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To: Cllr Ray Hughes (Chairman)

Councillors: Mike Allport, Haydn Bateman, Sean Bibby, Chris Dolphin, Andy Dunbobbin, David Evans, Veronica Gay, Cindy Hinds, Dave Hughes, Joe Johnson, Colin Legg, Vicky Perfect, Paul Shotton and Owen Thomas

9 January 2019

Dear Councillor

You are invited to attend a meeting of the Environment Overview & Scrutiny Committee which will be held at 10.00 am on Tuesday, 15th January, 2019 in the Delyn Committee Room, County Hall, Mold CH7 6NA to consider the following items

A G E N D A

1 APOLOGIES

Purpose: To receive any apologies.

2 DECLARATIONS OF INTEREST (INCLUDING WHIPPING DECLARATIONS)

Purpose: To receive any Declarations and advise Members accordingly.

3 MINUTES (Pages 3 - 10)

Purpose: To confirm as a correct record the minutes of the meeting held on 27 November 2018.

4 NORTH EAST WALES METRO UPDATE (Pages 11 - 18)

Report of Chief Officer (Streetscene and Transportation) - Cabinet Member for Streetscene and Countryside

Purpose: To update Scrutiny on the progress of the North East Wales Metro Project, including the latest bids to Welsh Government for funding.

5 **FLEET CONTRACT – UPDATE** (Pages 19 - 24)

Report of Chief Officer (Streetscene and Transportation) - Cabinet Member for Streetscene and Countryside

Purpose: To provide Scrutiny with an update on the progress of the countywide Fleet Contract two years after implementation.

6 **CHARGING POINTS FOR ELECTRONIC CARS** (Pages 25 - 32)

Report of Chief Officer (Streetscene and Transportation) - Cabinet Member for Streetscene and Countryside

Purpose: To consider the draft strategy

7 **COUNCIL PLAN 2018 / 19 -MID YEAR MONITORING** (Pages 33 - 54)

Report of Environment and Social Care Overview & Scrutiny Facilitator - Cabinet Member for Planning and Public Protection, Cabinet Member for Streetscene and Countryside

Purpose: To review the levels of progress in the achievement of activities, performance levels and current risk levels as identified in the Council Plan 2018/19

8 **FORWARD WORK PROGRAMME (ENVIRONMENT)** (Pages 55 - 60)

Report of Environment Overview & Scrutiny Facilitator

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

Yours sincerely



Robert Robins
Democratic Services Manager

ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE **27 NOVEMBER 2018**

Minutes of the meeting of the Environment Overview & Scrutiny Committee of Flintshire County Council held in the Council Chamber, County Hall, Mold on Tuesday, 27 November 2018

PRESENT: Councillor Ray Hughes (Chairman)

Councillors: Mike Allport, Haydn Bateman, Sean Bibby, Chris Dolphin, Andy Dunbobbin, David Evans, Veronica Gay, Dave Hughes, Joe Johnson, Vicky Perfect, Paul Shotton and Owen Thomas

APOLOGIES: Councillors: Chris Bithell, Cabinet Member for Planning and Public Protection , and Derek Butler, Cabinet Member for Economic Development.

CONTRIBUTORS: Councillor Carolyn Thomas, Cabinet Member for Streetscene and Countryside, Chief Officer (Streetscene and Transportation), Chief Officer (Planning, Environment and Economy), Highway Network Manager, Access and Natural Environment Manager, ITU Manager – Streetscene and Transportation, and Team Leader – Access. Planning and Environment

IN ATTENDANCE: Environment Overview & Scrutiny Facilitator and Democratic Services Officer

27. DECLARATIONS OF INTEREST

None were received.

28. MINUTES

The minutes of the meetings held on 19 September and 16 October 2018 were submitted.

RESOLVED:

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

29. DRAFT RIGHTS OF WAY IMPROVEMENT PLAN 2018-2028 (ROWIP)

The Chief Officer (Planning, Environment and Economy) introduced the report on the new Rights of Way Improvement Plan 2018-2028 as part of the 3 month statutory consultation. He provided background information and advised that this second ROWIP assessed the 2018 network and evaluates progress made since 2008. The current (2018) policy context is examined, priority areas identified and a new style Statement of Action put forward. The Chief Officer invited the Access and Natural Environment Manager to present the report.

The Access and Natural Environment Manager explained that the first ROWIP had identified a number of areas as being key priorities for 2008-2018. Of the 22 tasks

identified 7 had been completed, or substantial progress made, while a further 7 had made little or no progress and 8 had made partial progress. However, record of data had been found to be inconsistent and sometimes lacking causing difficulty in identifying progress in some areas.

The Access and Natural Environment Manager reported on the main considerations, as detailed in the report. He advised that a Policy and Procedure booklet had already been developed as a priority. The policies and procedures would form the basis of a booklet to be made available to users of the Public Rights of Way network and to landowners in order that there is widespread understanding and transparency about what Flintshire County Council does and how it does it.

Councillor Paul Shotton referred to the 1800 individual public paths which made up the public rights of way network in 2018 and commented on the volume of work in managing and maintaining the network and the importance of volunteers in providing assistance in that task. He suggested there could be a greater role for volunteers going forward. The Access and Natural Environment Manager acknowledged the important role undertaken by volunteers in assisting rangers and also referred to local groups which undertook voluntary work to assist the countryside service. In response to the comments made by Councillor Shotton regarding signposting the Access and Natural Environment Manager explained that further progress had been made and work was ongoing. In response to a further question from Councillor Shotton he explained that consultation on the draft Rights of Way Improvement Plan would end in January 2019.

Councillor Chris Dolphin referred to page 56 of the report and the issue around the difficulty experienced by people in electric wheelchairs in gaining access along the Wales Coast Path due to barriers. He asked how this problem was being addressed and spoke of the importance of retaining barriers and in certain areas to problems experienced in the past. The Access and Natural Environment Manager explained that the Authority's position was legal but was reviewing its position in terms of the barriers and was looking to undertake wider consultation on this matter in the New Year. Councillor Carolyn Thomas spoke of the need for equal access for all to the Wales Coast Path.

Councillor David Evans asked for an update on the Local Access Forum. The Access and Natural Environment Manager advised that the Local Access Forums in Flintshire County Council and Wrexham County Borough Council had combined to become a joint forum with 15 members. He anticipated that the first meeting of the new joint Local Access Forum would be held in the New Year.

Councillor Owen Thomas commented on the high number of individual public footpaths and said many in his Ward were unused and were not maintained. He asked if maintenance could be enforced and if the need to keep all footpaths open could be reconsidered. The Chief Officer (Planning, Environment and Economy) advised that landowners had a duty and responsibility to keep footpaths open. He referred to the importance of the public rights of way network as a valuable resource in promoting a healthy living lifestyle and providing voluntary access to the countryside. He advised that an action plan was being produced to ensure that the public footpaths network would be maintained in the future.

Councillor Carolyn Thomas commented on the robust legal process which would be required to remove a public footpath which was no longer in use and reiterated that it was the landowner's duty and responsibility to maintain a public footpath on his land.

Councillor Haydn Bateman raised questions concerning information available for land managers and path users, and the development of GIS as a proactive management and decision-making tool. The Access and Natural Environment Manager responded to the questions on information and promotion, and referring to GIS said that an additional package was trialled and developed this year and work was in progress.

The Team Leader – Access, Planning & Environment, provided an update on the CAMS system and advised that discussions had already commenced with Town and Community Councils and walking groups regarding the plan. The Chief Officer Planning and Environment suggested that an information session on the CAMS system could be provided before the start of a future meeting.

Councillor Veronica Gay raised the problem of responsibility for maintenance of public footpaths in urban areas that crossed the border of one local authority to another and cited a public footpath in her Ward as an example. The Access and Natural Environment Manager explained that the Authority worked closely with other local authorities in Wales and cited Wrexham County Borough Council and Denbighshire County Council as examples. He agreed to take the matter raised by Councillor Gay forward and provide a response.

Councillor Paul Shotton thanked Councillor Carolyn Thomas for her attendance at a meeting with wheelchair users and the Flintshire Disability Access Forum to seek solutions to the issue of access for larger wheelchairs in some areas.

RESOLVED:

- (a) That the draft Rights of Way Improvement Plan and policy and procedures booklet as part of the three month statutory consultation, be supported; and
- (b) That a further report be submitted to the Committee in March 2019.

30. **ENVIRONMENTAL ENFORCEMENT**

The Chief Officer (Streetscene and Transportation) introduced a report on the options for the future delivery of the Environmental Enforcement service. He provided its contract with Kingdom, Kingdom had withdrawn their services with effect from end of August 2018. The Chief Officer explained that the residual in-house enforcement officer team were currently undertaking all enforcement activities in the County. The report identified the 5 possible options for delivering county wide enforcement of its environmental policies. The Chief Officer invited the Highway Network Manager to present the report and the enforcement options appraisal which was appended.

The Highway Network Manager advised that following the recommendation to terminate the contract with Kingdom and explore different service delivery models, all Authorities in North Wales had been approached to understand their proposals moving

forward. Similar to this Authority, neighbouring Local Authorities were currently undergoing a review of their enforcement services with all options still open for consideration. The Highways Strategy Manager reported on the 5 options available for county wide enforcement and referred to the relevant costs, benefits, and risks for the future service delivery models. He advised that the preferred option was Option 2 – An enhanced in-house enforcement provision for the future delivery of the environment and car parking enforcement service within the County.

Councillor David Evans proposed that Option 2 be agreed subject to the removal of the zero tolerance principal to issuing Fixed Penalty Notices (FPNs) for littering offences. He expressed the view that the risks with Option 3 outweighed the benefits and said he could not support this option.

The Chief Officer explained that in respect of enforcement there is clear guidance to enforcement officers on when to enforce against intentional as opposed to accidental incidents.

Councillor Paul Shotton spoke in support of Option 2 and the proposal to employ a further 2 Enforcement Officers to deliver a service which would cover all the County. He spoke of the need to engage with volunteers and local community groups and organisations to raise awareness and assist with the problem of discarded litter in local community areas. He referred to the cost of environmental enforcement and asked that an update be provided to the Committee next year.

The Chief Officer explained that the employment of 2 further Enforcement Officers would create a budget cost pressure. He acknowledged the comments made by Councillor Shotton regarding the involvement of the local community in the 'clean-up' of local areas and said that local groups and volunteers were engaged when local events were held. He also advised that local area coordinators could be asked to use their community contacts and connections to seek assistance.

The Chair asked if he could be informed of when enforcement officers visited his Ward. Councillor Carolyn Thomas said this information would be provided. The Chief Officer said he would contact all Members to ask if they would also wish to receive this information.

Councillor Dave Hughes expressed his appreciation for the quick and efficient response he had received from the enforcement team to address the matters he had raised in his Ward.

Councillor Veronica Gay suggested that the Authority contacted Town and Community Councils to ask if they would consider the joint funding of enforcement officers with a view to maintaining their own town or community areas. During discussion the Chief Officer suggested that the best option would be for Town and Community Councils to make an application to the environmental enforcement service if they wished to apply for enforcement assistance in their area.

Councillor Andy Dunbobbin referred to Option 3 – collaboration with neighbouring authorities to undertake all enforcement activities on a regional basis and

and asked if there had been any progress on this. The Chief Officer explained that Flintshire had made a statement of intent regarding its position but no formal discussions had developed with other authorities yet. In response to a further question from Councillor Dunbobbin the Chief Officer explained that working in collaboration with other local authorities to deliver all of the environmental enforcement services could achieve savings in back office and management systems.

The Chief Officer and Highway Network Manager responded to the further questions and comments raised by Members concerning environmental enforcement. Officers provided further information on shift-working, the role of local area coordinators, and service operation and principles. The Highway Network Manager advised that the environmental enforcement service would respond to local requests to provide as much cover as possible across the whole of the County.

The Chair referred to the proposal which had been made by Councillor David Evans that Option 2 be adopted subject to the removal of the zero tolerance principal to issuing Fixed Penalty Notices (FPNs) for littering offences. Councillor Sean Bibby seconded the proposal and when put to the vote this was carried.

Councillor David Evans proposed that Option 3 be reviewed in 12 months. This was duly seconded and when put to the vote was carried.

Councillor Veronica Gay proposed that the Authority contacted local Town and Community Councils with a view to working in collaboration on the employment of environmental enforcement officers. The proposal was seconded by Councillor Haydn Bateman and when put to the vote was carried.

RESOLVED:

- (a) That Option 2 be adopted subject to the removal of the zero tolerance principal to issuing Fixed Penalty Notices (FPNs) for littering offences;
- (b) That Option 3 be reviewed in the 12 months; and
- (c) That the Authority contacts local Town and Community Councils with a view to working in collaboration on the employment of environmental enforcement officers.

31. LOCAL TOILETS STRATEGY

The Highway Strategy Manager provided background information and advised that the production of a Local Toilets Strategy would require a consultation process to be undertaken with all relevant stakeholders to help understand local demand and local need for the service which would subsequently inform the Council's Strategy going forward.

The Highway Network Manager reported on the main considerations, as detailed in the report, and explained that whilst the consultation needed to ascertain the location, access, facilities provided, frequency of use, and quality of existing sites, it also had to determine whether additional or fewer sites balanced the demand and

need against a deteriorating budget position. The final Strategy and proposals would need to be sustainable without significantly increasing financial pressure on the Council. The outcome of the consultation, together with the recommended Public Toilet Strategy would be presented to Cabinet for approval in April 2019 and to Overview & Scrutiny for their comments beforehand to enable the Council to have the Strategy in place by May 2019.

In response to a question from Councillor Joe Johnson regarding the number of public toilets in Flintshire, the Chief Officer (Streetscene and Transportation) explained that there were 4 and, following a previous decision, the general public also had access to the toilet facilities available in Council buildings rather than dedicated sites, and cited library and leisure centres as examples.

Councillor Chris Dolphin referred to the closure of the public conveniences in Holywell. and asked if the building was to be demolished or sold, as it had been closed for some time. The Chief Officer (Streetscene and Transportation) explained that when public conveniences in a dedicated site were closed the building formed part of the County's assets. He agreed to make enquiries with the assets team regarding this matter and report back to Councillor Dolphin.

Councillor Sean Bibby asked if discussions had taken place with local businesses about allowing the general public to access the toilet facilities in their buildings, and cited local pubs and cafes as examples. The Chief Officer explained that this option had been introduced in some areas of Wales, however feedback suggested that these facilities were not always suitable for elderly people or young children.

Councillor Paul Shotton commented on the need for local businesses to engage more fully with the initiative to increase footfall in local town centres. Councillor Carolyn Thomas suggested that Members contact the local businesses in their Wards to encourage interest in the scheme. The Chief Officer Streetscene and Transportation agreed to enquire regarding the current status of the scheme and circulate to members.

Councillor David Evans stressed the importance of toilet facilities on the Wales Coast Path and on cycle routes.

RESOLVED:

- (a) That the Committee supports the formal public consultation exercise required to deliver the Council's Local Toilets Strategy; and
- (b) That a report be submitted at the end of the consultation process to provide feedback on the comments received and a draft Local Toilets Strategy for further scrutiny by the Committee.

32. SCHOOL TRANSPORT – CONCESSIONARY FARES

The ITU Manager – Streetscene and Transportation introduced a report to seek a recommendation for the rate to be charged for school transport concessionary seats. She provided background information and explained that the Committee had

previously recommended the adoption of Option 2 (ie. £100.00 per term) as its preferred pricing structure for a concessionary bus pass for the current school year (2018/19) with a review to be carried out on the impact of the increased cost in order that the level could be set for future years. She advised that the rate was less than 50% of the full cost of providing concessionary seats and this created financial pressures for the Authority.

She reported on the main considerations, as detailed in the report, and said the options for future concessionary seat charges were appended to the report. Whilst the long term aim would be full cost recovery for the service, it was considered unfair to raise the charges to this level in such a short period of time and therefore options 1 and 3 were not currently recommended. Option 2 (£450 per year - £150 per term) was recommended for 2019/20 as it provided a balanced position against full cost recovery and the affordability of the scheme for parents (particularly for parents with more than one child travelling to school).

In response to a query from Councillor Owen Thomas, the ITU Manager – Streetscene and Transportation explained that the Authority did not have a legal responsibility for pupils who used school buses as it was parental choice to use that method of transport. In response to the comments made by Councillor Thomas regarding the cost of subsidising unused places on school buses the Chief Officer advised that a review of the school transport provision had been undertaken to make sure it was fit for purpose.

In response to the comments made by the Chair regarding school appeals, Councillor Carolyn Tomas referred to the school transport policy and advised that from September 2019 children were only provided with free transport to their nearest school.

Councillor Chris Dolphin proposed that Option 2 - £450 per year (£150 per term) be approved as the preferred rate for concessionary seats in 2019/20 and when put to the vote this was carried.

RESOLVED:

- (a) That the information on revenue projections from the various options for concessionary fare prices be noted; and
- (b) That Option 2 - £450 per year (£150 per term) as the preferred rate for concessionary seats in 2019/20 be recommended for approval to Cabinet.

33. FORWARD WORK PROGRAMME

The Environment Overview & Scrutiny Facilitator presented the Forward Work Programme for consideration. She advised that the next meeting of the Committee would be held on 11 December 2018. It was agreed that the item on Charging Points for Electronic Cars would be deferred for consideration at a future meeting of the Committee.

Councillor Joe Johnson suggested that a workshop be held on recyclable waste. During discussion it was agreed that a short information session be arranged for the Committee prior to the start of a future meeting.

RESOLVED:

- (a) That the Forward Work Programme be amended; and
- (b) That the Facilitator, in consultation with the Chair of the Committee be authorised to vary the Forward Work Programme between meetings as the need arises.

34. MEMBERS OF THE PUBLIC AND PRESS IN ATTENDANCE

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

(The meeting started at 10.00 am and ended at 12.15 pm)

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Chairman



ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Date of Meeting	Tuesday 15 th January 2019
Report Subject	North East Wales Metro
Cabinet Member	Cabinet Member for Streetscene and Countryside
Report Author	Chief Officer – Streetscene and Transportation
Type of Report	Operational

EXECUTIVE SUMMARY

Following Cabinet approval of the Deeside Plan in 2016, a report to Scrutiny in March 2018 updated Members on the progress of the overall integrated transport strategy for Flintshire, which forms a key element of the North East Wales Metro proposals which are supported and promoted by Welsh Government (WG).

Eight months on, this report seeks to update Scrutiny on the progress of a number of ongoing schemes within the wider project whilst also informing Members on the recent award of additional Welsh Government funding following the Authorities successful grant applications under the Local Transport Fund.

RECOMMENDATIONS

1	That Scrutiny note the progress made to date on Flintshire County Council's Integrated Transport solution and its links to the wider NE Wales Metro plans supported by Welsh Government.
2	That Scrutiny acknowledges the recent award of Welsh Government Local Transport Funding.

REPORT DETAILS

1.00	BACKGROUND TO THE SCHEME
1.01	Cabinet approved the Deeside Plan in 2016, which included details of an integrated transport solution for the area. The transport arrangements form a key element of the North East Wales Metro project, which is being promoted by Welsh Government and the proposals are being extended to provide an Integrated Transport Strategy for the wider County area.
1.02	In order to provide a long term sustainable transport solution, it is essential that all modes of transport are successfully integrated whilst maintaining and promoting at its heart, a sustainable, affordable and environmentally friendly Public Transport Service with links to all of Flintshire and the wider region.
1.03	The proposals provide a platform which can be widened in scope to provide a transport solution for other local key areas of employment, particularly Broughton and the nearby Airbus site, thus providing seamless access for people wishing to work in the area whilst living in other areas of North/Mid Wales and North West England.
1.04	Since the last update to Scrutiny in March 2018, work has progressed at pace and funding has been received from WG from a number of funding areas. Further bids have recently been submitted to the WG 'Local Transport Fund' (LTF) for funding in the 2018 – 2021 period. As a result of the above process, Flintshire County Council have been successful in securing £1,373,500 Welsh Government funding in year (2018/19) with a further commitment of £2.675m in 2019/20 and £1.6025m in 2020/21 for the delivery of the schemes outlined below:
1.05	<p>Access to employment – Active Travel & Bus stop infrastructure throughout Deeside Industrial Park.</p> <p>WG funding received during 2017/2018 enabled the construction of Active Travel Routes on Zone 3 of the Deeside Industrial Park. This not only completed the missing link to the National Cycle Route but also provided every business with a direct Active Travel link into their premises. This scheme was completed in September 2018.</p> <p>Following on from the completion of Active Travel Routes on Zone 3, proposals to continue this principle within Zone 2 consist of the following scheme elements;</p> <p><u>Priority 1:</u> £1.2m WG funding was received during 2018/2019 for the construction of an off-road footway / cycleway facility along the length of Parkway on Zone 2, thus creating a direct link from the north of the park to the south whilst also connecting into existing Active Travel Routes along its length.</p> <p><u>Priority 2:</u> The focus of this bid consists of an Active Travel facility along the length of Fourth Avenue. The proposed route will facilitate access to Parkway via the route of Second Avenue (Priority 1). The proposal will also provide southerly access to the National Cycle Network via the existing combined Bus / Cycle only link to Zone 3.</p>

	<p>£1.008m secured funding will enable construction within 2018/19 financial year.</p> <p><u>Priority 3:</u> To construct active travel and bus stop infrastructure around the loop of First Avenue within Zone 2. This section connects to an existing Active Travel link from Zone 1 which currently enters First Avenue and directs cyclists onto the existing carriageway. - Funding to be sought within 2019/20 financial year.</p>
1.06	<p>Developments for passenger growth – Deeside Corridor. Legal cost of a formal bus framework (Quality Partnership), The provision of a new fleet of energy efficient Shuttle Buses, Highway infrastructure improvements etc.</p> <p>£100k WG funding was received during 2017/2018 to facilitate the preparation of Legal Documents (and associated Legal process) for the introduction of the Quality Bus Partnership for which is expected to be implemented early in 2019. Development of the Quality Bus Partnership Framework agreement with transport operators has been ongoing throughout 2018.</p> <p>The draft agreement has been presented to the operators in October and once agreed, this framework will provide an integrated ticketing system allowing seamless movement of passengers between multiple operators throughout the coastal corridor. This in-turn will provide a more affordable, convenient service allowing increased accessibility whilst removing barriers to transport that have previously been experienced (i.e. 20% of job seekers could not access work within Deeside due to prohibitive costs and the inconvenience of movement between operators with multiple tickets.</p> <p>£651k WG funding has also been received for the purchase of 5 new Euro 6 standard buses to upgrade of the existing vehicle provision for the Deeside Shuttle service. Following operator discussions and passenger monitoring, minor timetable adjustments will create a more integrated approach to the service provided. The new shuttle buses will be in operation from January 2019 and the enhancement of the vehicles will provide a much improved passenger experience.</p>
1.07	<p>B5129 Queensferry Roundabout to Denbighshire County Boundary. The focus of this bid comprises of 3 main elements which will define a Quality Travel Corridor along the B5129 between Queensferry and the Denbighshire Border.</p> <p>Main Scheme elements consist of the following;</p> <ol style="list-style-type: none"> 1). Dedicated Bus Lane from Queensferry Roundabout to Shotton Lane. 2). Bus Priority & Traffic Management Measures from Shotton railway bridge to Brook Street 3). Bus priority measures and improvements to public transport infrastructure from Brook Street, Shotton through to the Denbighshire border. <p>£107,500 secured funding within 2018/19 financial year will enable a thorough process of Consultation to be undertaken through the engagement</p>

	<p>with key stakeholders for the proposed bus lanes and other features along the route (to include; businesses, residents, political representatives, emergency services, statutory bodies & service users). Detailed design will also be achieved through the provision of in year funding.</p> <p>A further indicative award of £2.675m for 2019/20 and £1.6025m for 2020/21 (subject to satisfactory progress and provision of updated business cases), will facilitate the construction of the quality corridor.</p>
1.08	<p>Partial signalisation of Parkway Roundabout - Zone 2 DIP.</p> <p>The bid comprises of a partial signalisation of Parkway Roundabout on Zone 2 of the Deeside Industrial Park which is targeted at providing direct management of traffic exiting Parkway without unduly impacting upon eastbound traffic flows. The proposed improvements will reduce congestion, improve journey times & accessibility to employment opportunities whilst also addressing the current accident history experienced at this location.</p> <p>The above proposals complement the recent award of Welsh Government funding for the implementation of Active Travel and Bus Stop Infrastructure improvements on Zone 2.</p> <p>£243,000 secured funding will enable construction within 2018/19 financial year.</p>
1.09	<p>A5104 Broughton to Saltney Cycleway Phase 2.</p> <p>The focus of this application comprises of a proposed 1.5 km shared use walking / cycling route located along the East bound side of the A5104 between Broughton and Saltney. Formalisation of this well utilised route will link communities such as Saltney, Saltney Ferry, Bretton and Broughton with Chester and major employment and retail sites.</p> <p>This proposal forms an integral part of the Welsh Government funded Mold to Broughton Cycleway feasibility study currently underway.</p> <p>Completion of this route would complement the existing West bound Shared use facility implemented in 2015.</p> <p>£15,000 has been secured for completion of the detailed design within this financial year which will enable construction within 2019/20 subject to available funding.</p>

















2.00	RESOURCE IMPLICATIONS
2.01	The schemes will managed by in-house resources in the Streetscene and Transportation portfolio
2.02	The financial details of the various projects are detailed in the report.

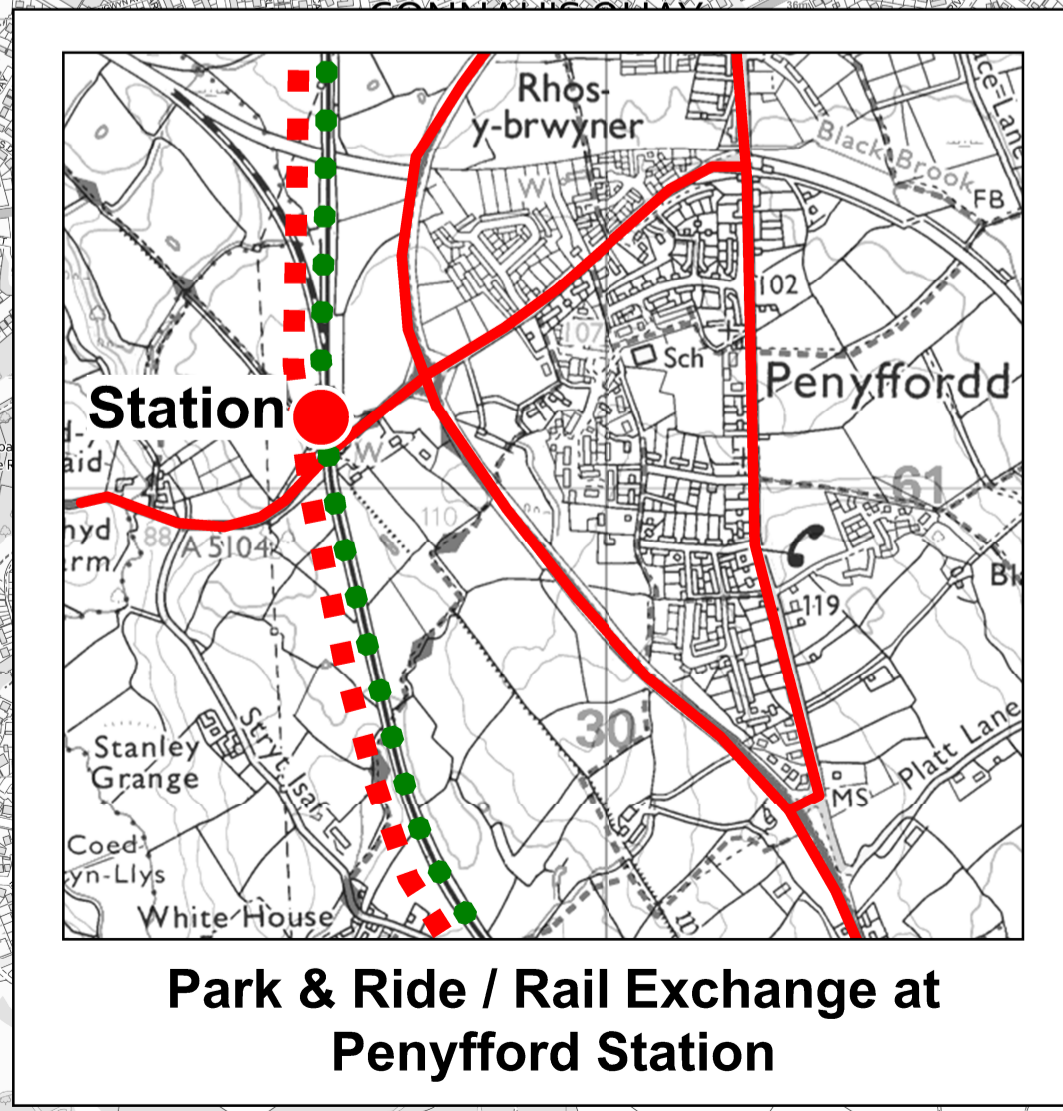
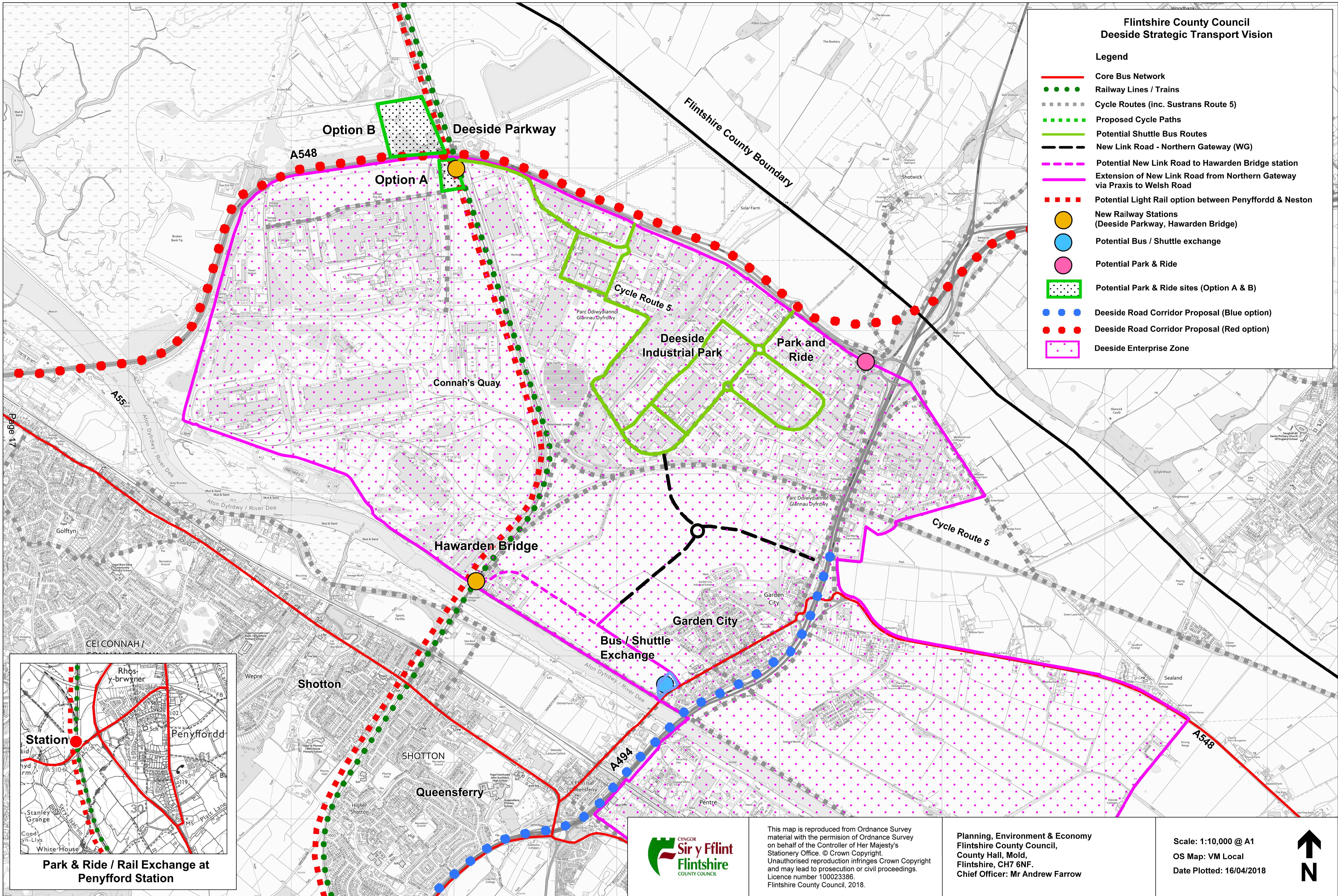
3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	<p>Consultation has taken place with:</p> <ul style="list-style-type: none"> • Deeside Business Forum • DIP businesses • Local Members • Cabinet Member • Local Town and Community Councils • Welsh Government
4.00	RISK MANAGEMENT
4.01	The projects are managed following the corporate Project Management template.
5.00	APPENDICES
5.01	Appendix 1 – Plan of Flintshire County Council’s Integrated Transport proposal
6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	<p>Contact Officer: Stephen O Jones – Chief Officer – Streetscene & Transportation</p> <p>Telephone: 01352 704700</p> <p>E-mail: Stephen.o.jones@flintshire.gov.uk</p>
7.00	GLOSSARY OF TERMS
7.01	None

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**Flintshire County Council
Deeside Strategic Transport Vision**

Legend

-  Core Bus Network
-  Railway Lines / Trains
-  Cycle Routes (inc. Sustrans Route 5)
-  Proposed Cycle Paths
-  Potential Shuttle Bus Routes
-  New Link Road - Northern Gateway (WG)
-  Potential New Link Road to Hawarden Bridge station
-  Extension of New Link Road from Northern Gateway via Praxis to Welsh Road
-  Potential Light Rail option between Penyffordd & Neston
-  New Railway Stations (Deeside Parkway, Hawarden Bridge)
-  Potential Bus / Shuttle exchange
-  Potential Park & Ride
-  Potential Park & Ride sites (Option A & B)
-  Deeside Road Corridor Proposal (Blue option)
-  Deeside Road Corridor Proposal (Red option)
-  Deeside Enterprise Zone



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

Scale: 1:10,000 @ A1
OS Map: VM Local
Date Plotted: 16/04/2018



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ENVIRONMENT OVERVIEW AND SCRUTINY

Date of Meeting	Tuesday 15 January 2019
Report Subject	Update on the Fleet Contract
Cabinet Member	Cabinet Member for Streetscene and Countryside for Streetscene & Transportation
Report Author	Chief Officer (Streetscene & Transportation)
Type of Report	Operational

EXECUTIVE SUMMARY

In 2016, Cabinet approved the implementation of Phase 3 of the Countywide Fleet Review and the award of a 7-year contract with a single external supplier for the supply, management and maintenance of all the Council's fleet, whilst retaining the in-house workshop staff, who would carry out the maintenance activities on the vehicles on behalf of the contractor.

Subsequently, in May 2016 a report was provided to Cabinet, with details of the outcome of the tender exercise to source a partner organisation to provide and manage the County's fleet of vehicles and the new contractor commenced their operations in Alltami Depot in October 2016.

Cabinet and Environment Overview and Scrutiny requested that regular reports be brought back to Cabinet and Scrutiny, over the life of the contract, in order to keep them informed on the progress of the contract.

This report provides Scrutiny with details of progress after the first two years of the contract, along with an evaluation of the efficiencies delivered by the change in delivery method.

RECOMMENDATIONS

1	That Scrutiny is assured that the new fleet working arrangements are achieving the objectives agreed prior to awarding the Fleet Contract.
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REPORT DETAILS

1.00	BACKGROUND TO THE FLEET REVIEW
1.01	The Fleet Review commenced in 2011, and reviewed both operational and strategic fleet functions. £0.872m in efficiencies were achieved from the Fleet Review from 2013/14 to 2015/16. This was delivered over 3 Phases with Phase 3 of the project contracting a partner organisation to provide and manage the County's fleet of vehicles.
1.02	Following Cabinet approval in September 2014, a tender exercise was undertaken through an existing procurement framework, to source a partner organisation to provide and manage the County's fleet of vehicles.
1.03	Following an extended period for tender submission and a significant number of clarification questions only one tender was received from Essential Fleet Services (EFS).
1.04	This single submission allowed Flintshire County Council to clarify a number of issues with the supplier surrounding their submission, and in May 2016 a report was taken to Cabinet recommending to award the contract and this was approved.
1.05	Further discussions took place to create a secure funding model beneficial for both parties, and the contract was awarded and started on 2 nd October 2016.
1.06	Since the start of the contract, both the operation and supplier continued to be supported throughout by Streetscene & Transportation staff based at Alltami, with regular monthly senior management meetings being held and attended by the Chief Officer.
1.07	In August 2017, EFS internally merged with a sister company and the supplier changed its operating name to Go Plant Fleet Services (GPFS).
1.08	A new Fleet Manager for the Council was appointed in January 2018, who has established himself well within the service and worked closely with GPFS to deliver the benefits of the contractual arrangement.
1.09	The benefits of the contract, as described in the May 2016 report, are set out in the following points.
1.10	<p>Anticipated Financial Benefits:</p> <ol style="list-style-type: none">1. Total Cumulative Savings from Year 1 through to Year 7, including calculated avoided costs by the Authority, are in excess of £2.5m, against existing budget figures.2. The contract is set up to share the benefit of additional income introduced to the workshop and any future efficiencies during the life of the contract.3. The Council will gain from migrating existing costs to the contract, in the form of staff secondment.4. The Council will gain from back office efficiencies, released through the engagement of a single supplier (reduced processing and management of systems).

	<p>5. The Council will gain from the surety of avoiding costs, such as fleet investment and inflationary pressures, throughout the life of the contract.</p>
1.11	<p>Current position in relation to Financial Benefits:</p> <ol style="list-style-type: none"> 1. In the first year of the contract, the contract was extended to 8 years in the initial period, for a further discount of £50k per annum. 2. Interruptions in the mobilisation of the contract due to personnel changes in both parties have limited the expansion of external work, however this has been offset due to temporary reductions in establishment figures within the fleet workshop workforce. This has resulted in achieving a saving of £19k and £34k in 2016/17 and 2017/18 respectively. Savings have been incorporated in the 2019-20 budget proposals which will be achieved through undertaking external works within the Council's workshop. 3. The secondment of an officer to the contract did not take place, due to demands of the service and the support required to mobilise the contract. This saving was not realised. 4. Significant reductions in financial transaction have been seen, beyond those anticipated, since the introduction of the contract. A reduction of over 10,000 invoices per year in the service area have been seen, with the non-cashable saving of approximately £450k being the result - from year 2 onwards. 5. The fixed price nature of this contract ensures against inflationary pressure from fleet investment and other procurement pressures covered within the contract. With RPI for 2017 being 3.6% and higher than expected, this cost avoidance is identified as £108k.
1.12	<p>Anticipated Service Benefits:</p> <ol style="list-style-type: none"> 1. A partnership with an organisation with vast experience and expertise in the procurement and maintenance of large fleets for both the public and private sectors, who have over 3,500 specialist vehicles on fleet, supported by an infrastructure of 18 service centres. These facilities are centres of technical expertise for the maintenance of a wide range of fleet, from large heavy goods vehicles to light commercial vehicles. 2. The proposed partner organisation currently serves over 70 clients across the UK. 3. A clear "Demand Planning" strategy implemented across the whole authority's fleet. 4. Through training and development, best practice experience of running workshops efficiently would be shared with Flintshire County Council staff. This experience will optimise the workshop by identifying the right tools and diagnostic equipment. 5. The contract price includes all of the costs associated with bringing the Council's fleet to a Euro 6 standard. 6. The partner organisation's management team have extensive experience of O Licence compliance. 7. A 'one stop shop' solution for fleet provision and maintenance, freeing up internal resource and reducing administration and associated costs. 8. Dedicated on-site management through a team responsible for the contract. 9. Workshop efficiencies through setting industry standard repair times

	<p>for the Council workforce and staff. The partner organisation has committed to share any efficiencies obtained (against the fixed price) on a 50/50 basis.</p> <p>10. Supply chain management from an established national supply chain infrastructure, with the commitment to use local labour, along with a local supply chain strategy.</p> <p>11. Price certainty through a contract structure which is not index linked, (with the partner organisation absorbing all inflationary rises).</p> <p>12. The partner organisation has also set targets for the generation of third party business through the workshops (with the Council to be paid for hours used). This seeks to protect (and if possible, create) jobs; unlocks further income potential and contributes to the economic regeneration of Flintshire.</p> <p>13. Community benefits via the donation of staff hours and equipment.</p> <p>14. The Council now operates a brand new fleet of vehicles (gritters, refuse vehicles etc.), following the provision of new vehicles by the partner.</p>
1.13	<p>The majority of these anticipated service benefits have been realised through the very nature of employing a partner to support the authority, although there have been delays in the roll-out of the “Demand Planning” strategy and the generation of third party business due to changes in personnel, the fleet has been replaced by 60% of GPFS vehicles as it currently stands. The fleet of vehicles now includes 55 EURO VI vehicles which is estimated as cost avoidance of a further £385k which would need to be spread over the remaining life of the contract.</p>
1.14	<p>The anticipated total cumulative saving of the fleet contract by Year 2 was originally envisaged to be £496,106, with the in-year saving being £232,842.</p> <p>The actual Total Cumulative Saving of Fleet Contract by Year 2 (FY17/18) is calculated as £1,134,912, however, this is made up by the much improved position of non-cashable savings provided in large from the reduced processing of invoices.</p>
1.15	<p>In May 2018 an Internal Audit review of the contract was undertaken at the request of the Chief Officer as a matter of good practice. This has identified areas where the authority needs to work more closely to ensure activities, such as the implementation of the Demand Planning regime, becomes embedded in service area’s review processes, and that advice and information from the Fleet Team and the partnering contractor are acted upon to improve utilisation and efficiencies. As a result of the audit, concerns or disputes relating to fleet numbers and utilisation figures are escalated to the Contract Review Meeting, for the Service Area Manager’s concerns to be heard and agreement to be reached.</p>
1.16	<p>The Audit report also highlighted concerns that have come about due to the contractor’s change of company name and status and the Legal Team are resolving these issues. An Action Plan is in place to resolve all outstanding issues highlighted in this report.</p>

2.00	RESOURCE IMPLICATIONS
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2.01	No implications, other than those detailed in this report
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3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	With Cabinet Member.
3.02	With Fleet Contract Partner at regular contractual meetings
3.03	With Environment Overview and Scrutiny

4.00	RISK MANAGEMENT
4.01	As part of the management of the contract, internal Audit were invited to review the contract management and the service delivery in June 2018.

5.00	APPENDICES
5.01	None

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	<p>Contact Officer: Stephen O Jones – Chief Officer (Streetscene & Transportation)</p> <p>Telephone: 01352 704700</p> <p>E-mail: stephen.o.jones@flintshire.gov.uk</p>

7.00	GLOSSARY OF TERMS
7.01	(1) EURO VI - This is the latest diesel engine emission legislations being driven by the European Commission. Since 1993, when the very first 'Euro 1' legislation was introduced for trucks and buses, the European Commission has regulated the amount of pollutants coming out of the exhaust of a diesel engine. In particular, the Commission identified two key constituents within the exhaust stream - Oxides of Nitrogen or 'NOx', and 'Particulate Matter' (basically soot particles) - as being harmful, and which needed to be controlled and reduced. As a result, over the past 20 years, European engine makers have invested heavily in developing new technology which has seen the levels of NOx and PM (as well as other elements such as un-burnt hydrocarbons) in the exhaust of all new diesel engine trucks and buses falling dramatically, with a consequent improvement in air-quality. Such has been the response of the

manufacturers to the challenge of reducing exhaust emissions that the air coming out of the exhaust of a Euro 6 diesel engine is cleaner than ever before, with permitted NOx levels reduced by 75% compared with the previous Euro 5 standard. And due to changes governing the way particulates have to be measured, the reduction in PM is closer to 99%. The arrival of Euro VI also sees the cost of manufacturing and the incorporation of these new technologies, passed on through to the customer, and in some case increases in excess of £10,000 for like-for-like vehicles have been seen.

(2) **Demand Planning:** This is a business-planning process that enables the supplier to create reliable and agreed forecasts, as an input to service planning processes, logistics, and supply chain management for vehicle provision and associated resources. Effective demand planning can guide users to improve the accuracy of service planning and budgetary forecasting, whilst aligning inventory levels with peaks and troughs in demand, and enhancing efficiencies for a vehicle provision and service delivery.



ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Date Of Meeting	Tuesday 15 January 2019
Report Subject	Strategic Development of Electric Vehicles and Charging Infrastructure
Cabinet Member	Cabinet Member for Streetscene and Countryside
Report Author	Chief Officer (Streetscene and Transportation)
Type Of Report	Strategic

EXECUTIVE SUMMARY

The environmental impacts of climate change, the rising cost of petrol and diesel, Government penalties and targets imposed for carbon emissions and the need to promote green travel, make environmental responsibility a priority for Flintshire.

There has been a significant increase in electric vehicle ownership over the last 5 years with many businesses and public sector organisations investing in electric vehicles and facilitating public electric vehicle charging networks. This is in response to Government policy as well as the wider drive to reduce carbon emissions, costs and develop sustainable travel.

Despite advancements in both national and regional policy, the installation of associated charging infrastructure has not kept pace with the rapid increase of electric vehicles now appearing on UK roads. It is therefore essential for the Council to engage with the new technologies in order to reduce the risk of public abandonment in terms of tourism, residential development and business growth.

It is clear therefore that the Council has a major role both in developing a strategy to facilitate the implementation of Electric Vehicle Charging Points and in providing opportunities for the introduction of appropriate and effective Charging Points at strategic locations throughout the County. The Council will achieve this by making locations available and by ensuring that the local electricity supply network is sufficient to accommodate the additional demand. This approach will ensure long term sustainability and provide the Council with some potential long terms financial benefits from local lease arrangements.

An approved strategy will allow the Council to bid for a funding stream made available by both the Welsh and national Governments to help local authorities to secure a network of electric vehicle charging points across the Country.

RECOMMENDATIONS

1.	That Scrutiny supports that the proposals that the Council should act as an 'enabler' rather than a direct provider of electricity charging points and should therefore facilitate the upgrade of the existing electricity supply network at economically viable locations on the highway network and other key locations in the County.
2.	That Scrutiny supports the strategic locations identified across Flintshire's own asset portfolio which will require further work to prioritise bids to access any available Welsh Government or national funding to install the necessary electrical infrastructure for charging points at these locations.
3.	That the Council continue to aspire to achieve an "All Electric Fleet" of Service Vehicles in line with the advancement of battery technology.

REPORT DETAILS

1.00	EXPLAINING THE STRATEGIC DEVELOPMENT OF ELECTRIC VEHICLES AND CHARGING INFRASTRUCTURE
1.01	In recent years there has been a significant increase in the demand for electric vehicles (EVs) in the UK, from 3,500 in 2013 to more than 130,000 in 2017. There has also been a marked increase in the number of pure-electric and plug-in hybrid models available in the UK. This, coupled with the Government's recent move to ban petrol and diesel cars by 2040 has further stimulated the uptake of electric cars.
1.02	To accommodate both existing and forecasted demands for electric vehicles and charging infrastructure, the Council has been working in collaboration with Welsh Government, Denbighshire County Council and Jacobs who were appointed to review the current position in the regions under Welsh Government's Smart Living Programme.
1.03	The aim of the project was to assess the current 'state of play' across both Council's in relation to electric vehicles and charging infrastructure and as a result, a series of recommendations and next steps were produced which have been included within Appendix 1 of this report for reference.
1.04	Flintshire County Council has also been successful in obtaining grant funding through Cadwyn Clwyd for a study to identify: <ul style="list-style-type: none">• The most suitable locations for charging infrastructure installations;• The associated costs and options for on-going operation at each location.• The management and demand for charging points in rural areas. Completion of this study will further enable the development of an EV charging infrastructure strategy.
1.05	Despite advancements in both National and Regional policy, the installation of associated charging infrastructure has not kept pace with the rapid increase of electric vehicles now appearing on UK roads. This has, in many

	cases, resulted in many EV owners having limited locations to charge their vehicles; however, this is anticipated to change drastically in the near future as vehicle manufacturers seek to develop electric vehicles in line with Government targets. It is therefore essential for the Council to engage with the new technologies in order to reduce the risk of public abandonment in terms of tourism, residential and business growth.
1.06	Whilst the move to an alternative source of energy is inevitable, one has to be mindful of the technological risks associated with this fast moving sector. When making a commitment to invest, Flintshire, along with other local authorities, will need to be aware of the prospect of being outpaced by key market players. The forecasted advancement in technology could result in the County being burdened with outdated / superseded infrastructure which could drastically hinder the Council's ability to compete within an increasingly competitive market. Consideration will also need to be given to ongoing maintenance costs of facilities which could also result in a future burden on the Council's budget.
1.07	The Council can mitigate the risk of impact on its finances, by adopting the role of an 'enabler', to facilitate the implementation of electric vehicle charging points, rather than assuming the role of a direct provider. This approach would allow the Council to enter long term lease agreement with specific suppliers which would provide long term income potential.
1.08	This would involve the authority bidding for available Welsh Government funding in order to upgrade the existing electricity supply network at those sites for which have a proven business case. Sites may also be prioritised due to the potential to integrate ancillary energy facilities such as Solar PV (solar carports, solar arrays) and battery storage.
1.09	Although the geographic nature of Flintshire is primarily rural, it is essential that both urban and rural aspects of the County are considered when facilitating the growth of an EV charging network. Whereas the demand for charging infrastructure in urban areas will most likely stem from business and residential, demand in more rural areas may be focused upon locations that seek to attract tourism.
1.10	Whilst the outcome of the Cadwyn Clwyd Study has yet to be concluded, we can assume, with some confidence, that the locations for which are likely to be economically attractive will include the following; <ul style="list-style-type: none"> • Town Centres - Public Car Parks • Tourist/Visitor destinations – (for example; Talacre, Wepre & Greenfield) • Leisure Centres • Council Offices Consideration should also be given to include the requirement of EV charging points within individual new developments in the County in order to further accelerate the uptake of electric vehicles.
1.11	Whilst the driving force of this report is to demonstrate the importance of sustainable connectivity across the County, it is also important to appreciate the potential for income generation in future via the lease of designated parking bays which could be offered to the private sector for take up.

1.12	The Council currently operates a fleet of around 315 vehicles ranging from small vans to large service vehicles (such as Refuse Vehicles and Gritters). Whilst the Council aspires to achieve an “All Electric Fleet”, the battery technology currently available restricts the range of electric vehicles. Flintshire County Council will however continue work with its fleet supplier to monitor opportunities to integrate electric vehicles into its own Fleet in line with the advancement of battery technology.
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2.00	RESOURCE IMPLICATIONS
2.01	No resource implications identified at this stage.

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	With Cabinet Member
3.02	With Environment Overview and Scrutiny – October 2018

4.00	RISK MANAGEMENT
4.01	Should Flintshire fail to facilitate public electric vehicle charging networks in line with the national vision, there is a great risk of public abandonment in terms of tourism, residential development and business growth.
4.02	Individual facilities would require planning consent

5.00	APPENDICES
5.01	Appendix 1: Jacobs ‘Demonstrator’ Project Recommendations.

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	<p>Electric Vehicles and Charging Infrastructure Parliamentary Briefing Note https://researchbriefings.parliament.uk/ResearchBriefing/Summary/CBP-7480#fullreport</p> <p>Contact Officer: Stephen O Jones Telephone: 01352 704700 E-mail: stephen.o.jones@flintshire.gov.uk</p>

7.00	GLOSSARY OF TERMS
7.01	<p>EV – Electric Vehicle Hybrid Vehicle – A vehicle which utilising both electricity and conventional</p>

energy sources e.g. petrol or diesel

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Appendix 1: Local Authority Case Studies

Examples of electric vehicles in the public sector

Dundee City Council

Dundee has a number of strands to its electric vehicle activity:

- EV charging infrastructure: The Council have installed 56 chargers in Dundee so far; the majority of which are publically accessible. They also have their own fleet of electric vehicles. Funding of £1.5m from Transport Scotland.
- EV charging hubs: Over 50% of homes in Dundee do not have the capability to charge electric vehicles at home. To address this the Council is investing in hubs of rapid charges near key locations in communities such as shops, cafes etc. 14 rapid and 8 fast chargers, battery storage, solar canopy and smart mobility solutions are being installed. Funding of £1.86m from the Office of Low Emission Vehicles (UK Government).
- Taxi industry: the Council has supported and encouraged the take up of EV taxis; reaching their target of 10% of city taxis fully electric by the end of 2017. Funding of £610k from the Office of Low Emission Vehicles (UK Government).
- Drive Dundee Electric campaign: This sought to increase EV uptake by raising awareness of the technology, promoting incentives and highlighting the benefits. The campaign was promoted at events and engagements with business etc. Funding of £10k from the Air Quality fund and £45k from Transport Scotland was received.
- Infrastructure: Dundee has worked collaboratively with neighbouring authorities to ensure infrastructure is seamless.
- Parking: There is free parking in Council car parks for electric vehicle owners.

Cumbria County Council

Following a review of its fleet by the Energy Saving Trust (ULEV review) Cumbria County Council has introduced 15 electric cars into its car pool/fleet as well as installing 36 charge points across the County. These will serve the Council's electric fleet vehicles and will enable the public to charge their vehicles at competitive rates. This has been funded by the Office of Low Emission Vehicles. By utilising electric fleet/pool car vehicles, the Council is seeing a price per mile reduction of up to 60%.

Reading Borough Council

Reading is converting a number of its fleet vehicles in vans to electric vehicles as part of its drive to improve air quality. Its first van was operational in August 2017 and is used by the Council's animal warden. They have also installed charge points at the Civic Offices and will be installing more in other car parks. Also, Reading Buses – the Council owned bus company – has the highest proportion of hybrid or CNG powered buses (nearly 50%) of any fleet in the country.

Welsh Local Authorities

A number of other local authorities such as Wrexham County Borough Council and Conwy County Council have invested in electric pool cars and fleet vehicles as well

as charging infrastructure in key tourism destinations. Cardiff Council are to investigate options for developing a zero carbon bus fleet that would be powered by electricity and hydrogen. They are also committed to increasing the number of charging points around the city to encourage low emission vehicle ownership. Newport City Council have added 2 electric cars to its fleet which will be used by their Private Sector Housing team and have also installed a charge point at the Civic Centre which the public will be able to use during evenings and weekends. The Council have also signed up to the UK100 pledge a network of local authorities focused on a full transition away from fossil fuels by 2050.



ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE

Date of Meeting	Tuesday, 15 th January 2019
Report Subject	Council Plan 2018/19 Mid-Year Monitoring Report
Cabinet Member	Cabinet Member for Planning and Public Protection; and Cabinet Member for Streetscene and Countryside
Report Author	Chief Officer (Planning, Environment and Economy); and Chief Officer (Streetscene and Transportation)
Type of Report	Operational

EXECUTIVE SUMMARY

The Council Plan 2018/19 was adopted by the Council in June 2018. This report presents a summary of performance at the mid-year point for the Council Plan priority 'Green Council' relevant to the Environment Overview & Scrutiny Committee.

Flintshire is a high performing Council as evidenced in previous Council Plan monitoring reports and the recent Annual Performance Report. This mid-year monitoring report for the 2018/19 Council Plan shows that 88% of activities are making good progress with 81% likely to achieve their planned outcomes. 79% of the performance indicators have met or exceeded their targets. Risks are being managed with a minority of 18% being assessed as major.

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

RECOMMENDATIONS

1	That the Committee consider the mid-year Council Plan Monitoring Report 2018/19 to monitor under performance and request further information as appropriate.
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REPORT DETAILS

1.00	EXPLAINING THE COUNCIL PLAN 2018/19 MONITORING REPORT
1.01	The Council Plan monitoring reports give an explanation of the progress being made toward the delivery of the impacts set out in the 2018/19 Council 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 being controlled.
1.02	This is an exception based report and detail therefore focuses on the areas of under-performance.
1.03	<p>Monitoring our Activities</p> <p>Each of the sub-priorities have high level activities which are monitored over time. 'Progress' monitors progress against scheduled activity and has been categorised as follows: -</p> <ul style="list-style-type: none"> • RED: Limited Progress – delay in scheduled activity; not on track • AMBER: Satisfactory Progress – some delay in scheduled activity, but broadly on track • GREEN: Good Progress – activities completed on schedule, on track <p>A RAG status is also given as an assessment of our level of confidence at this point in time in achieving the 'outcome(s)' for each sub-priority. Outcome has been categorised as: -</p> <ul style="list-style-type: none"> • RED: Low – lower level of confidence in the achievement of the outcome(s) • AMBER: Medium – uncertain level of confidence in the achievement of the outcome(s) • GREEN: High – full confidence in the achievement of the outcome(s)
1.05	<p>Monitoring our Performance</p> <p>Analysis of performance against the Improvement Plan performance indicators is undertaken using the RAG (Red, Amber Green) status. This is defined as follows: -</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.
1.06	<p>In summary our overall progress against activities is:</p> <p>Progress</p> <ul style="list-style-type: none"> • We are making good (green) progress in 46 (88%). • We are making satisfactory (amber) progress in 6 (12%). <p>Outcome</p> <ul style="list-style-type: none"> • We have a high (green) level of confidence in the achievement of 42

	<p>(81%) outcomes.</p> <ul style="list-style-type: none"> • We have a medium (amber) level of confidence in the achievement of 10 (19%) outcomes. • There are no low (red) levels of confidence.
1.07	<p>Monitoring our Performance</p> <p>Analysis of performance against the Council Plan performance indicators is undertaken using the RAG status. This is defined as:</p> <ul style="list-style-type: none"> • RED - under-performance against target. • AMBER - where improvement may have been made but performance has missed the target. • GREEN - positive performance against target.
1.08	<p>Analysis of current levels of performance against target shows the following:</p> <ul style="list-style-type: none"> • 44 (78.6%) have achieved a green RAG status • 6 (10.7%) have an amber RAG status • 6 (10.7%) have a red RAG status
1.09	<p>The performance indicator (PI) which showed a red RAG status for current performance against target, relevant to the Environment Overview & Scrutiny Committee.</p> <p>Green Council Percentage of environmentally efficient operational vehicles to Euro 6 standard</p> <p>Work continues with our fleet provider to meet our 90% target of environmentally efficient vehicles. Vehicles are replaced in line with the Demand Planning process as outlined in the Fleet Contract, which is currently at 79%. The replacement programme increases the number of newer and more energy efficient vehicles in the fleet, and decreases the total number of operated fleet vehicles.</p>
1.10	<p>Monitoring our Risks</p> <p>Analysis of the current risk levels for the strategic risks identified in the Council Plan is as follows: -</p> <ul style="list-style-type: none"> • 3 (7%) are insignificant (green) • 4 (9%) are minor (yellow) • 29 (66%) are moderate (amber) • 8 (18%) are major (red) • 0 (0%) are severe (black)

1.11	<p>The major (red) risks identified for the Environment Overview & Scrutiny Committee are: -</p> <p>Priority: Green Council</p> <p>Funding will not be secured for priority flood alleviation schemes</p> <p>The Flood Risk Management Team continue to identify and secure funding for priority flood alleviation schemes. A service review is being undertaken to create a more effective structure that can both secure funding and resources to deliver flood alleviation works with the delivery of statutory duties under the Flood and Water Management Act. The implementation of Schedule 3 of the Flood & Water Management Act which requires the Local Authority to also act as the Sustainable Drainage Approving Body (SAB) as of January 7th 2019, places further duties on the team with no additional funding being made available from Welsh Government.</p> <p>Adverse weather conditions on the highway network</p> <p>The risk trend has increased due to the severity of the 2017/18 winter, with road conditions throughout the County detrimentally affected by road surface defects and potholes. Additional funds, resources and contractors were deployed across the county over summer in efforts to repair the network as defects were identified. This also included the priority resurfacing and patching capital schemes, which commenced in June 2018. This more expensive and permanent repair to the road surface is part of the annually planned maintenance regime which removed the significant defects and looked to improve the condition of the roads, whilst reducing the risk on the network.</p> <p>However, these efforts to mitigate the risk may not be sufficient to stem the decline in the network. This is backed up by scanner data results which show a worsening condition.</p>
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2.00	RESOURCE IMPLICATIONS
2.01	There are no specific resource implications for this report.

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	The Council Plan Priorities are monitored by the appropriate Overview and Scrutiny Committees according to the priority area of interest.
3.02	Chief Officers have contributed towards reporting of relevant information.

4.00	RISK MANAGEMENT
4.01	Progress against the risks identified in the Council Plan is included in the report at Appendix 1. Summary information for the risks assessed as major (red) is covered in paragraphs 1.09 and 1.11 above.

5.00	APPENDICES
5.01	Appendix 1 – Mid-year Council Plan Monitoring Report – Green Council.

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	<p>Council Plan 2017/18: http://www.flintshire.gov.uk/en/Resident/Council-and-Democracy/Improvement-Plan.aspx</p> <p>Contact Officer: Margaret Parry-Jones Telephone: 01352 702427 E-mail: margaret.parry-jones@flintshire.gov.uk</p>

7.00	GLOSSARY OF TERMS																																													
7.01	Council 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 a Council Plan.																																													
7.02	Risks: These are assessed using the improved approach to risk management endorsed by Audit Committee in June 2015. The new approach, includes the use of a new and more sophisticated risk assessment matrix which provides greater opportunities to show changes over time.																																													
7.03	<p>Risk Likelihood and Impact Matrix</p> <table border="1"> <tr> <td rowspan="4">Impact Severity</td> <td>Catastrophic</td> <td>Y</td> <td>A</td> <td>R</td> <td>R</td> <td>B</td> <td>B</td> </tr> <tr> <td>Critical</td> <td>Y</td> <td>A</td> <td>A</td> <td>R</td> <td>R</td> <td>R</td> </tr> <tr> <td>Marginal</td> <td>G</td> <td>Y</td> <td>A</td> <td>A</td> <td>A</td> <td>R</td> </tr> <tr> <td>Negligible</td> <td>G</td> <td>G</td> <td>Y</td> <td>Y</td> <td>A</td> <td>A</td> </tr> <tr> <td></td> <td></td> <td>Unlikely (5%)</td> <td>Very Low (15%)</td> <td>Low (30%)</td> <td>Significant (50%)</td> <td>Very High (65%)</td> <td>Extremely High (80%)</td> </tr> <tr> <td></td> <td></td> <td colspan="6">Likelihood & Percentage of risk happening</td> </tr> </table>	Impact Severity	Catastrophic	Y	A	R	R	B	B	Critical	Y	A	A	R	R	R	Marginal	G	Y	A	A	A	R	Negligible	G	G	Y	Y	A	A			Unlikely (5%)	Very Low (15%)	Low (30%)	Significant (50%)	Very High (65%)	Extremely High (80%)			Likelihood & Percentage of risk happening					
Impact Severity	Catastrophic		Y	A	R	R	B	B																																						
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		Likelihood & Percentage of risk happening																																												

	<p>The new approach to risk assessment was created in response to recommendations in the Corporate Assessment report from the Wales Audit Office and Internal Audit.</p>
7.04	<p>CAMMS – An explanation of the report headings</p>
	<p>Actions</p> <p><u>Action</u> – Each sub-priority have high level activities attached to them to help achieve the outcomes of the sub-priority.</p> <p><u>Lead Officer</u> – The person responsible for updating the data on the action.</p> <p><u>Status</u> – This will either be ‘In progress’ if the action has a start and finish date or ‘Ongoing’ if it is an action that is longer term than the reporting year.</p> <p><u>Start date</u> – When the action started (usually the start of the financial year).</p> <p><u>End date</u> – When the action is expected to be completed.</p> <p><u>% complete</u> - The % that the action is complete at the time of the report. This only applies to actions that are ‘in progress’. An action that is ‘ongoing’ will not produce a % complete due to the longer-term nature of the action.</p> <p><u>Progress RAG</u> – Shows if the action at this point in time is making limited progress (Red), satisfactory progress (Amber) or good progress (Green).</p> <p><u>Outcome RAG</u> – Shows the level of confidence in achieving the outcomes for each action.</p> <p>Measures (Key Performance Indicators - KPIs)</p> <p><u>Pre. Year Period Actual</u> – The period actual at the same point in the previous year. If the KPI is a new KPI for the year then this will show as ‘no data’.</p> <p><u>Period Actual</u> – The data for this quarter.</p> <p><u>Period Target</u> – The target for this quarter as set at the beginning of the year.</p> <p><u>Perf. RAG</u> – This measures performance for the period against the target. It is automatically generated according to the data. Red = a position of under performance against target, Amber = a mid-position where improvement may have been made but performance has missed the target and Green = a position of positive performance against the target.</p> <p><u>Perf. Indicator Trend</u> – Trend arrows give an impression of the direction the performance is heading compared to the period of the previous year:</p> <ul style="list-style-type: none"> • A ‘downward arrow’ always indicates poorer performance regardless of whether a KPI figure means that less is better (e.g. the amount of days to deliver a grant or undertake a review) or if a KPI figure means that more is better (e.g. number of new jobs in Flintshire). • Similarly an ‘upward arrow’ always indicates improved performance. <p><u>YTD Actual</u> – The data for the year so far including previous quarters.</p> <p><u>YTD Target</u> – The target for the year so far including the targets of previous quarters.</p> <p><u>Outcome RAG</u> – The level of confidence of meeting the target by the end of the year. Low – lower level of confidence in the achievement of the target (Red), Medium – uncertain level of confidence in the achievement of the target (Amber) and High - full confidence in the achievement of the target (Green).</p> <p>Risks</p> <p><u>Risk Title</u> – Gives a description of the risk.</p>

<p><u>Lead Officer</u> – The person responsible for managing the risk.</p> <p><u>Supporting Officer</u> – The person responsible for updating the risk.</p> <p><u>Initial Risk Rating</u> – The level of the risk at the start of the financial year (quarter 1). The risks are identified as follows; insignificant (green), minor (yellow), moderate (amber), major (red) and severe (black).</p> <p><u>Current Risk Rating</u> – The level of the risk at this quarter.</p> <p><u>Trend Arrow</u> – This shows if the risk has increased (upward arrow), decreased (downward arrow) or remained the same between the initial risk rating and the current risk rating (stable arrow).</p> <p><u>Risk Status</u> – This will either show as 'open' or 'closed'. If a risk is open then it is still a relevant risk, if the risk is closed then it is no longer a relevant risk; a new risk may be generated where a plan or strategy moves into a new phase.</p>

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Performance Progress Report

Flintshire County Council



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4 Green Council

Actions

ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.1.1.1 Manage our natural environment and accessible green-space networks to deliver health, well-being and resilience goals.	Tom Woodall - Access and Natural Environment Manager	In Progress	01-Apr-2017	31-Mar-2019	50.00%	 GREEN	 GREEN
<p>ACTION PROGRESS COMMENTS: The Welsh Governments Environment and Sustainable Development (ESD) grant focuses outputs on Local Environment Quality and Natural Resource Management. Total grant is £115,818 for this year. Projects include flood defence, biodiversity duty and green-space enhancement. Part of the grant is being used to deliver Flintshire's Greenspace Strategy, improve greenspace facilities to encourage access, enjoyment and well-being and to facilitate engagement through arts in the community. Key projects have been delivered that have included footpath improvements, arts events involving local children and community groups, community involvement projects that saw some 3000 hours of volunteer support.</p> <p>The 1st six monthly report and claim was made to WG and the funding is on track to be delivered in full and on time. This grant programme will end March 2019 and the new Enabling Natural Resources and Wellbeing of Wales grant will take its place.</p> <p>Last Updated: 02-Nov-2018</p>							

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ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.1.1.3 Maximise the recovery and recycling of waste with a view to reducing the reliance on landfill.	Gabrielle Povey - Recycling and Compliance Officer	In Progress	01-Apr-2017	31-Mar-2019	71.00%	 GREEN	 GREEN
<p>ACTION PROGRESS COMMENTS: Cumulatively for the performance for 6 months performance is 70.99%. We are currently on target for year end. The performance has been achieved through education and awareness programme to promote recycling and the introduction of side waste enforcement. The side waste enforcement started in March, with 1800 awareness letters and stickers issued. Only 56 letters were issued for the second stage of the process which is the Section 46 Notice (under the Environmental Protection Act), with only 1 issued with an Fixed Penalty Notice (third stage). This demonstrates that the awareness and enforcement programmes to ensure residents managed their waste sustainably has resulted in residents recycling more. The new Household Recycle Centre at Rockcliffe, Oakenholt opened, offering a modern site with no steps with over 30 recycling opportunities. The new site also has a dedicated deconstruction area, run by Flintshire Refurbs to take non reusable bulky items back to their component parts for recycling (e.g. sofa made up of wood, metal, textiles). The households have all been issued with a paper copy of the collection calendars - which reinforces the message that collections take place on Bank Holidays and Christmas working has been confirmed.</p> <p>Last Updated: 02-Nov-2018</p>							

ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.1.1.4 Strengthen regional air quality collaboration to help promote better health and well-being outcomes	Sian Jones - Public Protection Manager - Community and Business	In Progress	01-Apr-2017	31-Mar-2019	75.00%	 GREEN	 GREEN



ACTION PROGRESS COMMENTS:

The North Wales Combined Air Quality Progress report has been submitted to Defra for assessment before publication. However, the conclusions are that there are no breaches of the Air Quality standards in North Wales so there is currently no need for any Authority to undertake Detailed Assessments or declare an Air Quality Management Area (AQMA). Consequently there are no requirements for any Air Quality Action Plan. However, in the wider context referred to in other policy documents such as the Well Being of Future Generations Act etc. these address air quality issues so that Councils have an ongoing requirement to review their policies to ensure that concentrations remain below the action levels. The recommendations made in the report for the coming year are listed below:

- Proceed to the 2019 Updating and Screening Assessment.
- Maintain the air quality monitoring programmes in each local authority.
- Ensure new monitoring sites are added as required.

Last Updated: 02-Nov-2018



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ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.1.1.6 Improve, protect and enhance the built environment	Lynne Fensome - Management and Support Manager	In Progress	01-Apr-2017	31-Oct-2019	50.00%	 AMBER	 AMBER

ACTION PROGRESS COMMENTS:

A draft Built Conservation Strategy has been supported for public and stakeholder consultation. The draft strategy was assessed by the North Wales Conservation Officers Forum along with Cadw, prior to formal consultation towards the end of the calendar year. Following feedback an action plan aligned with the functions of the Built Conservation team will be developed. This strategy will also assist in funding bids and act as a promotional strategy for the Council. The strategy seeks to align with the Historic Environment (Wales) Act and the Welsh Government Historic Environment technical advice note as well as reflecting the work streams that may emerge from the North Wales Built Heritage Service redesign work.

Last Updated: 02-Nov-2018



ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.2.1.1 Access and use available grant funding to support Council priorities for accessing employment, health and leisure and education.	Katie Wilby - Transportation and Logistics Manager	In Progress	01-Apr-2017	31-Mar-2019	30.00%	 GREEN	 GREEN

ACTION PROGRESS COMMENTS:

Funding awarded for 2018-2019 following successful bids and all schemes underway and on track: -

1. Local Transport Fund: a) Active Travel Scheme Design £234,000 b) Access to Employment Opportunities Deeside Industrial Park (Metro) - £237,000 c) Deeside Industrial Park - Second Avenue - active travel and bus infrastructure - £180,000 d) A548 DIP Parkway Junction - partial signalisation - £243,000
2. Local Transport Network Fund - Flintshire Bus Alliance & Quality Bus Partnership Scheme - £100,000
3. Safe Routes in Communities a) Broughton Primary School, Broughton Hall Road - £260,000 b) Mountain Lane County Primary School, Knowle Lane, Buckley - £205,000
4. Road Safety (Capital & Revenue) a) Connah's Quay Priority Routes / Route Treatment Scheme - £198,000 (capital) b) B5125 Ewloe - Broughton Route Treatment Scheme - £149,500 (capital) c) Pass Plus Cymru - £5,000 (revenue) d) Kerbcraft - £25,000 (revenue) e) Older Drivers - £1,500 (revenue) f) National Standards Cycle Training - £59,301 (revenue)
5. Active Travel Fund a) Deeside Industrial Park - Active travel and bus infrastructure on Parkway, DIP Zone 2 - £1,070,000 b) Holywell Town Centre - Phase 1 Construction of Active Travel path Greenfield Valley - £697,000

Last Updated: 02-Nov-2018

ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.2.1.2 Prioritise the Council's road infrastructure for repairs and maintenance and implement programmes of work within available funding in order to improve the resilience, efficiency and reliability of the transport network.	Barry Wilkinson - Highways Networks Manager	In Progress	01-Apr-2017	31-Mar-2019	50.00%	 GREEN	 GREEN

ACTION PROGRESS COMMENTS:

Following the impact of the harsh winter weather on the highway, a programme of pothole repair and patching was undertaken across the Authority. This work removed the significant defects and looked to improve the condition of the roads, whilst reducing the risk on the network, in line with our statutory duty. Highways asset management schemes are underway as follows:

The Resurfacing programme is continuing with sites across the County. Lengths of road that have deteriorated are treated with preventative measure to renew the road surface. 9 sites have been complete by the end of September.



Surface Dressing is a treatment to extend the life of a road where the defect on that road effect the road surface only and not the structure. All Schemes have been completed.

Following the impact of the severe weather during the winter of 2017/18 we have continued to patch defects throughout the network to reduce risk to road users.

Area Coordinators continue to carry out schedule highways safety inspection and will provide condition surveys by March 2019 to inform next year preventative maintenance programmes.

Inspections of post completion works by Utility Companies will continue to be undertaken until March 2019

Last Updated: 02-Nov-2018

ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.2.1.3 Support isolated communities to develop innovative and sustainable area based transport schemes	Katie Wilby - Transportation and Logistics Manager	In Progress	01-Apr-2017	31-Mar-2019	33.00%	 AMBER	 AMBER



ACTION PROGRESS COMMENTS:

The outcome of Flintshire's bus network review was agreed by the Council's Cabinet in July 2018. The purpose of the bus network review consultation exercise was to consider existing subsidised bus services and deliver an affordable and sustainable public transport service in the future. From the four proposed options presented on the future provision of subsidised bus routes in the County, Option 3 (support subsidised routes on the core bus network and introduce local travel arrangements (LTAs) off the core network) was approved as the preferred option.

The impact of this option is that all subsidised bus services currently operating along core strategic routes within the County will continue to be supported, where required, to ensure that good, quality, transport links within and out of the County. Under this option, local travel arrangements on the non-core network are intended to be provided by smaller minibuses where no commercial bus services operate. These arrangements will operate in a similar way to conventional bus services with a scheduled timetable and fixed route, and will be more suited to the nature of some rural roads or housing estates and numbers of passengers travelling. These routes will be provided to connect residents from their closest bus stop to an area hub (the main town) or onto the core bus network for onward journeys. However, the scheduled minibus services may not operate to the same frequency or same level of service as provided by conventional bus services.

Cabinet have agreed a phased approach would be taken to amend the bus network between October 2018 and March 2019, with the first phase of service changes taking effect from 1st October 2018. From this date, the number 9/X9 bus services will be withdrawn and alternative local transport arrangements are being set up in the affected communities either through existing commercial bus services, new commercial bus services or smaller scheduled minibus services. Consultation undertaken with affected communities, bus operators, elected Members, Town/Community Councils and any special user groups. The next phase of changes are due to take effect in January 2019 and March 2019 and options for delivering these changes are currently being worked upon in terms of timetables, routes, frequency, days of operation etc. in consultation with the impacted communities.

Last Updated: 02-Nov-2018



ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.2.1.4 Deliver a compliant, safe and integrated transport service	Ceri Hansom - Integrated Transport Unit Manager	In Progress	01-Apr-2017	31-Mar-2019	60.00%	 GREEN	 GREEN

ACTION PROGRESS COMMENTS:



The Integrated Transport Unit (ITU) has administered a transformational review of the Council's passenger transport services over the last 2 years to ensure that all routes are compliant. The service has moved to a new method of procurement known as a Dynamic Purchasing System (DPS), allowing new suppliers to apply to join at any point during its lifetime. Work has progressed with the Procurement team to develop Proactis system as a contract management tool to monitor contractor performance, health and safety compliance, risk assessments, driver DBS (criminal records) checks, and insurance checks. Re-procurement of college transport routes (Coleg Cambria) has been completed July 2018 and all college routes now form part of the DPS. A schedule for all routes to monitor compliance has been produced, further work is required during 2018/19 for mandatory training for operators, drivers, and passenger assistants.



Last Updated: 08-Nov-2018

Performance Indicators

KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.1.3.1M01 Percentage of environmentally efficient front line operational vehicles to Euro 6 standard.	33.77	79.26	90	 RED	↑	79.26	90	 AMBER
<p>Lead Officer: Lynne Fensome - Management and Support Manager Reporting Officer: Chris Goulden - Fleet Manager Aspirational Target: Progress Comment: Work continues with our fleet provider to meet our 90% target of environmentally efficient vehicles. Vehicles are replaced in line with the Demand Planning process as outlined in the Fleet Contract, which is currently at 79%. The replacement programme increases the number of newer and more energy efficient vehicles in the fleet, and decreases the total number of operated fleet vehicles.</p> <p>Last Updated: 31-Oct-2018</p>								

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KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.1.3.2M02 Number of street furniture and street light units replaced with LED lighting.	1520	1568	1500	 GREEN	↑	2962	3000	 GREEN
<p>Lead Officer: Lynne Fensome - Management and Support Manager Reporting Officer: Darell Jones - Operations Manager (North and Streetlighting) Aspirational Target: 6000.00 Progress Comment: The Authority is undertaking a replacement scheme of Streetlighting lanterns through the SALIX funding stream. These replace older less efficient lights with new energy efficient LED lights. The replacement program at Q2 is on schedule, although there are risk of delays during Q3 due to the procurement process of engaging in a new supplier contract. It is anticipated that end of target will still be met.</p> <p>Last Updated: 30-Oct-2018</p>								

KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.1.3.3M03 Reduce our carbon footprint across our Council buildings (non housing)	15.31	28	5		↑	28	5	

Lead Officer: Sadie Smith - Energy Conservation Engineer

Reporting Officer: Sadie Smith - Energy Conservation Engineer

Aspirational Target:

Progress Comment: *Please note these figures are not weather corrected. This is only done on the whole year submission in Q4*

Emission reductions per energy fuel type:

-Electricity: 17% reduction

-Gas: 15% reduction

-LPG: 7% reduction

-Oil: 10% increase

The continued reduction in carbon emissions has been facilitated by:

-the community asset transfer of libraries and leisure services.

-the installation of LED lighting in Gwernymynydd CP School, Ysgol y Waun, Saltney Ferry CP School, Wood Memorial School, Wepre Park Visitors Centre and Westwood CP School.

-the installation of a new heating control system at Aston Family Centre

-re-commissioning of the solar photovoltaic (PV) at Connahs Quay High School which had had a reduced output.



-warm weather from May onwards has also helped reduce gas consumption.

-the conversion of some primary schools (Treuddyn Schools, Bryn Pennant) from LPG to natural gas

The increase in oil consumption is due to data estimation which was required due to a missing data.

Last Updated: 19-Nov-2018

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KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.1.4.1M01 (PAM/030) Percentage of waste reused, recycled or composted	70.3	70.99	66		↑	70.99	66	



Lead Officer: Lynne Fensome - Management and Support Manager

Reporting Officer: Gabrielle Povey - Recycling and Compliance Officer

Aspirational Target:



Progress Comment: Amount has increased compared to same period last year. This is positive following the introduction of charges for garden waste collections. Also sustained education and enforcement regarding no side waste.

Last Updated: 25-Oct-2018

KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.1.4.2M02 Average recycling rate across all HRC sites	78.39	77.54	76	 GREEN	↓	78.75	76	 GREEN



Lead Officer: Lynne Fensome - Management and Support Manager
Reporting Officer: Gabrielle Povey - Recycling and Compliance Officer
Aspirational Target:
Progress Comment: With the closure of Connaught Quay and Flint household recycling centres and the opening of the new modern Oakenholt performance is expected to increase.

Last Updated: 25-Oct-2018

KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.2.2.4M04 Percentage of inspections undertaken to ensure reinstatements meet the required standards	15.01	83.72	90	 AMBER	↑	84.32	90	 GREEN

Lead Officer: Lynne Fensome - Management and Support Manager
Reporting Officer: Sam Tulley - Road Space Manager
Aspirational Target:
Progress Comment: Every time a Utility company (such as Welsh Water, BT or Scottish Power) carries out roadworks on the public highway, the repairs to the road are guaranteed by the Utility Company of 2 years. We are required to inspect at least 10% of all repairs before the end of the guarantee period, but FCC inspect more than required to promote best practice and avoid future costs. Any defects identified with the Utility Company's repairs are reported back to the Utility Company to prevent the Authority being burdened with the future repair costs.



Last Updated: 19-Oct-2018

KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.2.3.1M01 The number of sustainable area based transport schemes developed against plan	No Data	5	1	 GREEN	N/A	5	2	 GREEN

Lead Officer: Lynne Fensome - Management and Support Manager
Reporting Officer: Ceri Hansom - Integrated Transport Unit Manager
Aspirational Target:
Progress Comment: There are currently 5 transport arrangements in place.
1. Higher Kinnerton - Broughton
2. Northop Hall - Connah's Quay
3. Penyffordd - Buckley
4. Cymau - Broughton
5. Holywell & surrounding areas (please note this transport arrangement is due to be withdrawn November 2018 due to the lack of usage of the scheme).
New schemes and Local Travel arrangements will be identified as part of the bus subsidy review.



Last Updated: 19-Nov-2018

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KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.2.4.1M01 Percentage of contracts awarded that are financially compliant for school transport	85.44	97.9	90	 GREEN	↑	97.9	90	 GREEN

Lead Officer: Lynne Fensome - Management and Support Manager
Reporting Officer: Ceri Hansom - Integrated Transport Unit Manager
Aspirational Target:
Progress Comment: 326 routes (school, adult social care, local bus routes and college) have been through a compliant tendering exercise. There are approximately 7 emergency routes which need to be procured

Last Updated: 29-Oct-2018

KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.2.4.2M02 The percentage of safety compliant checks delivered	67.57	97.3	90	 GREEN	↑	97.3	90	 GREEN

Lead Officer: Lynne Fensome - Management and Support Manager
Reporting Officer: Ceri Hansom - Integrated Transport Unit Manager
Aspirational Target:
Progress Comment: 97% of safety compliant checks have now been completed. Daily monitoring and compliance checks are taking place on site at schools and day care centres. The works were programmed over a period of time. The procurement exercise undertaken by Integrated Transport Unit (ITU) caused a delay in the compliance checks being completed the first quarter, however; after the peak period settled, resource was then available to provide the required information to carry out the checks.

Last Updated: 29-Oct-2018

Risks

Strategic Risk

RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Reduction of the Single Environment Grant	Tom Woodall - Access and Natural Environment Manager	Lynne Fensome - Management and Support Manager	Amber	Amber	↔	Open
<p>Potential Effect: Income targets not met Potential reduction could impact staffing resource to maintain service delivery</p> <p>Management Controls: Raised as a pressure for 2017/18.</p> <p>Progress Comment: For 2018/19 waste and flood allocations are to be removed from the Single Revenue Grant (SRG) . Resources will be allocated to support Local Environment Quality (LEQ) and Natural Resources Management (NRM) through the existing SRG mechanism through the funding secured for this year. However Officers attended a WG workshop that explained the competitive nature of the process moving forward as the grant is to be removed and the broad themes that were to be followed in this competitive process. By moving to this process there is a risk that Flintshire will not receive any future funding.</p> <p>Last Updated: 26-Oct-2018</p>						

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RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Limitations on suitable Council sites with sufficient area for larger scale renewables schemes and suitable connections to the electric grid	Sadie Smith - Energy Conservation Engineer	Lynne Fensome - Management and Support Manager	Amber	Amber	↔	Open
<p>Potential Effect: Failure to meet Carbon Reduction target</p> <p>Management Controls: Continue to review the availability of sites</p> <p>Progress Comment: Six potential brownfield sites have been identified as possible renewable energy generation sites. Initial feasibility assessments have been completed for these sites, including energy generation capacity, potential grid connection costs, planning constraints, ecology, land contamination, legal constraints and indicative installation costs and potential income generation. This has enabled 3 sites to be prioritised. Detailed feasibility studies have been completed including economic/financial modelling for these 3 sites with formal grid connection applications submitted to SP Energy Networks. Key next steps will be to assess the final business case once a formal grid connection offer has been received. A high level review of the Council's agricultural estate has been completed assessing energy generation potential, acreage available and possible planning/legal constraints.</p> <p>Last Updated: 26-Oct-2018</p>						

RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Funding will not be secured for priority flood alleviation schemes	Ruairi Barry - Senior Engineer	Lynne Fensome - Management and Support Manager	Red	Red	↔	Open
<p>Potential Effect: Flooding of homes and businesses across the county Potential homelessness</p> <p>Management Controls: Review our approach to funding capital projects</p> <p>Progress Comment: The Flood Risk Management Team continue to identify and secure funding for priority flood alleviation schemes. A service review is to be undertaken to find a more effective approach/structure that can both secure funding and resources to deliver flood alleviation works with the delivery of statutory duties under the Flood and Water Management Act. The intended implementation of Schedule 3 of the Flood & water Management Act has compounded the matter further by placing an additional statutory duty on the Team to act as the Sustainable Drainage Approving Body (SAB) as of January 7th 2019. Last Updated: 30-Oct-2018</p>						

RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Sufficient funding to ensure our highways infrastructure remains safe and capable of supporting economic growth	Barry Wilkinson - Highways Networks Manager	Lynne Fensome - Management and Support Manager	Amber	Amber	↔	Open
<p>Potential Effect: Deterioration of the condition of highways in Flintshire</p> <p>Management Controls: Focussed investment through the funding of schemes that maintain or reduce the pace of deterioration of the condition of the main highway infrastructure. Road Safety Scheme identification for improvement to routes through available funding. Maximise funding received through the quality of the bid submission by aligning submissions to follow successful bid model techniques.</p> <p>Progress Comment: The monies made available for Highway infrastructure maintenance programmes will be allocated and expended by the end of the financial year. Those monies remain below the level of funding required to maintain a Steady State in the condition of the road network. Streetscene & Transportation ensure that available funding is spent allocated appropriately, and ensure best value for the expenditure to maintain the highway network. Highways asset management schemes are underway as follows: Resurfacing - Programme of schemes progressing - expected completion 31/03/2019 Surface Dressing - Complete Patching - Program On-going Undertake condition surveys to produce the annual resurfacing programme by March 2019. Undertake post completion inspections of utility work by March 2019. Priority is given to the areas of the network that require the investment whilst considering the local infrastructure.</p> <p>Last Updated: 30-Oct-2018</p>						

RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Sufficient funding will not be found to continue to provide subsidised bus services.	Ceri Hansom - Integrated Transport Unit Manager	Lynne Fensome - Management and Support Manager	Amber	Amber	↔	Open
<p>Potential Effect: Decrease in bus services to residents, particularly in rural areas</p> <p>Management Controls: Develop services so that they become more commercially viable</p> <p>Progress Comment: Withdrawal of subsidies could affect viability of some marginal commercial bus services impacting on people with disabilities, younger people, people employed on low wages, who are unable to drive, and those who may have no alternative choice of travel. There is also a potential impact on rural communities, where no alternative transport services exist and there is heavy reliance on private cars for travel. We are currently completing a bus subsidy review where we have managed to sustain a core network of bus routes and gain funding for Local Travel arrangements to connect rural communities to the core network.</p>						
Last Updated: 29-Oct-2018						

RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Supply chain resilience of transport providers	Katie Wilby - Transportation and Logistics Manager	Lynne Fensome - Management and Support Manager	Amber	Yellow	↓	Open
<p>Potential Effect: Transport services cannot be provided</p> <p>Management Controls: i) Management of safety compliance checks. ii) Management of financially compliant contracts</p> <p>Progress Comment: The control measures have been put in place to mitigate against another major transport services provider going into administration or not able to meet the required operating standards. New processes have been established and officers are carrying out both safety compliance checks and also finance compliance checks on contractors.</p>						
Last Updated: 02-May-2018						

RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Adverse weather conditions on the highway network	Barry Wilkinson - Highways Networks Manager	Lynne Fensome - Management and Support Manager				Open

Potential Effect: Increase in cost to future planned repairs as network deteriorates beyond that can be rectified by planned maintenance
Increase in insurance claims




Management Controls: Targeting funding on those schemes that maintain or reduce the pace of deterioration of the condition of the main highway infrastructure.

Progress Comment: The risk trend has increased due to the severity of the 2017/18 winter, with road conditions throughout the County detrimentally affected by road surface defects and potholes.

Additional funds, resources and contractors were deployed across the county over summer in efforts to repair the network as defects were identified. This also included the priority resurfacing and patching capital schemes, which commenced in June 2018. This more expensive and permanent repair to the road surface is part of the annually planned maintenance regime which removed the significant defects and looked to improve the condition of the roads, whilst reducing the risk on the network.

However, these efforts to mitigate the risk may not be sufficient to stem the decline in the network. This is backed up by scanner data results which show a worsening condition.

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Last Updated: 31-Oct-2018

RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Lack of community support for transport options	Ceri Hansom - Integrated Transport Unit Manager	Lynne Fensome - Management and Support Manager				Open

Potential Effect: i) Planned programme of community transport hubs not delivered. ii) Decreased passenger numbers on bus services.
iii) Increase in individual car usage

Management Controls: Realistic deliverable programme for 2018/19 of 5 Community Transport Hubs that have been supported by the local communities and Town and Community Councils

Progress Comment: Community based transport services can play an important part in an integrated passenger transport provision and transport network. Community Benefit clauses are included in all new transport routes awarded (except local bus). This free service provided by the successful tenderer as a Community Benefit have contracts with FCC under the new DPS. They have to provide 1.5% of their annual mileage as a free service to support the delivery of Local Travel Arrangements, passengers would be required to pay a fare or use their Concessionary Travel pass on the journeys. Delivery is dependent on the ability and willingness of the local communities and transport operators to support and deliver sustainable transport arrangements.

Last Updated: 29-Oct-2018



ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE

Date of Meeting	Tuesday, 15 th January 2019
Report Subject	Forward Work Programme
Cabinet Member	Not applicable
Report Author	Environment Overview & Scrutiny Facilitator
Type of Report	Operational

EXECUTIVE SUMMARY

Overview & Scrutiny presents a unique opportunity for Members to determine the Forward Work programme of the Committee of which they are Members. By reviewing and prioritising the Forward Work Programme Members are able to ensure it is Member-led and includes the right issues. A copy of the Forward Work Programme is attached at Appendix 1 for Members' consideration which has been updated following the last meeting.

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

RECOMMENDATION

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

REPORT DETAILS

1.00	EXPLAINING THE FORWARD WORK PROGRAMME
1.01	Items feed into a Committee's Forward Work Programme from a number of sources. Members can suggest topics for review by Overview & Scrutiny Committees, members of the public can suggest topics, items can be referred by the Cabinet for consultation purposes, or by County Council or Chief Officers. Other possible items are identified from the Cabinet Work Programme and the Improvement Plan.
1.02	<p>In identifying topics for future consideration, it is useful for a 'test of significance' to be applied. This can be achieved by asking a range of questions as follows:</p> <ol style="list-style-type: none">1. Will the review contribute to the Council's priorities and/or objectives?2. Is it an area of major change or risk?3. Are there issues of concern in performance?4. Is there new Government guidance of legislation?5. Is it prompted by the work carried out by Regulators/Internal Audit?
2.00	RESOURCE IMPLICATIONS
2.01	None as a result of this report.
3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	Publication of this report constitutes consultation.
4.00	RISK MANAGEMENT
4.01	None as a result of this report.
5.00	APPENDICES
5.01	Appendix 1 – Draft Forward Work Programme
6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	<p>None.</p> <p>Contact Officer: Margaret Parry-Jones Overview & Scrutiny Facilitator</p> <p>Telephone: 01352 702427</p> <p>E-mail: margaret.parry-jones@flintshire.gov.uk</p>

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

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ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

DRAFT

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
Tuesday 26th February 10.00 am	Q3 Council Plan Monitoring	To enable members to fulfil their scrutiny role in relation to performance monitoring.	Performance monitoring/ Assurance	Facilitator	
	School Transport – Hazardous Routes	To inform Scrutiny of the criteria for defining a school hazardous route and define the hazardous routes to school within the County.	Policy review	Chief Officer Streetscene and Transportation	
Tuesday 9th April 10.00 am	Greenfield Valley Heritage park	To receive a 12 month progress report	Assurance	Chief Officer Planning Environment and Economy	
	Public Convenience Strategy	To consider the draft strategy	Policy development	Chief Officer Streetscene and Transportation	
Tuesday 21st May 10.00 am					
Tuesday 16th July 2pm	Year-end Reporting & Council Plan Monitoring	To enable members to fulfil their scrutiny role in relation to performance monitoring	Performance monitoring/ assurance	Facilitator	

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Awareness raising session on recyclable waste

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