

Public Document Pack

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



To:

Councillors: Haydn Bateman, Ron Davies,
Glenys Diskin, Chris Dolphin, David Evans,
Veronica Gay, Cindy Hinds, Ray Hughes,
Hilary Isherwood, Joe Johnson, Colin Legg,
Brian Lloyd, Nancy Matthews, Ann Minshull and
Paul Shotton

CS/NG

29 May 2015

Tracy Waters 01352 702331

Dear Sir / Madam

A meeting of the **ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE** will be held in the **DELYN COMMITTEE ROOM, COUNTY HALL, MOLD CH7 6NA** on **THURSDAY, 4TH JUNE, 2015** at **10.00 AM** to consider the following items.

Yours faithfully

Democracy & Governance Manager

AGENDA

1 **APPOINTMENT OF CHAIR**

To appoint a Chair for the Committee.

2 **APOLOGIES**

3 **DECLARATIONS OF INTEREST (INCLUDING WHIPPING DECLARATIONS)**

4 **MINUTES** (Pages 3 - 14)

To confirm as a correct record the minutes of the meetings held on 15 April 2015 and 22 April 2015.

- 5 **TERMS OF REFERENCE OF THE COMMITTEE** (Pages 15 - 24)
Report of Environment and Social Care Overview and Scrutiny Facilitator enclosed.

- 6 **HIGHWAYS ASSET MANAGEMENT PLANNING (HAMP) AND LOCAL SUBSIDENCE SCHEMES** (Pages 25 - 62)
Report of Chief Officer (Streetscene and Transportation) enclosed.

- 7 **SPEED LIMIT REVIEW** (Pages 63 - 68)
Report of Chief Officer (Streetscene and Transportation) enclosed.

- 8 **FORWARD WORK PROGRAMME** (Pages 69 - 74)
Report of Environment and Social Care Overview and Scrutiny Facilitator enclosed.

ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE **15 APRIL 2015**

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, 15 April 2015

PRESENT: Councillor Hilary Isherwood (Chair)

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

SUBSTITUTE: Councillor Mike Peers (for Veronica Gay)

ALSO PRESENT: Councillors: Marion Bateman, Helen Brown, Derek Butler, Clive Carver, Dennis Hutchinson, Kevin Jones and Aaron Shotton

CONTRIBUTORS: Deputy Leader & Cabinet Member for Environment, Chief Officer (Streetscene & Transportation), Parking Manager and Finance Manager (Streetscene & Transportation)

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

50. DECLARATIONS OF INTEREST

During discussion on Agenda Item 3, Councillor Joe Johnson declared a personal interest as a Flintshire private hire licence holder.

51. FLINTSHIRE COUNTY COUNCIL'S CAR PARKING STRATEGY

The Chief Officer (Streetscene & Transportation) introduced a report to seek recommendations from the Committee to Cabinet to approve the Council's Car Parking Strategy and to introduce parking charges at all viable town centre car parks within the Council's ownership. A recommendation was also sought for Cabinet to approve the introduction of a workplace and visitor parking permit scheme at specific Council office facilities and the level of charge for the issue of residents' parking permits associated with local residents' parking schemes. A revised copy of the proposed charging bands had been made available in advance of the meeting.

The Chief Officer explained that following deferment of the item at the previous meeting, consideration had been given to the queries and concerns raised by Members, together with the feedback received from the consultation exercise. As a consequence, a number of changes had been made to the report, a copy of which would be submitted to the next Cabinet meeting, with a verbal update detailing comments raised at this meeting. The Chief Officer went on to highlight the main areas of change and enforcement arrangements, as set out in Section 3 of the report, and explained that the

removal of charges for Caergwrle and Hawarden would reduce income levels by around £18K which would need to be identified elsewhere in other areas of the budget.

The Deputy Leader and Cabinet Member for Environment explained that the same report would need to be submitted to Cabinet due to the committee timescales involved, but gave assurance that comments raised at this meeting would be shared at Cabinet to enable any further changes to be agreed and the report updated prior to its consideration at Cabinet.

The Chair read out an email from Councillor Ron Davies who, as Chair of the Cymru Theatr Clwyd Board, had raised concerns about the impact of a possible £2 charge for parking at the Theatr. The Deputy Leader explained that similar feedback to this initial proposal had resulted in agreement to eliminate evening charges at the Theatr (comparable with other town centre car parks) and an alternative proposal for a levy applied to Theatr ticket prices to be explored further, subject to agreement with the Board. This would represent a contribution towards the maintenance cost of the car park.

The Chair pointed out the disparity in charging all Theatr customers in this way, as some did not use the car park, and added that this increase in ticket prices could prove detrimental to the Theatr. On County Hall, whilst she agreed that the parking charges should apply to both elected Members and staff, she remarked on the potential for Members to reclaim the amount as part of their expenses, as they were not employed by the Council.

The Deputy Leader reiterated that the aim was for Council staff and Members to be charged the same, and that it was the decision of individual Members whether or not to include this in their published expenses.

In welcoming some of the changes, Councillor Nancy Matthews said that a planning issue on car parking provision at flats/apartments had not been addressed and she shared the Chair's concerns about the potential for mandatory parking charges at the Theatr, as many customers travelled by other means. On the first query, the Chief Officer explained that advice from the Planning department had indicated that the provision of free local parking should not necessarily be stipulated on such planning applications. He agreed to pass on the comments in relation to the Theatr.

On the whole, Councillor Peter Curtis spoke in support of the introduction of parking charges which he felt could help some town centres by freeing up capacity in crowded car parks, however he considered the proposed £4 per day charge at Talacre to be excessive. He felt that a fairer approach would be to charge per vehicle parked at the Theatr and not for each customer. On parking at County Hall, he drew attention to the number of vehicles currently parked on nearby roads rather than on the campus.

On the proposed charges in Connah's Quay, Councillor Ian Dunbar pointed out that the Somerfield car park was used by a number of local residents who had no parking provision at their properties and that the car

park was also prone to flooding. The Deputy Leader stated that flooding had only occurred during severe weather and that residents would have an opportunity to purchase parking permits. He went on to clarify that the policy would not cover parking at the Law Courts in Mold as these were not owned by the Council.

The Chair asked about 2/3 day parking provision at train stations and the Deputy Leader noted this for discussion at the Cabinet meeting.

Councillor Paul Shotton welcomed the removal of parking charges for Caergwrle and Hawarden and said that the charges proposed in Talacre would help to alleviate concerns from residents about congestion during the summer.

Although Councillor Chris Dolphin disagreed with workforce charging at County Hall, he felt that the changes to the policy were a fair compromise. He raised concerns about the approach to charging for the Theatr and felt that there was scope to increase residents' permit charge (per vehicle) in line with those of other councils. The Chief Officer advised that neighbouring councils were currently charging around the same level and that the proposed £25 charge for Flintshire included all associated costs in delivering and managing that scheme. Following further detail given by the Chief Officer on plans to write to residents and seek a minimum 50% agreement prior to introducing the residents' permit scheme, Councillor Dolphin withdrew his proposal for an increase to consider this further, once the scheme had progressed.

In response to further comments, the Parking Manager explained that the parking ticket machines were all due to be updated to the same model during the next financial year.

Councillor David Evans queried the rationale behind the charges only being applied in towns where there were in excess of 50 available Council owned parking spaces. The Chief Officer explained that the initial 40+ spaces had been increased to reflect Members' feedback and the cost of installing machines to allow sufficient income generation. In response to further comments, he advised that the car park in Northop was owned by the community council and that concerns on the proposed charges in Talacre would be raised at Cabinet. Following Councillor Evans' concerns on residents' permit parking availability in some areas of the county, the Chief Officer stated the likelihood for there to be more demand above the initial one permit per household and that subsequent permits would be available to purchase for nearby nominated car parks. He noted the request for Overview & Scrutiny's involvement in the annual consultation on the permit charge. Councillor Evans asked why the introduction of charges at County Hall had not been prioritised in order to "lead by example". The Chief Officer explained that the programme of introduced charges was based on resources available and work required on modifications to Traffic Regulation Orders (TRO).

Following concerns raised by Councillor Evans on the need to determine residents' ability to pay in areas of high deprivation, the Deputy

Leader said that the proposed levels of charges were deemed affordable for individuals who owned and maintained their own cars.

It was pointed out by Councillor Ann Minshull that some residents who did not own a car, particularly the elderly, may require parking provision to enable their families to visit. Whilst speaking in support of County Hall charges applying to Members, she commented that some attended more frequently than others and asked whether a permit or parking meter would be used. The Chief Officer explained that the opportunity for residents to purchase a permit for their visitors would be incorporated in the policy and that the charges at County Hall could be paid by either facility, depending on the decision of the individual. Councillor Minshull also felt that the proposed charge for the Theatr was unfair and expressed concerns about the potential congestion on side streets where there was no parking for flats above shops. The Chief Officer reiterated plans to review the impact of the permit scheme after 12 months.

Councillor Mike Peers stressed the need for parking charges to be proportionate to help encourage use of town centres, and asked whether a viability study had been undertaken to assess the impact of the schemes with a suggestion of a free period of short-stay parking as a compromise. He pointed out that the report contained no information on how parking projections for each town had been reached, as previously requested, and that the reason for removing charges in Caergwrlle due to the detrimental effect on retail trade also applied to other areas of the county. In addition, Councillor Peers spoke in support of the Council retaining all of the revenue generated from the county's policy but raised concerns about introducing charges in Buckley and Queensferry due to the availability of free parking at nearby Broughton Park. In relation to the zero permit charge for Council employees and modern apprentices whose salaries were on or below the national living wage, he pointed out that individuals in a similar position employed in the private sector would not have the same advantage when parking in town centres. On the projected income from penalty charge notices on the financial model, he commented on the difficulties in enforcement of on-street parking situations and suggested that this figure could be reviewed with a view to relaxing some of the conditions on car parks.

The Deputy Leader replied that the comments on the viability of town centres had been raised during consultation with town/community councils and that the decision to charge 20p for two hours or £1 per day was considered to be fair. He did not believe that the introduction of charges would be detrimental to areas and pointed out that all feedback from the consultation process, including Overview & Scrutiny, had been taken into account. However, difficult decisions needed to be made which may not suit everyone.

Following a query by Councillor Haydn Bateman, the Chief Officer provided explanation on the level of proposed contributions to local town/community councils where the charges were above the county-wide base level. In response to a request by Councillor Bateman for the proposed 50p

charge in Mold to apply to three hours rather than two, the Chief Officer explained the need for consistency across all areas of the county and said that whilst rates differed, the bands were fixed. The Deputy Leader agreed to take the request into consideration.

The Chair and Councillor Brian Lloyd pointed out that local traders had also stated their preference for the 50p charge to apply to three hours.

This view was shared by Councillor Ray Hughes who said that the extra time would assist car users with restricted mobility. He also queried the variances in charges proposed for car parks in Mold.

Councillor Joe Johnson remarked on the effect of the policy on taxi drivers working in town centres where returns were prohibited. The Parking Manager said that the policy would need to apply across the board and that there was an option to apply for a daily permit.

Councillor Clive Carver, who was present in the public gallery, was permitted to speak on the item. He expressed his gratitude that charges for Hawarden had been removed from the proposals and asked whether the ticket machines would be electronically linked to County Hall. The Deputy Leader replied that this facility was not included as part of the proposals. The Chief Officer provided explanation on the proposed off-street residential permits where more demand was expected.

In response to a question from Councillor Cindy Hinds, the Deputy Leader confirmed that there would be no charge for vehicles displaying a blue badge, parking in yellow disabled bays across Flintshire.

Councillor Hinds commented that charges would not deter her from parking in town centres as she recognised that the Council had more important priorities to deal with. The Chair added that the charges appeared reasonable when compared to other car parks.

Councillor Curtis asked that recommendation 4.06 in the report include provision for the Committee to receive a report back on the annual review of residents' parking permits. The Deputy Leader confirmed that the report would be submitted to the Committee prior to Cabinet. He added that the comments raised at today's meeting would be shared with Cabinet.

On being put to the vote, the recommendations were carried. Councillors Evans and Peers requested that their votes against the decision be recorded.

RESOLVED:

- (a) That the Committee recommend Cabinet approves the County Parking Strategy at Appendix 1 to the report;

- (b) That the Committee recommend Cabinet approves the Council wide charging sheet which lists the proposed charging bands (**Appendix 2**) and provides delegated authority to the Chief Officer (Streetscene & Transportation) following consultation with the Cabinet Member for Environment, to review the charging arrangements applied at each car park on an annual basis;
- (c) That the Committee recommend Cabinet approves the introduction of car parking permit schemes at County Hall and Flint to allow staff and visitors to utilise the car parks within the local parking strategies;
- (d) That the Committee recommend Cabinet approves the proposals to make a contribution to any T&CC with car parking charges above the base rate as highlighted in the Council wide summary charging sheet - detailed in paragraph 3.16 of this report;
- (e) That the Committee recommend Cabinet approves the proposed charge for the residents parking permit and the continued rollout of the residents parking scheme if required by the local parking strategy;
- (f) That the Committee recommend Cabinet grants delegated authority to the Chief Officer (Streetscene and Transportation), following consultation with the Cabinet Member for Environment, to review the proposed charge for residents' parking permits on an annual basis and report back to the Environment Overview & Scrutiny Committee; and
- (g) That the Committee recommends that a report detailing the progress made in delivering the proposals is brought back to the committee in 12 months' time.

52. MEMBERS OF THE PUBLIC AND PRESS IN ATTENDANCE

There was one member of the press in attendance.

(The meeting started at 10.00am and ended at 11.40am)

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Chair

ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE
23 APRIL 2015

Minutes of the meeting of the Environment Overview & Scrutiny Committee of Flintshire County Council held in the Delyn Committee Room, County Hall, Mold on Thursday, 23 April 2015.

PRESENT: Councillor Hilary Isherwood (Chair)

Councillors: Haydn Bateman, Peter Curtis, Chris Dolphin, Ian Dunbar, Joe Johnson, Brian Lloyd, Nancy Matthews, Ann Minshull, and Paul Shotton

APOLOGIES: Councillors Cindy Hinds and Colin Legg

ALSO PRESENT: Cabinet Member for Economic Development and Councillor Carolyn Thomas

CONTRIBUTORS: Deputy Leader and Cabinet Member for Environment, Chief Officer (Streetscene and Transportation) and Transportation Manager

IN ATTENDANCE: Member Engagement Manager and Committee Officer.

53. DECLARATIONS OF INTEREST

There were no declarations of interest.

54. MINUTES

The minutes of the meeting of the Committee held on 19 March 2015 were submitted.

Matters arising

Waste Collections Policy

Councillor Chris Dolphin referred to his comments on page 5, and said he had not received a breakdown of the proposed savings around vehicle costs. The Chief Officer (Streetscene and Transportation) agreed to chase up the information with the Waste Manager for Councillor Dolphin.

Councillor Paul Shotton referred to the request that further consideration be given to continuing the household recycling service at Hope and commented that a decision would not be taken until after the County Council By-election at Caergwrlle had been held.

RESOLVED:

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

55. CHAIR'S OPENING REMARKS

The Chair asked the Chief Officer (Streetscene and Transportation) to make a short statement about the current appointments process within his portfolio.

The Chief Officer provided details about the new staffing structure for the Streetscene and Transportation Team and referred to the timeframe and outcomes concerning the appointment of new managers, team leaders and supervisors. It was agreed that following completion of the process contact details of the new appointments would be circulated to all Members as soon as possible to assist with any highway issues raised. During discussion it was agreed that a visit to the depot would be arranged in due course to introduce Committee Members to key staff.

56. THE COUNCIL'S BUS SUBSIDY, REVIEW OF THE DEMAND RESPONSIVE TRAVEL ARRANGEMENTS AND THE INTRODUCTION OF AN INTEGRATED TRANSPORTATION UNIT

The Transportation Manager introduced a report on the forthcoming review of the County's subsidised bus service and to seek support for work to commence with local communities to deliver local community based transport arrangements. The report also advised on the proposals to remove the Council's subsidy for the bookable Demand Responsive Travel (DRT) service, known locally as the Deeside Shuttle, and to develop options for the introduction of a non-subsidised commercial bus service to replace the service. The Committee was also advised of the introduction of an Integrated transport Unit within the Streetscene and Transportation portfolio.

The Transportation Manager provided background information and referred to the key considerations and next steps which were detailed in the report. She advised that a further update report on the new arrangements would be provided to the Committee in 12 months time.

Members were invited to raise questions.

Referring to the review of subsidised bus services the Chair suggested that tickets should be made inter-changeable between service providers to assist the public to travel more efficiently. She referred to an all Member workshop to be hosted by the Committee to consider identifying core routes across the County and the required frequency and standard of service each route should provide. The Chair requested that Community and Town Council representatives be invited to attend the workshop to provide input on local knowledge and the level of service needed.

Councillor Peter Curtis welcomed the proposals and the suggestion put forward by the Chair that tickets should be inter-changeable between providers. He referred to the need for commercial bus companies to work in cooperation with each other to enhance the number and quality of services available and

avoid duplication of timetables and routes. He reiterated the comments expressed by the Chair that it was important to include Town and Community Councils through workshop consultation to obtain valuable local knowledge and requirement.

The Transportation Manager acknowledged the points made and referred to work already undertaken to engage Town and Community Councils and gave an assurance that this would continue.

Councillor Paul Shotton commented on the success of the Deeside Shuttle Service and the continued increase in passenger journeys which was expected to rise again in 2014-15. He referred to the purpose of the Shuttle Service which was introduced to transport workers to Deeside Industrial Park and emphasised the need to ensure that any replacement service would still meet the needs of individuals to get to work, including shift-work, in the area. Councillor Shotton asked if employers on Deeside Industrial Park had been approached to ask if they were prepared to make a contribution towards the cost of transportation for their employees. The Cabinet Member for Environment and the Transportation Manager acknowledged the points and concerns raised and advised that work had already commenced on engaging local companies which would be taken forward.

Councillor Nancy Matthews commented on the priorities of the bus service in terms of getting people to work, school, shopping, appointments, and leisure facilities. She referred to the proposal to introduce new commercial bus services into Deeside Industrial Park and withdraw the Shuttle Service and asked what the new fare would cost. She welcomed the introduction of formalising the routes and the change to a fixed schedule with designated stops which she said would assist individuals to maintain a healthy lifestyle.

The Transportation Manager responded to the comments and queries raised and explained that the purpose of the workshop was to involve all Members in deciding the priorities which would also include the corporate priorities.

Councillor Chris Dolphin expressed concerns that the Welsh Government and the County Council would become reliant on voluntary parties and charities to take over subsidised bus services.

Referring to the use of locally supported Community Transport Schemes to replace the current subsidised services when withdrawn, the Transportation Manager explained that such schemes would not be based on charity work alone but would incorporate voluntary and a range of options to meet the needs of each local community.

In response to a question from Councillor Carolyn Thomas the Transportation Manager advised that no decisions had yet been made about any of the current services.

Councillor Ian Dunbar referred to the introduction of an Integrated Transport Unit and queried the proposal to engage a suitably experienced business partner. The Cabinet Member for Environment advised that the need to appoint a specialist business post had been identified and the Authority was unable to recruit a suitable candidate in-house. The engagement was to be made on a risk and reward basis. The Transportation Manager explained that in addition to fleet and transportation provision consideration would also be given to the integration of school transport and social services provision.

The Chair read out a written question which had been submitted by Councillor Hilary McGuill. The Transportation Manager agreed to take the matters raised forward.

RESOLVED:

- (a) That the Environment Overview & Scrutiny Committee welcomes the proposed revisions to the subsidised Bus Service and supports the proposed development of community transport services;
- (b) That the Environment Overview & Scrutiny Committee welcomes the proposals for the Deeside Shuttle Service;
- (c) That the Environment Overview & Scrutiny Committee welcomes the realignment of all operational service delivery areas in order to establish the Integrated Transport Unit (ITU) within the Streetscene & Transportation portfolio;
- (d) That the Environment Overview & Scrutiny Committee supports the engagement of a suitably qualified business partner on a gain share basis to assist with the assessment and delivery of the financial benefit which will be derived from the new ITU;
- (e) That the Environment Overview & Scrutiny Committee requests a further update on the new arrangements in 12 months time; and
- (f) That the Environment Overview & Scrutiny Committee will host an all Member workshop, to which Community & Town Council representatives will be invited, to identify and understand the required level of service needed on each route.

57. FORWARD WORK PROGRAMME

The Member Engagement Manager introduced a report to enable the Committee to consider the Forward Work Programme.

Members reviewed the current programme and agreed that the following items be considered at the next meeting:

- 2014/15 Year end reporting and Data Submission
- Review of Winter Maintenance

- Highways Asset Management Planning and Local Subsidence Scheme

The Chair requested that an item on a review of speed limits be considered by the Committee at a future meeting.

In response to a request from Councillor Nancy Matthews, the Cabinet Member for Environment agreed that the Chief Officer (Planning and Environment) would provide a full update on the flood alleviation schemes to the Committee.

The Chair indicated that she wished to ensure that the questions raised by the Committee were satisfactorily addressed. She explained that she had requested that a review of the meetings of the Committee within the last municipal year be undertaken to ensure that all Member questions had been answered and all requests responded to.

The Member Engagement Manager commented on the Annual Meeting of the County Council to be held on 12 May 2015 and the recommended terms of reference to be provided for the new Overview & Scrutiny Committee structure. He suggested that he and the Environment & Social Care Overview and Scrutiny Facilitator, in consultation with the Chair and Officers be authorised to vary the Committee's work programme between meetings.

RESOLVED:

- (a) That the Forward Work Programme be agreed as submitted with the addition of an item on a review of Speed Limits in due course;
- (b) That the Chief Officer (Planning and Environment) provides a full update on the flood alleviation schemes to the Committee;
- (c) That the Committee supported the decision of the Chair to carry out a review of meetings of the Committee within the last municipal year to ensure that all Member questions have been answered and all requests responded to; and
- (d) That the Member Engagement Manager/Environment & Social Care Overview and Scrutiny facilitator, in consultation with the Chair and Officers be authorised to vary the Committee's work programme between meetings.

58. MEMBERS OF THE PUBLIC AND PRESS IN ATTENDANCE

There was one member of the press in attendance.

(The meeting started at 10.00am and ended at 11.45am)

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Chair

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FLINTSHIRE COUNTY COUNCIL

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

DATE: **THURSDAY, 4 JUNE 2015**

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

SUBJECT: **TERMS OF REFERENCE OF THE COMMITTEE**

1.00 PURPOSE OF REPORT

1.01 To advise the committee of its terms of reference

2.00 BACKGROUND

2.01 At the 2014 Annual Meeting, it was agreed that a review of the Overview & Scrutiny should be carried out. Following a series of meetings and the setting up of a working group, the Constitution Committee at its meeting on 15th April approved a new structure and terms of reference for the Overview & Scrutiny committees.

2.02 The recommendations following the Overview & Scrutiny structure review were submitted to Council at the Annual meeting on 12th May 2015.

3.00 CONSIDERATIONS

3.01 The terms of reference are attached as appendix 1. In essence, the difference between the new Environment Overview & Scrutiny committee and its predecessor is that the economic development/regeneration functions are now remitted to the Community & Enterprise Overview & Scrutiny Committee.

4.00 RECOMMENDATIONS

4.01 That the committee receives the report.

5.00 FINANCIAL IMPLICATIONS

5.01 None

6.00 ANTI POVERTY IMPACT

6.01 None

7.00 ENVIRONMENTAL IMPACT

7.01 None

8.00 EQUALITIES IMPACT

8.01 None

9.00 PERSONNEL IMPLICATIONS

9.01 None

10.00 CONSULTATION REQUIRED

10.01 None

11.00 CONSULTATION UNDERTAKEN

11.01 None

12.00 APPENDICES

Appendix 1: Terms of Reference of the Environment Overview & Scrutiny Committee.

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

1. Report to the Constitution Committee – Scoping the Review of the Overview & Scrutiny Structure – 15th October 2014 and resultant minute.
2. Report to the Constitution Committee – Overview & Scrutiny Committee Structure – 28th January 2015 and resultant minute.
3. Report to the Constitution Committee – Overview & Scrutiny Committee Structure – 15th April 2105 and resultant minute.
4. Report to the Annual meeting of Council – 12th May 2015.

Contact Officer: Margaret Parry-Jones
Telephone: 01352 702427
Email: Margaret_Parry-Jones@flintshire.gov.uk

Article 6 – Overview & Scrutiny Committees

6.01 Terms of Reference

The Council will appoint the Overview & Scrutiny committees set out in the left hand column of the table below to discharge the functions conferred by section 21 of the Local Government Act 2000 in relation to the matters set out in the right hand column of the same table.

Overview & Scrutiny Committee	Scope
<p>Corporate Resources</p> <p>15 Elected Members</p> <p>(Statutory crime & disorder committee)</p>	<p>To fulfil all of the functions of an Overview & Scrutiny committee as they relate to the following:</p> <p>Corporate Management and Governance Council strategic and improvement planning Council performance and performance systems Customer Services Crime and Disorder Civil Contingencies and Emergency Planning Alternative delivery models (shared responsibility with Organisational Change)</p> <p>Finance Strategy Revenue and capital strategic planning Revenue and capital budget monitoring</p> <p>Clwyd Pension Fund</p> <p>ICT Strategy</p> <p>People Strategy People Strategy Organisational Design & Change Programme (shared responsibility with the Organisational Change O&SC)</p> <p>Corporate Services Corporate Communications Financial services ICT Services Information and Business Services Procurement HR Business Partnering Occupational Health and Wellbeing</p>

	<p>Employment Services Legal Services Democratic Services Electoral registration and elections</p> <p>Strategic and Partnership Working Partnership and collaborative working frameworks Local Service Board Strategic need assessment and Community Strategy Community Safety Partnership Voluntary Sector Compact The County Forum and the Joint Community Charter with Town and Community Councils</p> <p>Main External Partner Organisations Flintshire Local Voluntary Council North Wales Fire & Rescue Authority & Service North Wales Police & Crime Commissioner North Wales Police Service North Wales Probation Service Welsh Local Government Association</p>
<p>Education & Youth</p> <p>15 Elected Members</p> <p>5 Statutory co-opted members</p>	<p>To fulfil all of the functions of an Overview & Scrutiny committee as they relate to following:</p> <p>Schools School organisation and management School Improvement and modernisation School Access, planning and provision Primary and Early years Secondary and 14-19 education Schools Performance Monitoring</p> <p>Continuing Education Adult and community learning</p> <p>Special Education Inclusion service</p> <p>Support to Families and Young People</p> <p>Families First Youth Services Youth Justice Service</p>

	<p>Partnership Working & Strategies</p> <p>Children and Young People’s Partnership (shared responsibility with the Social & Health Care Overview & Scrutiny Committee)</p> <p>Performance, Improvement and Policy Development</p> <p>Performance and Improvement Plan monitoring Policy development.</p> <p>Main External Partner Organisations</p> <p>Coleg Cambria Glyndwr University GwE DCELLS Estyn</p>
<p>Social & Health Care</p> <p>15 Elected Members</p>	<p>To fulfil all of the functions of an Overview & Scrutiny committee as they relate to the following:</p> <p>Adult Services</p> <p>First contact and localities Adult safeguarding Adult Independence and support services</p> <p>Children’s Services</p> <p>Fieldwork Resources Safeguarding Early Years and Family support</p> <p>Disability, Progression and Recovery Services</p> <p>Partnership Working, Commissioning & Strategies Children and Young People’s Partnership (jointly with the Education & Youth Overview & Scrutiny Committee) Social & Health Care Strategy Development Health Social Care and Well-being partnership and the Good Health Good Care Strategy Dementia Commissioning Plan Mental Health Commissioning Plan Learning Disability Commissioning Plan</p> <p>Performance, Improvement and Policy Development</p> <p>Policy and Performance development Performance and Improvement Plan Monitoring</p>

	<p>Main External Partner Organisations Betsi Cadwaladr University Health Board (BCUHB) Ambulance Trust Community Health Council</p>
<p>Community & Enterprise</p> <p>15 Elected Members</p>	<p>To fulfil all of the functions of an Overview & Scrutiny committee as they relate to the following: (Note Customer Services is within the remit of the Corporate Resources O&SC)</p> <p>Community Community support services Welfare reform</p> <p>Public Housing Housing Strategy Neighbourhood Housing Housing Asset management</p> <p>Private Housing Housing renewal</p> <p>Revenues & Benefits</p> <p>Regeneration Communities First, Economic Development and Tourism Enterprise Regeneration Partnership</p> <p>Performance, Improvement and Policy Development Performance and Improvement Plan Monitoring Policy and Performance development</p> <p>Partnership Working and Strategies Housing Strategy Housing Asset Management Strategy Rural Development Plan Housing Revenue Account Business Plan</p> <p>Main External Partner Organisations NEW Homes Limited Registered Social Landlords Visit Wales</p>
<p>Environment</p>	<p>To fulfil all of the functions of an Overview & Scrutiny committee</p>

<p>15 Elected Members</p>	<p>as they relate to following:</p> <p>Planning planning and environmental strategy, development management and control, conservation, minerals and waste planning, countryside and the environment Greenfield Valley Heritage Park Public rights of way Drainage advisory/Flood Water Management Act Energy Services</p> <p>Public Protection Community protection health protection environmental protection, bereavement services</p> <p>Streetscene Services, environmental and waste management, neighbourhood services, maintenance of the public realm Environmental enforcement Vehicle fleet</p> <p>Transportation Highway Strategy and Development Control Traffic Services Transport Services Road Safety Education, Training and Publicity</p> <p>Performance, Improvement and Policy Development Performance and Improvement Plan Monitoring and Policy and Performance development within Streetscene and Transportation and Planning and Environment</p> <p>Strategic and Partnership Working Local Development Plan Flood management Strategy North Wales Residual Waste Treatment Partnership</p> <p>Main External Partner Organisations Natural Resources Wales Planning Inspectorate Wales</p>
<p>Organisational Change</p>	<p>To fulfil all of the functions of an Overview & Scrutiny committee as they relate to the services within Organisational Change and,</p>

15 Elected
Members

in particular, but not limited to:

Strategic

Alternative delivery models (shared responsibility with Corporate Resources O&SC)

Overview of the Organisational Design & Change programme (shared responsibility with Corporate Resources O&SC)

Community Asset Transfer Programme

Service Delivery

Engineering Services

Property and Design Consultancy

Valuation and Estates

Facilities Services

Community Assets

Clwyd Theatr Cymru

Libraries, Culture and Heritage including archives and museums

Leisure Services, including leisure and sports centres, swimming pools and recreational facilities/activities

Performance, Improvement and Policy Development

Performance and Improvement Plan Monitoring and Policy and Performance development within Organisational Change

Main External Partner Organisations

Arts Council for Wales

In addition to the above Overview & Scrutiny committees, the following terms of reference relating to Overview & Scrutiny have been given by the Council to the Constitution Committee.

<p>Constitution (as it relates to Overview & Scrutiny)</p> <p>21 Elected Members</p>	<p>Allocating, co-ordinating and prioritising the work of the Overview & Scrutiny committees where necessary. Dealing with matters of common interest to Overview & Scrutiny. Identification/allocation of appropriate scrutiny chair for consent/consultation purposes. The examination and development of good scrutiny practice. The promotion, effective development and maintenance of a high profile Overview & Scrutiny function to ensure maximum opportunity for non-Cabinet member engagement. Liaison with and responding to the Welsh Government on emerging legislation relevant to Overview & Scrutiny.</p>
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6.02 General role

Within their terms of reference, Overview and Scrutiny Committees have the power to:

- i) Review and/or scrutinise decisions made or actions taken in connection with the discharge of any of the Council's or Cabinet's functions;
- ii) Make reports and/or recommendations to the full Council and/or the Cabinet; and/or any joint Committee.
- iii) Consider any matter affecting the Council area or its inhabitants; and
- iv) Exercise the right to call-in, for reconsideration, decisions made but not yet implemented by the Cabinet.
- v) Promote high performance, efficiency and organisational change.

6.03 Specific functions

- (a) **Policy development and review.** Overview and Scrutiny Committees may:
 - i) support and assist the Council and the Cabinet in the development of its budget and policy framework by in-depth analysis of policy issues;
 - ii) conduct research, community and other consultation in the analysis of policy issues and possible options;
 - iii) consider and implement mechanisms to encourage and enhance community participation in the development of policy options;
 - iv) question members of the Cabinet and/or Committees and Chief Officers about their views on issues and proposals affecting the area; and
 - v) liaise with other external organisations operating in the area, whether

national, regional or local, to ensure that the interests of local people are enhanced by collaborative working.

- (b) **Scrutiny.** Overview and Scrutiny Committees may:
- i) review and scrutinise the decisions made by and performance of the Cabinet and/or Committees and Council officers both in relation to individual decisions and over time;
 - ii) review and scrutinise the performance of the Council in relation to its policy objectives, performance targets and/or particular service areas;
 - iii) question members of the Cabinet and/or Committees and chief officers about their decisions and performance, whether generally in comparison with service plans and targets over a period of time, or in relation to particular decisions, initiatives or projects;
 - iv) make recommendations to the Cabinet and/or appropriate Committee and/or Council arising from the outcome of the Scrutiny process;
 - v) review and scrutinise the performance of other public bodies in the area and invite reports from them by requesting them to address the Overview and Scrutiny Committee and local people about their activities and performance; and
 - vi) question and gather evidence from any person (with their consent).
- (c) **Finance.** Overview and Scrutiny Committees may exercise overall responsibility for the finances made available to them.
- (d) **Annual report.** Overview and Scrutiny Committees must report annually to full Council through the Constitution Committee on their workings and make recommendations for future work programmes and amended working methods if appropriate.
- (e) **Officers.** Overview and Scrutiny Committees may exercise overall responsibility for the work programme of the officers employed to support their work.

6.04 **Proceedings of Overview and Scrutiny Committees**

Overview and Scrutiny Committees will conduct their proceedings in accordance with the Overview and Scrutiny Procedure Rules set out in Part 4 of this Constitution.

FLINTSHIRE COUNTY COUNCIL

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

DATE: **THURSDAY 4 JUNE 2015**

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

SUBJECT **UPDATE ON THE COUNCILS HIGHWAY ASSET MANAGEMENT PLAN (HAMP) AND LOCAL SUBSIDENCE SCHEMES**

1.00 PURPOSE OF REPORT

1.01 To update the Committee on the progress made on the HAMP Improvement Plan and to seek a recommendation for the targeted allocation of both revenue and capital funding to the most appropriate asset on the network, utilising the principles of the HAMP to guide the outcome.

2.00 BACKGROUND

2.01 The highway network is the highest valued infrastructure asset owned by the Council, with the carriageway and footways asset alone valued in excess of £1 billion. The availability and functionality of the network are essential elements in maintaining economic and social development within the County.

2.02 As Highway Authority, the Council has a statutory duty to maintain the highway. This is carried out in the face of the following increasing pressures:

- Limited budgets
- Limited staff resources
- An ageing highway network with a backlog of maintenance requirements
- Increased accountability to the public.
- Increasing public expectations

2.03 In February 2012 the Councils Executive approved the Councils HAMP. The plan sets out how the Council responds to its statutory duty in the face of these pressures. It sets out how asset management principles will be applied to the management of the individual assets that make up the highway network in Flintshire

2.04 The HAMP is a working document that needs to be regularly updated as work/tasks are completed. Flintshire attends quarterly workshops,

along with all 22 Welsh authorities, run by EXP consultants on behalf of Welsh Government. The aim is to develop and implement national policies for the development of cost effective long term asset management strategies in accordance with the requirements of Whole Government Accounting.

- 2.05 Since 2012, work has been ongoing to develop the HAMP and the original Action Plan has been updated and the current document status is shown in **Appendix 1** of this report. A number of milestones have been achieved during the period and work is still progressing on a number of other milestones.
- 2.06 In January 2012, Welsh Government announced a new initiative to provide additional highway funding to each Council in Wales to address the long standing maintenance backlog and carry out significant highways improvements on the network (LGBI). This Authority used its HAMP to inform the bids that were submitted to Welsh Government to secure £8.4 million of funding.
- 2.07 To ensure that this funding was targeted at the assets with the greatest need, an internal risk workshop assessed the key risks associated with each individual asset on the network. The individual asset types included
- Structures
 - Street Lighting
 - Carriageway
 - Footways
- 2.08 The workshops allocated LGBI funding to individual assets accordingly and the outcome was then presented to the Executive Board for approval.
- 2.09 The above workshop was repeated in January 2013 to allocate second and third year prudential borrowing funding to again target the highest risk areas and those schemes that provided the greatest economic and environmental benefits from funding.
- 2.10 The latest externally verified condition surveys have again shown that the conditions of the classified road network in Flintshire are the best maintained in Wales

3.00 CONSIDERATIONS

- 3.01 The Council's HAMP sets out how the Council responds to its statutory duty to maintain the Highway network. It sets out how Asset Management principles will be applied to the management of the individual assets that make up the highway network in Flintshire.

These principles are:-

- A systematic approach to maintenance that takes a long term maintenance approach.
- Maximising benefits by balancing competing demands across individual asset types.
- Allocation of resources based on assessed need and a risk based approach to funding allocation.
- Explicit consideration of public expectations.

3.02 Welsh Government Whole Government Accounting requires that the authority prepares an Annual Status and options report in October each year for the previous financial year. The document presents a summary of the condition of Flintshire County Councils road assets. The current Annual Status and options report (2013/14) is attached as **Appendix 2** of this report

3.03 The introduction of the new Streetscene and Transportation Portfolio has resulted in Highway Structures, Highway Policy, Highway Strategy and the Traffic section merging with the original Streetscene service and the following capital and revenue funding is now available for maintenance and infrastructure improvement schemes each year

Cost Code	Scheme Description	Allocation £,000
ZTH354	Bridge Assessment	100
ZTH362	Structural Maintenance (subject to capital bid)	120
ZTH378	Street Lighting replacement (subject to capital bid)	120
ZTH406	Highway Infrastructure (subject to capital bid)	520
TGB311	Revenue Maintenance	504
THC211	HAMP Revenue funding	225
	Total	1589

- 3.04 The condition of the highway network will naturally continue to deteriorate each year and the above investment is insufficient to address the rate of decline. Therefore, with ever decreasing budgets we need to ensure that funds within the new portfolio are allocated and targeted to those assets with the greatest need. This year there are no Welsh Government Capital funding streams available for highway Maintenance works, however we have been allocated an additional £225,000 Council revenue allocation following a successful bid which used the HAMP to justify the additional investment in the network
- 3.05 It is our intention to follow the model used for allocating the Welsh Government LGBI funding and a risk workshop has been arranged for 9th June 2015 to risk score all the individual asset requirements to again ensure those schemes with the greatest economic and environmental benefits are put forwards against the various allocations.
- 3.06 The table below shows the provisional allocation of this year's budget of £1,589,000 to deal with this year's priorities. (subject to the outcome of the risk workshop in June)

Activity	Allocation £,000
Bridge Assessment	100
Resurfacing works	300
Surface dressing	370
Footway Slurry seal	120
Patching works	250
Street Light Replacement	120
Subsidence schemes	250
Road Markings	79
Total	1589

- 3.07 Once the asset groups have been risk assessed and the allocations to individual assets confirmed, the information will be presented to Cabinet for approval each year. Once approved, the detailed works programmes (eg resurfacing programme) will be developed and made available on the Council website.
- 3.08 In addition to the on going maintenance requirements of the network five highway subsidence schemes have been identified and each will require funding to prevent ultimate failure of these key routes. This will present additional burdens on reducing budgets. These schemes have been subjected to an engineering assessment and have been prioritised as follows.

Priority	Scheme Name	Estimated cost £,000
1	B5101 Ffrith	250

2	B5101 Llanfynydd	65
3	A5026 Boot Hill Holywell	100
4	A550 Tinkersdale	15
5	Kelsterton Lane Connah's Quay	12
	Total	442

3.09 Subject to future year's budgets, the outcome of the workshop and Cabinet approval for the allocations, the subsidence schemes will be completed in priority order over the next two years.

4.00 RECOMMENDATIONS

4.01 That Environment Overview and Scrutiny Committee approves the updated HAMP Improvement Plan

4.02 That Environment Overview and Scrutiny Committee recommends the reallocation of funding across the Highway Asset Groups as dictated by the risk based approach detailed in the report.

4.03 That Environment Overview and Scrutiny Committee recommends a further report is presented to Cabinet for approval with the details of the individual annual asset allocations each year following the risk workshop

5.00 FINANCIAL IMPLICATIONS

5.01 Highway funding allocations detailed in report

5.02 The process will ensure that existing funding within the new Streetscene and Transportation Portfolio is targeted at those assets with the greatest economic and environmental benefits

6.00 ANTI POVERTY IMPACT

6.01 Not applicable

7.00 ENVIRONMENTAL IMPACT

7.01 The HAMP considers the impact of the network on the environment as one of its primary level of service

8.00 EQUALITIES IMPACT

8.01 The desk top assessment concluded that the HAMP process does not discriminate against any particular group

9.00 PERSONNEL IMPLICATIONS

9.01 None

10.00 CONSULTATION REQUIRED

10.01 None

11.00 CONSULTATION UNDERTAKEN

11.01 With Cabinet Member

12.00 APPENDICES

12.01 Appendix 1 – HAMP Improvement Plan Milestones.
Appendix 2 - The Annual Status and options report 2013/2014.

Contact Officer: S Jones
Telephone: 01352 704700
Email: Stephen.o.jones@flintshire.gov.uk

9 Improvement Plan

9.1 Milestones

An improvement action plan has been created to support this plan and is included in appendix I. For the duration of this plan the key milestones are as follows:

Table 9.1: HAMP Milestones					
No	Milestone	Target Date	Frequency	Improvement Action Plan References	Status
1	Completion of HAMP Annual Status and Options Report to comply with WG requirements for Local Government Borrowing Initiative bid.	December 2013	Annually		Completed
2	Develop a system to record all maintenance activity on the highway assets. Through the development of the Mayrise Project.	April 2012	On going		On Going
3	Undertake a footway survey and develop a maintenance strategy process utilising the information. Develop system to update information by undertaking an annual review.	December 2014		IA2, IA3	Footway Survey Completed Ongoing
4	Completion of Annual Status and Options Report to comply with WG requirements for Local Government Borrowing Initiative	October 2014	Annually		Completed
5	Develop an information strategy for highway structures and collect all inventory.	March 2015		IA4, IA4a	Completed. All inventory is stored on BMX bridge management system
6	Completion of data to populate the WG 'LPack' Whole Government Accounts return. Areas required to submit data:- <ul style="list-style-type: none"> • Structures • Traffic 	June 2014	Annually		Completed

	<ul style="list-style-type: none"> • Street lighting • Carriageways • Footways 				
7	Extending the Asset Inventory held in various form into one centralised system and develop a Data Management Plan in association with SCOTS/CSSW HAMP#2	August 2016			On Going
8	Develop Street Scene Standards in line with member requirements	December 2015	.		Scrutiny report Autumn 2015
9	Undertake Policy reviews on Street Scene Policies.	August 2015	As required		On Going
10	Prepare Maintenance Manual in association with SCOTS/CSSW HAMP#2.	August 2016			On Going
11	Produce APSE returns in association with SCOTS/CSSW HAMP#2.	August 2015	Annually		On Going

Flintshire County Council 2013/14 Annual Status and Options Report.

1. Introduction

This report presents a summary of Flintshire County Council's road assets as at March 2014. It

- Describes the current condition of the asset
- Details the service that the asset and current budgets are able to provide
- Presents the options available for the future

This report provides information to assist with budget setting for roads and footways.

Status

The status of each asset group is provided in terms of current condition, the output that is delivered, the standards being achieved and, where possible, an indication of customer satisfaction.

Options

- The report considers the following options:
- Option 1 - A continuance of current funding levels (which includes LGBI funding)
- Option 2 - Predicted effect of using the 2013/14 budget and incorporating the calculated steady state percentage split between corrective and preventative maintenance.
- Option 3 - Effect of the predicted reduced Planned Maintenance budget for 2015/16 using the Preventative Strategy. (80% Preventative Maintenance and 20% Corrective Maintenance)

Long Term Forecasts

The impact of a level of investment cannot be shown by looking at the next couple of years. The report includes 20 yr forecasts to enable decisions to be taken with an understanding of their long term implications.

Impacts Risk

Flintshire County Council 2013/14 Annual Status and Options Report.

To reflect continuing budgetary pressures the report contains an assessment of the impact for each option presented. In some instances however the level of detail of assessment is currently hindered by an absence of data.

2. Carriageways

2.1 Status Report

Asset Group: Carriageway					
	Statistics			Commentary	
The Asset	Road Class	Urban Length (km)	Rural Length (km)	Total Length (km)	<p>The carriageway Inventory is held and updated in our Development Control Section.</p> <ul style="list-style-type: none"> An Improvement Action is to start utilising the WDM Asset Management System including adding the inventory data. 0 The carriageway asset has grown by 62.9km (5%) in the last 5 years.
	A Road	62.6	89.2	151.8	
	B Road	42.5	35.6	78.1	
	C Road	68.4	194.1	262.5	
	Unclassified Road	414.7	254.7	669.4	
	Total Length (km)	588.2	573.6	1161.8	

**Flintshire County Council 2013/14
Annual Status and Options Report.**

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Customer Expectations	<p>During 2012/13 Street Scene Services developed a new Customer Contact Centre which became operational during 2012/13 and the categories Condition of Roads and Condition of Carriageway have been incorporated into Potholes and Road Defects respectively.</p>																																																
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Flintshire County Council 2013/14 Annual Status and Options Report.

Asset Group: Carriageway																																		
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	PI03b / (1.1.01)	% of Cat 1 defects made safe within response times	100%																																									
	PI39 / (1.2.01)	% of safety inspections completed on time	100%																																									
	PI40 / (2.1.01)	% of carriageway length to be considered for maintenance treatment (RCI red)	8.4%																																									
	PI41 / (2.1.02)	% of carriageway length treated	3.18%	Planned Maintenance s/d and r/s																																								
	PI42 / (6.1.01)	Total carriageway maintenance expenditure by carriageway length	£84,945/km																																									
	Total cost per km of carriageway travelled for precautionary treatment	£39,339/km	Preventative treatment																																									

Flintshire County Council 2013/14 Annual Status and Options Report.

Asset Group: Carriageway																														
	Statistics	Commentary																												
Historical Investment	<p style="text-align: center;">Historical Costs (Carriageway) (2008/09 - 2013/14)</p> <table border="1"> <caption>Historical Costs (Carriageway) Data</caption> <thead> <tr> <th>Year</th> <th>Planned (£000,000)</th> <th>Reactive (£000,000)</th> <th>Cyclic (£000,000)</th> </tr> </thead> <tbody> <tr> <td>2008/09</td> <td>1,600</td> <td>0</td> <td>0</td> </tr> <tr> <td>2009/10</td> <td>1,400</td> <td>0</td> <td>0</td> </tr> <tr> <td>2010/11</td> <td>1,500</td> <td>0</td> <td>0</td> </tr> <tr> <td>2011/12</td> <td>1,000</td> <td>0</td> <td>0</td> </tr> <tr> <td>2012/13</td> <td>2,100</td> <td>0</td> <td>0</td> </tr> <tr> <td>2013/14</td> <td>3,100</td> <td>0</td> <td>0</td> </tr> </tbody> </table>	Year	Planned (£000,000)	Reactive (£000,000)	Cyclic (£000,000)	2008/09	1,600	0	0	2009/10	1,400	0	0	2010/11	1,500	0	0	2011/12	1,000	0	0	2012/13	2,100	0	0	2013/14	3,100	0	0	<ul style="list-style-type: none"> Planned maintenance information only. The graph shows the increase in investment from 2012/13 due to the LGFI funding.
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Flintshire County Council 2013/14 Annual Status and Options Report.

Asset Group: Carriageway																							
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Ke	<ul style="list-style-type: none"> • Increased fuel charges for Street Scene Services Vehicles. • Above inflation increases in the cost of construction materials. • Lack of forward works programme to cover three to five years. • Lack of detail within the Finance cost codes makes it difficult to breakdown the Reactive Maintenance spend. • Loss of LGBI funding after 2014/15 and predicted reducing budgets. • Central Government Cuts to Local Government Funding. • There are currently 5 no. subsidence schemes that are currently being investigated at the following locations:- <ul style="list-style-type: none"> • B5101 Ffrith • B5101 Llanfynydd • A5026 Boot Hill, Holywell • A550 Tinkersdale • Kelsterton Lane, Connah's Quay 																						

Flintshire County Council 2013/14 Annual Status and Options Report.

Asset Group: Carriageway		
	Statistics	Commentary
Current Strategies	<ul style="list-style-type: none"> • Flintshire County Council has set its target at achieving 6% (RCI) red condition for all road classes. This will lead to investment being reduced on A, B and C (urban) roads which are already within target and increased investment on C Roads (rural) and U Roads. • The strategy for carriageways is to invest in preventative maintenance on Class C (rural) roads in order to reduce the rate of deterioration of the asset and corrective inlay on U (urban) Roads. However other classes of road will be considered after risk assessments and be incorporated into this strategy. • A SCRIM survey is undertaken annually on Class A and B Roads and selected C Roads. Sites are investigated and prioritized in accordance with Flintshire County Council's skid resistance policy. • C Roads and Unclassified Roads have been targeted using the additional LGBI funding. • Maximise budget by producing a scheduled tender for planned works. 	
Current Status	<p>As at 31 March 2014</p> <ul style="list-style-type: none"> - ↘ annual budget decreasing over time. (not including LGBI) - ↗ Target funding has improved the condition of C Roads. - ↗ increase in 3rd party claims - ↗ increase in customer complaints relating to potholes. 	

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2.2 Carriageway Options

2.2.1. Option C1: This option comprises of a continuance of the 2013/14 budget which includes the LGBI funding

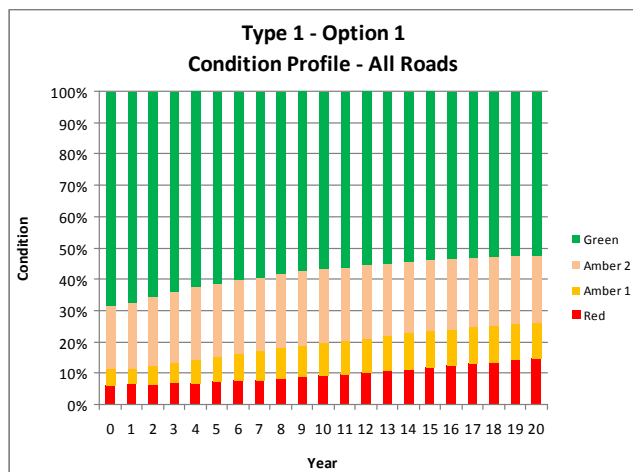
Budget

This option is included to demonstrate that if the annual budget of 2013/14 (which includes the additional LGBI funding) was utilised over a 20 year period the carriageways would still show deterioration.

HAMP Cost Category	Expenditure (£000's) (2013/14 actual)	%
Routine - Reactive Repairs (emergency)	£k	0
Routine - Reactive Repairs (non-emergency)	£1,612k	19%
Routine Cyclic Maintenance	£2,541k	29%
Planned Maintenance - Preventative	£679k	8%
Planned Maintenance - Corrective	£2,464k	28%
Inspections and survey (not covered under staff costs)	£40k	0.5%
Operating Costs (winter service)	£891k	10%
Improvements	£390k	5%
TOTAL	£8,617k	
<i>Loss (3rd Party Claims associated with (c/ways)</i>	£18k	0.5%
TOTAL (including claims costs)	£8,635k	

Predicted Condition

Flintshire County Council 2013/14 Annual Status and Options Report.



This shows a continuing deterioration of the carriageways over time resulting in the percentage of carriageway in need of maintenance (red + amber condition) increasing from 32% to 48% in 20 years.

Predicted Impacts

Reactive Maintenance

Continuance of this budget is likely to result in the increase of the level of reactive repairs over time.

3rd Party Claims

3rd party claims are expected to rise. A proportion of the pay out is funded from Operational budgets.

Customer Satisfaction

Customer satisfaction is expected to decrease with the worsening condition of the carriageways.

Future Costs

It is estimated that the cost of reactive maintenance will increase annually over the 20 year period.

Option Summary

The option of a continuance of current budget levels is predicted to result in:

- a. ↗ annual budget requirement growing over time to accommodate increasing reactive repairs
- b. ↘ reduction (deterioration) of measured condition
- c. ↗ increasing quantities of minor defects (pot holes and the like)
- d. ↗ potential for increase in 3rd party claims

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e. ↘ likelihood of decreased customer satisfaction as a result of increasing repairs
Total cost (over 20 years) estimated at **£172.7m**. Annual cost £8,635k initially, growing over time to accommodate growing reactive repair needs. (No allowance has been made for construction inflation currently running at approximately 5% per annum)

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2.2.2.

2.2 Option C2: Predicted effect of using the 2013/14 budget and incorporating the calculated steady state percentage split between corrective and preventative maintenance.

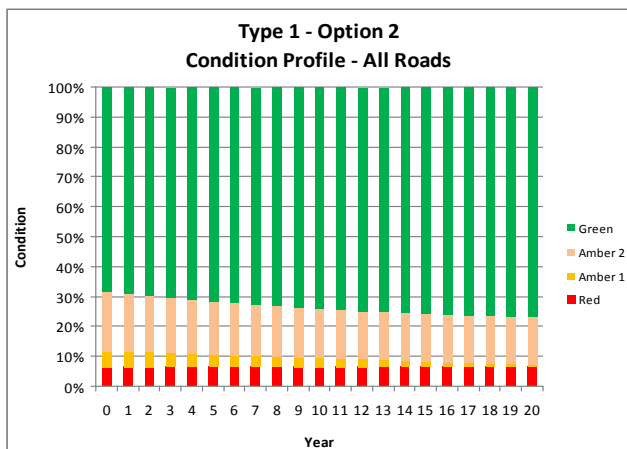
Budget

2.3 The second option is included to demonstrate that if the 2013/14 budget which includes the additional LGBI funding was utilised over a 20 year period using the calculated steady state percentages, which increases the percentage of the budget into preventative maintenance funding and reduces the percentage of the budget into corrective maintenance the carriageways would then reach steady state and the condition would then start to show an improvement.

HAMP Cost Category	Expenditure (£000's) (2013/14)	%
Routine - Reactive Repairs (emergency)	£0	0%
Routine - Reactive Repairs (non-emergency)	£1,612k	19%
Routine Cyclic Maintenance	£2,541k	29%
Planned Maintenance - Preventative	£2,659k	31%
Planned Maintenance - Corrective	£484k	5%
Inspections and survey (not covered under staff costs)	£40k	0.5%
Operating Costs (winter service)	£891k	10%
Improvements	390k	5%
TOTAL	£8,617k	
Loss (3 rd Party Claims associated with (c/ways)	£18k	0.5%
TOTAL (including claims costs)	£8635k	

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Predicted Condition



This shows an improvement of the carriageways over time resulting in the percentage of carriageway in need of maintenance (red + amber condition) decreasing from 32% to 23% in 20 years.

Predicted Impacts

Reactive Maintenance

Continuance of this budget is likely to reduce the level of reactive repairs over time.

3rd Party Claims

3rd party claims are expected to reduce.

Customer Satisfaction

Customer satisfaction is expected to improve with the improvement in the condition of the carriageways.

Future Costs

It is estimated that the cost of reactive maintenance will decrease annually.

Option Summary

The option of a continuance of current LGBI funding levels and to change the percentage of the budget split to the steady state percentages split is predicted to result in

- f. ↗ annual budget remaining the same is likely to reduce reactive repairs.
- g. ↗ improvement of measured condition
- h. ↘ a decrease in quantities of minor defects (pot holes and the like)
- i. ↘ potential for decrease in 3rd party claims
- j. ↗ Increase in customer satisfaction

APPENDIX 2

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Total cost (over 20 years) estimated at **£172.7m**. Annual cost £8,635k initially, remaining the same over time. (No allowance has been made for construction inflation currently running at approximately 5% per annum)

Flintshire County Council 2013/14 Annual Status and Options Report.

2.2.3. Option C3: The effect of the predicted reduced Planned Maintenance budget for 2015/16 using the Preventative Strategy. The enhanced funding over a three year period (LGBI) has now come to an end.

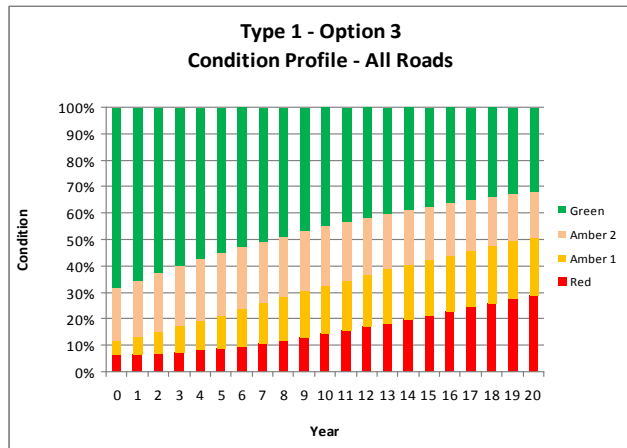
Budget

The third option comprises of investing the annual budget using the Preventative Strategy. (80% Preventative Maintenance and 20% Corrective Maintenance) The predicted reduced budget for 2015/16 has been used. The £520K shown as the Planned Maintenance budget is an estimated figure, as the 2015/16 budget has not been confirmed as yet.

HAMP Cost Category	Expenditure (£000's) (2015/16)	%
Routine - Reactive Repairs (emergency)	£0k	0
Routine - Reactive Repairs (non-emergency)	£1,612k	27%
Routine Cyclic Maintenance	£2,541k	42%
Planned Maintenance - Preventative	£416k	7%
Planned Maintenance - Corrective	£104k	2%
Inspections and survey (not covered under staff costs)	£40k	0.5%
Operating Costs (winter service)	£891k	15%
Improvements	£390k	6%
TOTAL	£5,994k	
<i>Loss (3rd Party Claims associated with (c/ways)</i>	£18k	0.5%
TOTAL (including claims costs)	£6,012k	

Predicted Condition

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This shows a continuation of deterioration over time resulting in the percentage of carriageway in need of maintenance (red + amber condition) increasing from the current 32% to 68% in 20 years. The annual budget has targeted preventive measures, but the budget is not enough to keep the amber bands in a steady state condition.

Predicted Impacts

Reactive Maintenance

Reactive repairs will increase substantially over time.

3rd Party Claims

3rd party claims are expected to rise.

Customer Satisfaction

Customer satisfaction is expected to decrease with the worsening condition of the carriageways.

Future Costs

It is estimated that the cost of reactive maintenance will increase annually over the 20 year period.

Option Summary

The annual budget needs to be increased to show the benefit of the preventative option.

The option of using preventative maintenance treatments with the limited budget is predicted to result in:

- ↗ annual budget requirement growing over time to accommodate increasing reactive repairs
- ↘ a reduction (deterioration) of measured condition
- ↗ an increase in the quantities of minor defects (pot holes and the like)
- ↗ 3rd party claims are expected to rise.

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e. ↘ customer satisfaction is expected to decrease with the worsening condition of the carriageway.

Total cost (over 20 years) estimated at £120.2m. Annual cost £6,012k initially, growing slightly over time to accommodate growing reactive repair needs. (No allowance has been made for construction inflation currently running at approximately 5% per annum)

2.2.4. Recommendation

It is recommended that Flintshire County Council adopt a preventative maintenance strategy in order to best utilise the limited monies available.

Option 3 shows the predicted 2015/16 budget using the Preventative Strategy which splits the Planned Maintenance as follows:-

Corrective Maintenance (20%)	-	£104,000
Preventative Maintenance (80%)	-	£416,000

This will be targeted at the amber bands of each road class in order to meet the 18% target, this could mean an increase in the use of surface dressing materials.

The treatment is quicker as well as less costly than resurfacing and thus will also result in less disruption to traffic whilst the works are being undertaken.

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Footways

3.1 Status Report

Asset Group: Footways																	
Statistics					Commentary												
The Asset	Footway Condition results (m²)																
	Material Type	Condition 1	Condition 2	Condition 3	Condition 4	Total											
	Bituminous	76526	888485	813811	74118	1852940											
	PCC Slabs	1370	3626	2583	644	8223											
	Stone	0	0	0	0	0											
	Concrete	144	936	826	12	1918											
	PCC Blocks	1986	6477	4842	5	13310											
Total	80026	899524	822062	74779	1876391												
An Improvement Action is to consider utilising the WDM Asset Management System or the Mayrise database.																	
Customer Expectations	The total number of complaints/reports relating to footways have decreased since 2011/12.																
	Footway Complaints and Reports by Telephone																
	Topic	2009/10	2010/11	2011/12	2012/13	2013/14											
	Footway complaints /reports	238	255	276	185	165											
<table border="1" style="margin: 10px auto;"> <caption>Footway Complaints and Reports by Telephone</caption> <thead> <tr> <th>Year</th> <th>2009/10</th> <th>2010/11</th> <th>2011/12</th> <th>2012/13</th> <th>2013/14</th> </tr> </thead> <tbody> <tr> <td>Footways</td> <td>238</td> <td>255</td> <td>276</td> <td>185</td> <td>165</td> </tr> </tbody> </table>						Year	2009/10	2010/11	2011/12	2012/13	2013/14	Footways	238	255	276	185	165
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Flintshire County Council 2013/14 Annual Status and Options Report.

Asset Group: Footways																																	
	Statistics	Commentary																															
Condition	<p>Footway Condition Results (2012/13)</p> <table border="1"> <caption>Approximate data from Footway Condition Results (2012/13)</caption> <thead> <tr> <th>Material Type</th> <th>Condition 1 (sqm)</th> <th>Condition 2 (sqm)</th> <th>Condition 3 (sqm)</th> <th>Condition 4 (sqm)</th> </tr> </thead> <tbody> <tr> <td>Bituminous</td> <td>~900,000</td> <td>~800,000</td> <td>~800,000</td> <td>~100,000</td> </tr> <tr> <td>PCC Slabs</td> <td>~100,000</td> <td>~50,000</td> <td>~50,000</td> <td>~50,000</td> </tr> <tr> <td>Stone</td> <td>~50,000</td> <td>~50,000</td> <td>~50,000</td> <td>~50,000</td> </tr> <tr> <td>Concrete</td> <td>~50,000</td> <td>~50,000</td> <td>~50,000</td> <td>~50,000</td> </tr> <tr> <td>PCC Blocks</td> <td>~50,000</td> <td>~50,000</td> <td>~50,000</td> <td>~50,000</td> </tr> </tbody> </table>	Material Type	Condition 1 (sqm)	Condition 2 (sqm)	Condition 3 (sqm)	Condition 4 (sqm)	Bituminous	~900,000	~800,000	~800,000	~100,000	PCC Slabs	~100,000	~50,000	~50,000	~50,000	Stone	~50,000	~50,000	~50,000	~50,000	Concrete	~50,000	~50,000	~50,000	~50,000	PCC Blocks	~50,000	~50,000	~50,000	~50,000	<ul style="list-style-type: none"> A footway inventory and condition survey has been undertaken by an external contractor for Flintshire County Council. The results to the left are only for the 2012/13. They show that the majority of the footways within Flintshire County Council are bituminous material and there is only a small quantity of Condition 4 which requires treatment within. 	
	Material Type	Condition 1 (sqm)	Condition 2 (sqm)	Condition 3 (sqm)	Condition 4 (sqm)																												
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	Year	Planned (£)	Reactive (£)	Cyclic (£)																													
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Flintshire County Council 2013/14 Annual Status and Options Report.

Asset Group: Footways						
	Statistics	Commentary				
e		<p>repair to reduce safety issues.</p> <ul style="list-style-type: none"> Cyclic works are activities which are scheduled on a prescribed time interval. 				
Investment and Output (2013/14)	The % split of costs for reactive maintenance for carriageway/footway has been assumed as the current cost codes incorporate carriageway/footway within the same code.					
	Cost Category	£000'k Output				
	Planned Maintenance - preventative	£k -				
	Planned Maintenance - Corrective	£291k - footway works				
	Routine Cyclic Maintenance	£682k - Cleansing/Sweeping				
	Routine - Reactive Repairs (emergency)	£0k				
	Routine - Reactive Repairs (non-emergency)	£668k - Highways Reactive Maintenance – (£363k) - Highways General – (£227k) - Clean Teams – (£62k) - Highways Night Team – (£16k)				
	Routine - Inspection & Survey	£k Covered through staff costs				
	Overhead *					
	Loss#	£24k Third Party claims				
	Improvements	£k - Dropped Crossings				
	Operating Costs	£0k - Included in Carriageway costs				
TOTAL = £1,665K						
Valuation	<table border="1"> <tr> <td>Gross Replacement Cost</td> <td>£56,736,000</td> </tr> <tr> <td>Depreciated Replacement Cost</td> <td>£35,653,000</td> </tr> </table>	Gross Replacement Cost	£56,736,000	Depreciated Replacement Cost	£35,653,000	The information is obtained from the Asset Valuation 2013/14
	Gross Replacement Cost	£56,736,000				
Depreciated Replacement Cost	£35,653,000					
<ul style="list-style-type: none"> Higher car ownership and the resultant lack of available parking in residential areas causes increased occurrences of parking on footways. This significantly reduces the lifespan of the asset. Increased fuel charges for Street Scene Services Vehicles. Above inflation increases in the cost of construction materials. Lack of forward works programme to cover three to five year. 						
K						

Flintshire County Council 2013/14 Annual Status and Options Report.

Asset Group: Footways		
	Statistics	Commentary
s	<ul style="list-style-type: none"> Lack of detail within the Finance cost codes makes it difficult to breakdown the Reactive Maintenance spend. Loss of LGBI funding after 2014/15 and predicted reducing budgets. 	
Current Strategies	<p>Flintshire County Council has undertaken a footway inventory and condition survey.</p> <p>Using the LGBI funding Flintshire County Council has undertaken a footway reconstruction programme in 2013/14 and also in 2014/15.</p> <p>Historically the strategy for footways has been to use preventative measures by carrying out an annual footway slurry seal programme which was determined from ad hoc observations and recommendations. Consideration will be given to renewing this strategy.</p> <p>Maximise budget by producing a scheduled tender for planned works.</p>	
Current Status	<p>As at 31 March 2014</p> <ul style="list-style-type: none"> ↗ continuance of annual budget ↘ reduction (deterioration) of measured condition ↘ increasing quantities of minor defects (pot holes and the like) ↘ decrease in 3rd party claims 	

Flintshire County Council 2013/14 Annual Status and Options Report.

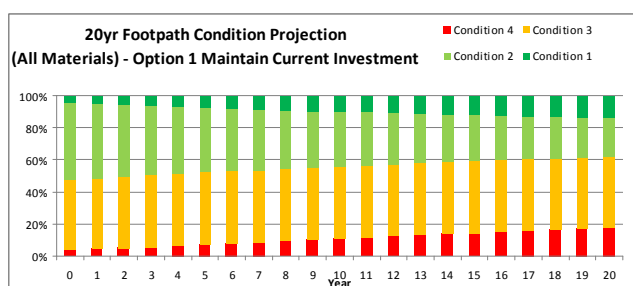
Footways Options 1: Maintain Current Investment

Budget

The first option comprises a continuance of current funding levels (which includes LGBI funding) as shown below:

HAMP Cost Category	Anticipated Budget (£000's)	%
Routine - Reactive Repairs (emergency)	£0	0%
Routine - Reactive Repairs (non-emergency)	£668k	40%
Routine Cyclic Maintenance	£682k	41%
Planned Maintenance - Preventative	£0	0%
Planned Maintenance - Corrective	£291k	18%
Inspections and survey	£0	0%
Operating Costs	£0	0%
TOTAL	£1,641k	0%
Loss (3 rd Party Claims associated with (footways) #	£24k	1%
TOTAL (including claims costs)	£1,665K	

Predicted Condition



This shows the level of condition deteriorating with three and four footway increasing from the current 48% to 62% in 20 years.

Flintshire County Council 2013/14 Annual Status and Options Report.

Impacts

Reactive Maintenance

Continuance of this budget is likely to increase the level of reactive repairs substantially over time.

3rd Party Claims

3rd party claims are expected to rise. A proportion of the pay out is funded from Operational budgets.

Customer Satisfaction

Customer satisfaction is expected to decrease with the worsening condition of the footways.

Future Costs

It is estimated that the cost of reactive maintenance will increase annually over the 20 year period.

Summary

The option of continuing current levels of investment is predicted to result in:

- ↗ annual budget requirement growing over time to accommodate increasing reactive repairs.
- ↘ reduction (deterioration) of measured condition
- ↗ increase in quantities of minor defects (pot holes and the like)
- ↗ increase in 3rd party claims

Total cost (over 20 years) estimated at **£33.3m**. Annual cost £1,665k initially, growing over time to accommodate growing reactive repair needs. (No allowance has been made for construction inflation currently running at approximately 5% per annum)

Flintshire County Council 2013/14 Annual Status and Options Report.

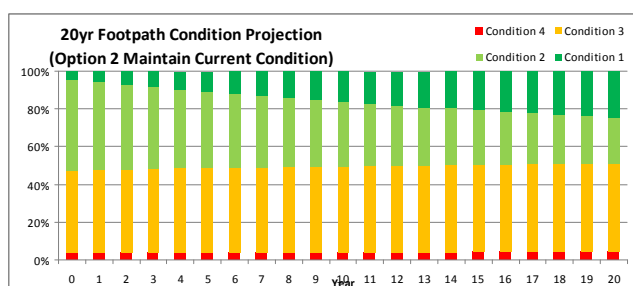
3.1 Footways Options F2: Maintain Current Condition – steady state

Budget

The second option comprises a continuance of current condition levels as shown below:

HAMP Cost Category	Anticipated Budget	%
Routine - Reactive Repairs (emergency)	£0k	0%
Routine - Reactive Repairs (non-emergency)	£668k	39%
Routine Cyclic Maintenance	£682k	40%
Planned Maintenance - Preventative	£238k	14%
Planned Maintenance - Corrective	£86k	5%
Inspections and survey (covered under staff costs)	£0k	0%
Operating Costs	£0k	0%
TOTAL	£1,674k	0%
Loss (3 rd Party Claims associated with (footways) #	£24k	2%
TOTAL (including claims costs)	£1,698k	

Predicted Condition



This shows the condition of the Footways remaining the same over time.

Impacts

Flintshire County Council 2013/14 Annual Status and Options Report.

Reactive Maintenance

Continuance of the condition is likely to mean the level of reactive repairs remains similar over time.

3rd Party Claims

3rd party claims are expected to remain the same

Customer Satisfaction

Customer satisfaction is expected to reduce due to the longer time taken to undertake repairs.

Future Costs

The future costs are likely to remain the same as there is no deterioration of the network.

Option Summary

The option of a continuance of current condition levels is predicted to result in:

- a. annual budget remaining the same over time
- b. continuance of measured condition
- c. no increase in quantities of minor defects (pot holes and the like)
- d. no change in 3rd party claims

Total cost (over 20 years) estimated at **£33.9m**. Annual cost £1,698k initially, remaining the same over time. (No allowance has been made for construction inflation currently running at approximately 5% per annum)

Footways Option 3: Utilise the predicted reduced 2015/16 Budget Using Preventative Strategy

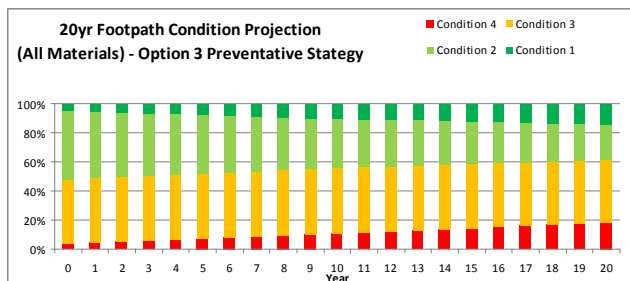
Budget

The third option comprises investing the predicted reduced budget using a preventative treatments regime. The £150K shown as the preventative budget is an estimated figure, as the 2015/16 has not been confirmed as yet.

Flintshire County Council 2013/14 Annual Status and Options Report.

HAMP Cost Category	Anticipated Budget (£000's)	%
Routine - Reactive Repairs (emergency)	£0	0%
Routine - Reactive Repairs (non-emergency)	£668k	44%
Routine Cyclic Maintenance	£682k	45%
Planned Maintenance - Preventative	£150k	9%
Planned Maintenance - Corrective	£0k	0%
Inspections and survey	£0	0%
Operating Costs	£0	0%
TOTAL	£1,500k	0%
<i>Loss (3rd Party Claims associated with (footways) #</i>	£24k	2%
TOTAL (including claims costs)	£1,524K	

Predicted Condition



This shows the level of condition deteriorating with Conditions three and four of footway increasing from the current 48% to 62% in 20 years.

Impacts

Reactive Maintenance

Continuance of this budget is likely to increase the level of reactive repairs substantially over time.

3rd Party Claims

3rd party claims are expected to rise. A proportion of the pay out is funded from Operational budgets.

Flintshire County Council 2013/14 Annual Status and Options Report.

Customer Satisfaction

Customer satisfaction is expected to decrease with the worsening condition of the footways.

Future Costs

It is estimated that the cost of reactive maintenance will slightly increase annually over the 20 year period.

Summary

The option of continuing current levels of investment is predicted to result in:

- ↗ annual budget requirement growing over time to accommodate increasing reactive repairs.
- ↘ reduction (deterioration) of measured condition
- ↗ increase in quantities of minor defects (pot holes and the like)
- ↗ increase in 3rd party claims

Total cost (over 20 years) estimated at **£30.4m**. Annual cost £1,524k initially, growing over time to accommodate growing reactive repair needs. (No allowance has been made for construction inflation currently running at approximately 5% per annum)

Recommendation

It is recommended that Flintshire County Council adopt a preventative maintenance strategy in order to best utilise the limited monies available.

Flintshire County Council has undertaken footway reconstruction works using the LGBI funding which will clear a backlog of footways which are in a poor condition. This will then allow a return of preventative treatments – footway slurry seal which is quicker and less costly than reconstruction/resurfacing and thus will also result in less disruption to pedestrian traffic whilst the works are being undertaken.

**Flintshire County Council 2013/14
Annual Status and Options Report.**

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FLINTSHIRE COUNTY COUNCIL

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

DATE: **THURSDAY 4 JUNE 2015**

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

SUBJECT: **SPEED LIMIT REVIEW - PROGRESS REPORT**

1.00 PURPOSE OF REPORT

- 1.01 To provide the Committee with details on the progress made on the County wide Speed Limit Review for the classified (A and B) road network
- 1.02 To inform the Committee of the revised programme to complete the project.

2.00 BACKGROUND

- 2.01 In 2009, Welsh Government published a new guidance note "Setting Local Speed Limits in Wales" providing advice on the speed limits for single and dual carriageways in both rural and urban areas, with a request that all local authority's review the speed limits on all of their A and B road network. It was recommended that any proposed changes required as a result of the review should be implemented by the 31st December 2014.
- 2.02 A report was approved by Cabinet July 2013 detailing the outcome of the review which had been carried out on the Flintshire classified road network and included schedules and plans of those sections of roads where a change in the speed limit was necessary. The proposals included a programme to complete the associated orders and implement the revised speed limits within a two year period.
- 2.03 The cost of carrying out the works were estimated to be £210k and the funding was to be provided from the WG prudential borrowing Initiative (PBI)

3.00 CONSIDERATIONS

- 3.01 Progress on the project has been slower than expected, due to various reasons, including:
- The complexity of preparing the new orders, especially

where they integrated with existing side street speed limit orders

- Dealing with the objections against the orders received during the consultation period, which require additional time to resolve
- Low staff resources, both within the Traffic Section and the Legal Section of the Council who have historically produced the legal orders required to implement the speed limits

3.02 Of the 37 sites identified as requiring a change to the existing speed limit order (**Appendix 1**) –

- 5 have been completed
- 7 are committed and will be completed within the next three months
- 25 have yet to be ordered and advertised

3.03 Based on the progress made to-date, the final delivery of the project is expected to be well after the expected completion date required by WG in the guidance note and it is now necessary to develop a new programme and method of delivery in order to complete the work at the earliest possible opportunity.

3.04 In order to expedite the work it is proposed that the Council engage an Agency engineer who is capable of designing the new speed limits, creating the legal orders and arranging the necessary consultation process. This arrangement has historically been carried out by two teams within the Council i.e. The scheme design has been carried out by Traffic teams and the legal order processed by the Legal team. This has created further delays and the twin track arrangements reduces ownership of the project. There are no members of staff within the Streetscene and Transportation portfolio with the skill sets to allow them to undertake both elements of the speed limit orders.

3.05 It is expected that the Agency engineer will be capable of progressing the outstanding schemes to completion within 6 months and therefore the revised completion date will be 30th November 2015.

3.06 The estimate costs of completing the remaining routes is £180k (advertising and construction works) and the cost of engaging the Agency engineer for the period of the project is approximately £30k.

3.07 Funding for the scheme is no longer available from the PBI scheme and the costs will therefore be met from the Streetscene and Transportation budget and an in-year budget pressure will be created as a result

3.08 The revised programme will follow the prioritised list also shown in **Appendix 1**.

3.09 Progress against the new timetable will be monitored monthly by the Cabinet member for Environment and a verbal update on progress will be presented to Environment Overview and Scrutiny at the half way point of the project (three months)

4.00 RECOMMENDATIONS

4.01 That Environment Overview and Scrutiny support the revised completion date for the project and the engagement of the Agency Engineer to carry out the work required to deliver the speed limit review within the revised timescale.

5.00 FINANCIAL IMPLICATIONS

5.01 The total cost for completing the review is now £210k.

6.00 ANTI POVERTY IMPACT

6.01 No identified impact

7.00 ENVIRONMENTAL IMPACT

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

8.00 EQUALITIES IMPACT

8.01 No identified impact.

9.00 PERSONNEL IMPLICATIONS

9.01 Agency Engineer required for a period of six months to carry out the work

10.00 CONSULTATION REQUIRED

10.01 Each proposed change in speed limit will need to follow the national statutory consultation procedures applicable, and receive Police support.

10.02 Each local member will be consulted as part of the process

11.00 CONSULTATION UNDERTAKEN

11.01 Each Local Member, and all Town/community Councils were provided with both a link to the new speed limit guidance, together with the initial recommendations resulting from the Atkins report.

12.00 APPENDICES

12.01 **Appendix 1 – Schedule and priority listing report**

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985
BACKGROUND DOCUMENTS

Contact Officer: Stephen Jones
Telephone: 01352 704700
Email: Stephen.o.jones@flintshire.gov.uk

Identified Speed Limit	FCC Matrix Score & order for completion	Estimated Cost	Status
Order of Priority			
Completed			
A549 Dobshill	-	-	Implemented
A5104 Treuddyn	-	-	Implemented
A5104 Broughton	-	-	Implemented
B5126 Northop	-	-	Implemented
A548 (6)	-	-	Implemented
Committed			
A5026 (15,18)	-	11k	With Contractor
B5102 (26)	-	13k	With Contractor
A550 (13)	-	9.5k	Objection
A541 (3,27)	-	9.5k	With Contractor
A5119 (20)	-	5k	Objection
To be Completed			
A5104 (1)	149	13	To be advertised
B5121 (28)	142	12	To be scheduled
A5026 (16)	141	8	To be advertised
B5123 (31,32,33,34)	138	30	To be advertised
B5101 (22,23,24,25)	135	18	To be scheduled
B5125 (36,37)	128	10	To be advertised
A5026 (17)	121	12	To be scheduled
A550 (11)	119	10	To be advertised
B5129 (38)	113	6	To be re-advertised
A548 (10)	110	7	To be scheduled
B5123 (30)	87	7	To be advertised
B5373 (39)	85	7	To be advertised
A541 (2,29)	82	10	To be advertised
A5119 (21)	78	7	To be re-advertised
A5119 (19)	69	7	To be advertised
A5026 (14,35)	53	16	To be advertised

Total:	180
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FLINTSHIRE COUNTY COUNCIL

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

DATE: **THURSDAY 4 JUNE , 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.

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

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Draft Forward Work Programme

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/ Contact Officer	Submission Deadline
15 July 2015 10.00 a.m.	2014/15 Year End reporting and Data Submission	To enable Members to fulfil their scrutiny role in relation to performance monitoring	Performance Monitoring	Facilitator	
16 September 2015 10.00 a.m.	Streetscene - Next Steps Review of Winter Maintenance	To review the Streetscene standards (including drain cleaning policy, weeding policy, cycle path maintenance, fly tipping, recycling of tetrapak etc To undertake a 2 yearly review of the Winter Maintenance Policy	Policy Review Policy Review	Chief Officer Streetscene & Transportation Chief Officer Streetscene & Transportation	

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

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
Renewable energy	Request from Cllr Paul Shotton	Chief Officer Planning and Environment
Integrated Transport Unit	Progress report on the new arrangements April 2016	Katy Wilby

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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

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

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