

Public Document Pack

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Chief Officer (Governance)
Prif Swyddog (Llywodraethu)



To: Cllr Veronica Gay (Chair)

CS/NG

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

10 September 2015

Maureen Potter 01352 702322

Dear Sir / Madam

A meeting of the **ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE** will be held in the **DELYN COMMITTEE ROOM, COUNTY HALL, MOLD CH7 6NA** on **WEDNESDAY, 16TH SEPTEMBER, 2015** at **10.00 AM** to consider the following items.

Yours faithfully

Democracy & Governance Manager

A G E N D A

- 1 **APOLOGIES**
- 2 **DECLARATIONS OF INTEREST (INCLUDING WHIPPING DECLARATIONS)**
- 3 **MINUTES** (Pages 3 - 24)
To confirm as a correct record the minutes of the meetings held on 14 May 2015, 10 and 15 July 2015.
- 4 **REVIEW OF WINTER MAINTENANCE** (Pages 25 - 46)
Report of Chief Officer (Streetscene and Transportation)

- 5 **INTRODUCTION OF ZERO TOLERANCE FOR LITTERING** (Pages 47 - 54)
Report of Chief Officer (Streetscene and Transportation)

- 6 **SPEED LIMIT REVIEW**
To receive a verbal update from the Chief Officer (Streetscene and Transportation)

- 7 **QUARTER 1 – IMPROVEMENT PLAN MONITORING REPORTS** (Pages 55 - 70)
Report of Environment and Social Care Overview and Scrutiny Facilitator

- 8 **FORWARD WORK PROGRAMME (ENVIRONMENT)** (Pages 71 - 76)
Report of Environment and Social Care Overview and Scrutiny Facilitator

ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE **14 MAY 2015**

Minutes of the meeting of the Environment Overview and Scrutiny Committee of the Flintshire County Council held at County Hall, Mold on Thursday, 14 May 2015

PRESENT:

Councillors: Haydn Bateman, Chris Dolphin, Ian Dunbar, Cindy Hinds, Hilary Isherwood, Joe Johnson, Colin Legg, Brian Lloyd, Nancy Matthews and Paul Shotton

SUBSTITUTIONS:

Councillors: Mike Reece for Peter Curtis, Richard Lloyd for David Evans, Gareth Roberts for Veronica Gay and Carolyn Thomas for Ann Minshull

ALSO PRESENT:

Initiators of the Call-In

Councillors: Mike Peers, Arnold Woolley, Carol Ellis, Dennis Hutchinson, Neville Phillips

Councillor Richard Jones as Local Member

Councillor Clive Carver as an observer

APOLOGY:

Councillor Ray Hughes

CONTRIBUTORS:

Deputy Leader and Cabinet Member for Environment, Chief Officer (Streetscene and Transportation), Waste & Ancillary Services Manager, Parking & Enforcement Manager

IN ATTENDANCE:

Member Engagement Manager and Committee Officer

1. APPOINTMENT OF CHAIR

The Member Engagement Manager sought nominations for the appointment of Chair for this meeting. Councillor Carolyn Thomas nominated Councillor Hilary Isherwood and this was duly seconded.

RESOLVED:

That Councillor Hilary Isherwood be appointed Chair for this meeting.

2. APPOINTMENT OF VICE-CHAIR

The Member Engagement Manager sought nominations for the appointment of Vice-Chair for the municipal year. Councillor Ian Dunbar nominated Councillor David Evans; the proposal was duly seconded.

RESOLVED:

That Councillor David Evans be appointment Vice-Chair for the Municipal year 2015/16.

3. DECLARATIONS OF INTEREST

Councillor Richard Jones declared a personal and prejudicial interest but indicated that he had dispensation from the Standards Committee to be able to speak at this meeting.

4. CONSIDERATION OF A MATTER REFERRED TO THE COMMITTEE PURSUANT TO THE CALL IN ARRANGEMENTS

The Member Engagement Manager explained the procedure for the Call-in of a Cabinet decision.

5. FLINTSHIRE PARKING STRATEGIES

The Member Engagement Manager referred to the Call-in to the decision of the Cabinet from its meeting held on 21 April 2015 relating to Flintshire County Council's Car Parking Strategy. The Call-In notice had been signed by five Members of the Council. To assist Members, the following documents had been circulated with the agenda:-

- (a) A copy of the procedure for dealing with a called-in item.
- (b) A copy of the report considered by Cabinet on 21 April 2015
- (c) A copy of the Cabinet Record of Decision No. 3157
- (d) A copy of the Call-in notice signed by Councillors Mike Peers, Neville Phillips, Arnold Woolley, Carol Ellis and Dennis Hutchinson.

The Member Engagement Manager explained the procedure for a Call-in meeting and detailed the four options available to the Committee.

The Chair invited the Call-in signatories to address the Committee. Councillor Mike Peers, as the first of the signatories, detailed the reasons for the Call-in. He explained that the decision had been called-in as the signatories felt that the Parking Strategy did not take into account the impact of parking charges on the vitality and viability of each town and community. They also felt that the impact of out of town shopping centres with free parking on existing town centres had not been considered. He said that a blanket approach had been taken in the introduction of parking charges which did not take account of the needs of the individual town centres. Civil Parking Enforcement had been introduced in Flintshire in October 2013 and this had included a residential parking scheme. Councillor Peers commented that scheme did not appear to be in place, except in Mold, and was therefore not

generating the required income for the Council. He spoke of local parking hotspots and indicated that he had requested information about the number of tickets that had been issued and had been advised that this was one. He commented on the parking strategies for each individual town in Flintshire and highlighted the section on the proposed improvements to the car parks; he did not feel that the erection of pay and display signage and motorbike designated spaces was an improvement. Councillor Peers felt that each town should have been considered individually to highlight issues of vitality and viability for the towns rather than applying a blanket approach across the County. He felt that introducing a period of free parking should be offered in all of the Council owned car parks.

In referring to comments from Mold Town Council and Denbighshire County Council on the issue of Broughton Retail Park, Councillor Peers said that there was evidence that out of town retail parks did have an impact on local towns, which was a concern. He referred to a document from the Federation of Small Businesses and asked if the Cabinet Member or Chief Officer were aware of it; they were not. Councillor Peers also spoke of a recent Welsh Government commissioned report and assessment on the impact of town centre footfall by out of town retail parks. He asked whether this had been taken into consideration. He highlighted an assessment referred to recently about the significant impact that Broughton Retail Park was having on town centres such as Queensferry and Buckley which he felt was clear evidence that viability in town centres in close proximity to retail parks was affected. In summing up, Councillor Peers raised the following issues and concerns:-

- Clear evidence of the effect of viability of town centres in close proximity to out of town retail parks
- No viability or vitality report in each of the individual town strategies
- The impact of out of town shopping parks had not been considered
- The parking strategy had taken a blanket approach across the county
- Free parking options had not been included
- There was discrepancy between public sector and private sector parking costs
- Ineffective Civil Parking Enforcement
- Residents Parking Scheme not yet introduced

He asked that the Committee choose option 3 to refer the decision back to Cabinet for reconsideration of the following issues:-

- Amend the Flintshire County Council Car Parking Strategy to include a period of free parking to help the viability and vitality of town centres

- Ask Cabinet to defer implementing car parking charges to allow town centres to engage with the Council about possible alternatives
- Review parking permit charges to allow parity for the public and private sector

Councillor Arnold Woolley echoed the comments of Councillor Peers and referred to parking strategies that had been put in place in other Councils in England and Wales. He concurred that each town should be considered individually and added that this was important for a transport plan to be effective. He commented that footfall in Buckley high street had reduced by 10% since the opening of the Health Centre because of its location and referred to the scrapping of parking charges on the Park and Ride service in Cambridge because of a 25% reduction in footfall.

Councillor Carol Ellis said that Chester had introduced free parking after 3pm and commented that Buckley could not be compared to Mold when implementing parking charges. On the issue of the 10% reduction in footfall in Buckley high street, Councillor Ellis referred to a petition which had been signed by 1500 people. She asked that Cabinet defer the decision and look at Buckley as a stand-alone strategy to consider if there was an opportunity to identify a scheme which would be of benefit to the town. Councillor Ellis commented on apartments at Argoed Road which had been permitted on appeal even though there was insufficient car parking spaces at the development. The Inspector had indicated that residents could use the nearby car park and therefore car parking space standards did not need to be complied with. She raised concern that parking charges could result in car double parking on Mold Road which was a safety concern.

Councillor Dennis Hutchinson agreed with the comments and the request to allow dialogue with Buckley Town Council. He commented on the main car park in Buckley and indicated that this car park was not used by individual people to park their vehicles for free to then car-share and travel in one vehicle to other destinations. He suggested that this could be evidenced by reviewing the CCTV footage. Councillor Neville Phillips referred to parents of children attending Westwood Primary School who would have to pay 20p each time they dropped off their child at school if the proposals were implemented. He explained that the car park in Bistre Avenue only had 35 places and sought clarification on whether the original document had indicated that charges would not be imposed on car parks with fewer than 50 spaces.

As a Local Member, Councillor Richard Jones, echoed and endorsed the comments made. He expressed surprise that the Chief Officer had not seen the report referred to earlier by Councillor Peers and also that Councillor Derek Butler was not in attendance as Cabinet Member for Economic Development. He commented on the 10% decrease in footfall in Buckley town centre and the additional reduction due to the opening of the Health Centre. He said that other car parking strategies had been implemented as a result of a town masterplan and a transport plan but this did not seem to have

been the case. Councillor Jones raised concern that the starting point appeared to be the need to save £400,000 and said that this would have an impact on businesses, employees and residents. In referring to page 25, he highlighted the section on workforce permits and the zero charge for those Council staff on salaries at or below the nationally recognised living wage and for any modern apprentices employed by the Council. He raised concern at this because private sector employees would be expected to pay £200 which he did not feel was fair as it was a benefit to Council staff. He referred to a response that he had received to a question that he had submitted about parking in Buckley which he felt did not make sense. He felt that introducing parking charges would result in less shops and less choice for residents and therefore a stagnation of town centres. Councillor Jones referred to page 15 of the strategy which reported that the strategy 'would be adapted to suit the needs of all local communities at viable car parks, for example which offered a parking facility of 50 spaces or more'; he detailed a number of car parks that this would apply to.

In response to the comments from Councillor Jones about the question he had submitted, the Deputy Leader explained that a detailed response had been provided, which he read out. He added that Councillor Butler had not been invited to attend this meeting, as he had not been in attendance at any of the other Overview & Scrutiny meetings or workshops on the issue of car parking. He did not feel that 20pence was an excessive charge and he commented on the siting of Buckley Health Centre and the provision of a new superstore in Buckley. He gave a commitment that the strategy would be reviewed in 12 months time and any proposed changes would be referred back to this Committee.

On the siting of the Buckley Health Centre, Councillor Woolley indicated that the Council had been instructed to sell the land by the Minister to allow the health centre to be built. Councillor Ellis concurred that it was not in an ideal location and that she had initially expressed her concerns about the impact of the location on the town centre.

In response to the comments made, the Chief Officer explained that a dedicated team of officers enforced parking provision and that identified hotspots were reviewed regularly. He said that a different strategy was proposed for Buckley but at the workshops, Members had highlighted the importance of ensuring consistency across all car parks.

Councillor Paul Shotton did not feel that shoppers would travel to Broughton Retail Park to avoid paying 20 pence parking charges and commented on the original removal of car parking charges in Holywell which had since been requested to be re-introduced. He moved option 1 to accept the decision made by Cabinet. Councillor Joe Johnson agreed with Councillor Shotton and said that car parks in Holywell were extremely busy but the town centre shops were empty. He welcomed the re-introduction of car parking charges.

Councillor Nancy Matthews suggested that a half hour free parking in all car parks across the county which she felt would assist shoppers and town centre footfall. The Deputy Leader indicated that this had initially been suggested but had been turned down during discussions at the workshops and earlier meetings of this Committee to ensure consistency was applied. Councillor Matthews felt that this would provide consistency across the County rather than individual strategies for different towns.

Councillor Brian Lloyd did not feel that Broughton retail park was to blame for a reduction in footfall and suggested that Mold shops had lost trade because of the number of supermarkets in the town. He did not feel that the provision of a supermarket in Buckley would increase footfall to the High Street.

Councillor Gareth Roberts supported the request from the Buckley Councillors to re-look at the strategy for Buckley. He suggested that the short stay provision for car parks in Holywell be increased to three hours rather than the proposed two hours.

Councillor Ian Dunbar said that the comments about the impact on viability and vitality of town centres did not just apply to Buckley. He felt that the introduction of Aldi in Buckley would increase footfall and added that in the workshops and earlier meetings of this Committee, Members had been in agreement that there should be a change to the charges in place prior to the introduction of this strategy. He spoke of the charges in Holywell which had been removed and were now to be reintroduced following consultation. He added that the Deputy Leader had assured Members that a review would be undertaken in 12 months, which was welcomed.

Councillor Chris Dolphin said that not charging for car parks in Holywell had not worked and added that three hours for short stay parking was better than the proposed two hours. He said that towns were individual and the strategies for each should also be individual to ensure that the proposals suited each town. He highlighted the WG document referred to earlier by Councillor Peers and asked whether it would have an impact on the request by the Buckley Councillors and sought clarification on the comment by Councillor Peers about the 40 pence per day charge for parents who were dropping their children off at school. The Deputy Leader said that if users parked in car parks near to school when they were dropping their children off, then they would need to pay the appropriate charge. He also said that he had not been aware of the WG document before today's meeting and expressed concern that it had not been mentioned previously.

Councillor Richard Lloyd felt that 20 pence was not a lot to pay and on the issue of paying to drop children off at school, Councillor Lloyd indicated that this could be looked at when the strategy was reviewed in 12 months time.

Councillor Carolyn Thomas queried whether users would still need to obtain a ticket if the proposal for a short period of free parking was agreed and

implemented. She said that if the charges for parking were not imposed then the loss of income would need to be subsidised from other areas. She agreed that 20pence was a small amount to pay. In response, the Chief Officer said that parking charges would allow for the money to be reinvested elsewhere. He added that the proposal for free half hour parking would be difficult to manage.

In response to a question from the Chair, the Deputy Leader said that the prices in Mold were more expensive than other areas and three hours short stay parking was specific for Mold car parks.

Councillor Cindy Hinds felt that residents should not have to pay for car parks where they had no other option but to park in those car parks. The Deputy Leader said that the issue of resident's parking was in the strategy and if they relied on car parking, they would be entitled to a resident's permit.

On the issue of short stay parking being restricted to two hours except for Mold where it was three hours, the Deputy Leader indicated that this could form part of the review in 12 months time.

Councillor Hutchinson provided clarification on the siting of Buckley health centre and said that the site preferred by Buckley Members was closer to the town centre but this had been rejected by WG and the current site identified instead. He also referred to the protest through Buckley about the proposed charges.

Councillor Richard Jones said that that the health centre did have a negative effect on the town centre and commented on the protest that had taken place. He referred to his earlier comments about masterplans and transport plans and the requirement to save £400,000. He felt that the strategy should be amended now, not reviewed in 12 months. He commented on planning applications which had been passed by the Planning Inspector without the appropriate level of car parking due to near by car parks which were now to have charges applied. He said that different short stay times had been proposed for Mold and therefore this was not consistent with strategies for other towns. He agreed with the proposal for half hour free parking which would allow parents to drop off their children at school without having to pay a charge. His main concern was the discrepancy between private sector and public sector charges for those on or below the national minimum wage.

Councillor Woolley urged the Committee to choose option 3 to allow Cabinet to reconsider the decision.

Councillor Peers said that he was not asking for special consideration for Buckley but that Cabinet be asked to reconsider the viability and vitality of all towns be considered and that half hour free parking be included across the county but where this was not appropriate, towns could opt out. He hoped that option 3 would be chosen.

The Deputy Leader said that there had been a significant amount of engagement with members on the issue and that he had provided assurance that a review would be undertaken in 12 months. However, if he was advised of an urgent matter then this could be considered at that time and he would take a further report to Cabinet if required.

The Chair welcomed the involvement of town and community councils in the process.

The Member Engagement Manager indicated that Councillor Shotton had earlier proposed option 1; this was duly seconded.

On being put to the vote, the proposal to accept option 1 was carried; the decision could therefore be implemented.

RESOLVED:

That having considered the decision, the Overview & Scrutiny Committee was satisfied with the explanation that it had received and therefore the decision could be implemented.

6. MEMBERS OF THE PUBLIC AND PRESS IN ATTENDANCE

There was one member of the public and one member of the press in attendance.

(The meeting started at 11.30am and ended at 1.34 pm)

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Chairman

ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE
10 JULY 2015

Minutes of the meeting of the Environment Overview and Scrutiny Committee of the Flintshire County Council held at County Hall, Mold on Friday, 10 July 2015

PRESENT: Councillor Veronica Gay (Chair)

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

SUBSTITUTIONS:

Councillors: Andy Dunbobbin for Joe Johnson, Mike Peers for Colin Legg and Ian Dunbar for Ann Minshull

ALSO PRESENT:

Initiators of the Call-In

Councillors: Dave Healey and Tim Newhouse (not already Members of the Committee)

Councillors: Clive Carver and David Wisinger as observers

CONTRIBUTORS:

Deputy Leader and Cabinet Member for Environment, Cabinet Member for Waste Strategy, Public Protection & Leisure, Chief Officer (Streetscene and Transportation) and Waste & Ancillary Services Manager

IN ATTENDANCE:

Member Engagement Manager, Education & Youth Overview & Scrutiny Facilitator and Committee Officer

15. DECLARATIONS OF INTEREST

No declarations of interest were made.

16. CONSIDERATION OF A MATTER REFERRED TO THE COMMITTEE PURSUANT TO THE CALL IN ARRANGEMENTS

The Member Engagement Manager explained the procedure for the Call-in of a Cabinet decision.

17. HOPE HOUSEHOLD RECYCLING CENTRE

The Member Engagement Manager referred to the Call-in to the decision of the Cabinet from its meeting held on 23 June 2015 relating to Hope Household Recycling Centre. The Call-In notice had been signed by five Members of the Council. To assist Members, the following documents had been circulated with the agenda:-

- (a) A copy of the procedure for dealing with a called-in item.

- (b) A copy of the report considered by Cabinet on 23 June 2015
- (c) A copy of the Cabinet Record of Decision No. 3204
- (d) A copy of the Call-in notice signed by Councillors Hilary Isherwood, Tim Newhouse, Cindy Hinds, David Williams and Dave Healey.

The Member Engagement Manager explained the procedure for a Call-in meeting and detailed the four options available to the Committee.

The Chair invited the Call-in signatories to address the Committee. Councillor Hilary Isherwood, as the first of the signatories, queried whether the Committee Members had received the correspondence submitted by protesters Jacqueline Hurst and Dr. Rachel Parsonage. Copies were obtained and circulated to the Committee Members and the decision makers, who were represented by the Deputy Leader & Cabinet Member for Environment and the Cabinet Member for Waste Strategy, Public Protection & Leisure.

Councillor Isherwood detailed the reasons for the Call-in which were that the signatories felt that the data was flawed, that an unrealistic timeline had been set and that answers on certain issues such as rubble, had not been provided. It was suggested that information on data analysis had been requested but had not been forthcoming despite a Freedom of Information Act request. Councillor Isherwood also indicated that the correspondence from the protesters reported that they had been advised by the Chief Officer (Streetscene and Transportation) and Cabinet Member for Waste Strategy, Public Protection & Leisure that the only option to retain the site was for the community to take it over. However, a cost benefit analysis had not been received but details of footfall and running costs of the site had been provided by the Waste & Ancillary Services Manager. Councillor Isherwood felt that the footfall figures were incorrect and that the number of visitors was nearer to 24,000 rather than the figure provided.

Councillor David Williams, who was one of the signatories but had been unable to attend this meeting, had requested a breakdown of the reported £200,000 savings per annum; it was suggested that this information had also been requested by the Clerk of Penyffordd Community Council but this had not been provided. Councillor Isherwood also referred to £3m funding from Welsh Government for recycling for the whole of Wales and said that details had not been provided on why rubble could not be collected at Hope Recycling Centre.

It was reported that meetings had been held with the Cabinet Member, Chief Officer and local County Council members but Councillor Isherwood disagreed that all those present had been in agreement about the suggested proposals for the sustainability of the site. She felt that the Community had been left with no choice but to consider a Community Asset Transfer.

Councillor Isherwood referred to the consultation exercise undertaken from August 2014 and a meeting of Llanfynydd Community Council in February 2015 where the Chief Officer had been asked if the Hope Recycling Centre was to be closed, and had responded that it was not to close. She indicated that the Clerk of Llanfynydd Community Council had submitted a complaint as it had been felt that details of the possible closure had been known by the Chief Officer at the time of the meeting in February 2015. Councillor Isherwood also felt that the timelines detailed in paragraph 3.04 were inadequate as information requested by the Community Council had not been forthcoming. The Community Councils had already set their precept for 2015/16 and it would therefore not be possible to consider taking over the site from January 2016, as suggested, as there was insufficient information to prepare a business case.

Councillor Tim Newhouse suggested that there were three possible options for the site:-

1. Flintshire County Council continue to run the site
2. A Community Asset Transfer takes place
3. The Recycling Centre closes

On Community Asset Transfer, Councillor Newhouse confirmed that a meeting had taken place with the Cabinet Member, Chief Officer and Community Council representatives. Following that meeting, an email had been sent requesting six months of figures for weekend only opening of the site to allow the Community Council to consider whether the proposal was feasible. If it was, the proposals could be discussed and the precept could be set accordingly for 2016/17 and the site could be taken over from April 2016. He felt that the suggestion from Cabinet that community groups submit an Expression of Interest based on 14 days figures was inadequate and reiterated his earlier comment that it would be more appropriate for six months of figures up to the end of January 2016 be provided. However, if it was felt that the transfer was not sustainable, then the site could be closed. He added that the figures provided when the site operated seven days a week would not be the same as the details required when the site would be for weekend/recycling only and closed for the remainder of the week.

Councillor Cindy Hinds felt that Hope recycling centre had been unfairly compared with other sites because it was not able to collect soil and rubble like the other sites. However, it was reported that estimated recycling levels were similar at Hope, Connah's Quay, Flint and Buckley. She felt that a rural impact assessment should be undertaken and referred to the information commented on earlier by Councillor Isherwood from Doctor Rachel Parsonage that the details that had been provided by the Council were inaccurate. Councillor Hinds said that the previous Administration had earmarked the Hope Recycling Centre for closure but queried whether this was still required because of the £3m funding provided to Councils by Welsh Government (WG) for recycling. She hoped that Flintshire County Council could keep the site open for six to 12 months to allow any interested parties to establish whether it was a viable option and to consider drawing up a business plan. Councillor

Hinds added that if the site did close, the employees that worked there would be made redundant.

In echoing the comments made by the other signatories of the Call-in, Councillor Dave Healey drew attention to the issue of rubble which was collected at Connah's Quay and Flint but not at Hope. He felt that this meant that the figures for Hope were not comparable with the other sites and suggested that this could make a difference of 27% in the efficiency figures provided and that a reconsideration of the proposals was therefore justified. He commented on the impact of the austerity measures imposed by Westminster and spoke of the cumulative effect on rural communities of the cuts for Flintshire of £52.8m. He suggested that closing the recycling centre would result in underdevelopment in rural communities. Councillor Healey felt that a complete overview of the impact of individual communities as a result of the cuts should be known and suggested that the imposed cuts could result in residents moving away from rural areas and the closure of local services such as shops and schools. He suggested an alternative recommendation that this Committee recommend to Cabinet that a Task and Finish Group be established by the Organisational Change Overview & Scrutiny Committee to monitor the impact on individual Flintshire wards that were most at risk as a result of the austerity measures.

In response to the comment made by Councillor Isherwood that the Chief Officer had stated in a meeting in February 2015 that the Hope Recycling Centre was not to close, the Cabinet Member for Waste Strategy, Public Protection & Leisure indicated that at that stage a decision to close sites had not been made as the budget process had not been concluded. Workshops had been held in March 2015 where Members had been advised of the specific details regarding the closure of Hope Recycling Centre. He reminded the Committee that the site had been earmarked for closure under the previous Administration but added that at that stage, the Council was not facing the current financial pressures that it now faced. He commented on the distances that residents would be required to travel to alternative sites if Hope Recycling Centre did close and said that residents in Gronant and Trelawnyd areas faced greater travelling distances than those to the alternative sites to Hope. Councillor Jones referred to the meeting held with Higher Kinnerton Community Council where the proposal for weekend opening only was accepted but that they were not in a position to take over the management of the site but could provide personnel at the site. This proposal was considered to be acceptable but would not make the initial savings identified. Weekend/recycling only at Hope was to take place until September 2015 but the Cabinet Member for Waste Strategy, Public Protection & Leisure advised that this could be extended to January 2016 to allow discussions to take place.

The Chief Officer (Streetscene and Transportation) said that the decision to close Hope Recycling Centre had not been taken lightly and had been as a result of a number of contributing factors to undertake a review of the Household Recycling Centres. He said that he would not have indicated that closure of the site was not being considered if he had known that it was

included in the proposals. The Chief Officer said that community groups who may be interested in considering putting forward an expression of interest had been invited to attend a meeting where the requested details had been given. A Technical Team had been in attendance to assess the footfall on the site but on four out of 56 days, the data for the last four hours had not been counted. To take account of this, data from the busiest days had been added which resulted in a total footfall of 24,000 which was half the amount at Flint Recycling Centre. The Chief Officer explained that there was no room at the site in Hope for a skip for rubble but based on a similar size site, if a figure for rubble was included, this would increase the figure for recycling levels from 50% to 57%. He added that to include a rubble skip would require the redesigning of the site and the removal of some of the other skips which would result in an overall reduction in recycling levels.

On the issue of the £3m from WG, Flintshire County Council had been successful in a bid for funding and had received £519k for different types of vehicles for rural locations. This was not money available to protect elements of the existing service. The site was on the fringe of a landfill site and would be costly to extend and a business case would not be viable. The Chief Officer spoke of the lengthy meetings which had been held with six Community Councils. He reminded Members that the site was currently still open for seven days a week and that figures had been provided based on a 12 month period for collection and value of the materials to allow interested parties to decide if they wanted to take the proposals forward; they had also been advised that there would be a need to increase recycling rates. He added that the staff at Hope Recycling Centre would not be made redundant as they would be redeployed to posts that were currently being filled by agency staff.

Councillor Nancy Matthews indicated that the proposals to close the site during the previous administration were taken at the same time as the kerbside recycling service was improved. She felt that the site at Hope was too small to be able to offer the up to date service provided by the Greenfield centre. Councillor Paul Shotton recognised that the proposals raised were emotive but reminded Members of the unprecedented cuts imposed on the authority. The number of sites was higher in Flintshire than any other county in Wales. He queried whether the residents that used Hope Recycling Centre could visit the site at Brymbo and commented on the increase in house building in the area which he felt would not result in the necessary increase in footfall to the site. Councillor Shotton asked if there had been any expressions of interest for a Community Asset Transfer. In response, the Chief Officer said that Wrexham County Borough Council had been formally notified of the proposal to close Hope Recycling Centre but it be signposted for residents to use the sites at Mold or Buckley rather than the facility at Brymbo. Councillor Isherwood explained that she had always been vehemently opposed to the closure of the site at Hope and her opinion had not changed.

In referring to the table on page 15 which detailed the recycling performance for all of the sites in Flintshire, Councillor Peers said that the

Hope site had been compared with sites in urban areas. He concurred that figures were needed to allow interested parties to consider whether a Community Asset Transfer was a viable option. He referred to the value of the recycling products received at the site being passed onto the new operating organisations and queried whether the value should have been used to offset the cost of £200k as this did not appear to be the case. He felt that closing the site completely would not encourage recycling and suggested that collaboration by the six Community Councils to operate the site should be considered and that the site should continue to operate until this suggestion had been explored.

Councillor Chris Dolphin felt that Community Asset Transfer was the way forward for this site and added that the recommendation put forward by Councillor Healey should be considered by County Council. He spoke of underdevelopment of rural communities and of the village hall that was run by residents of Whitford. He suggested that the proposals to close this site could have an impact on the future of the sites at Connah's Quay and Flint which had similar recycling levels to Hope. Councillor Dolphin felt that the opportunity should be given to community groups to keep the site open at no cost to Flintshire County Council.

The Chair allowed a member of the public, Mr. B. McManus, to address the Committee. He said that he was not directly affected by the closure of the site but that he had a background in recycling. He raised concern at the erosion of public services and suggested that adequate time to gather all of the information was needed. He offered to work on putting a proposal together if required.

Councillor Ron Davies said that the cuts were being imposed on the Council and suggested that closure of the site would not have been considered by AD Waste. Councillor Haydn Bateman queried whether there was sufficient capacity at Mold Recycling Centre to take the extra waste currently received at Hope. The Waste & Ancillary Services Manager confirmed that there was capacity at Mold and Buckley sites.

Councillor Tim Newhouse said that the figures that were required for six months were for the running of the site as a weekend/recycling only centre and therefore were not yet available as the site was currently open for seven days per week. He suggested that opening for recycling/weekends only should commence as soon as possible to allow figures to be obtained so that Community Councils could consider their options. Councillor Dolphin proposed option 3 to refer the decision back to the decision maker, which was duly seconded. The Chief Officer responded that figures had been provided but the figures for recycling/weekend only were not yet available as the site was currently open for seven days per week. He also confirmed that the value of materials had been taken account of when calculating the operational savings figure of £200k.

Councillor Glenys Diskin sought clarification on the cost of operating the site for recycling at weekends only and asked whether this proposal would

include Flintshire County Council meeting the remaining costs. The Cabinet Member commented on the proposal by Higher Kinnerton Community Council that they would provide volunteers to be at the site at weekends with all other costs being met by the Council. On the point raised by Councillor Peers, the Cabinet Member explained that all six Community Councils had been approached to take over the site but only one had replied positively to the proposals. He also confirmed that Flint and Connah's Quay could also be at risk of closure in the future based on the reported recycling rates and added that Welsh Government had indicated for some time that there were too many recycling centres in Flintshire.

In response to a question from Councillor Matthews, the Chief Officer advised that the cost for staff for seven days per week was £90k per annum.

The Chair raised concern that footfall at a rural site was being compared to urban sites and asked whether it was possible to provide the six month figures that were being requested. She also sought clarification on whether a joint meeting had been set up between the six Community Councils affected by the closure of Hope Recycling Centre. In response, the Cabinet Member said that the invitation had been extended but had not been taken up.

Councillor Andy Dunbobbin raised concern about the recommendation being put forward by Councillor Healey. In response, Councillor Healey said that he felt it was important to consider the combined impact of the austerity measures on individual communities as currently matters were considered as separate agenda items at separate meetings. Councillor Shotton said that Members represented their respective areas but decisions were made for the benefit of the whole of Flintshire. Councillor Peers suggested that the recommendation by Councillor Healey should be submitted as a Notice of Motion to Full Council and debated accordingly.

Councillor Isherwood suggested that seven months figures be provided as Community Councils did not meet in August. In referring to the comments of Mr. McManus, she said that she had not been aware that community groups other than Community Councils could put forward proposals to take over the site. Councillor Newhouse reiterated his earlier request for six months figures for weekend/recycling only which would then allow Town & Community Councils to consider the issue in January 2016 and set the precept accordingly if they felt that the proposal could be taken forward from April 2016.

In response to the comments made, the Cabinet Member said that the process to consider the proposals had commenced in March 2015 and that the request for a longer timeline had been taken on board. He confirmed that no Expressions of Interest had been received and added that a large amount of information had been provided to Community Councils. He said that if figures for six months were only provided once the site became weekend/recycling only then this would result in the site being open for longer than currently proposed and would mean savings would need to be found

from other budgets to retain the opening of the site in Hope whilst the figures were considered by Community Councils or groups.

Councillor Shotton proposed option 1 which was duly seconded. He was advised by the Member Engagement Manager that option 3 had already been proposed and seconded and that would have to be voted on before another option could be considered.

In response to a query from Councillor Davies about whether it would cost an additional £100k if the site remained open for another six months, the Chief Officer advised that this would be based on the current arrangements and that the saving would be more if the site was only open at weekends.

Councillor Newhouse suggested the following recommendation:-

‘That Cabinet approves the closure of the site on 28 February 2016 should no expressions of interest be received or at a date between 1 March and 27 March 2016, if there is no evidence during the period that the expression of interest received is likely to progress.’

On being put to the vote, option 3 was lost. On being put to the vote, the proposal to accept option 1 was carried; the decision could therefore be implemented.

RESOLVED:

That having considered the decision, the Overview & Scrutiny Committee was satisfied with the explanation that it had received and therefore the decision could be implemented.

18. MEMBERS OF THE PUBLIC AND PRESS IN ATTENDANCE

There were three members of the public and two members of the press in attendance.

(The meeting started at 10.00am and ended at 11.34 am)

.....
Chair

ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE
15 JULY 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 July 2015.

PRESENT: Councillor Veronica Gay (Chair)

Councillors: Haydn Bateman, Glenys Diskin, Cindy Hinds, Ray Hughes, Joe Johnson, Brian Lloyd, Nancy Matthews, Ann Minshull, and Paul Shotton

SUBSTITUTION: Councillor Clive Carver (for Hilary Isherwood)

APOLOGIES: Councillors Chris Dolphin and Colin Legg

CONTRIBUTORS: Deputy Leader and Cabinet Member for Environment, Cabinet Member for Waste Strategy, Public Protection and Leisure, Chief Officer (Planning and Environment), Chief Officer (Streetscene and Transportation), and Highway Network Manager

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

15. DECLARATIONS OF INTEREST

There were no declarations of interest.

16. MINUTES

The minutes of the meeting of the Committee held on 4 June 2015 were submitted.

Matters arising

Councillor Clive Carver referred to his comments on page 9, and emphasised the importance of white lines and speed limits.

RESOLVED:

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

17. VEHICLE MANAGEMENT SYSTEM POLICY

The Highway Network Manager introduced a report to seek the Committee's recommendation to Cabinet for the approval of the proposed Vehicle Management System Policy for all fleet vehicles operated by the

Authority. He provided background information and referred to the key considerations as detailed in the report and advised that a copy of the Vehicle Management System Policy was appended to the report for consideration.

The Chair invited Members to raise questions.

The Highway Network Manager responded to the queries raised concerning driver identification and the use of driver fobs and the 3 month “settling in” period.

In response to a question concerning responsibility for maintenance of vehicles, the Highway Network Manager confirmed that vehicle maintenance remained in-house.

The Chair asked why 25% of vehicles were not going to be tracked. The Highway Network Manager explained that 25% was the current position and that it was aimed to achieve 100% tracking moving forward. He commented that it was a requirement of the service area to justify usage of the vehicle.

In response to the further comments and questions raised around tracking and monitoring of vehicle use the Chief Officer (Streetscene and Transportation) outlined the purpose and benefits of the GPS Vehicle Management System (VMS) in terms of the health and safety protection of employees during their work and maximising the justification and efficiency of vehicle use.

RESOLVED:

That Environment and Overview Scrutiny recommends the Vehicle Management System Policy (Appendix 1) to Cabinet for approval.

18. YEAR END CHIEF OFFICER PERFORMANCE REPORTS

The Chief Officer (Planning and Environment) introduced the 2014/15 Year End Service Performance Report for Planning and Environment. He explained that this was the first Chief Officer Year End report following the development of the Planning and Environment portfolio in June 2014. He gave a performance overview and reported on areas of positive performance and areas where there was a concern. He also reported on the performance indicators which were appended to the report and drew attention to the data concerning planning applications, planning appeals, and enforcement.

Councillor Paul Shotton expressed his appreciation on the extinguishment from the Rights of Way network of the Golftyn and Wepre Park areas within his Ward.

The Chief Officer (Streetscene and Transportation) introduced the 2014/15 Year End Service Performance Report for Transport and Streetscene.

He provided a performance overview and referred to the areas of positive performance which were detailed in the report. He also referred to the key performance indicators appended to the report which were used to manage services and the operational risk detail for those risks currently assessed as high.

Members were invited to raise questions.

In response to a concern raised by Councillor Ray Hughes regarding streetlighting the Chief Officer (Streetscene and Transportation) explained that all the sites where lighting applied had been identified and discussions had been held with the North Wales police last week. Members would be invited to comment on risk assessments prior to the scheme being approved. Councillor Nancy Matthews raised concerns around the time taken to replace or repair damaged columns. The Chief Officer (Streetscene and Transportation) asked for details to be provided outside the meeting with regard to the columns concern so that he could investigate further.

Councillor Hughes raised the issue of dog fouling. The Chief Officer (Streetscene and Transportation) advised that officer enforcement teams proactively addressed the problem which was caused by irresponsible dog owners and fixed penalty notices were issued as appropriate. The Lead Member advised that the increase in the number of enforcement officers and a zero tolerance approach should have a positive impact, along with improved intelligence gathering and the targeting of resources at areas of most concern. In response to a question concerning how many owners had been taken to Court the Chief Officer said he could provide that information following the meeting. The Chair referred to the Neighbourhood Watch Scheme and the OWL Alert Scheme and suggested that the Authority considered establishing links to such community schemes. It was agreed that details of the OWL Alert scheme would be circulated to all Members. The Chair also asked for information on Paws on Patrol to be circulated to Members of the Committee. The Chief Officer (Streetscene and Transportation) agreed to circulate a report entitled 'How clean are our streets' to Members of the Committee for information.

Councillor Joe Johnson referred to a spray used in some areas to highlight dog fouling and the Chief Officer (Streetscene and Transportation) confirmed the background to the initiative.

Councillor Joe Johnson congratulated the Chief Officer and his team on the much improved road network along the coastal corridor with the synchronisation of traffic controls. He also referred to the subject of recycling and asked if there was provision for 'white goods' and other household or gardening items which were still in working order to be recycled rather than destroyed. The Cabinet Member for Environment and the Chief Officer commented on the procedure for recycling items of household equipment and referred to engagement with the social enterprise market and other local registered charities.

In response to a query from Councillor Carver concerning contact points, the Chief Officer advised that the preferred route for day to day enquiries was via the Contact Centre, where calls were logged and an audit trail provided if necessary.

A question was raised regarding the allocation of work to employees. The Chief Officer gave an assurance that planning meetings were held the day before to plan and agree the work schedules for the following day and to ensure that employees were trained and capable of doing the task assigned to them.

Councillor Brian Lloyd raised a concern relating to broken kerbs and pavements and asked how this problem was identified and reported. The Chief Officer explained that the local supervisor routinely checked every road and footpath to monitor its condition and identify any need for repairs to be undertaken.

Councillor Haydn Bateman sought further information on the maintenance policy of cycle routes. The Chief Officer (Streetscene and Transportation) advised that some funding had been made available jointly with Planning and Environment for the maintenance of prescribed cycle paths.

RESOLVED:

- (a) That the reports be noted: and
- (b) That feedback be provided to the Corporate Resources Overview & Scrutiny Committee who are responsible for the overview and monitoring of performance.

19. YEAR END IMPROVEMENT PLAN MONITORING REPORTS

Members were asked to consider the 2014/15 Year End Improvement Plan Monitoring Report relevant to the Environment Overview and Scrutiny Committee. Members were advised that the following Improvement Plan sub-priority reports were appended to the report:

- Traffic and Road Management
- Transport Infrastructure and Services
- Carbon Control and Reduction

Councillor Paul Shotton asked what benefits were being achieved as a result of the 'meet and greet' system which had been implemented at recycling centres. The Chief Officer (Streetscene and Transportation) advised that performance had been disappointing at some sites. The Cabinet Member for Waste, Leisure and Public Protection explained that the introduction of a chargehand on each of the sites was not yet in place but he anticipated an improvement in performance in the future as a result. He also advised that Cabinet had asked for the situation to be closely monitored.

Councillor Nancy Matthews referred to page 75 of the report and referred to public feedback on implementation of physical Traffic Calming measures on the High Street, Bagillt. She commented that public feedback in the press had not been positive to the measures but that this had not been recorded in the report. The Chief Officer (Streetscene and Transportation) explained that comments had been made in the press indicating that the Authority was not following process, and he gave an assurance that due process had been diligently applied.

The Chair advised that correspondence had been received from Mark Isherwood AM regarding the Bagillt speed bumps issue and she had suggested that a report be requested on the consultation process undertaken prior to the introduction of traffic calming measures and Traffic Regulation Orders so that members of the Committee could consider the robustness of the processes currently used across Flintshire.

The Chair asked the Committee to decide whether it wished to add the item to the Forward Work Programme for future consideration or not. During discussion it was agreed that a briefing paper be requested from the Chief Officer (Streetscene and Transportation) outlining the consultation process undertaken.

RESOLVED:

That a briefing note be prepared for the Committee outlining the consultation process.

20. 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)

.....
Chair

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FLINTSHIRE COUNTY COUNCIL

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

DATE: **WEDNESDAY, 16 SEPTEMBER 2015**

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

SUBJECT: **REVIEW OF WINTER MAINTENANCE**

1.00 PURPOSE OF REPORT

1.01 To seek a recommendation from Environment Overview and Scrutiny Committee to Cabinet to approve the revised Winter Maintenance Policy for use by this Council as Highway Authority.

2.00 BACKGROUND

2.01 A Highway Authority is under a duty to ensure, so far as is reasonably practicable, that a safe passage along a highway is not endangered by snow or ice. The legislation does not impose an absolute duty but rather involves a balance between the degree of risk and the steps necessary to eliminate the risk.

2.02 The level of service for County Roads is determined by a risk assessment approach to determining a cost effective hierarchy of routes and treatments. The Authority believes that the level of service meets the requirements on the current interpretation of 'reasonably practicable' but it is good practise to regularly review the content and practises set out in the current Winter Maintenance Policy, particularly in respect of any legal judgements or following any changes in National policy since the last review which took place in 2013.

2.03 This report provides the following:

- Details of the updates and changes to the current Winter Maintenance Policy,
- The legislative requirements of providing such a service,
- The budget allocation and actual expenditure (over 4 financial years) in complying with the existing policy
- Changes to the Councils salting routes
- The actions taken by Streetscene and Transportation portfolio to support the Winter Maintenance Service.

3.00 CONSIDERATIONS

- 3.01 The Council, as the Highway Authority for County Roads, has a general duty, under Section 41 of the Highways Act 1980, to maintain the highway network in a good state of repair so as to render it safe for ordinary traffic at all times of the year.
- 3.02 Section 111 of the Railways and Transport Act 2003 states that *“In particular, a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow and ice”*.
- 3.03 Under Section 150(1) of the Highways Act 1980, there is a requirement for the highway authority to remove an accumulation of snow which forms an obstruction, subject to a number of factors stated in Section 150(3) of the 1980 Act.
- 3.04 The 2005 Code of Practice for Highway Maintenance Management advocates using principles of risk assessments to establish which routes should be included in a programme of treatment during inclement weather.
- 3.05 The legislation does not impose an absolute duty but rather involves a balance between the degree of risk and the steps necessary to eliminate the risk.
- 3.06 In order to provide a statutory defence, a County Policy on winter maintenance services is required which should be reviewed on a regular basis. Flintshire reviews its winter maintenance policy every 2 years
- 3.07 The requirement to ensure compliance has been emphasised in collaborative meetings that have taken place amongst the six North Wales Authorities following the Coroner’s inquest into the winter maintenance incidents that have occurred in North Wales Authorities during recent years.
- 3.08 The level of service for County Roads is determined by the elected Members of each Council. This is based on a risk assessment approach to determining a cost effective hierarchy of routes and treatments. The Authority believes that the level of service meets the requirements on the current interpretation of ‘reasonably practicable’ but will continue to keep service provision under review, particularly in respect of any legal judgements. A officer review of the Winter Maintenance operations is undertaken each year before the winter season.
- 3.09 The changes in levels of service in the revised version of the Winter Maintenance Policy are outlined within the policy and summarised as

follows:

- 3.10 3 rural gritting routes (Cilcain, Afonwen and Hope Mountain Areas) that are currently treated by agricultural contractors do not meet the criteria required within the Priority 1 gritting routes. The routes have been treated historically and for the reasons of consistency need to be removed. The routes will be appropriately signed to notify road users of the change in policy.
- 3.11 2 Unclassified roads which have historically been treated by Denbighshire County Council and have been removed from their Priority 1 gritting routes will not be precautionary gritted in future as again the routes do not meet the Councils criteria for Priority 1 routes. The routes will also be signed to advise road users of the change.

Roads removed from DCC priority routes:

- Gwaenysgor Crossroads to the Bryniau (Gwaenysgor)
- Bedlwyn Crossroads – Rhyd y Ceirw (Rhydtalog)

- 3.12 The gritting of car parks will take place only within the normal working week (Mon – Sun, 7am – 5pm) and the work will be restricted to the pay and display car parks only. Other car park will be subjected to a Risk Assessment and will be treated only if the assessment requires them to be treated
- 3.13 The spread rate for precautionary gritting has been changed to reflect the Welsh framework which is adopted by all Councils in Wales.
- 3.14 The new policy confirms that Alltami depot will become the single operational depot for delivering the winter maintenance service following the closure of Halkyn depot. The level of pre-winter stock has been maintained by increasing the level of residual stock in Greenfield. 10,200 tonnes of rocksalt are kept in stock at the start of the winter period and replaced by the supplier as it is used.

4.00 RECOMMENDATIONS

- 4.01 That Environment Overview and Scrutiny recommends approval of the revised Winter Maintenance Policy (Appendix 1) and its procedures for delivering the Winter Maintenance service to Cabinet.
- 4.02 That Environment Overview and Scrutiny notes the removal of 2 rural gritting routes, currently operated by Agricultural contractors, that do not meet the criteria required within the Priority 1 gritting routes
- 4.03 That Environment Overview and Scrutiny notes that 2 Unclassified roads that have historically been treated by Denbighshire County

Council and have been removed from their Priority 1 gritting routes, will not receive precautionary gritting in future as they do not meet Flintshire's Priority 1 gritting route criteria.

5.00 FINANCIAL IMPLICATIONS

5.01 Finance - Previous Years Budgets

	2012	2013	2014
Budget	1,275,595	998,595	998,595
Actuals	1,413,497	891,894	923,859

5.02 Costs increased in 2012 due to the high number of snow events.

6.00 ANTI POVERTY IMPACT

6.01 No identifiable impact.

7.00 ENVIRONMENTAL IMPACT

7.01 No identifiable impact.

8.00 EQUALITIES IMPACT

8.01 No identifiable impact.

9.00 PERSONNEL IMPLICATIONS

9.01 This report does not impact on staffing levels.

9.02 Winter maintenance operations on the highway infrastructure are carried out predominantly by the Streetscene Staff and resources supplemented by local agricultural contractors as necessary.

10.00 CONSULTATION REQUIRED

10.01 Consultation will be required with members in areas where routes are affected.

11.00 CONSULTATION UNDERTAKEN

11.01 Consultation has taken place with:

- Operational departments and stakeholders
- With Cabinet Member
- Neighbouring Local Authorities in relation to their Winter Maintenance Operations

12.00 APPENDICES

12.01 Revised Winter Maintenance Policy

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985
BACKGROUND DOCUMENTS

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Winter Maintenance Policy 2015-2018



Contents

1	 Background	3
2	 Purpose of policy	3
3	 Procedures.....	4
3.1	Weather forecasts	4
3.2	Priority of Roads	5
3.3	De-icing Materials	7
3.4	Operational Practices.....	9
3.6	Footways and Cycleways	11
3.7	Salt Bins and Salt Heaps	12
3.8	Resources.....	13
3.9	Standards Monitoring.....	13
3.10	Vehicle Tracking	13
3.11	Extreme Weather Protocol.....	14
3.12	Community Engagement	14
4	 Risk Assessment.....	14
5	 Background Documents.....	15

1 | Background

- 1.1 Section 41 of the Highways Act 1980 places a statutory duty on the Highway Authority to maintain the highway, as follows:-

“(1A) In particular, a Highway Authority is under a duty to ensure, so far as is reasonably practicable, that a safe passage along a highway is not endangered by snow or ice.”

- 1.2 The legislation does not impose an absolute duty but rather involves a balance between the degree of risk and the steps necessary to eliminate the risk.
- 1.3 In order to provide a statutory defence, a County Policy on winter maintenance services is required which should be reviewed on a regular basis.
- 1.4 The requirement to ensure compliance with Section 1.3 has been emphasised in collaborative meetings that have taken place amongst the six North Wales Authorities following the Coroner’s inquest into the winter maintenance incidents that have occurred in North Wales Authorities during recent years.
- 1.5 The level of service for County Roads is determined by the elected Members of each Council. This is based on a risk assessment approach to determining a cost effective hierarchy of routes and treatments. The Authority believes that the level of service meets the requirements on the current interpretation of **‘reasonably practicable’** but will continue to keep service provision under review, particularly in respect of any legal judgements. A review of the Winter Maintenance operations is undertaken each year before the winter season.

2 | Purpose of policy

- 2.1 To demonstrate compliance with the statutory duties of the Highway Authority by recording a managed, cost effective approach to providing winter maintenance service in the interest of public safety.
- 2.2 To provide a statutory defence against third party claims.
- 2.3 To inform and involve Members in the procedures associated with the winter maintenance service
- 2.4 To set out the aims and standards for the winter maintenance service, the facilities and resources available and guidance as to how the aims and standards are to be achieved.

3 | Procedures

3.1 Weather forecasts

3.1.1 Daily weather forecasts are received throughout the winter period and are specific to Flintshire County Council. The forecast is provided by MeteoGroup who are the largest private weather forecasting organisation in Europe. MeteoGroup utilise their experience at weather forecasting combined with information provided by Ice Prediction sensors situated at:

1. A55 at Brynford
2. A541 at Hendre

to predict the weather for a 36 hour period from 12 noon daily. The weather forecast is provided through a web based system - RoadCast and this forms the basis of the decision making process with regards to gritting actions taken in the interest of road safety over the succeeding 24 hours.

3.1.2 MeteoGroup provides forecast information in the in the following format:

- ▶ Projected road surface temperature graphs for two ice sensor sites within the County and others in the neighbouring Counties. These sites have been specifically chosen to provide information which is considered representative of the whole County.
- ▶ A site specific forecast for each of the ice sensor sites covering a 36-hour period from the time of issue (normally 1300 hrs).
- ▶ A 24-hour consultancy service, staff can talk to forecasters at the Weather Centre to expand on the general forecast.
- ▶ A 2-10 day forecast text indicating the outlook.
- ▶ A morning summary in text describing the events of the night before and a preliminary forecast covering the succeeding 24 hours.
- ▶ Alerts and forecast amendments electronically and by direct contact throughout the 24 hour period.

3.1.3 A cross boundary partnership approach is adopted throughout the North Wales Group of Authorities to ensure an effective and consistent service delivery.

3.1.4 A North Wales protocol for distributing daily weather forecasting information and proposed action details has been formally adopted. This has been coordinated through North Wales Trunk Road Agency (NWTRA) and has establishes improved communications between neighbouring Authorities, NWTRA and the North Wales Police. The actions of all the North Wales Authorities are recorded on the MeteoGroup web page for all partner authorities to view.

3.2 Priority of Roads

3.2.1 Roads within the Authority have been prioritized for treatment into priority 1, 2 and 3 routes.

3.2.2 **Priority 1 routes** are roads carrying substantial volumes of traffic having characteristics, which require protection from frost throughout the night. These routes form the spinal road network of the Authority and merit high priority to sustain the free flowing movement of traffic. They include:-

- ▶ Trunk Roads (48 kms)
- ▶ Class A Roads (151 kms)
- ▶ Class B and C Roads. (351kms)
- ▶ Strategic/ Important Bus Routes (8 bus services or more per hour)
- ▶ Main access roads to schools or establishments of higher education
- ▶ Town centre access and distributor roads through villages and housing estates
- ▶ Industrial Estate Roads (10.1Kms)

The 12 **Priority 1** precautionary gritting routes total **45%** of the total County highways network.

3.2.3 **Priority 2 routes** are formed from the Unclassified roads that form main distributor routes in both the urban and rural areas. They include:-

- ▶ Housing Estate Roads
- ▶ Access routes between smaller rural communities
- ▶ Remaining bus routes (4 service buses or more per hour)
- ▶ Known problems, including significant gradients, exposed areas and other topological factors
- ▶ Council maintained Car Parks

Priority 2 gritting routes will be treated upon satisfactory completion of the Priority 1 routes providing the criteria set out in 3.2.3 are met and adequate resources are available.

3.2.4 **Priority 3 routes** are all the remaining roads.

- 3.2.5.1** All priority 1 routes will be subject to precautionary gritting operations throughout the winter period at the discretion of the Highway Network Manager or his representative. The decision to undertake precautionary gritting actions is made daily at around 1300hrs between the period from 1 November to 30 April of the following year.
- 3.2.5.2** Priority 2 routes will only be treated in the event of icy conditions or a forecast of prolonged icy conditions, and following the satisfactory treatment of the priority 1 routes. The Duty Officer will make the decision whether or not to proceed to Priority 2 routes. The protocol for treatment during this period will be for a continued action on the priority 1 gritting routes as required with discretionary actions being taken on priority 2 routes in response to known or observed problem areas, or in relation to requests that have been assessed and justified by staff of Flintshire County Council. If temperatures remain below zero with prolonged icy conditions the winter maintenance teams will continue to undertake inspections and liaise closely with the Duty Officer. The level of actions will be dictated by the available resources and the weather forecast outlook. Bulk gritting vehicles and manual salting gangs will be deployed for this purpose. A discretionary decision to suspend further actions pending improving weather conditions may be taken.
- 3.2.5.3** Priority 3 routes will normally be treated dependent upon the availability of appropriate resources following the satisfactory attention to priority 1 and 2 routes and will be restricted to normal working hours.
- 3.2.6** During the onset of snow conditions and the satisfactory treatment of the priority 1 routes, all available plant and resources will be deployed to clear snow within the priority 2 routes. During such operations the gritting appliances will be directed by Flintshire County Council staff who will patrol their respective areas and liaise with the Duty Officer.
- 3.2.7** The Authority employs 38 No. agricultural contractors to clear the highway during periods of snow conditions. Each Contractor has a dedicated route which enables the Authority to clear the entire adopted highway network within the County. During snow conditions contractors may be hired at the discretion of the Duty Officer or his representative at the tendered rates. The schedule of the snow ploughing contractors is available to all winter maintenance staff to access as required.

3.2.8 Road Priority/ Treatment Matrix Treatment

Route type	Precautionary Salting	Salting	Times
Priority 1	At any time of the day	At any time of the day	When ice is predicted Priority 1 routes will be pre salted before the on-set of frost. Where severe conditions such as snow or ice persist resources will remain on priority 1 routes
Priority 2	None	At any time of the day	Priority 2 routes will only be treated if severe weather conditions persist and the priority 1 routes have been completed
Priority 3	None	At any time of the day	On satisfactory completion of Priority 1 and Priority 2 routes and if severe weather conditions persist these roads will be treated on a reactive basis dependant upon resources

3.3 De-icing Materials

3.3.1 Flintshire County Council procures its de-icing materials through a tendered process. The current tender is with Salt Union through the Yorkshire Purchasing Organisation and the life of the contract is 1st April 2014 to 31st March 2018.

3.3.2 6.3 mm nominal size rocksalt

This is the most commonly used material for general purpose gritting. It is spread at a prescribed rate of 10 – 15 grams per square metre for precautionary gritting. This rate can be increased to 40 grams per square metre when treating snow conditions. These rates are in accordance with the recommendations made in the Code of Practice for Highways Maintenance Management and the Trunk Road Maintenance Manual.

6.3 mm nominal size coated rocksalt (Safecote)

This material is standard rocksalt with an applied coating which enhances its performance to treat ice at lower temperatures (conventional rocksalt has a reduced efficiency at temperatures below -6 degrees centigrade). It has a greater adhesion to the applied surface and is effective over a longer period.

3.3.3 A total of 2200 tonnes of coated rocksalt (Safecote) is currently stored in a storage dome at Alltami Depot. A stock management service is operated in collaboration with the Salt Union, Winsford. The stock management system highlights the requirement for the delivery of rocksalt which is triggered by predetermined maximum and minimum intervention stock levels throughout the winter season. This service provides the following benefits:-

- ▶ Fresh stocks of rocksalt which retain maximum salinity values.
- ▶ Controlled levels of stock to meet storage availability and providing the ability to avoid storing large volumes of rocksalt outside of the winter period.
- ▶ Avoidance of a shortage of rocksalt during periods of high demand
- ▶ Regional proximity of supplier provides reduced delivery times.

3.3.4 Strategic Salt Stocks

Due to national shortages of rock salt in previous years and following advice from WLGA and Welsh Government an additional strategic salt stock of 7000 tonnes is to be stored under sheeting at the Greenfield Recycling Site at Greenfield.

3.3.5 Most of the road de-icing salt used in the UK is derived from a non-renewable source through mining a natural salt bed stretching from North West England to Ireland. The majority of rock salt is a 10mm grain size to British Standard BS3247. However, a trend is emerging in the UK where a number of Highway Authorities are moving toward a 6.3mm grain size. BS3247 requires the rock salt to contain no more than 4% moisture by weight and the soluble Sodium Chloride content to be not less than 90% of the dry salt mass.

Flintshire County Council introduced using 6.3mm grain size coated salt in 2005/2006. The proprietary name of this product is Safecote.

3.3.6 To effectively remove ice from the road surface the rock salt requires the action of traffic, which assists in the process of breaking down the salt granules into a saline solution. This rapidly melts the ice and prevents further ice forming for several hours.

3.3.7 Salt in solution freezes at a lower temperature than water and if spread before the onset of freezing conditions can be effective in preventing ice from forming on road surfaces at temperatures down to -7°C. However, salt is only effective if it can form a solution with the water on the road surface. If this water has already frozen before the salt is applied, the salt is much less effective in combating the slippery conditions. The generic term 'gritting' is often used to describe what is actually "presalting" or "precautionary salting", i.e. spreading salt before the onset of ice or frost formation.

3.3.8 The significant benefits of using Safecote Salt are:-

- ▶ more accurate spreading of the salt
- ▶ more salt remains on the road surface
- ▶ reduced wastage
- ▶ faster de-icing effect
- ▶ increased longevity on the road surface
- ▶ less Sodium Chloride used
- ▶ less corrosive to the gritter vehicles
- ▶ less corrosive to the highway infrastructure.
- ▶ cost benefit

3.3.9 Treatment Matrix

Carriageways - The Council operations will follow the standard guidance issued by Welsh Government as part of the Trunk Road Maintenance Management Policy and the Code of Practise for Highway Maintenance and any subsequent amendments. The de-icing material will continue to be Safecote.

Footways - Following successful trials of alternative de-icing materials heavily used footways in town centres, car parks and sheltered accommodation will be treated with a product called 'Safethaw'. This product is a brine solution mixed with agricultural by product similar to that used on the highway. 'Safethaw' is sprayed by using a knapsack sprayer or a self-propelled spray bar fitted to an All-Terrain Vehicle (ATV) or a pickup and will be applied in periods of heavy snow and prolonged icy conditions in accordance with the risk assessment for each element.

3.4 Operational Practices

- 3.4.1** The winter period is defined as between 1st October – 30th April. Streetscene drivers are contracted to deliver the service and standby payments will apply from November to March.
- 3.4.2** Forecasts are received at 06.00hrs, 12.00hrs and 18.00hrs every day between the period 1st October to 30th April by staff at the operational depot or by Council representatives on call at weekends.
- 3.4.3** A decision on appropriate action will be made by the Highway Network Manager or his representative and the supervisory staff and standby workforce informed accordingly. Standby crews are available to respond to forecast changes and subsequent actions/ decisions outside of normal working hours.

- 3.4.4** Priority 1 routes will be treated before the formation of ice. The average route treatment time of 3.0 hours will be taken into account in making the decision to ensure that all pre-cautionary priority1 routes are completed on time. Any changes to the pre-determined actions will be verified with the Highway Network Manager or his representative before notification to the workforce. The situation may be varied by weather conditions such as heavy rain immediately before a frost, which may restrict the time to carry out the work.
- 3.4.5** Depending on the forecast, further actions may be required to support the precautionary gritting decisions. Whilst every effort will be made to plan this action it may be considered necessary to obtain updated forecast information from the forecaster, MeteoGroup prior to a decision being made. The weather forecast update will be carried out by the Highway Network Manager or his representative at any time of the day or night, to ensure that appropriate actions are carried out in the interest of public safety and to provide a cost efficient service.
- 3.4.6** In the event of a forecast of snow the priority 1 routes will be pre-treated prior to the event. Where this is not possible, for example when it starts as rain and turns to snow, a decision to delay action until the rain stops in order to prevent the salt from being washed away will be taken. This situation can be even more difficult if it occurs during the rush hour as traffic congestion impedes the progress of the gritting vehicle.
- 3.4.7** Following a fall of snow with significant accumulations clearance work will continue around the clock until all priority 1 roads are clear. When the priority 1 roads are cleared to a standard which safeguards the safe passage of vehicular traffic, all available resources will be dedicated to attend to priority 2 roads.
- 3.4.8** Priority 3 routes will receive attention when resources are available and after all priority 1 and 2 roads have received appropriate attention.
- 3.4.9** During periods of snowfall all gritting vehicles will be equipped with snow or slush ploughs depending on the type of snow being cleared. Snow ploughing contractors will be deployed at the discretion of the Highway Network Manager or his representative.

3.5 Partnership Working

3.5.1 Liaison and cross boundary operational practices are established between Flintshire County Council and its neighbouring Authorities and North & Mid Wales Trunk Road Agency, with the intention of maintaining a consistency and continuity of winter services throughout the region.

For this purpose the following cross boundary precautionary gritting arrangements are in place:-

Wrexham County Borough Council will treat the following roads for **Flintshire County Council**:-

- ▶ B5102 from County boundary Llay to A541 Mold Road.(Hollybush)

Flintshire County Council will treat the following roads for **Wrexham County Borough Council**:

- ▶ B5430 Bwlchgwyn from County Boundary to Four Crosses
- ▶ B5373 County Boundary to Miners Road (Sharps)

Flintshire County Council will treat the following roads for **Denbighshire County Council**:

- ▶ Section of road from A5151 to Gwaenysgor Cross Roads

Denbighshire County Council will treat the following roads for **Flintshire County Council**:

- ▶ Section of the A494 from County Boundary, Cadole to Cadole junction

3.5.2 It is the responsibility of each individual Highway Authority to ensure adequate treatment of the roads under their jurisdiction. A protocol of daily communications between neighbouring authorities / agencies has therefore been established to ensure continuity of actions.

3.6 Footways and Cycleways

3.6.1 Footways, pedestrian areas or cycleways are not included in precautionary salting operations. Nevertheless, there will be a certain amount of overspill of salt onto footways and cycleways when precautionary salting is being carried out on adjacent carriageways.

3.6.2 Resources will be deployed to treat footways once snow has settled or during periods of prolonged freezing conditions on a priority basis at locations including:

- ▶ Town centre footways and footways in the vicinity of shopping areas
- ▶ Footways in the vicinity of civic buildings
- ▶ Public highway in the vicinity of hospitals
- ▶ Public highway in the vicinity of residential homes / old age pensioners flats
- ▶ Public highway in the vicinity of day care centres
- ▶ Public highway in the vicinity of Schools (during term times only)
- ▶ Footbridges
- ▶ Bus Stops

If any reports of icy footways are received for locations not included in the above criteria the footway will be inspected to assess whether treatment is appropriate dependant upon available resources.

3.7 Salt Bins and Salt Heaps

3.7.1 Salt bins are located in areas for the use of pedestrians and motorists to treat the public highway only. The decision for the distribution of salt bins is that of the Highway Network Manager or his representative in the interest of financial management.

3.7.2 Salt bin locations will be individually assessed against criteria which include:-

- ▶ Non precautionary gritting routes
- ▶ Location within bounds of public highway
- ▶ Benefit to road safety, i.e. areas with steep inclines
- ▶ Traffic volumes
- ▶ Proximity to schools and locations of public interest.

A Pro Forma to aid in the assessment of suitable salt bin locations has been created and will be distributed to staff as required.

3.7.3 All salt bins will be filled at the start of the winter season and refilled once again in January, if necessary. Similarly, salt heaps will be provided before the winter season and replenished once during the winter months.

3.7.4 Salt heaps in the rural areas will also be subjected to the same assessment criteria as the salt bins.

3.7.5 Streetscene Services will provide salt bins and rock salt within Council establishments on request at cost to the relevant Department. Every effort is made to establish and meet the requirements of each Department prior to the onset of the winter season. The availability of resources will dictate the priority allocated to provide this service during the winter season.

3.7.6 Provision is available for Community Councils to purchase salt bins and rock salt from Streetscene Services with the intention of supplementing the Authority's winter maintenance services to the benefit of the general public. Salt bins purchased by the Community Council will be distinguishable from Streetscene salt bins and will be maintainable by the Community Council. Location of the salt bin on the public highway will require prior approval of the Highway Authority.

3.8 Resources

3.8.1 The workforce involved will all be part of Streetscene Services and all drivers will be trained and assessed. Additional resources can be sought from other sections within the service if required.

3.8.2 The Council's winter maintenance fleet consists of 12 frontline gritting vehicles and 2 spare gritting vehicles, these are supported by 3 trailer type gritters and four small demountable gritter bodies. These will be stored at Alltami Depot.

3.8.3 The four small demountable gritters are available for car parks and school access roads. These will fit on the back of the pick-up vehicles.

3.8.4 Welsh Government and WLGA have suggested that all Authority's in Wales hold a strategic salt stock to ensure resilience in the event of further winters of extreme weather and national shortages of rock salt. For this coming season Flintshire will hold an additional residual salt stock of 7000 tonnes covered and sheeted at the Greenfield green waste recycling site.

3.8.5 The suggested minimum stock levels is based on the last six year average usage figure and with a multiplier of 150%. The tonnage of salt held in Flintshire for 2015/2016 will be 9,000 tonnes.

3.9 Standards Monitoring

3.9.1 Flintshire County Councils service delivery is benchmarked against National performance statistics to ensure that a comparative cost effective service delivery is being maintained.

3.9.2 Regional and National meetings of operational staff and support service providers creates the opportunity for continual assessment of operational practices, standards and resources.

3.10 Vehicle Tracking

3.10.1 Flintshire County Council's fleet of 14 bulk gritting vehicles have all been fitted with an innovative GPS tracking system. The tracking system is a monitoring device that interfaces with the control systems on the vehicles so not only do we know where the vehicle has been, but exactly what it was doing and, because it is web based, the information can be accessed from any source. The tracking system operates in real time and therefore it is easy to find out exactly where a vehicle is and to check its activity. This gives the Managers confidence to ensure that any operational decisions that they make are based on accurate live information.

3.10.2 In these increasingly litigious times it is vital that Managers are able to provide positive supporting evidence in the event of a claim. The GPS tracking system will monitor how much salt was spread on what roads, at what rate and at what time. The system is able to provide a record of all control box functions, route time, salt sensor data, spread rate/width and vehicle speed.

3.10.3 The tracking system has been provided by Trackyou.

3.11 Extreme Weather Protocol

3.11.1 On receipt of a severe weather warning an operational control room will be established in Alltami and manned by staff from Streetscene Services who will act as a dedicated point of contact for the Contact Centre staff. The staff within the operational control room will have direct contact with Streetscene Coordinators/Supervisors who will be on-site to investigate complaints and mobilize dedicated gritting vehicles under their direct control.

3.11.2 The operational control room will be responsible for directing all operations and act as a liaison contact to the press office through which all press releases will be made.

3.12 Community Engagement

3.12.1 Flintshire County Council is committed as part of the “Big Society” agenda to provide assistance in the form of small quantities of rock salt and tools to community and local groups to enable them to assist with the removal of snow and ice off the footpath within the urban areas.

3.12.2 The Highway Network Manager will write annually, prior to the winter, to all Community Councils and known action groups for contact details of interested parties and for their requirements.

3.12.3 Contact details provided by these groups will receive daily weather forecasts and details of the proposed daily winter maintenance action, by e-mail, direct from the forecast provider.

4 | Risk Assessment

4.1 The winter maintenance service has undertaken various risk assessments on the provision of road surface treatments as follows:

- ▶ Precautionary Treatment on Priority 1 Roads
- ▶ Salting on Priority 2 Roads
- ▶ Salting on Priority 3 Roads
- ▶ Salting Town Centre Footways
- ▶ Salting footways with low footfall
- ▶ Salting Council maintained Car Parks

5 | Background Documents

The additional documents outlined below provided further detail and background information relating to the contents of this policy:

- ▶ Highways Act 1980.
- ▶ Well Maintained Highways - Code of Practice for Highway Maintenance July 2005
- ▶ Quarmby Report – July 2010
- ▶ Trunk Road Maintenance Manual
- ▶ Welsh Government Advice Documents
- ▶ WLGA Advice Documents

FLINTSHIRE COUNTY COUNCIL

REPORT TO: ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE

DATE: WEDNESDAY, 16 SEPTEMBER 2015

REPORT BY: CHIEF OFFICER (STREETSCENE AND TRANSPORTATION)

SUBJECT: INTRODUCTION OF ZERO TOLERANCE FOR LITTERING

1.00 PURPOSE OF REPORT

1.01 To inform Members of the Environment Overview and Scrutiny Committee of the proposals to refresh the zero tolerance approach to littering offences

2.00 BACKGROUND

2.01 Littering of the public realm is a problem that faces every town and community in the Country. The cost of street and open space litter collections in Flintshire are approximately £300k per year and the amount is unsustainable in the current financial climate and the money could be better spent on delivering productive frontline services.

2.02 People who drop litter should expect to be punished if caught and this report provides details of the proposed strict implementation of a "Zero Tolerance" approach to littering which is to be applied across the County.

2.03 Reduced littering would allow the Council to then reduce the resources that are employed in every town on street litter collections each day.

3.00 CONSIDERATIONS

3.01 The Councils Cabinet approved the current Environment Enforcement Policy in 2013. The policy defined the Council procedures for dealing with each aspect of Environmental crime. **Appendix 1** provides details of the procedure and powers vested in the Council to deal with each aspect of Environmental crime

3.02 The policy shows that Littering offences are dealt with by the issue of a Fixed Penalty Notice (FPN) which would eventually result in prosecution, if the individual chose not to make the required payment,

within the prescribed period.

- 3.03 The review of the Councils senior management team and the subsequent realignment of services within the new portfolios, has brought together the Streetscene operational teams and the Councils Enforcement Officers, both of whom are now based in Altami Depot. The collocation of staff allows the Enforcement Officers to be targeted in areas of known littering (and other Environmental crimes) based on the intelligence of the areas requiring litter collections and from the general cleansing teams in Streetscene. In addition the Enforcement Officers from Car Parking and Environmental crime have been combined into a single role, providing an increased resource to manage all enforcement matters.
- 3.04 It was stated in the 2013 report that a zero tolerance approach should be taken against individuals either witnessed or reported to be dropping litter on Council land and this approach needs to be refreshed and applied consistently and in every case where littering is witnessed or where witnesses are willing to provide statement to that effect.
- 3.05 An Independent survey of the cleanliness of the Councils open space and public realm have revealed the Council to be one of the lowest performing authorities in Wales in this respect. A major factor resulting in the poor state of cleanliness of the roads and open spaces is the presence of a large amount of cigarette based litter, such as matches and discarded cigarette ends.
- 3.06 By a more vigorous application of a zero tolerance approach and better communications of the likely outcome of littering by individuals, it is expected that the number of staff required to clear litter in towns and villages can be reduced. This will assist the service to achieve its financial targets for the coming years.
- 3.07 Before the new approach is introduced, a wide ranging and County wide publicity campaign will be undertaken. The campaign will include the following
- Positive press releases advising residents of the zero tolerance approach
 - Visits to T&CC's to explain the implications of the new arrangements and to gain their support for the proposals
 - Visits to every public house, betting shop and any other site where people congregate and littering is evident
 - Provision of cigarette 'stub out' plates on bins adjacent to the above premises or stub out plates to be provided, fixed directly onto the buildings
- 3.08 The visits to the selected businesses shown above will be undertaken by staff from across the Streetscene service during the autumn which

will allow the new arrangement to be introduced from 1st January 2016.

4.00 RECOMMENDATIONS

4.01 That Scrutiny supports the proposed refresh of the Zero Tolerance approach to littering in the County.

4.02 That Scrutiny supports the proposed Communication Plan and infrastructure improvements planned, prior to the roll out of Zero Tolerance.

5.00 FINANCIAL IMPLICATIONS

5.01 The resources for the publicity campaign, the visits to local businesses and the improvements to waste containers will be provided from existing maintenance budgets.

6.00 ANTI POVERTY IMPACT

6.01 None identified.

7.00 ENVIRONMENTAL IMPACT

7.01 None identified.

8.00 EQUALITIES IMPACT

8.01 None identified.

9.00 PERSONNEL IMPLICATIONS

9.01 The reduction in littering will allow a reduction in Streetscene and Transportation cleansing teams

10.00 CONSULTATION REQUIRED

10.01 With T&CC's

10.02 With targeted businesses as detailed in the report

11.00 CONSULTATION UNDERTAKEN

11.01 With Cabinet Member

12.00 APPENDICES

12.01 Appendix 1 - Environment Enforcement Protocol

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985
BACKGROUND DOCUMENTS

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

Type	Action	Escalation	Dept
Littering Offences	Immediate issue of FPN	Prosecution if penalty unpaid	FCC Authorised Officers / North Wales Police
Dog Fouling – Public Open Space	Immediate issue of FPN	Prosecution if penalty unpaid	FCC Authorised Officers / North Wales Police
Dog Fouling – School Premises	PACE interview and court file prepared	Prosecution where sufficient evidence exists	FCC Authorised Officers / North Wales Police
Stray Dogs	Payment of kennelling, vets fees and standard charge before release of dog	Failure to pay, or claim dog within 7 days will result in the dog transferring into the ownership of the Authority	FCC Dog Warden
Fly tipping (Minor incident)	PACE interview followed by issue of FPN	Prosecution if penalty unpaid	FCC Authorised Officers
Fly tipping (significant incident)	PACE interview and court file prepared	Prosecution where sufficient evidence exists	FCC Authorised Officers / Natural Resources Wales
Statutory Public Health Nuisances	Compliance reached to resolve problem	Improvement or abatement notice issued Prosecution where sufficient evidence exists	FCC Authorised Officers
Drinking Control Areas	Confiscation of alcohol based on each individual circumstance	You may be arrested and convicted of a public order offence	North Wales Police

Environmental Enforcement Protocols

Appendix 1

Type	Action	Escalation	Dept
Side Waste	Issue warning and education	FPN issued Prosecution where failure to comply with an FPN is demonstrable	FCC Authorised Officers
Commercial Waste	Issue of FPN for failure to produce waste carrier licence and/or prosecution and seizure of vehicle	Prosecution and seizure of vehicle	Natural Resources Wales
Graffiti	Immediate issue of FPN	Prosecution if penalty unpaid	FCC Authorised Officers / North Wales Police
Advertisement Boards	Removal	Prosecution for continual offences	Streetscene
	Removal of posting from Council Buildings	Removal of posting by Council - Remedial work charged to fly poster.	Streetscene
Civil Parking Enforcement	Immediate issue of FPN	Prosecution if penalty unpaid	Parking
Abandoned Vehicles	Notice placed on vehicle requested movement within 7 days	Removal of vehicle – costs of recovery through scrap value	FCC Authorised Officers
Abandoned Trolleys	Collection of trolley and stored for statutory timescale	Trolley owner charged for return	FCC Authorised Officers / Streetscene

Type	Action	Escalation	Dept
Advertising Boards/A Frames and signs on Adopted Highway	Removed immediately should no licence be in place	Items kept for 7 days before disposal	FCC Authorised Officers / Streetscene / Planning
Skips, building materials and hoarding	Removal as soon as possible should licence not be in place		Streetscene / Planning
Tables and Chairs	Removed immediately should no licence be in place	Items kept for 7 days before disposal	Streetscene / Planning
Overgrown hedges*	Issue request to carry out remedial work to resident or land owner Appendix 2A	1. Issue formal warning after 14 days 2. FCC to complete remedial work and recharge if not carried out within 14 days of the end of the formal warning period	Streetscene / Planning
Street lights obstructed by hedges/trees	Issue request to carry out remedial work to resident or land owner Appendix 2A	1. Issue formal warning after 7 days 2. FCC to complete remedial work and recharge if not carried out within 14 days of the end of the formal warning period	Streetscene
Mud on Road	Immediate verbal warning to person responsible Risk assessment carried out and immediate remedial action taken if necessary. Cost recharged to perpetrator	1. Written warning sent to perpetrator with timescale for remedial action 2. FCC to complete remedial work and recharge if not carried out within appropriate period. (timescale subject to risk assessment)	Streetscene

Type	Action	Escalation	Dept
Dangerous or trees in need of maintenance	Issue request to carry out remedial work to resident or land owner Appendix 2B (subject to risk assessment)	1. Issue formal warning after 7 days 2. FCC to complete remedial work and recharge if not carried out within 14 days of formal warning (or immediate if Risk Assessment requires)	Streetscene / Conservation
Obstruction to public right of way (footpath/bridleway)	Issue request to carry out remedial work to resident or land owner Appendix 2C	1. Issue formal warning after 7 days 2. FCC to complete remedial work and recharge if not carried out within 14 days of formal warning (or immediate if Risk Assessment requires)	Rights of Way

* Action will normally be taken where hedges are overgrown by more than 200mm on footways less than 1.5m wide and more than 300mm on wider footpaths. Immediate action may be required subject risk assessment.



ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE

Date of Meeting	Wednesday 16 th September, 2015
Report Subject	Quarter 1 Improvement Plan Monitoring Report
Portfolio Holder	Cabinet Member for Corporate Management
Report By	Environment Overview & Scrutiny Facilitator
Strategic / Operational	Strategic

EXECUTIVE SUMMARY

The Improvement Plan 2015/16 was adopted by the Council in June 2015. This report presents the monitoring of progress for the first quarter of 2015/16 focusing on the areas of under performance relevant to the Environment Overview & Scrutiny Committee.

This report is an exception based report and therefore detail focuses on the areas of under-performance.

Recommendation

(a)	That the Committee consider the 2015/16 Quarter 1 Improvement Plan Monitoring Report, highlight concerns and feedback details of any challenge to the Corporate Resources Overview & Scrutiny Committee which is responsible for the overview and monitoring of performance.
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REPORT DETAILS

1.00	<u>REPORT DETAIL</u>
1.01	The Improvement Plan monitoring report gives an explanation of the progress being made towards the delivery of the impacts set out in the 2015/16 Improvement Plan. The narrative is supported by performance indicators and/or milestones which evidence achievement. In addition, there is an assessment of the strategic risks and the level to which they are controlled.
1.02	The detailed sub-priority reports, shown at Appendix 1, are in a new format, which has been generated from the new performance management solution, CAMMS.
1.03	CAMMS has been purchased to provide benefits which include: <ul style="list-style-type: none"> • efficiencies by reducing duplication and data entry; • a single version of the truth; • improved visibility and accountability for performance and programme / project management objectives; including an audit trail; and • dynamic, exception based reporting with dashboards and standard reports.
1.04	During the process of setting the Improvement Plan into CAMMS, some changes were required/requested by officers. A log of all changes made can be found at Appendix 2.
1.05	<p>Analysis of performance against the Improvement Plan measures is undertaken using the RAG (Red, Amber and Green) status. This is defined as follows:-</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • RED – equates to a position of under-performance against target. • AMBER – equates to a mid-position where improvement may have been made but performance has missed the target. • GREEN – equates to a position of positive performance against target. <p><u>Outcome</u></p> <ul style="list-style-type: none"> • RED – equates to a forecast position of under-performance against target at year end. • AMBER – equates to a forecast mid-position where improvement may have been made but performance will miss target at year end. • GREEN – equates to a forecast position of positive performance against target at year end.
1.06	The high level (RED) risk area identified for the Environment Overview & Scrutiny Committee, is as follows:-

1.06.1	<p>Priority: Environment (Transport Infrastructure and Services) <i>Performance Indicator: Road safety initiatives to reduce the risk of collisions of high risk groups:</i></p> <ul style="list-style-type: none"> • Older drivers - Target 20 - Actual 7 Funding for the initiative was not received until mid May and therefore did not commence until halfway through quarter one. Previous experience has shown that a fully advertised workshop can achieve the attendance target. It is anticipated that workshops in the remaining quarters will achieve targeted participation levels and recoup the shortfall from quarter one. • Newly qualified young drivers - Target 27 - Actual 7 As above, funding was not received until mid May and has been granted on the basis of cost per head trained. Given current delivery arrangements, cost allocation does not provide for advertisement. In order to adapt to Welsh Government stipulations relating to use of funding, the Authority will manage, coordinate and deliver training in-house. Efficiency savings from this change will then permit the inclusion of advertisement. Current arrangements are being reviewed to facilitate these efficiencies. • Motorcyclists - Target 27 - Actual 20 The target represents the maximum funding available to enable 108 people (27 per quarter) to be trained during the year. However, the actual number of people trained will be dependent on the North Wales Police BikeSafe Trainer's time allocation for training within Flintshire.
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2.00	<u>RESOURCE IMPLICATIONS</u>
2.01	There are no specific financial implications for this report; however the Council's Medium Term Financial Plan is aligned to resource the priorities of the Improvement Plan.

3.00	<u>CONSULTATIONS REQUIRED / CARRIED OUT</u>
3.01	The Chief Officer Team and the Performance Leads from across the Authority have contributed to help shape the new approach to reporting.

4.00	<u>RISK MANAGEMENT</u>
4.01	Progress against the risks identified in the Improvement Plan have been reported on for quarter 1 and the detail is included in the report at Appendix 1.

5.00	<u>APPENDICES</u>
5.01	Appendix 1 – Quarter 1 Improvement Plan Progress Report.
5.02	Appendix 2 – Log of changes to the Improvement Plan 2015/16.

6.00	SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972 List of Accessible Background Documents
6.01	<p><u>Improvement Plan 2015/16</u></p> <p>http://www.flintshire.gov.uk/en/Resident/Council-and-Democracy/Improvement-Plan.aspx</p> <p>Contact Officer: Margaret Parry-Jones Telephone: 01352 702427 Email: 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.
7.02	CAMMS – is an integrated planning, risk management and programme/project management and reporting software. It was purchased in April 2015 and work to commence implementation began in Mat; focusing initially on the Council’s Improvement Plan and the Portfolio of Social Services. The link below provides further information about CAMMS. http://cammsgroup.com/



Improvement Plan Progress Report for the Environment Overview &

Scrutiny Committee Quarter 1 2015/16

Flintshire County Council






7 Environment

7.1 Safely accessing employment, local services and facilities

7.1.1 Transport Infrastructure and Services

ACTIONS

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
7.1.1.1 Use available funding to support Council priorities for accessing employment, health, leisure and education	Anthony Stanford - Highways Strategy Manager	In Progress	01-Apr-2015	31-Mar-2016	25.00%	 GREEN	
ACTION PROGRESS COMMENTS: Active Travel - preparation of consultation on track. Local Transport Fund - Final design to be agreed with Welsh Government (21.09.15) Last Updated: 18-Aug-2015							
ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
7.1.1.2 Prioritise the Council's road infrastructure for repairs and maintenance and implement network improvement programmes	Ian Bushell - Technical and Performance Manager	In Progress	01-Apr-2015	31-Mar-2016	35.00%	 GREEN	
ACTION PROGRESS COMMENTS: The infrastructure priorities have been set and maintenance contracts are being prepared. Maintenance contracts are programmed to start August 2015 and all contracts are to be completed by March 2016 Last Updated: 04-Aug-2015							
ACTION	RESPONSIBLE	STATUS	START	END	COMPLETE	PROGRESS	OUTCOME RAG

	PERSON		DATE	DATE	%	RAG	
7.1.1.3 Use available funding to support the Council's priorities to improve road safety on the County's highway network.	Anthony Stanford - Highways Strategy Manager	In Progress	01-Apr-2015	31-Mar- 2016	25.00%	 GREEN	

ACTION PROGRESS COMMENTS:

Progress to date;





- A548 Sealand Road / Seahill Road - Proposed Junction improvement - Design underway (Siemens)
- A541 Pontblyddyn, Nr. Plas Teg - Introduction of Fixed Speed Camera - Specification complete, To be issued to Tender asap
- A548 Deeside Industrial Park - Proposed Route Treatment - Measures identified. Included within annual resurfacing Tender


Last Updated: 18-Aug-2015

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
7.1.1.4 Develop and support community transport arrangements.	Katie Wilby - Transportation and Logistics Manager	Not Started	01-Apr-2015	31-Mar- 2016			


Awaiting update.



PERFORMANCE INDICATORS

TITLE	LEAD OFFICER	SUPPORTING OFFICER	PERIOD TARGET	PERIOD ACTUAL	PROGRESS RAG	PROGRESS COMMENTS
Successful delivery of WG funded schemes / feasibility studies funding through the Local Transport Fund	Barry Wilkinson - Highways Networks Manager	Anthony Stanford - Highways Strategy Manager	25.00%	20.00%	 AMBER	Negotiation with Welsh Government regarding funding is on-going. The detailed scheme design is at an advanced stage.
The percentage of notices issued for all roadworks for the purposes of coordinating and minimising disruption to Flintshire's highway network	Barry Wilkinson - Highways Networks Manager	Sam Tully – Road Space Manager	N/A Baseline 2015/16	N/A		Currently these figures are not recorded in a management system and therefore accurate numbers cannot be produced. Alterations to working methods will now allow for all roadworks to be recorded. Percentage figures to be produced at quarter three.
Road safety initiatives to reduce the risk of collisions of high risk groups: Older drivers Page 62	Anthony Stanford - Highways Strategy Manager	Lee Shone - Road Safety Officer	20.00	7.00	 RED	Funding for initiative was not received until mid May, therefore, initiative could not commence until halfway through quarter 1. In light of the above, effective advertising channels were not undertaken and only a small workshop was achieved. Previous experiences show that a fully advertised workshop can achieve the quarterly target. Anticipated that workshops in remaining quarters achieve sufficient participation to reach quarterly target and hopefully recoup shortfall from quarter 1.
Road safety initiatives to reduce the risk of collisions of high risk groups: Newly qualified young drivers	Anthony Stanford - Highways Strategy Manager	Lee Shone - Road Safety Officer	27.00	7.00	 RED	Funding received from Welsh Government has now been granted on the basis of cost per head trained. Given current delivery arrangements, cost allocation does not provide scope for advertisement. In order to adapt to Welsh Government

						<p>stipulations relating to use of funding, FCC will manage, coordinate and deliver training in-house.</p> <p>Efficiency savings from this change in process will then permit the inclusion of advertisement for which there is currently no budget allocation.</p> <p>FCC are actively seeking to dissolve current arrangements with external training organisation to facilitate these efficiencies.</p> <p>In addition, funding was not received until mid May, and therefore, initiative could not commence until halfway through quarter 1.</p>
<p>Page 63</p> <p>Road safety initiatives to reduce the risk of collisions of high risk groups: Motorcyclists</p>	Anthony Stanford - Highways Strategy Manager	Lee Shone - Road Safety Officer	27.00	20.00	 <p>RED</p>	<p>Target stipulated represents maximum funding available. Price per head allocation will enable a maximum of 108 persons trained.</p> <p>Actual number of persons trained will be dependent on BikeSafe Trainer's time allocation for training within Flintshire. The nominated North Wales Police BikeSafe Trainer conducts the initiative throughout all North Wales Authorities.</p>

RISKS


RISK TITLE	LEAD OFFICER	SUPPORTING OFFICER	INITIAL RATING	CURRENT RATING	PROGRESS COMMENTS
Sufficient funding is not found to ensure our highways infrastructure remains safe and capable of supporting economic growth.	Stephen Jones - Chief Officer - Streetscene and Transportation	Barry Wilkinson - Highways Networks Manager	 <p>Amber</p> <p>Moderate (3)</p>		Awaiting review

Sustainable transport options do not remain attractive to users.	Stephen Jones - Chief Officer - Streetscene and Transportation	Katie Wilby - Transportation and Logistics Manager	 Moderate (3)		Awaiting review
Sufficient funding will not be found to continue to provide subsidised bus services.	Stephen Jones - Chief Officer - Streetscene and Transportation	Katie Wilby - Transportation and Logistics Manager	 Moderate (3)		Awaiting review

7.2 Environmental development which maximises social and economic benefits

7.2.1 Sustainable Development and Environmental Management

ACTIONS

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
7.2.1.1 Agree the Local Development Plan's vision, objectives and options to accommodate growth.	Andy Roberts - Planning Strategy Manager	In Progress	01-Apr-2015	31-Mar-2016	33.00%	 GREEN	

ACTION PROGRESS COMMENTS:

Publication of Local Development Plan (LDP) main issues report in quarter 1 2016 will be out to consultation. On course to achieve end date of 31/03/16.

Last Updated: 14-Aug-2015


ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
7.2.1.2 Identify and develop large scale renewable energy schemes.	Will Pierce - Energy Manager	Deferred	01-Apr-2015	31-Mar-2016	15.00%	 AMBER	

ACTION PROGRESS COMMENTS:

A number of potentially suitable sites have been identified, of which two, following a cabinet report were given approval to proceed to full planning applications. However, the U.K. Government have recently announced a consultation on the level of future subsidies for Solar and Wind projects, which has brought uncertainty to the likely financial returns. Consequently the business cases cannot be concluded until the outcome of the consultation is known, in a couple of months time. All projects are therefore on hold.

Last Updated: 30-Jul-2015

ACTION	RESPONSIBLE	STATUS	START	END	COMPLETE	PROGRESS	OUTCOME RAG
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	PERSON		DATE	DATE	%	RAG	
7.2.1.3 Minimise waste sent to landfill and maximise opportunities for energy generation from waste.	Harvey Mitchell - Waste and Ancillary Services Manager	In Progress	01-Apr-2015	31-Mar-2016	25.00%	 AMBER	

ACTION PROGRESS COMMENTS:

Cessation of trade waste collections will result in overall waste arising sent to landfill.

Recruitment of HRC site specific staff and the introduction of bag splitting at all HRC's being implemented during August should result in waste being diverted from landfill.

Waste disposal contract out to tender includes a minimum % of waste to treatment.

Last Updated: 04-Aug-2015

Corrections / Amendments to Improvement Plan 2015/16 following Council approval**Improvement Plan:**

Page	Detail	Correction / Amendment
11	The impact for the Safeguarding sub-priority was missing: 'Ensuring adults, young people and children are safeguarded'.	Correction
11	The impact for the sub-priorities Business Sector Growth and Town and Rural Regeneration were incorrectly stated as 'Enabling more people to live independently and well at home' but should have read 'Creating jobs and growing the local economy'.	Correction
11	The impact for the sub-priority Transport Infrastructure and Services was incorrectly stated as 'Helping people to access employment, local services and facilities' but should have read 'Safely accessing employment, local services and facilities'.	Correction
11	The impact for the sub-priority Sustainable Development and Environmental Management was incorrectly stated as 'Developing and protecting the environment' but should have read 'Environmental development which maximises social and economic benefits'.	Correction
11	The impact for the sub-priority Developing Communities was incorrectly stated as 'Supporting communities to be resilient' but should have read 'Supporting communities to become more resilient'.	Correction
11	The impact for the sub-priority Improving Resource Management was incorrectly stated as 'Supporting front line services to perform well whilst being efficient' but should have read 'Front line services are efficiently and effectively supported'.	Correction
12	Sub-priority: Appropriate and Affordable Housing A measure to increase the number of gifted new homes using the Community Infrastructure Levy (CIL) was included under activity 2 (stimulate the growth of affordable housing). This has been amended as the CIL cannot be introduced until the LDP is adopted and this is approximately 3 years away. The measure has been changed to 'Increasing the numbers of gifted new homes using Section 106 Planning Agreement'.	Amendment
14	Sub-priority: Independent Living A measure to monitor care home inspection reports under the activity 'Ensure Care Home Provision within Flintshire enables people to live well and have a good quality of life', has been amended to reflect the monitoring of care homes, which will be undertaken through existing	Amendment

	contract monitoring arrangements.	
14	Sub-priority: Independent Living The milestone to evaluate the impact of the pilot project being undertaken with Age Concern 'Listening Voices' should have read 'Listening Friends'.	Correction
15	Sub-priority: Integrated Community Social & Health Services The four risks for this sub-priority have been amalgamated into two: (1) Funding between Health and the Council does not transfer smoothly e.g. CHC, ICF, Primary Care Funds (2) Service Provision is not coordinated / integrated	Amendment
21	Sub-priority: Safe Communities The risk 'New Community Safety Partnership arrangements will not be effective enough to fully deliver its priorities' has been reworded for clarity to 'Grant funded services that are administered through the Community Safety Partnership are not delivered effectively'.	Amendment
22	Sub-priority: Poverty A measure to increase the number of <i>parents</i> receiving an enhanced Health service, under the activity 'Help children, young people and families, in or at risk of poverty achieve their potential', should have read <i>children</i> .	Correction
25	Sub-priority: Sustainable Development & Environmental Management The risk 'The necessary planning approvals are not secured' has been amended for clarity to 'The necessary planning approval for the waste transfer station is not secured'.	Amendment
25	Sub-priority: Sustainable Development & Environmental Management The risk 'Recycling and energy efficiency programmes are not supported by the public and employees' has been amended removing the reference to energy efficiency programmes as they have a good response.	Amendment
27	Sub-priority: Improving Resource Management The measures under the activity 'Optimise purchasing efficiencies through the use of regional and national procurement collaborations and through the increased use of electronic solutions' were incorrect and related to alternative delivery models. They should have read: <ul style="list-style-type: none"> • Creating efficiencies through the use of the regional and national procurement collaborations. • Reducing the cost of procurement through the use of end to end electronic purchasing. 	Correction

Supporting Document (How we measure achievement):

Page	Detail	Correction / Amendment
2	Sub-priority: Appropriate and Affordable Housing The milestone to introduce the Community Infrastructure Levy (CIL) by July 2015 has been deleted. The CIL cannot be introduced until the LDP is adopted and this is approximately 3 years away.	Amendment
3	Sub-priority: Appropriate and Affordable Housing A measure to increase the number of gifted new homes using the Community Infrastructure Levy (CIL) was included under activity 2 (stimulate the growth of affordable housing). This has been amended as the CIL cannot be introduced until the LDP is adopted. The measure has been changed to 'The number of gifted new homes realized through Section 106 Planning Agreement between the Council, NEW Homes and the developers'.	Amendment
6	Sub-priority: Independent Living The milestone to evaluate the impact of the pilot project being undertaken with Age Concern 'Listening Voices' should have read 'Listening Friends'.	Correction
6	Sub-priority: Independent Living A measure to monitor care home inspection reports has been deleted and replaced with the contract monitoring measures to monitor care homes which are a 'service of concern' or deemed to be 'in escalating concerns'. In addition, the baseline data and targets for both have been confirmed as 3 and 2 respectively.	Amendment
7	Sub-priority: Independent Living The measure referenced 'SCAM2L' should have been referenced 'SCAL/023'.	Correction
12	Sub-priority: Business Sector Growth The roll out of superfast broadband across the county had been included as both a milestone and a measure. It should only have been included as a milestone; measure now deleted.	Correction
14	Sub-priority: Town and Rural Regeneration The milestone '72 unit extra care development in Flint by <i>Wales and West</i> to start construction in August 2015' should have read <i>Pennaf</i> .	Correction
23	Sub-priority: Maximising Income The measure to increase the numbers of <i>parents</i> receiving an enhanced Health service, under the activity 'Help children, young people and families, in or at risk of poverty achieve their potential', should have read <i>children</i> . In addition, the baseline data (2014/15) should have been 1515 instead	Correction

	of 1236.	
24	<p>Sub-priority: Maximising Income</p> <p>The measure 'amount of additional Social Security and Tax Credits paid to Flintshire residents as a result of the work undertaken by Flintshire County Council', had been duplicated; one now removed.</p>	Correction
26	<p>Sub-priority: Fuel Poverty</p> <p>The target for the measure 'number of private homes receiving energy efficiency measures' had been incorrectly stated as 750. In total the target is for 750 homes to receive measures; 350 private homes and 400 council homes.</p>	Correction
28	<p>Sub-priority: Transport Infrastructure and Services</p> <p>The impact was incorrectly stated as 'People being able to safely access employment, local services and facilities' and should have read 'Safely accessing employment, local services and facilities'.</p>	Correction
32	<p>Sub-priority: Sustainable Development & Environmental Management</p> <p>The milestone for securing planning permission for the introduction of a waste transfer station by July 2015 has been expanded to include reference to its proposed location (Greenfield).</p>	Amendment
34	<p>Sub-priority: Developing Communities</p> <p>A milestone for the development and publishing of a volunteering policy was incorrectly included under the activity 'Ensure community benefit through our commissioning of goods and services. This has now been removed.</p>	Correction
36	<p>Sub-priority: Improving Resource Management</p> <p>The 2015/16 target for the amount of efficiency targets achieved should have been £12.874m in line with the final approved budget, not £10.3m.</p>	Correction

FLINTSHIRE COUNTY COUNCIL

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

DATE: **WEDNESDAY, 16 SEPTEMBER, 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. Is it an area of major change or risk?
3. Are there issues of concern in performance?
4. Is there new Government guidance or legislation?
5. Is it prompted by the work carried out by Regulators/Internal Audit?

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.

4.00 RECOMMENDATIONS

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

5.00 FINANCIAL IMPLICATIONS

5.01 None as a result of this report.

6.00 ANTI POVERTY IMPACT

6.01 None as a result of this report.

7.00 ENVIRONMENTAL IMPACT

7.01 None as a result of this report.

8.00 EQUALITIES IMPACT

8.01 None as a result of this report.

9.00 PERSONNEL IMPLICATIONS

9.01 None as a result of this report.

10.00 CONSULTATION REQUIRED

10.01 N/A.

11.00 CONSULTATION UNDERTAKEN

11.01 Publication of this report constitutes consultation.

12.00 APPENDICES

12.01 Appendix 1 – Forward Work Programme

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

None.

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ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Draft Forward Work Programme

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/ Contact Officer	Submission Deadline
21 October 2015 10.00 a.m.	Update on North Wales Residual Waste Project	To receive an update report on the North Wales Residual Waste Project	Progress update	Facilitator	
	Public Conveniences	To receive an update on the provision of public conveniences in Flintshire.	Service Delivery	Chief Officer Streetscene & Transportation	
	A55/A494 update	To receive a report on the current position in relation to proposed works on the A494/A55.	Progress update	Chief Officer Streetscene & Transportation	
3 December 2015 10.00 a.m. – venue to be confirmed	Natural Resources Wales (to be confirmed)	To receive a presentation on the work of Natural Resource Wales to include an update on work being undertaken to control invasive weeds e.g. Himalayan Balsam.	Partnership working	Chief Officer Planning & Environment/ Facilitator	
	Rights of Way	To inform members of the information technology methods available for the public to report problems on public rights of way.	Awareness raising	Facilitator	
	Q2 Mid-Year Improvement Plan & Chief Officer Report.	To enable Members to fulfil their scrutiny role in relation to performance monitoring.	Performance Monitoring	Facilitator	

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/ Contact Officer	Submission Deadline
13 January 2016 10.00 a.m.	Bus Subsidy Report	To receive an update report	Policy development	Transportation Manager	
	Rogue Traders app	To inform members of the rogue traders app available to members of the public in Flintshire	Awareness raising	To be confirmed	
9 February 2016 2.00 p.m.	Street Advertising Pilot	To receive feedback on the pilot undertaken	Policy development	Chief Officer Streetscene and Transportation	
	Design of drainage for new development sites	To receive a report outlining the process for new development sites including flood risk mitigation measures.	Awareness raising	Chief Officer Planning and Environment	
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.	Performance Monitoring	Facilitator	
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	Consultation	Performance Team Leader	
	Integrated Transport Unit	To receive a progress report on the new arrangements	Service Delivery	Transportation Manager	

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/ Contact Officer	Submission Deadline
18 May 2016 2.00 p.m.	Update on North Wales Waste Project	To receive a progress update every 6 months	Service Delivery	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.	Performance Monitoring	Facilitator	
19 July 2016 2.00 p.m.					

Page 75

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
Renewable energy	Request from Cllr Paul Shotton Consultation responses to be shared with the committee when available	Chief Officer Planning and Environment / Energy Manager
Agriculture/Agriculture Estate Annual Performance Report – Planning		To be confirmed

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Item	Purpose of Report/Session	Responsible / Contact Officer
<p>Rights of Way Service Review (part 2)</p> <p>Collaborative Projects update (To receive an update on collaborative projects regionally and sub-regionally)</p>		

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