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Contact Officer: Maureen Potter
01352 702322
maureen.potter@flintshire.gov.uk

To: Cllr Veronica Gay (Chair)

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

7 January 2016

Dear Councillor

You are invited to attend a meeting of the Environment Overview & Scrutiny Committee which will be held at 10.00 am on Wednesday, 13th January, 2016 in the Delyn Committee Room, County Hall, Mold CH7 6NA to consider the following items

A G E N D A

1 APOLOGIES

Purpose: To receive any apologies.

2 DECLARATIONS OF INTEREST (INCLUDING WHIPPING DECLARATIONS)

Purpose: To receive any Declarations and advise Members accordingly.

3 CONSIDERATION OF A MATTER REFERRED TO THE COMMITTEE PURSUANT TO THE CALL IN ARRANGEMENTS (Pages 3 - 6)

A decision of the Cabinet meeting on 15 December 2015 relating to Hope Household Recycling Centre has been called in. Attached is a copy of the procedure for dealing with a called in item.

4 **HOPE HOUSEHOLD RECYCLING CENTRE (HRC) SITE** (Pages 7 - 14)

Report of the Chief Officer (Streetscene and Transportation) – Cabinet Member for Waste Strategy, Public Protection and Leisure

To assist Members, the following documents are attached:

- Copy of the report of the Chief Officer (Streetscene & Transportation) – Hope Household Recycling Centre (HRC) Site
- Copy of the Record of Decision
- Copy of the Call In Notice

5 **MINUTES** (Pages 15 - 22)

Purpose: To confirm as a correct record the minutes of the last meeting

6 **PUBLIC CONVENIENCES** (Pages 23 - 26)

Report of Chief Officer (Streetscene and Transportation) - Deputy Leader of the Council and Cabinet Member for Environment

Purpose: To update Members of the Scrutiny Committee on the final stage of the Public Convenience Review.

7 **BUS SUBSIDY PROPOSALS** (Pages 27 - 38)

Report of Chief Officer (Streetscene and Transportation) - Deputy Leader of the Council and Cabinet Member for Environment

Purpose: To advise and update Scrutiny on the proposed review of subsidised bus services and outline the proposed approach for consulting with local communities on the development of Community Transport

8 **FORWARD WORK PROGRAMME (ENVIRONMENT)** (Pages 39 - 46)

Report of Environment and Social Care Overview and Scrutiny Facilitator -

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

Yours faithfully



Peter Evans

Democracy & Governance Manager

FLINTSHIRE COUNTY COUNCIL

OVERVIEW & SCRUTINY

CALL-IN ARRANGEMENTS

1. Background

The arrangements for calling in a decision are to be found in paragraph 16 of the Overview & Scrutiny Procedure Rules contained within the Council's Constitution. The legal authority is derived from section 21 (3) of the Local Government Act 2000. This note summarises the provisions in the Constitution.

2. Decision of the Cabinet

When a decision is made by the Cabinet, the Democracy & Governance Manager publishes a record of those decisions within two days of them being made. Copies are available at County Hall, and are sent to all Members of the County Council.

The decision record bears the date on which it was published and specifies that the decision will come into force, and may then be implemented on the expiry of five working days after the publication of the decision, unless it is called in within 5 working days after the publication of the decision

3. Calling in a Decision

If the Democracy & Governance Manager receives a request from the Chair or at least four members of the Council, (for the avoidance of doubt such a request should be in writing, giving the reason for the call-in, and signed by all parties) the Democracy & Governance Manager will notify the decision taker of the call-in, and then arrange a meeting of the Committee within seven working days of the decision to call-in. (The last working day before Christmas and the three working days between Christmas and New Year will not be counted as working days for the purposes of this paragraph).

4. The Call-in Meeting

By their nature, call-in meetings will be held at short notice (i.e. within seven working days of the call-in decision) and the only item of business to be transacted would normally be to deal with the call-in. However, from time to time it is expedient to consider a call in at a meeting which has already been convened.

It is suggested that the procedure outlined below be used at such a meeting.

5. Procedure for a Call-in Meeting

- (i) The decision makers who have been invited to the meeting (usually the relevant Cabinet Member(s) and/or Chief Officer(s)) should be invited to sit at the committee table at the start of the meeting, as should any initiators of the call in who are not already members of the committee.
- (ii) The Chairman will invite the Member Engagement Manager to briefly outline the call-in procedure for Members of the Committee, explaining the time constraints within the Constitution. The Officer should also outline the ideal procedure, set out below, for an Overview & Scrutiny Committee to deal with a call-in meeting.
- (iii) The Chairman will then invite the initiators of the call-in (those who have signed the letter) to explain and clarify their reasons for calling in the decision. This can be by means of a spokesman, or by several Members contributing.
- (iv) The decision makers will then have the opportunity to respond to the issues raised by those initiating the call-in and provide further information if they believe that it will assist the committee's understanding of the decision.
- (v) The Chairman will then invite questions from Members, and the decision-makers and call-in initiators will be invited to answer the questions.
- (vi) At the end of Members' questions, the Chairman will ask the initiators of the call-in and the decision makers to sum up their respective cases.
- (vii) The Chairman will then invite the Member Engagement Manager to explain the Committee's options for decision contained in the Constitution. The decision should include one of the four options given below, which are contained in the Constitution.

Option 1

If, having considered the decision, the Overview & Scrutiny Committee is satisfied with the explanation which it has received, it will indicate as such, in order for the decision to be implemented.

Option 2

If, having considered the decision, the Overview & Scrutiny Committee is 'no longer concerned', having received the explanations, but is not minded to indicate that it is 'satisfied with the explanation', then it is in order for the Committee to resolve that 'the explanation be accepted but not endorsed by the Overview & Scrutiny Committee'.

Option 3

If, having considered the decision, the Overview & Scrutiny Committee is still concerned about it, then it may refer it back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns. If referred to the decision maker then the decision maker shall then reconsider, at the earliest scheduled meeting, amending the decision or not, before adopting a final decision.

Option 4

If, having considered the decision, the Overview & Scrutiny Committee is still concerned about it, then it may refer the matter to full Council. If referred to full Council, the Council shall meet to consider the referral within 10 working days unless there is a scheduled meeting of the full Council at which the matter may be considered within the expiry of a further 5 working days.

Note:

If either Option 1 or Option 2 is decided upon, the Cabinet decision can be implemented after the Overview & Scrutiny meeting. If either Option 3 or 4 is decided upon, the Cabinet decision cannot be implemented after the Overview & Scrutiny meeting until it has received further consideration by either the Cabinet or Council.

- (viii) The Committee will then discuss the matter and following debate, reach a decision.

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CABINET MEETING

Date of Meeting	Tuesday, 15 December 2015
Report Subject	Hope Household Recycling Centre (HRC) Site
Cabinet Member	Cabinet Member for Waste Strategy, Public Protection and Leisure
Report Author	Chief Officer – Streetscene and Transportation
Type of Report	Operational

EXECUTIVE SUMMARY

In June 2015 Cabinet approved that the HRC site at Fagyl Lane Hope would remain open at weekends only and for the receipt of recycling material only, until 1st January 2016.

This was subject to the receipt of an expression of interest (EOI) from the community stating their intention to take on the operations of the site which should be received before August 31st 2015.

The report further required that the subsequent business case to operate the site, should then be received and approved, in order that the community could take on the operation and management of the site from 1st January 2016

This report provides Cabinet with a summary of the discussions that are on-going with representatives of the community on the proposed transfer of the facility.

RECOMMENDATIONS

1	That Cabinet approves an extension of the existing 'weekend only' and 'recycling only' arrangement at Hope until 31 st January 2016 to allow additional time for the business case to be approved and to allow the local community representative sufficient time to mobilise resources to operate the site from this date.
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REPORT DETAILS

1.00	EXPLANATION OF THE BACKGROUND TO HOPE HRC SITE
1.01	Following the Cabinet report in June 2015 the local community were given until 31 st August to present an EOI to operate the Hope HRC site.
1.02	An EOI was received in August from a representative who was acting on behalf of the local community offering to operate the facility.
1.03	Since this date, officers from the Council has been providing information which would allow the representative to build a business case to continue operations at the site.
1.04	An initial outline business case has recently been provided to the Council which requires further development work prior to final consideration and approval. In order to provide more time for the representative to complete the business case, a delay to the planned closure date of one month is recommended.
1.05	In the event that the business case is not finalised and approved by the 31 st January 2016 then the site will close completely on the 1 st February 2016.

2.00	RESOURCE IMPLICATIONS
2.01	Additional costs of the single operator at the site during the weekends in January.

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	Completed as part of initial decision.

4.00	RISK MANAGEMENT
4.01	The business case will be subjected to a robust due diligence review by officers prior to acceptance.

5.00	APPENDICES
5.01	None.

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	Contact Officer: S Jones Telephone: 01352 704700 E-mail: Stephen.o.jones@flintshire.gov.uk

7.00	GLOSSARY OF TERMS
7.01	HRC – Household Recycling Centre EOI – Expression of Interest

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FLINTSHIRE COUNTY COUNCIL

CABINET RECORD OF DECISION

DATE OF MEETING: 15 DECEMBER 2015 AGENDA ITEM NO. 11

REPORT OF: Chief Officer (Streetscene and Transportation)

SUBJECT: FUTURE OF HOPE HOUSEHOLD RECYCLING CENTRE (HRC) SITE

RECOMMENDATIONS OF REPORT: That Cabinet approves an extension to the existing 'weekend only' and 'recycling only' arrangement at Hope until 31 January 2016 to allow additional time for the business case to be approved and to allow the local community representative sufficient time to mobilise resources to operate the site from this date.

DECISION: As detailed in the recommendation.

REASON FOR DECISION: As in the report.

CONSULTATIONS REQUIRED/CARRIED OUT: Completed as part of initial decision.

RESOURCE IMPLICATIONS: Additional costs of the single operator at the site during the weekends in January 2016.

DECLARATIONS OF INTEREST: None.

DISPENSATIONS None.

DATE PUBLISHED: 16 December 2015

SIGNED  (Proper Officer)

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22 December 2015

To **Democracy & Governance Manager**

We, the undersigned, wish to call in the following decision of the Cabinet:

Date of Cabinet meeting: 15 December 2015

Report title: Future of Hope Household Recycling Centre (HRC) Site

Record of Decision number: 11

Reason(s) for call in: Flintshire Council is actively promoting Community Asset Transfers to save Flintshire Council money.

Hope Household Recycling Centre is close to having a serious community bid to take over the site.

This fact was recognised by Street Scene Operations Manager Kevin Edwards on 4 December 2015. Mr Edwards wrote: "I have shared the information you have provided with my line manager and other senior officers and we recognise, based on what has been presented so far, that you need more time in developing your business case. Therefore I will be making a recommendation to the Council's Cabinet that we will continue to run the site until the end of March 2016."

Mr Edwards was correct on 4 December.

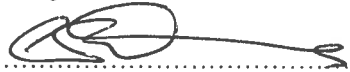
We call on Cabinet to authorise Flintshire Council to continue to run the site until 20 March 2016. This will allow enough time for a more cohesive and robust business plan to be presented to Flintshire Council by 9 March 2016, with a view to the community bidders taking over the site from 21 March 2016.

In initiating this call in, we recognise that it will be regarded as a gross discourtesy to the committee if members who have requested the call in do not attend the meeting of the committee without contacting the Member Engagement Manager to explain their reasons.

We understand that the call in meeting will be held within 7 working days of this call in notice being received and accepted.

Signature	Printed name
1 <i>T. Newhouse</i>	Tim Newhouse
2 <i>D. Roney</i>	David Roney
3 <i>David M. Williams</i>	David Williams
4 <i>Phil Lightfoot</i>	Phil Lightfoot

Call in Notice received 23/12/2015 Accepted ... 6/1/2016

Signed  **Chief Officer Governance or ~~Democracy & Governance Manager~~**

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ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE **3 DECEMBER 2015**

Minutes of the meeting of the Environment Overview & Scrutiny Committee of Flintshire County Council held in the Wepre Park Visitor Centre, Wepre Park, Wepre Drive, Connah's Quay, Flintshire on Thursday, 3 December 2015

PRESENT: Councillor Veronica Gay (Chair)

Councillors: Haydn Bateman, Ron Davies, Chris Dolphin, David Evans, Brian Lloyd, Nancy Matthews, Ann Minshull and Paul Shotton

SUBSTITUTES: Councillors: Paul Cunningham (for Joe Johnson), Ian Dunbar (for Cindy Hinds), Mike Peers (for Colin Legg) and David Williams (for Ray Hughes)

APOLOGIES: Councillor Hilary Isherwood and Councillor Bernie Attridge, Deputy Leader and Cabinet Member for Environment

CONTRIBUTORS: Councillor Kevin Jones, Cabinet Member for Waste Strategy, Public Protection & Leisure; Chief Officer, Planning & Environment; Chief Officer, Streetscene; Senior Rights of Way Officer and Rights of Way Officer

Mr. Nick Thomas, Operations Manager (North East Wales) and Anthony Randles, Team Leader, Natural Resource Management (Wrexham and Flintshire) of Natural Resources Wales

IN ATTENDANCE: Environment Overview & Scrutiny Facilitator and Committee Officer

40. WEPRE PARK

Prior to the start of the meeting, the Committee received a presentation from Sarah Jeffery, the Heritage Lottery Fund Project Manager, on the history of Wepre Park and various projects undertaken.

41. DECLARATIONS OF INTEREST

There were no declarations of interest.

42. MINUTES

The minutes of the meeting held on 21 October 2015 were submitted.

Accuracy

Minute number 37: Review of the consultation process for introducing traffic calming and other highway traffic and safety features on the highway -

Councillor Ron Davies clarified that his concerns about 'rat runs' related to Higher Shotton and not Connah's Quay.

Matters Arising

Minute number 35: Minutes of previous meeting - Councillor Paul Shotton reported that monthly meetings were being held of the Task Group set up to look at problems with fly tipping in the Golftyn ward and along the Deeside strip.

RESOLVED:

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

43. NATURAL RESOURCES WALES

The Chair introduced Nick Thomas and Anthony Randles of Natural Resources Wales (NRW) and invited them to deliver a presentation on the work of NRW in Flintshire. The main features of the presentation were:

- Who we are
- Our purpose
- Landowner and Land Manager
- Outdoor Recreation
- Designating Authority
- Sites of Special Scientific Interest and Area of Outstanding Natural Beauty in Flintshire
- Flintshire Coastal Tourism Potential Challenges
- Potential for a Dee Estuary Regional Park
- Species Management / Alien Species Legislative Update
- Fisheries Management
- Partnership Work
- Water Framework Directive
- Environmental Regulation
- Incident Management
- Fly Tipping
- The River Dee
- Flood Risk Management
- Environmental Bill

Mr. Thomas spoke about the wide remit of NRW and described Flintshire as unique in terms of the urban areas and significant wildlife interest. During an overview of partnership work, he highlighted the role of the Halkyn Mountain Ranger and close links between NRW and the Countryside team on improvements to the Wales coastal path. He cited the potential for joint working on a possible Dee Estuary Regional Park which would not only be an opportunity to enhance recreation but could also help to benefit the environment (ie removal of eyesores) which in turn could improve employment opportunities

(eg tourism, light industry etc) and hence improve the prospects for the Estuary's communities. However, he raised concerns about the annual joint working partnership with the Countryside and Environment service in view of the intention by Welsh Government (WG) to allocate funding to local authorities through the Revenue Support Grant. He also advised that more funding would be required to support the Dee Invasive Project to tackle various invasive species and that officers were currently considering the implications of the European Directive.

Mr. Randles provided explanation on the setup of his team and gave an update on progress with the second cycle of the Water Framework Directive. He spoke about a range of improvements which had been carried out on the River Alyn, together with the various workstreams covered by Environmental Regulations.

Councillor Paul Shotton welcomed the potential for more improvements at Wepre Park and the idea of a Dee Estuary Regional Park. He asked about the emphasis on more partnership working and the impact on NRW in relation to the Euro funding available for rural communities. Mr. Thomas spoke about eligible areas under the Rural Development Plan, the need to submit bids at an early stage and the commitment from NRW to work in partnership to deliver objectives. In response to a question on cockling, he said that the beds were opened between July and December, and explained the consequences from the difficult conditions this year which had resulted in low stocks and the potential impact on next year. On the Coastal Defence Survey, he shared concerns about the erosion of sand dunes at Talacre, but highlighted the challenges of resolving this satisfactorily, as evidenced previously. On the subject of fracking, explanation was given on the role of NRW in issuing licences which met the necessary criteria with consideration of the implications and impact on surrounding areas. On another matter, it was stated that funding had been allocated to support the control and management of invasive species in Flintshire including Bagillt.

In response to comments about the potential for flooding in Talacre, Mr. Randles agreed to pass these and any other similar issues to his colleagues responsible for flood management. The Facilitator explained that whilst flooding was within the Terms of Reference of the Committee, the Emergency Planning Manager had not been invited to the meeting as Emergency Planning and Civil Contingencies was under the remit of the Corporate Resources Overview & Scrutiny Committee. This prompted comments from Councillor Kevin Jones who referred to the flood warning scheme and asked whether the funding allocated to flood management over the past ten years had achieved successful outcomes. Mr. Randles agreed to pursue a response for the Committee and also agreed to feedback comments from Councillor Ron Davies on the bad smell from the sewage plant in Queensferry.

Following a question on fly tipping, Mr. Randles explained that the protocol between NRW and North Wales local authorities provided clarity on responsibilities. He gave examples of larger issues on private or public land which would be dealt with by NRW, whereas smaller tips on Council owned or

private land would be under the remit of the local authority. The individual landowner would be responsible for the removal of the material and NRW had powers to serve notice and prosecute if necessary.

Councillor Brian Lloyd commented on the need to target invasive species more effectively to prevent regrowth. Mr. Thomas said that the aim was to focus on those species considered to be a more significant problem. He added that Canadian Pondweed tended to be more localised than Himalayan Balsam or Japanese Knotweed, and that a licence was required to use pesticides with the preferred option for volunteers to pull out the weeds. As stated during the presentation, major improvements had been made on the upper part of the River Alyn with work continuing downstream.

The Chair asked if a list of hotspot areas for invasive species could be circulated to all Members to generate assistance from local volunteer groups. Mr. Randles said that the presentation slide on invasive species included a link to access information on the Dee Invasive Project. A link to the presentation was available to all Members on the Council's website and a link to the report on alien invasive species would also be circulated by NRW.

Councillor Mike Peers asked about the likelihood of NRW achieving its objectives under the Environmental Bill in the absence of any additional funding. Mr. Thomas explained that the full implications were not yet known as the Bill was not due to be granted Royal Assent until Spring 2016. This was aligned to the Wellbeing of Future Generations Act and both pieces of legislation were significant in affecting all public bodies in terms of workload.

In response to a question from Councillor Jones, Mr. Thomas explained that funding from NRW to support the joint working partnership with the Countryside and Environment services (currently £37,900) was reducing year on year. It was understood that this element would in future be included within the Revenue Support Grant given to the Council. Mr. Thomas said that WG would need to clarify if any restrictions were to be attached to this element to avoid it being diverted to other services.

The Chair thanked the NRW representatives for their presentation and for responding to the questions raised.

RESOLVED:

That the presentation be noted.

44. COUNTRYSIDE ACCESS MANAGEMENT SYSTEM (CAMS)

The Senior Rights of Way Officer shared information on the Countryside Access Management System (CAMS) which had been used by the Council's Rights of Way team for almost 20 years to record rights of way issues reported by the public.

The Rights of Way Officer gave a demonstration of CAMS web, the internet-enabled module for reporting faults on public rights of way which was accessed via a link on the Council's website. New users were required to register their details to access the system and could then select specific areas from the digital map on which to input data on the issue they wished to raise, such as reporting obstructions, fly tipping etc. Since its launch in 2014, a number of improvements had been made to the system and a further update in the New Year would resolve some outstanding problems such as updating community areas and enabling progress to be automatically sent to the user who had reported the problem. In the meantime, users were able to track progress of their raised issues via the unique reference number generated by the system. Feedback from user sessions held with the Flintshire Local Access Forum and other relevant groups had been passed to the developers to improve the system, and the intention now was to raise awareness of the system with small groups of Members.

Councillor Chris Dolphin asked about the number of people who had used the system and raised concerns about the outstanding problems, including response times, which he felt would discourage users. He also took the opportunity to express his appreciation for the work done on footpaths by Jon Hill. The Senior Rights of Way Officer said that the forthcoming update would resolve these problems and that over 150 people had raised issues through various sources including the CAMS web.

During discussion on footpath numbers, it was confirmed that these could be viewed by selecting a particular footpath on the digital map. The Senior Rights of Way Officer also advised the Committee that the display of footpath numbers on public footpaths was currently being phased in.

In response to the comments made, the Chief Officer for Planning & Environment acknowledged that the system was not yet finished and was awaiting the update. He reiterated that the trial sessions with user groups had resulted in various changes to the system being implemented by the developer.

Following a request by Councillor Dolphin, officers agreed to provide the Committee with details of the cost of the system. Councillor Dolphin also asked for information on the system to enable him to share with others.

In response to the latter request, Councillor Nancy Matthews asked that this be circulated to all Members of the Committee. She went on to say that the service from the developer was not satisfactory and requested information on the procurement process. Councillor Ann Minshull commented that the system appeared to be too complex.

Councillor Mike Peers also raised concerns about the outstanding problems on the system and questioned why these had arisen. Whilst he felt it was useful for Members to be aware of the existence of the system, his view was that any briefing for Members should be delayed until the system was in full working order. The officers spoke about the aim to raise awareness of the system and for any feedback to be passed to the developer to make

improvements. The upgrade was currently being tested by the developer prior to its rollout early in the New Year, and it was the intention to publicise the system more fully at that point.

Councillor David Evans asked if the system was linked to other methods of recording rights of way issues, such as Streetscene, 'Fix My Street' or the Big Pathwatch initiative. Officers explained that people were able to report issues through various methods, all of which were filtered through to the Rights of Way team to log onto CAMS.

The Chair felt that more prominence should be given to the system on the Council's website to raise awareness and that it would be useful to create a mobile phone app to scan QR codes on footpath signs so that the footpath number could be easily identified.

The officers recognised that more could be done to publicise the CAMS web which was currently located under the 'Streets and Travel' section of the website. In addition, it could be easily accessed under 'Public Rights of Way' from the A-Z list. They agreed to take back the suggestion of an app for footpath identification, noting the cost implication of accessing CAMS on a tablet. In response to earlier comments, they explained that the company which had developed CAMS had worked with most other local authorities across Wales as there was no alternative provider. All feedback given to the developer was subject to consideration at regular group meetings and improvements had been made as a result of this.

RESOLVED:

That the contents of the report and demonstration of the CAMS web system be noted.

45. Q2 - MID YEAR IMPROVEMENT PLAN MONITORING REPORT

The Facilitator introduced the regular update report to consider progress towards the delivery of the impacts set out in the 2015/16 Improvement Plan, focussing on the areas of under-performance relevant to the Committee during the second quarter of 2015/16.

In response to a request from the Chair, the Chief Officer for Streetscene gave a brief update on the development of community transport arrangements, following the consultation workshops held in September 2015. Having taken the feedback on board, the approach was to formulate key routes such as Mold to Flint supported by community transport routes. Cabinet Members had asked that officers liaise with town and community councils early in the New Year to speak about joined-up proposals, following clarity on the budget settlement.

Councillor Kevin Jones explained that various transport options were included in years 2 and 3 of the plan but that the budget outcome needed to be resolved first.

The Chief Officer stated that plans for 2016/17 would allow some flexibility to introduce community transport arrangements across the county, with more detail to be shared at the Committee's budget consultation meeting the following week.

On Mold to Flint routes, Councillor Paul Cunningham commented on the recent withdrawal of a particular service and asked about plans for the remaining service and whether this was subsidised. The Chief Officer agreed to check and provide a separate response, adding that the Council had no jurisdiction on non-subsidised routes. He explained the need to get the right balance of core routes which would be brought to the Committee for consideration on completion of the consultation process.

The Chair commented on the need to encourage older drivers to participate in advanced driving sessions. Whilst the Chief Officer shared this view, he pointed out that Welsh Government restrictions did not permit use of the funding for other purposes or for advertising the sessions, which meant that the Council had to rely on its own communication channels. Councillor Nancy Matthews, who had taken part in the sessions, recommended them to others.

The Chair requested that more details on this particular initiative be circulated to enable Members to share with their older constituents.

RESOLVED:

That the report be noted.

46. FORWARD WORK PROGRAMME

The Facilitator introduced the current Forward Work Programme for consideration by the Committee. She confirmed the two items scheduled for the meeting in January 2015, as set out in the appendix, adding that an update from the Dog DNA Task Group could also be received. She also confirmed that the Energy Manager had agreed to bring the item on Renewable Energy to the meeting in February 2015.

RESOLVED:

That the Forward Work Programme be updated accordingly.

47. MEMBERS OF THE PUBLIC AND PRESS IN ATTENDANCE

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

(The meeting started at 10.00am and ended at 12.10pm)

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Chair

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ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Date of Meeting	Wednesday 13 January 2016
Report Subject	Review Of Public Conveniences
Cabinet Member	Deputy Leader of the Council and Cabinet Member for Environment
Report Author	Chief Officer (Streetscene and Transportation)
Type of Report	Operational

EXECUTIVE SUMMARY

The Councils Public Convenience provision was reviewed in 2014. The new strategy recognised that isolated Public Toilet facilities regularly attracted anti-social behaviour and that many people would not use the facilities for this reason.

It was proposed that the Council should promote the use of existing toilet facilities, within Council buildings e.g. Libraries and Flintshire Connects Centres, rather than the dedicated and often isolated facilities previously provided.

This final stage of the review will consider the future of the remaining Public Convenience facilities in the County.

RECOMMENDATIONS

1	That Scrutiny recommends Cabinet approval of the outcome of the final review of the Public Convenience service provision
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REPORT DETAILS

	EXPLAINING THE BACKGROUND TO THE PUBLIC CONVENIENCE SERVICE
1.01	Following the service review and rationalisation exercise carried out in 2014, the Council now operates dedicated Public Convenience facilities in the following locations:

	<ul style="list-style-type: none"> • Mold Bus Station • Mold New Street Car park • Duke Street, Flint • Off High Street, Holywell • Station Road, Talacre
1.02	A further review of service provision has now taken place and the following recommendations for the future of the service are suggested.
1.03	<p>Mold Bus Station Facility</p> <p>Recommendation. The site remains the location of a key central Hub for the Councils proposed Community Transport arrangements and therefore a final decision on the future of this facility should be delayed until after the introduction of the new operations. The facility could then form part of a future Corporate Asset Transfer (CAT), subject to the Town Council or third party interest. Additional signage will be provided throughout the town directing visitors to this facility.</p> <p>Timescale for Proposal. The facility will continue to operate and remain within the ownership of the Council until the Community Transport programme has been completed in 2017-18. A decision on the future of the site can then be made.</p>
1.04	<p>Mold New St Facility</p> <p>Recommendation. This facility should be offered to the Town Council to take on the maintenance and the operations at the facility. The Town Council has previously expressed an interest in taking over the facility and will be provided with time to prepare a business case for the CAT bid and to arrange to take on the operations at the facility.</p> <p>If the transfer does not take place, other options for the building will then be considered or it will be demolished if no other options are available. In the event that the facility closes visitors will be signed to the main facility in Mold Bus Station.</p> <p>Timescale for Proposal. Closure on 1st January 2017, if the Town Councils bid for a CAT and offer to take up responsibility for the continued operations at the facility are not progressed.</p>
1.05	<p>Duke Street, Flint Facility</p> <p>Recommendation. This dedicated and isolated facility is away from the Town Centre and rarely used. The recommendation is that the facility will close with visitors signed to the existing Council facilities within the Leisure Centre (Jade Jones) and Connects Centre in Flint Town Centre.</p> <p>Timescale for Proposal - Closure of facility on 1st April 2016.</p>
1.06	<p>Off High Street, Holywell Facility</p> <p>Recommendation. This dedicated facility is located within the Town</p>

	<p>Centre and the T&CC has previously expressed an interest in taking over the facility. If this is not progressed other options within the local Connects centre will be signed within the Town Centre and the facility will close.</p> <p>Timescale for Proposal - Closure on 1st January 2017, if the Town Councils bid for a CAT and offer to take up responsibility for the continued operations at the facility are not progressed.</p>
1.07	<p>Station Road, Talacre Facility</p> <p>As the area is a County promoted 'End Tourist Destination' and the facility has been recently upgraded, the recommendation is that the facility will remain open, operating during the summer months only during 2016-17 whilst options for the local Community Council to take on the operations with the facility forming part of a future Corporate Asset Transfer (CAT). Funding for the management of the facility would be provided from revenue gained by the Community Council through the introduction of parking charges in the village car-parks beyond the County agreed levels.</p> <p>Timescale for Proposal Notification to Community Council in March 2016 to allow time for the CAT to be arranged before the start of the 2017-18 season</p>
1.08	<p>The Public Health Bill unveiled by the Welsh Government in June 2015 places a duty on local authorities to prepare and publish strategies for the provision of toilets for public use within their area. Whilst the Council has closed a number of dedicated facilities, access to other Council owned toilets have been improved. This will form the basis of the strategy when it is required to be produced by the new legislation.</p>

2.00	RESOURCE IMPLICATIONS
2.01	Current Budget for Public Convenience service is £93,998
2.02	Business Planning proposals have indicated a saving of £50k will be delivered in 2016 – 17 for the public convenience service

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	With Cabinet Member
3.02	Notification of the proposals will be provided to T&CC in sufficient time for them to consider a business proposals to take on the management of the facilities in their area

4.00	RISK MANAGEMENT
4.01	Not applicable

5.00	APPENDICES
5.01	None

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	Contact Officer: S Jones Telephone: 01352 704700 E-mail: Stephen.o.jones@flintshire.gov.uk

7.00	GLOSSARY OF TERMS
7.01	Corporate Asset Transfer (CAT).



ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Date of Meeting	Wednesday 13 January 2016
Report Subject	Review of the Councils Subsidised Bus Services.
Cabinet Member	Deputy Leader and Cabinet Member for Environment
Report Author	Chief Officer (Streetscene & Transportation)
Type of Report	Operational

EXECUTIVE SUMMARY

Cabinet approval was given in May 2015 for the Council to review the County's subsidised bus services as part of the business planning proposals for 2015/2016, 2016/2017 and 2017/2018.

Under the proposals, it was intended that eventually only a core network of bus routes would be maintained in the County, largely made up of commercial bus services, with minimal support provided to ensure that essential regular connections are retained at key hubs along the routes. Other commercially operated routes would/could also operate in the County, but these would not be within the control of the Council and may not receive any subsidy.

Workshops were subsequently held in June 2015 with elected Members and Town and Community Councils invited to assist with identifying the proposed core network and to determine the minimum standard required for the core network, in terms of days/hours of operation and frequency of services along each route. Additionally, the workshops sought to identify the potential locations of transport hubs and the standard of facilities required at each hub.

This report provides the committee with details of the longer term proposed core bus network, developed following the workshops and the next steps the Council will take to engage with communities to develop a local community transport arrangement in the area affected.

As the reduction of bus subsidies proposed by the Business Planning proposals will be staggered over the next two financial years (2016/2017 and 2017/2018) this report concentrates on the approach to be taken for withdrawing existing subsidised journeys and routes that are poorly used and no longer sustainable or affordable in the current financial climate.

RECOMMENDATIONS

1	That Scrutiny recommends approval of the proposed core network of bus routes to Cabinet
2	That Scrutiny supports the withdrawal of the existing subsidised journeys and routes that are poorly used and no longer sustainable or affordable and the mitigating actions that are intended to reduce the impact of the proposals in the community currently services by each route

REPORT DETAILS

1.00	EXPLAINING THE REVIEW OF SUBSIDISED BUS SERVICES
1.01	There is no statutory duty upon the Council to provide local bus services or any other form of public transport, but the Authority does have a statutory duty under the 1985 and 2000 Transport Acts to keep the bus network under review, and intervene where it feels appropriate.
1.02	The Council currently spends £1,046,180 on subsidised bus services, providing support for around 30 bus routes either through stand-alone contracts or through agreements with public transport operators to provide subsidies for services that would not be commercially viable. These are usually rural, early morning, evening, Sunday, Bank Holiday and some school transport services or for operating services via certain villages, housing estates or employment sites that would not otherwise run. A summary of all the Council's subsidised services and other types of bus services is provided in Appendix 1 .
1.03	In May 2015, Cabinet approved a proposed review of subsidised bus services and subsequently two all member and Community Council representative workshops were held in June 2015 to assist in identifying the core bus routes across the County and the required frequency and standard of service each route should provide.
1.04	Feedback received at the workshops was generally positive, and accordingly, a list of the proposed core network of bus routes has been produced. A map of the core routes is shown in Appendix 2 . The proposed core network will predominantly be made up of commercial bus services; however, some support may continue to be provided to ensure that regular and high quality services link the key 'end destinations' with transport hubs along the core routes.
1.05	The next step for the review of service in order to deliver the 2016-17 savings involves: <ul style="list-style-type: none"> • Working closely with bus operators to develop the core network. • Exploring options to ensure that the core network operates commercially and without subsidy.

	<ul style="list-style-type: none"> • Withdrawing funding for those journeys or routes that are poorly used and no longer cost effective. • Exploring options to improve local community transport arrangements to improve the links to the local “hub” where passengers can change onto a more frequent bus or train service to complete their journey. • Working with the existing two local community transport providers in Flintshire to explore options to extend their operations to the affected areas or work with communities to develop their own community transport arrangements <p>The final stage of the review will involve extending the arrangements to all other subsidised routes in order to deliver the required saving for 2017-18. This work will be subjected to further report once the effectiveness of the 2016-17 consultation work has been assessed</p>
1.06	<p>In order to assess which routes are no longer sustainable, a review of the existing subsidised services, including utilisation and passenger numbers per journey, has been carried out. This has identified a number of routes or sections of routes that are poorly used and not sustainable in the current climate. It is recommended therefore that the subsidy for these routes or individual sections of the routes is withdrawn from 1st April 2016.</p> <p>A list of these routes or sections of routes are shown in Appendix 3.</p>
1.07	<p>Before the subsidy is withdrawn, the next step in respect of developing local community transport arrangements is for Transportation officers to visit affected Town and Community Councils to secure commitment and/or expressions of interest to take forward the development of community based transport schemes that will eventually feed into the core network of bus routes.</p> <p>At the meetings, information on the current subsidised routes, passenger numbers and costs per passenger will be provided. This will allow the impact of future reductions in subsidised routes to be discussed and the residual service levels required within each community to be assessed.</p> <p>Details of the proposed core bus routes and key hubs will also be presented following the feedback obtained from the June 2015 workshops, together with the proposed timescales for the project.</p>
1.08	<p>A second T&CC workshop will then be held to share details of good practice elsewhere in the County, introduce existing community transport suppliers and to encourage the Town and Community Councils to work together over larger geographical areas to meet the needs of a wider group of residents. This will ensure the development of a sustainable community transport system, given that transport is not limited by geographical boundaries and that service changes in one area can often impact on other neighbouring areas.</p>
1.09	<p>The workshop will also confirm details of a series of ‘drop in’ events, sponsored by the Transportation team, across the County which will be held to engage with the wider community and stakeholders, to explain how</p>

	people can get involved in the project and what support may be required in setting up the new initiatives. The workshop will also highlight funding opportunities (through grants and loans etc.) that are available to support such schemes.
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2.00	RESOURCE IMPLICATIONS
2.01	The changes to subsidised bus services will deliver the three year financial savings detailed in the Portfolio Business Planning proposals. Savings achieved in Year 1 (2015/16) - £50k Savings required in Year 2 (2016/2017) - £250k Savings required in Year 3 (2017/2018) - £350k

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	With Cabinet Member (Environment).
3.02	Member and Town/Community Council Workshops held in June 2015 and drop-in sessions held with bus operators in July 2015.
3.03	Environment Overview & Scrutiny Committee in April 2015 on proposal to introduce core routes
3.05	Town and Community Councils in areas covered by the unsustainable routes detailed in Appendix 3 will be consulted during February and March 2016 to explore options to introduce local community based services to replace the existing subsidised routes.
3.06	Consultation with bus operators

4.00	RISK MANAGEMENT
4.01	Key current risks include: - <ul style="list-style-type: none"> • Non-delivery of proposed savings – regular reports to the Programme Board and Scrutiny and Cabinet aim to ensure that progress is tracked and monitored closely. • Bus Service Support Grant (BSSG) – In addition to the Councils own subsidy currently, Flintshire receives £546,661 per annum through BSSG from Welsh Government to support bus services in the County. The level of funding for 2016-2017 has not yet been confirmed and it is not known whether the funding will be reduced in future years. • Withdrawal of commercial bus services – Any bus operator can register to run commercial services as long as they have the appropriate licence. Around 60% of the current bus network is operated by commercial services. Operators of commercial services are free to alter or withdraw such services without consultation and can make changes to their services by giving eight weeks' notice to the Traffic

	Commissioner and the County Council has no direct influence or control over such services.
4.02	Bus services facilitate access to essential services such as health, employment, education and training. The withdrawal of journeys and changes to routes could impact on people who do not have access to a car or other modes of transport. Additionally, there could be an impact on people with disabilities, who may not be able to access a bus route or who may not have access to car travel, as well as an impact on Race (Migrant Workers) and Religion and Belief who may be employed on low wages or unable to drive, or who may have no alternative choice of travel. Where practicable, the proposals seek to minimise the impact on key groups such as people with disabilities, the elderly, young people and those on low income and develop alternative options such as Community Transport.
4.03	The development of more sustainable transport services will have a positive impact on the environment and the use of a modern and more 'green' transport fleet will reduce carbon emissions and environmental pollution.

5.00	APPENDICES
5.01	Appendix 1 - Summary of existing subsidised bus services in Flintshire Appendix 2 – Map of proposed core bus network Appendix 3 – Outcome of utilisation survey and list of routes which are considered to be un-sustainable

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	Not applicable. Contact Officer: Stephen O Jones Telephone: 01352 704700 E-mail: stephen.o.jones@flintshire.gov.uk

7.00	GLOSSARY OF TERMS
7.01	Commercial bus services are bus services that are provided without any subsidy and are funded by the fares revenue collected on the service. The bus company decides which type of vehicle to provide, which route to follow and which stops to serve, how frequent the service will run and how much to charge in fares, and the County Council has no direct influence or control over such services. Subsidised bus services are services where an operator is not prepared to operate and run a service commercially. Subsidised services usually operate either under contract or by agreement with the Local Authority and operators receive a subsidy for running the service. A transport hub is a location or interchange point where passengers can

	change onto other bus services, or other types of transport such as rail, ferry or air.
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	DRT – Demand Responsive Transport
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Appendix 1 - Summary of types of bus services in Flintshire

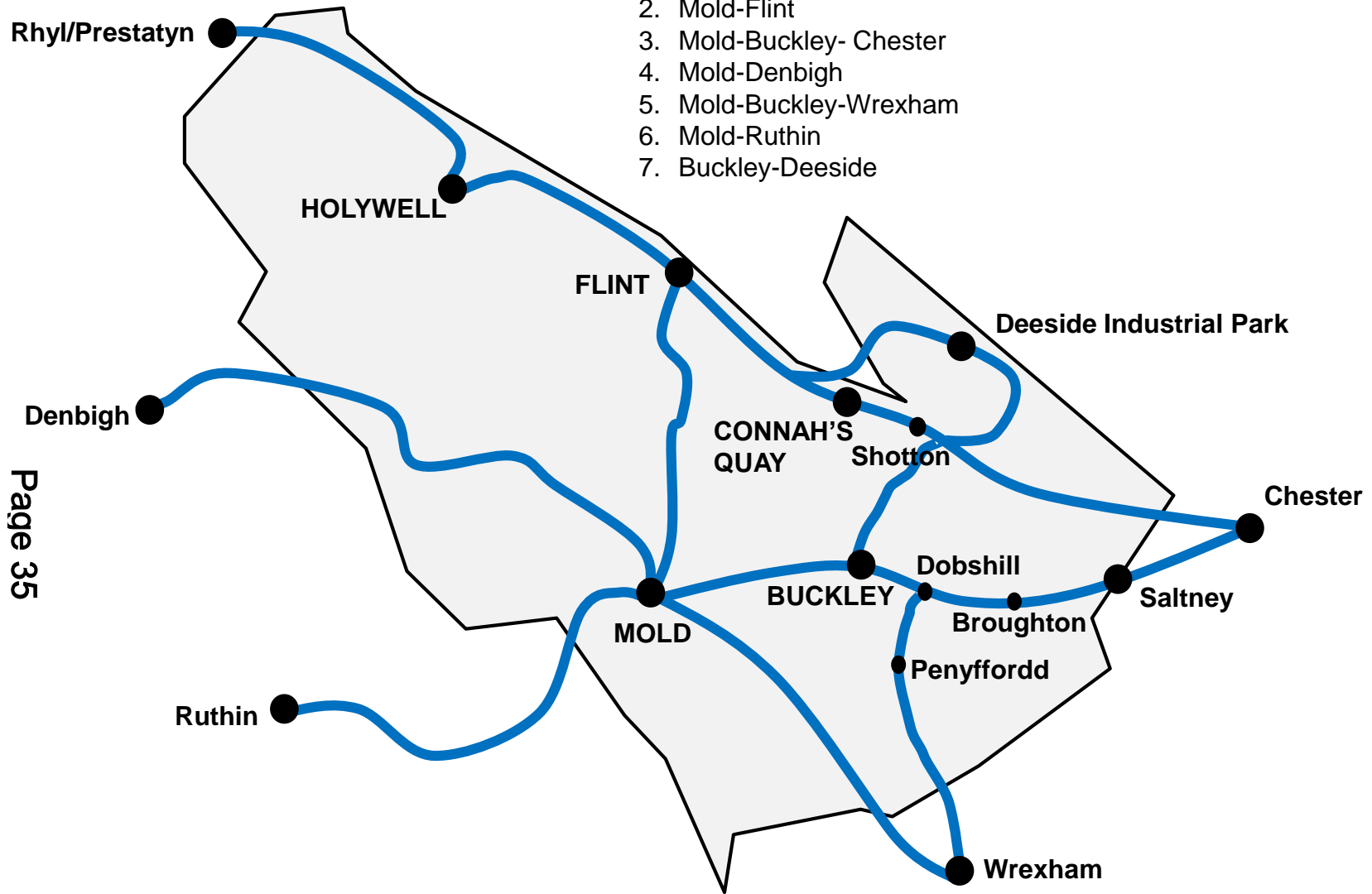
Service	Route Description	Type of Service	Early morning (before 0800)	Peak (0800-0900 / 1500-1700)	Off-peak (0900-1500 / 1700-1800)	Evening (after 1800)	Saturdays	Sundays & public holidays	Days of Operation
1	Mold - Loggerheads - Llanarmon-yn-Ial - Ruthin (Denbighshire service)	Subsidised	Contract	Contract	Contract	No Service	Contract	No Service	M T W Th F S
2	Mold - Eryrys - Llanarmon-yn-Ial - Ruthin (Denbighshire service)	Subsidised	No Service	Contract	Contract	No Service	Contract	No Service	M T W Th F S
X1	Ruthin - Mold - Chester (Denbighshire service)	Subsidised	No Service	Contract	Contract	No Service	Contract	No Service	M T W Th F S
3, 3A	Mold - Buckley - Penyffordd - Broughton - Chester	Commercial	Commercial	Commercial	Commercial	De-minimis	Commercial	No Service	M T W Th F S
4, 4S	Mold - Buckley - Drury - Hawarden - Broughton - Chester	Commercial	Commercial	Commercial	Commercial	De-minimis	Commercial	Commercial	M T W Th F S Su
4B	Mold - New Brighton - Buckley - Hawarden - Chester EARLY BIRD	Commercial	Commercial	No Service	No Service	No Service	Commercial	No Service	M T W Th F S
6	Mold - Pantymwyn	De-minimis	De-minimis	De-minimis	Commercial	No Service	De-minimis	No Service	M T W Th F S
7, 7X	Mold - Buckley - Ewloe - Queensferry - Shotton - Deeside College	Subsidised	Contract	Contract	No Service	No Service	No Service	No Service	College days only
8	Mold - Northop Hall - Connah's Quay - Shotton - Queensferry - Sealand	Subsidised	No Service	Contract	Contract	No Service	Contract	No Service	M T W Th F S
9	(Mold -) Connah's Quay - Shotton - Queensferry - Countess Hospital - Chester	Subsidised	Contract	Contract	Contract	No Service	Contract	No Service	M T W Th F S
X9	(Mold -) Connah's Quay - Shotton - Queensferry - Hawarden - Maelor Hospital - Wrexham	Subsidised	Contract	Contract	Contract	No Service	Contract	No Service	M T W Th F S
10	Connah's Quay - Shotton - Queensferry - Chester	De-minimis	Commercial	Commercial	Commercial	Commercial	Commercial	De-minimis	M T W Th F S Su
10A	Holywell - Bagillt - Flint - Connah's Quay - Shotton - Queensferry - Chester	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial	No Service	M T W Th F S
11, 11A	(Rhyl -) Holywell - Flint - Connah's Quay - Hawarden - Broughton - Chester	Subsidised	Commercial	Commercial	Commercial	Contract	Commercial	De-minimis	M T W Th F S Su
11F, 11G, 11M, 11X	Rhyl - Prestatyn - Holywell	Commercial	Commercial	Commercial	Commercial	Contract	Commercial	De-minimis	M T W Th F S Su
12	Chester - Broughton - Mancot - Deeside Hospital - Connah's Quay	De-minimis	De-minimis	De-minimis	De-minimis	De-minimis	De-minimis	No Service	M T W Th F S
14	Mold - Caerwys - Bodfari - Denbigh	Subsidised	Contract	Contract	Contract	No Service	Contract	No Service	M T W Th F S
14A	Holywell - Carmel - Gorsedd - Babell - Caerwys - Afonwen - Denbigh	Subsidised	No Service	Contract	Contract	No Service	Contract	No Service	M T W Th F S
14C	Holywell - Lixwm - Cilcain - Mold - RURALrider	Subsidised	No Service	Contract	Contract	No Service	Contract	No Service	M T W Th F S
16	Chester - Lache - Saltney	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial	M T W Th F S Su
18	Flint Cornist - Holywell - Penyffordd - Prestatyn - Rhyl	De-minimis	De-minimis	De-minimis	De-minimis	No Service	De-minimis	No Service	M T W Th F S
19	Flint Cornist - Holywell - Berthengam - Prestatyn - Rhyl	De-minimis	No Service	De-minimis	De-minimis	No Service	De-minimis	No Service	M T W Th F S
21A/B	Buckley Station - Precinct Way - Southdown	Subsidised	No Service	Contract	Contract	No Service	Contract	No Service	M T W Th F S
22/22A	Holway - Holywell - Pen-y-Maes - Brynford	Subsidised	No Service	Contract	Contract	No Service	Contract	No Service	M T W Th F S
23	Greenfield - Holywell - Holywell Community Hospital	Subsidised	No Service	No Service	Contract	No Service	No Service	No Service	M T W Th F
26, 27	Mold - Leeswood - Caergwrle - Maelor Hospital - Wrexham	Commercial	Commercial	Commercial	Commercial	No Service	Commercial	No Service	M T W Th F S
28, 28A	Wrexham - Penyffordd - Buckley - Mold - Northop - Flint	De-minimis	De-minimis	Commercial	Commercial	No Service	Commercial	No Service	M T W Th F S
40	Mold - Nercwys - Treuddyn - Llanfynydd - Ffrith - Cymau - Wrexham	De-minimis	De-minimis	Commercial	Commercial	Commercial	Commercial	No Service	M T W Th F S
99	Sandycroft - Connah's Quay - Mold - Mold Campus	Subsidised	Contract	Contract	No Service	No Service	No Service	No Service	School days only
110	Aston - Ewloe - Northop Hall - Northop - Sychdyn - Mold - Mold Campus	Subsidised	Contract	Contract	No Service	No Service	No Service	No Service	M T W Th F
126	Holywell - Pentre Halkyn - Rhosesmor - Mold	De-minimis	No Service	De-minimis	De-minimis	No Service	De-minimis	No Service	M T W Th F S
127	Mold - Rhosesmor - Lixwm - Brynford - Pantasaph - Holway	Subsidised	No Service	Contract	No Service	No Service	No Service	No Service	School days only
811	Leasowe / Arrows Park - Deeside Ind. Park - Broughton (Merseytravel service)	Subsidised	Contract	Contract	No Service	No Service	No Service	No Service	M T W Th F
D42	Mold - Caergwrle - Wrexham RURALrider	Subsidised	No Service	No Service	No Service	Contract	Contract	Contract	M T W Th F S
DB1	Mold - Treuddyn / Leeswood - Higher Kinnerton - Chester - Blaenau (Cheshire Service)	De-minimis	De-minimis	De-minimis	De-minimis	No Service	De-minimis	No Service	M T W Th F S
DB2	Chester - Curzon Park - Saltney Ferry (Cheshire Service)	Commercial	No Service	Commercial	Commercial	No Service	Commercial	No Service	M T W Th F S
SP1/SP2	Mold - Buckley - Queensferry - Deeside Industrial Park - Ellesmere Port	De-minimis	De-minimis	De-minimis	De-minimis	No Service	De-minimis	No Service	M T W Th F S
T1	Greenfield - Holywell - Bagillt - Flint - Connah's Quay - Chester	Commercial	Commercial	Commercial	Commercial	No Service	Commercial	No Service	M T W Th F S
X4	Mold - Buckley - Hawarden - Chester Business Park - Chester	De-minimis	De-minimis	De-minimis	Commercial	No Service	De-minimis	No Service	M T W Th F S

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Core Bus Network

Core bus routes:

1. Rhyl/Prestatyn-Holywell-Flint-DIP-Connah's Quay- Chester
2. Mold-Flint
3. Mold-Buckley- Chester
4. Mold-Denbigh
5. Mold-Buckley-Wrexham
6. Mold-Ruthin
7. Buckley-Deeside



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Subsidised Bus Services - Proposals 2016-2017

Service	Route Description	Type of Subsidy	Days of operation	Subsidy per Passenger Journey	Projected Savings	Affected Communities	Action proposed	Mitigation
19	Flint-Bagillt-Holywell-Gwaenysgor-Prestatyn/Rhyl	De-minimis	Mon-Fri	High	£9,122	Gwaenysgor	Withdrawal of journeys serving Gwaenysgor	Work with existing Community Transport providers and the Community to provide a link into service centres / core bus routes
28/28A	Flint-Mold-Buckley-Gresford Road (Hope)-Wrexham	De-minimis	Mon-Sat	High	£6,871	Hope Hall Drive & Caer Estyn	Withdrawal of subsidy for diverting journeys via Caer Estyn (Mon-Sat) to/from Wrexham - 3 journeys in each direction	Diversion will either be maintained on a commercial basis or the service will operate via A550 Wrexham Road, Hope (Church)
19	Whitford-Carmel-Holywell	De-minimis	Mon-Fri	High	£10,684	Whitford, Carmel, Holywell	Withdrawal of 0850 journey from Whitford to Holywell and journey at 1805 from Holywell to Whitford	Work with existing Community Transport providers and the Community to provide a link into service centres / core bus routes
126	Holywell-Milwr-Pentre Halkyn-Windmill-Rhosesmor-Mold	De-minimis	Mon-Sat	High	£1,100	Windmill, Allt-y-Plas (Pentre Halkyn)	Withdrawal of subsidy for diverting journeys via Allt-y-Plas / Windmill, Halkyn	Service will continue to operate via Pentre Halkyn B5123
40	Wrexham-Abermorddu-Cymau-Ffrith-Llanfynydd-Treuddyn-Nercwys-Mold	De-minimis	Mon-Fri	High	£5,216	Abermorddu, Cymau, Ffrith, Llanfynydd, Treuddyn, Nercwys	Withdrawal of subsidy for 0700 Wrexham to Mold journey (M-F) via Nercwys, Treuddyn, Llanfynydd, Ffrith, Cymau	Work with bus operator to either operate the journey commercially or work with the Community to develop community transport options
19	Flint-Flint Retail Park-Bagillt-Holywell-Prestatyn/Rhyl	De-minimis	Mon-Sat	High	£26,435	Aber Road, Flint Retail Park & Flint Station	Withdrawal of subsidy for diverting 19 service via Aber Road, Flint Retail Park & Flint Station	Work with the operator to review the bus route and timetable, and commercialise journeys
B37	Rhydtalog-Treuddyn-Leeswood-Padeswood-Mold	De-minimis	Weds only	High	£7,540	Rhydtalog, Treuddyn, Leeswood, Padeswood	Withdrawal of service B37 (operates Wednesdays only) Rhydtalog to Mold	Work with existing Community Transport providers and the Community to provide a link into service centres / core bus routes
	Flint-Wern-Bagillt-Holywell-Prestatyn/Rhyl	De-minimis	Mon-Sat	High	£13,220	Wern (Bagillt)	Withdrawal of subsidy for diverting service via Wern	Work with the operator to review the bus route and timetable, and commercialise journeys
	Rhyl-Holywell-Flint-Connah's Quay-Queensferry-Chester	De-minimis	Sun only	High	£6,000	Holywell, Bagillt, Flint, Deeside, Mancot, Sandycroft, Broughton Airbus	Withdrawal of subsidy for Sunday evening journeys between Rhyl & Chester	Work with the operator to commercialise journeys
19	Flint-Bagillt-Holywell-TreMostyn-Berthengam-Llanasa-Prestatyn/Rhyl	De-minimis	Mon-Sat	Medium	£14,896	Tre-Mostyn, Trelogan & Llanasa	Withdrawal of subsidy for diverting journeys via Tre-Mostyn, Trelogan and Llanasa	Work with existing Community Transport providers and the Community to provide a link into service centres / core bus routes
X4	Mold-Buckley-Ewloe-Hawarden-Broughton-Chester	De-minimis	Mon-Sat	Medium	£27,400	Mold, Buckley, Ewloe, Hawarden, Broughton	Work with commercial operator to commercialise some journeys	Work with the operator to commercialise journeys
D42	Flint-Mold-Leeswood-Treuddyn-Caergwrle-Wrexham	Wholly subsidised	Mon-Sat	Medium	£23,026	Flint, Mold, Leeswood, Treuddyn, Caergwrle	Withdrawal of evening journeys after 1900 on D42 service (Mon-Sat)	Work with existing Community Transport providers and the Community to provide a link into service centres / core bus routes
126	Holywell-Milwr-Pentre Halkyn-Halkyn-Rhosesmor-Mold	De-minimis	Mon-Sat	Medium	£4,872	Holywell, Milwr, Pentre Halkyn, Halkyn, Rhosesmor	Withdrawal of journeys at 1710 from Holywell to Mold & at 1745 from Mold to Holywell (Mon-Sat)	Work with existing Community Transport providers and the Community to provide a link into service centres / core bus routes
28/28A	Flint-Northop-Sychdyn-Mold	De-minimis	Sat only	Medium	£618	Flint, Northop, Sychdyn	Withdrawal of subsidy for 0745 journey from Flint to Mold (Saturdays)	Work with the operator to review the bus route and timetable, and commercialise journeys
21A/B	Buckley local service	Wholly subsidised	Mon-Sat	Medium	£15,000	Buckley	Review Buckley Bus Service and consider timetable changes to reduce subsidy	Work with the operator and community to review the route and timetable
18	Flint-Bagillt-Holywell-Greenfield-Penyffordd-Prestatyn/Rhyl	De-minimis	Mon-Sat	Medium	£22,470	Penyffordd (Holywell)	Review the number of journeys diverting to Penyffordd	Work with existing Community Transport providers and the Community to provide a link into service centres / core bus routes
18	Prestatyn-Gronant-Talacre-Gwespyr-Penyffordd	De-minimis	Mon-Fri	Medium	£7,036	Prestatyn, Gronant, Talacre, Gwespyr, Penyffordd	Review whether 1618 journey Prestatyn to Penyffordd (or equivalent (Mon-Fri) is still required	Work with existing Community Transport providers and the Community to provide a link into service centres / core bus routes
10	Ffordd Llanarth-Connah's Quay-Garden City-Chester	De-minimis	Sun only	Medium	£8,250	Ffordd Llanarth-Connah's Quay-Garden City	Withdrawal of subsidy for Sunday evening journeys between Connah's Quay, Queensferry & Chester (after 1800)	Work with the operator to commercialise journeys
9/X9	Llwyni Drive-Connah's Quay-Shotton-Queensferry-Chester/Wrexham	Wholly subsidised	Mon-Sat	Medium	£20,000	Llwyni Drive, Connah's Quay, Shotton, Queensferry, Hawarden, Broughton, Higher Kinnerton, Hope	Review Service 9/X9 and consider timetable changes to reduce subsidy	Work with the operator and community to review the route and timetable
18	Flint-Bagillt-Holywell-Prestatyn/Rhyl	De-minimis	Mon-Sat	Medium	£15,000	Flint, Bagillt, Holywell, Greenfield, Mostyn, Gwespyr, Talacre, Gronant	Review Service 18 timetable and route to reduce subsidy	Work with the operator and community to review the route and timetable
11	Holywell-Bagillt-Flint-Connah's Quay-Queensferry-Broughton-Chester	De-minimis	Mon-Fri	Medium	£6,071	Holywell, Bagillt, Flint, Connah's Quay, Shotton, Queensferry, Hawarden, Broughton, Saltney	Withdrawal of subsidy for 0620 journey from Holywell to Chester (Mon-Fri) & work with operator to commercialise	Work with the operator to commercialise journeys
				TOTAL	£250,827			

Page 37

Key	
High	> £5.00
Medium	£2.01 - £5.00
Low	< £2.00

Services are ranked red where subsidy per passenger trip exceeds £5.00.
 Services are ranked amber where subsidy per passenger is between £2.01 and £5.00.
 Services are ranked green where subsidy per passenger trip is £2.00 or less

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ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE

Date of Meeting	Wednesday 13 January, 2016
Report Subject	Forward Work Programme
Cabinet Member	N / A
Report Author	Environment Overview & Scrutiny Facilitator
Type of Report	Operational

EXECUTIVE SUMMARY

Overview & Scrutiny presents a unique opportunity for Members to determine the Forward Work programme of the Committee 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.

The Committee is asked to consider, and amend where necessary, the Forward Work Programme for the Environment Overview & Scrutiny Committee.

RECOMMENDATION

1	That the Committee considers the draft Forward Work Programme and approve/amend as necessary.
2	That the Facilitator, in consultation with the Chair and Vice-Chair of the Committee be authorised to vary the Forward Work Programme between meetings, as the need arises.

REPORT DETAILS

1.00	EXPLAINING THE FORWARD WORK PROGRAMME
1.01	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 Improvement Plan.
1.02	<p>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:</p> <ol style="list-style-type: none">1. Will the review contribute to the Council's priorities and/or objectives?2. Is it an area of major change or risk?3. Are there issues of concern in performance?4. Is there new Government guidance of legislation?5. Is it prompted by the work carried out by Regulators/Internal Audit?
2.00	RESOURCE IMPLICATIONS
2.01	None as a result of this report.
3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	Publication of this report constitutes consultation.
4.00	RISK MANAGEMENT
4.01	None as a result of this report.
5.00	APPENDICES
5.01	Appendix 1 – Draft Forward Work Programme
6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	<p>None.</p> <p>Contact Officer: Margaret Parry-Jones Overview & Scrutiny Facilitator</p> <p>Telephone: 01352 702427</p> <p>E-mail: margaret.parry-jones@flintshire.gov.uk</p>

7.00	GLOSSARY OF TERMS
7.01	Improvement Plan: the document which sets out the annual priorities of the Council. It is a requirement of the Local Government (Wales) Measure 2009 to set Improvement Objectives and publish an Improvement Plan.

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ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Draft Forward Work Programme

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/ Contact Officer	Submission Deadline
9 February 2016 2.00 p.m.	Street Advertising Pilot	To receive feedback on the pilot undertaken	Policy development	Chief Officer Streetscene and Transportation/ Chief Officer Planning and Environment	
	Design of drainage for new development sites	To receive a report outlining the process for new development sites including flood risk mitigation measures.	Information	Chief Officer Planning and Environment	
	Renewable Energy	To receive a report outlining the developments to include the responses received following consultation.		Chief Officer Planning and Environment / Energy Manager	
	Energy at Landfill Sites	To provide details of the business case for the solar panels on Brookhill and Standard Landfill Site.		Chief officer Streetscene & Transportation	
17 March 2016 2.00 p.m.	Q3 Improvement Plan Monitoring Update	To enable Members to fulfil their scrutiny role in relation to performance monitoring.	Assurance	Facilitator	

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/ Contact Officer	Submission Deadline
	Rogue Traders App	To inform members of the rogue traders app available to members of the public in Flintshire	Information	Chief Officer Planning & Environment	
13 April 2016 2.00 p.m.	Consultation on the Improvement Plan 2016-17	To consult with members of the Committee on the draft improvement plan 2016-17	Options consultation	Performance Team Leader	
	Integrated Transport Unit	To receive a progress report on the new arrangements	Information	Transportation Manager	
18 May 2016 2.00 p.m.	Update on North Wales Waste Project	To receive a progress update every 6 months	Information	Chief Officer Streetscene and Transportation	
15 June 2016 10.00 a.m.	Year End Reporting & Chief Officer Reports.	To enable Members to fulfil their scrutiny role in relation to performance monitoring.	Assurance	Facilitator	
19 July 2016 2.00 p.m.					

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

ITEMS TO BE SCHEDULED as agreed by Committee

Item	Purpose of Report/Session	Responsible / Contact Officer
Pilot Resident Parking Scheme	Update report on completion of pilot	Chief Officer Streetscene & Transportation
Agriculture/Agriculture Estate Annual Performance Report – Planning Rights of Way Service Review (part 2) Collaborative Projects update (To receive an update on collaborative projects regionally and sub-regionally)		To be confirmed

Page 45

REGULAR ITEMS

Month	Item	Purpose of Report	Responsible / Contact Officer
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ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

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
Half-Yearly	North Wales Residual Waste Treatment Project	To receive and consider further details on the progress of the project.	To be confirmed