the standard 180 litre wheeled bin supplied, applications can be made to the Council for consideration.
- 4.12** Only 1 wheeled bin for non recyclable waste will be supplied and emptied per property.
- 4.13** Where a household produces large quantities of garden waste, they may purchase up to 2 additional 140 litre wheeled bins for the storage of this material. This additional bin/s will be subject to an annual charge for collection and can be presented on collection day with the free of charge bin.
- 4.14** No garden side waste will be collected.
- 4.15** Any additional bin/s paid for by the resident will be issued with a coloured sticker so it is easily identifiable to the collection crew. The charge for

additional brown bins will be reviewed annually and details of current charges are available on the Council's Fees & Charges listing.

5.0 Collection Points

- 5.1** All wheeled bins, food containers and recycling boxes/bags must be placed on the drive or footway within one metre of the curtilage or boundary of the property and be easily accessible to the crews without the need to open gates etc. Where this is not possible the containers should be placed on the footway/verge outside the property, at a point causing minimal obstruction to the highway users
- 5.2** The collection point for householders with long private drives will be the point where their drive meets the adopted highway.
- 5.3** Where appropriate, collection vehicles will travel along un-adopted roads allowing residents to present their waste containers at the same point on their property as though the road were adopted (5.1). This does not mean that the Council will maintain the road and should the road be deemed unsuitable for the vehicles involved or if the owner of the road refuses to allow the vehicle to use the road, the residents will be required to bring their containers to the nearest adopted highway.
- 5.4** Where required, site specific arrangements will be made for collections at flats or properties with narrow or difficult access arrangements. These specific collection arrangements will be advised to the householder by the Council.
- 5.5** Wheeled bins and recycling containers will be returned to their point of origin by the collection crews immediately after collection with the lid of the container closed.
- 5.6** The householder must collect their wheeled bins/recycling boxes after they have been emptied and return them to within the boundary of their property on the day of collection. Containers are not to be permanently stored on the public highway.

6.0 Collection Day and Time

- 6.1** Wheeled bin and recycling collections will generally take place on the same day each week
- 6.2** Wheeled bins, food containers and recycling boxes/bags should be presented for collection by 7.00 am on the day of collection and removed after collections have taken place (which could be up until 5pm). Containers may be placed at their collection point on the evening before collection however the Council will not accept liability for any injury or damage to third parties as a result of any incidents occurring with a container left on the public highway outside of these periods unless caused by the acts or omissions of its employees, contractors or agents.

- 6.3** It may be necessary for the Council to change collection days from time to time e.g. over the Christmas and New Year period and on some occasions the waste collection service will have to be suspended due to a service disruption (e.g. during heavy snow, fuel shortage etc). The Council will make every effort to minimise the level of disruption to householders during these periods and will try to rectify any missed collections as soon as the cause of the disruption comes to an end. Notification of changed collection days in these instances will be available on the Council's website and from the Council's Streetscene Contact Centre.
- 6.4** Where the Council is unable to collect any missed waste collections due to a service disruption, householders should retain their waste materials until the next scheduled collection when the all of the material will be collected. The Council would encourage residents to use their nearest HRC for the disposal of all waste types in these instances.
- 6.5** CCTV is in operation on all Council waste vehicles for the purpose of health and safety of employees and members of the public. It may be used for investigations of accidents and incidents.

7.0 Presentation

- 7.1** All waste must be presented in Council supplied containers to ensure its safe collection. Lids on wheeled bins must be shut when the waste is collected in order to ensure the health and safety of the collection crews and prevent damage to the containers and the vehicle lifting equipment. All recycling bags must be presented in a manner that keeps the material dry, this is especially important for paper/card.
- 7.2** Any waste jammed in a wheeled bin that does not fall out following the normal mechanical emptying process on the waste collection vehicles will not be taken. In these cases householders will have to loosen the materials themselves ready for the next scheduled collection.
- 7.3** All non-recyclable waste must be contained within the Council supplied black wheeled bin. Properties presenting excess side waste will be noted by the crews and staff from the service will then call on the resident to investigate the level of waste being produced at the property. If the resident continues to present side waste and refuses to reduce their waste by recycling, a formal notification process will be followed to ensure the resident is aware of the collection arrangements and the need to recycle. Continued failure to follow the advice issued during this process may result in action being taken under the powers within the Environmental Protection Act 1990. The side waste will however be collected to reduce littering in the locality.

8.0 Assisted Collections

- 8.1** Where, through frailty or incapacity, a householder cannot present their 180 litre wheeled bin or recycling boxes at the curtilage, and subject to there being no other able-bodied adult person living at the property, the householder may make a formal request to the Council for an Assisted

Collection. If an Assisted Collection is approved a suitable collection point on the property shall be agreed with the householder and collections will then take place from this point. All containers will be returned to the collection point by the waste teams once they have been emptied.

- 8.2** Assisted Collections will be restricted to those households who are in genuine need following approval of an application to the Council. The Council will review every individual case every two years.

9.0 Missed Kerbside Collections

- 9.1** All waste and recycling must be placed out for collection at a collection point as specified in section 5 on the correct collection date and time.
- 9.2** Each collection round will have a designated charge hand, part of whose role is to check that all waste presented is collected by the collection crew and sign each road as completed when all collections are made. As a result the Council will not return for reported missed collections other than for those residents registered as requiring an assisted collection.
- 9.3** Assisted missed collections can be reported through the Streetscene Contact Centre or through the Councils web-site
- 9.4** Residents not registered for an Assisted Collection who report a missed collection will be asked to place the waste out again on the next scheduled collection date or alternatively to use their nearest HRC for the disposal of the waste.

10.0 Clinical Household Waste Collection

- 10.1** The Council provides a collection service for clinical household waste from householders upon request from the relevant Health Care provider, via a prescribed application form.
- 10.2** The Council shall provide a suitable container for the householder to store their clinical waste. Yellow bags will be provided for all infectious waste and pink bags provided for all non-infectious clinical waste.
- 10.3** An agreed collection point, day of collection, frequency of collection and any other specific instructions regarding this service, will be agreed between the Council and the householder.

11.0 Bulky Household Waste Collection

- 11.1** The Council provides a bulky waste collection service for householders. This is a chargeable service. The cost for each of these services will be shown in the Council's Fees & Charges listing which is reviewed each year. Fridges and freezers are collected free of charge.
- 11.2** Householders in receipt of Income Support, Unemployment Benefit, Disability Living Allowance, State Pension or Guaranteed Pension Credits will also be charged for this service.

- 11.3** Following a request for a bulky household waste collection service, the collection shall take place within the prescribed Streetscene standard period.
- 11.4** Typical examples of bulky waste that will be accepted include the following - mattresses, bed frames, chairs, tables, TV's, carpets, hi-fi's, cupboards, standard cookers, sideboards, lamps, children's toys, computers, bookcases etc. A three piece suite will count as three items.
- 11.5** Small waste objects should be placed into a box, sack or suitable container and this will then be counted as one item. Only the items listed during the original request to the Council will be collected and additional items will not be collected.
- 11.6** No commercial or industrial waste will be collected.
- 11.7** All items must be presented for collection in the front of the nominated property and clearly visible from the highway. They should be presented in a safe fashion which does not cause any obstruction or danger to the public. The Council will not enter houses to collect waste items. The collection point for properties with difficult access e.g. flats shall be agreed with the Council at the point of request and before collections are made.
- 11.8** The Council reserves the right to refuse the collection of any waste items that may cause harm or may have an affect on the health and safety of waste collection staff.
- 11.9** Home improvements including kitchen/bathroom renewals, fitted wardrobes and any soils & rubble from landscaping works **will not be collected** as part of a bulky waste collection and households should make the appropriate arrangements with their contractor to ensure they comply with their own duty of care for the safe disposal of the material.
- 12.0 Household Recycling Centres (HRC's)**
- 12.1** Flintshire County Council operates six HRC sites at the following locations across the County:
- Greenfield
 - Flint (Saturday, Sunday and Monday only)
 - Mold
 - Connahs Quay (Saturday, Sunday and Monday only)
 - Sandycroft
 - Buckley
- 12.2** In addition to the HRC sites the Council also operates a number of strategically placed Bring Sites which allow residents to recycle locally. The site locations can be found on the Council's website.
- 12.3** In recent years and in line with the Council's Waste Management Strategy, the emphasis at the sites has changed from a simple tipping facility to one which allows the Council to recycle the majority of material

that residents take to the sites. This change has been driven by the targets set by Welsh Government (WG) for the amount of municipal waste recycled by each Council in Wales.

- 12.4** Approximately 30% of the total domestic waste currently produced in Flintshire is deposited at the HRC sites and the average recycling rate achieved at the sites is approximately 58%. All residents using the facilities will be met by a member of the staff on the site and provided with guidance on the disposal of their material. The intention will be to ensure that as much of the waste as possible is recycled. All bagged waste will be opened on the sites by the staff and any recyclable product removed from the bag and then placed in the appropriate recycling container.
- 12.5** Space at the sites limits the number of waste types that can be recycled however every attempt is made to maximise the number of waste types that can be recycled at each site.
- 12.6** Asbestos products will only be accepted at Greenfield HRC site. The material should be presented in sealed plastic bags (which are supplied at the HRC sites if required) and place in the designated skip for storage prior to disposal. Flintshire County Council recommends that specialist advice on handling asbestos should be sort before handling this material.

Building rubble and soil can only be accepted at Buckley, Mold, Sandycroft and Greenfield.

- 12.7** The opening hours for the facilities will be as follows:

Monday to Sunday for Greenfield, Sandycroft, Mold and Buckley
Saturday to Monday for Connahs Quay and Flint

Summer (April* – Sept)	Opens	09.00 hours
	Closes	19.00 hours

*This may vary depending on Easter

Winter (Oct – Feb)	Opens	09.00 hours
	Closes	17.00 hours

- 12.8** Residents with privately owned vans wishing to dispose of their household waste at HRC's will only be accepted at the Greenfield and Mold facilities and will be required to obtain a permit in order to do so, reference paragraph 12.10 This is in order to reduce conflict with staff at other sites and compliance will be monitored using CCTV cameras which are situated on all of the sites and ANPR CCTV which is situated at both Greenfield and Mold.
- 12.9** CCTV is in operation at all of the Council's HRC's for the purpose of health and safety of employees and members of the public. It may be used for investigations of accidents and incidents.
- 12.10** Trade or commercial waste will not be accepted at any HRC. See paragraph 12.16 for details on tipping commercial waste.

12.11 Resident Van Permits at HRC's

In order to prevent trade waste being disposed of at the HRC's a van permit scheme will be in operation.

Residents owning the following vehicles must be in possession of a permit to dispose of their waste at a designated HRC site. The permit will allow a maximum of 12 visits per annum. This restriction applies to company vehicles, hired vehicles and borrowed vehicles and includes:

- Vans
- Pick-ups/crew cabs
- Trailers (maximum dimensions of than 1.8m long x 1.2 wide x 1m deep) This must only be towed by a car whose registration will be on the permit
- Mini-buses

Any other vehicle that might be seen as 'commercial'

12.12 What types of vehicles are restricted?

Vehicles that are not permitted to use the sites are:

- Lorries and LGV's
- Tipper vans
- Luton box vans
- Trailers with 'greedy boards'
- Vans towing trailers

12.13 Criteria for issuing permits

In order to be approved for a permit the applicant must satisfy the following criteria:

- The vehicle must be registered to the resident, not a business or other organisation.
- The vehicle must be registered to an address in Flintshire. (One permit per household)
- The vehicle must not be sign-written or display advertising
- The vehicle must not have flashing beacon/s

If the resident cannot satisfy the above conditions, they will not be permitted to bring the vehicle into the nominated HRC

Permits are issued to the resident to dispose of waste from the household registered to the permit. Permits must not be used to dispose of waste from any other household or property. If the permit holder is found to be in contravention to this then the permit will be revoked.

12.14 How to apply for a Residents Van Permit

Permits will be approved at either Greenfield or Mold by a site charge hand who will inspect the application and associated paperwork and the vehicle/trailer before issuing the permit.

Residents who want to apply for a permit can obtain an application form in the following 3 ways:

- Download from the Council's website
- Email at Streetscene@flintshire.gov.uk
- Visit either Greenfield or Mold HRC

12.15 Hired Van 'One Off' Permits

If the van is hired or borrowed and taking **household** waste to a Flintshire County Council HRC a "one off" permit will be required. 'One off' permits will be issued directly from either the Greenfield and Mold HRC sites. Hire documents and proof of address (through utility bill) will be required and this information will be checked by site staff when the vehicle visits the site. Hired or borrowed vans will only be accepted at the Greenfield and Mold HRC sites and for **three visits only over a two week period**. Vehicles should not display any commercial markings other than that of the Hire Company.

12.16 Commercial Waste

The Council maintains a list of approved waste tipping facilities for commercial waste that will be provided with on request.

The Council will provide permits for small traders to dispose of commercial garden waste at Greenfield HRC site only

For details of commercial disposal arrangements please contact Flintshire County Council Streetscene Contact Centre 01352 701234 or visit the Councils web-site.

13.0 The Council's 'Bring Sites'

13.1 In addition to the HRC sites the Council also operates a number of strategically placed bring sites which allow residents to recycle locally. The site locations can be found on the Council's website.

13.2 The provision of bring sites are subject to review and provided subject to the level of demand in a particular area.

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FLINTSHIRE COUNTY COUNCIL

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

DATE: **THURSDAY, 19 MARCH 2015**

REPORT BY: **CHIEF OFFICER (STREETSCENE AND TRANSPORTATION)**

SUBJECT: **GRASS CUTTING POLICY**

1.00 PURPOSE OF REPORT

1.01 To seek a recommendation from Environment Overview & Scrutiny Committee to Cabinet to approve the County's revised Grass Cutting Policy.

2.00 BACKGROUND

2.01 The County has a legal responsibility for managing the Highway Network in terms of keeping the routes available and safe for the passage of the highway user. It undertakes this duty in its role as the Highway Authority.

2.02 "The Well Maintained Highway" - A Code of Practice for highway maintenance and management dated July 2005, sets out recommendations and good practice for the cutting of grassed verges that adjoin the highway and for the maintenance of soft estate areas owned by the Authority (Amenity Grass).

2.03 This Code of Practice recommends that Authorities should develop local standards based on fitness for purpose to provide the level of service required and maintain an assessment of the risk of this being compromised by failure.

2.04 In December 2012 Cabinet agreed the current Council's Grass Cutting Policy and this revision includes the changes made necessary as a result of the 2015-16 Business Planning proposals.

3.00 CONSIDERATIONS

Summary of changes to the current Policy are as follows:

Frequency of Cuts on Rural Highway Verges

3.01 The number of cuts on rural verges at non visibility locations will be reduced from 2 cuts per year to one. The timing of this one cut is variable depending upon weather conditions during the year but the

target date for the cut is June. The number of cuts at junctions and visibility splays remains at 4 per year.

- 3.02** The current Policy requires a full boundary to boundary cut to be undertaken once every three years to remove sapling growth etc. The new Policy reduces this standard to one cut every six years.

The full Policy for grass cutting on rural verges is as follows:

- Visibility splays at junctions 4 cuts per year
- 2 swathe widths on all principal roads 1 cut per year
- 1 swathe width on all non principal roads 1 cut per year
- Full width verge cutting for weed and self sown sapling control on all classifications of rural roads once every 6 years

Operational Arrangements

- 3.03** Currently the majority of grass cutting operations are carried out by in-house Council teams, although some rural verges are cut by contractors. This requires expensive plant and equipment to be hired each year to enable the work to be carried out. In future all service provisions will be market tested and procured from the most cost effective source.

- 3.04** All current standards for urban verges will remain as the existing Policy.

- 3.05** Two full Member Workshops have been held in March 2015 to provide feedback to Scrutiny on the new Policy. The Workshop will particularly consider the following

- The timing of the single full cut on rural verges
- Timing of the commencement of all grass cutting operations

4.00 RECOMMENDATIONS

- 4.01** That Environment Overview & Scrutiny Committee recommend approval of the County's revised Grass Cutting Policy to Cabinet.

5.00 FINANCIAL IMPLICATIONS

- 5.01** The reduction in service standard will deliver the financial savings detailed in the service Business Planning proposals.

6.00 ANTI POVERTY IMPACT

- 6.01** No impact from this report.

7.00 ENVIRONMENTAL IMPACT

7.01 No impact from this report, although further work will be done to assess if any areas of verge can be left to naturally grow to provide habitat for wild flowers etc..

8.00 EQUALITIES IMPACT

8.01 No impact from this report.

9.00 PERSONNEL IMPLICATIONS

9.01 None, although it is hoped to reduce the reliance on seasonal Agency staff by extending the use of selected specialist and local sub-contractors, some of whom are already being used on rural verge grass cutting maintenance works.

10.00 CONSULTATION REQUIRED

10.01 With Environment Overview & Scrutiny Committee.

11.00 CONSULTATION UNDERTAKEN

11.01 With Cabinet Member.

11.02 With Members through Workshops –Verbal feedback to be provided.

12.00 APPENDICES

12.01 Appendix 1 – The Councils Revised Grass Cutting Policy.

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

None

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1.00 BACKGROUND

- 1.01 The County has a legal responsibility for the highway network in terms of keeping the routes available and safe for the passage of the highway user. It undertakes this duty in its role as the Highway Authority.
- 1.02 It is the duty of all Highway Authorities to reasonably maintain and repair the highway and to keep the surface of the road free from that which might otherwise obstruct it or prevent its safe use.

2.00 CONSIDERATIONS

- 2.01 The "Well Maintained Highway - Code of Practice for Highway Maintenance Management (July 2005)", sets out recommendations and good practice for the cutting of grassed areas that adjoin the highway for grassed verges and soft estate areas (amenity grass).
- 2.02 The Code of Practice recommends that Authorities should develop local standards based on fitness for purpose to provide the level of service required and assessment of the risk of this being compromised by failure.
- 2.03 The Code also recommends that Authorities should cut the grass as follows on rural roads:
- (a) on identified visibility areas
 - (b) to provide a pedestrian refuge by cutting 1 swathe width (approx 1 metre) from the edge of carriageway
 - (c) areas of highway verge should be cut back to boundary every three years unless a positive decision is taken to allow it to vegetate.
- 2.04 The code recommends that in urban areas, grass cutting practice needs to involve a different balance of highway safety, serviceability and sustainability.
- 2.05 The code states that using standards for rural roads would deliver safe standards from a visibility perspective, but length of grass, possible concealed debris, and the potential for grass cuttings to block gullies, suggests there is a need for a higher frequency of cutting in urban areas. The frequency of cutting needs to balance these priorities in contributing to overall townscape management, taking into account the needs of users and the Community.
- 2.06 On urban roads, litter picking is carried out before each cut to reduce the risk of debris becoming potential missiles thrown into the path of oncoming traffic, or being left as unsightly shredded litter. On rural roads the grass cutting is undertaken by contractors who are responsible for ensuring that no litter is left after the grass has been cut. This will generally be achieved by undertaking a pre-cut litter pick, but, if necessary, the contractor is required to collect any shredded litter immediately after cutting.

3 GRASS CUTTING FREQUENCIES

- 3.01 Areas of grass will be classified into one of the following categories
- 1. Roadside verges
 - 2. Amenity Areas & grassed areas within the 30mph Highway boundary
 - 3. Public footpath standard
 - 4. High Profile areas – adjacent to Civic Buildings etc.

3.02 The following grass cutting frequencies will apply:

- 1. Roadside verges** Cut by tractor flail to a height of approx 50mm –

Frequency:

Visibility splays at junctions

4 cuts per year in -

April

June

August

September/October

Remaining Verges

2 swathe widths on all principal roads

1 swathe width on all non-principal and unclassified roads

1 cut per year in June

Full width verge cutting for weed and self sown sapling control on all classifications of rural roads once every 6 years in September/October

Additional cuts may be carried out on Health and Safety grounds in specific locations if required

- 2. Amenity Areas & grassed areas within the 30mph highway boundary**

Minimum of 13 cuts per year as required

- 3. Public footpaths**

A maximum of 4 cuts per year as required

- 4. High Profile areas**

A maximum of 30 cuts per year as required

3.03 Removal of grass cuttings will only take place on bowling greens and high profile areas if required.

4.00 HEDGES.

The majority of highway hedges are the responsibility of the adjacent land owner. Where the hedge has grown to an extent that it is causing an obstruction to the highway user, notice will be served on the land owner to cut the hedge accordingly. Highway hedges owned by the Council will be cut once a year after the nesting season has passed. All other hedges owned by the Council will be cut as required.

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FLINTSHIRE COUNTY COUNCIL

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

DATE: **THURSDAY, 19 MARCH 2015**

REPORT BY: **CHIEF OFFICER (STREETSCENE AND TRANSPORTATION)**

SUBJECT: **STREETLIGHTING POLICY**

1.00 PURPOSE OF REPORT

1.01 To seek a recommendation from the Environment Overview & Scrutiny Committee to Cabinet to approve the Councils revised Street Lighting Policy.

2.00 BACKGROUND

2.01 There is no statutory requirement on the Council to provide Street Lighting at any location other than those defined in the Highways Act 1980 however, where lighting is provided the Council has a statutory obligation to maintain the system in a safe state of repair. The Council also has a duty under Section 17 of the Crime and Disorder Act 1998 to exercise its lighting function with due regard to their effect on crime and disorder in an area.

2.02 The Council owns and maintains approximately 20,500 street lights and 3,250 illuminated signs across the County and in addition the Council maintains the Trunk Road Street Lighting on behalf of Welsh Government.

2.03 The annual consumption of electricity for these units is 8 million kilowatt hours (kwh) at an annual cost of £864,000 per annum, based on a unit cost of 10.8p/kwh. This gives an annual cost per lamp of £36.38 (10 pence per illuminated asset per night).

2.04 Road lighting (illumination) encompasses the lighting of all types of highway and public thoroughfares, assisting traffic safety and ease of passage for all users. It has a wider social role, helping to reduce crime and the fear of crime, can contribute to commercial and social use at night of town centres, shopping areas and tourist locations.

2.05 The Council is responsible for the structural integrity of the street lighting columns as well as the electrical apparatus within them. Any faults which may occur with this equipment are repaired by the Council, utilising the Council's in-house Street Lighting service within Streetscene.

- 2.06 Some Town and Community Councils (T&CC's) own and maintain their own footway lighting columns which total approximately 3,500 units. Approximately half of the T&CC's subsequently contract the Council to carry out the necessary repairs and maintenance on their behalf with the remaining Councils contracting the work to private contractor's or organisations.
- 2.07 Options to change how street lighting is managed, sustained and delivered is now possible with the new technical advancements within the industry. These new advancements offer a compromise in the Councils aim to reduce energy consumption, carbon footprint and wasted illumination against simply turning the street lights off.
- 2.08 The Council's current Street Lighting Policy was approved by Cabinet in March 2013 and the content is now reviewed to include the 2015-16 Business Planning proposals.

3.00 CONSIDERATIONS

Summary of changes to existing policy

1. Extension of Part Night Lighting

- 3.01 The part night lighting option obviously delivers a more cost effective solution than dimming alone and it is proposed that the Council's Policy will in future be to turn off selected Street Lights in defined areas during the period 00.00 hrs – 05.00 hrs or 00.00 hrs – 06.00hrs in line with the protocol defined within the Policy.
- 3.02 By extending the part-night lighting a financial saving of approximately £12k per 1000 lanterns will be delivered. This will be achieved by replacing the photocells on the lanterns installed at locations defined within the policy.
- 3.03 The proposal will also increase the life expectancy of the lamp (bulb) because of the shorter period of operation There is no evidence that the performance of any other components within the light are reduced by the introduction of the part night lighting options.

2. Changes to Fault Repair Standard

- 3.04 The current standard for repairing Street Lighting faults (within our control) is 3 days. The standard was set at the formation of Streetscene in 2012 and is applied to all lighting units across the Council irrespective of location. The operational resource required by the service is clearly dependant on this standard and a reduction in the response time will reduce the level of resource required.

3.05 A high portion of lights are situated on main routes and in some cases on dual carriageways. The cost of traffic management required to allow the repair a single light cannot be justified and a review of the standard is necessary. The new standard will not be the same for all lights in every location but will be risk based as follows:

- Lights adjacent to Sheltered Housing Centres – 3 days
- Lights in CCTV and other defined critical sites – 3 days
- Residential areas and all other locations - 10 days

The resource required to deliver the above revised standard is 4 FTE electricians – a reduction in one post from current levels.

3. Reduced Night time Inspection Regime

3.06 The Council currently carries out evening inspections to identify faults on a 14 day cycle with all street lighting units being inspected during the hours of darkness within this period. The proposal is to extend this period to 28 days and consider the most cost effective option to provide this service in future. Dependant on cost and overall value for money considerations, this may include utilising an outsourced provision

3.07 Two full Member Workshops have taken place to discuss these revisions to the policy. The specific areas for feedback from the Workshop are as follows:

- Hours for part night operation (0.00 - 05.00hrs or 06.00hrs)
- Residual lighting levels in residential areas (1 in 3 to lights remain operational)
- Scope of define locations for new repair standards

A verbal update on the feedback from the workshop will be provided to the Committee

4.00 RECOMMENDATIONS

4.01 That Environment Overview & Scrutiny Committee recommends approval of the Council's revised Street Lighting Policy to Cabinet.

5.00 FINANCIAL IMPLICATIONS

5.01 The proposals will deliver the saving identified in 2015-16 Business Planning proposals with a limited rollout during the year. Additional benefit in future years will be accrued as the rollout of part night lighting arrangements are completed.

6.00 ANTI POVERTY IMPACT

Not applicable.

7.00 ENVIRONMENTAL IMPACT

- 7.01 As well as reducing CO₂ levels, light pollution is another environmental issue that should be considered. The use of appropriate new lanterns and technologies with high performance optics, electronic control gear, shielding etc. can show reductions in energy consumption and also reductions in lighting pollution with the light distributed downwards at the target area which reduces in intensity at suitable locations.

8.00 EQUALITIES IMPACT

- 8.01 An EIA has been completed and concluded that the new Policy will not impact on any individual or group disproportionately.

9.00 PERSONNEL IMPLICATIONS

- 9.01 The reduced standard for repairing faults will reduce the number of electricians by one post. This will be achieved through the surrender of a vacant electricians posts currently within the service.

10.00 CONSULTATION UNDERTAKEN

- 10.01 With Cabinet Member.
10.02 With All Member workshop

11.00 CONSULTATION REQUIRED

- 11.01 With Environment Overview & Scrutiny Committee.
11.02 With stakeholders prior to introducing part night lighting – in accordance with Policy.

12.00 APPENDICES

- 12.01 Appendix 1 – The Council's Street Lighting Policy.

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985 BACKGROUND DOCUMENTS

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Flintshire County Council

Street Lighting Policy – April 2015

Contents:

1. Introduction
2. Legislative Powers
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5. Maintenance and Management
6. Lighting Column Replacement
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8. Inspection and Testing Regimes
9. Town and Community Council Owned Lighting
10. Festive Illumination
11. Adoptions to the Street Lighting inventory

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1. Introduction

- 1.1 This Policy outlines the basic principles and standards applied to the maintenance of Street Lighting and Illuminated Street Furniture within the administrative area of Flintshire County Council, setting out the aims of the Authority with respect to maintenance regimes and the procedures put in place to achieve those aims.
- 1.2 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.

The Policy will apply to:

1. Flintshire County Council owned Highway and Amenity Lighting
 2. Flintshire County Council owned Illuminated and Electrical Street Furniture
 3. Town and Community Council owned Lighting maintained by the County Council on their behalf
- 1.3 The Street Lighting Policies have been developed to support the aims and objectives of other County Council strategies and initiatives by recognising that 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).
 - 1.4 Flintshire County Council's Street Lighting Department will endeavour to improve the environment by reducing upward wasted light and reducing the carbon foot print of the service.

2. Legislative Powers

- 2.1 Flintshire County Council is not required by law to provide street lighting, however, under the highways act 1980, S97 –

“Every local Highway Authority may provide lighting for the purposes of any highway or proposed highway for which they are or will be the Highway Authority”.

However Flintshire County Council is required to maintain any street lighting it does provide in a safe condition for the benefit of the community it serves.

- 2.2 On the 1st April 1967, under the provisions of the Local Government Act 1966, the County Council assumed responsibility for the maintenance and operation of highway lighting throughout the County generally, including the provision of new installations.

Roadway lighting falls into one of two categories:

- Group A, columns of a height of 10m and above
- Group B, columns of a height of between 5m and 8m

Standard for both groups are as laid down in the British Standard Code of Practice for Street Lighting.

- 2.3 Some Town and Community Councils in Flintshire retained the responsibility for footway lighting only.

Footway lighting is defined as a system of lighting provided for the highway, in which either:

- a. No lamp is mounted more than 4m (13ft) above ground level
- b. No lamp is mounted more than 6m (20ft) above ground level and there is at least one interval of more than 46m (50yds) between adjacent lamps in the system.

- 2.4 The North and Mid Wales Trunk Road Agency (NMWTRA) is the Highway Authority for road lighting on trunk roads and will have it's own Policies and practices for maintenance of those installations. The maintenance of these lights is carried out by Flintshire County Council on behalf of NMWTRA

3 Main Aims

- 3.01 Flintshire County Council Street Lighting Team's aims are as follows:

1. To manage our current street lighting and illuminated street furniture network in a safe and fit for purpose condition and in accordance with the HAMP.
2. To manage the reaction time to rectify and respond to reported faults
3. To provide the highest quality of service providing excellent value for money.
4. Reduce the Carbon footprint and environmental impact of the service.

- 3.02 The Aims will be achieved by the following

1. Ensure that a high proportion of street lighting and illuminated street furniture is functioning correctly at all times.
2. Ensure faulty illuminated street furniture is wherever possible repaired within the timescales specified within this policy.
3. Visit all illuminated street furniture on a regular basis in accordance with the timescale specified within this policy to undertake planned preventative maintenance and to verify their structural and electrical condition.
4. Ensure the appropriate quality of light is being provided by replacing all lamps (where applicable) on a regular basis in accordance with the timescale specified within this Policy.

5. Develop a risk management strategy to undertake an effective planned renewal programme for the replacement of obsolete and life expired columns utilising the available budgets.
6. Ensure compliance with the Electricity at Work Regulations 1989 is met by periodically tested and inspecting all illuminated street lighting units and rectifying identified defects.
7. Continue to develop further the management information system in order to effectively manage the inventory.
8. The service will endeavour to reduce the carbon footprint of the service in the following ways:
 - a. The purchase of low energy lighting units for all replacements;
 - b. Installation of new energy saving equipment when necessary;
 - c. Installation of dimming equipment in accordance with the Policy;
 - d. Installation of part night equipment in accordance with the Policy;
 - e. Installation of tried and tested equipment to reduce waste;
 - f. Employ appropriate recycling of life expired components;
 - g. Carry out timely repairs and maintenance;
 - h. Bulk light source change (certain areas) on a four year cycle;
 - i. Employ monitoring systems and night time inspections;

4. Benefits of a Well Maintained Street Lighting Network

- 4.1 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.
- 4.2 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.
- 4.3 Analysis of highway lighting schemes indicate that they are a cost effective solution to assisting in reducing night time road traffic accidents.

5. Maintenance and Management

- 5.1 The Highways Act 1980 defines Highway Authorities as responsible for the road lighting on adopted highways or potentially adopted highways within its administrative area.
- 5.2 This legislation does not require the provision of road lighting in every location. However, where road lighting is provided, the Highway Authority has a duty of care with respect to maintaining that lighting in a safe condition.
- 5.3 Maintenance standards are a matter for the Authority to determine. The two possible approaches for maintaining street lighting are:
 - a. Planned Preventative Maintenance approach (PPM). This approach involves regularly visiting assets to undertake routine maintenance activities and replace key components (such as the lamp) even if they are still in good working order
 - b. Reactive Maintenance. This approach involves visiting assets only when they are known to have failed i.e. following notification of a fault
- 5.4 There are economic consequences with either option, however the Council will adopt the following
 - a. 'A' Roads and other roads with a requirement for complex traffic management arrangements to carry out street lighting repair work e.g. dual carriageways - Planned Preventative Maintenance Approach
 - b. All other locations - Reactive Maintenance Approach
- 5.5 The Policy, when replacing life expired equipment and components, is to specify well engineered quality products so that the assets reliability is improved thus reducing long term maintenance costs.
- 5.6 Faults will be identified by undertaking night inspections, during other inspections and reports. The frequency of these inspections shall be every 28 days.

The standard for repairing faults within the control of the Council will be defined into three groups:

1. 3 working days for locations assessed as vulnerable, CCTV sensitive, traffic calming, traffic sensitive or (speed) illuminated traffic signs;
2. 10 working days for all other locations;
3. Units owned by the Council but subjected to mains supply faults (i.e. those not the responsibility of the Council) are governed by OFGEM standards.

5.7 This information along with reports made directly by members of the public to the street lighting section is entered into the street lighting management information system (Mayrise) and actioned

5.8 All installations within Flintshire shall adopt a white light (low energy) approach (where practical) and shall incorporate a dimming arrangement by 35% from 2200 hrs to 0600 hrs each day.

Exceptions will be:

- Known accident sites
- CCTV Sites
- Sites where dimming the lighting results in the lighting level falling below the level specified in the guidance notes for roads of that category between those hours

5.9 Part night installations shall be installed at the following

- On rural and non-residential 'A' roads
- Residential estates
- On rural and non-residential strategic routes
- On industrial estates

5.10 The lights will be electronically timed to turn off between midnight and 0500 hrs or midnight and 06.00 hrs each day location dependant. A residual lighting level will remain on each road, based on the risk assessment

A risk assessment will be completed on each site prior to a decision on part night lighting is made and the following groups or individuals will be consulted as part of the process

- N W Police
- Local Member
- T&CC Council
- Internal FCC stakeholders

5.11 The service will take a proactive approach to managing the lighting infrastructure, investigating new opportunities for improving the energy efficiency and carbon footprint of the service.

6. Lighting Column Replacement

6.1 The backlog of replacements will be monitored through the inspection process shown in 7.1 to ensure the inventory remains in a safe state of repair. Any funds made available will be utilised to carry out replacement work.

7. Lighting standard and improvements to the inventory

7.1 The Council cannot specify a particular or consistent standard of lighting on any road or footway. However on new developments and regeneration schemes the Flintshire County Council Street Lighting Specifications and required standard of lighting shall be adhered to.

8. Inspection and Testing regimes

8.1 The Council will carry out a robust inspection and testing regime in accordance including the following:

1. Evening driven inspections to identify faults – These will be carried out by the Streetscene out of hours teams on a rota which ensures that every light is inspected every 28 days.
2. Maintenance Visit – These maintenance visits will be carried out every three years by the area electricians. During the visits the electrician will carry out a visual inspection of the components of the light and clean / grease the unit.
3. Electrical Test Visit – These maintenance visits will be carried out every six years by the area electricians. The tests will be in accordance with the statutory requirements and the outcome recorded and retained.
4. Structural Test – Structural tests will be carried out by specialist contractors. The columns will be identified following the maintenance visit or by a programmed inspection regime of columns which have exceeded their expected life expectancy.

9. Town and Community Council Owned Lighting

9.1 There are variations in the way T&CC owned footway lighting is maintained, i.e. either via the County Council or through independent contractors. Where the T&CC requests the Council to carry out the work, the lighting is maintained to the same standard as Council owned lighting. The lights will be included on the Council's inventory and complaints regarding faults received directly into the Streetscene Contact Centre.

9.2 Once an accurate assessment of each individual T&CC lighting network is gathered, the Council would be in a position, if required, to procure energy on behalf of the T&CC at the lower rate which is available to the Council.

9.3 Should those T&CC's not currently utilising the Council to maintain their lights, they can request their energy procurement is made through these arrangements. A full inventory gathering exercise by the Council's electricians will be required. The cost of this work will be charged at cost to the appropriate T&CC. Once this information is obtained, the Council Contact Centre can also take and pass on fault requests to the appropriate T&CC on their behalf.

10. Festive Illumination

10.1 Flintshire County Council will manage contractual arrangements for installations, maintenance and repairs on behalf of the Town and Community Councils if asked.

- 10.2 Costs of the contractor and tender process will be paid by the relevant Town or Community Council with the aim of a reduction in cost due to economy of scale. The actual cost including staff recharges will be passed to the T&CC.
- 10.3 All installations of festive illumination will require prior approval and inspection upon installation from the Street Lighting Department.

11. Adoptions to the Street Lighting inventory

- 11.1 The standard of lighting to be provided at any location will be required to meet the Council's lighting specification and standard before it can be considered for adoption into the Council's network.
- 11.2 The promoter will be required to submit their proposals to the Council for approval before commencement of any work and will be subject to a final site inspection prior to adoption.
- 11.3 In addition and prior to adopting any street lighting and illuminated street furniture into the Council's inventory from any source a 10 year energy and maintenance contribution from the scheme promoter, in the form of a Commuted Sum, will be required.
- 11.4 The charge will be based on the energy costs plus maintenance costs projected for the 10 year period.

FLINTSHIRE COUNTY COUNCIL

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

DATE: **THURSDAY, 19 MARCH 2015**

REPORT BY: **CHIEF OFFICER (STREETSCENE AND TRANSPORTATION)**

SUBJECT: **FLINTSHIRE PARKING STRATEGIES**

1.00 PURPOSE OF REPORT

1.01 To seek a recommendation from the Environment Overview & Scrutiny Committee to Cabinet to approve the Council's Car Parking Strategy and the introduction of parking charges at all viable car parks within the ownership of the Council.

1.02 To seek a recommendation from the Environment Overview & Scrutiny Committee to Cabinet to approve a workplace parking permit scheme at specific facilities where staff parking overlaps with the local parking strategy.

2.00 BACKGROUND

2.01 Parking management and appropriate enforcement are key tools in managing the highway network and supporting the effective movement of traffic. There are numerous conflicts between town centre visitors and residential parking areas where previously ineffective management has led to congestion and delays to road users

2.02 Civil Parking Enforcement was introduced in Flintshire in October 2013 and through effective on-street enforcement many vehicles have now been displaced to off street car parks and in order to maintain the vibrancy and vitality of the community or towns it is essential to also effectively manage off street parking usage.

2.03 In addition, a number of Council car parks in local towns are utilised by car sharing groups, with vehicles being left for long periods whilst the owners commute to other areas of the North West of England. This activity utilises available capacity and results in a lack of space for shoppers and visitors to the towns. Charging has proved to be a mechanism to encourage commuters to utilise the car parks on the periphery of the town, leaving town centre proximity spaces for short stay shoppers and visitors.

2.04 The proposed parking management arrangements will apply in the following areas of the County

- Flint
- Holywell
- Mold
- Buckley
- Connah's Quay
- Queensferry
- Shotton
- Caergwrle
- Hawarden
- Talacre

2.05 Staff parking areas in Mold (County Hall) and Flint will be in car parks designated within the local Car Park management arrangements and therefore permits will be required by both staff and Members working and regularly visiting these buildings.

3.00 CONSIDERATIONS

3.01 An overarching Council Parking Strategy has been developed to capture the fundamental principles that will be applied in the individual Town and Community Parking strategies. **Appendix 1**

3.02 In order to develop individual area parking strategies a full assessment of the current parking provision (within the ownership of the County) set against the local demand for parking has been completed for each Town or Community. Each study considered the levels of demand and the optimum car park arrangements i.e. Short stay v Long stay and the most effective charging option to maintain the viability and vibrancy of each town and community.

3.03 Because each location and area have differing demands and levels of available parking, it is important that a single charging structure is not applied County wide. Local parking strategies and charging arrangements have therefore been developed for each of the areas identified and are shown in **Appendix 2**.

3.04 As an element of the local strategy the existing Traffic Regulation Orders and Car Parking Orders (if applicable) will be reviewed to determine their effectiveness and appropriateness, given the new arrangements. Any additions or extensions to existing orders that may be required will be detailed within the local strategy.

3.05 Each strategy will also contain details of local Resident Parking schemes which may be required as a result of introducing charges in Council car parks. The programme to introduce these arrangements will require to be prioritised and will be subject to the availability of necessary budgets, resources and a satisfactory outcome to the pilot Residents Parking scheme currently being trialled in the Mold area.

3.06 The introduction of the Parking Strategies in Flint and Mold will require the associated staff and visitor car parks to form part of the local parking strategy. This will therefore necessitate the introduction of an affordable and equitable workplace charging scheme which will be introduced at these specific facilities.

3.07 Two all Member workshops have been held in March 2015 in order to consider the Car Park charging proposals and make recommendations to Scrutiny. The workshops have been asked to particularly consider the following aspects of the proposals

- Charges on Sunday and Bank Holidays
- Charges for motorcycles
- Daily charging periods
- T&CC contribution levels

A verbal update on the feedback from the workshops will be provided at the Committee meeting

3.08 An open public consultation exercise is also being undertaken on the proposals and a verbal update on the comments received to date will also be presented to the Committee. Residents and other car park users have been asked to provide input into the issues that were discussed by members in the workshops as detailed in para 3.07.

4.00 RECOMMENDATIONS

4.01 That Environment Overview & Scrutiny Committee recommend approval of the County Parking Strategy to Cabinet **Appendix 1**.

4.02 That Environment Overview & Scrutiny Committee recommend approval of the individual Local Parking Strategy to Cabinet **Appendix 2** and that delegated authority be granted to the Chief Officer (Streetscene and Transportation), following consultation with the Cabinet Member for Environment, to review the charging arrangements applied at each car park on an annual basis.

4.03 That Environment Overview & Scrutiny Committee recommends to Cabinet the introduction of staff parking permit system at County Hall and Flint to allow staff to utilise the car parks within the local parking strategy.

5.00 FINANCIAL IMPLICATIONS

5.01 The introduction of charging and increased management of these car parks will incur initial capital cost however it is predicted that revenue will cover these costs in year 1 and provide the £400k income level projected in the 2015-16 Business Planning proposals.

6.00 ANTI POVERTY IMPACT

None as a direct result of this report.

7.00 ENVIRONMENTAL IMPACT

7.01 Enhanced parking controls throughout the authority should promote proximity spaces for short stay users and where practical encourage the use of public transport or car sharing, thereby resulting in a positive environmental impact.

8.00 EQUALITIES IMPACT

8.01 The proposed strategy will reduce the present inequality in the parking provision throughout the individual towns in the County. There are no plans to introduce charges for disabled car users at Council car parks in designated disabled parking bays.

9.00 PERSONNEL IMPLICATIONS

9.01 The business case includes the provision of Enforcement Officers as proposals will increase the number of sites requiring enforcement.

10.00 CONSULTATION REQUIRED

10.01 Currently undertaking public consultation (9 March to 29 March).

11.00 CONSULTATION UNDERTAKEN

11.01 Trade Unions regarding Workplace and visitor charging

11.02 Local Town and Community Council Members.

11.03 Cabinet Member for Environment.

11.04 All Member workshops, including Town and Community Councils

12.00 APPENDICES

Appendix 1 – Countywide Parking Strategy

Appendix 2 – Individual Parking strategy for each Town or Community area

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985 BACKGROUND DOCUMENTS

Contact Officer: Stephen O Jones
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FLINTSHIRE

Parking Strategy

2015



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OVERVIEW

Civil Parking Enforcement was introduced in Flintshire in October 2013, and through effective enforcement many vehicles have been displaced to off street car parks, in order to maintain the vibrancy and vitality of a community/town it is essential to effectively manage off street parking usage.

Parking measures and enforcement are key tools in managing an effective highway network, in support of the effective movement of traffic. There are numerous conflicts between town centre visitor and residential parking where previously ineffective management of these areas has led to congestion. Pay and Display parking is a good parking tool which, through the use of appropriate charging, encourages the commuters to the car parks on the periphery of the centre, whilst promoting proximity spaces for short stay.

The introduction of Civil Parking Enforcement has resulted in more effective management of on-street parking, which has had a positive impact on the movement of traffic in town centres.

Flintshire has 48 public off-street car parks which are subject to car park management, of which 6 car parks are controlled through pay and display, 1 car park is a 'permit holders only' car park, 1 car park is a free short stay car park and 40 car parks are free of charge. All facilities are still subject to a Parking Order; vehicles must be parked wholly in a lined bay and if parked in a disabled bay the vehicle must be displaying a valid disability badge (all car parks are clearly signed with their conditions of use).

This project is designed to replicate the benefits already realised across more areas of the authority, through introducing more effective management of on and off street parking resources through the expansion of pay and display across numerous sites throughout Flintshire, considering levels of demand and vibrancy of each area. The concept would be adapted to suit the needs of all local communities at all viable car parks, for example which offer a parking facility of 40 spaces or more.

This project will deliver;

- A summary of each parking facility and a contextual strategy for each area.
- Review existing Traffic Regulation / Parking Orders and determine the need to introduce new ones.
- A pricing strategy which will need to reflect the attractiveness, vibrancy and needs of the community / town.
- Strategies for each substantive area will also suggest the most appropriate areas which should be considered for future residential parking schemes, specifically where there is demand and a conflict with off street Pay and Display measures and on street restrictions.
- Introduction of a workplace charging scheme.

Each local strategy will look to;

- prioritise the needs of disabled people, local residents, businesses and their customers
- promote more sustainable travel choices through the availability and effective costing of car parking, where demand is identified in support of the highway network
- where appropriate discourage the use of central parking spaces for long stay and seek to maximise the availability of short stay spaces
- retain long stay parking places and offer competitively priced permits
- ensure all on and off street restrictions are effectively enforced and the impact on surrounding residential areas minimised
- identify areas where on-street restrictions need amendment or where new restrictions are required to alleviate identified issues or risks
- identify areas where residential parking schemes may be required in the future, accounting from feedback of the initial pilot scheme.

The benefits of effective and efficient enforcement of both on and off street areas are many and varied;

- a co-ordinated and locally accountable parking enforcement service across Flintshire in support of an effective and efficient highway network
- ability to keep roads clear of vehicles parked in contravention of a restriction, which create safety and obstruction issues. In doing so, this can reduce traffic delays, improve the reliability of bus services, enhance the environment for pedestrians and cyclists and provide easier access for emergency vehicles

- increased turnover of short-stay spaces and encouragement for the appropriate use of long-stay spaces through better enforcement which can result in less circulating traffic and help support the vitality and vibrancy of community / town centres
- residents' parking schemes are able to be introduced in the knowledge that they will be effectively enforced
- improved enforcement helps 'Blue Badge' holders by ensuring that dedicated spaces are not used inappropriately
- more reliable access to designated loading bays and facilities for deliveries, assisting local businesses.

CURRENT DEVELOPMENTS

A new car park has been designed and constructed in Talacre at Gamfa Wen Car Park, management of this facility will take effect from April 2015. This car park is for seasonal use only (April to September) and controlled through the use of a barrier (to be opened and closed at the start of each day) and will be subject to charging through the use of pay and display machines, the charge will be £4.00 per stay (irrespective of time).

When Civil Parking Enforcement was introduced Mold was the only town which opted to retain charging, and has recently undergone a 12 month review of processes and tariff which has also incorporated options for the future.

All off street income generated from charging will be re-invested within the Streetscene and Transportation budgets to enhance associated transport infrastructure.

This proposed strategy document will outline the overall policy in relation to operation and detail the individual proposal for managing off street parking within each community / town also considering any improvements to on-street parking and the identification of areas that may be subject to residential parking going forward.

Currently in Mold, a pilot Residential Parking Scheme is being consulted on with residents residing in Gladstone Street, Water Street, Stanley Street and Chapel Street. After the pilot scheme has been in place for a minimum six months and the findings fully assessed, further areas will be considered and priority of delivery throughout the authority will be assessed and considered at the start of 2016.

On the following page is a list of all areas where it is proposed to further expand charging.

Facilities where it is proposed to further expand charging:

Area	Car Park	Number of spaces (including disabled provision)	
Buckley	Bistre Avenue	35	
	Precinct	140	
	Black Horse	22	
	Argoed Road	17	
	Brunswick Road	55	
Caergwrle	High Street	42	
Connah's Quay	Maude Street	40	
	Somerfield / Council Offices	274	
Flint	Allt Goch	88	
	Bolingbroke Heights	41	(8 currently marked as residential)
	Feather Street	21	
	Pavillion Leisure Centre	92	
	Railway Station	70	
	Richard Heights	58	(6 currently marked as residential)
	Swan Street	68	
Hawarden	Tinkersdale	51	
Holywell	Bevans Yard	17	
	Plas yn Dre	24	
	Somerfield	99	
	Leisure Centre	44	
	Station Road	5	
	Tower Gardens Upper	14	

Continued overleaf.....

Area	Car Park	Number of spaces (including disabled provision)
Mold	County Hall	1014
Queensferry	Station Road	76
	Pierce Street	23
Shotton	Alexandra Street (P&R)	26
	Ash Grove	59
	King George Street	46
	Charmleys Lane	46
	Plymouth Street	19
TOTAL SPACES		2626

PARKING STRATEGY

Fundamental to any parking strategy is the need for efficient parking enforcement. This is to ensure that on-street parking supply is managed effectively, to prevent inappropriate parking that could cause congestion and increase dangers for other road users, and to ensure proper management of off-street car parks and time limited on-street parking.

- *Road Traffic Regulation Act 1984*
 - Provides powers under which Councils are able to provide and manage off street car parks. The use of the Council's car parks is regulated by orders permissible under the Act. It also provides powers for the Highway Authority to make Traffic Regulation Orders for the control and regulation of traffic and parking on the highway.
- *Road Traffic Act 1991 (Decriminalised Parking Enforcement)*
 - Introduced to address the increase in illegal parking (growing car ownership and use) and fears that police resources would not be able to accommodate the increased demand for enforcement.
- *Traffic Management Act 2004 (Civil Parking Enforcement)*
 - Imposes a Statutory duty on Local Authorities to reduce the cause of congestion and disruption by controlling parking and the highway network as a whole.
 - Part 6 of the Traffic Management Act provides a single framework to make regulations for the civil enforcement of parking and waiting restrictions, bus lanes (where appropriate) and some moving traffic offences.

Parking enforcement is a highly emotive and contentious subject. The Council has committed to provide a service which is consistent, fair and equitable, and one which operates in a transparent manner.

Flintshire County Council is one of 10 authorities that utilises the resources of the Wales Penalty Processing Partnership in administrating all standard payments, representations and challenges arising from Penalty Charge Notices issued by the authority.

MAIN PRINCIPLES

However, the main principles behind parking management will remain the same;

Off-street public parking:

- Short-stay parking (up to two hours) will be prioritised on sites within an acceptable walking distance of shopping and commercial centres to ensure adequate accessibility
- Longer-stay parking will be prioritised on sites further away from shopping and commercial centres
- Long stay commuter parking will be reduced where good sustainable transport alternatives exist

On-street parking

- The Authority will provide on street, limited waiting parking facilities where it is considered safe to do so without undue interference with moving traffic, residents, businesses and other urban objectives.
- On residential roads, priority will be given to meeting residents' parking needs

Parking charges

Recommended parking charges (on and off-street) will be set for each community / town taking account of the following factors:

- the service role and popularity of the centre / demand for parking
- the utilisation of existing parking spaces
- the availability of sustainable transport modes
- parking charges in neighbouring areas
- the convenience and quality of parking locations

Short Stay Parking

The Authority will give priority to and manage the provision of short stay parking where viable, as:

- Short stay visitors to the town centre are less likely to travel at peak periods i.e. contributing to reduced congestion; improved performance of the road network.
- Short stay parking generates a high turnover of spaces allowing more visitors to be accommodated per space.
- Availability of short stay spaces is essential to maintaining the commercial viability of the town and community centres.

Long Stay Parking

The Authority will manage the provision of long stay parking in the town centres through effective pricing to encourage the use of more sustainable transport. Also by a system of differential charging to promote the use of peripheral car parks where such parking is to be accommodated:

- Commuters travel at peak periods and are a major contributor to congestion of the highway network.
- Commuter parking monopolises parking spaces for the entire working day.
- Transport objectives may be achieved more easily through parking policy interventions aimed at the commuter. It is more practical, for example, for the commuter to change their travel patterns than it is to continually expand the road network and parking stock.
- Long stay parking provision in connection with bus or rail commuter travel is supported in order to reduce the level of dependency on the motorcar as a means of commuting to work.
- Contract parking: contracts will be made available on selected car parks for regular long stay customers, made available at competitive rates.
- Support the reallocation of long-stay parking either by redevelopment for other uses or reallocation to short or variable stay, where justified by provision of park and ride sites or improvements in public transport accessibility (where applicable).

Disabled Parking Provision

This Authority will prioritise the needs of those people who have no choice but to use the car to access essential services:

- Improve the quality and provision of disabled parking in off street car parks in accordance with Equality Act requirements. Local conditions and demand are also considered in determining the volume and location of spaces to be provided.

Parking Enforcement

The council employs teams of enforcement officers to patrol the streets and car parks. These officers have the responsibility for issuing Penalty Charge Notices to vehicles which have been observed parked in contravention of the Order in place. All officers have clear guidelines to work to and are committed to provide a service which is consistent, fair and equitable and one which operates in a transparent manner.

Income from the payment of PCNs is used to finance the operational costs of the council's parking service.

Residents Parking

Flintshire will prioritise the parking needs of residents in areas, which are affected by non-residential parking, or are likely to be affected as a result of this strategy. Potential sites will be identified and considered as possible residents' on-street parking schemes going forward, all will aim to:

- balance the conflicting demands for kerb space.
- manage the displacement of parking.
- develop robust and fair policies as the available kerb space in many areas will not be sufficient to cater for all demands from residents and other users.

Policy available on website <http://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf>.

Off Street Car Parks

All off street car parks where Pay and Display charging is in place, will be clearly signed on a noticeboard within the car park and detailed on the Council's website.

It is the motorist's responsibility when entering the parking place to adhere to the regulations in place, failure to do so may result in a Penalty Charge Notice being issued.

The authority is not responsible for any damage to or theft from cars whilst parked in the car parks; all users park at the own risk.

Where possible, the authority also intends to turn off all lights in car parks, between the hours of 24:00 to 05:00.

Workplace Charging

The introduction of effective parking management; workplace and visitor charging, will clarify the restrictions in place for all employees, visitors and contractors to adhere. In turn this should also encourage the use of public transport or car sharing, where possible.

All employees would be expected to use an affordable permit system (chargeable per year, pro rata, and charge would be dependant on annual salary). Visitors would be expected to pay through the use of Pay and Display machines

Permits

Flintshire will offer at a cost a number of different permits, these permits will be car park specific (non transferable amongst other car parks or vehicles);

Seasonal Permits – will be offered in long stay car parks only, they will be chargeable per year pro rata per vehicle, the cost will be calculated at 200 days of the long stay tariff. The permit is valid for one vehicle only and would not guarantee that a space will be available for use. Should the car park be full or the permit holder used a different car park, the conditions of that car park would have to be adhered to and the appropriate fee paid.

Only 20% of bays in each long stay car park will be available for the issuing of permits; permits will be issued on a first come, first served basis. All other requests will be held on a waiting list.

Specified Permits – will be offered in permit holders only car parks. This permit purchases a bay, and is only valid for that specific bay, it would not be acceptable to park in an alternative bay and vehicles observed doing so would be subject to a Penalty Charge Notice if observed.

Off Street Residential Permits – will be offered to residents living within the immediate vicinity of the car park; who do not have adequate on street parking provision. One permit will be offered at this rate, subsequent requests will be required to pay the seasonal permit rate. The cost of this permit will be the same as the cost of the on street residential permit. All permit requests must provide proof of residency at the address and that of the vehicle; utility bill and log book.

Only 20% of bays in each long stay car park will be available for the issuing of permits; permits will be issued on a first come, first served basis. All other requests will be held on a waiting list.

Workplace Permits – will be offered to all staff and Councillors working or regularly visiting specific sites where associated staff and visitor parking forms part of the local strategy. These permits will be chargeable per year pro rata per vehicle, and charge would be dependent on annual salary. The permit is valid for one vehicle only and would not guarantee that a space will be available for use.

It is proposed to have an affordable permit charge dependant on annual salary, offering dedicated spaces at a higher rate;

- | | |
|---------------------------------------|--------------------------|
| 1. Band A to E (£13,221 to £19,817) | £52 per annum, pro rata |
| 2. Band F to J (£20,400 to £37,578) | £104 per annum, pro rata |
| 3. Band K and above (£38,422 upwards) | £156 per annum, pro rata |
| 4. Dedicated bays | £260 per annum, pro rata |

Misuse of any of the aforementioned permits could result in the permit being recalled (non refundable).

All users parking if observed parked in contravention of the permit or car park would be subject to Penalty Charge Notice.

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Holywell Parking Strategy 2015



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Location plan outlining the car parks and proposed TRO's	Page 17

Appendices

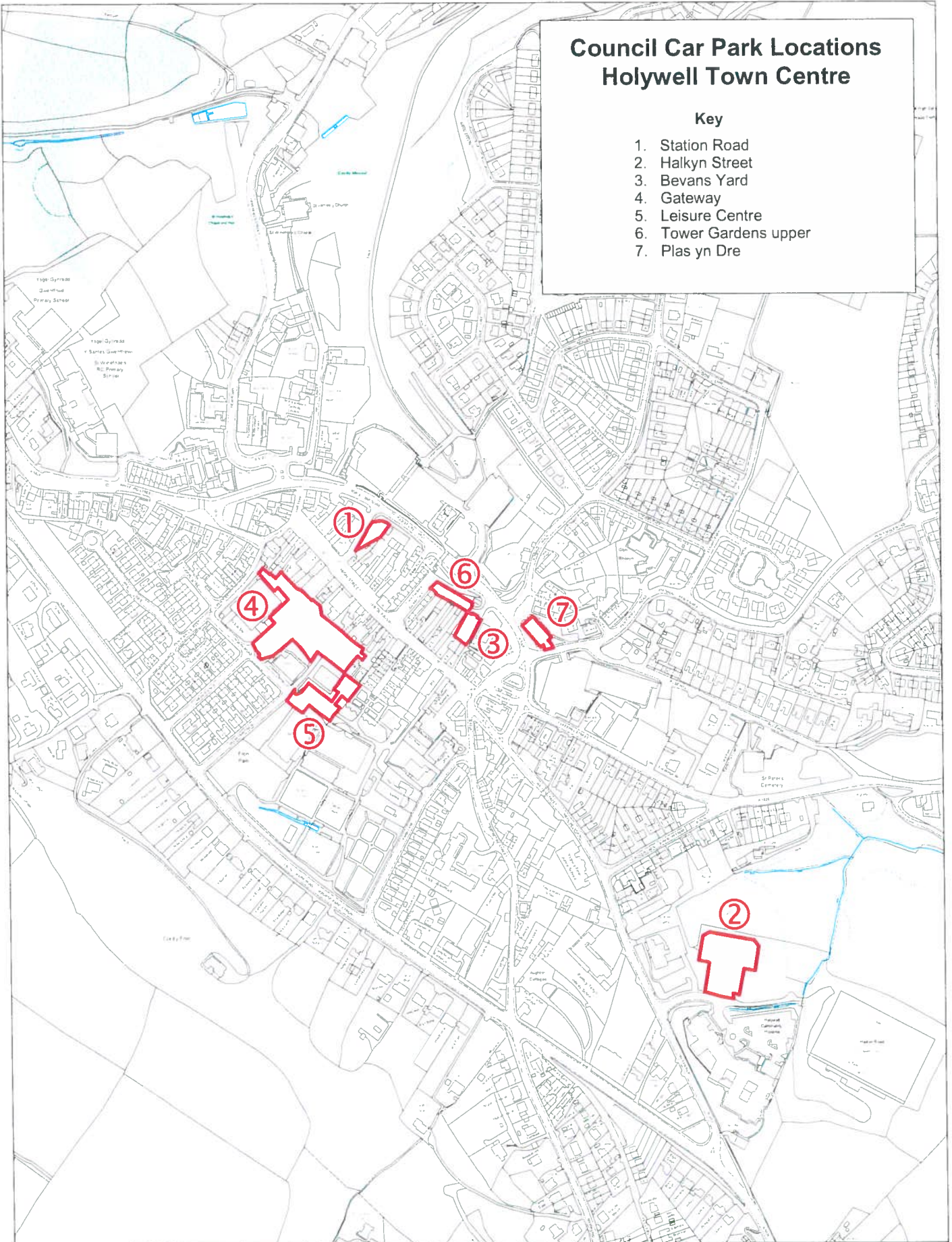
- Appendix 1 - Traffic Regulation Order currently with legal (Inner Ring Road)
- Appendix 2 - Traffic Regulation Order proposed amendment (Fron Road)

This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

Council Car Park Locations Holywell Town Centre

Key

1. Station Road
2. Halkyn Street
3. Bevans Yard
4. Gateway
5. Leisure Centre
6. Tower Gardens upper
7. Plas yn Dre



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Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr Andrew Farrow

Scale 1:2500 @ A2
OS Map: SJ 1875
Plotted 09/02/2015



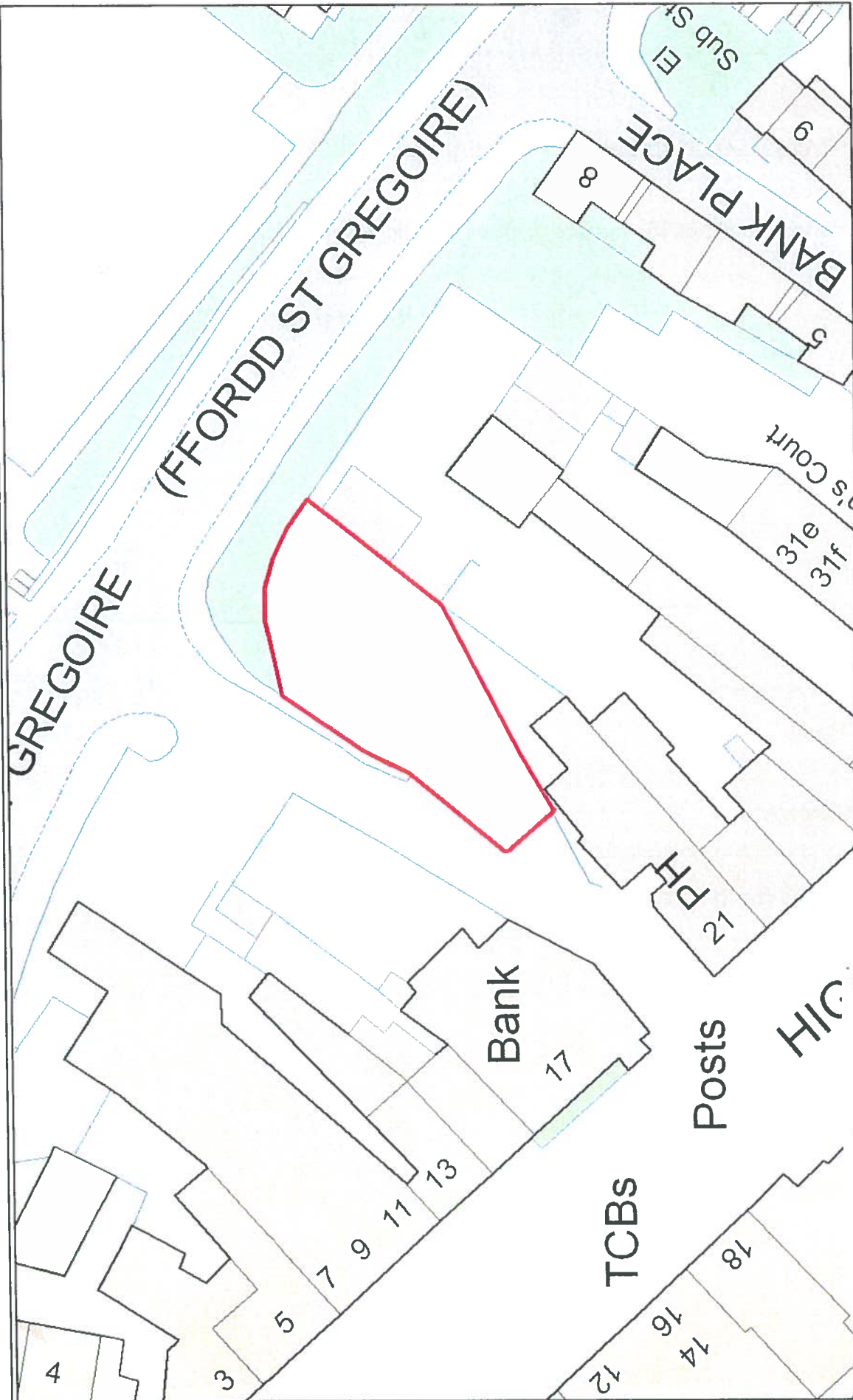
Capacity of all Car Parks were charging is proposed

The below table outlines the current number of spaces within each car park;

	Total Spaces	Disabled Spaces
Bevans Yard	17	6
Plas yn Dre	24	-
Somerfield	99	8
Leisure Centre	44	2
Station Road	0	5
Tower Gardens	13	5
Total Spaces for the area	294	26

1

Station Road, Holywell - Disabled Parking Only

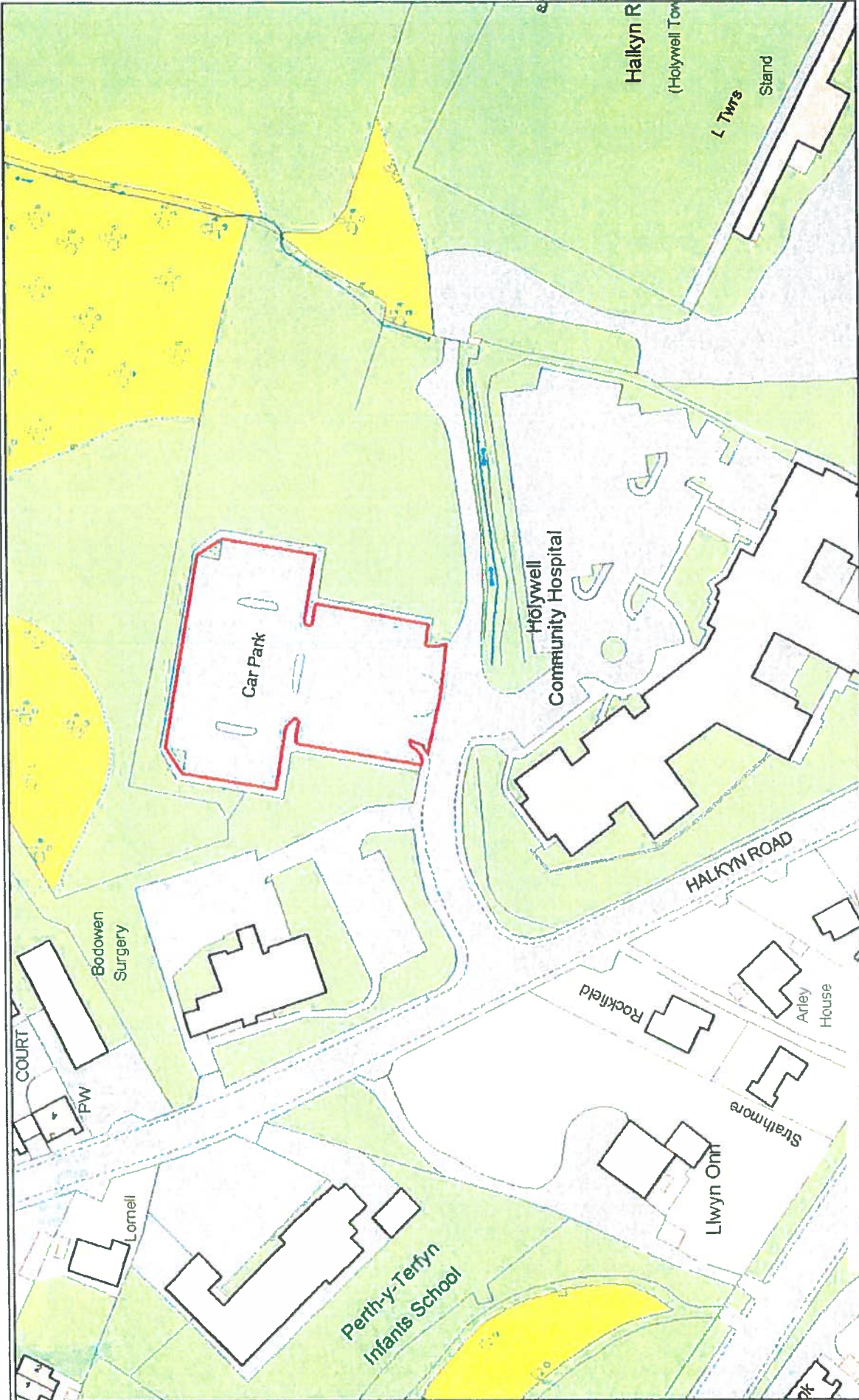


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Scale 1/500
Centre = 318609 E 375942 N
Date 25/7/2013
Name



Halkyn Street, Holywell



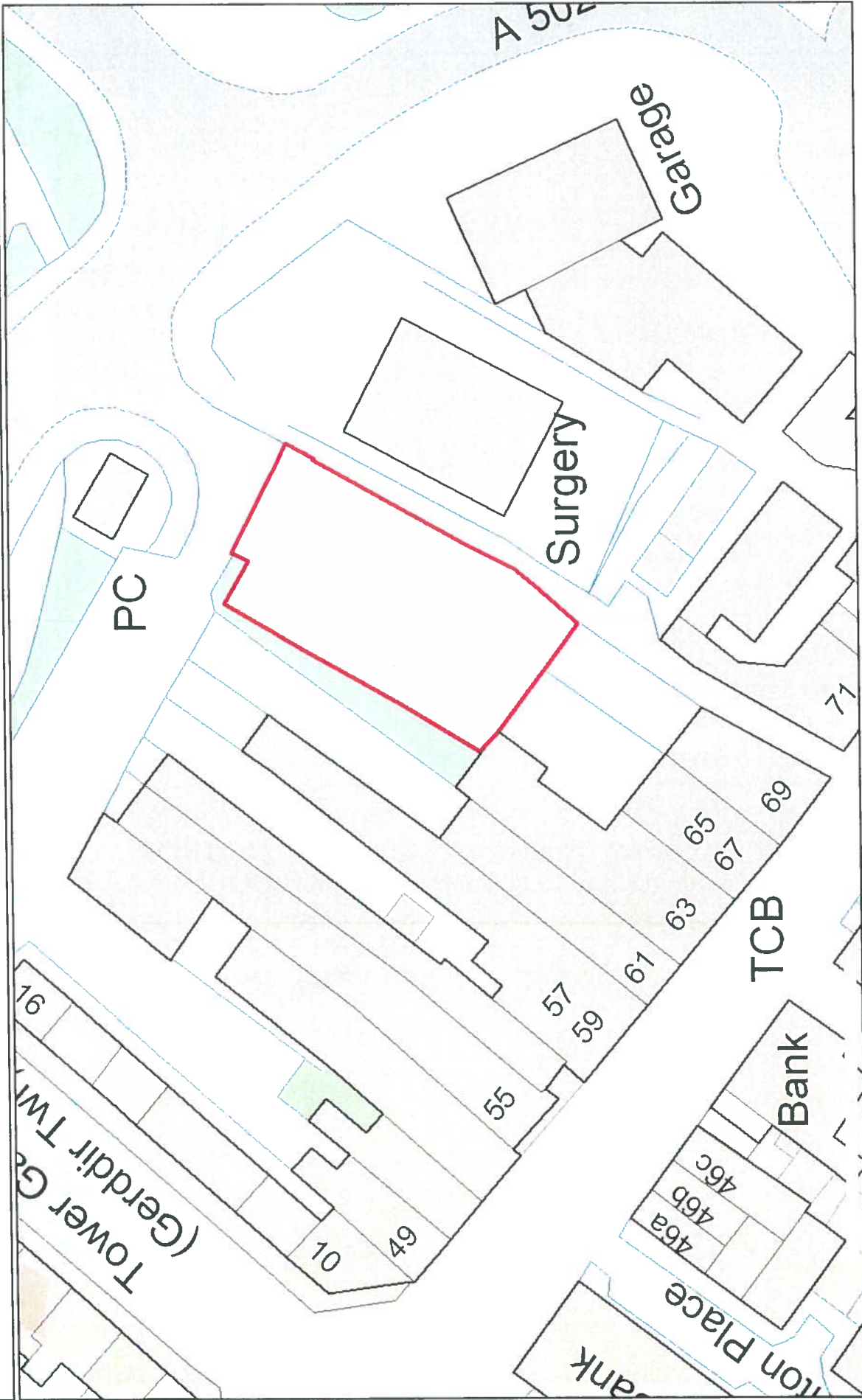
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 Date 10/2/2012
 Name

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3

Bevans Yard, Holywell



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Scale 1/500
 Centre = 318697 E 375845 N
 Date 23/7/2013
 Name



Somerfield Car Park, Holywell



Scale 1/1250
 Centre = 318518 E 375836 N
 Date 26/7/2013
 Name

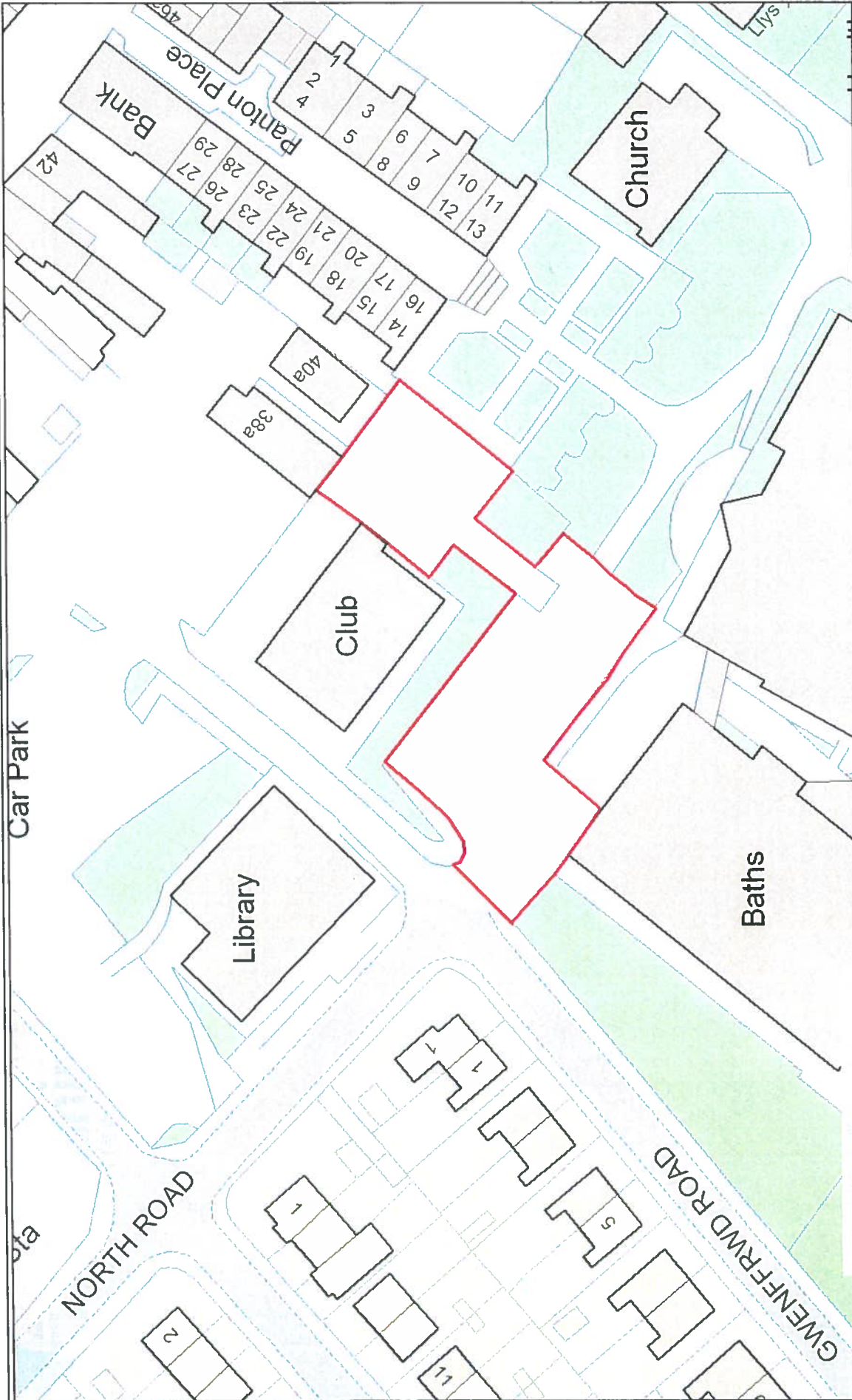
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4

5

Leisure Centre, Holywell



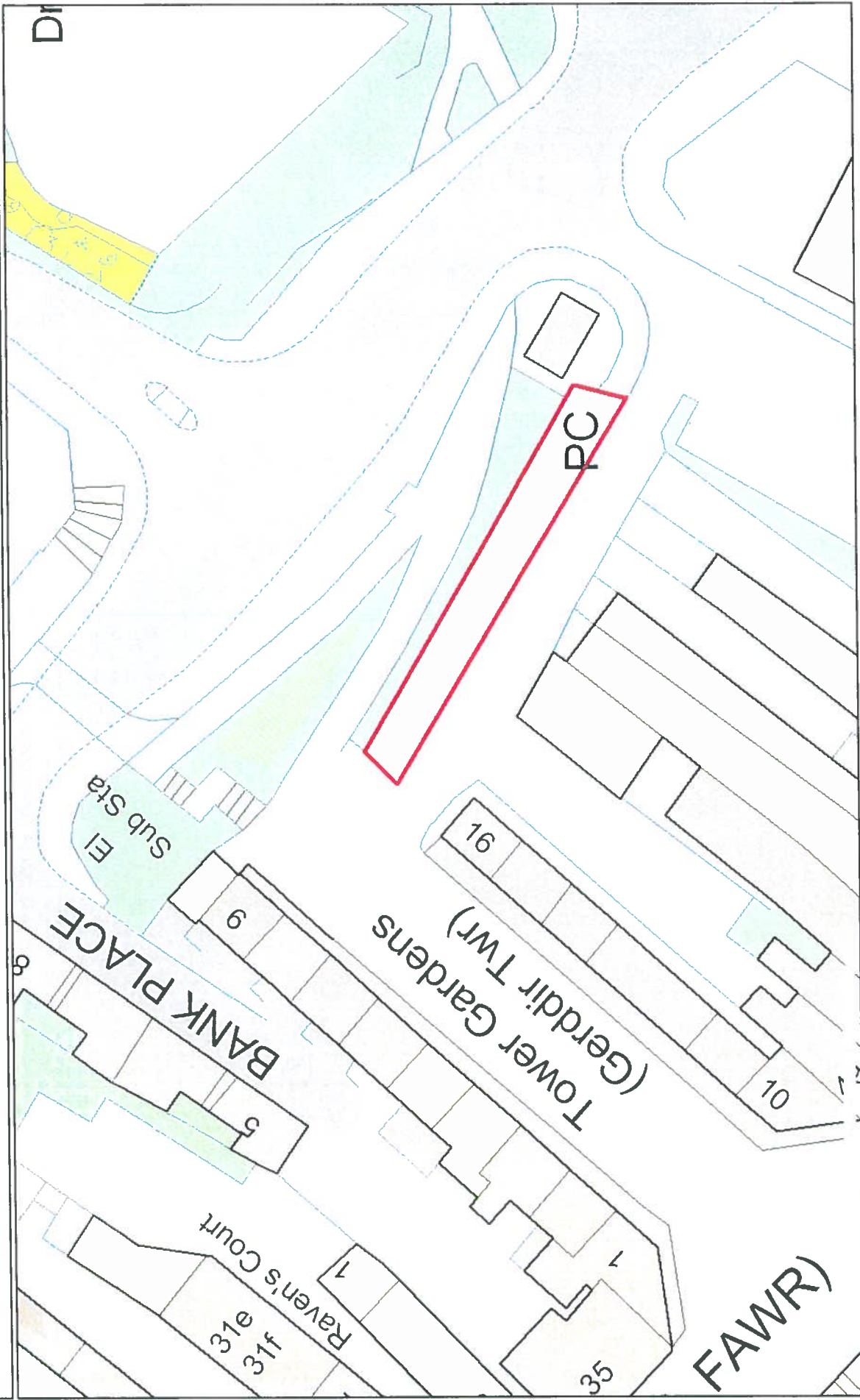
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 Date 26/7/2013
 Name



6

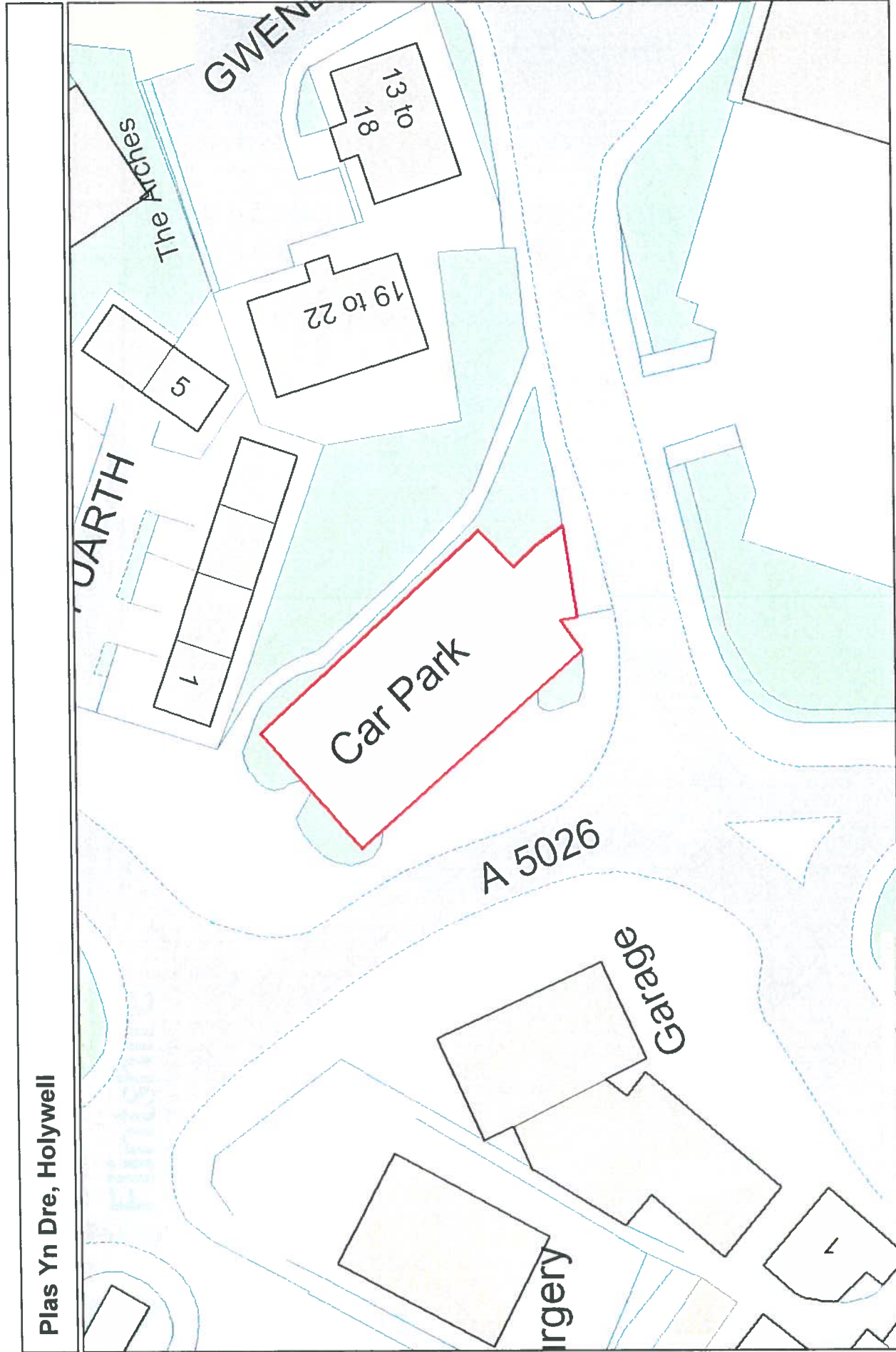
Tower Gardens, Holywell



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Scale 1/500
Centre = 318682 E 375887 N
Date 25/7/2013
Name





Plas Yn Dre, Holywell



Scale 1/500
 Centre = 318779 E 375838 N
 Date 26/7/2013
 Name

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PROPOSED charging tariffs for Pay & Display Car Parks;

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

CURRENT Tariff	Car Parks	NEW Tariff	Hours of Operation
No charge	Leisure Centre	20p for up to 2hrs 50p for up to 4 hrs	Monday to Saturday 08:00 to 17:00
No charge	Somerfield	Short Stay ONLY Prohibited return within 1hr 20p for up to 2hrs	Monday to Saturday 08:00 to 17:00
No charge	Plas yn Dre Bevans Yard Tower Gardens	20p for up to 2hrs 50p for up to 4hrs £1.00 for all day	Monday to Saturday 08:00 to 17:00
No charge	Halkyn Road	No charge	n/a

Halkyn Road Car Park is going through the planning process to enable the area to be developed into an extra care facility; the car park will remain free until the development of this land has begun.

PROPOSED improvements to car parks;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

Proposed Improvement	Timescale
Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc.	1 August 2015
Entrance signage where necessary identifying its purpose, and remove all unnecessary signage	1 August 2015
Motorbike parking spaces designated in a number of car parks	1 August 2015

Traffic Regulation Orders (TRO) REVIEW

The following Traffic Regulation Order request is to be advertised shortly, and subject to objections received arrangements will be made to implement as soon as practical;

Location	Description	Appendix No
Inner Ring Road	2 laying over bays (for buses)	1

Below is a list of proposed Traffic Regulation Orders and/or highway improvements that have been considered for charge as part of this process and the timescale for each dependant on their importance;

Location	Description	Implementation timescale	Appendix No
Fron Road	Create a lay-by within the carriageway, with a fixed start/end point (kerbed?), moving the centre line across to compensate. (one side only) (provision for 20+ vehicles)	Before April 2016	2

Other proposals received from Holywell Town Council prior to Civil Parking Enforcement are currently being considered and placed in to a Matrix for delivery; dependant on importance.

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

After the pilot scheme has been in place for a minimum six months and the findings fully assessed, the following streets would also be considered for residential parking subject to the required consultations and criteria contained within the policy;

- Drew Avenue
- Gwenffryd Road

Priority of delivery throughout the authority will be assessed and considered at the start of 2016.

Policy available on website <http://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf>.

Council Car Park and TRO Locations Holywell Town Centre

Key

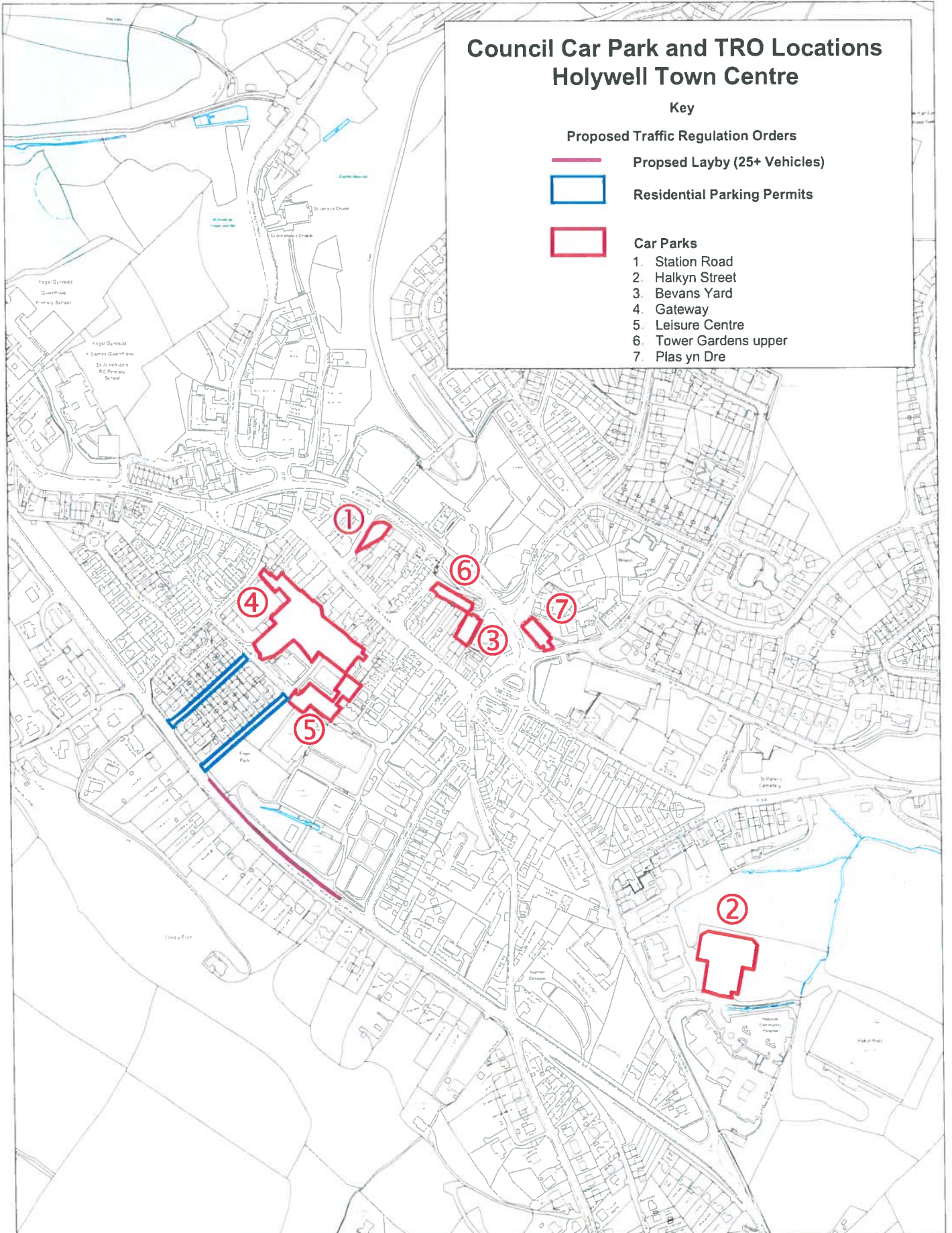
Proposed Traffic Regulation Orders

 Proposed Layby (25+ Vehicles)

 Residential Parking Permits

Car Parks

1. Station Road
2. Halkyn Street
3. Bevans Yard
4. Gateway
5. Leisure Centre
6. Tower Gardens upper
7. Plas yn Dre

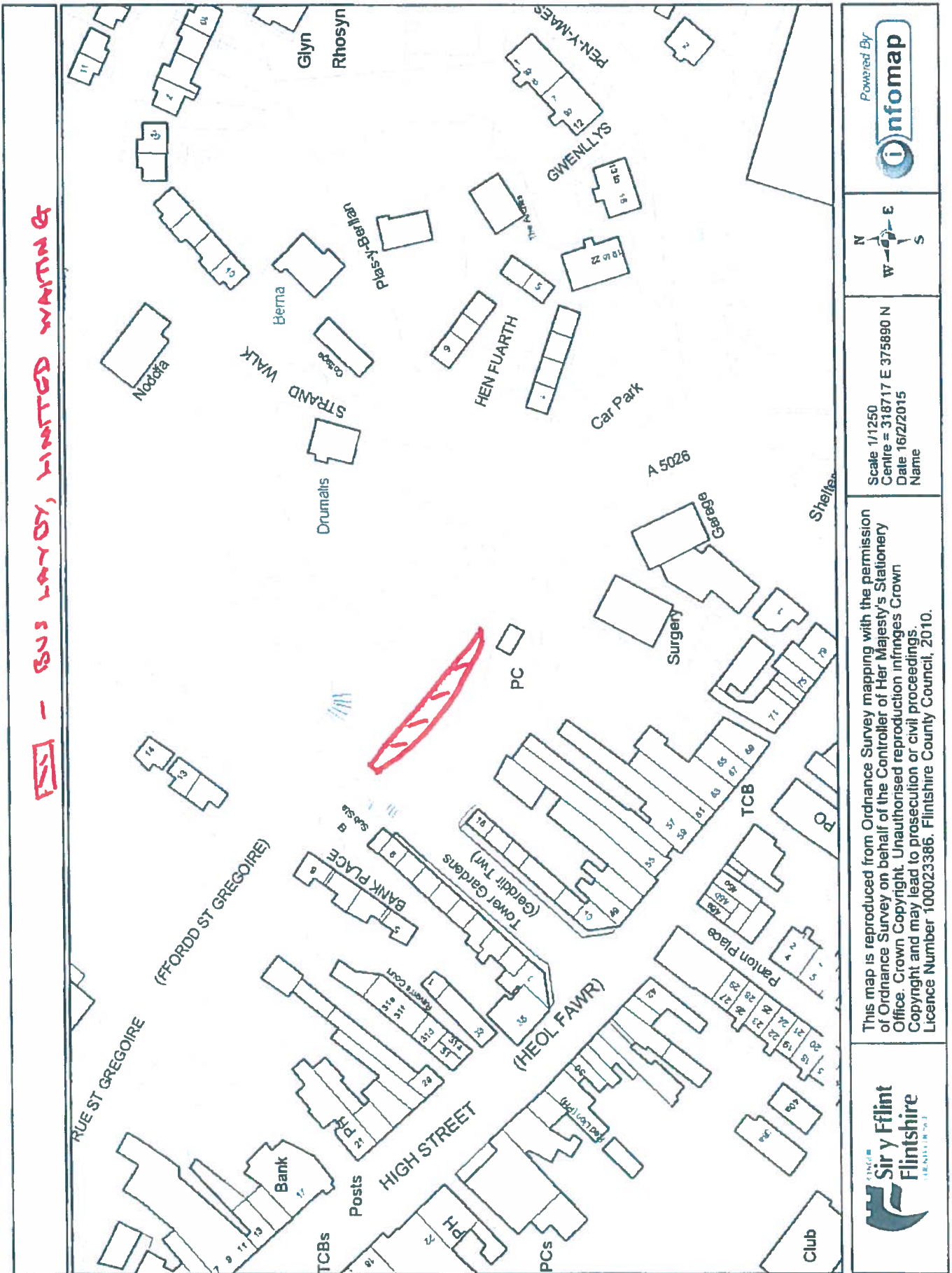


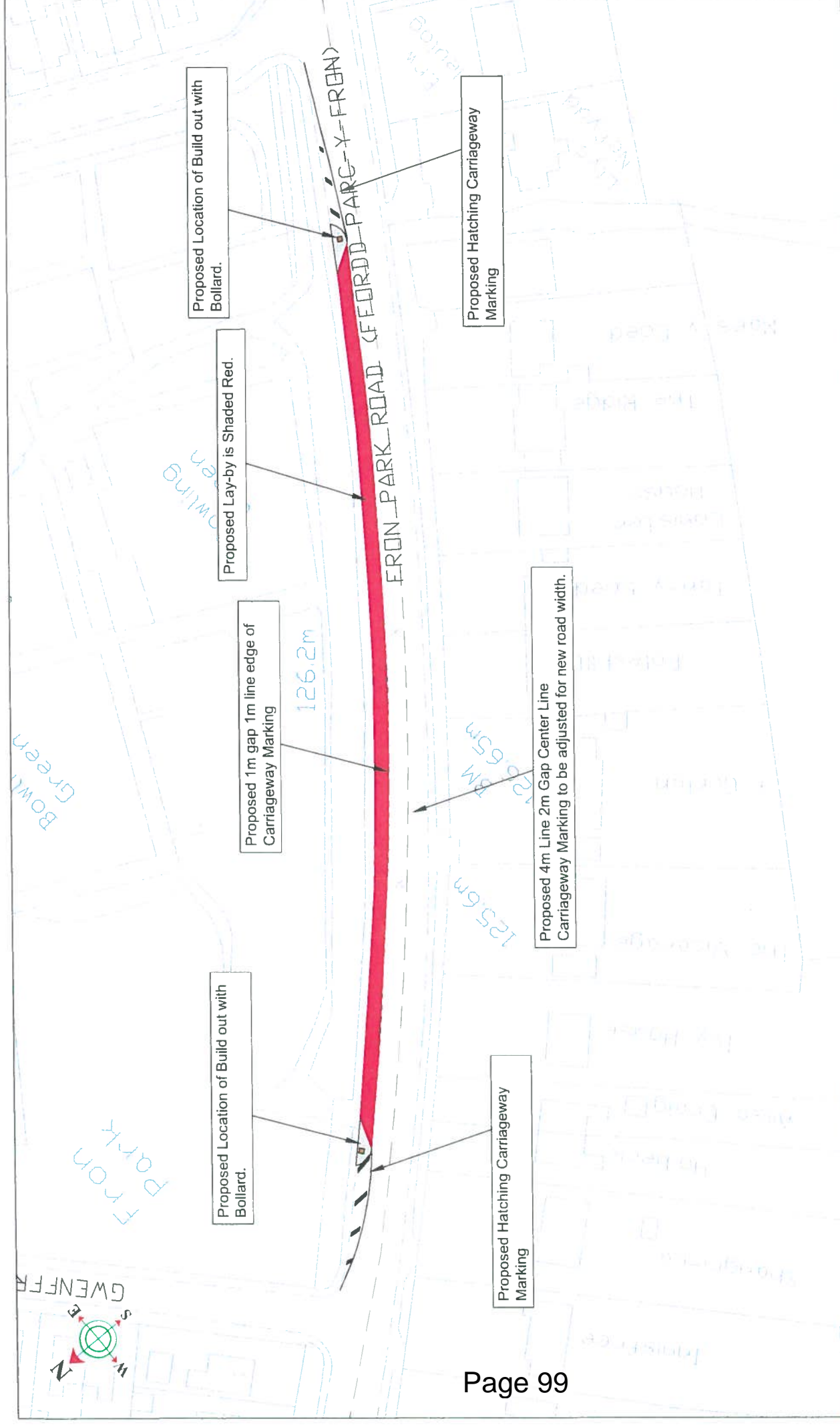
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Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr Andrew Farrow

Scale 1:2500 @ A2
OS Map: SJ 1875
Plotted 13/02/2015







Fron Park Road
Holywell
 Proposed Lay-by and Carriageway Markings
 (Sheet 1 of 1)

PERLIMINARY	WORKING	AS-BUILT	DATE

DRAWN BY:
NGW

CHECKED BY:
GP

SCALE:
1:NTS @ A3

NAT. GRID REF:
318495
375638

AMENDMENTS:

BASED UPON VARIOUS ORDINANCE SURVEY MAPS WITH THE PERMISSION OF THE COMMISSIONERS OF THE GREAT OAKWOODS AND FLINTSHIRE COUNTY COUNCIL, COUNTY HALL, WOLLETON.

CARL LONGLAND
 Director of Environment
 Cynnyddwr yr Amgylchedd

Sir y Flintshire
 Flintshire
 County Council

County Hall, Mold, CH7 6NF
 Neuadd y Str. Yr Wyddgwis, CH7 6NF

TRAFFIC

DRAWING NUMBER
HT/15/0000 00 P1

Mold Parking Strategy 2015



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Traffic Regulation Orders (TRO) REVIEW	Page 15-16
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Appendices

- Appendix 1 - Traffic Regulation Order currently with legal
(Earl Road, Upper and Lower High Street)
- Appendix 2 - Traffic Regulation Order proposed amendment
(Grosvenor Road and Victoria Street)
- Appendix 3 - Traffic Regulation Order proposed amendment
(Maes Bod Lonfa)
- Appendix 4 - Traffic Regulation Order proposed amendment
(Wrexham Street)

This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

Council Car Park Locations Mold Town Centre

Key

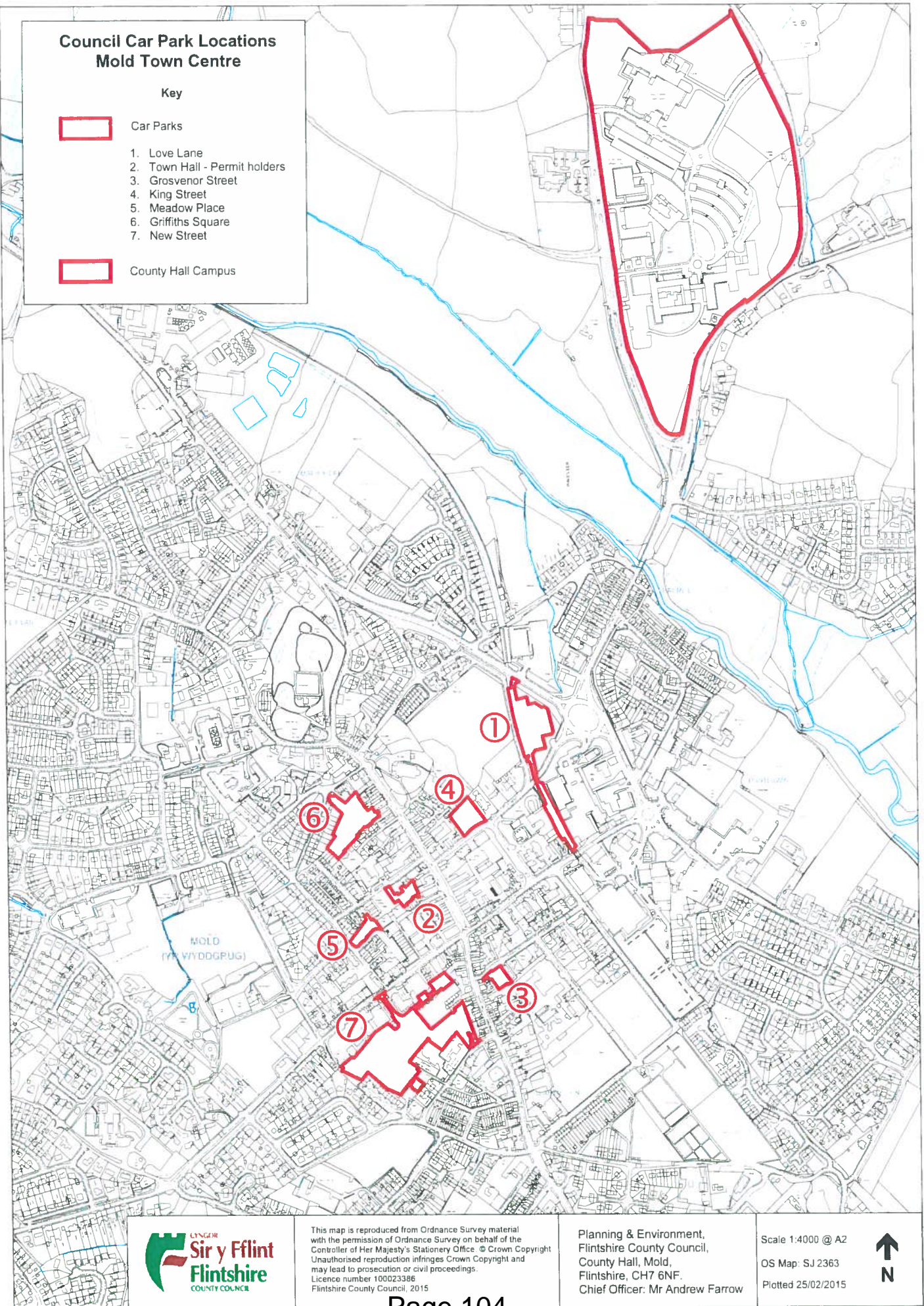


Car Parks

1. Love Lane
2. Town Hall - Permit holders
3. Grosvenor Street
4. King Street
5. Meadow Place
6. Griffiths Square
7. New Street



County Hall Campus



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Chief Officer: Mr Andrew Farrow

Scale 1:4000 @ A2
OS Map: SJ 2363
Plotted 25/02/2015

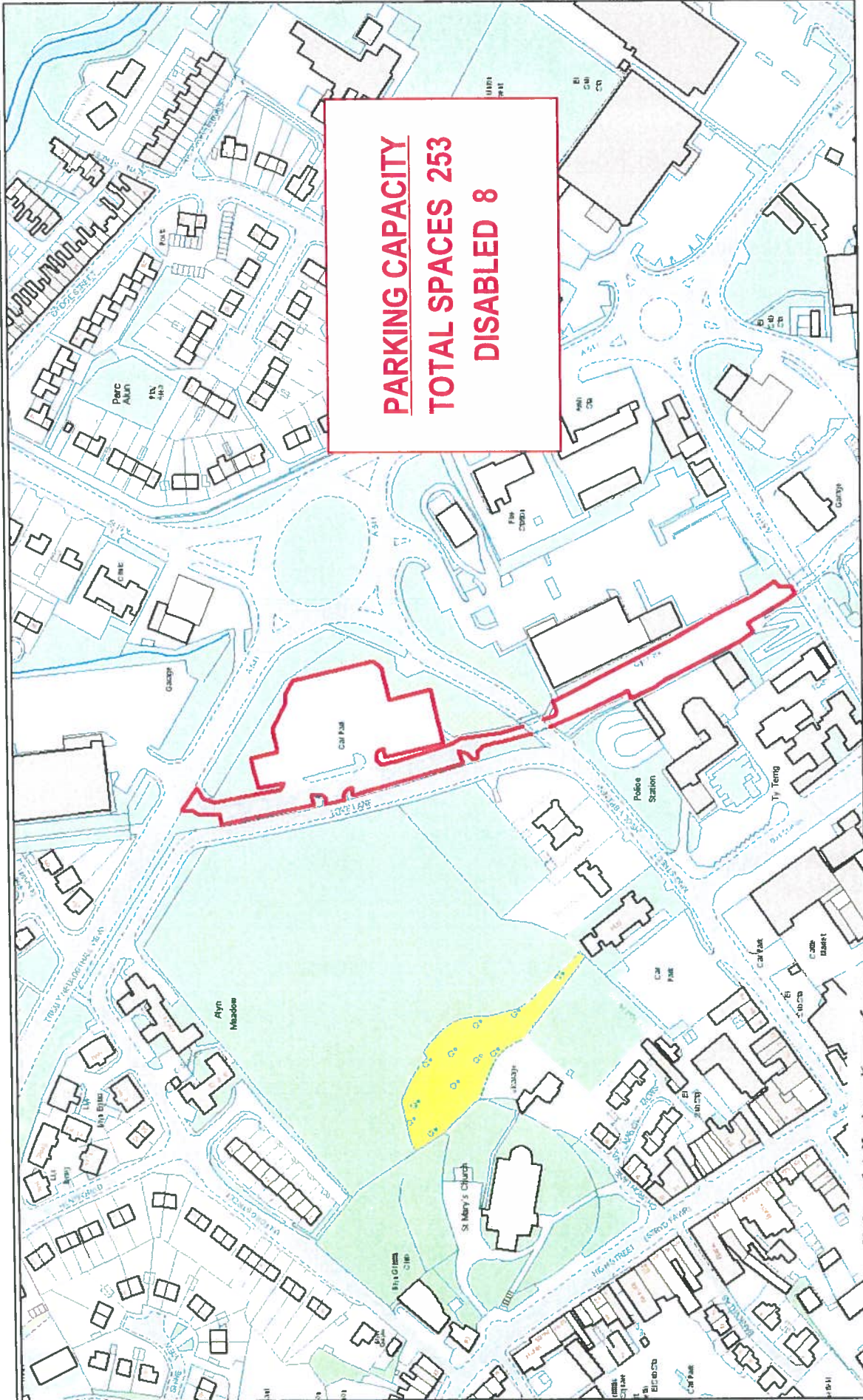


Capacity of all Mold Car Parks

The below table outlines the current number of spaces within each car park;

	Total Spaces	Disabled Spaces
Griffiths Square (+1 Loading bay to the rear of Bevans)	126	8
Grosvenor Street	30	2
King Street	68	2
Love Lane	253	8
Meadow Place	31	5
New Street (+2 coach bays + 2 M/C bays (motorcycle))	439	21
County Hall	1014	21
Total Spaces for the area	1961	65

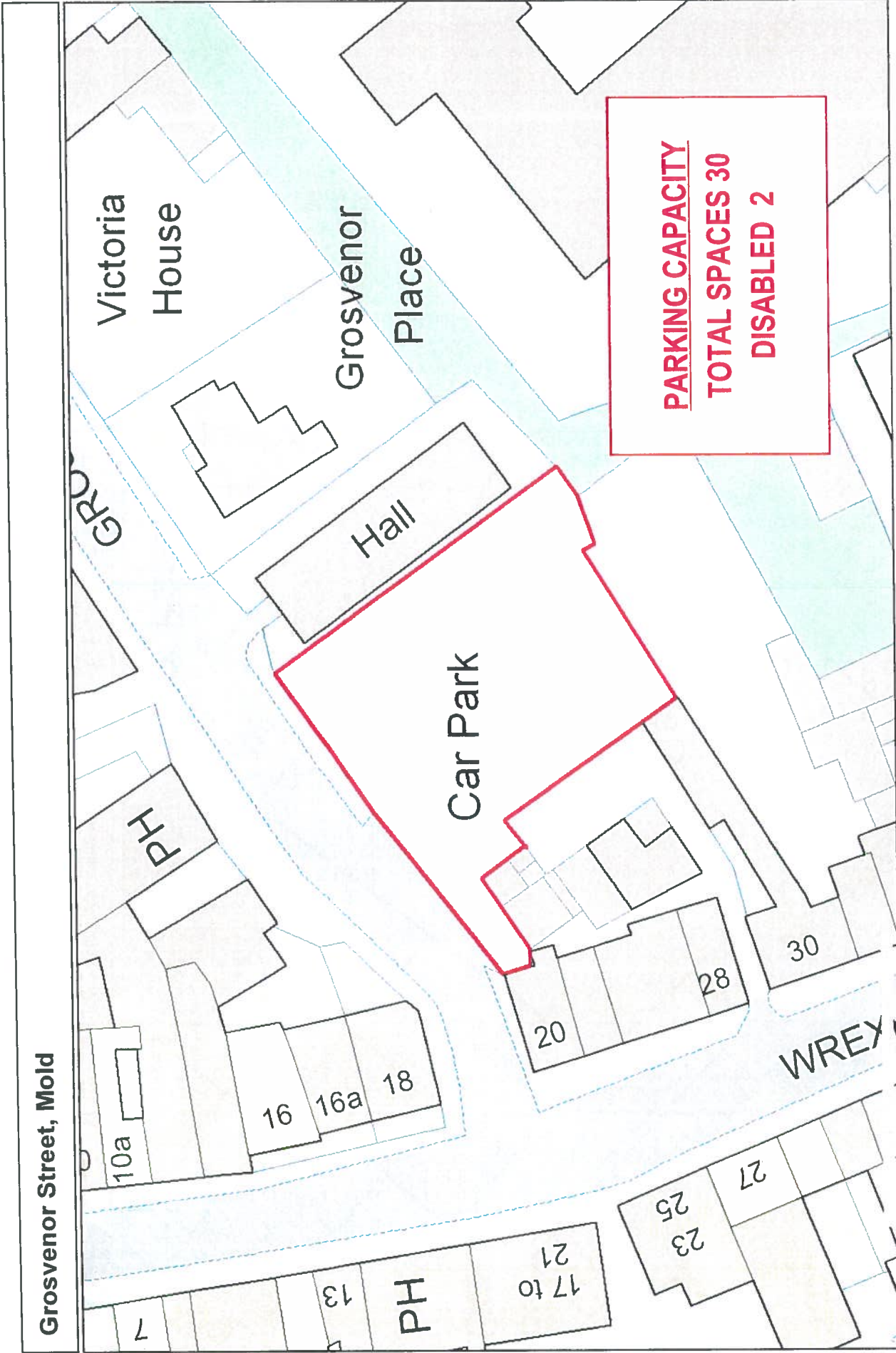
Love Lane, Mold



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Date 3/6/2013
Name



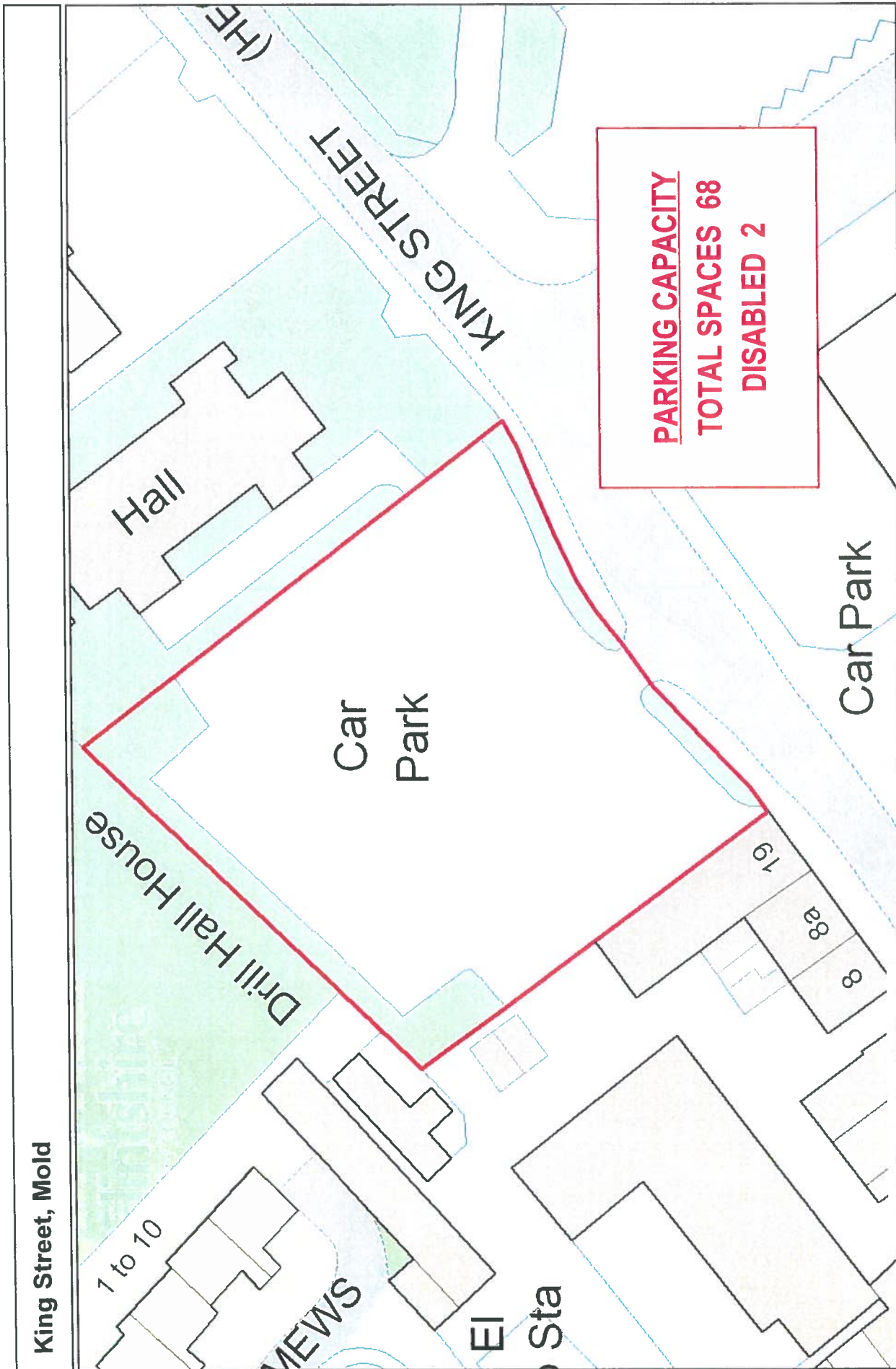


PARKING CAPACITY
TOTAL SPACES 30
DISABLED 2

Grosvenor Street, Mold

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<p>Scale 1/500 Centre = 323849 E 363818 N Date 3/6/2013 Name</p>	
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3



King Street, Mold

1 to 10

Drill Hall House

Hall

Car Park

KING STREET

(HE)

NEWS

Sta

19

28

8

Car Park

PARKING CAPACITY
TOTAL SPACES 68
DISABLED 2



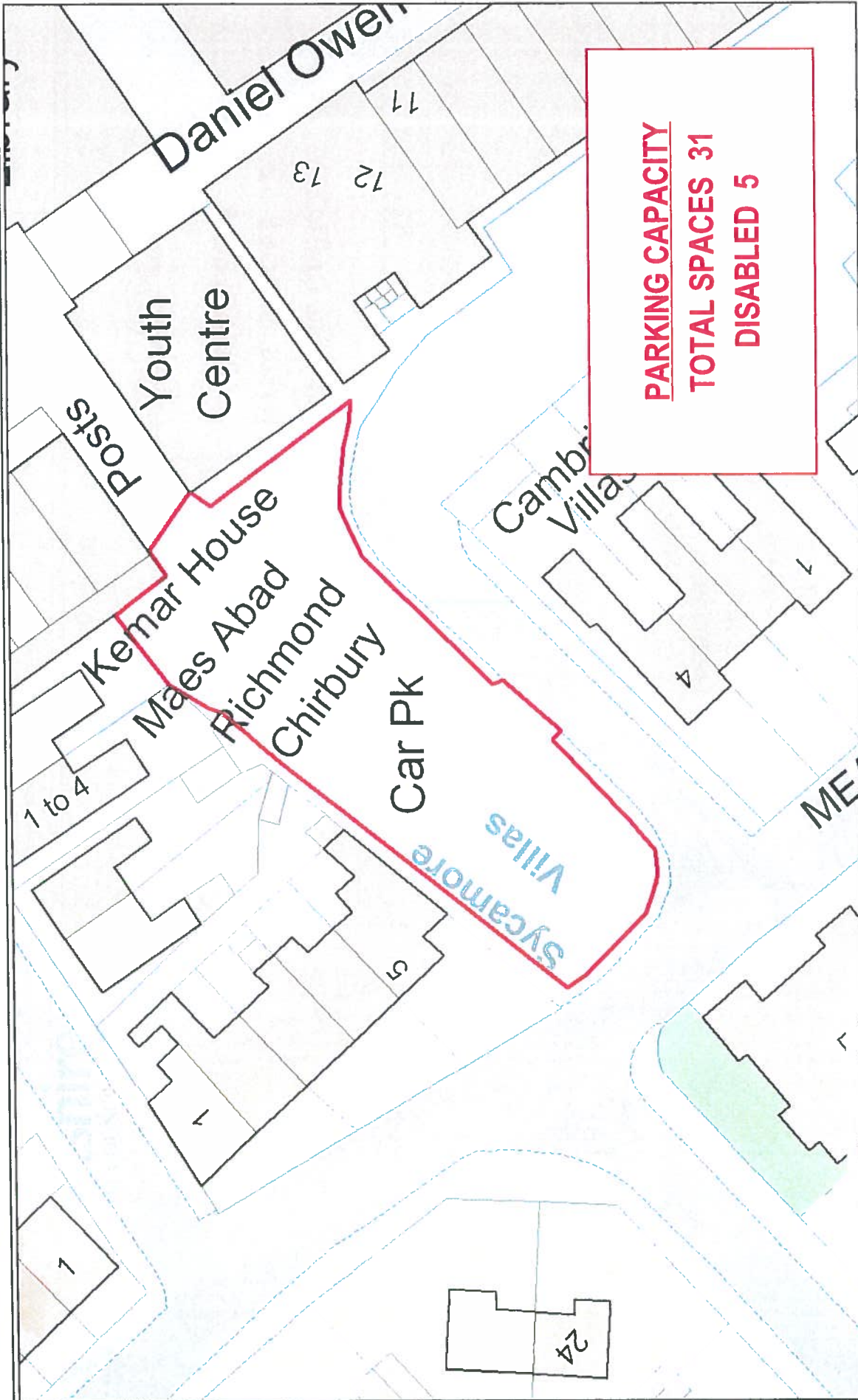
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Scale 1/500
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 Date 3/6/2013
 Name



5

Meadow Place, Mold



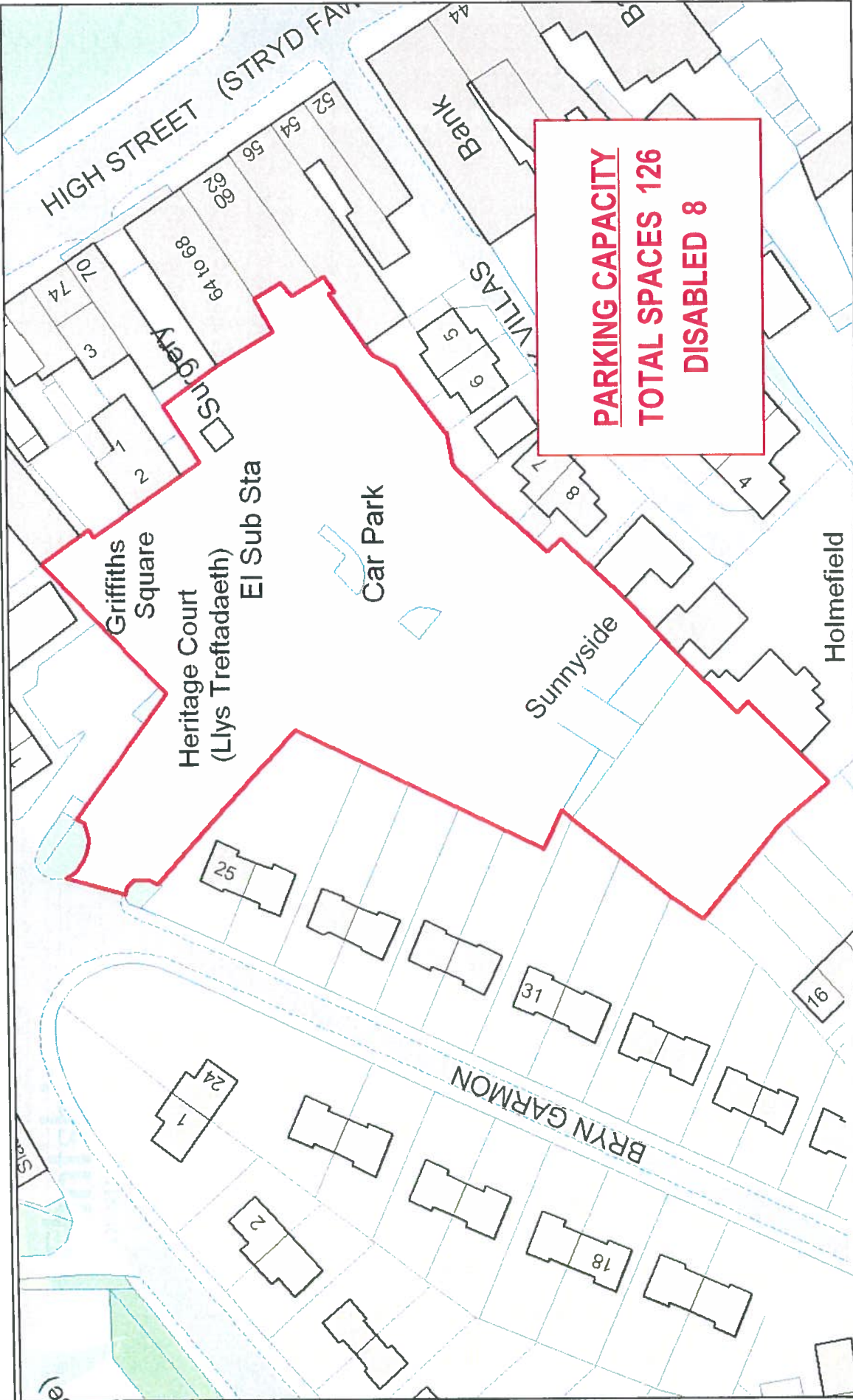
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Scale 1/500
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 Date 3/6/2013
 Name



6

Griffiths Square, Mold



PARKING CAPACITY
TOTAL SPACES 126
DISABLED 8

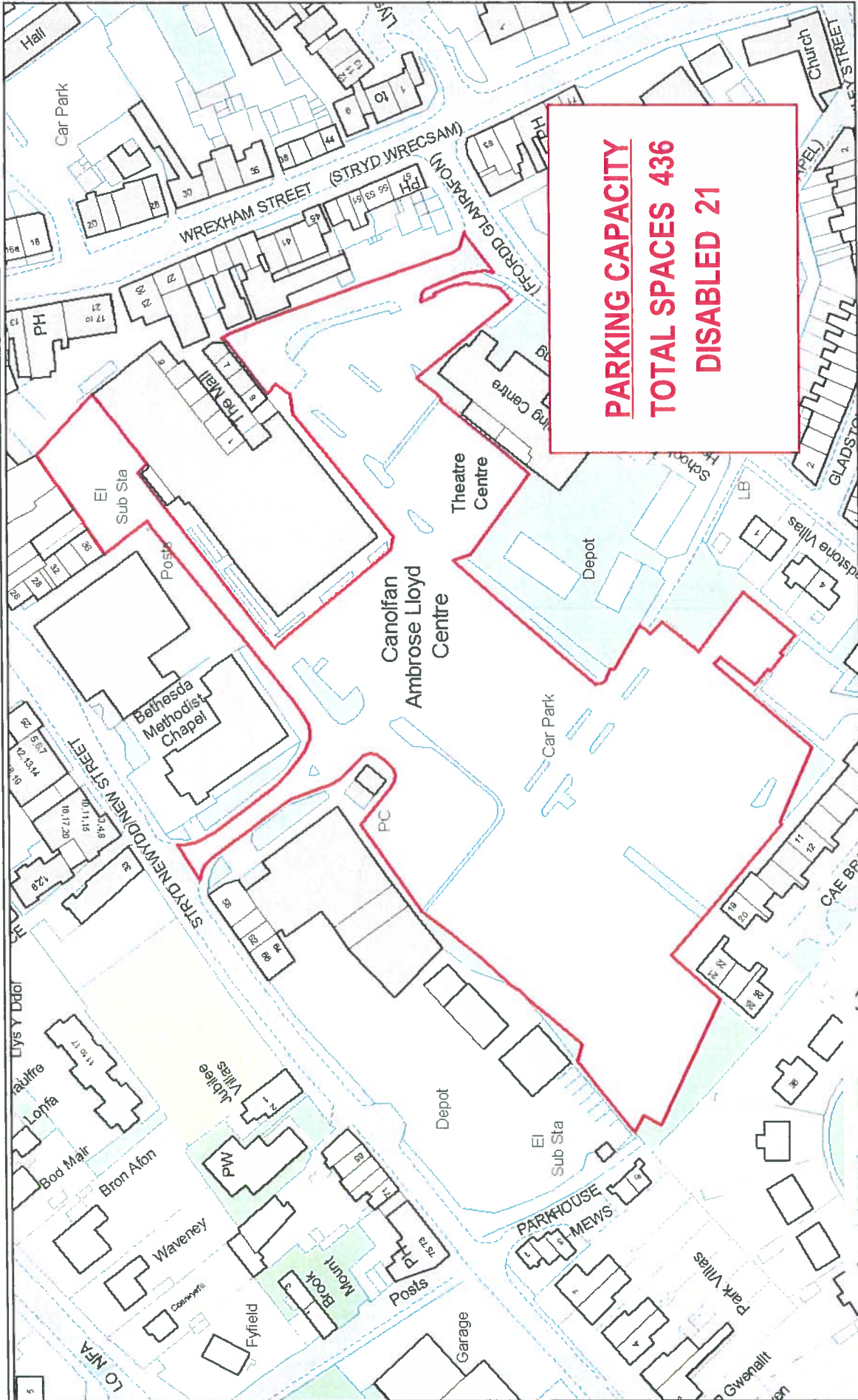


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Scale 1:750
 Centre = 323590 E 364074 N
 Date 3/6/2013
 Name



New Street Car Park, Mold



PARKING CAPACITY
TOTAL SPACES 436
DISABLED 21



Scale 1/1400
 Centre = 323691 E 363723 N
 Date 4/9/2013
 Name

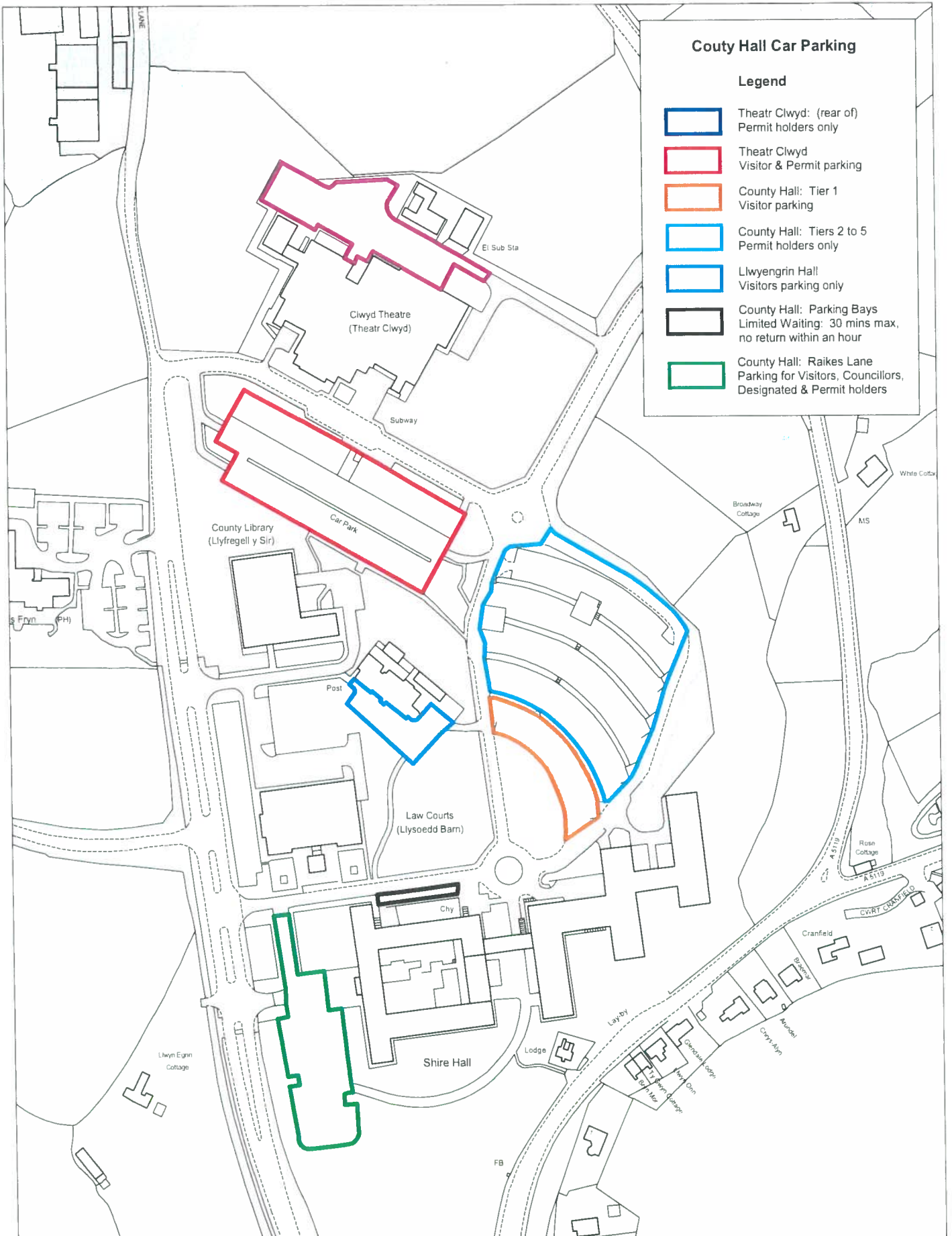
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County Hall Car Parking

Legend

- Theatr Clwyd: (rear of) Permit holders only
- Theatr Clwyd Visitor & Permit parking
- County Hall: Tier 1 Visitor parking
- County Hall: Tiers 2 to 5 Permit holders only
- Llywengrin Hall Visitors parking only
- County Hall: Parking Bays Limited Waiting: 30 mins max, no return within an hour
- County Hall: Raikes Lane Parking for Visitors, Councillors, Designated & Permit holders



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Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr Andrew Farrow

Scale 1:???? @ A2
OS Map: SJ????
Plotted 25/02/2014



PROPOSED charging tariffs for Pay & Display Car Parks;

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

CURRENT Tariff	Car Parks	NEW Tariff	Hours of Operation
20p for up to 1 hr 40p for up to 2 hrs 60p for up to 3hrs £1.00 All day	New Street, Griffiths Square.	50p for up to 2hrs £1.00 All day	Monday to Saturday 08:00 to 17:00
50p All day	Love Lane.	50p All day	Monday to Saturday 08:00 to 17:00
20p for up to 1 hr 40p for up to 2 hrs 60p for up to 3hrs £1.00 All day	King Street, Grosvenor Street, Meadow Place.	SHORT STAY ONLY 50p for up to 2hrs	Monday to Saturday 08:00 to 17:00
No charge	County Hall Campus	20p for up to 2hrs 50p for all day	Monday to Saturday 08:00 to 17:00
No charge	County Hall Campus	£2.00	<u>Evening Charge</u> Monday to Saturday 17:00 to 21:00

The County Hall campus includes parking for the following sites; County Hall, Llwynegrin Hall, Theatre Clwyd, Library Headquarters and the law courts.

Users of Theatre Clwyd will be required to pay the evening parking charge direct to the Theatre when paying for performance tickets.

POPOSED improvements to car parks:

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

Proposed Improvement	Timescale
Three car parks to be reverted to short stay parking only <ul style="list-style-type: none"> ○ Meadow Place ○ Grosvenor Street ○ King Street 	1 May 2015
Reinstate the short stay area within New Street Car Park (using the old signs which were never removed)	1 May 2015
Pay & Display signage to be erected near each machine, identifying charges, appeals process, etc.	1 May 2015
Entrance signage where necessary identifying its purpose, and remove all unnecessary signage	1 May 2015
Motorbike parking spaces designated in a number of car parks	1 May 2015
Improvements to drainage in Love Lane Car Park, drains have been jetted and a scheme has been drawn up to install soakaways;	Currently in progress

Traffic Regulation Orders (TRO) REVIEW

The following Traffic Regulation Order requests are to be advertised shortly, and subject to objections received arrangements will be made to implement as soon as practical;

Location	Description	Appendix No
Earl Road (Mococo side)	small length of no loading blips	1
Upper High Street (by church)	limited waiting bays 30mins	1
Lower High Street (by WHSmith)	limited waiting bays changed to two disabled bays	1

Below is a list of proposed Traffic Regulation Orders that have been considered for charge as part of this process and the timescale for each dependant on their importance;

Location	Description	Implementation timescale	Appendix No
Grosvenor Street	Within a specified area, place 1hr limited waiting bays (one side only) and relaxing the existing 07:00 to 19:00 (one side only) restriction to 08:00 to 17:30 Mon-Sat	On or before 1 September 2015	2
Victoria Road	Place 1hr limited waiting bays (one side only) and relaxing the existing 07:00 to 19:00 restriction (one side only) to 08:00 to 17:30 Mon-Sat	On or before 1 September 2015	2
Maes Bod Lonfa	Relax the existing 07:00 to 19:00 restriction to 08:00 to 17:30 Mon-Sat	On or before 1 September 2015	3
Wrexham Street	Consider school entrance markings Opposite Bryn Coch pedestrian access / lollipop lady (possibly time restricted)	Under consideration	4

Other proposals received from Mold Town Council prior to CPE are currently being considered and placed in to a Matrix for delivery; dependant on importance.

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the Mold review residential parking areas have also been considered, and a pilot Residential Parking Scheme is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

After the pilot scheme has been in place for a minimum six months and the findings fully assessed, the following streets would also be considered for residential parking subject to the required consultations and criteria contained within the policy;

- Bedford Way
- Bryn Noddfa
- Millford Street
- Harrowby Road





Priority of delivery throughout the authority will be assessed and considered at the start of 2016.

Policy available on website <http://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf>.

Council Car Park and TRO Locations Mold Town Centre

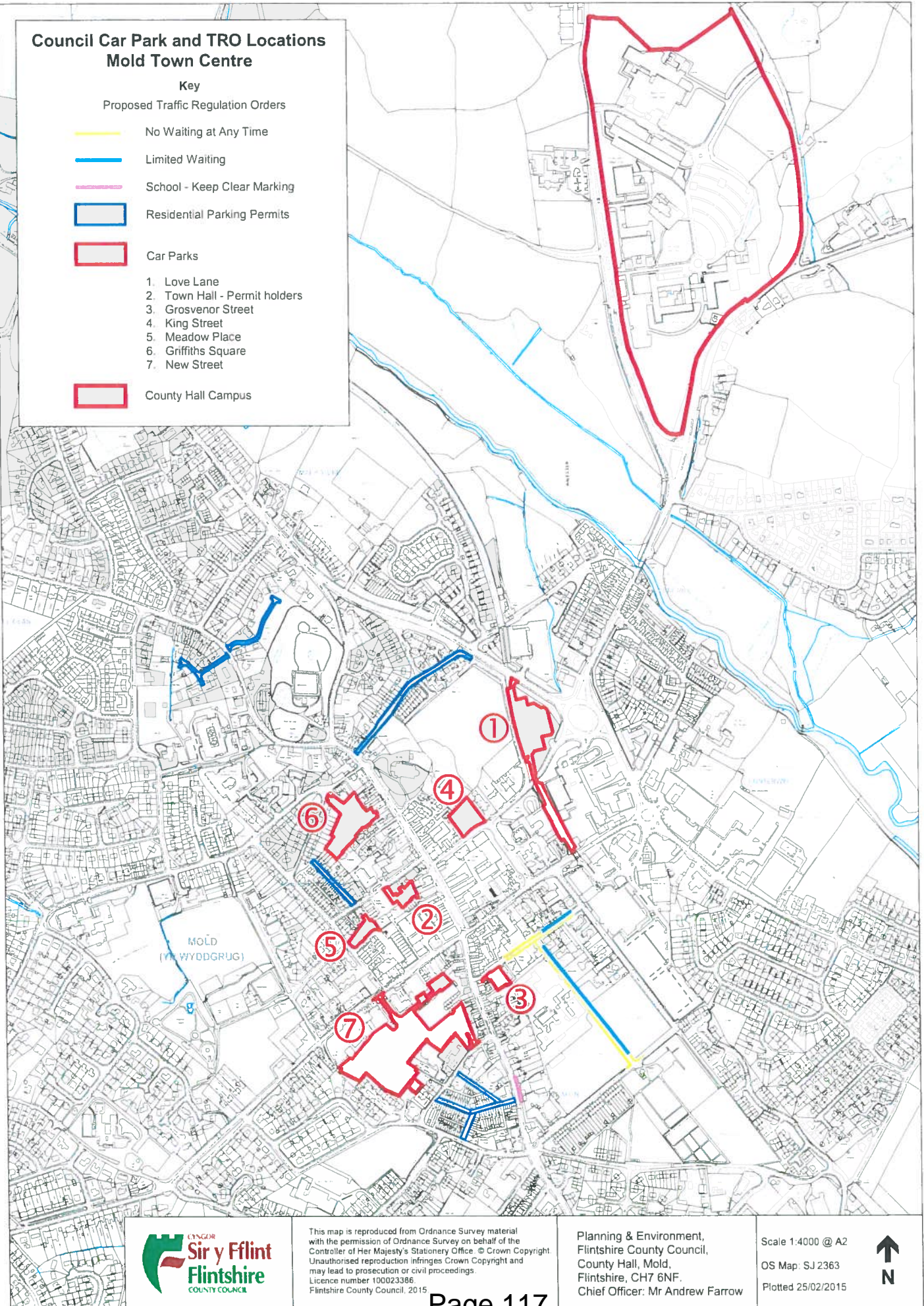
Key

Proposed Traffic Regulation Orders

-  No Waiting at Any Time
-  Limited Waiting
-  School - Keep Clear Marking
-  Residential Parking Permits
-  Car Parks

1. Love Lane
2. Town Hall - Permit holders
3. Grosvenor Street
4. King Street
5. Meadow Place
6. Griffiths Square
7. New Street

-  County Hall Campus






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Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr Andrew Farrow

Scale 1:4000 @ A2
OS Map: SJ 2363
Plotted 25/02/2015



KEY

-  Limited Waiting 7am - 7pm
30 mins. No return in 30 mins
-  No Loading / Unloading 7am - 7pm
-  Two Disabled Parking Bays



PRELIMINARY	AMENDMENTS	DATE

DRAWN BY	NGW
CHECKED BY	GP
SCALE	1: 1250 @ A3
NAT. GRID REF	323782 363945

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CARL LONGLAND
 Director of Environment
 Cynnydddar yf Angylched

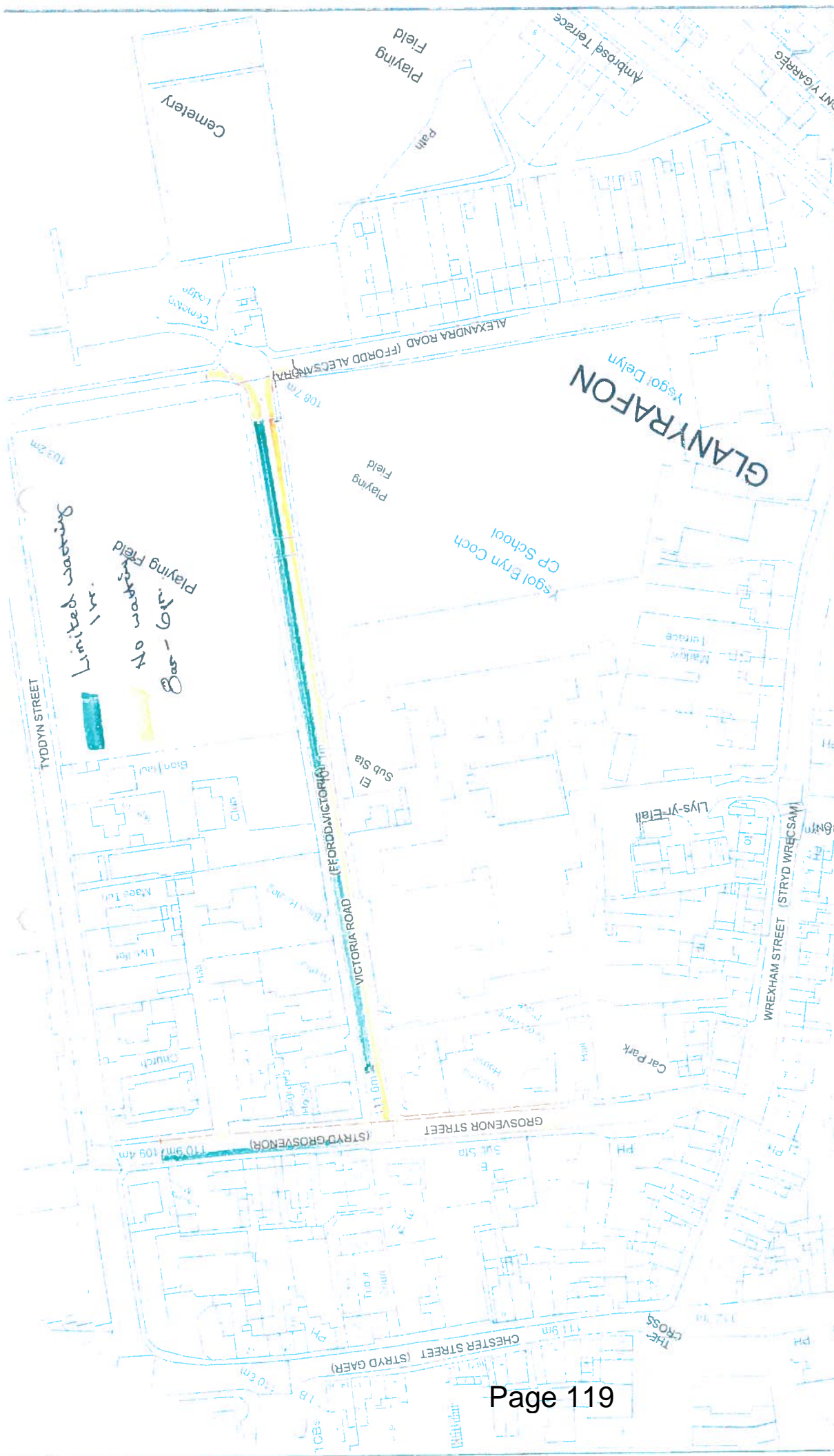
Sir y Fflint Flintshire
 COUNTY COUNCIL

County Hall, Mold, CH7 1NF
 Neusdyr y Str, Yr Wyddgarn, Cefn Mf

TRAFFIC

High Street Mold
 Proposed Waiting, Loading Restrictions and Parking Bays
 (Sheet 1 of 1)

DRAWING NUMBER **HT/14/0000** 201 | P1



Ysgol Bryn Coch CP School
Mold
Roads Surrounding
(Sheet 1 of 1)

PRELIMINARY	AMENDMENTS	DATE

DRAWN BY: NGW
CHECKED BY: IJ
SCALE: 1:1250 @ A3
NAT. GRID REF: 323965 363917

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CARL LONGLAND
Director of Environment
Cyfarwyddwr yr Amgylchedd
County Hall Mold, CH7 6NF
Naudd y Str y N Ydyddig, CH7 6NF

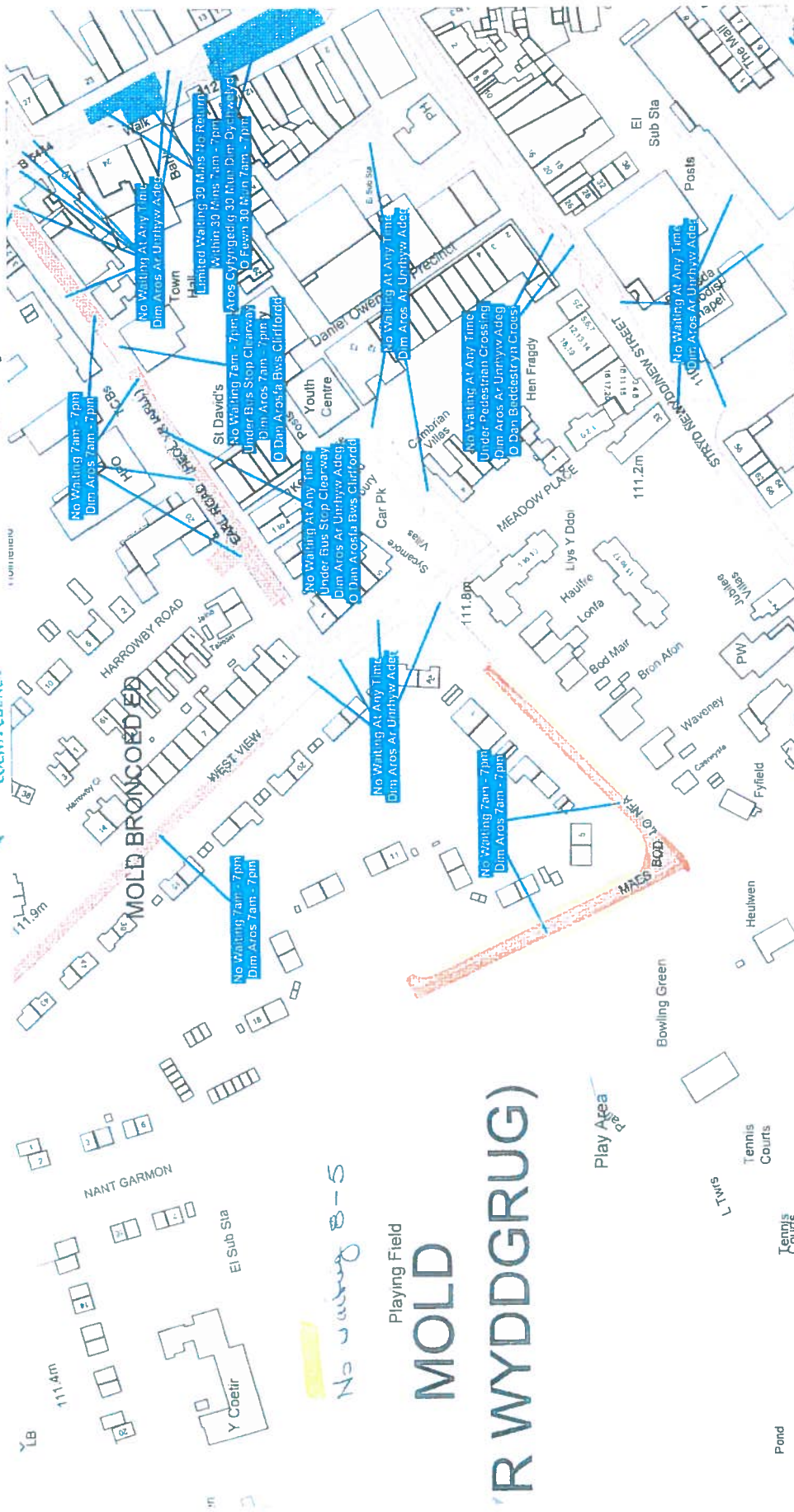
TRAFFIC

DRAWING NUMBER
HT/15/0000 101 P1

Sheet Revision No: 1
Rhif Adolgiad Y Ddalen: 1
Sheet active from: 1 October 2013
Dalen yn weithredol o: 1 Hydref 2013



COD ARDAL:AJ94
AREA CODE:AJ94



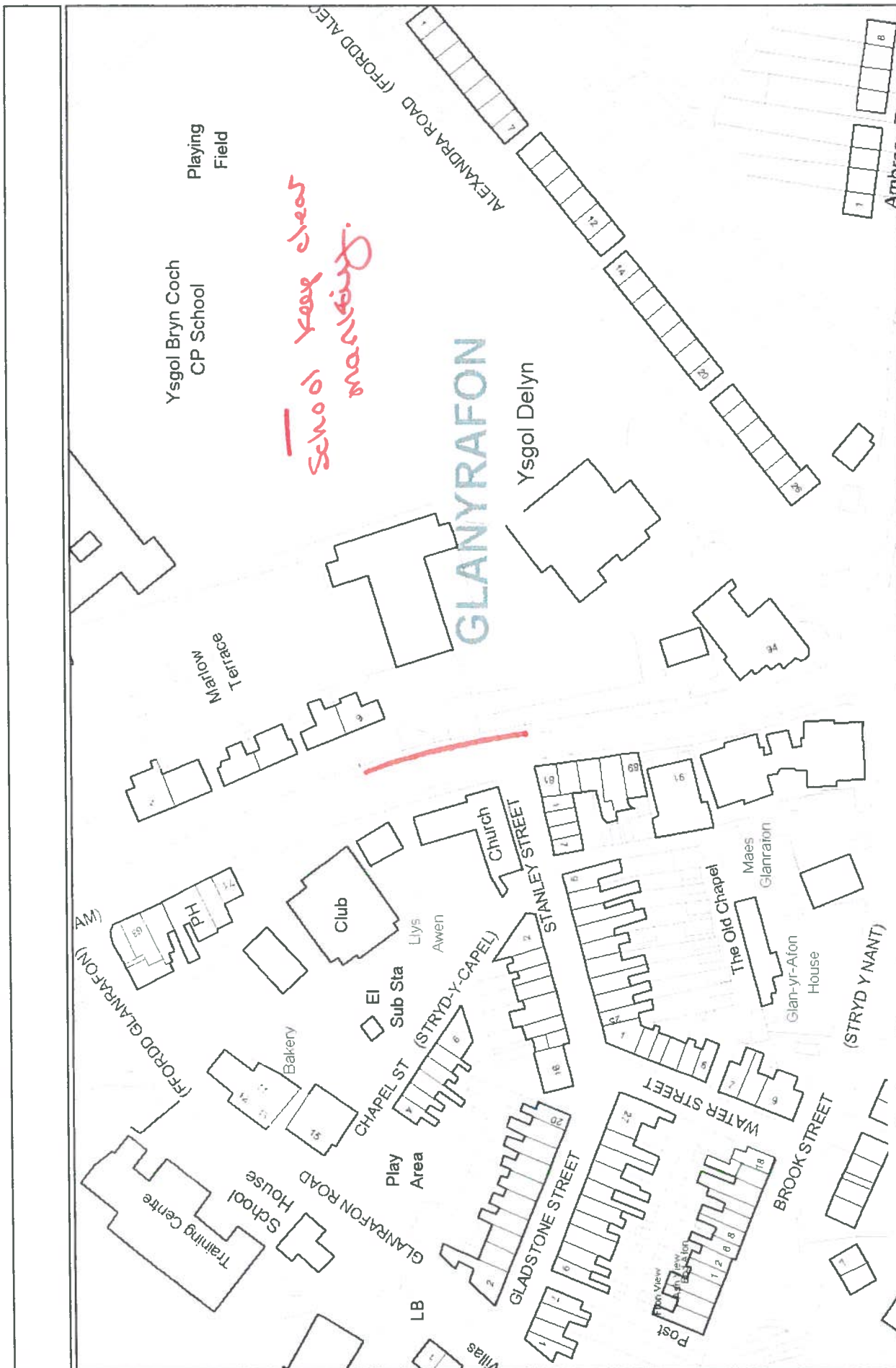
The Flintshire County Council
(Prohibition and Restriction of Waiting and Loading and Parking Places)
(Civil Enforcement and Consolidation) Order 2013




Gorchymyn Cyngor Sir Y Fflint
(Gwahardd a Chyfyngu Aros a Llwytho a Mannau Parcïo)
(Gorfodi Sifil a Chydygyfnerthu) 2013

Flintshire County Council
Environment Directorate
County Hall
Mold
CH7 6NF

Cyngor Sir Y Fflint
Cyfarwyddiaeth yr Amgwyddedd
Naudd Y Sir
Yr Wyddgrug
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Scale: 1:1250
Graddfa: 1:1250
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Queensferry Parking Strategy 2015



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Proposed Improvements to car parks	Page 9
Traffic Regulation Orders (TRO) REVIEW	Page 10
Residential Parking Areas	Page 11
Location plan outlining the car parks and proposed TRO's	Page 12

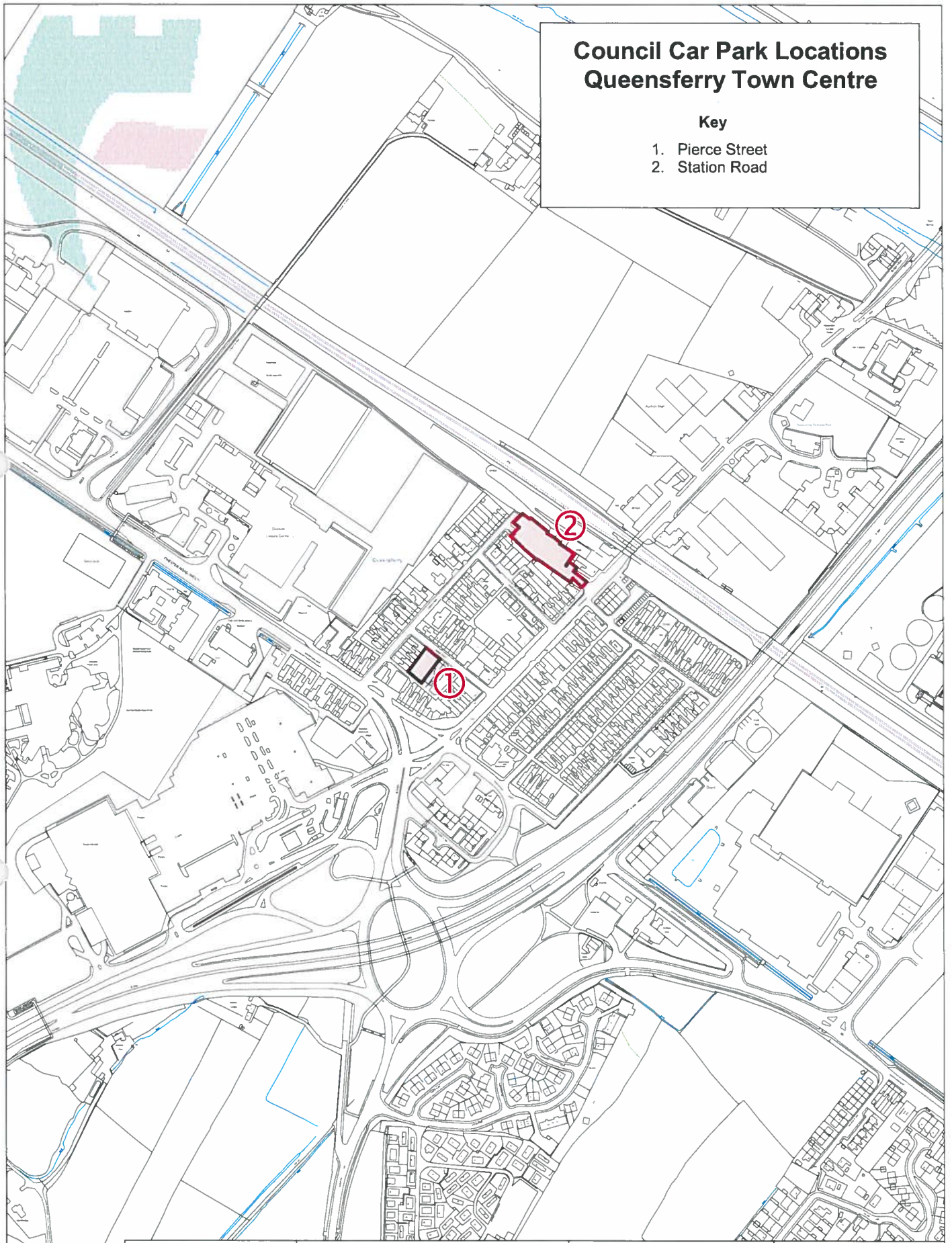
This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

DRAFT

Council Car Park Locations Queensferry Town Centre

Key

- 1. Pierce Street
- 2. Station Road



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Flintshire, CH7 6NF.
Chief Officer: Mr Andrew Farrow

Scale 1:2500 @ A2
OS Map: SJ 3168
Plotted 09/02/2015

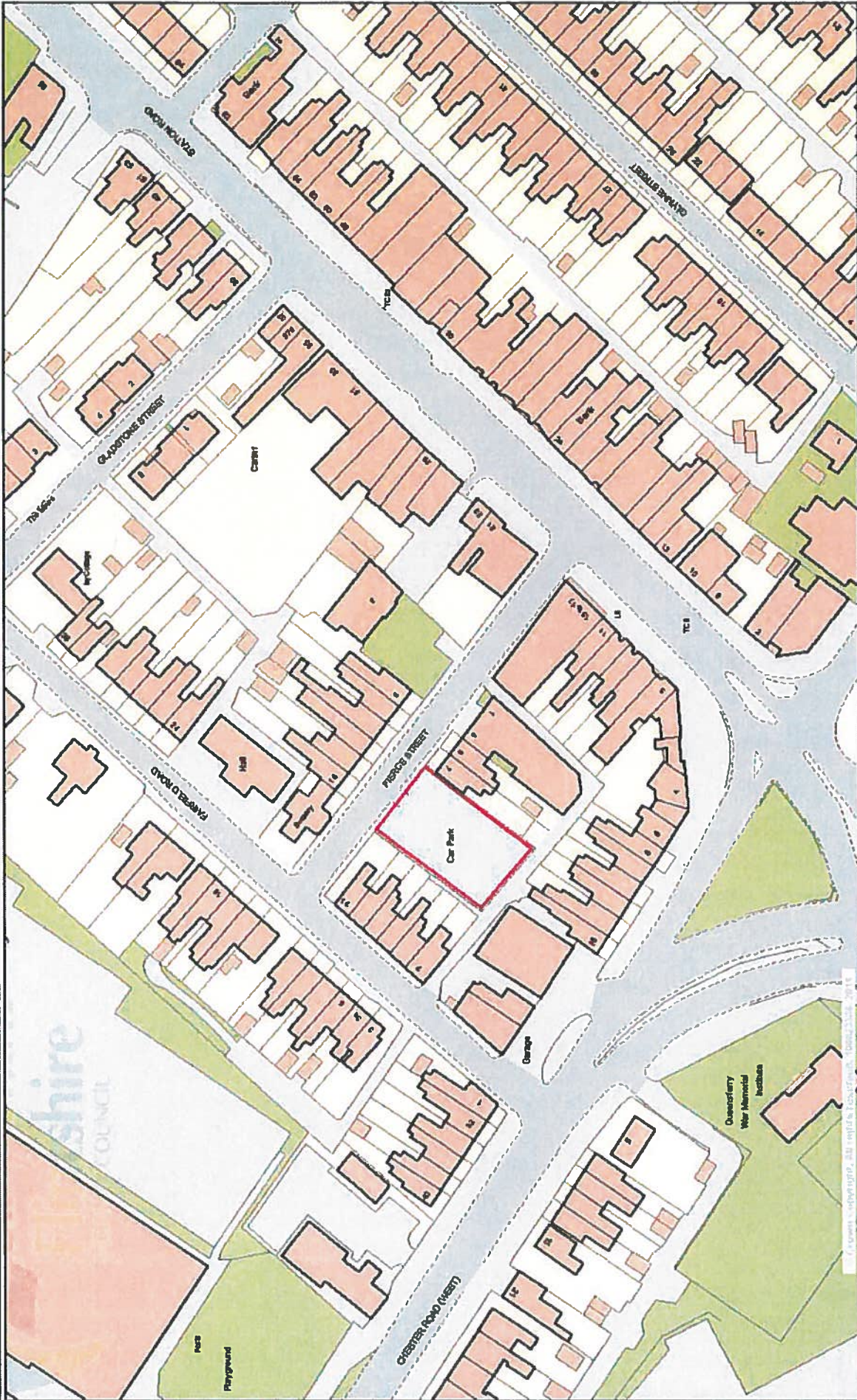


Capacity of all Queensferry Car Parks

The below table outlines the current number of spaces within each car park;

	Total Spaces	Disabled Spaces
Pierce Street (includes a dedicated space for child; bollard operated and chargeable; £80pa)	23	0
Station Road	76	5
Total Spaces for the area	99	5

Pierce Street, Queensferry

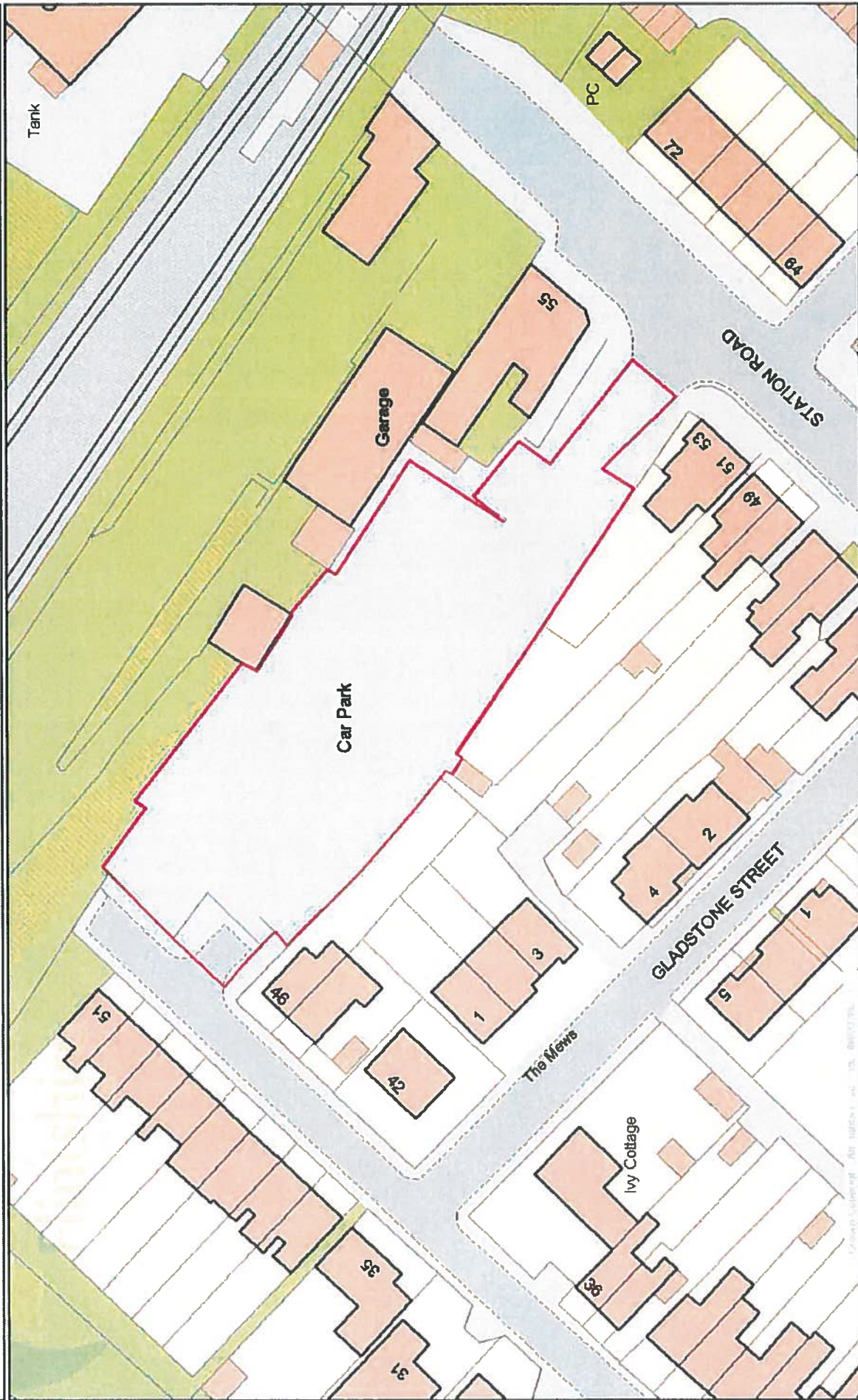


Scale 1/1250
 Centre = 331700 E 368221 N
 Date 10/7/2012
 Name

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Station Road, Queensferry



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Scale 1/700
Centre = 331791 E 368327 N
Date 10/7/2012
Name



PROPOSED charging tariffs for Pay & Display Car Parks;

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

CURRENT Tariff	Car Parks	NEW Tariff	Hours of Operation
No Charge	Pierce Street	20p for up to 2hrs £1.00 for all day	Monday to Saturday 08:00 to 17:00
No Charge	Station Road	20p for up to 2hrs 50p for all day	Monday to Saturday 08:00 to 17:00

PROPOSED improvements to car parks;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

Proposed Improvement	Timescale
Entrance signage where necessary identifying its purpose, and remove all unnecessary signage	1 August 2015
Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc.	1 August 2015
Motorbike parking spaces designated in a number of car parks	1 August 2015

Traffic Regulation Orders (TRO) REVIEW

As part of this process, no proposals to alter the on-street restrictions have been identified.

Proposals to amend or implement Traffic Regulation Orders received prior to Civil Parking Enforcement are currently being considered and placed in to a Matrix for delivery; dependant on importance.

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

After the pilot scheme has been in place for a minimum six months and the findings fully assessed, the following streets would also be considered for residential parking subject to the required consultations and criteria contained within the policy;

- Fairfield Road
- Pierce Street
- Gladstone Street

Priority of delivery throughout the authority will be assessed and considered at the start of 2016.

Policy available on website <http://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf>.

Council Car Park Locations Queensferry Town Centre

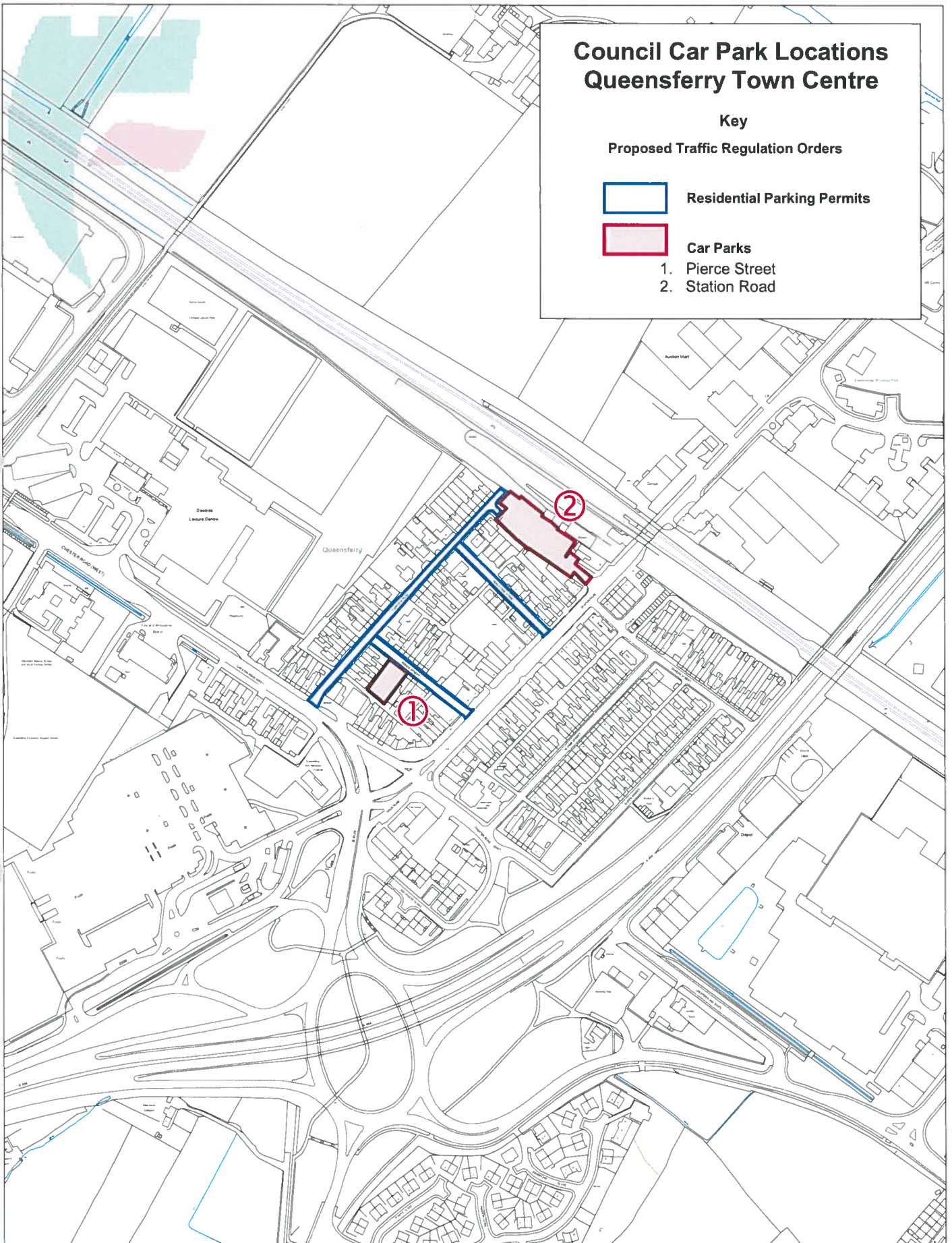
Key

Proposed Traffic Regulation Orders

 Residential Parking Permits

 Car Parks

1. Pierce Street
2. Station Road



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Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr Andrew Farrow

Scale 1:2000 @ A2

OS Map: SJ 3168

Plotted 13/02/2015



SHOTTON Parking Strategy 2015



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Appendices

Appendix 1	Traffic Regulation Order currently with legal (Various revocations)
Appendix 2	Traffic Regulation Order currently with legal (Plymouth Street)

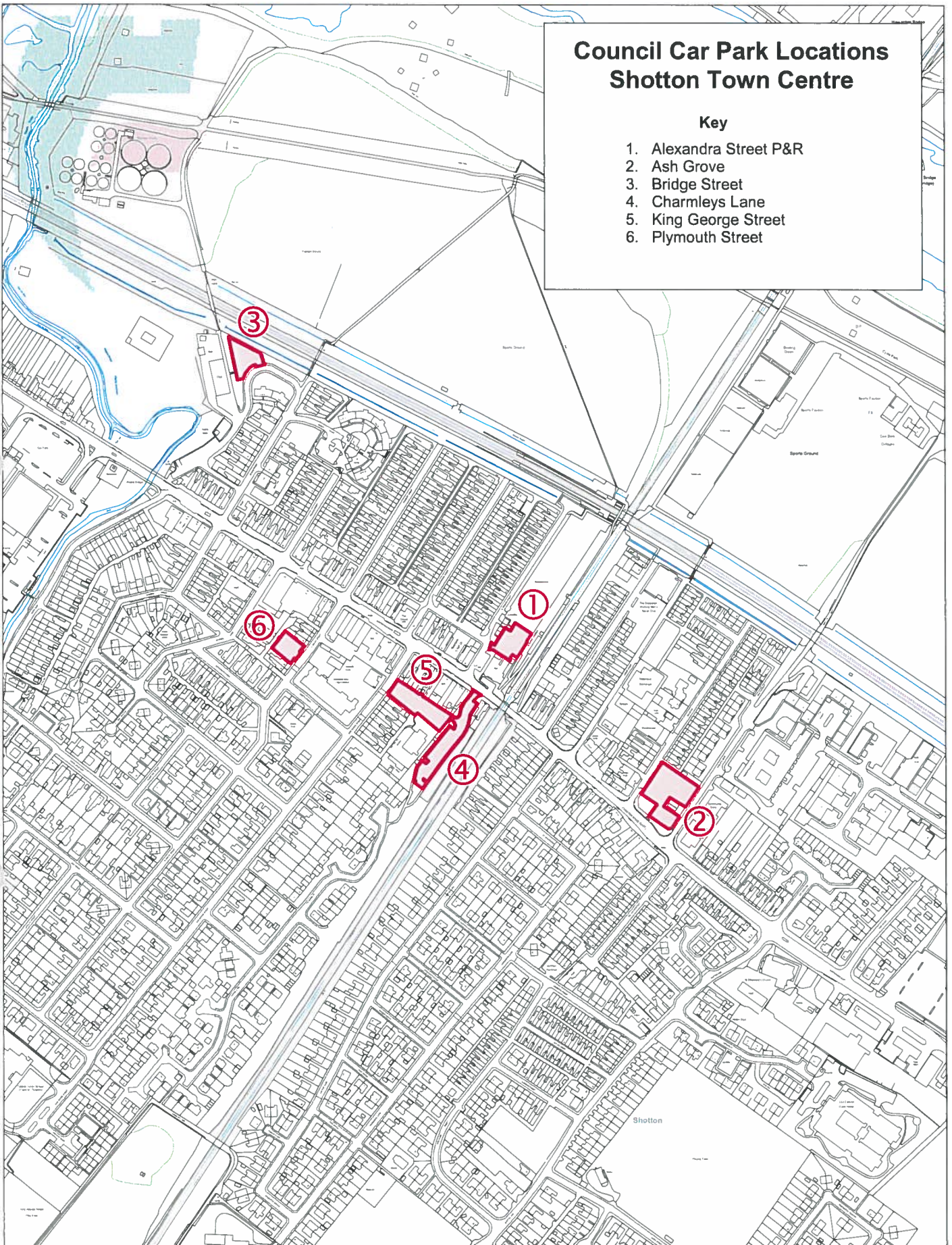
This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

DRAFT

Council Car Park Locations Shotton Town Centre

Key

1. Alexandra Street P&R
2. Ash Grove
3. Bridge Street
4. Charmleys Lane
5. King George Street
6. Plymouth Street



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Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr Andrew Farrow

Scale 1:2500 @ A2

OS Map: SJ 3068

Plotted 09/02/2015

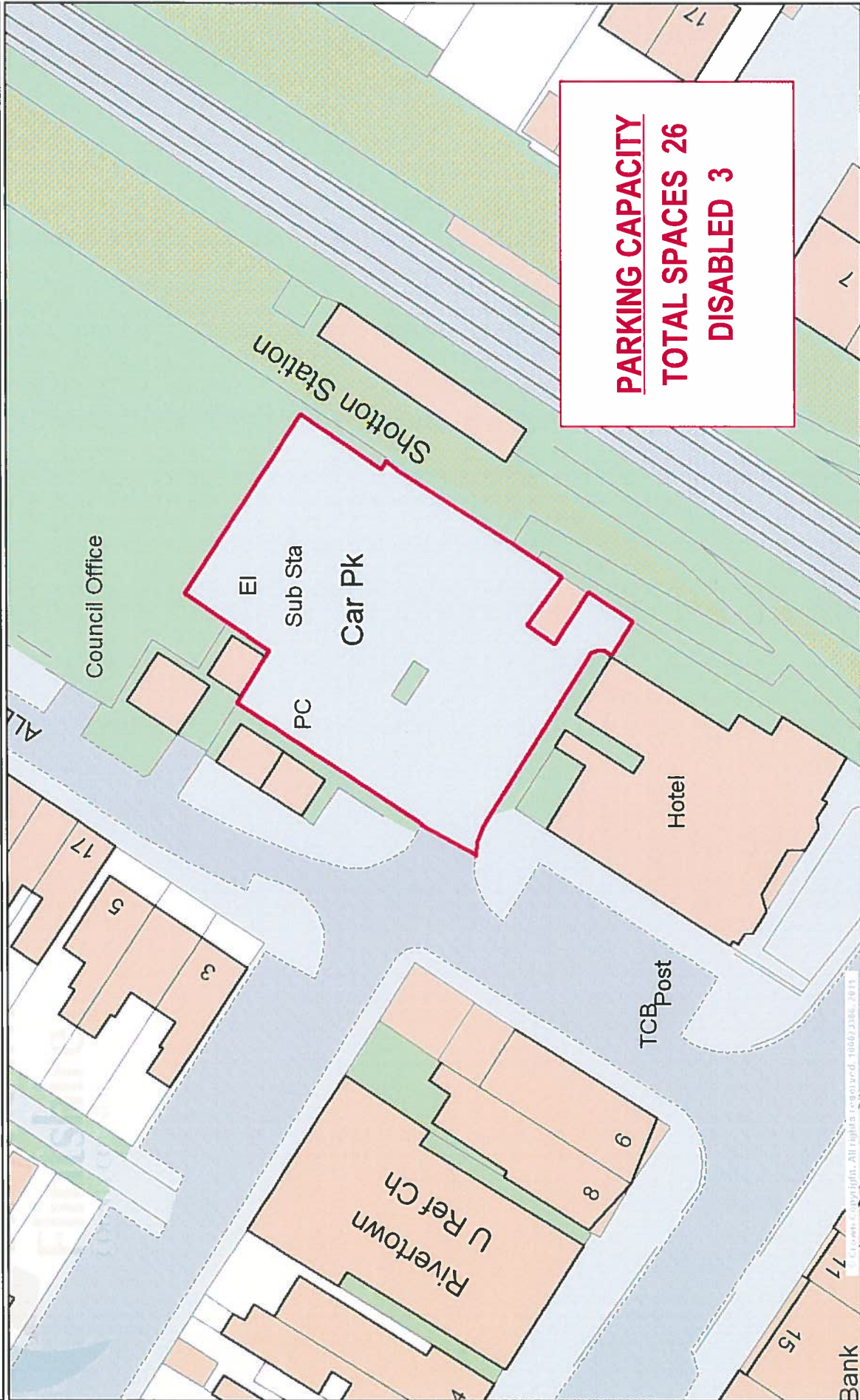


Capacity of all Shotton Car Parks




The below table outlines the current number of spaces within each car park where charging is proposed;

	Total Spaces	Disabled Spaces
Alexandra Street (P&R)	26	3
Ash Grove	59	2
King George Street	46	1
Charmleys Lane	46	6
Plymouth Street	19	2
Total Spaces for the area	196	14

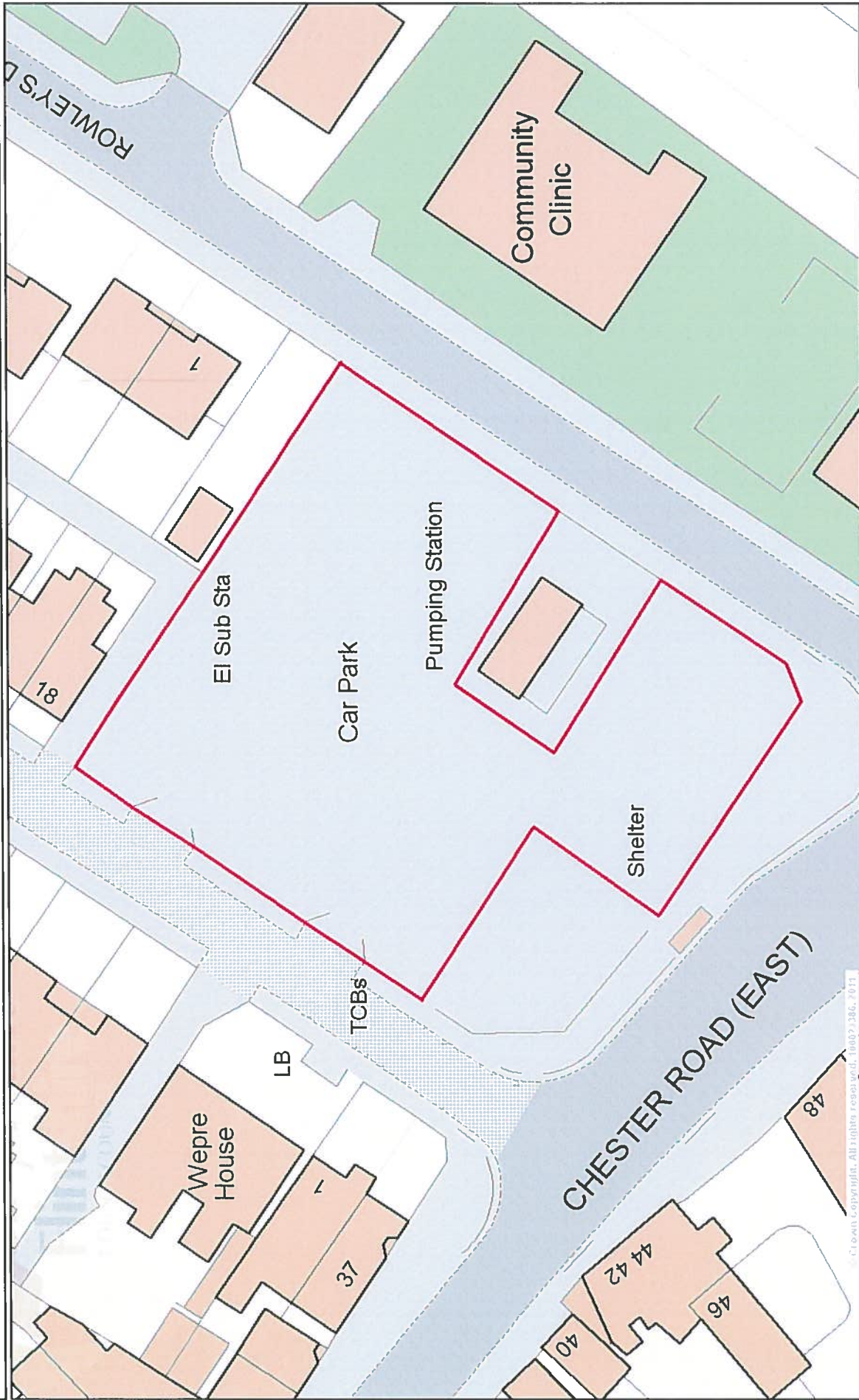
Alexandra Street (P&R), Shotton



PARKING CAPACITY
TOTAL SPACES 26
DISABLED 3

<p>Powered By </p>		<p>Scale 1/500 Centre = 330721 E 368891 N Date 6/6/2013 Name</p>	<p>This map is reproduced from Ordnance Survey mapping with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence Number 100023386. Flintshire County Council, 2010.</p>	 <p>Sir y Fflint Flintshire COUNTY COUNCIL</p>
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Ash Grove, Shotton



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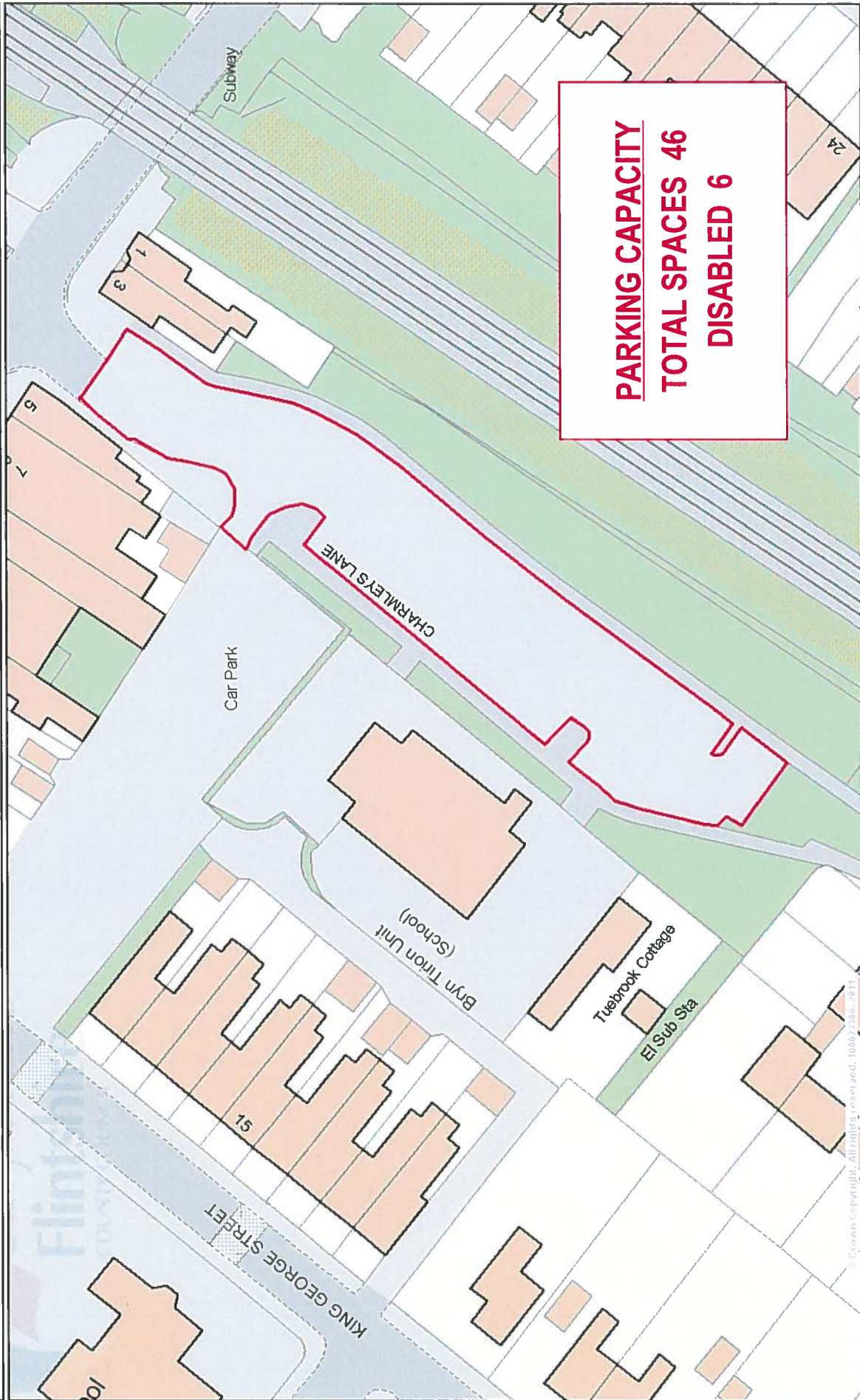


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 Name



Charmley's Lane, Shotton

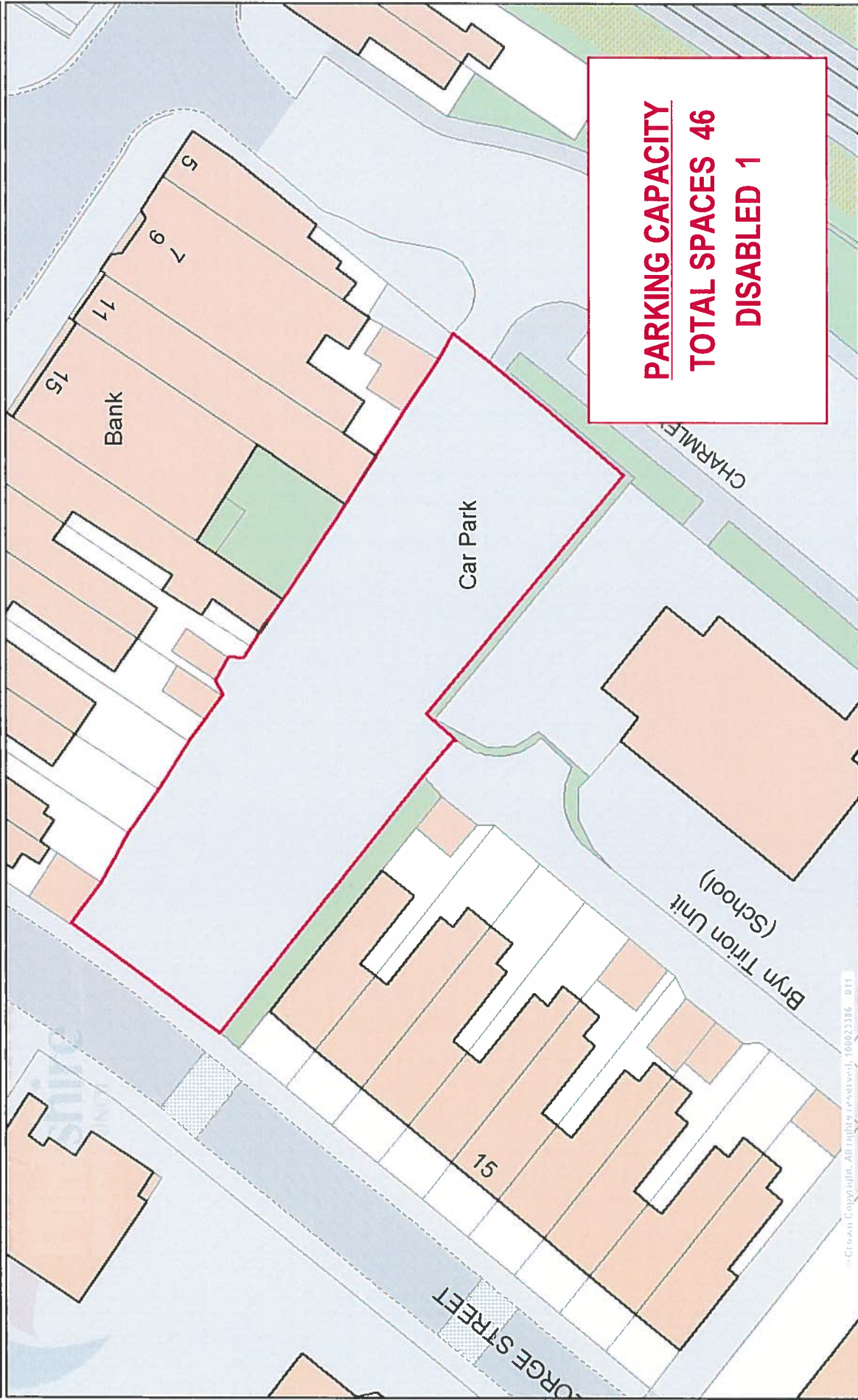


Scale: 1/700
Centre = 330643 E 368792 N
Date 6/6/2013
Name

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King George Street, Shotton



PARKING CAPACITY
TOTAL SPACES 46
DISABLED 1

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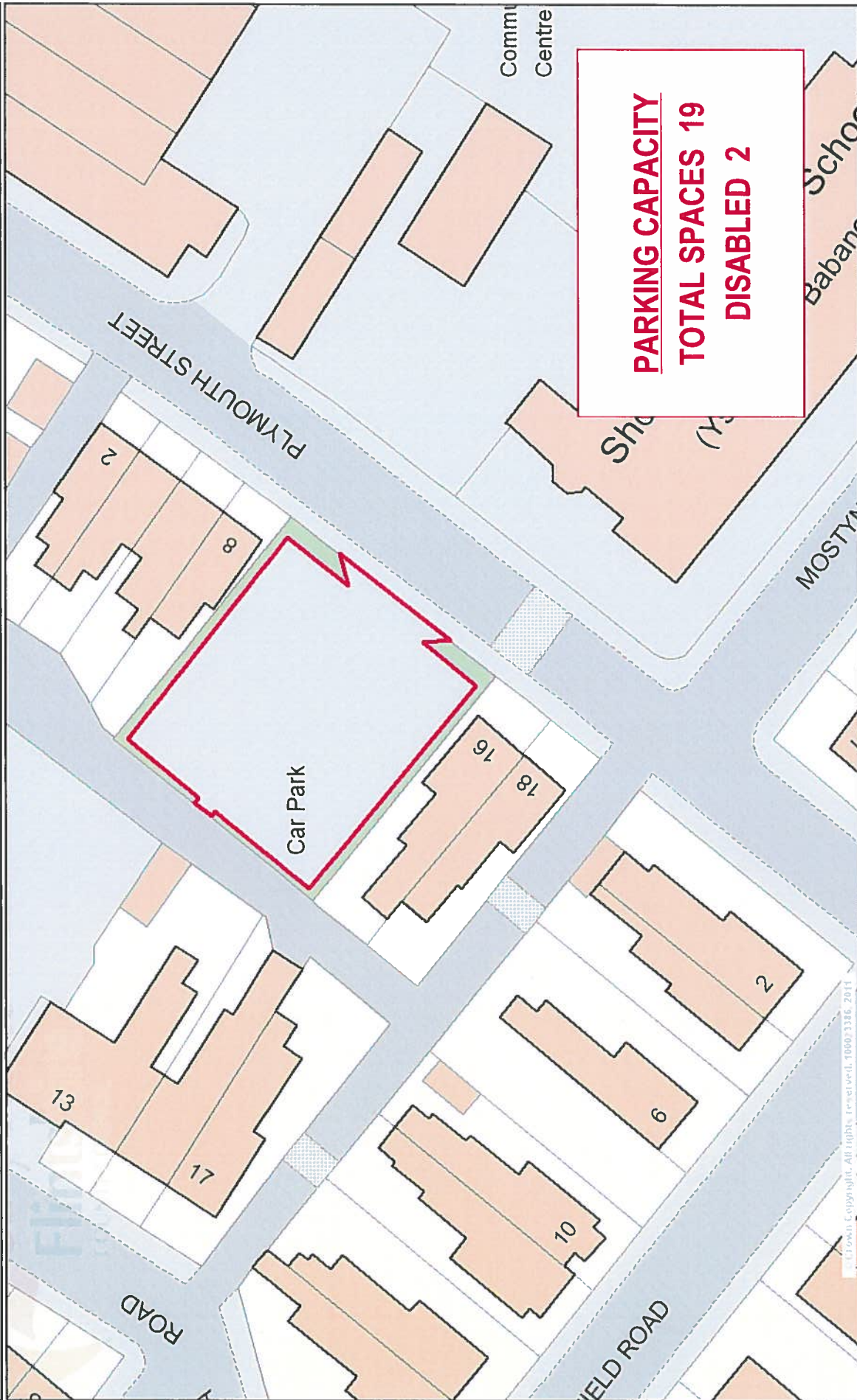


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Plymouth Street, Shotton



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Scale 1/500
Centre = 330500 E 368877 N
Date 6/6/2013
Name



PARKING CAPACITY
TOTAL SPACES 19
DISABLED 2

PROPOSED charging tariffs for Pay & Display Car Parks:

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

CURRENT Tariff	Car Parks	NEW Tariff	Hours of Operation
No charge	Plymouth Street Charmleys Lane King George Street	20p for up to 2hrs £1.00 for all day	Monday to Saturday 08:00 to 17:00
No charge	Ash Grove	20p for up to 2hrs 50p for all day	Monday to Saturday 08:00 to 17:00
No charge	Alexandra Street (P&R)	£2.00 for all day	Monday to Saturday 08:00 to 17:00
No charge	Bridge Street	No charge	n/a

Due to the location of Bridge Street Car Park, it has been decided that charging will not be introduced at this site, at this stage.

PROPOSED Improvements to car parks;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

Proposed Improvement	Timescale
Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc.	1 August 2015
Entrance signage where necessary identifying its purpose, and removal all unnecessary signage	1 August 2015
Motorbike parking spaces designated in a number of car parks	1 August 2015

Traffic Regulation Orders (TRO) REVIEW

Below is a list of Traffic Regulation Orders that were received prior to Civil Parking Enforcement and in conjunction with this process are being considered for charge, these requests will be advertised shortly and subject to objections received, arrangements will be made to implement them as soon as practical;

Location	Description	Implementation timescale	Appendix No
Wellington Street (south easterly side)	Revocation of small length of waiting restriction	Before December 2015	1
Ryeland Street (both sides)	Revocation of small length of waiting restriction	Before December 2015	1
Bridge Street (both sides)	Revocation of small length of waiting restriction	Before December 2015	1
Bridge Street (access road at rear of No's 3-19) (both sides)	Revocation of small length of waiting restriction	Before December 2015	1
Rowden Street (south easterly side)	Revocation of small length of waiting restriction	Before December 2015	1
Beaconsfield Road (north easterly side)	Revocation of small length of waiting restriction	Before December 2015	1
Beaconsfield Road (both sides)	Revocation of small length of waiting restriction	Before December 2015	1

Continued overleaf.....

Location	Description	Implementation timescale	Appendix No
Victoria Road (north westerly side)	Revocation of small length of waiting restriction	Before December 2015	1
Plymouth Street (north westerly side)	Revocation of small length of waiting restriction	Before December 2015	2

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

After the pilot scheme has been in place for a minimum six months and the findings fully assessed, the following streets would also be considered for residential parking subject to the required consultations and criteria contained within the policy;

- Bridge Street
- Ryeland Street
- Salisbury Street
- King Edward Street
- Alexandra Street

Priority of delivery throughout the authority will be assessed and considered at the start of 2016.

Policy available on website <http://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf>.

Council Car Park and TRO Locations Shotton Town Centre

Key

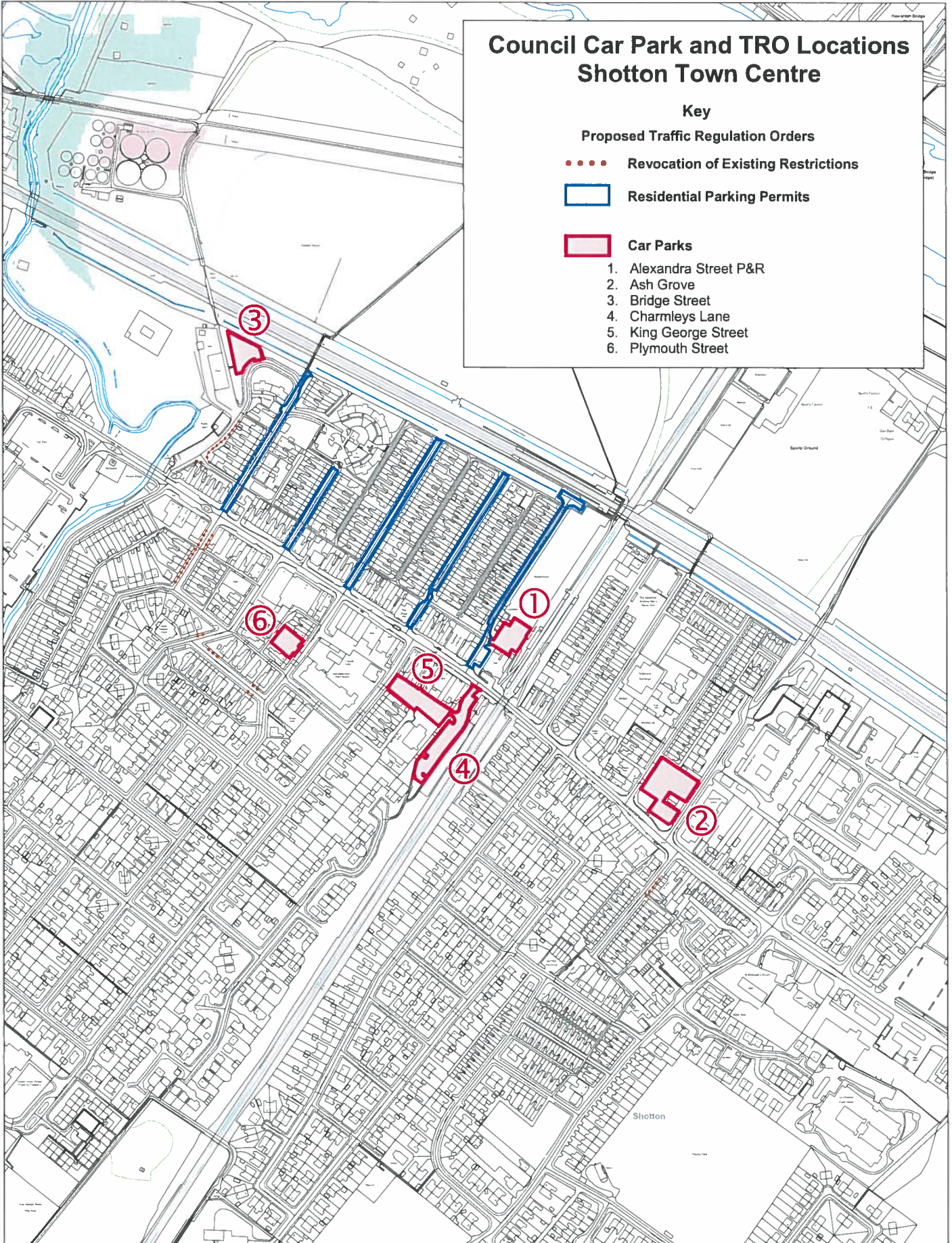
Proposed Traffic Regulation Orders

•••• Revocation of Existing Restrictions

▭ Residential Parking Permits

▭ Car Parks

1. Alexandra Street P&R
2. Ash Grove
3. Bridge Street
4. Charmleys Lane
5. King George Street
6. Plymouth Street



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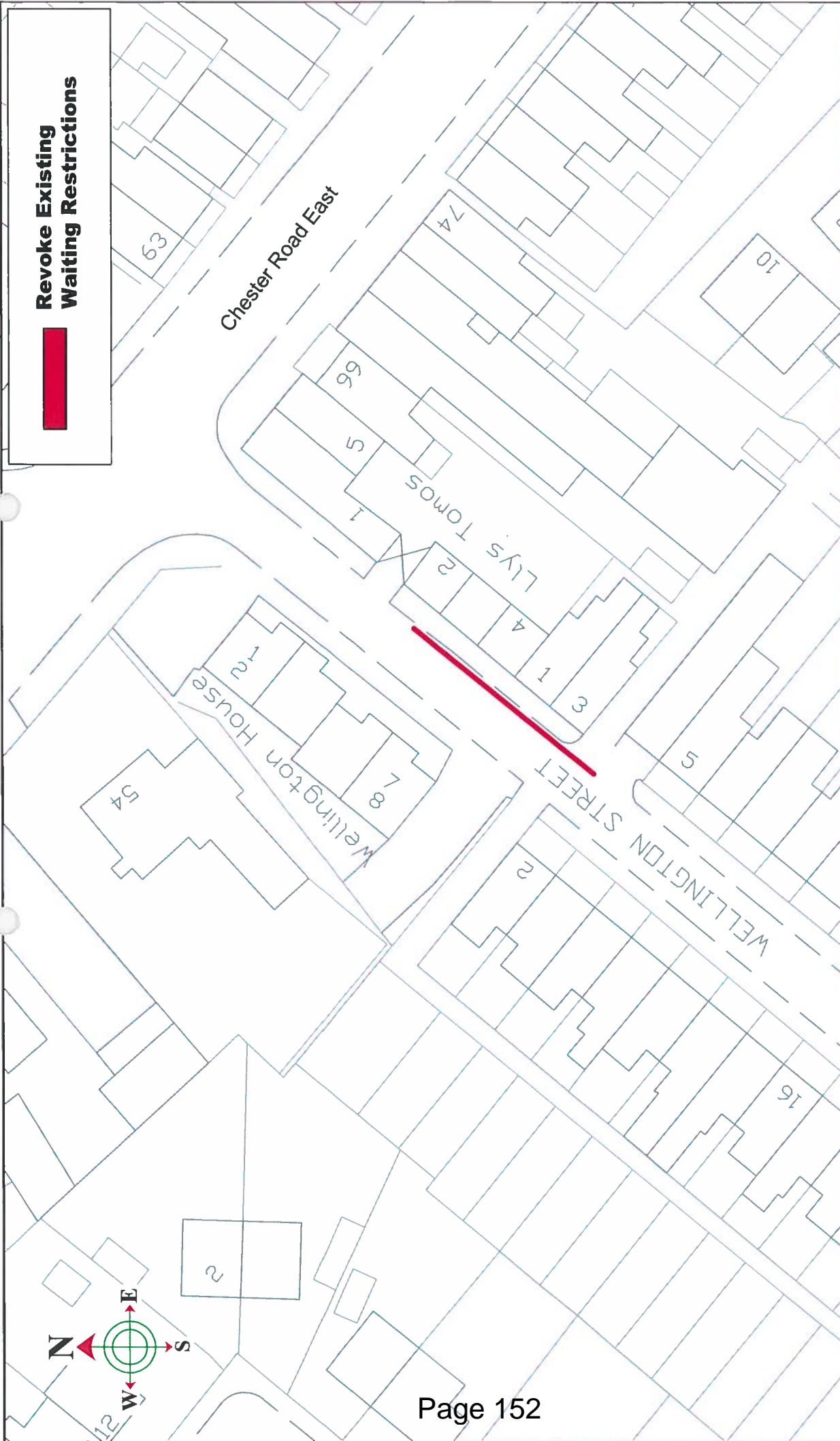
Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr Andrew Farrow

Scale 1:2500 @ A2

OS Map: SJ 3068

Plotted 13/02/2015





<p>SHOTTON Various Roads Revocation of Waiting Restrictions (Sheet 2 of 2)</p>		<p>HT/15/0000 301 P1</p>	
<p>PRELIMINARY</p>		<p>AMENDMENTS:</p>	
<p>DATE</p>		<p>DATE</p>	
<p>DRAWN BY: NGW</p>		<p>CHECKED BY: GW</p>	
<p>SCALES: 1: 500 @ A4</p>		<p>NAT. GRID REF: 330436 366807</p>	
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<p>CARL LONGLAND Director of Environment. Cyfarwyddwr yr Amgylchedd.</p>		<p>Sir y Fflint FLINTSHIRE COUNTY COUNCIL</p> <p>County Hall, Mold, CH7 6NF Neuadd y Sêr, Yr Wyddgrug, CH7 6NF</p> <p>TRAFFIC</p>	

Talacre Parking Strategy 2015



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Location Plan of Car Park and proposed TRO's	Page 9

Appendices

- Appendix 1 - Traffic Regulation Order currently with legal
(Station Road and Gamfa Wen)

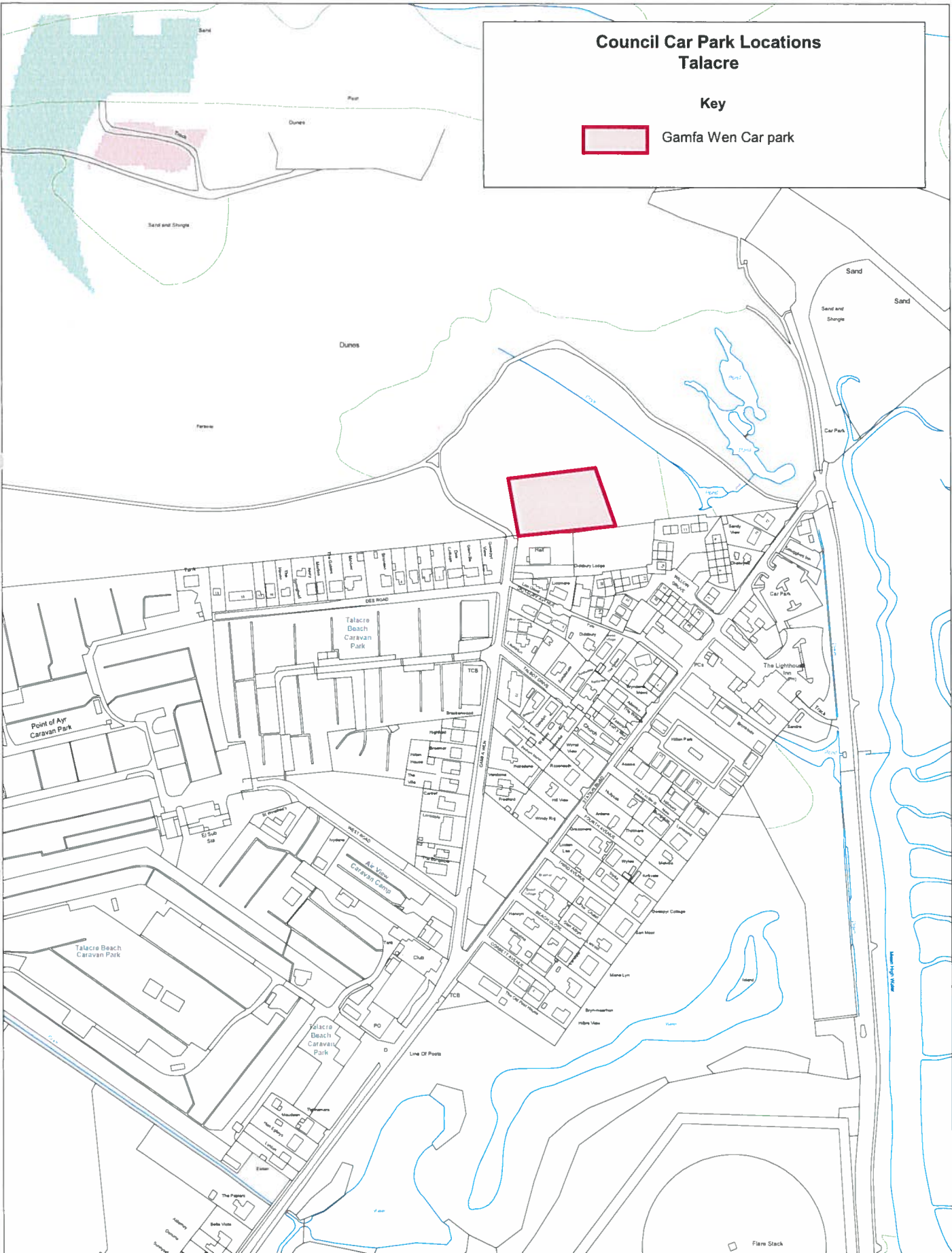
This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

DRAFT

Council Car Park Locations Talacre

Key

Gamfa Wen Car park



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Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr. Andrew Farrow

Scale 1:2000 @ A2
OS Map: SJ 1284
Plotted 25/02/2015



PROPOSED charging tariff

This proposed change to tariff clearly defines the fees applicable for all users;

CURRENT Tariff	Car Parks	NEW Tariff	Hours of Operation
No charge	Gamfa Wen	£4.00 for all day	Seasonal use only. Car Park will be open and closed, times to be confirmed.

As part of the Talacre and Gronant Masterplan on 17 September 2013 Cabinet approved the provision of this new car park and introduction of charging at the site. The regeneration team have coordinated this scheme and currently in the process of implementing the Car Park Order.

PROPOSED improvements to car park;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car park, the timescales for introduction are also detailed;

Proposed Improvement	Timescale
Pay & Display signage to be erected near the ticket machine, identifying charges.	To be confirmed
Entrance signage where necessary identifying its purpose	To be confirmed

DRAFT

Traffic Regulation Orders (TRO) REVIEW

The following Traffic Regulation Order requests are to be advertised shortly, and subject to objections received arrangements will be made to implement as soon as practical;

Location	Description	Implementation timescale	Appendix No
Station Road	Permanent and Seasonal restriction (March to September) – no waiting anytime	Before December 2015	1
Station Road	Seasonal restriction (March to September) – 30mins limited waiting, no return within 60mins	Before December 2015	1
Gamfa Wen	Seasonal restriction (March to September) – no waiting anytime	Before December 2015	1

Proposals to amend or implement Traffic Regulation Orders received prior to Civil Parking Enforcement are currently being considered and placed in to a Matrix for delivery; dependant on importance.

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

After the pilot scheme has been in place for a minimum six months and the findings fully assessed, additional areas will be considered, subject to local support. Currently it is not considered that residential parking schemes will be required in the immediate vicinity of these sites.

Priority of delivery throughout the authority will be assessed and considered at the start of 2016.

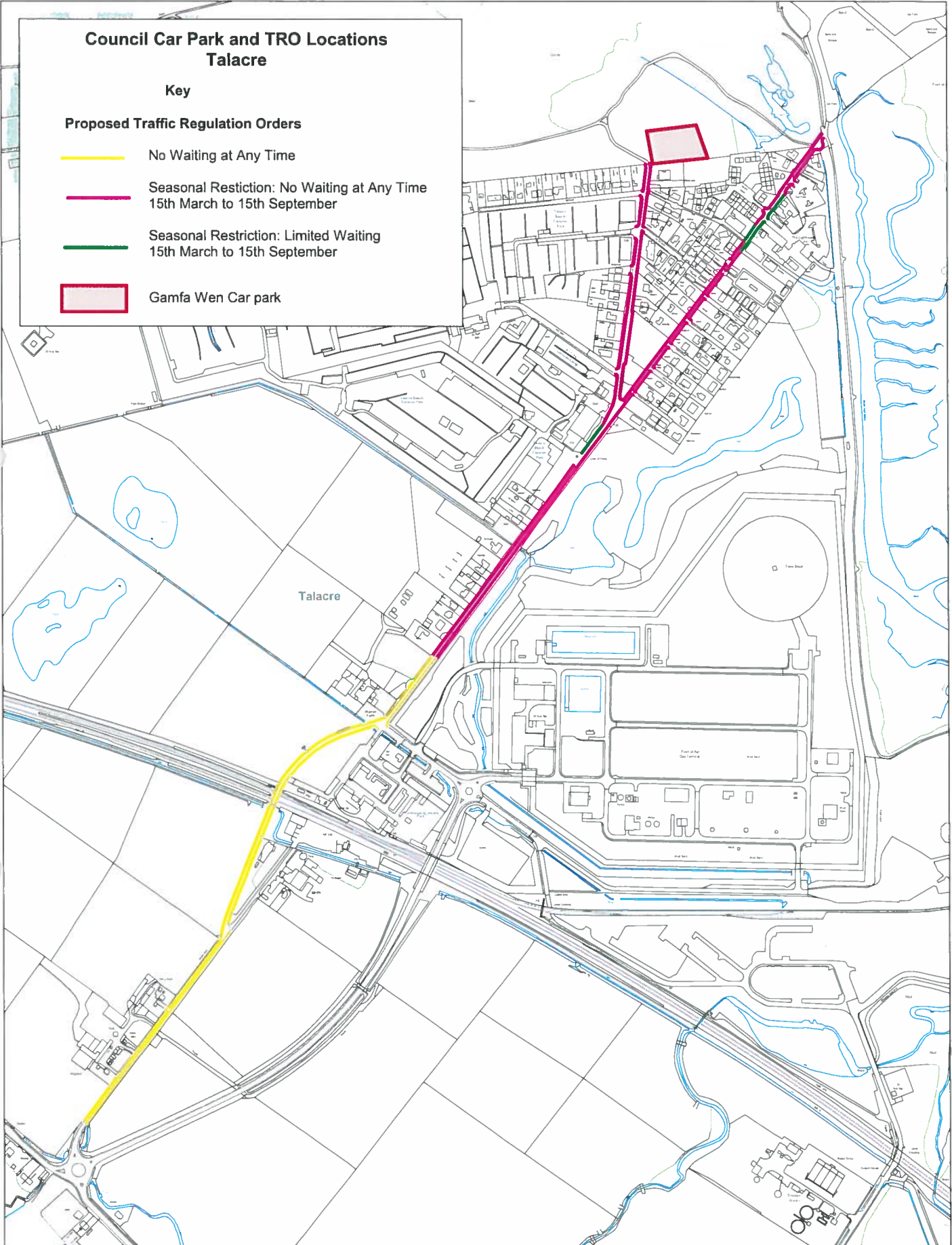
Policy available on website <http://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf>.

Council Car Park and TRO Locations Talacre

Key

Proposed Traffic Regulation Orders

- No Waiting at Any Time
- Seasonal Restriction: No Waiting at Any Time
15th March to 15th September
- Seasonal Restriction: Limited Waiting
15th March to 15th September
- Gamfa Wen Car park



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Chief Officer: Mr. Andrew Farrow

Scale 1:3500 @ A2
OS Map: SJ 1284
Plotted 25/02/2015



Buckley Parking Strategy 2015



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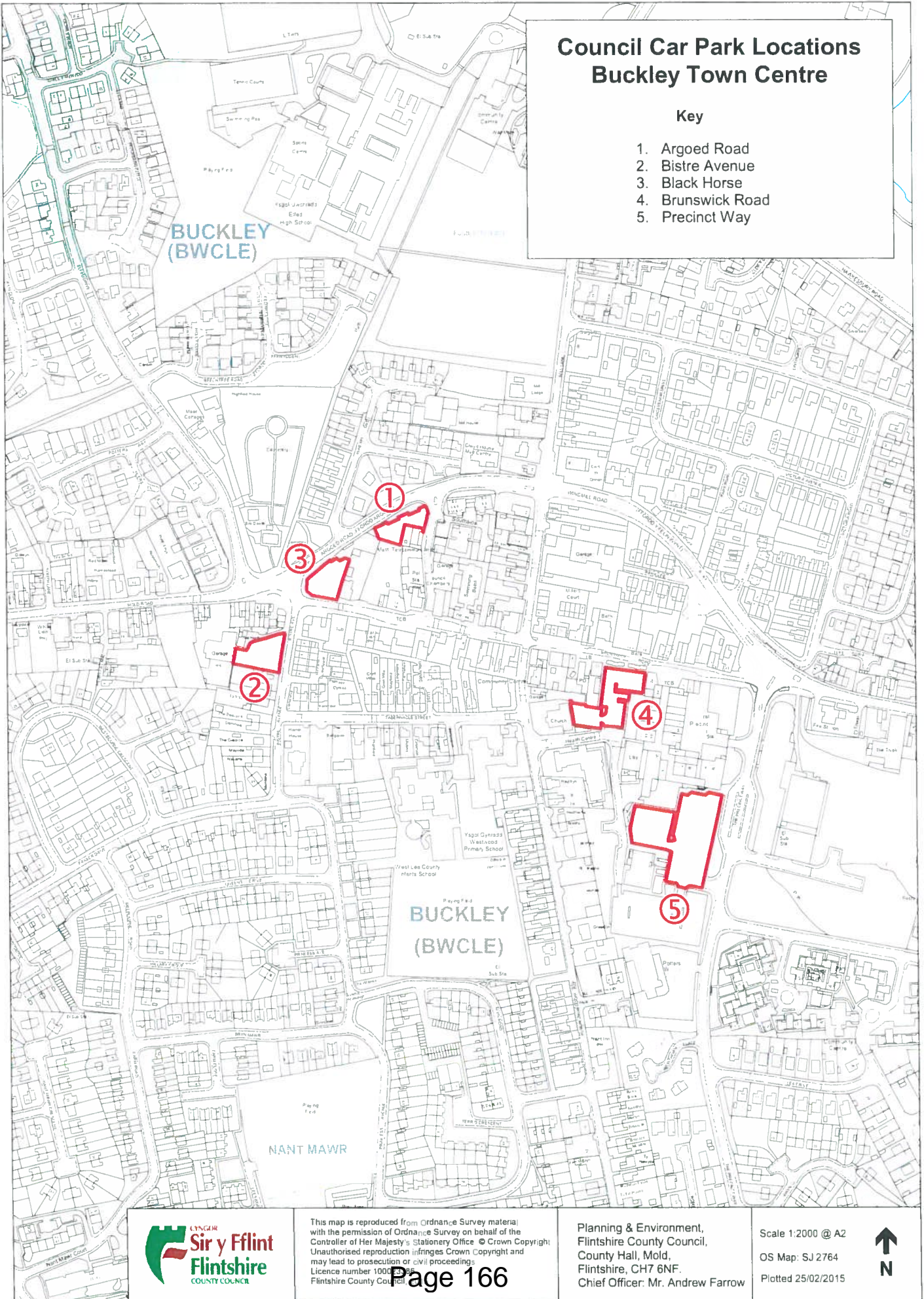
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Plan outlining the area of Bistre Avenue Car Park	Page 7
Plan outlining the area of Black Horse Car Park	Page 8
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This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

Council Car Park Locations Buckley Town Centre

Key

1. Argoed Road
2. Bistre Avenue
3. Black Horse
4. Brunswick Road
5. Precinct Way

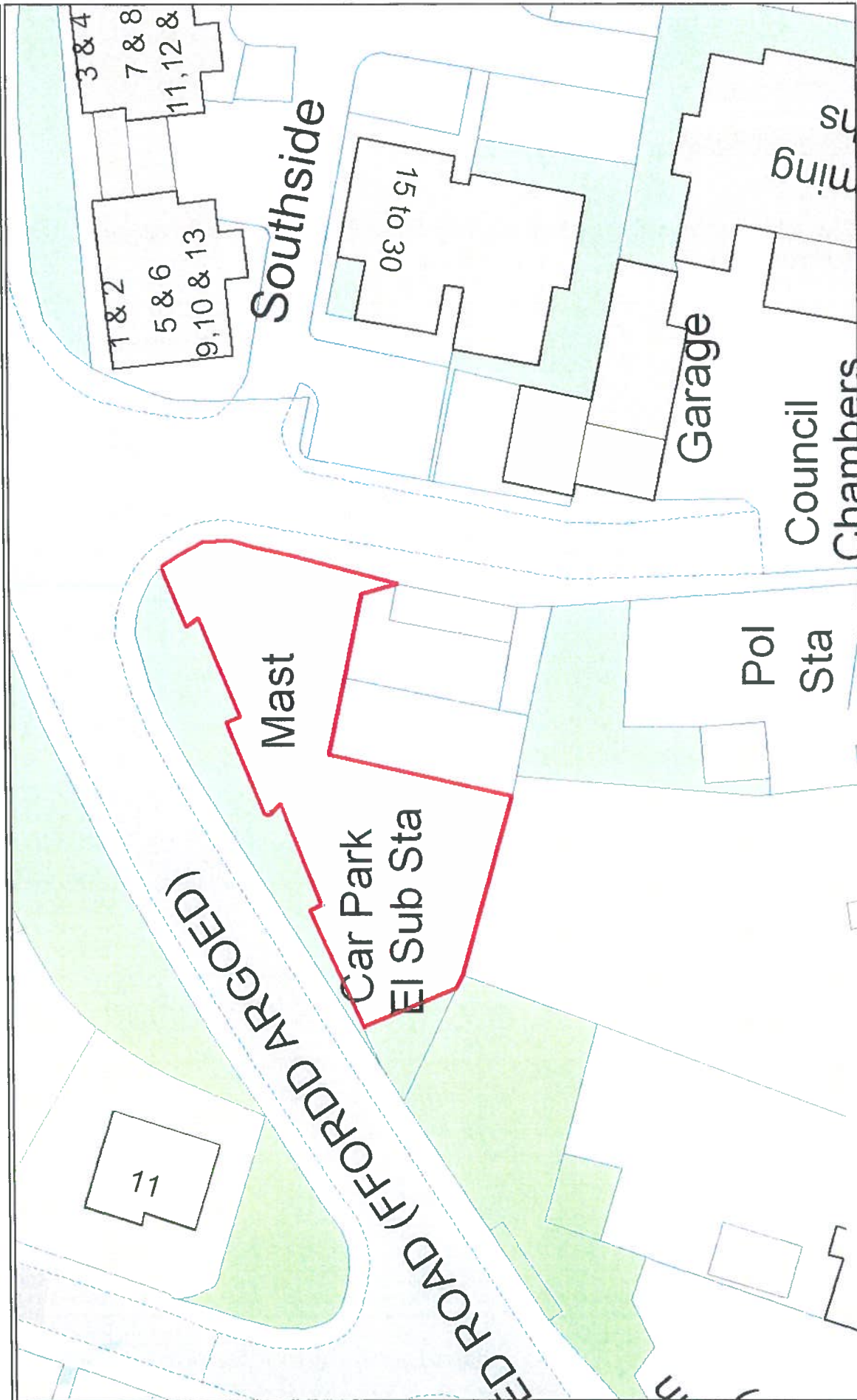


Capacity of all Buckley Car Parks

The below table outlines the current number of spaces within each car park where charging is proposed;

	Total Spaces	Disabled Spaces
Bistre Avenue	35	3
Precinct	140	14
Black Horse	22	2
Argoed Road	17	0
Brunswick Road	55	8
Total Spaces for the area	269	27

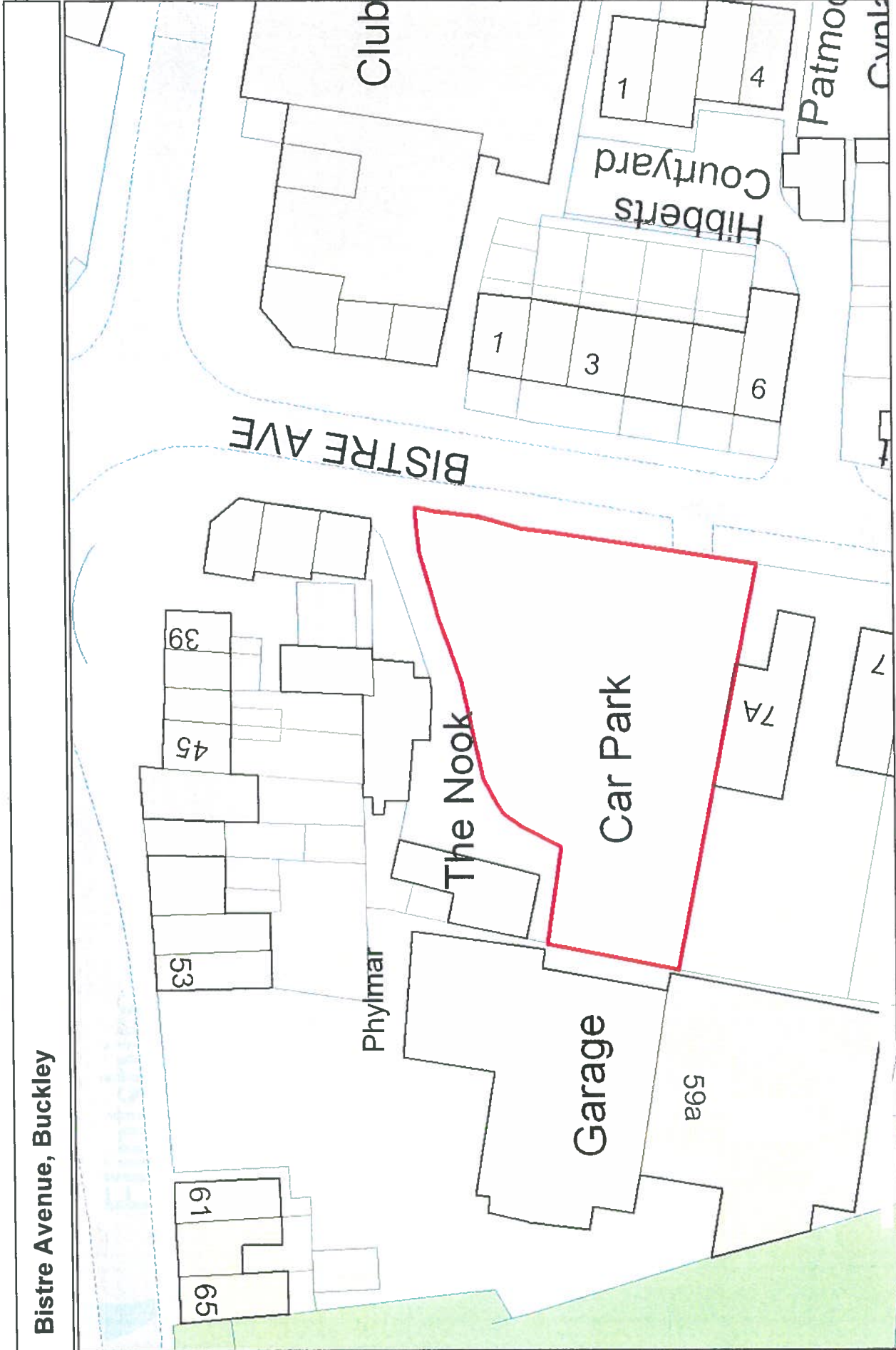
Argoed Road, Buckley



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Date 30/5/2013
Name





Bistre Avenue, Buckley



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Scale 1/500
 Centre = 327618 E 364004 N
 Date 30/5/2013
 Name





Black Horse, Buckley

El Sub Sta

Cemetery House

Black Horse Inn (PH)

TCB

AVE

14
16

20

39

45

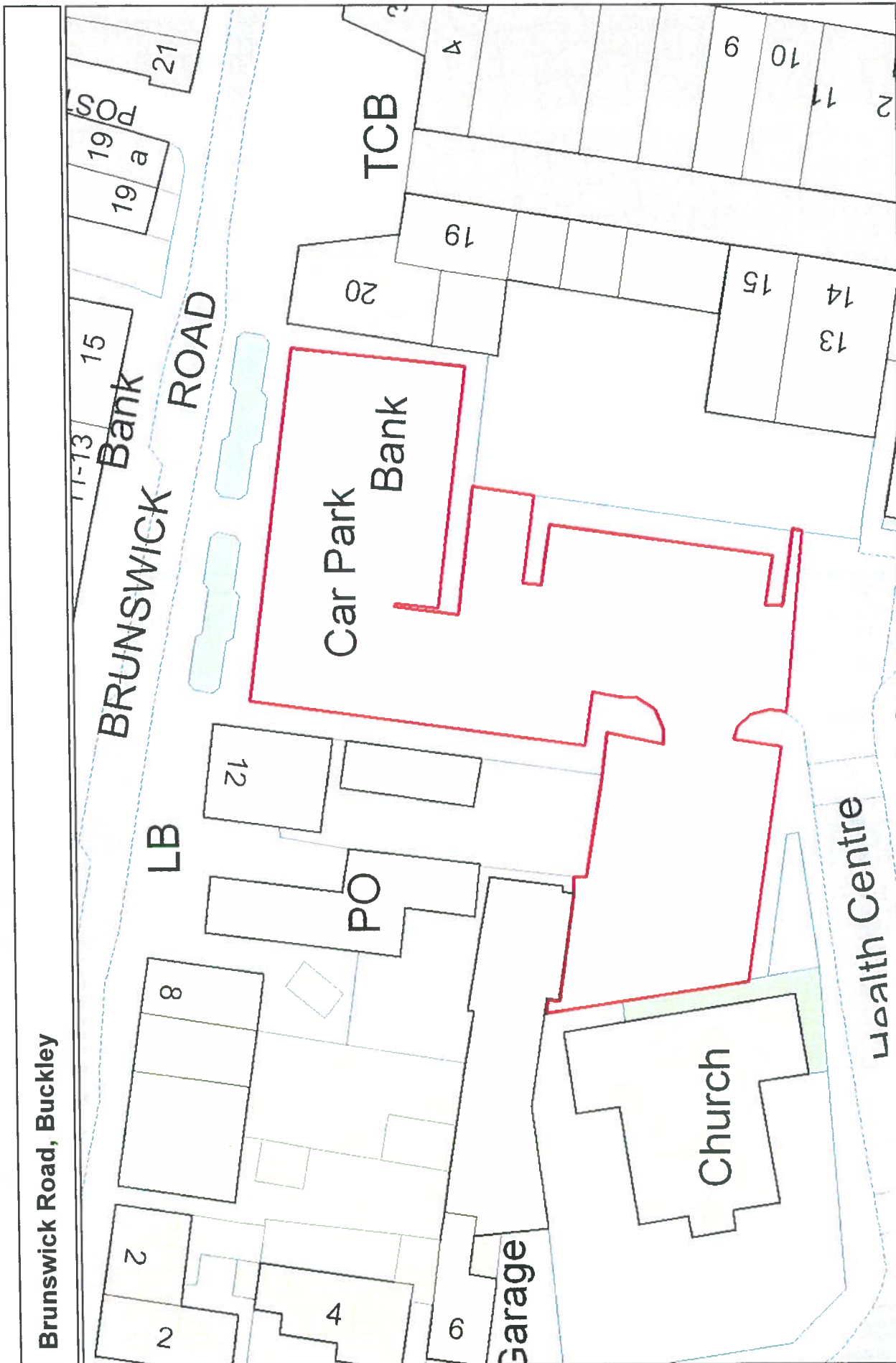


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Date 30/5/2013
Name



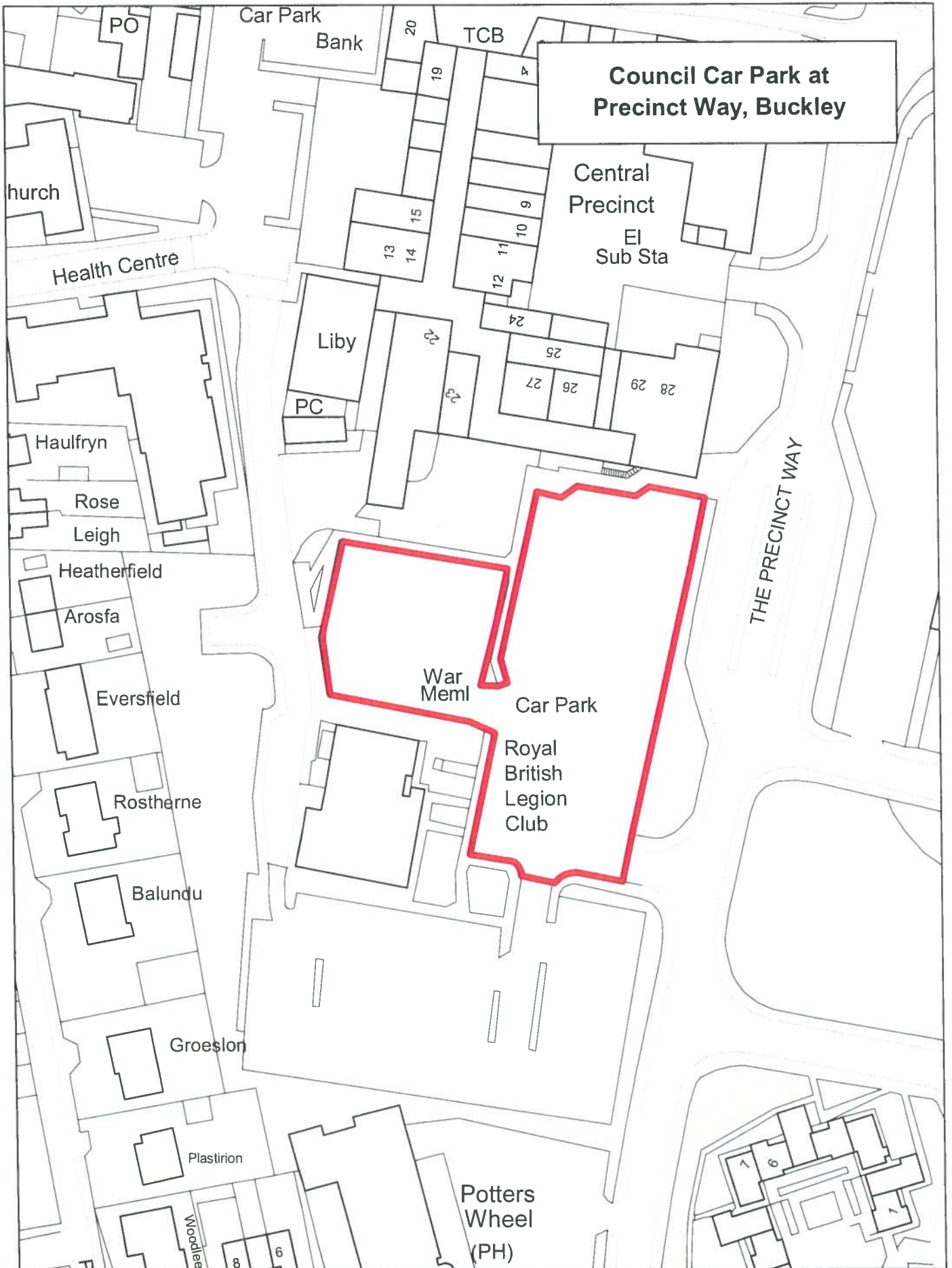
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 Date 12/6/2013
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PROPOSED charging tariffs for Pay & Display Car Parks;

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

CURRENT Tariff	Car Parks	NEW Tariff	Hours of Operation
No charge	Black Horse Brunswick Road	20p for up to 2hrs	Monday to Saturday 08:00 to 17:00
No charge	Argoed Road Precinct Way Bistre Avenue	20p for up to 2hrs £1.00 for all day	Monday to Saturday 08:00 to 17:00
No charge	Lane End Coppa View	No charge	n/a

Due to the location of Coppa View and Lane End Car Parks, it has been decided that charging will not be introduced at these sites, at this stage.

PROPOSED improvements to car parks;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

Proposed Improvement	Timescale
Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc.	1 August 2015
Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc.	1 August 2015
Motorbike parking spaces designated in a number of car parks	1 August 2015

Traffic Regulation Orders (TRO) REVIEW

As part of this process, no proposals to alter the on-street restrictions have been identified.

Other proposals received from Buckley Town Council prior to CPE are currently being considered and placed in to a Matrix for delivery; dependant on importance.

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

After the pilot scheme has been in place for a minimum six months and the findings fully assessed, additional areas will be considered, subject to local support. Currently it is not considered that residential parking schemes will be required in the immediate vicinity of these sites.

Policy available on website <http://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf>.

Caergwrle Parking Strategy 2015



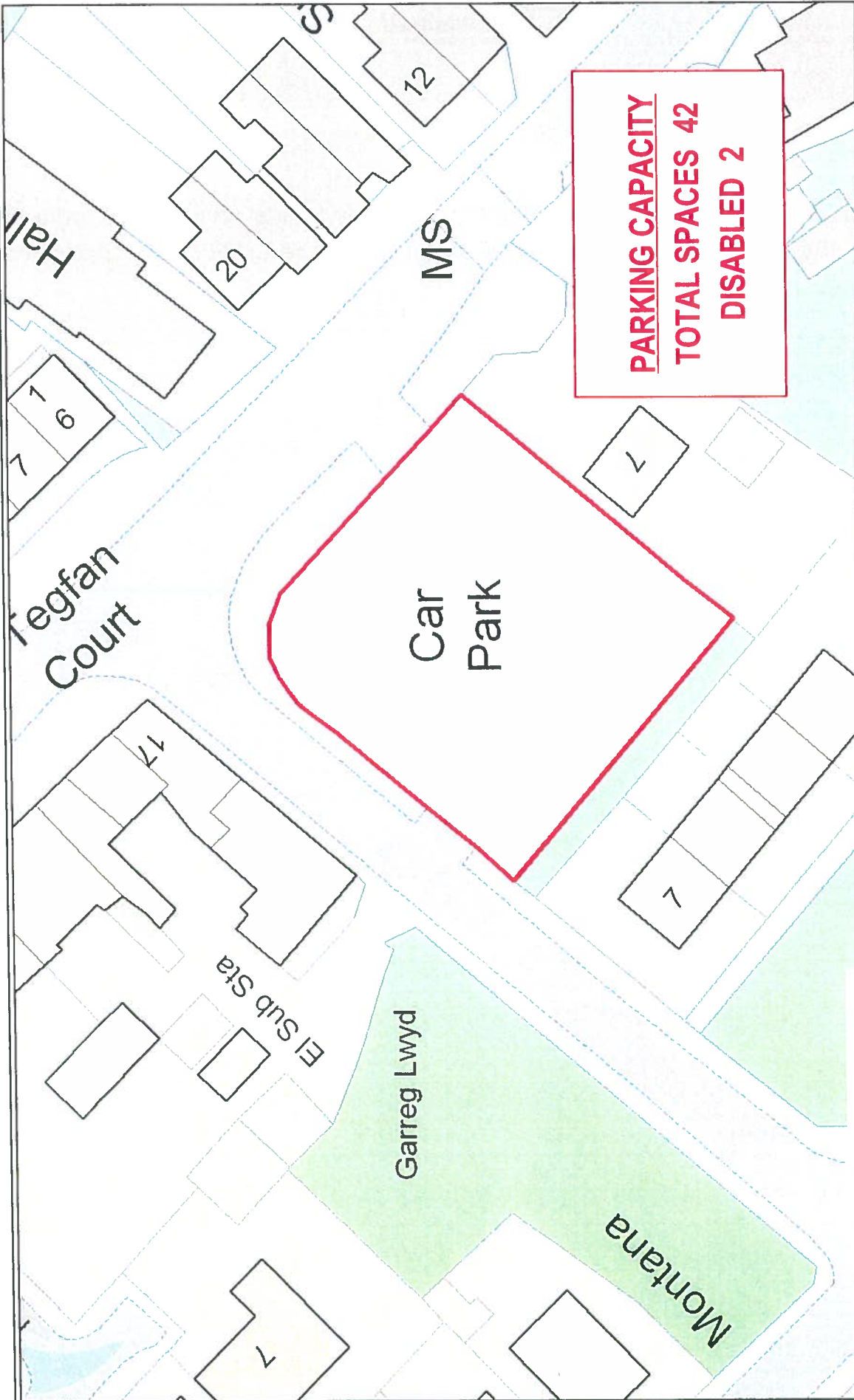
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This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

High Street, Caergwrle



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Scale 1/500
Centre = 330506 E 357447 N
Date 30/5/2013
Name



PROPOSED charging tariff

This proposed change to tariff clearly defines the fees applicable for all users;

CURRENT Tariff	Car Parks	NEW Tariff	Hours of Operation
No charge	High Street	20p for up to 2hrs 50p for up to 4hrs £1.00 All day	Monday to Saturday 08:00 to 17:00

PROPOSED improvements to car park;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car park, the timescales for introduction are also detailed;

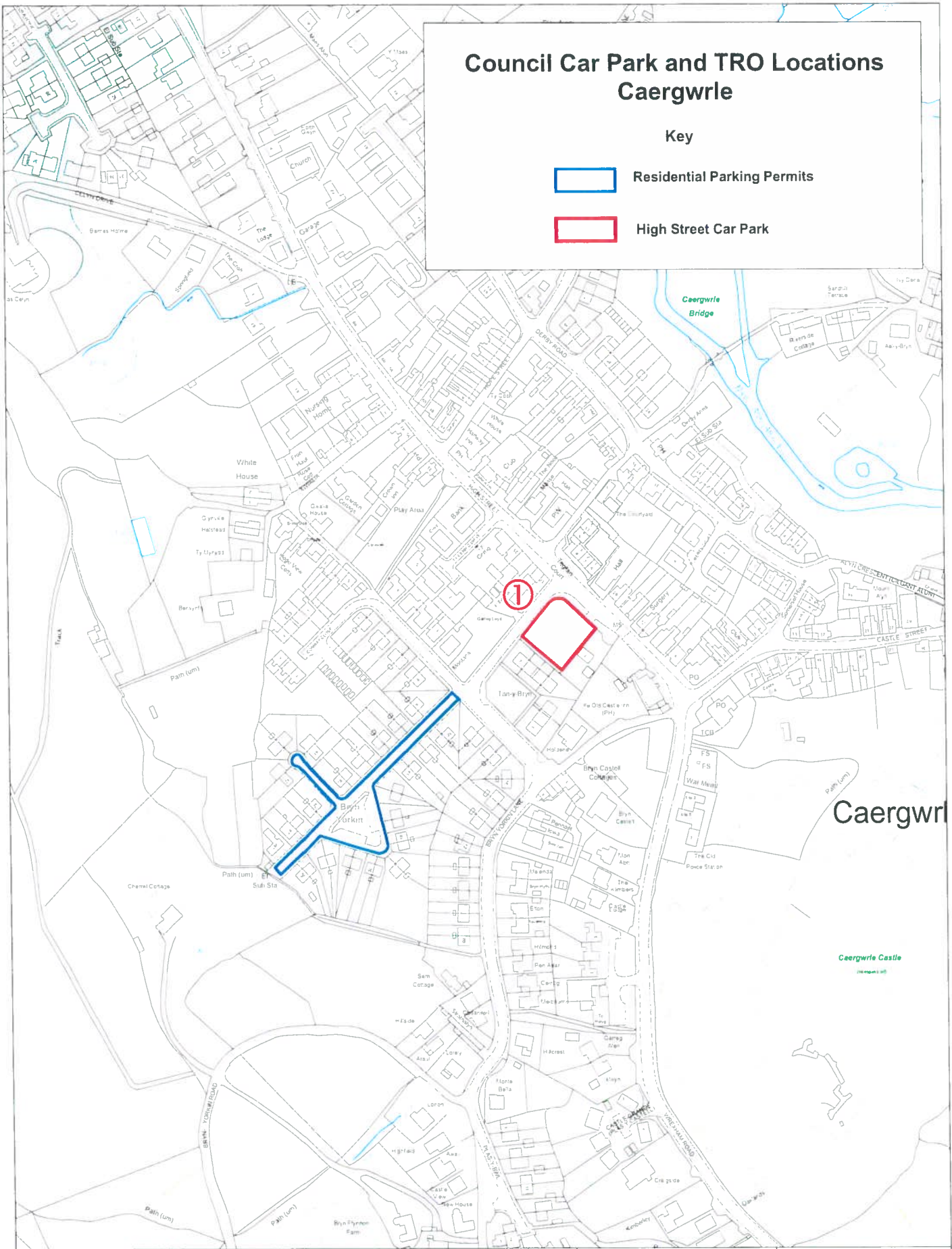
Proposed Improvement	Timescale
Pay & Display signage to be erected near the ticket machine, identifying charges, appeals processes, etc.	1 August 2015
Entrance signage where necessary identifying its purpose, and remove all unnecessary signage	1 August 2015

Council Car Park and TRO Locations Caergwrie

Key

 Residential Parking Permits

 High Street Car Park



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Flintshire County Council, 2015

Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr. Andrew Farrow

Scale 1:1500 @ A2
OS Map: SJ 3057
Plotted 13/02/2015



Connah's Quay Parking Strategy 2015



Contents

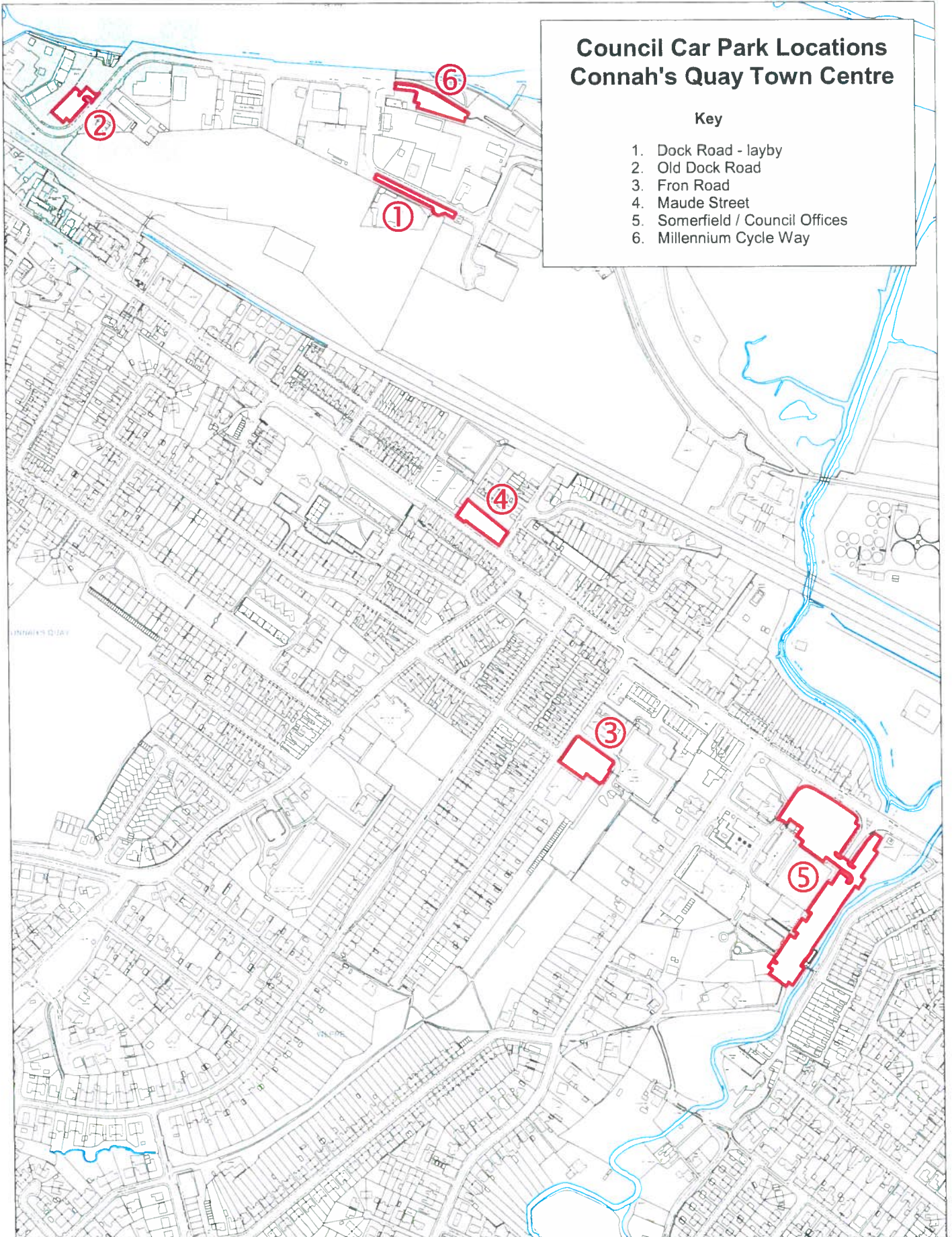
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This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

Council Car Park Locations Connah's Quay Town Centre

Key

1. Dock Road - layby
2. Old Dock Road
3. Fron Road
4. Maude Street
5. Somerfield / Council Offices
6. Millennium Cycle Way



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Environment Directorate,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Director: Mr. Carl Longland

Scale 1:2500 @ A2
OS Map: SJ 2969
Plotted 25/02/2015



Capacity of all Connah's Quay Car Parks

The below table outlines the current number of spaces within each car park;

	Total Spaces	Disabled Spaces
Maude Street	40	3
Somerfield	274	12
Total Spaces for the area	314	15

Maude Street, Connah's Quay

Play Area

Play Area

HIGH STREET

181

171

159

13

19

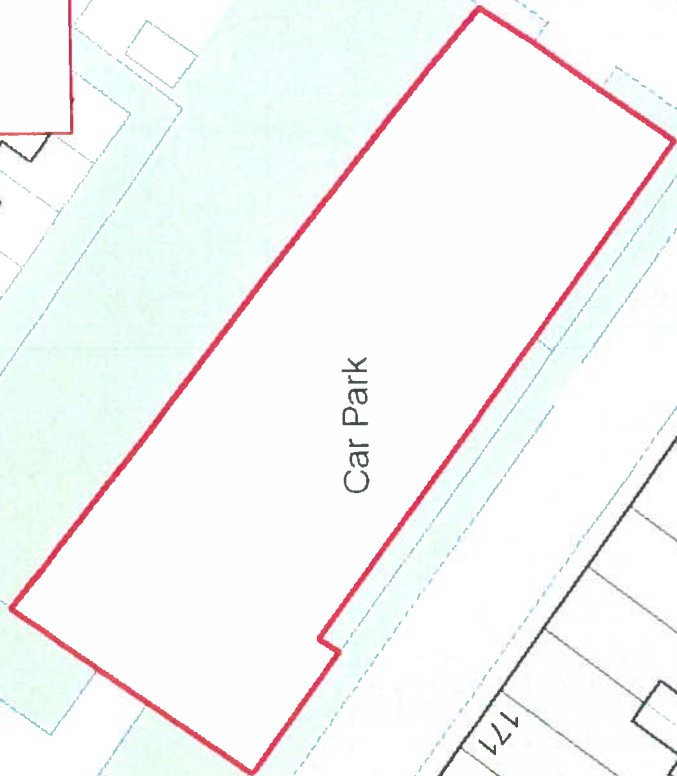
11

9

2

144

PARKING CAPACITY
TOTAL SPACES 40
DISABLED 3



Car Park



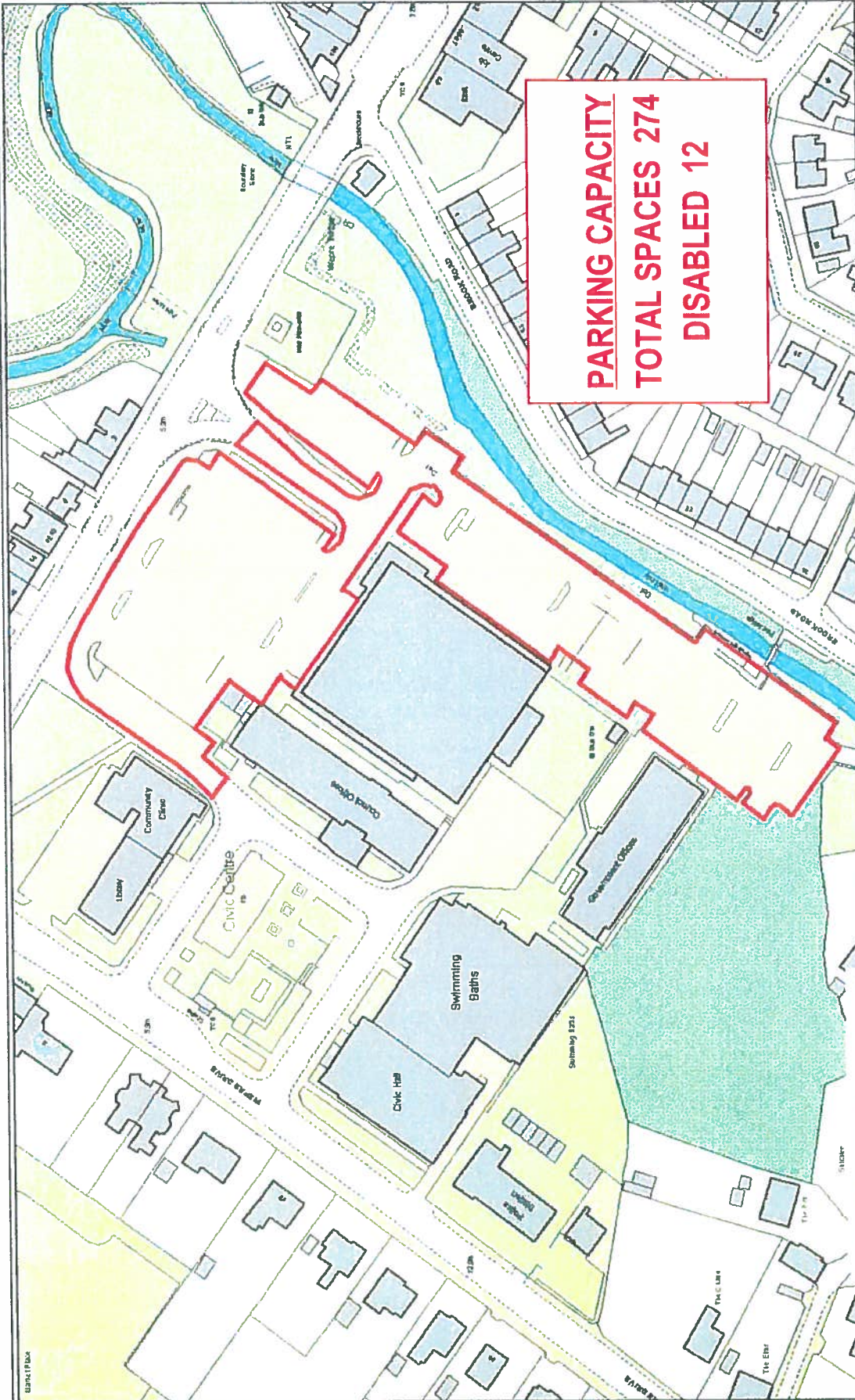
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Date 30/5/2013
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5

Somerfield/Council Offices, Connah's Quay



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 Date 8/3/2011
 Name

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PROPOSED charging tariffs for Pay & Display Car Parks:

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

CURRENT Tariff	Car Parks	NEW Tariff	Hours of Operation
No Charge	Maude Street Somerfield	20p for up to 2hrs 50p All day	Monday to Saturday 08:00 to 17:00
No charge	Millennium Cycleway Dock Road Dock Road Layby	No charge	Monday to Saturday 08:00 to 17:00

Due to the location of Millennium Cycleway, Old Dock Road and Dock Road Layby Car Parks, it has been decided that charging will not be introduced at these sites, at this stage.

PROPOSED improvements to car parks;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

Proposed Improvement	Timescale
Entrance signage where necessary identifying its purpose, and remove all unnecessary signage	1 August 2015
Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc.	1 August 2015
Motorbike parking spaces designated in a number of car parks	1 August 2015

Traffic Regulation Orders (TRO) REVIEW

Below is a list of proposed Traffic Regulation Orders that have been considered for charge as part of this process and the timescale for each dependant on their importance;

Location	Description	Implementation timescale	Appendix No
Pen y Llan	Consultation by Licencing team is being carried out to assess the requirement of the hackney carriage bay	Under consideration at present	-

Other proposals received from Local Councillors prior to CPE are currently being considered and placed in to a Matrix for delivery; dependant on importance.

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

After the pilot scheme has been in place for a minimum six months and the findings fully assessed, additional areas will be considered, subject to local support. Currently it is not considered that residential parking schemes will be required in the immediate vicinity of these sites.

Policy available on website <http://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf>.

Council Car Park and TRO Locations Connah's Quay Town Centre

Key
Proposed Traffic Regulation Order

Removal of Taxi Bay

Car Parks

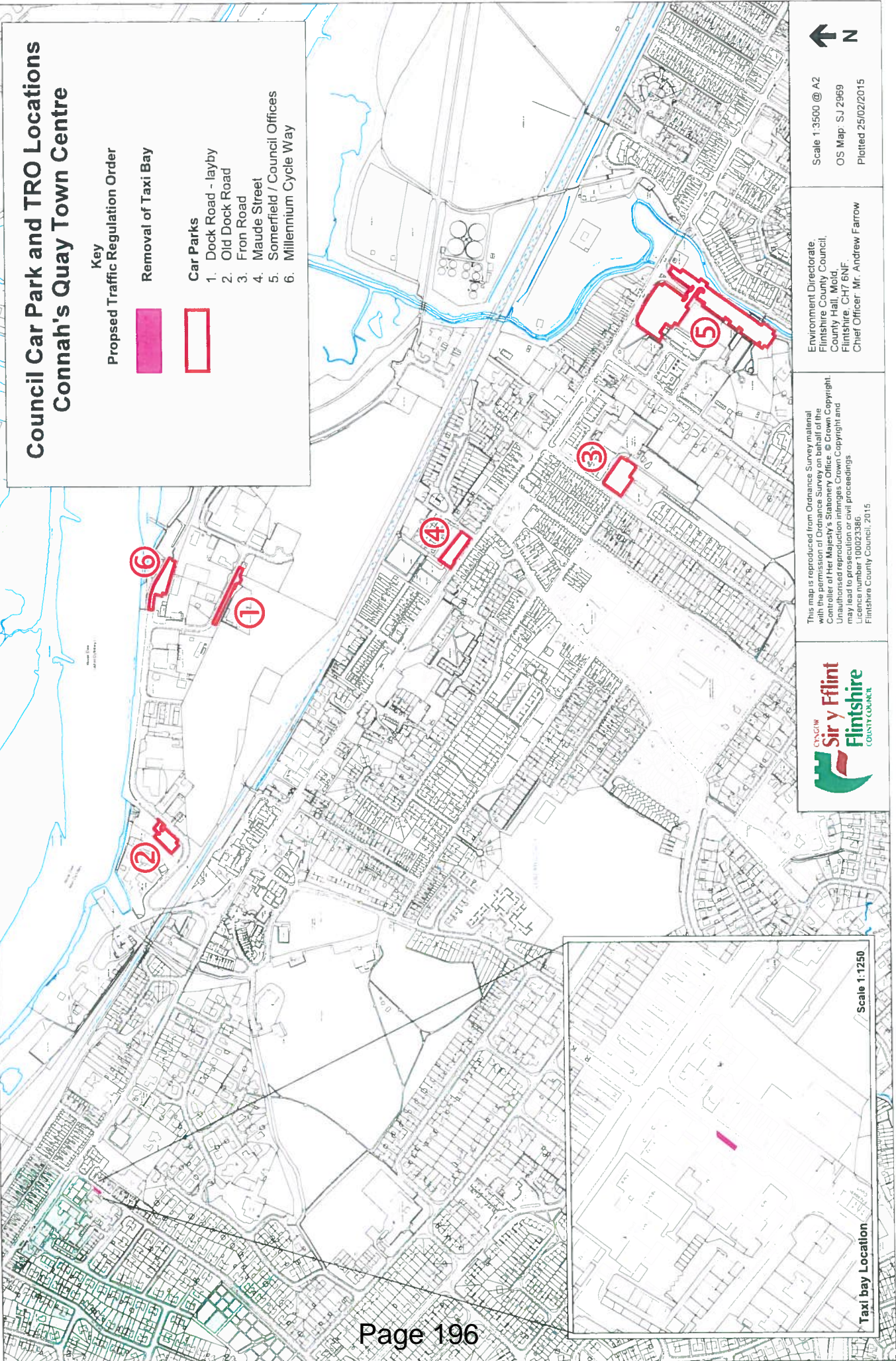
1. Dock Road - layby
2. Old Dock Road
3. Fron Road
4. Maude Street
5. Somerfield / Council Offices
6. Millennium Cycle Way



Scale 1:3500 @ A2
OS Map: SJ 2969
Plotted 25/02/2015

Environment Directorate,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr. Andrew Farrow

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Flintshire County Council, 2015



Scale 1:1250

Taxi bay Location

Flint Parking Strategy 2015



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Outline of local strategy	Page 3
Location Plan of Flint Car Parks	Page 4
Capacity of all Flint Car Parks	Page 5
Plan outlining the area of Allt Goch Car Parks	Page 6
Plan outlining the area of Bolingbroke Heights Car Park	Page 7
Plan outlining the area of Feather Street Car Park	Page 8
Plan outlining the area of Pavilion Leisure Centre Car Park	Page 9
Plan outlining the area of Railway Station Car Park	Page 10
Plan outlining the area of Richard Heights Car Park	Page 11
Plan outlining the area of Swan Street Car Park	Page 12
PROPOSED charging tariffs for Pay & Display Car Parks;	Page 13
Proposed Improvements to car parks	Page 14
Traffic Regulation Orders (TRO) REVIEW	Page 15
Residential Parking Areas	Page 16
Location plan outlining the car parks and proposed TRO's	Page 17

Appendices

- Appendix 1 - Traffic Regulation Order currently with legal (Feather Street)
- Appendix 2 - Traffic Regulation Order proposed amendment (Lon yu Becws and Allt Goch)

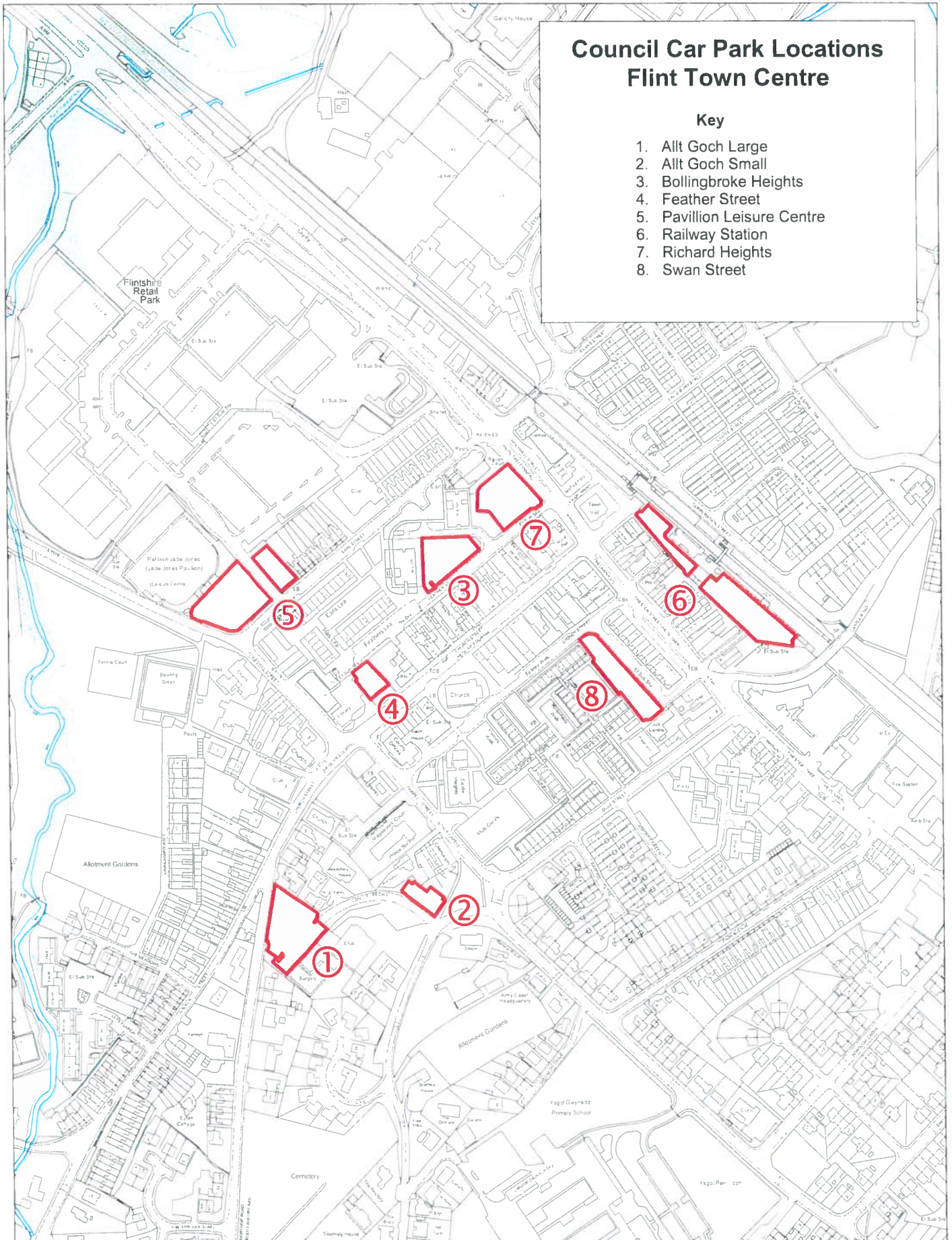


This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

Council Car Park Locations Flint Town Centre

Key

1. Allt Goch Large
2. Allt Goch Small
3. Bollingbroke Heights
4. Feather Street
5. Pavillion Leisure Centre
6. Railway Station
7. Richard Heights
8. Swan Street



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Flintshire County Council

Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr. Andrew Farrow

Scale 1:2000 @ A2
OS Map: SJ 2473
Plotted 25/02/2015



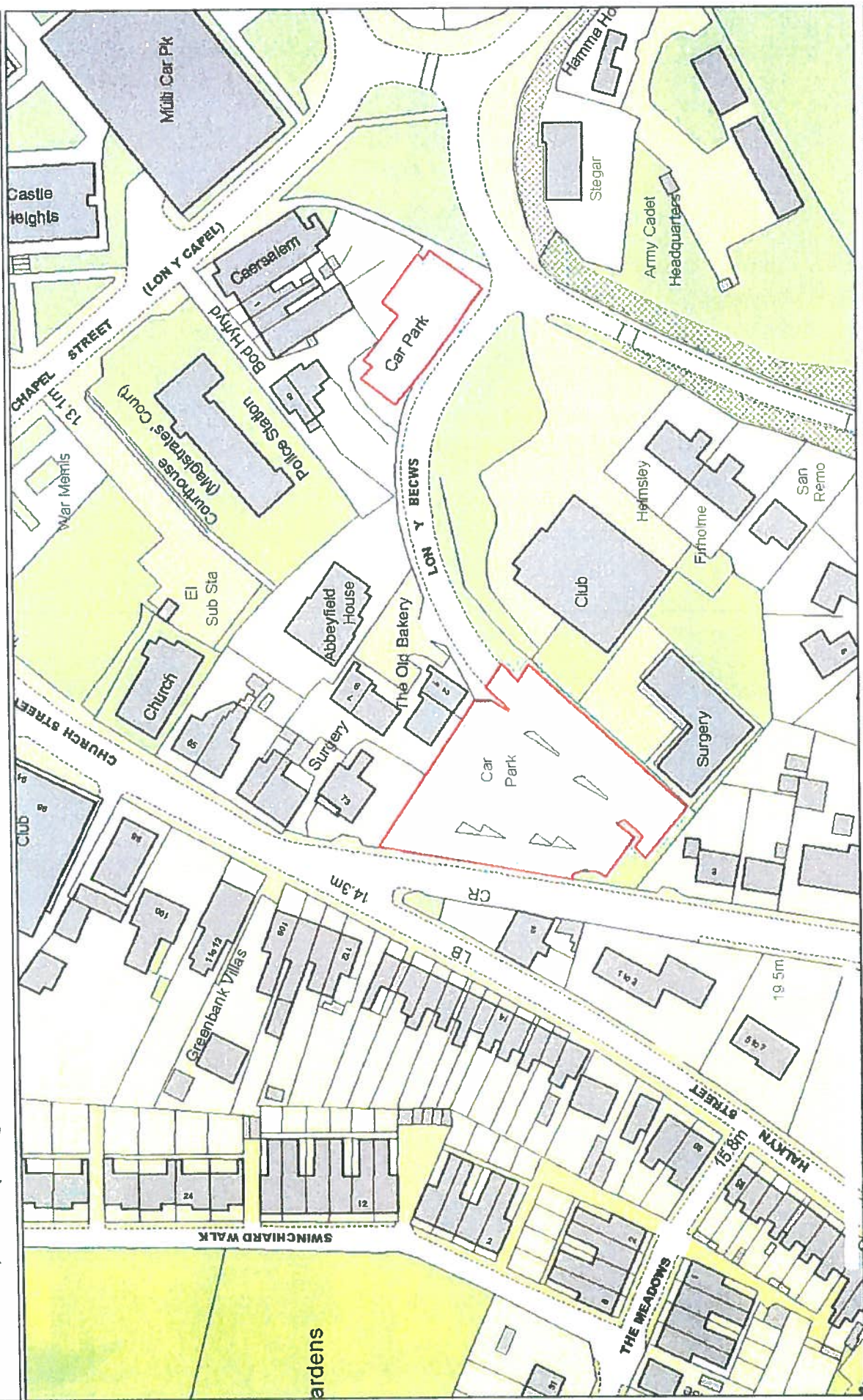
Capacity of all Flint Car Parks




The below table outlines the current number of spaces within each car park where charging is proposed;

	Total Spaces	Disabled Spaces
Allt Goch (both areas)	88	4
Bolingbroke Heights	41	2
Feather Street	21	2
Pavilion Leisure Centre	92	5
Railway Station (both areas)	70	5
Richard Heights	58	5
Swan Street	68	9
Total Spaces for the area	438	32

① ②

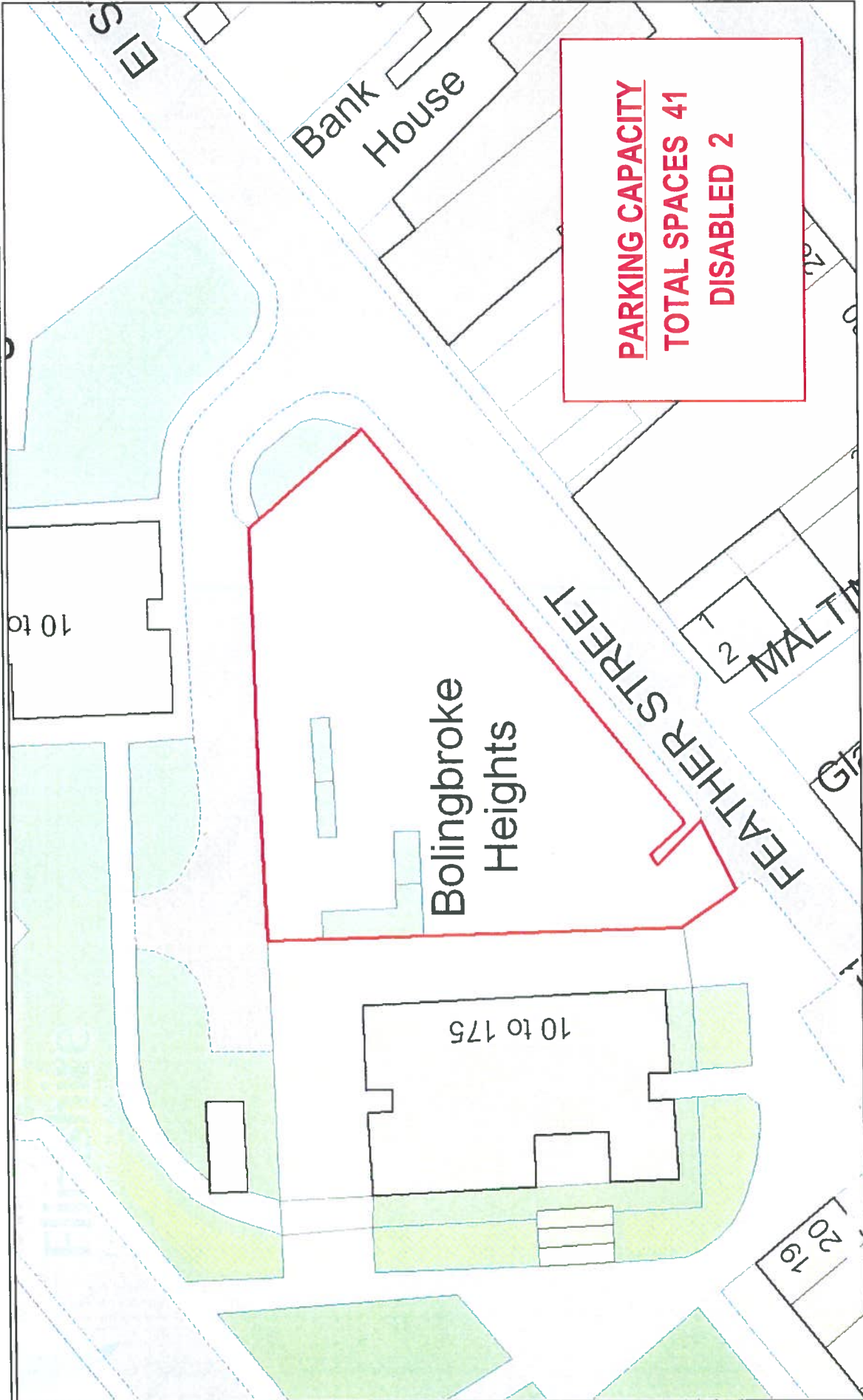
Allt Goch, Flint (Larger and Smaller Car Park)



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3

Bolingbroke Heights, Flint






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Scale 1/500
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 Date 4/6/2013
 Name

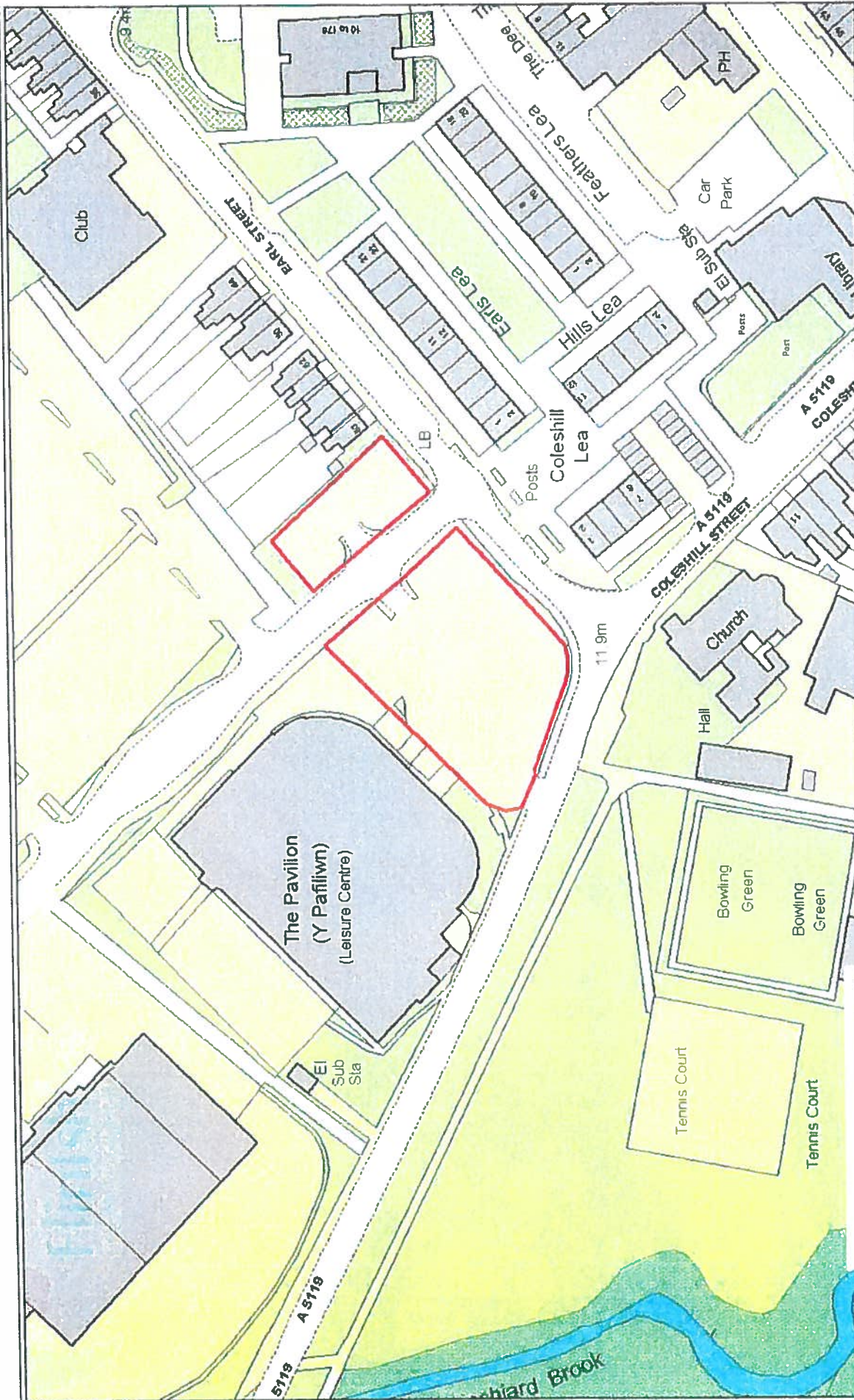




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5

Pavilion Leisure Centre, Flint



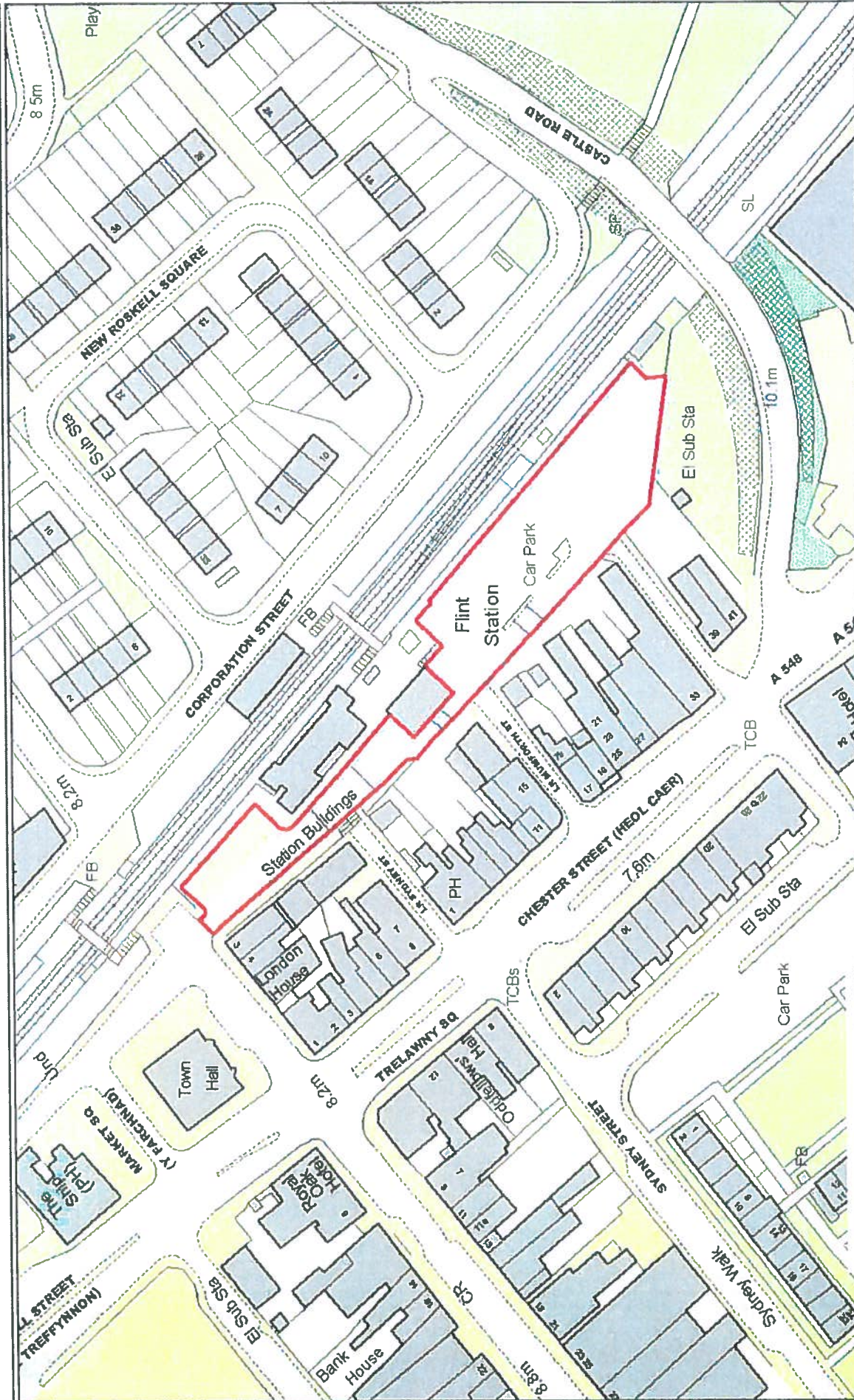
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 Date 27/1/2011
 Name

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6

Railway Station, Flint (Larger and Smaller Car Park)

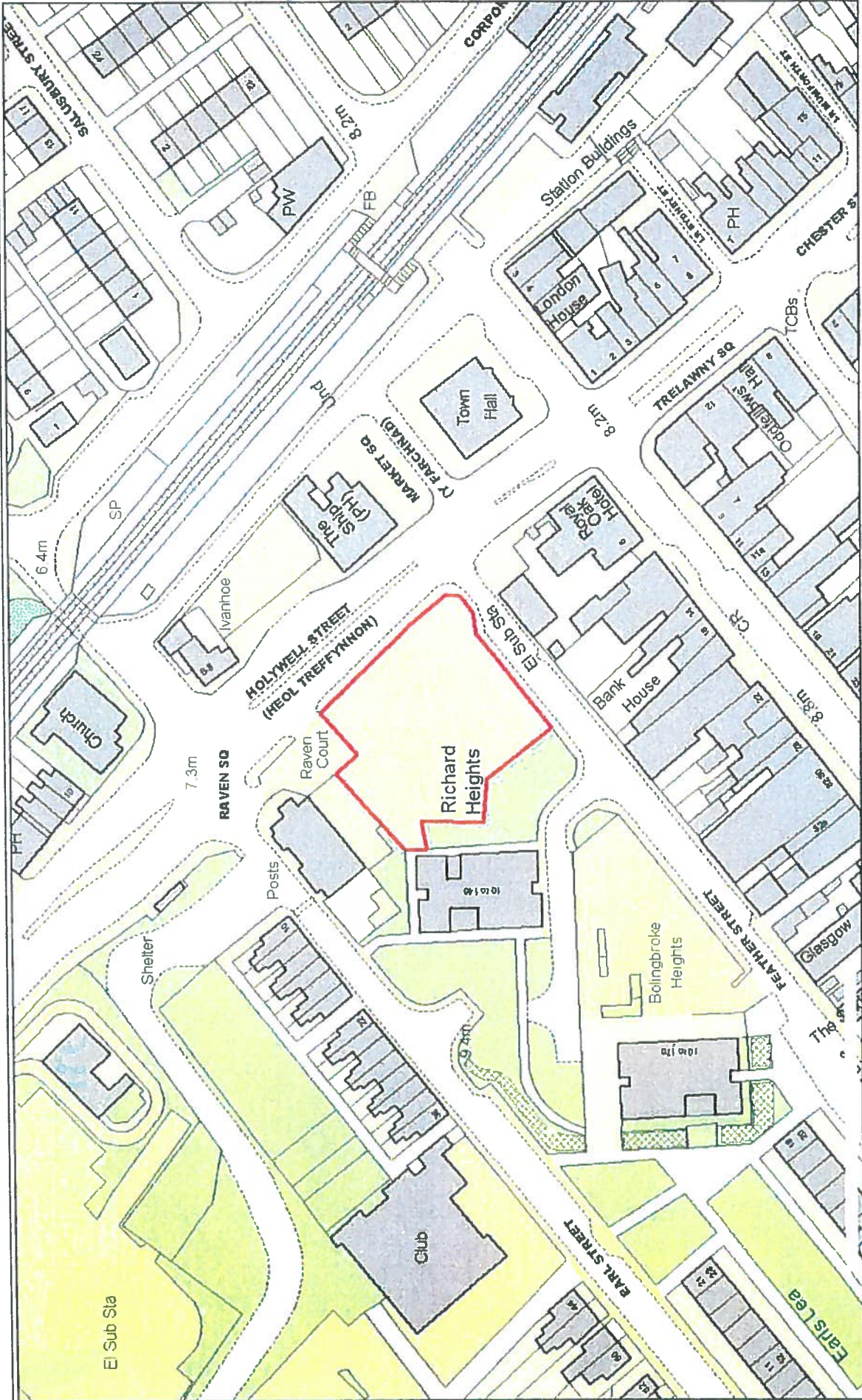


Scale 1/1250
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 Date 24/1/2011
 Name

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Richard Heights, Flint

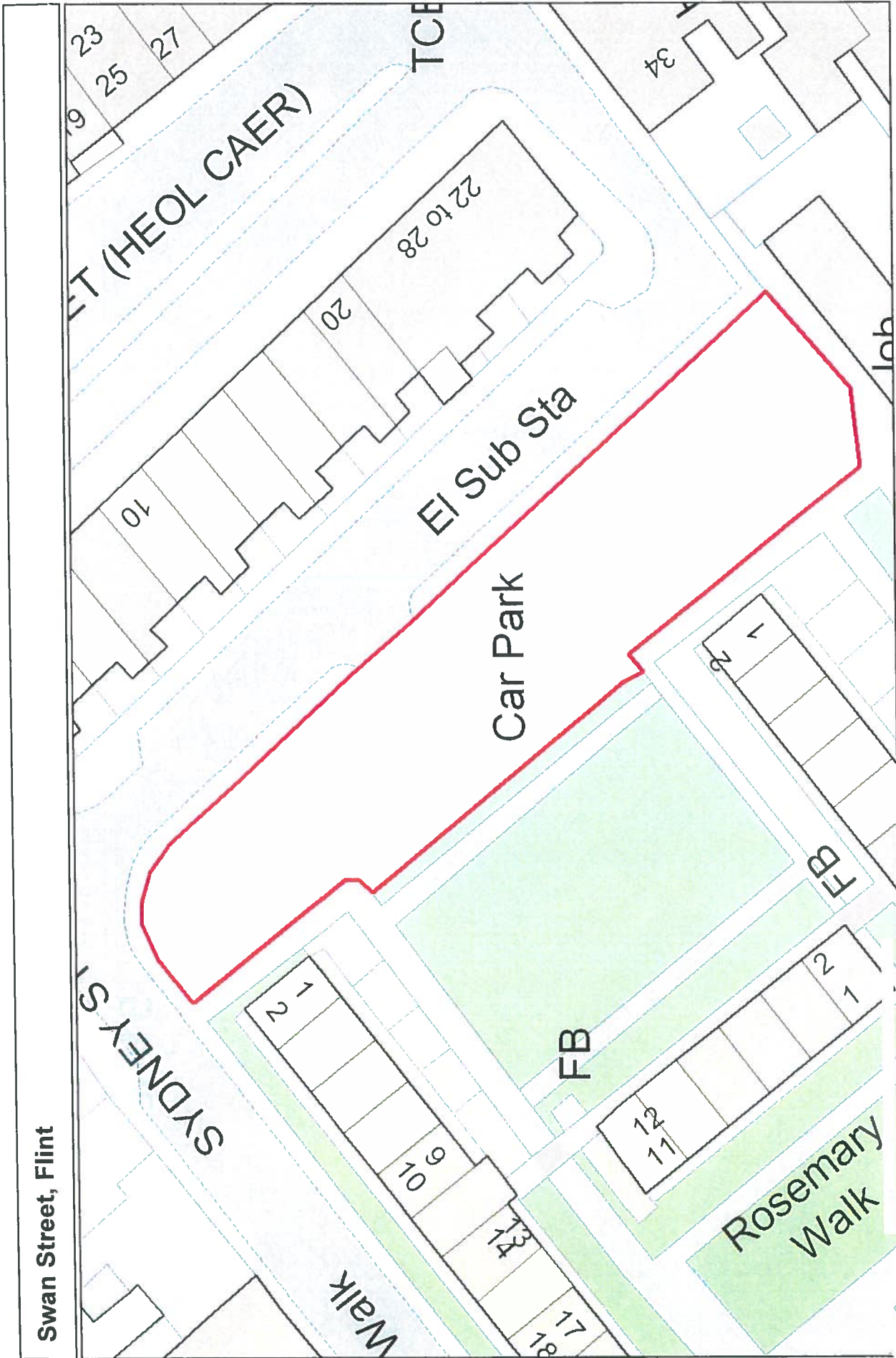


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Scale 1/1250
 Centre = 324388 E 373158 N
 Date 27/1/2011
 Name



9



Swan Street, Flint



Scale 1/500
 Centre = 324474 E 373013 N
 Date 5/6/2013
 Name

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69

PROPOSED charging tariffs for Pay & Display Car Parks:

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

CURRENT Tariff	Car Parks	NEW Tariff	Hours of Operation
No charge	Pavilion Leisure Centre	20p for up to 2hrs 50p for up to 4hrs £1.00 for all ay	Monday to Saturday 08:00 to 17:00
No charge	Feather Street	Short Stay ONLY Prohibited Return within 1hr 20p for up to 2hrs	Monday to Saturday 08:00 to 17:00
No charge	Allt Goch Bolingbroke Heights Richard Heights	20p for up to 2hrs £1.00 for all day	Monday to Saturday 08:00 to 17:00
No charge	Swan Street	20p for up to 2hrs 50p for up to 4hrs	Monday to Saturday 08:00 to 17:00
No charge	Railway Station	£2.00 for all day	Monday to Saturday 08:00 to 17:00
No charge	Castle Street	No charge	n/a

PROPOSED improvements to car parks;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

Proposed Improvement	Timescale
Entrance signage where necessary identifying its purpose, and remove all unnecessary signage	1 August 2015
Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc.	1 August 2015
Motorbike parking spaces designated in a number of car parks	1 August 2015

Traffic Regulation Orders (TRO) REVIEW

Below is a list of proposed Traffic Regulation Orders that have been considered for charge as part of this process and the timescale for each dependant on their importance;

Location	Description	Implementation timescale	Appendix No
Feather Street	Where possible on a specified area, place 1hr limited waiting bays (one side only) and no waiting 8-5 or DYL everywhere else	Before April 2016	1
Lon y Becws	FCC land though not adopted highway, place no waiting 7am to 7pm on both sides	Before April 2016	2
Bottom of Allt Goch	Continuation of no waiting 7am to 7pm on both sides from junction of Lon y Becws	Before April 2016	2

Other proposals received from Connah's Quay Town Council prior to CPE are currently being considered and placed in to a Matrix for delivery; dependant on importance.

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

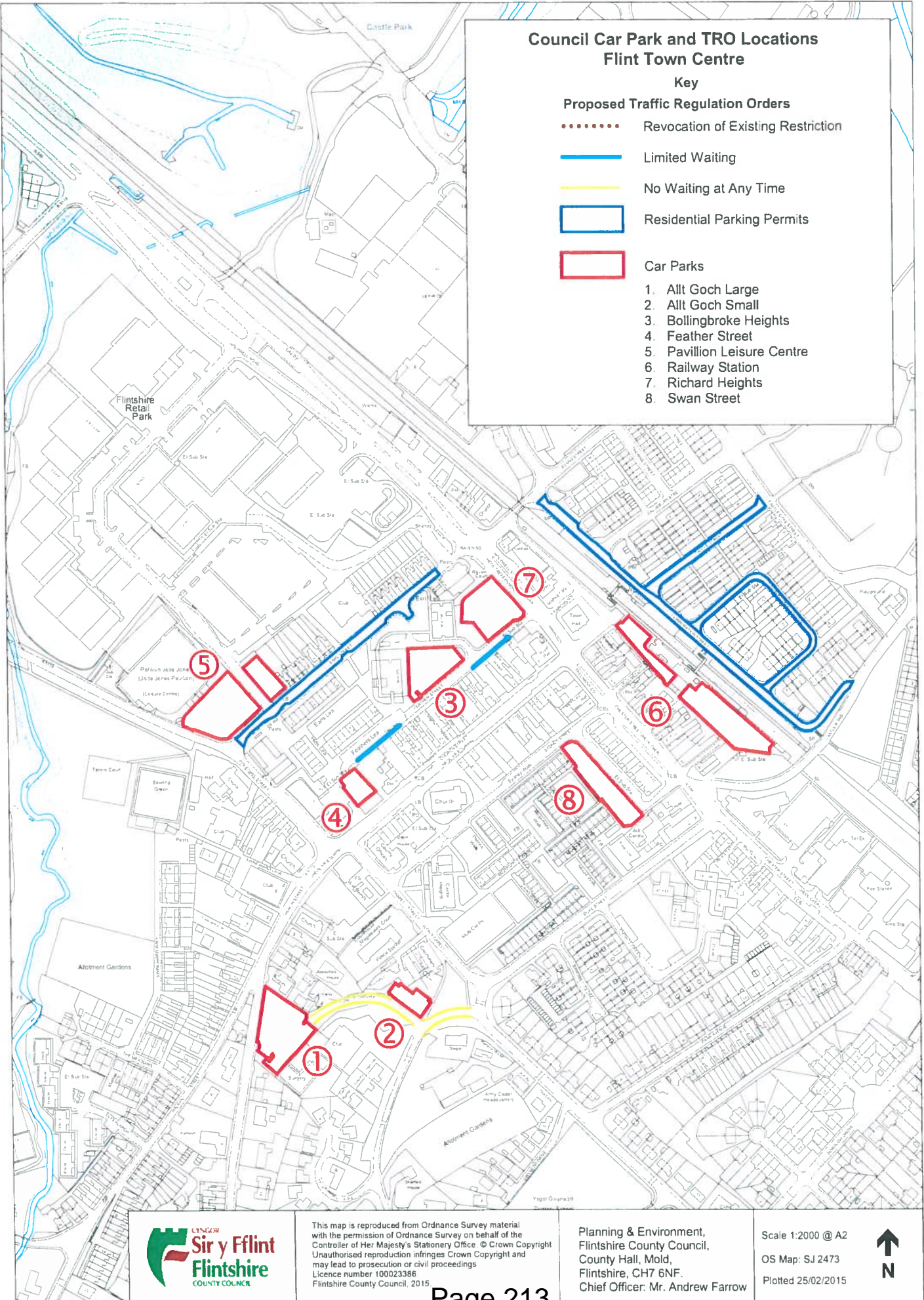
As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

After the pilot scheme has been in place for a minimum six months and the findings fully assessed, the following streets would also be considered for residential parking subject to the required consultations and criteria contained within the policy;

- Earl Street
- Corporation Street
- Castle Street
- New Roskell Square

Priority of delivery throughout the authority will be assessed and considered at the start of 2016.

Policy available on website <http://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf>.



**Council Car Park and TRO Locations
Flint Town Centre**

Key

Proposed Traffic Regulation Orders

- Revocation of Existing Restriction
- Limited Waiting
- No Waiting at Any Time
- ▭ Residential Parking Permits
- ▭ Car Parks

1. Allt Goch Large
2. Allt Goch Small
3. Bollingbroke Heights
4. Feather Street
5. Pavilion Leisure Centre
6. Railway Station
7. Richard Heights
8. Swan Street



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Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr. Andrew Farrow

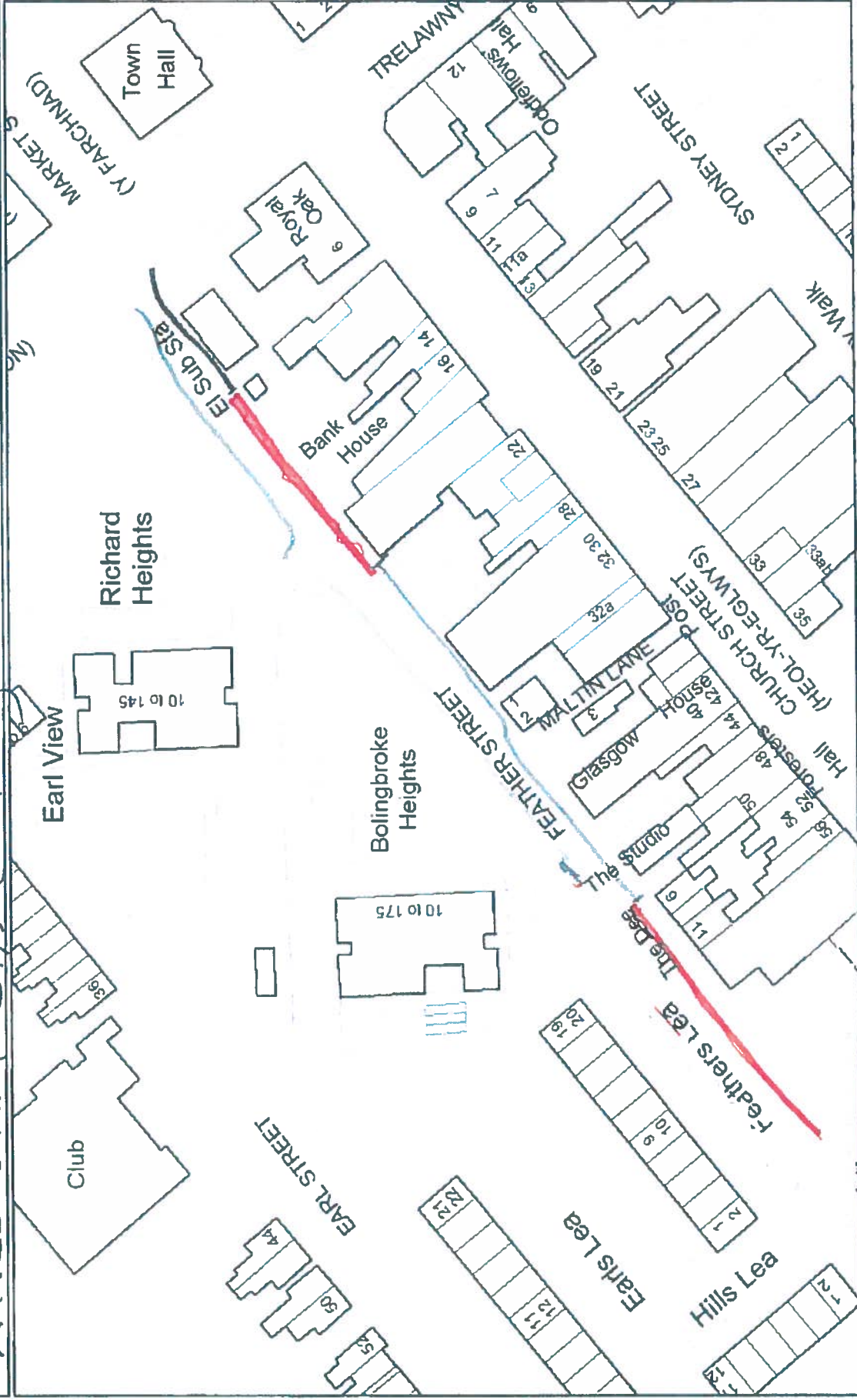
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OS Map: SJ 2473
Plotted 25/02/2015






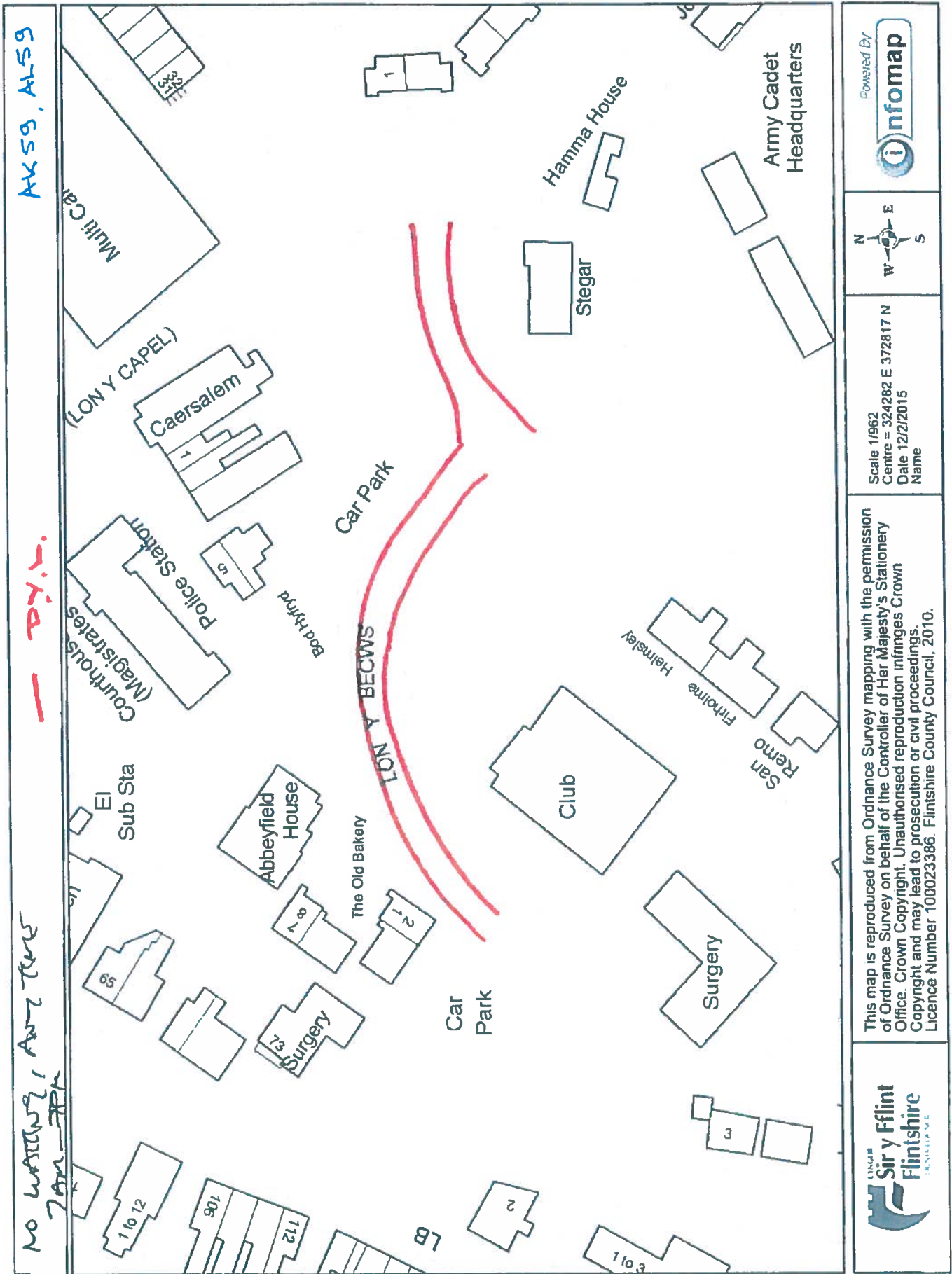
Q - Parking ← was accessed.

AKS8 ALSB
ALS7

LIMITED WATER BAZ - (1 tree)



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No waiting, any time
 7am - 7pm



Scale 1/962
 Centre = 324282 E 372817 N
 Date 12/2/2015
 Name

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Hawarden Parking Strategy 2015



Contents

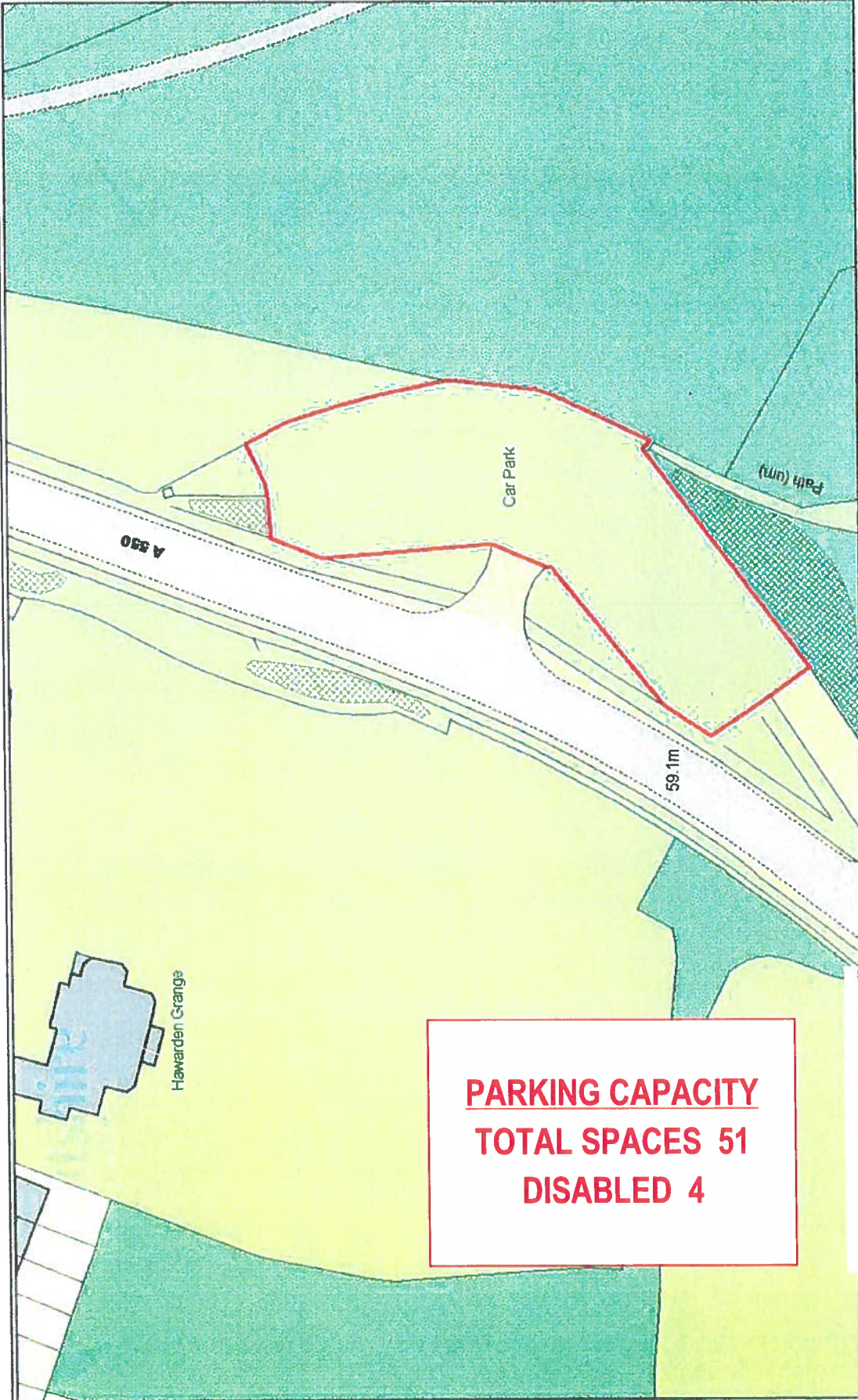
Outline of local strategy	Page 3
Location Plan and Capacity of Tinkersdale Car Park	Page 4
PROPOSED charging tariffs for Pay & Display Car Parks;	Page 5
Proposed Improvements to car park	Page 6
Traffic Regulation Orders (TRO) REVIEW	Page 7
Residential Parking Areas	Page 8
Location Plan of Car Park and proposed TRO's	Page 9

Appendices

Appendix 1 -	Traffic Regulation Order currently with legal (The Highway)
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This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

Tinkersdale, Hawarden



Scale 1/700
Centre = 331523 E 365647 N
Date 25/5/2011
Name

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1

PROPOSED charging tariff

This proposed change to tariff clearly defines the fees applicable for all users;

CURRENT Tariff	Car Parks	NEW Tariff	Hours of Operation
No charge	Tinkersdale	20p for up to 2hrs 50p for up to 4hrs £1.00 All day	Monday to Saturday 08:00 to 17:00

PROPOSED improvements to car park;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car park, the timescales for introduction are also detailed;

Proposed Improvement	Timescale
Pay & Display signage to be erected near the ticket machine, identifying charges, appeals processes, etc.	1 August 2015
Entrance signage where necessary identifying its purpose, and remove all unnecessary signage	1 August 2015

Traffic Regulation Orders (TRO) REVIEW

The following Traffic Regulation Order requests are to be advertised shortly, and subject to objections received arrangements will be made to implement as soon as practical;

Location	Description	Implementation timescale	Appendix No
Outside Hawarden High School	Waiting restrictions to be added	Before December 2015	1

Proposals to amend or implement Traffic Regulation Orders received prior to Civil Parking Enforcement are currently being considered and placed in to a Matrix for delivery; dependant on importance.

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

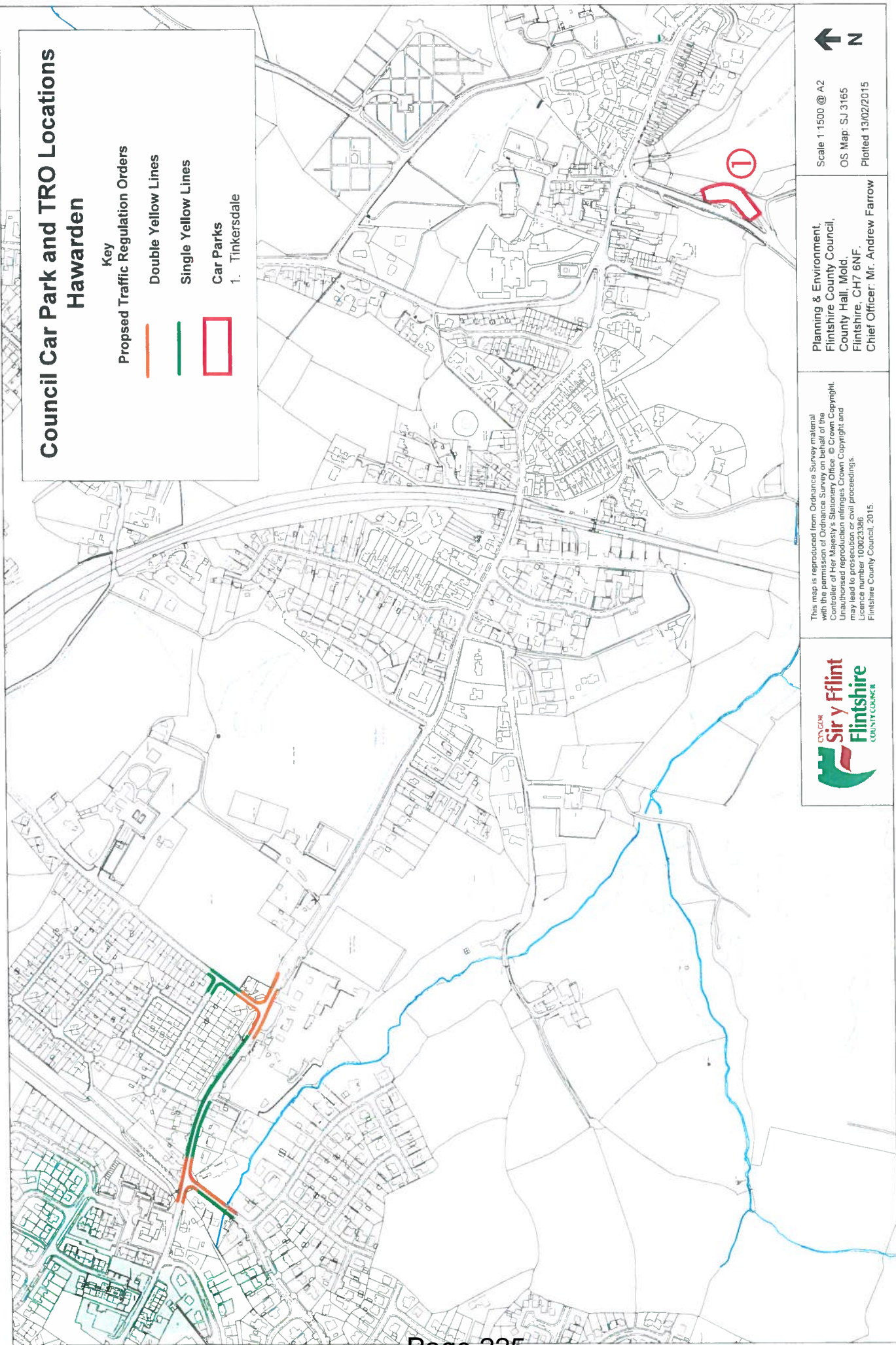
After the pilot scheme has been in place for a minimum six months and the findings fully assessed, additional areas will be considered, subject to local support. Currently it is not considered that residential parking schemes will be required in the immediate vicinity of these sites.

Priority of delivery throughout the authority will be assessed and considered at the start of 2016.

Policy available on website <http://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf>.

Council Car Park and TRO Locations Hawarden

- Key**
- Proposed Traffic Regulation Orders
 - Double Yellow Lines
 - Single Yellow Lines
 - Car Parks
 1. Tinkersdale



Scale 1:1500 @ A2
OS Map: SJ 3165
Plotted 13/02/2015

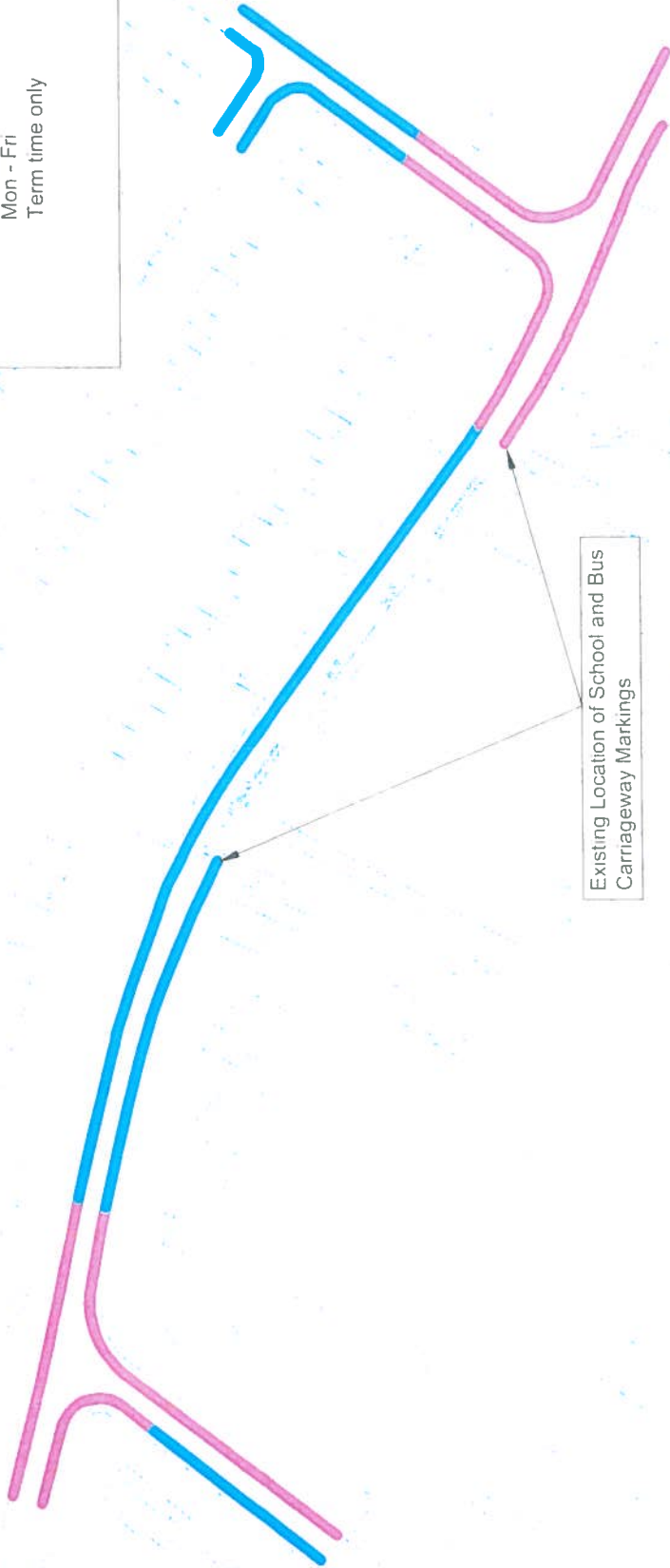
Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr. Andrew Farrow

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	Double Yellow Lines
	Single Yellow Lines, 8.15 - 9.15 14.30 - 16.00 Mon - Fri Term time only



Existing Location of School and Bus
Carrageway Markings

 Mon - Fri 8.15 - 9.15 am 2.30 - 4.00 pm Lun. Gwe 8.15 - 9.15 am 2.30 - 4.00 pm School terms only Tymhorau ysgol yn unig	355mm Proposed No Stopping except buses Sign face to flag No. 639 1B
	150mm 340mm



CARL LONGLAND
 Director of Environment
 C/Arwyddwr yr Amgylchedd
 County Hall, Mold, Cn7 6NF
 Meusdd y Strydyddi, Cn7 6NF

TRAFFIC

MDW	PRELIMINARY	APPROVAL	CONSTRUCTION
GW			
1:1000 @ A3			

BASED UPON VARIOUS ORDINANCE SURVEY MAPS WITH THE PERMISSION OF THE NATIONAL ARCHIVE. THE NATIONAL ARCHIVE REFERENCE NUMBER IS LA 100033 BELL FLINTSHIRE COUNTY COUNCIL COUNTY HALL, MOLD

The Highway
 Hawarden
 Proposed Waiting Restrictions
 (Sheet 1 of 1)

DRAWING NUMBER HT/14/0000 201 P1

FLINTSHIRE COUNTY COUNCIL

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

DATE: **THURSDAY, 19TH MARCH 2015**

REPORT BY: **CHIEF OFFICER (COMMUNITY AND ENTERPRISE)**

SUBJECT: **FLINTSHIRE BUSINESS WEEK 2014 (FBW14)**

1.00 PURPOSE OF REPORT

1.01 To update on key activity and outcomes from Flintshire Business Week 2014 (FBW14).

2.00 BACKGROUND

2.01 Since its inception eight years ago, Flintshire Business Week (FBW) has grown year on year and cemented the business community into a strong body with a platform and voice which ensures that "Flintshire is in Business".

FBW is a true partnership with private, public and third sector business in collaboration with academia. In order to deliver this year's programme, a fundamental review of FBW was needed to reflect a changed economic environment and to reflect the widened ambitions and improvements that all partners wished to see incorporated.

FBW has become a recognised brand to promote local companies, sponsors, collaborators and Flintshire Council to a far wider audience than would be possible through normal networking activities. Both financial and in kind sponsorship provides the resources to achieve the aims and objectives which are agreed through a series of evaluation and consultation events involving stakeholders throughout the whole process.

The event provides the resource to promote the county and businesses as well as cementing partnerships with the North Wales Economic Ambition Board, Mersey Dee Alliance, education institutions and Members of the UK and Welsh Government.

2.02 Improving the FBW Offer

To improve the FBW offer for 2014 the following ambitions were agreed with stakeholders:-

- » Positive promotion for Flintshire as an excellent place to do business and for potential investors
- » Partnership excellence to promote economic and regional priorities
- » Raise the profile of the manufacturing sector to young people regarding career, work experience and apprenticeship opportunities

Performance Indicators

2.03 The following performance measures were set:-

- » Achieve delegate attendance target of 2,575
- » Increase event awareness through increased use of social media
- » Production of a single website to promote FBW seminars; online Flintshire Year Book; Regional Business Exhibition; Flintshire Business Awards
- » Maintain 90% positive delegate evaluation feedback
- » Positive news stories

3.00 CONSIDERATIONS

3.01 Positive Promotion

FBW 2014 was a dedicated Council event positively promoting the public, private and third sectors within the county and wider region. This was achieved through delivery of:-

- FBW seminars – including the regional economy; manufacturing industries; academia; apprenticeships and workforce training;
- Regional Business Exhibition – featuring 60 business stands from across the region to promote networking and trading opportunities;
- Flintshire Business Awards – showcasing Flintshire business excellence and the best in class in ten award categories;
- Development of Flintshire In Business website and Year Book 2014/15;
- Flintshire Industry Awareness 2 day event – raising awareness of the manufacturing sector with school aged students

3.02 Partnership Excellence

The wider regional benefits were incorporated in this year's programme to support the priorities of the Council, NW Economic Ambition Board (EAB), Mersey Dee Alliance (MDA) and incorporating academia at a higher level with industry to promote rapid commercialisation opportunities.

The following regional key themes were identified and incorporated in to this years programme;

- Regional Economy – local and global economics effecting local, national and international trading opportunities
- Destination Management – restoring the region’s reputation as a location for inward investment
- Advanced Manufacturing – using the opportunities represented by North Wales’ high value manufacturing sector and Deeside Enterprise Zone
- Developing partnerships and supply chain opportunities
- Social Enterprise – developing existing networks and showcasing support for new third sector enterprise

3.03 **Industry Awareness: Science Technology Engineering & Maths (STEM) Event**

The two day Industry Awareness Event was sponsored by Welsh Government to introduce 14-19 year olds to experience STEM in action via the various automotive and technological displays and activities within the Rally Service Park at Toyota, Deeside. The event provided direct engagement with manufacturing and technological businesses as well as education establishments exhibiting interactive displays and factory tours. The total number of exhibitors and attendees reached 1427 over the two days.

3.04 **Key Performance Outcomes**

As a result of FBW14 we have:-

- Achieved 2,740 delegate attendance against the corporate target of 2,575
- Increased event awareness through use of social media resulting in a £5k saving on media packages
- Developed a single website to promote FBW activity with 3,148 FBW14 hits
- Recorded 98% positive delegate evaluation feedback against a corporate target of 90%:
- Developed and delivered a highly-regarded quality inclusive programme, delivering a range of events of economic interest to individuals and organisations at a local, regional, national level;
- Produced a high quality Flintshire In Business Year Book that is being used to externally promote Flintshire and the region to local, national and international investors.
- Delivered Flintshire Business Awards and Gala Evening, attended by 200 delegates, to showcase and celebrate business success across 10 award categories which attracted 36 entries.

3.05 **Future Developments**

Feedback from stakeholders has been exceptional with interest already shown for FBW15.

- Rt Hon. Lord Barry Jones confirmed as FBW15 President
- Business Awards and Exhibition Headline Sponsors confirmed
- MDA and NWEAB priorities to be showcased
- HE / FE / Apprenticeships to be showcased
- FBW14 website has been a new development and is now a cost effective approach which can be updated for internal reuse
- Critical assessment from stakeholders has been undertaken to improve 2015 delivery such as:-
 - Exhibition and seminars to be held in the same location;
 - Streamline the programme over three days;
 - Include regional transformational projects;
 - Reintroduce Question Time;
 - Address bilingual challenges within the 2015 Year Book by considering alternative methods of production which will still meet the Corporate Welsh Language Policy

4.00 **RECOMMENDATIONS**

4.01 Committee is asked to note this report and the value of Flintshire Business Week to the successful development of the Flintshire and regional economy.

5.00 **FINANCIAL IMPLICATIONS**

5.01 Both financial and in kind sponsorship provided the resources to deliver FBW14. £55,500 sponsorship was achieved against £51,850 expenditure with seminars free for businesses to attend.

6.00 **ANTI POVERTY IMPACT**

6.01 A growing economy will help to reduce poverty.

7.00 **ENVIRONMENTAL IMPACT**

7.01 None associated directly with this report

8.00 **EQUALITIES IMPACT**

8.01 None associated directly with this report

9.00 **PERSONNEL IMPLICATIONS**

9.01 None associated directly with this report

10.00 CONSULTATION REQUIRED

10.01 None

11.00 CONSULTATION UNDERTAKEN

11.01 FBW public, private and third sector stakeholders and President of FBW.

12.00 APPENDICES

12.01 None

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

None.

Contact Officer: Rachael Byrne
Telephone: 01352 703318
Email: rachael.byrne@flintshire.gov.uk

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FLINTSHIRE COUNTY COUNCIL

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

DATE: **THURSDAY, 19 MARCH 2015**

REPORT BY: **CHIEF OFFICER (COMMUNITY AND ENTERPRISE)**

SUBJECT: **COMMUNITIES FIRST UPDATE**

1.00 PURPOSE OF REPORT

To update Members on the progress made in implementing the Communities First programme in Flintshire.

2.00 BACKGROUND

2.01 The Communities First programme was established by Welsh Government in 2001 to tackle poverty in the most deprived neighbourhoods in Wales. The programme has been reviewed and revised several times by Welsh Government; most recently in 2012 when the programme was substantially restructured and the current cluster based approach developed.

2.02 Flintshire now has two clusters; the West cluster covering parts of Mold, Holywell and Flint and the East cluster in Deeside. Each cluster has a Manager and a staff team to deliver the programme activities which are focused on the three Welsh Government themes of:

1. Learning Communities;
2. Healthy Communities; and
3. Prosperous Communities.

The clusters each cover a population of approximately 9,000 people.

2.03 The funding for the programme has been confirmed by Welsh Government until 31 March 2016. The budget for the programme in Flintshire for 2015/2016 is £676,313.

3.00 CONSIDERATIONS

The main strands of activity for the programme in Flintshire are:

Prosperous communities

3.01 The programme supports six Job Clubs across the two clusters, each of which is held weekly in the Communities First neighbourhoods. The Job Clubs provide unemployed people with help to prepare CVs, undertake job search activities and to find suitable support and learning provision. Since April 2014 544 people have been engaged by the programme and 73 have found employment. New Job Clubs targeting young people not

in employment, education or training have been recently started in Mold and Sealand.

Communities First hosted a Jobs, Skills and Training event in Connah's Quay in September 2014. 572 people attended the event at which employers collectively advertised 700 job opportunities. 87 people found employment as a result of the event. A further event is planned for April 2015.

- 3.02 Flintshire has been selected as a pilot for the Welsh Government LIFT programme, delivered through Communities First. The programme provides a package of actions to reintegrate the long-term unemployed from families living in workless households back into the labour market. The project started in September 2014 and to date 60 people have been registered. Work placements have been secured with local companies to help the participants to gain the work experience needed to gain sustainable employment.
- 3.03 The Enterprise Club was launched by Communities First in November 2012 to support local entrepreneurs who have either established or considering establishing a business. It allows them to access vital business advice from the business community and provides networking opportunities and access to workshops on topics which may assist their development. To date 72 entrepreneurs have enrolled, with 35 new members joining in 2014/15. 21 entrepreneurs have started new businesses since the Club started.
- 3.04 The programme has supported the development of West Flintshire Community Enterprises, a social enterprise based in Holywell. The enterprise has established the Artisans Shop in Holywell High Street, occupying a vacant retail unit and, with Communities First support, has established an arts and crafts outlet which is enabling 50 local producers to display and sell their work. The retail unit also provides work experience opportunities for young people.
- 3.05 The Communities First programme supports financial inclusion projects to help residents to maximise their income. The programme provides financial literacy sessions and 61 individuals have been engaged through this process since April 2014. The programme also supports junior savers clubs to support young people in learning financial skills. 4 clubs have been supported and there are 150 savers enrolled to date. Communities First is working with the Citizens Advice Bureau to provide outreach advice services in the Communities First neighbourhoods.

Learning communities

- 3.06 The programme engages with residents who have not been in formal learning for some time and encourages them to re-engage with learning, often in a community rather than a classroom setting. Learning is accredited wherever possible and covers a very diverse range of subjects including computing, first aid and food safety. Training is

provided by mainstream providers such as Coleg Cambria and WEA Cymru and learners are encouraged to progress into further high level learning once their confidence has been raised.

- 3.07 Science, technology, engineering and mathematics (STEM) workshops with unemployed people and schools have been a priority for the programme due to the importance of the manufacturing sector to Flintshire and the need to encourage new entrants, especially young women. Two schools and 73 individuals have taken part in STEM workshops since April 2014.
- 3.08 New retail and construction academies were established in February 2015. Twenty places have been created and filled for a programme of sector-specific learning for unemployed people. Training includes first aid, health and safety at work, presentation skills, European Computer Driving Licence and customer service (retail academy) and Construction Skills Certification Scheme (construction academy) training.

Healthy communities

- 3.09 The programme works with mainstream health providers to engage with the residents of the Communities First neighbourhoods. Activities to promote healthy lifestyles are held within the communities including fitness sessions and art therapy courses.
- 3.10 Through the Welsh Government Add to Your Life programme older residents have been engaged to signpost them to support services and to reduce isolation.
- 3.11 The Come and Cook initiative, run in partnership with Flying Start, provided parents of young children with accredited learning in food safety and paediatric first aid as part of a six week programme of learning about healthy eating.
- 3.12 The future of the programme beyond March 2016 remains unclear but Welsh Government has indicated that it is likely to continue in some form. Further integration with the Families First and Flying Start programmes is expected and these programmes are already closely linked in Flintshire. Welsh Government, in partnership with the Department for Work and Pensions, is in the process of developing the Communities4Work project which will provide further support to long term unemployed people in Communities First areas by providing employment mentors in each cluster.

4.00 RECOMMENDATIONS

- 4.01 That Members note the progress made in delivering the programme in Flintshire.

5.00 FINANCIAL IMPLICATIONS

5.01 The Communities First programme is 100% funded by the Welsh Government. Management costs incurred by the Council are reclaimed from the programme.

6.00 ANTI POVERTY IMPACT

6.01 The Communities First Programme is responsible for developing policy and practice to mitigate deprivation in Flintshire relating to low household income, unemployment, low levels of skills and educational achievement, and poor health. The programme is undertaking a range of interventions such as local labour market initiatives, community based learning and healthy lifestyle opportunities.

7.00 ENVIRONMENTAL IMPACT

7.01 None.

8.00 EQUALITIES IMPACT

8.01 None.

9.00 PERSONNEL IMPLICATIONS

9.01 All staff employed through the programme will have their contracts extended to meet the 31 March 2016 funding extension.

10.00 CONSULTATION REQUIRED

10.01 None.

11.00 CONSULTATION UNDERTAKEN

11.01 The Communities First programme in Flintshire includes the development of an annual engagement plan, approved by Welsh Government, which sets out how stakeholder feedback is used to inform the development and operation of the programme.

12.00 APPENDICES

None.

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985 BACKGROUND DOCUMENTS

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FLINTSHIRE COUNTY COUNCIL

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

DATE: **THURSDAY 19TH MARCH, 2015**

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 October – December 2014.

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
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.

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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.

Progress Status	Progress RAG	G	Outcome RAG	A
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In the third quarter, 5 out of 17 investment enquiries converted in Flintshire resulting in 221 new jobs and a conversion rate of 30%. Of the 221 new jobs, 215 were created within Deeside Enterprise Zone (DEZ) with 4 businesses investing out of 16 enquiries, resulting in a 25% conversion rate.

Since DEZ started in April 2012, 117 enquiries have been handled; 2,165 new jobs have been reported; 1,946 jobs have been safeguarded with an average enquiry conversion rate of 63%.

Investment at this time of year is expectedly slow due to industry closure during December however the target of 7,000 new and safeguarded jobs 2012 to 2017 is on target to be achieved.

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	30%	N/A	N/A
Number of jobs created and sustained in Flintshire		N/A New Measure	Baseline Year	TBC once baseline established	221 new 0 safeguarded	N/A	N/A
Percentage of enquiries converted to investment in the DEZ		54%	60%	60%	25%	A	G
Number of jobs created and sustained in the DEZ		1234 jobs	1300 jobs	1300 jobs	215 new 0 safeguarded	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	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)			(L)	(I)	(LxI)		
H	H	R	North Wales Advanced Manufacturing Skills & Technology Centre (NWAMSTC) Strategic Business Plan 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	MWAMSTC strategic business plan to be endorsed by the DEZ Board and submitted to Welsh Government Ministers for phase completion approval.	Chief Officer Community & Enterprise	↓	L	L	G	Mar 2015

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

Progress Status	Progress RAG	A	Outcome RAG	A
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The site is in two ownerships, Praxis and Pochin Rosemound Development Limited. 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 to provide consistent advice to both parties in relation to the key strategic requirements for the site. This was approved by the Planning Committee in September 2013.

Welsh Government has engaged contractors and work is currently underway to strengthen the River Dee flood embankment. Negotiations between Welsh Government and both private developers regarding spine road design and development is also progressing.

- 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	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
H	H	R	<p>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.</p> <p>Welsh Government (WG) flood mitigation works commenced Winter 2014</p>	M	M	A	<p>WG Phase 1 spine road development to be completed pending WG finance</p> <p>Utilities, energy and broadband infrastructure to be delivered.</p>	Chief Officer Community & Enterprise	↑	L	L	G	2016

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. Discussions between Welsh Government and landowners regarding infrastructure within the site are progressing well, Welsh Government intend to engage infrastructure designers for Phase 1 and 2 spine roads in January 2015 and submit planning applications in Spring 2015 to commence works. Utilities including broadband to commercial and residential development will be included as development progresses.</p>				
<p>Achievements will be measured through</p> <ul style="list-style-type: none"> ▪ The approval by Welsh Government and implementation of the Infrastructure Business Plan for the DEZ <p>Achievement Milestones for strategy and action plans:</p> <ul style="list-style-type: none"> ▪ The approval by Welsh Government and implementation of a refined Infrastructure Business Plan for the DEZ by Summer 2015. (This was previously Summer 2014). 				

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	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
H	H	R	Developed Northern Gateway Masterplan Identified infrastructure priorities with Welsh Government	M	M	A	Agreement of priorities and release of funds via Welsh Government for flood mitigation works and spine road development. WG working with both private land owners and contractors to ensure target risk is mitigated to allow housing and commercial development to start.	Chief Officer Community & Enterprise	↓	L	L	G	April 2016

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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.

Progress status	Progress RAG	A	Outcome RAG	A
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Progress made in Q3 includes:

- 3 Building Enhancement Scheme projects now completed. 8 being implemented currently.
- Streetscape Improvement Grant scheme concluded. 6 schemes completed. 5 further businesses received support and advice but didn't apply for a grant.
- Buckley Brunswick Road improvements contractors on site currently.
- Wepre Bridge and Cenotaph improvement Connah's Quay out to tender.
- Ash Grove car park, Shotton improvements complete.
- Mold Daniel Owen Square improvements largely complete.
- Holywell streetscape improvements. Phase 1 completed. Phase 2 on site currently.
- Vibrant and Viable Places programme underway across Deeside towns.
(Flint covered separately).

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	2014/15 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	17 grants	A	A

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

Progress status

Progress RAG

G

Outcome RAG

A

Progress has been made in the following areas during Q3:

- Heritage trail due for completion March 2015.
- St Mary's Square improvements out to tender.
- Procurement of developer for new housing underway. Amber outcome RAG in place until developer secured for housing redevelopment.
- Flint House complete.
- Former Police Station and Courthouse site – sale price agreed
- Old Courthouse renovation complete.
- Planning application received for development of 72 unit extra care apartments in town centre.
- Development of primary health care centre proposed.

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.				
Progress status	Progress RAG	G	Outcome RAG	G
<p>All of the projects were physically and financially completed by the end of December 2014. Activity for the early part of 2015 will focus on finalising performance evidence, undertaking the remaining capital asset monitoring visits and submitting project closure reports and final claims to the Welsh Government. A joint event, with the Denbighshire Rural Partnership, to celebrate the success and achievements of the RDP programme in both counties is planned for Spring 2015.</p>				
<p>Achievements will be measured through</p> <ul style="list-style-type: none"> ▪ Delivery and completion of in-year rural development schemes with final outputs including: <ul style="list-style-type: none"> ○ 40 jobs created ○ 40 micro enterprises created ○ 35 village renewal projects supported ○ 21 community facilities sustained ○ improved visitor facilities created in Talacre / Gronant 				
<p>Achievement Milestones for strategy and action plans:</p> <ul style="list-style-type: none"> ▪ Improved visitor facilities created in Talacre / Gronant in by 31 March 2015 				

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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	57.19	G	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	58	G	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	32	A	G
21 community facilities sustained through the delivery and completion of the in-year rural development schemes		12 communi ty facilities	21 communi ty facilities	N/A	28	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	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
H	H	R	<p>ERDF project currently being delivered – June 2015 end date.</p> <p>RDP programme currently being managed – June 2015 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.</p> <p>Continue close involvement in development of European structural fund programmes. Priorities now set and Flintshire has fed into regional prioritisation. Work is underway to develop regional and local projects.</p> <p>Explore a wider range of external funding opportunities.</p>	Chief Officer Community and Enterprise	↔	L	M	G	June 15

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	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
H	H	R	<p>RDP projects concluded Dec 14, programme close down process underway until June 2015. ERDF project due to conclude June 2015.</p> <p>External funding support undertaken by portfolio finance team.</p> <p>Management costs for externally funded programmes to be recharged to funding body wherever possible.</p>	M	H	R	<p>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	June 15

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 Enterprise Fund.

Progress status	Progress RAG	G	Outcome RAG	G
------------------------	---------------------	----------	--------------------	----------

We have provided support to local social entrepreneurs to establish a social enterprise and will have a gymnasium, training and dyslexia support organisation and a mental health support businesses operating in Flintshire as a social enterprises very soon. We have met the target agreed for this outcome for the financial year 2014 – 2015.

We have more than 100 Twitter followers and have agreed a social media strategy and plan for social enterprise support.

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	5 Social Enterprises	G	G

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 (L)	Impact (I)	Gross Score (LxI)		Likelihood (L)	Impact (I)	Gross Score (LxI)				Likelihood (L)	Impact (I)	Gross Score (LxI)	Target Date
M	M	A	<p>Fixed term post – ends in April 2015.</p> <p>Grant pot of more than £30K remains in place and will be publicised to potential businesses.</p>	M	M	A	<p>The project manager will continue to work with partners both internally and externally to ensure that officers of the Council and partner organisations are prepared to deliver on the social enterprise agenda.</p> <p>“Business cases” to assess viability of alternative forms of delivery will be assessed by COT.</p>	Chief Officer – Social Services	↔	L	L	G	Mar 2015

2. Develop effective support for social enterprises

Progress status	Progress RAG	A	Outcome RAG	A
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The project manager has developed a network of social enterprise support across North Wales teaming up with counterparts from the other five local authorities and potential support agencies.

This network is now considering support that can be provided at a local authority level and are in the process of developing and securing support for social enterprise throughout north Wales.

So far more than 30 enterprises or potential enterprises have received support from the network of support agencies that provide enterprise support.

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.

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	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	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
M	M	A	<p>The project manager is working with a client book of 6 potential social enterprise in order to provide skills and support to operate and trade as a social enterprise.</p> <p>Awareness raising about the support available is being publicised through Twitter and existing social enterprise and community networks.</p> <p>A conference was held for October led by Social Firms Wales and Wales Co-operative. These are Welsh government's contractors for advice, improving capacity and development of social enterprise as well as providing their own private services.</p>	L	L	G	<p>As with the last quarter The board and its working groups are delivering workshops with the internal services, particularly social care and inclusion services.</p> <p>Further actions planned include alternative delivery models for supported employment and the Flintshire crèche</p> <p>A Further conference will be held in March 2015</p>	Chief Officer – Social Services	↔	L	L	G	Mar 2015

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

Progress status	Progress RAG	A	Outcome RAG	A
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Development work is continuing to support the transition of public services into social enterprise (Flintshire Crèche, Supported Employment, and Flintshire Counselling) to meet the Council's priorities.

Each of the projects has been through the idea phase within the FCC alternative Model framework and is being prepared to be tested through a feasibility phase with a view to delivering.

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	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
M	M	A	<p>No specific business support programme for social enterprise in place however there is a good provision of general business support in Flintshire.</p> <p>Cadwyn Clwyd is in place which will ensure business support for social enterprise in Flintshire and North East Wales is in place.</p> <p>Conference for social enterprise in Flintshire was held in October as part of Flintshire Business Week to promote good practice.</p>	M	M	A	<p>Conference will be held in March of 2015, partly as a "Meet the Buyer" event.</p>	Chief Officer – Social Services	↔	L	L	G	March 2015

APPENDIX 4

Priority: Safe Communities
Sub-Priority: Traffic and Road Management
Impact: Improving road safety

What we said we would do in 2014/15:

1. Complete implementation of the final phase of our 20mph zones outside schools.

Progress Status	Progress RAG	G	Outcome RAG	G
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All completed bar one school where the speed limit on the road is 40mph

Achievement will be measured through:

- Implementation of 65 schemes of 20mph advisory zones

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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)	28 Schools (Q3)	G	G

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

Likelihood	Impact	Gross Score	Current Actions / Arrangements in place to control the risk	Likelihood	Impact	Gross Score	Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Likelihood	Impact	Gross Score	Target Date
M	H	R	<p>Consultation Process complete for all three schemes.</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> <p>Implement a programme of 20mph zones around schools</p> <p>Assessment of road safety schemes and the</p>	L	M	G	<p>Manage public confidence in terms of expectation and perception of collision cluster sites and problem areas.</p> <p>Alignment of schemes in line with findings of speed limit review.</p> <p>Monitor effectiveness of schemes through data analysis of accident statistics.</p>	Chief Officer Streetscene and Transportation	↓	L	M	G	Sept '14

2. Maintain the Council's road infrastructure to improve road safety.

Progress Status	Progress RAG	G	Outcome RAG	G
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Street lighting improvements continue as reported at Q2.

The performance has fallen due to the high number of reported faults and sickness levels within the service during Q3. It is expected that the service will achieve the performance standard in Q4.

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

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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	4.5 days	A	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
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Following a bid to Welsh Government for funding, four safety schemes were approved for implementation as follows :

- 1) A5151 Trelawnyd – junction improvement works (90% complete)
- 2) B5441 Queensferry to Garden City – provide safe facilities for cyclists and pedestrians along the route and achieve a reduction in traffic speeds (75% complete)
- 3) B5125 Ewloe to Hawarden - provide safe facilities for cyclists and pedestrians along the route and achieve a reduction in traffic speeds (90% complete)

All 3 schemes are currently being prepared for tender following completion of scheme design

- 4) High Street Bagillt – implementation of physical traffic calming measures. Formal advertisement of the scheme is underway and the scheme is currently being prepared for tender. (90% complete)

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. Feedback from the formal consultation and objection consideration has informed the final design of the schemes.

Achievement will be measured through:

- Completion of road safety schemes

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%	85%	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	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
H	H	R	<p>Follow WG criteria for implementing road safety schemes around collision cluster sites, safe routes to school and known problem areas in terms of speeding.</p> <p>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.</p>	M	M	A	Continue to use successful bid model to inform future submissions	Chief Officer – Streetscene and Transportation	↔	M	M	A	Jun '14

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

Progress Status	Progress RAG	A	Outcome RAG	G
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The Local Transport (LTF) funded Broughton to Saltney cycle way is currently on site. Works started on the 19/01/2015 and will be completed within 6 to 7 weeks. On completion the installation of 3 additional counters will be installed.

Feasibility studies have now been completed on the Deeside Industrial Park Zone 3/4 and Airbus to Sandycroft cycle ways for future potential funding.

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	2 projects	A	G

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

Progress Status	Progress RAG	G	Outcome RAG	G
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The resurfacing programme which commenced in June 2014 is now 73% complete

It is proposed to remove the measure in relation to inspections to identify overrunning street works. Given the current staffing levels in the team priority has been to concentrate on the inspections to ensure quality of reinstatements therefore reducing the number of revisits by contractors to defective works thereby minimising disruption to journey times. This proactive approach has also meant that there were no overruns in Q3.

Achievement will be measured through:

- Condition of the highway's infrastructure
- Inspections to identify overrunning streetworks
- Inspections of street works while works are being undertaken

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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
Inspections to identify overrunning streetworks		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		10%	12%	12%	12%	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

Progress Status	Progress RAG	G	Outcome RAG	G
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Broughton to Saltney cycleway works commenced 19/01/2015

The mapping for the Active Travel Bill has completed by SusTrans and will be presented to FCC in February 2015

The footpath resurfacing programme will consist of 7 schemes the first of which started in December 2014. This is due to compete week commencing 2nd February 2015 and will bring overall completion of the programme to 45%.

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

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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	95,705 users (Q3)	G	G

4. Seek approval from Welsh Government for the Deeside Infrastructure Business Plan and implement its proposals			
Progress Status	Progress RAG	A	Outcome RAG
<p>The site is in two ownerships, Praxis and Pochin Rosemound Development Limited. 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 to provide consistent advice to both parties in relation to the key strategic requirements for the site. This was approved by the Planning Committee in September 2013.</p> <p>Welsh Government has engaged contractors and work is currently underway to strengthen the River Dee flood embankment. Negotiations between Welsh Government and both private developers regarding spine road design and development is also progressing.</p> <p>Achievement will be measured through:</p> <ul style="list-style-type: none"> 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 <p>Achievement Milestones for strategy and action plans:</p> <ul style="list-style-type: none"> 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	A	Outcome RAG	G
<p>The Taith Board continues to meet as a fully constituted forum with full delegated authority for transport matters on behalf of the six North Wales authorities. The Board continues to meet to monitor four key activity areas on behalf of the partner authorities :</p> <ul style="list-style-type: none"> • Close down of the 13-14 Taith Programme (completed) • Public and Community transport • Development of a Regional Transport Plan • Transforming Transport Project <p>The Ministerial Task Force produced a report in December 2014 providing options on the future of transport delivery for the region including the future of the Taith Board. A special meeting of the Board is arranged for February 2015 to discuss the recommendations within the report and to make decision on the future direction for the Taith Board.</p> <p>A draft of the Regional Transport Plan has been produced by Gwynedd County Council with input from all six local authorities. The document commenced a consultation period which ends on 5th January 2015.</p> <p>Regional Policy agreed for Disclosure Barring Service checks (formerly CRB) for bus drivers and awaiting final approval.</p>				
<p>Achievement will be measured through:</p> <ul style="list-style-type: none"> ▪ Development of the Regional Transport Plan/Local Transport Plan by March 2015 ▪ Developing proposals to enable the implementation of the Regional Bus Strategy by March 2015 <p>Achievement Milestones for strategy and action plans:</p> <ul style="list-style-type: none"> ▪ Development of the Regional Transport Plan/Local Transport Plan by March 2015 ▪ Developing proposals to enable the implementation of the Regional Bus Strategy by March 2015 ▪ 				

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
Currently being reviewed as part of the business planning process.				
Achievement will be measured through: <ul style="list-style-type: none"> Scale and take-up of bus passenger numbers 				

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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%	78.19%	G	G
Number of passengers on Deeside Shuttle		63,500 passengers	64,000 Passengers	64,000 Passengers	76,888 Passengers	G	G

Over 60 concessionary passes in circulation as of 30.09.2014 – 30,706

Figures above take into account National Fraud Initiative (NFI) Data Matching Exercise to identify deceased pass holders

Risks to be managed: –

Securing funding to ensure our highways infrastructure remains safe and capable of supporting economic growth

Ensuring that the county's infrastructure is adequate to support 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	Target Date
(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, and WG funding	M	M	A	Loss of WG PBI funding will have an impact on road condition (Amber) Robust management and targeting of funding through HAMP, active travel and general transport improvements	Chief Officer Streetscene and Transportation	↔	M	M	A	Sept '14

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	Target Date
(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>Report to be produced by end of November to go to Cadwyn Clwyd Board in December which will outline results and findings of the consultation with the rural communities of Flintshire and make recommendations for potential initiatives and pilot schemes identified to</p>	L	L	G	<p>Report went to Cadwyn Clwyd Board in November and findings will be taken forward as part of the Local Transport Plan. There will be a gap between the final report and the new funding being available.</p> <p>Continue to monitor subsidised bus services in terms of the policy – 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	Jan 2015

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	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
H	H	R	<p>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</p> <p>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</p>	M	M	A	<p>Ministerial Task Force reported in December 2014 providing options on the future of transport delivery for the region including the future of the Taith Board. A special meeting of the Board is arranged for February 2015 to discuss the recommendations within the report and to make decision on the future direction for the Taith Board.</p>	Chief Officer Streetscene and Transportation	↔	M	M	A	Jan 2015

Page 277		<p>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</p> <p>Each of the Local Authorities is responsible for monitoring its own expenditure in support of transport services under the BSSG scheme.</p>		<p>2014-2015 is a transitional year for bus funding in Wales and it is not known what will replace it and what the likely level of funding will be.</p> <p>Streetscene and Transportation restructure will give more opportunity for building in resourcing resilience and contingency planning.</p>					

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	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
H	H	R	<p>Subsidised bus service initial review completed and policy in place to determine which bus services should continue to be supported in 2014-2015.</p> <p>Continue to monitor subsidised bus services in terms of the policy 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>	M	M	A	<p>Explore alternative funding sources, e.g. Cadwyn Clwyd. RDP Funding will be available from June 2015 as part of a competitive bidding process with match funding required from FCC</p> <p>Non-conventional transports such as Community Transport, Taxibus services, Demand Responsive Transport will be considered and developed as part of the bidding process and business planning process</p> <p>Local Transport Plan will also inform future delivery</p>	Chief Officer Streetscene and Transportation	↑	M	M	A	Jan 2015

APPENDIX 6

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.

Progress Status	Progress RAG	G	Outcome RAG	G
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Following return from maternity leave and staff changes at Carbon Trust, the draft delivery plan for schools energy efficiency is being finalised. We will continue to check accuracy of real time metering to the 11 Pilot schools, but still addressing on going I.T issues. When I.T issues are resolved a competition will be run between the schools to challenge them to further reduce their energy use. We will encourage schools who have not accessed the e learning module through Moodle to do so.

The collective energy switching scheme “Cyd Cymru” has been approved by Cabinet, which gives Flintshire C.C partner status and allows us to widely publicise the scheme to all Flintshire residents. Energy efficiency advice is provided as part of the guidance to potential “switchers” along with help through the switching process.

We continue to work with colleagues in Housing as part of the Domestic Energy Efficiency Project to develop new funding bids, ensure technical compliance, and maximise external income to domestic energy efficiency projects. A diverse range of funding has been secured, and the first domestic RHI registrations, ECO funding claims and Green Deal Home Improvement Vouchers are being claimed this quarter. For further information, PIs for that project are reported separately under the Improvement Priority Protecting People from Poverty, Fuel Poverty subheading.

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

Progress Status

Progress RAG

G

Outcome RAG

G

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

Recycling

Reported recycling figures have increased in the first 9 months of this year when compared to 2013/14 with the current rate at 54%. Landfill waste is also down on this time last year by 400 tonnes. With 42% of municipal waste currently being sent to landfill. Recycling rates have increased at the Council's HRC's from 2013/14 year end of 54% to 58% (Q1) and 62% (Q2) although there has been a seasonal decrease in Q3 to 50%, this still gives an aggregate improvement to 57%. This has been achieved partly through the on going monitoring of the van restrictions, limited to 2 sites, which allows those sites where vans can be received to engage with the public to facilitate and encourage recycling of the waste.

The Recycling team have also carried out door knocking campaigns in areas of low participation specifically to increase food waste and provide containers to residents if they require them.

Rebranding of the signs at Greenfield HRC to improve public use of the facilities.

Work being finalised for new Sandycroft HRC site, which is due to open in January 2015.

Carbon Reduction Commitment

No update specifically on CRC as this is an annual return, however the energy consumption figures to date (to end of December) compared to those to Q3 in 2013, are as follows:

Electricity down by 9%, Natural Gas down by 19%, LPG down 68% Oil down by 44%. Whilst the Electricity and Natural gas figures are robust and reflect the mildness of 2014 as a whole, as well as the mitigation actions completed, the LPG and Oil figures are not robust due to the seasonality of the procurement of these fuels, and a question mark on whether all deliveries are submitted to the Monitoring and targeting system by the sites concerned. As a consequence, the Energy Unit are about to install LPG meters to resolve this issue and improve accuracy. However a year end statement should be available from our LPG suppliers for Q4, to correct any errors in reporting during this quarter.

Renewable Energy & Retrofit schemes

The Photo Voltaic scheme referenced in Q2 return at Abermorddu C.P. school has been completed, though a delay has occurred for the installation at Flint High School because of an Estyn inspection coinciding with the planned installation date. This work has now been re programmed and should be completed within the next month.

Domestic Energy Efficiency Project

A further 224 social and private properties were improved directly this quarter, bringing the total so far this year to 517 homes with an estimated 15,151 lifetime tonnes of carbon saved and over £155k in energy bill savings. Gas connections, external wall insulation, continued in public and private sector properties, and council properties in areas where mains gas is not available continued to benefit from installation of air source heat pumps and PV panels. For further information, PIs for that project are reported separately under the Fuel Poverty subheading.

Lighting

All lighting schemes identified in Q2 report have been completed.

Fleet

Monitoring the fuel consumption of our fleet is on-going with Year-to-date litres figures available to set next year's baseline.

The programme of Vehicle replacement is nearing completion with consultation being undertaken on delivering a single contract for the provision of all County vehicles with in 2015.

Current Fleet make Up :

- 267 Hires

of which:

- 232 BurntTree Hires Light Goods Vehicles
- 35 Specialist Equipment or Plant

Average Hired Fleet Age of 1.8 years

150 Owned Fleet Vehicles remaining – Average age 6.29 years

(Current fleet figures include vehicles imminently due for Lease return)

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.

This programme is driving down the fleet age and improving emissions and efficiency (as set out in the EU Euro Standards table).

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)
Diesel							
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

Street lighting

Work continues as reported at Q2

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 Measure	N/A	N/A
Investment in renewable energy schemes		£300k	£100k	TBC subject to budget setting	£100k	G	A
Monitoring the fuel consumption of our fleet (litres)	Chief Officer – Transport & Streetscene	N/A New Measure	Baseline Year	TBC once baseline established	3,001.83 litres of unleaded 300,059.05 litres of diesel	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	1.85%	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%	54%	G	G

Risk 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	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
H	H	R	<p>R1. Promote and raise awareness of the benefits of recycling with the public Key action campaigns to improve quality and quantity of materials through collections.</p> <p>R2. Increase the level, efficiency and ease of collection systems for the public and specific material campaigns to target materials with low capture rates and improve the quality of the materials.</p>	L	M	G	<p>R1. Target primary schools with the awareness road-shows funded through tidy towns grant. Target Trade premises and low participation areas not currently recycling food waste.</p> <p>R.2 Improve the meet and greet system at the HRC to improve understanding of the recycling streams at the site. Review container types to maximise capacity and improve</p>	<p>Chief Officer Environment and Planning</p> <p>Chief Officer Streetscene and Transportation</p>	↔	L	L	G	Jan 2015

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	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
			<p>F2. Currently working through a programme of fitting Tracker Systems to all Fleet vehicles across the authority.</p> <p>F3. Drivers Handbook Extract on Economic Driving including explanation of Fuel Consumption provided to workforce. 181 Trackers are now fitted to Fleet vehicles.</p> <p>F4. Transportation and Logistics operations currently being reviewed. The results will shape how</p>				<p>collection times.</p> <p>F2 We are currently consulting on a Vehicle Management System Policy (which is an expansion on the originally perceived Vehicle Tracking Policy), which will be weighted towards driving efficiencies out of operations and fleet ownership.</p> <p>F3.The next phase of Driver Training is being considered, and module content and delivery will be an influential factor.</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	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
			<p>vehicles across the authority will be specified, procured, and utilized. Whilst considering alternative fuel options, and pool cars availability.</p> <p>E1 Continue to promote energy awareness programmes and the positive contribution low cost no cost action can have on the council's energy costs.</p> <p>E2. Interaction and engagement with staff and energy champions to promote and raise awareness of energy conservation initiatives.</p>				<p>F4. All new vehicle requests continue to be challenged by fleet services during the review.</p> <p>E1/E2 The team have been going through a period of transition with one member recently returned from maternity leave and the retirement of other members. This had resulted in a decrease in awareness promotion due to other priorities. Work will now be reprioritised in these areas with reengagement with energy champions and</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	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
							refresh of the awareness raising campaigns						

3. Encourage public utilisation of recycling facilities and services

Progress Status

Progress RAG

A

Outcome RAG

G

Reported recycling figures have increased in the first 9 months of this year when compared to 2013/14 with the current rate at 54%. Landfill waste is also down on this time last year by 402 tonnes. With 42% of municipal waste currently being sent to landfill (13/14 outturn 41.57%)

Recycling rates have increased at the Council's HRC's from 58% to 62% for Quarters 1 and 2 with a seasonal decrease to 50% in Q3 (average to date 56.6%). This has been achieved partly through the on going monitoring of the van restrictions, limited to 2 sites, which allows those sites where vans can be received to engage with the public to facilitate and encourage recycling of the waste.

The Recycling team have also carried out door knocking campaigns in areas of low participation specifically to increase food waste and provide containers to residents if they require them.

Rebranding of the signs at Greenfield HRC to improve public use of the facilities.

Achievement will be measured through:

- Improved 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
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%	50%	G	G

Risk 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 (L)	Impact (I)	Gross Score (Lxi)		Likelihood (L)	Impact (I)	Gross Score (Lxi)				Likelihood (L)	Impact (I)	Gross Score (Lxi)	Target Date
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	L	M	G	Working with APSE and other partners to potentially develop large scale energy schemes, that will contribute to the County's Energy needs, and revenue income	Chief Officer, Planning and Environment & Chief Officer Streetscene & Transportation	↑	M	M	A	Sep 2014

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Risk 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	Target Date
(L)	(I)	(Lxl)		(L)	(I)	(Lxl)			(L)	(I)	(Lxl)		
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	M	A	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. Apply the Technical Environmental Economic Practical to all collection services that do not follow Welsh Government recommended blueprint delivery	Chief Officer, Planning and Environment & Chief Officer Streetscene & Transportation	↔	L	L	G	2018/19

Risk 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	Target Date
(L)	(I)	(Lxl)		(L)	(I)	(Lxl)			(L)	(I)	(Lxl)		
H	H	R	<p>Continue to invest in energy saving schemes. Currently Flintshire have installed 350 new lanterns including over 300 dimming units and over 500 new trimming photocells.</p> <p>Investigation into part night switching in 2 locations which will reduce carbon and energy usage whilst supporting extra benefits such as dark nights at sky. Both areas conflict with the current policy so are unable to be installed.</p> <p>On going replacement of old sign and bollard technologies</p>	M	M	A	<p>Further 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>Replace old photocells with new trimming photocells which switch on and off earlier and reduce the hours of operation by 20</p>	<p>Chief Officer, Planning and Environment & Chief Officer Streetscene & Transportation</p>	↑	L	L	G	Apr '15

			<p>(to LED). Within Q1 Flintshire have replaced 27 units.</p> <p>Continue to Dim 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>Continue to Replace old signs and bollards to LED which reduce operational visits to units and to reduce the level of energy usage</p>			<p>hours per unit per year.</p> <p>Continue in the installation of dimming units as per the street lighting policy.</p> <p>Investigation and installation on a trial basis of LED lighting.</p>						
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4. Encourage residents and employees to use more sustainable forms of transport.

Progress Status	Progress RAG	G	Outcome RAG	G
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The Local Transport (LTF) funded Broughton to Saltney cycle way is currently on site. Works started on the 19/01/2015 and will be completed within 6 to 7 weeks. On completion the installation of 3 additional counters will be installed.

Feasibility studies have now been completed on the DIP Zone 3/4 and Airbus to Sandycroft cycle ways for future potential funding.

Achievement will be measured through:

- Increased 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
IPE1M7 - Number of users on the cycleway networks evidenced through counter data	Chief Officer – Transport & Streetscene	82,500 users	120,000 users	150,000 users	95,705 users (Q3)	G	G

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FLINTSHIRE COUNTY COUNCIL

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

DATE: **THURSDAY 19TH MARCH, 2015**

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 for 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

5.01 None as a result of this report.

6.00 ANTI POVERTY IMPACT

6.01 None as a result of this report.

7.00 ENVIRONMENTAL IMPACT

7.01 None as a result of this report.

8.00 EQUALITIES IMPACT

8.01 None as a result of this report.

9.00 PERSONNEL IMPLICATIONS

9.01 None as a result of this report.

10.00 CONSULTATION REQUIRED

10.01 N/A.

11.00 CONSULTATION UNDERTAKEN

11.01 Publication of this report constitutes consultation.

12.00 APPENDICES

12.01 Appendix 1 – Forward Work Programme

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

None.

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ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Draft Forward Work Programme

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/ Contact Officer	Submission Deadline
31 st March 2015 10.00 am	Site Visit HRC Sandycroft				
24 March	Invitation to Housing O & S Committee	Viable and Vibrant Communities			
Thursday 23 April 2015 10.00 a.m.	Bus Subsidy Review and Demand Responsive Transport Draft Improvement Plan 2015/16	1. To advise Scrutiny of the proposed policy for bus subsidies 2. To confirm revised proposals for demand responsive transport 3. To confirm operation of the ITU. To consider the draft Improvement Plan prior to consideration at Cabinet	Update report /policy review Policy Review Policy Review	Chief Officer Streetscene and Transportation Chief Officer Streetscene & Transportation	
Thursday 4 June 2015 10.00 a.m.	2014/15 Year End reporting and Data Submission Review of Winter Maintenance	To enable Members to fulfil their scrutiny role in relation to performance monitoring. To undertake a 2 yearly review of the Winter Maintenance Policy	Performance Monitoring	Facilitator 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
	Highways Asset Management Planning and Local Subsidence Scheme	To review the HAMP document approved in 2012 and identify sites within the County experiencing subsidence issues.	Policy Review	Chief Officer Streetscene & Transportation	
15 July 2015 10.00 a.m.	Streetscene - Next Steps	To review the Streetscene standards (including drain cleaning policy, weeding policy, cycle path maintenance, fly tipping, recycling of tetrapak etc.	Policy Review	Chief Officer Streetscene & Transportation	

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ITEMS TO BE SCHEDULED as agreed by Committee

Item	Purpose of Report/Session	Responsible / Contact Officer
Agriculture	How Flintshire support the sustainability of agriculture in the County.	Chief Officer
Update on Flood Alleviation Scheme	Request from Cllr Nancy Matthews	Chief Officer Planning & Environment
Pilot Resident Parking Scheme	Update report on completion of pilot	Chief Officer Streetscene & Transportation

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Item	Purpose of Report/Session	Responsible / Contact Officer
Renewable energy	Request from Cllr Paul Shotton	To be confirmed
Social Enterprises	Request from Cllr Carolyn Thomas	To be confirmed

Community Asset Transfer – Member Workshop (In conjunction with Corporate Resources)

REGULAR ITEMS

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

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