

# Public Document Pack



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To: Cllr Rosetta Dolphin (Chair)

Councillors: Sean Bibby, David Evans, George Hardcastle, Patrick Heesom, Cindy Hinds, Kevin Hughes, Dennis Hutchinson, Joe Johnson, Vicky Perfect, Paul Shotton and Owen Thomas

2 December 2020

Dear Sir/Madam

**NOTICE OF REMOTE MEETING**  
**ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY COMMITTEE**  
**TUESDAY, 8 DECEMBER, 2020 at 10.00 AM**

Yours faithfully

Robert Robins  
Democratic Services Manager

Please note: Due to the current restrictions on travel and the requirement for physical distancing, this meeting will not be held at its usual location. This will be a remote meeting and 'attendance' will be restricted to Committee Members. The meeting will be recorded.

If you have any queries regarding this, please contact a member of the Democratic Services Team on 01352 702345.

## 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 5 - 22)

**Purpose:** To confirm as a correct record the minutes of the meetings held on 13 October and 10 November 2020

### 4 **EMERGENCY SITUATION BRIEFING (VERBAL)**

**Purpose:** To update on the latest position and the risks and implications for Flintshire and service and business continuity.

### 5 **FORWARD WORK PROGRAMME AND ACTION TRACKING** (Pages 23 - 30)

Report of Environment Overview & Scrutiny Facilitator

**Purpose:** To consider the Forward Work Programme of the Environment & Economy Overview & Scrutiny Committee and to inform the Committee of progress against actions from previous meetings.

### 6 **UPDATE ON THE MOLD TO BROUGHTON CYCLE SCHEME AND THE DEVELOPMENT OF THE COUNTY'S CORE CYCLE NETWORK** (Pages 31 - 46)

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

**Purpose:** To receive an update on progress. (Report requested by Scrutiny)

### 7 **RECOVERY STRATEGY (PLANNING, ENVIRONMENT & ECONOMY PORTFOLIO)** (Pages 47 - 64)

Report of Chief Officer (Planning, Environment and Economy), Chief Executive - Cabinet Member for Planning and Public Protection, Cabinet Member for Economic Development, Deputy Leader of the Council and Cabinet Member for Streetscene and Countryside

**Purpose:** To provide oversight on the recovery planning for the Committee's respective portfolio(s)

**8 RECOVERY STRATEGY UPDATE (STREETSCENE AND TRANSPORTATION PORTFOLIO) (Pages 65 - 84)**

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

**Purpose:** To provide oversight on the recovery planning for the Committee's respective portfolio(s)

**9 UPDATE ON ALLTAMI DEPOT STORES (Pages 85 - 104)**

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

**Purpose:** To give assurance that new working arrangements and processes are effective

**10 FEEDBACK ON WELSH GOVERNMENT PROPOSALS TO INTRODUCE CORPORATE JOINT COMMITTEES (Pages 105 - 122)**

Report of Chief Officer (Planning, Environment and Economy), Chief Officer (Streetscene and Transportation) - Cabinet Member for Planning and Public Protection, Cabinet Member for Economic Development, Deputy Leader of the Council and Cabinet Member for Streetscene and Countryside

**Purpose:** To seek Scrutiny comments on Welsh Government's proposals to include the review of the Regional Transport Plan and their proposals to introduce Corporate Joint Committees.

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## **ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY COMMITTEE** **13 OCTOBER, 2020**

Minutes of the meeting of the Environment & Economy Overview & Scrutiny Committee of Flintshire County Council held remotely on Tuesday, 13 October 2020

### **PRESENT: Councillor Rosetta Dolphin (Chairman)**

Councillors: Sean Bibby, David Evans, George Hardcastle, Patrick Heesom, Cindy Hinds, Kevin Hughes, Dennis Hutchinson, Joe Johnson, Vicky Perfect, Paul Shotton and Owen Thomas

### **ALSO PRESENT:** Councillor Carol Ellis

**CONTRIBUTORS:** Councillor Carolyn Thomas, Deputy Leader and Cabinet Member for Streetscene & Countryside; Councillor Chris Bithell, Cabinet Member for Planning & Public Protection; Councillor Derek Butler, Cabinet Member for Economic Development; Chief Officer (Planning, Environment & Economy); Chief Officer (Streetscene & Transportation); Chief Executive, Enterprise and Regeneration Manager, Regulatory Services Manager, Trading Standards Team Leader.

**IN ATTENDANCE:** Overview & Scrutiny Facilitators and Democratic Services Officer.

## **10. DECLARATIONS OF INTEREST (INCLUDING WHIPPING)**

None were received.

## **11. FORWARD WORK PROGRAMME AND ACTION TRACKING**

The Overview & Scrutiny Facilitator presented the current Forward Work Programme and Action Tracking for consideration and the Chief Officer (Planning, Environment & Economy) gave brief updates on some of the items.

In response to requests from Councillors the Scrutiny Facilitator confirmed that reports on the Integrated Transport Strategy and Climate Change would be brought to the Committee when there was any further relevant information to present and confirmed that Planning Enforcement could be added. The Chief Officer (Streetscene & Transportation) confirmed that a virtual meeting could be set up with the Management Team and Project Manager from Parc Adfer due to the site visit being deferred in the new year.

In response to a question raised by Councillor Owen Thomas the Chief Officer (Streetscene & Transportation) confirmed that there were plans for a cycle path from Rhydymwyn to Mold which had been put forward and the route was being looked into by Officers with an option to use the old disused rail land but unfortunately a lot of that land was not owned by the Council. It would need to be advertised as part of Network Map which would then fall into the bidding process for Welsh Government. He added that it would be some years away as

there was a lot of work involved in procuring the land and getting the support for the route from Welsh Government.

Councillor Evans asked what the timescale was for the Mold to Broughton cycle path. The Chief Officer (Streetscene & Transportation) advised that there was a full set of plans for the route now and that he had been in conversation with Welsh Government about potential funding which they were willing to fund for the Mold to Buckley and Sandycroft to Airbus sections rather than the full length and he would share the plans at a future meeting.

Councillor Hutchinson was interested to know if the original route of the Mold to Broughton and Chester cycle path was still intended to be along the Alyn Valley through Llong and Penyffordd. He felt this route would put cyclists off having to cycle up the Warren Hill or would it be following the railway line along the Alyn Valley which is more or less flat to Broughton and beyond to Saltney and Chester.

The Chief Officer (Planning, Environment & Economy) advised that that would have been the preferred route but unfortunately the land is no longer in the ownership of the Council. Discussions were taking place with the land owner to utilise sections of the railway line as it comes out of Mold through Wylfa where we have got issues getting a dedicated cycle lane. He referred to an alternative route which utilises the verges passed Padeswood Cement through to Dobshell. This would be a dedicated cycle lane and not an on road cycle lane so it would be able to follow the railway for the full length. Details would be shared at a future meeting.

Councillor Bithell stated that there were a series of consultations due to take place in March but were aborted due to the emergency situation in relation to the Mold to Broughton cycle path. A portion of the old rail track along the Rhydymwyn to Mold cycle path was sold a number of years ago to a light railway group which was no longer in operation. He added there might be an opportunity to enter into negotiations with them to get land back into public ownership and have the cycle way along that route.

The recommendations in the report were moved by Councillor Paul Shotton and seconded by Councillor David Evans.

**RESOLVED:**

- (a) That the Committee considers the draft Forward Work Programme and approves/ amends as necessary;
- (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; and
- (c) That the Committee notes the progress made in completing the outstanding actions

## **12. EMERGENCY SITUATION BRIEFING (VERBAL)**

The Chief Executive explained that the current situation was fluid. He and his Chief Officer colleagues would be ensuring that Members received short up to date verbal briefings at the start of meetings. He also commented that it may yet be necessary to reinstate the situational briefings which had been delivered to members during the first six months of the emergency.

### **RESOLVED:**

Noted.

## **13. REGENERATION OVERVIEW (VERBAL)**

The Chief Officer (Planning, Environment & Economy) reminded the Committee that at the last meeting they discussed the change to the Terms of Reference by bringing in Enterprise and Regeneration which previously reported to Community and Enterprise.

The Enterprise and Regeneration Manager gave an overview of the Enterprise and Regeneration Service to familiarise the Committee with his aspect of work:-

### Service Functions

- Business Development
- Housing Regeneration
- Employability Programmes
- Social Value
- Digital Connectivity
- Regeneration
- Economic Governance

Councillor Heesom asked how Members could oversee and participate on the economic recovery process. The Enterprise and Regeneration Manager advised that scrutiny of the economic recovery process was an important function of this Committee. He said that he was open to suggestions from Members on how communication could be improved.

Councillor Shotton commented on how much pressure the Communities Work Team must be under and asked if Welsh Government were giving support as many jobs would be under threat. He added that retraining was the key to gaining employment and asked if that work was still going on giving the example of how much had been done with the Care Sector. The Enterprise and Regeneration agreed that it was a difficult time at the moment but this did not just fall on the Committees for Work Team it was a shared effort and numbers could not be predicted but an active dialog was kept to understand the current pressures and was fed back to Welsh Government. Some programmes were still taking place via virtually learning but people could not be sent into work places for work experience.

The Enterprise and Regeneration Manager advised that Cllr Shotton's point about Digital Connectivity was correct in that some providers were investing particularly in the most built up areas but across North Wales it was very light as it was not naturally an attractive area to invest in. He emphasised the importance of the Growth deal programme to digital connectivity.

Councillor Hutchinson reported that the former Factory Shop in Buckley, which was previously up for let was now for sale and questioned what could be done to the shop to attract companies as it was becoming an eyesore. The Enterprise and Regeneration Manager said that he was aware that it was for sale and that the sale price might attract interest as the lettings price had not. He advised that they were in touch with owner to give support and understand their longer term aims for the unit.

Councillor Hardcastle raised concern about the lack of consultation about the positioning of poles by BT Openreach. The Enterprise and Regeneration Manager responded by saying that the Utility Companies have considerable powers and rights when it comes to installing their infrastructure. He advised they do talk to the Council, but the Council have very limited control over what they do and cannot insist that they consult. He advised that feedback will be given to Openreach, however there was a need for high quality infrastructure fit for purpose for the future which does sometimes mean disruption.

Councillor Owen Thomas was concerned that Town Centres were becoming just charity shops and cafes and there was a need to look at what comes in as they won't survive.

The Enterprise and Regeneration Manager stated that the future of Town Centres have not changed significantly since the 1970's therefore there was a need to support change. With the current crisis the world was changing which will cause organisations to think how they do business and people may be inclined to work locally and that potentially brings opportunity to town centres.

Councillor Kevin Hughes added that there was a need to base what we need to do on evidence as we cannot compete with shopping centres e.g. Broughton and Cheshire Oaks and there has to be a mix of retail, goods and services. He suggested looking at other towns and cities that have achieved real success like Altrincham and Rotherham.

The Enterprise and Regeneration Manager agreed that evidence base is really important and that there was a North Wales Project being undertaken to increase the range of evidence so that comparisons could be made. He agreed that it was important that we learn from other areas.

The Chair thanked the officers and for the detailed overview on this important area of work which was now part of the remit of the Committee.

**RESOLVED:**

Noted.



**14. RECOVERY STRATEGY UPDATE (PLANNING, ENVIRONMENT & ECONOMY PORTFOLIO)**

Chief Officer (Planning, Environment & Economy) gave a brief update on the two elements of the report:-

- The objectives for recovery for the portfolio
- The portfolio risk register and the risk mitigation actions both live and planned

Councillor Paul Shotton asked what plans were in place to move the enforcement process forward as he had a number of issues that needed to be resolved. The Chief Officer (Planning, Environment & Economy) advised that they had brought in consultants to assist with the backlog with 160 cases being passed to them. He advised that whilst the team only had 30% capacity earlier in the year which had a significant impact on their performance. The team were now back to full capacity and working through outstanding cases, whilst sticking to the priorities established within the Planning Enforcement Policy. The Chief Officer advised that 160 cases had been passed to them.

The Chair, Councillor Dolphin asked what results had come back from Contractors, and referred to two sites they had been out to with reports that they had driven passed without stopping. The Chief Officer (Planning, Environment & Economy) responded by saying that without knowing the individual cases that it was difficult to comment but to bear in mind that evidence could be captured without physically visiting a site as care is needed when going onto sites and the risk that Officers and Consultant would be exposed to. He added that the Council have received criticism for not visiting sites because of the risk of outbreak and recently one site was one of the hotspots in terms of Covid outbreak.

The recommendation in the report were moved by Councillor Paul Shotton and seconded by Councillor David Evans.

**RESOLVED:**

That the Committee supports the progress made to support the Recovery Strategy by the Streetscene and Transportation portfolio.

**15. RECOVERY STRATEGY UPDATE (STREETSCENE AND TRANSPORTATION PORTFOLIO)**

The Chief Officer (Streetscene & Transportation) gave a brief update on the two elements of the report

- The objectives for recovery for the portfolio
- The portfolio risk register and the risk mitigation actions both live and planned

Councillor Evans asked if the opening hours of Housing and Recycling Centres could be extended past 5.00 pm to accommodate people who work and also questioned if the staff were able to assist you as it states on the website. The Chief Officer (Streetscene & Transportation) responded by saying that the opening times do change in the winter and the 5.00 pm closure was based upon footfall as the figures didn't justify being open longer. He added that he would be happy to do a local consultation with the visitors. Also support was not being offered to users at present but if support was needed it could be booked via the Contact Centre. The website would be updated once the arrangements had been reviewed.

In response to a questions raised by Councillor Owen Thomas the Chief Officer (Streetscene & Transportation) advised that when a refuse vehicle needed repair and this resulted in a reduction in the number of vehicles on a round, local Members could be informed in the future. He also agreed that the trees along the A541 would be assessed following the meeting.

Councillor Hardcastle questioned as to whether the cycle path between Ewloe and Aston was going ahead. The Chief Officer (Streetscene & Transportation) advised that this was a trunk road proposal and that it was their responsibility to build it.

In response to concerns raised by Councillor Hutchinson about identifying additional provision for burial sites the Chief Officer (Streetscene & Transportation) reported that the Hope site had been purchased by the Council and environmental studies were being undertaken before it could open possibly in the next 3 to 4 months. He added that Hawarden was a challenge due to problems with the land owner not wanting to sell although an alternative site has been identified which was local to the existing site with adequate space for a number of years. Buckley was more of a challenge but was committed to finding a solution. None were at a critical stage where there was no provision. .

The recommendations in the report were moved by Councillor David Evans and seconded by Councillor Dennis Hutchinson.

**RESOLVED:**

That the Committee considers and supports the progress made to support Recovery Strategy by the Streetscene and Transportation portfolio.

**16. RENEWAL OF PUBLIC SPACE PROTECTION ORDERS (PSPOS)**

The Chief Officer (Planning, Environment & Economy) gave a brief introduction on the consultation that has been undertaken on the two Public Spaces Protection Orders (PSPO's) covering Dog Control and Alcohol Control and seeking view in advance of consideration at Cabinet on the 20<sup>th</sup> of October.

The Trading Standards Team Leader presented the report outlining the requirements as set out in the report. He explained that PSPO's were not

permitted to have an effect for a period of more than 3 years, unless extended under Chapter 2 Section 60 of the Act.

The consultation ran between 3<sup>rd</sup> August and 4<sup>th</sup> September, 2020 and the results were as listed in the report which included comments that were received via email which could not be included when completing the electronic survey.

In response to a question raised by Councillor Ellis the Regulatory Services Manager advised that when the Order was originally introduced signage had originally been placed but unfortunately over time it had been removed. A full review of signage has already taken place and more robust signs will include maps of the area showing exclusion zones. Areas that had been highlighted as a significant problem, such as Mill Lane Playing Field by Elfed High School, Buckley would be first on the list and should this extension be approved it would be taken forward with immediate effect and would take 3 months to complete the full project. As for enforcement within exclusion zones the Team check signage at the location before they take any action firstly by speaking to people, as part of engage and educate, to make sure that they are fully aware of what restrictions are in that location. If they do not take that advice then a Fixed Penalty Notice would be issued.

Councillor Carolyn Thomas added that they were aware that Rosie Fishing Group at Wepre Park had requested a PSPO around the lake to exclude dogs from that area. Councillor Shotton added that the area was classified as a recreation area.

Councillor Hughes questioned as to why the number of fixed penalty notices was low as it was one of the biggest issues that he was contacted on within his ward. Along with Councillor Shotton he would like to see something specific in the order that targets dog owners that fail to dispose of waste in the bins provided. The Regulatory Services Manager said that success of the enforcement team was not gauged on how many fixed penalty notices were issued but that they looked at engagement and education. Following the departure of Kingdom more emphasis has been put on the team being visible and engaging and speaking to dog owners. Under the Environmental Act enforcement can be made under littering if the Team witnesses someone that does not dispose dog waste bags correctly.

As requested by members the Regulatory Services Manager confirmed that she was in a place to share the standard smaller signs that they have at present and could also provide Community Groups with them to display. Once the more robust signage was ready it would be shared with members and they would be made aware before signs were erected in their wards.

The recommendations in the report were moved by Councillor Patrick Heesom and seconded by Councillor David Evans

**RESOLVED:**

- (a) That the Committee recommend to Cabinet for the extension of the existing Public Space Protection Order (PSPO) for dog control be agreed;
- (b) That the Committee recommend to Cabinet for the extension of the existing public Space Protection Order (PSPO) for alcohol control; and
- (c) That the Committee recommends to Cabinet that a review is undertaken of all signage at all sites subject to the PSPO arrangements.

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

There was one member of the press in attendance.

(The meeting started at 10.00 am and ended at 12.08 pm)

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**Chairman**

**ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE**  
**10 NOVEMBER 2020**

Minutes of the remote meeting of the Environment & Economy Overview & Scrutiny Committee of Flintshire County Council held on Tuesday, 10 November 2020

**PRESENT: Councillor Rosetta Dolphin (Chair)**

Councillors: Sean Bibby, David Evans, George Hardcastle, Patrick Heesom, Cindy Hinds, Kevin Hughes, Dennis Hutchinson, Joe Johnson, Vicky Perfect, Paul Shotton and Owen Thomas

**CONTRIBUTORS:** Councillor Ian Roberts, Leader of the Council and Cabinet Member for Education, Councillor Carolyn Thomas, Deputy Leader and Cabinet Member for Streetscene & Countryside; Councillor Chris Bithell, Cabinet Member for Planning & Public Protection; Councillor Derek Butler, Cabinet Member for Economic Development, Chief Executive, Chief Officer (Planning, Environment & Economy); Chief Officer (Streetscene & Transportation), Strategic Finance Manager, and Finance Manager

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

**10. DECLARATIONS OF INTEREST**

None.

**11. MINUTES**

The minutes of the meeting held on 21 September 2020 were submitted.

The minutes were moved for approval by Councillor Paul Shotton and seconded by Councillor George Hardcastle.

**RESOLVED:**

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

**12. EMERGENCY SITUATION BRIEFING (VERBAL)**

The Chief Executive gave an update on the current situation. He explained that following the end of the recent “firebreak” the small number of services which had been disrupted had been resumed and cited household recycling services as an example. He advised that the First Minister of Wales would review the position over the next two weeks and would give guidance on the need for any change, in the meantime it was essential that people continued to cooperate and comply with the rules to avoid the need for a further “firebreak” in the future.

The Chief Executive reported that Flintshire, North Wales, and Wales, had seen a drop in the number of Covid-19 cases reported which indicated a positive trend towards improvement, however, the medical advice was that the full impact of the “firebreak” would not become apparent until three weeks after the start date.

The Chief Executive advised there were no serious risks or concerns to raise regarding services and said that school services were operating well. Regional work was very good and he referred to the test, trace and protect service which was performing well in North Wales and had also worked collaboratively to support another authority in need in South Wales.

The Chief Executive advised that there had been a significant increase in Covid related hospital admissions in North Wales during the last week. He reported that Deeside Leisure Centre had opened on 9 November as a hospital (Rainbow Hospital) and up to 30 patients would initially be admitted on a “step down” arrangement to ease the pressure on local hospitals (Wrexham Maelor and Glan Clwyd Hospital being examples). The Chief Executive also explained that work was taking place with Betsi Cadwaladr University Health Board to establish a local test centre in the Deeside area which would enable people to have a quicker test result.

#### **RESOLVED:**

Noted.

### **13. FORWARD WORK PROGRAMME AND ACTION TRACKING**

The Facilitator presented the current Forward Work Programme. She referred to the items listed for consideration at the next meeting of the Committee to be held on 8 December 2020 and advised that an additional item would be included on the Corporate Joint Committee’s Welsh consultation document which required responses by 4 January 2021.

The Facilitator reported that a workshop on the Maintenance of Ditches and Watercourses was planned to be held in December and also a Digital Strategy workshop from the Economic Ambitions Board was being planned. A virtual meeting on Parc Adfer was to be held in the New Year. Members would be informed of the dates for these events when confirmed.

In response to a query from Councillor Patrick Heesom the Facilitator confirmed that items on the Integrated Transport Plan and Climate Change were included on the Forward Work Programme for future consideration by the Committee.

In response to the queries from Councillor Owen Thomas and George Hardcastle the Chief Officer (Streetscene and Transportation) explained that an update on Cycleways which would be brought to the meeting on 8 December, would include all proposals across the County for cyclepaths and full consultation would take place in the New Year. Councillor Carolyn Thomas and Councillor Chris Bithell

said they would provide an update to Councillor Thomas on the Mold to Rhydymwyn cycleway following the meeting.

Councillor Owen Thomas referred to work around ash dieback and asked that a record be kept of landowners to ensure they could be contacted in the future to ensure maintenance was undertaken to prevent infringement on public pathways and highways. The Chief Officer (Planning, Environment and Economy) acknowledged the comments and said an update on the work around ash dieback would be provided to a future meeting of the Committee.

The recommendations were moved by Councillor Patrick Heesom and seconded by Councillor George Hardcastle.

**RESOLVED:**

- (a) That the Forward Work Programme be approved;
- (b) That the Facilitator, in consultation with the Chairman of the Committee, be authorised to vary the Forward Work Programme between meetings, as the need arises; and
- (c) That the Committee notes the progress made in completing the outstanding actions.

**14. NORTH WALES ECONOMIC AMBITION BOARD (NWEAB) – FINAL GROWTH DEAL**

The Chief Executive introduced a report to present the key documents required for approval to reach Final Deal Agreement for the North Wales Growth Deal with the UK Government and Welsh Government. He provided background information and explained that a report and the relevant documents had been circulated to all partner organisations with the aim that by mid-December all ten partners had adopted the report in readiness to sign the final Growth Deal with both the UK Government and Welsh government before end of December 2020. The covering report would be presented to all six local authority Scrutiny, Cabinet and Council meetings.

The Chief Executive advised that the Growth Deal was the largest single collaborative project that North Wales had undertaken and commented on the political, economic, and financial significance. The Chief Executive and Chief Officer (Planning, Environment & Economy) gave a joint presentation on the North Wales Growth Deal which covered the following key points:

- partnership – North Wales Economic Ambition Board
- North Wales Growth Vision
- governance structure
- timeline
- Final Deal Agreement

- Final Deal Requirements – Business Cases
- overarching business plan
- the growth deal portfolio
- programmes
- income and expenditure
- financial implications
- Governance Agreement 2
- draft Final Deal Agreement
- key dates

Councillor Ian Roberts spoke of the successful regional work being undertaken by the NWEAB which was acknowledged by the Welsh Government. He urged Members to support the recommendations in the report and reiterated the need to progress towards signing the final Growth Deal with both the UK Government and Welsh government before end of December 2020 for the reasons already explained. Councillor Roberts paid tribute to the Chief Executive for his hard work and influence on the NWEAB and also paid tribute to Councillor Aaron Shotton for his work as former Leader of the Council.

Councillor Paul Shotton raised a question on overspend. In response the Chief Executive explained that there was tight governance arrangements on programmes which devolved to project level and gave assurance that there were no concerns relating to overspend. The Chief Executive also responded to the comments raised around BREXIT and said that there would be local benefit for Flintshire arising through the Growth Deal in the dispersal of European funding. He also spoke of the significance of Holyhead in terms of trade, investment and tourism.

In response to the concerns raised by Councillor Owen Thomas relating to local employment and investment in local industry, the Chief Executive explained that jobs and benefits from the Growth Deal would be dispersed across the region and that funding for investment in local industry had also been obtained ahead of and separate to the Growth Deal. In response to the further concerns expressed by Councillor Thomas the Chief Officer (Planning, Environment and Economy) commented on the Regional Skills Partnership and the work between colleges and the Ambition Board to ensure schools, colleges, and universities provided the relevant skills required for the jobs created by new capital projects.

The recommendations in the report were moved by Councillor Kevin Hughes and seconded by Councillor Paul Shotton.

Councillor Patrick Heesom abstained from the vote on the recommendations

**RESOLVED:**

- (a) That the Committee formally endorses and recommends that Cabinet and Council approve the Overarching Business Plan as the document that sets out the arrangements to deliver the North Wales Growth Deal as the basis



for entering into the Final Deal Agreement and acceptance of the Grant Funding Letter with the UK and Welsh Governments;

- (b) That the Committee formally endorses and recommends that Cabinet approves the provisions in Governance Agreement 2 relating to executive functions, recommends that Council approves the provisions relating to non-executive functions, and that Cabinet specifically adopts the delegations and Terms of Reference in “Governance Agreement 2: Appendix 1” thereof as the basis for completing the Final Deal Agreement and acceptance of the Grant Funding Letter with the UK and Welsh Governments;
- (c) That the Cabinet formally endorse and recommend that the Council authorise the accountable body, Gwynedd Council, to sign the Grant Funding Offer letter on behalf of the Partners;
- (d) That the Cabinet formally endorses and recommends that Council approves the method used to calculate the cost of borrowing notionally required to facilitate the negative cash flow for the Growth Deal, and to include a provision within the Council’s budget to pay this contribution and the established core and supplementary contributions; and
- (e) That the Chief Executive in consultation with the Leader, Monitoring Officer, and Section 151 Officer, be granted delegated authority to agree minor changes to the documents with the Partners as necessary to complete the agreement.

## **15. BUDGET 2021/22 – STAGE 1**

The Chief Executive introduced a report on the Streetscene and Transportation, and Planning, Environment and Economy cost pressures and overall budget strategy. The Committee was invited to review the costs pressures and risks and advise on any potential efficiency options to explore. The Chief Executive advised that the report was to be submitted to all five Overview & Scrutiny Committees for consideration and feedback would be provided to the meeting of Corporate Resources Overview & Scrutiny Committee on 12 November and following to Cabinet and County Council.

The Chief Executive, Strategic Finance Manager, and Finance Manager, gave a joint presentation on the Medium Term financial Strategy (MTFS) and Council Budget 2021/22 which covered the following main points:

- financial forecast for 2021/22
- the future – what we advised back in February
- summary totals of cost pressures
- Streetscene and Transportation portfolio specific cost pressures
- Planning Environment & Economy Portfolio specific cost pressures
- solutions – three part solutions and risk-taking

- national position and funding
- potential funding scenarios
- budget timetable
- support and challenge today

Councillor Paul Shotton asked if any potential savings could be achieved on the use of recycled plastics for road resurfacing, share/hire of council owned garden equipment and tools etc. Responding to the use of recycled plastics for road resurfacing the Chief Officer (Streetscene and Transportation) explained that a pilot scheme had been undertaken and work was progressing with the Welsh Government and a local supplier. Regarding the suggestion around hiring out garden equipment etc. the Chief Officer advised that the Authority was submitting a bid to the Welsh Government Economy Fund for use, repair, or subsequent resale/hire of such equipment which would provide a social benefit for people in financial hardship.

Officers responded to the further questions raised by Members around storage of recycled materials, SuDs. and Council tax.

The recommendations in the report were moved by Councillor Paul Shotton and seconded by Councillor Patrick Heesom.

### **RESOLVED**

- (a) That the Streetscene and Transportation, and Planning, Environment and Economy cost pressures, as outlined within the report, be noted;
- (b) That no further cost efficiency areas be proposed by the Committee to be explored further;
- (c) That the Committee support the overall budget strategy;
- (d) That the Committee re-affirm the Council's position on local taxation policy; and
- (e) That the Committee support the Council's expectations of Governments, as outlined within the presentation provided

### **16. RECOVERY STRATEGY (PLANNING, ENVIRONMENT & ECONOMY PORTFOLIO)**

The Chief Officer (Planning, Environment and Economy) introduced a report to provide an oversight on the recovery planning for the Committee's respective portfolio areas. The Chief Officer provided background information and explained that the latest version of the risk register and set of risk mitigation actions for the Planning, Environment and Economy portfolio were attached to the report. In addition an update was detailed in the report on progress against each of the portfolio's 14 recovery objectives.

Presenting the report the Chief Officer drew attention to the progress achieved on the recovery objectives regarding the re-opening of destination sites – Wepre Park, Greenfield Valley, Waun y Llyn; compliance with the new Local Development Plan timeline; support for local markets and town centres; undertaking of ash dieback surveys; and restoration of the Development Management function. The Chief Officer reported on the risk register (v7) which was appended to the report.

In response to the questions and comments from Councillor Patrick Heesom around the recovery objectives, the Chief Executive said that service continuity and performance had been high in comparison to other authorities during the Covid emergency situation

The recommendations were moved by Councillor Cindy Hinds and seconded by Councillor Owen Thomas.

Councillor George Hardcastle abstained from the vote on the recommendations.

**RESOLVED:**

- (a) That the Committee notes the progress made with respect to recovery planning for the Planning, Environment and Economy portfolio; and
- (b) That the content of the updated portfolio risk register and mitigation actions be noted.

**17. RECOVERY STRATEGY (STREETSCENE AND TRANSPORTATION PORTFOLIO)**

The Chief Officer (Streetscene and Transportation) introduced a report to provide an oversight on the recovery planning for the Committee's respective portfolio area. He provided background information and explained that the latest version of the risk register and set of risk mitigation actions for the Streetscene and Transportation portfolio were attached to the report. In addition an update was detailed in the report on progress against each of the portfolio's 9 recovery objectives.

The Chief Officer reported on the 6 red risks, which were Covid related, as detailed in the appendix to the report. He also reported on the progress achieved on the 9 recovery objectives in the report and drew attention to the objectives to consolidate Streetscene working standards at pre-COVID levels; return frontline workforce to standardised hours to ensure effective use of available resources; progress on the development of waste infrastructure to support increased recycling potential; and maintain the highway network during the winter period.

The Chief Officer responded to the questions raised by Councillor George Hardcastle regarding charges for the 'brown bin' waste service in view of the

recent temporary suspension of collection. Councillor Hardcastle also asked what action was being taken to prevent the problem of blocked drains on streets and public highways due to falling leaves during Autumn. The Chief Officer explained that residents who paid a full charge for the 'brown bin' service would be offered a reduction on next year's charge to compensate for the temporary loss of service due to the Covid-19 emergency situation. In response to the concerns around blocked drains the Chief Officer advised that four vehicles were working six days a week to address the issue and streetscene coordinators were being asked to monitor and identify problem areas.

Councillor Patrick Heesom congratulated the Chief Officer and his team for their progress and improvements achieved through the repair to pot-holes programme.

The recommendation was moved by Councillor Kevin Hughes and seconded by Councillor Patrick Heesom.

**RESOLVED:**

That the Committee notes the progress made to support the Recovery Strategy by the Streetscene and Transportation portfolio.

**18. MID-YEAR PERFORMANCE INDICATORS FOR RECOVERY, PORTFOLIO AND PUBLIC ACCOUNTABILITY MEASURES**

The Chief Officer (Planning, Environment and Economy) introduced a report to enable the Committee to review progress in the achievement of activities, performance levels, and current risk levels as identified in the Council Plan.

The Chief Officer reported that the mid-year performance monitoring report for the 2020/21 Reporting Measures showed that 69% of the performance indicators had met or exceeded their targets. Where performance could be measured against last year there had been a 64% downturn in trend, with 31% of measures improving on last year's performance and 5% maintaining stable performance.

The Chief Officer reported on the three performance indicators which showed a red RAG status for current performance against target, relevant to the Committee, for the Planning, Environment and Economy portfolio, as detailed in paragraph 1.05 of the report.

The Chair referred to page 294 of the report and the reporting measure for the average time taken to pursue positive enforcement action where a breach had been identified (days). In response to a request from the Chair for further information the Chief Officer provided clarification on the data provided and agreed to include additional detail in the next report to be submitted to the Committee. In response to the comments expressed by Members around performance on enforcement actions the Chief Executive advised that the Authority was regarded in North Wales as being the most pro economic

development planning authority and received positive feedback from businesses. The Chief Officer explained that the Authority was procuring a new system which would improve the availability of information to the general public on enforcement cases and planning applications. Councillor Chris Bithell referred to the policy document on enforcement and commented on the powers and timescales involved.

The Chief Executive paid tribute to the work of the public protection service during the pandemic and cited the contribution made around enforcement, business support advice, public health, and trace, track and protect. He said the dedication of employees and quality of work to meet need had been exceptional.

The Chief Officer (Streetscene and Transportation) reported on the two performance indicators which showed a red RAG status for current performance against target relevant to the Committee for the Streetscene and Transportation portfolio, as detailed in paragraph 1.05 of the report.

The recommendation was moved by Councillor Paul Shotton and seconded by Councillor Kevin Hughes.

Councillor George Hardcastle abstained from the vote on the recommendations.

**RESOLVED:**

That the mid-year performance indicators for Recovery, Portfolio, and Public Accountability Measures, to monitor areas of underperformance be noted.

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

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

(The meeting started at 10.00 am and ended at 12.35 pm)

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**Chairman**

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## ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday 8 December 2020
<b>Report Subject</b>	Forward Work Programme and Action Tracking
<b>Cabinet Member</b>	Not applicable
<b>Report Author</b>	Environment & Economy Overview & Scrutiny Facilitator
<b>Type of Report</b>	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 & Economy Overview & Scrutiny Committee.

The report also shows actions arising from previous meetings of the Environment & Economy Overview & Scrutiny Committee and the progress made in completing them. Any outstanding actions will be continued to be reported to the Committee as shown in Appendix 2.

### 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.
3	That the Committee notes the progress made in completing the outstanding actions.

## **REPORT DETAILS**

<b>1.00</b>	<b>EXPLAINING THE FORWARD WORK PROGRAMME AND ACTION TRACKING</b>
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"><li>1. Will the review contribute to the Council's priorities and/or objectives?</li><li>2. Is it an area of major change or risk?</li><li>3. Are there issues of concern in performance?</li><li>4. Is there new Government guidance of legislation?</li><li>5. Is it prompted by the work carried out by Regulators/Internal Audit?</li><li>6. Is the issue of public or Member concern?</li></ol>
1.03	In previous meetings, requests for information, reports or actions have been made. These have been summarised as action points. Following a meeting of the Corporate Resources Overview & Scrutiny Committee in July 2018, it was recognised that there was a need to formalise such reporting back to Overview & Scrutiny Committees, as 'Matters Arising' was not an item which can feature on an agenda.
1.04	It was suggested that the 'Action tracking' approach be trialled for the Corporate Resources Overview & Scrutiny Committee. Following a successful trial, it was agreed to extend the approach to all Overview & Scrutiny Committees.
1.05	The Action Tracking details including an update on progress is attached at Appendix 2.

<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
2.01	None as a result of this report.

<b>3.00</b>	<b>CONSULTATIONS REQUIRED / CARRIED OUT</b>
3.01	In some cases, action owners have been contacted to provide an update on their actions.



<b>4.00</b>	<b>RISK MANAGEMENT</b>
4.01	None as a result of this report.

<b>5.00</b>	<b>APPENDICES</b>
5.01	Appendix 1 – Draft Forward Work Programme Appendix 2 – Action Tracking for the Environment & Economy OSC.

<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS</b>
6.01	Minutes of previous meetings of the Committee as identified in Appendix 2.  <b>Contact Officer:</b> Margaret Parry-Jones Overview & Scrutiny Facilitator <b>Telephone:</b> 01352 702427 <b>E-mail:</b> <a href="mailto:Margaret.parry-jones@flintshire.gov.uk">Margaret.parry-jones@flintshire.gov.uk</a>

<b>7.00</b>	<b>GLOSSARY OF TERMS</b>
7.01	<b>Improvement Plan:</b> 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 & Economy Overview & Scrutiny Forward Work Programme 2020/21

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
16 <sup>th</sup> December	Ditches & Watercourses Workshop 4pm & 6pm				
12 January 10.00 am	Council Plan 20/21	To consider the proposed Council Plan for 2020/21 with specific focus on the Committee's respective portfolio(s).	Pre-decision scrutiny	Chief Executive	
9 February 10.00 am	Fleet Electrification	To consider proposals for fleet electrification.	Pre-decision scrutiny	Chief Officer Streetscene & Transportation	
	Ash Dieback surveys update (PE12)	To receive a progress report	Assurance	Chief Officer Planning, Environment & Economy	
	Borderlands Line Train Services – Additional Services and Potential Impact on Stops	To receive a progress report on developments.	Assurance	Chief Officer Streetscene & Transportation	
	Planning Enforcement	To receive a progress report	Assurance	Chief Officer, Planning, Environment & Economy	

<b>Date of Meeting</b>	<b>Subject</b>	<b>Purpose of Report/Presentation</b>	<b>Scrutiny Focus</b>	<b>Responsible/Contact Officer</b>	<b>Submission Deadline</b>
<b>9 March 10.00 am</b>	Regeneration of Town Centres (PE03)	To receive a progress report	Assurance	Chief Officer, Planning, Environment & Economy	
	Recyclable materials income/increased expenditure on disposal of residual waste (ST10)	To receive a progress report	Assurance	Chief Officer, Streetscene & Transportation	
<b>10 April 10.00 am</b>	Highway Asset Management Plan	To receive an update on how Flintshire County Council manages the maintenance of its highways to fulfil its statutory obligations.	Assurance	Chief Officer Streetscene & Transportation	
<b>12 May 10.00 am</b>					
<b>8 June 10.00 am</b>	Year-end Council Plan and Monitoring Report 2020/21	To enable Members to fulfil their scrutiny role in relation to Performance Monitoring	Performance Monitoring	Facilitator	
<b>6 July 10.00 am</b>					

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Items to be added: Integrated Transport Plan & Climate Change updates as appropriate

**Site Visit to Parc Adfer (deferred due to COVID-19) – virtual meeting to be held in the new year**

**ACTION TRACKING FOR THE ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE**

Meeting Date	Agenda Item	Action Required	Action Officer(s)	Action taken	Timescale
17.09.19	Forward work programme/action tracking	Steve Jones to provide feedback to Committee when pothole trial is completed.	Steve Jones		Ongoing
10.03.20	Minutes	Re: Demand Response Transport roll-out. Cllr Owen Thomas referred to changes to bus services leaving areas without public transport, e.g. Llys Alyn, Rhydymwyn. Steve Jones agreed to arrange for Sarah Blake to meet with Rhydymwyn residents regarding demand responsive transport.	Steve Jones	Sarah Blake to meet with residents once Covid Crisis is over	Ongoing
13.10.20	Forward Work Programme	Parc Adfer - virtual meeting with Project Manager and Management Team to be arranged in the new year.	Steve Jones		Ongoing
10:11:20	None				

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## ENVIRONMENT AND ECONOMY OVERVIEW AND SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday 8 <sup>th</sup> December 2020
<b>Report Subject</b>	Update on the Mold to Broughton Cycleway Scheme & the development of the County Core Cycleway Network.
<b>Cabinet Member</b>	Deputy Leader and Cabinet Member for Streetscene and Countryside
<b>Report Author</b>	Chief Officer (Streetscene & Transportation)
<b>Type of Report</b>	Strategic

### EXECUTIVE SUMMARY

Flintshire County Council's Integrated Transport Strategy seeks to facilitate the integration of all modes of transport (walking, cycling, bus and rail) in order to enhance access to employment and services, improve connectivity between communities and key destinations whilst minimising the impact of transport on the natural environment.

Whilst the initial purpose of this report was to provide the Committee with an update on the Mold to Broughton Cycleway Scheme, interest raised during recent Scrutiny sessions in relation to the Council's wider strategic Active Travel aspirations has led to the expansion of this report to include an update on the progress made in developing the County 'Core' Cycleway Network.

The scheduled revision of Welsh Government's (WG) overarching Transport Strategy early next year, combined with the requirement for the Council to submit an updated Integrated Network Map (INM) for WG approval in December 2021, presents an ideal opportunity for the Council to re-evaluate its strategic aspirations for Active Travel, which will also be reflected within the subsequent revision of the Council's Integrated Transport Strategy in 2021.

### RECOMMENDATIONS

1	That Scrutiny acknowledges the progress made to date on the progression of the Mold to Broughton Strategic Cycleway Scheme, including the development of the County's strategic Active Travel schemes on the County's Core Cycleway Network.
2	That Scrutiny acknowledges the opportunity to extend the scope of the Mold to Broughton Cycleway Scheme to include Chester as the end destination and to support the submission of the rebranded 'Mold to

	Chester Strategic Cycleway Scheme' as the Council's Strategic Active Travel application to WG in the forthcoming financial year.
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## **REPORT DETAILS**

<b>1.00</b>	<b>Background</b>
1.01	Flintshire County Council's Integrated Transport Strategy seeks to facilitate the integration of all modes of transport which includes bus, community transport, walking, cycling and rail. The Council's Strategy recognises the importance of developing schemes for all modes of travel and aims to improve connections to key destinations and markets, enhance access to employment and services, increase levels of walking and cycling, bring improved safety and security and at the same time, bring benefits and minimised impacts on the environment.
1.02	The Council has made great progress with the development of its Core Cycleway Network, however, it must be recognised that Active Travel forms only one element of a much wider Integrated Transport Strategy. The scheduled revision of the WG overarching Transport Strategy early next year will require all Welsh Authorities to revise their Joint Local Transport Plans (JLTP) in order to reflect WG desired direction for transport for the forthcoming 5 years. This in turn will instigate the subsequent revision of the Council's own Integrated Transport Plan in which the Council's aspirations for Active Travel will be defined.
1.03	<p>The Active Travel Wales Act, requires all Welsh Authorities to periodically update their individual Integrated Network Maps (INM) as well as the re-auditing of their Existing Routes Map (ERM) for WG approval, the next update is required for submission to WG before the 31<sup>st</sup> December 2021.</p> <p>Consultation on the Council's revised INM will commence early in the new year when Members and any other interested parties will be given the opportunity to put forward any recommendations on the content of the map.</p>
1.04	<p>Whilst the initial purpose of this report was to provide Scrutiny with an update on the Mold to Broughton Cycleway Scheme, interest raised during recent Scrutiny sessions in relation to the Council's wider strategic Active Travel aspirations has led to the expansion of this report to include the following scheme updates on the County's Core Cycleway Network;</p> <p>For ease of reference, a pictorial overview has also been provided in the form of 'Flintshire County Council's Strategic Core Cycleway Network Drawing' enclosed within <a href="#">Appendix 1</a> for information;</p>
1.05	<p><b>Mold to Rhydymwyn Active Travel Link.</b></p> <p>The Mold to Rhydymwyn/Afonwen Greenway was previously investigated by Flintshire County Council (FCC) with the aim of providing an off road cycleway linking between Mold and Rhydymwyn and eventually onto the Denbighshire border (Afonwen). Renewed interest</p>



has been raised in relation to opening a section of the old railway line between Mold and Rhydymwyn for Active Travel purposes and as such, engagement with landowners is about to commence.

### **Mold to Deeside Industrial Park (DIP) Strategic Cycleway Link.**

FCC have recently commissioned consultants to investigate the feasibility of providing a strategic cycleway link between Mold, Sychdyn and Northop to both Flint and Deeside Industrial Park. The route will feed into the proposed Active Travel provisions at Northop interchange, which will be provided by WG as part of the planned Red Route/Flintshire Corridor highway improvements. The successful integration of all modes of the transport infrastructure in the area will be a key element of the wider North Wales Metro project.

### **Dee Coastal Path Cycle Improvements.**

The Dee Coastal Path is a long term aspiration of the Council to provide a continuous cycleway providing a safe Active Travel link along the Flintshire coast between Cheshire and Denbighshire. Various sections of the Dee Coastal Path have already been delivered including Burton Point (Cheshire) to DIP Zone 4 and NCN 5 & National Cycle Route 563 - linking Deeside to Cheshire / Wirral. These links have proved to be very successful attracting over 110,000 users annually.

FCC are currently assessing the feasibility of developing the missing sections of the Coastal Path however, due to the nature of these locations, complicated consents and landowner agreements are required. FCC are therefore re-engaging with key stakeholders, including Sustrans, Natural Resource Wales and Flintshire County Council Countryside Services in order to address potential issues and to investigate the feasibility of alternative routes to overcome these challenges.

### **Greenfield Valley Walking & Cycling Links.**

Consisting of a package of local improvements over a 3 year phased delivery programme, improving walking and cycling links through the Greenfield Valley to link Holywell with the coast has been an aspiration of the Town and Community Council and local residents for a number of years. Phase 1 & 2 have recently been completed which comprises of an Active Travel route through Greenfield Valley linking Holywell, Greenfield and surrounding communities and services.

The Council are currently in the process of delivering Phase 3 of the Holywell Town walking and cycling link via the Greenfield Valley Heritage Park to the Coastal Cycling/Walking Paths and Greenfield Business Park.

### **NMWTRA Active Travel improvements on the Flintshire Trunk Road Network.**

The Council are working closely with the North and Mid Wales Trunk Road Agency (NMWTRA) who are currently delivering a programme of Active Travel routes as part of ongoing improvements to the local trunk

	<p>road network. Phase 1 of the Aston Hill A494 Active Travel route improvement has recently been completed with Phase 2 to follow early next year. Planned future works include Active Travel routes along Mold By-Pass which will link to the Council’s Mold to Broughton strategic Cycleway as well as providing Active Travel improvements on Wylfa Roundabout.</p> <p><b>Buckley Town Centre Improvements – incorporating Active Travel Links</b></p> <p>A scheme aimed at improving transport links into Buckley Town Centre includes Active Travel links from Padeswood Road South and Buckley Station into the town centre. The scheme also aims to address historic parking issues on Mill Lane whilst also building upon the recently implemented Active Travel works on Knowle Lane which were delivered as part of a Safe Routes in Communities (SRIC) initiative in 2018/19 financial year. Whilst not identified as part of the original Study, it is important to note that the proposals in Buckley greatly compliments the Mold to Broughton Strategic Cycleway Scheme, ultimately linking the community of Buckley to key employment sites in Airbus, Deeside and beyond.</p>
1.07	<p><b>Mold to Broughton Cycleway.</b></p> <p>In May 2019, Scrutiny considered the attached report for the Mold to Broughton Cycleway Scheme as the Council’s strategic application for WG funding for the 2020/21 financial year for which a copy of the report has been enclosed within <u>Appendix 2</u> for reference. Despite the submission of a robust funding application which detailed the delivery of the scheme over a period of 3 years, it was disappointing that WG funding was not granted for the full scheme, which consisted of 7 individual sections.</p> <p>Following confirmation of this outcome, the Council has written to the Deputy Minister for Economy and Transport at WG, questioning the reasoning for this decision, to which the Council is eagerly awaiting a response.</p>
1.09	<p>Whilst the Authority has not secured funding for the delivery of the Mold to Broughton Cycleway scheme in its entirety, it has been successful in obtaining WG ‘Transforming Towns’ funding for delivery of the following sections of the route;</p> <p><b>Mold Town Centre Improvements – incorporating Mold to Broughton Route (Section 1)</b></p> <p>This scheme aimed at improving transport links into Mold Town Centre will incorporate an expanded package of Active Travel measures which were identified within the Mold to Broughton Cycleway Scheme.</p> <p>Measures include links from Mold Bus Station onto Tyddyn Street, Gas Lane and Bromfield Industrial Estate as well as providing links into the recently completed Bryn Coch (SRIC) and Maes Gwern Active Travel schemes. This proposal will provide an integrated Active Travel network</p>

	<p>linking the centre of Mold to the surrounding area whilst also complimenting a wider package of transport improvements for which are currently underway. It will also link to the NMWTRA cycleway on the A494, providing links to Mynydd Isa and Buckley.</p> <p><b>Sandycroft to Broughtom (Section 7)</b></p> <p>WG North Wales Metro slippage funding has also been obtained for the progression of Route 7 Sandycroft to Broughton. Funding received will enable the purchase of required land and associated detailed design this financial year, which will enable a second funding bid submission to construct this key link to be made in 2021/22.</p> <p>Completion of this link will connect the communities of Deeside and Broughton whilst also providing continuity to the existing cycle infrastructure.</p>
1.11	<p>There has also been considerable progress in the advancement of schemes that connect to the Mold to Broughton strategic route.</p> <p>A scheme along the A5104 between Broughton and Saltney has recently been delivered and feasibility studies are currently ongoing for the following routes which will also feature in applications for funding in the 2021/22 financial year;</p> <p><b>South side of the River Dee – Cycle Path between Saltney and Connah’s Quay</b></p> <p>The Council are currently investigating the feasibility of providing a Cycleway provision on the South side of the River Dee linking between the existing National Cycle Network (NCN) 5 and NCN 568 (Hawarden Bridge) and on towards Saltney via Sandycroft. This route would then connect into the recently completed and proposed cycleway provision along the A5104 thus linking in to Airbus and Chester. The scheme will also link into the Active Travel provision on WG’s programed A494 Bridge improvement works.</p> <p><b>Saltney Ferry Road link between River Dee and A5104.</b></p> <p>The purpose of this scheme is to provide a link between the existing network NCN5 / NCN568 and the recently completed cycleway provision along the A5104 linking into Chester and Airbus. As per the south side of the River Dee proposal, the route also has the potential to extend northwards along Ferry Lane connecting in to the existing cycleway provision on the A548 Sealand Road, Chester.</p>
1.12	<p>Incorporation of the above proposals within the wider Mold to Broughton Strategic Cycleway scheme presents an exciting opportunity to extend the route as far as Chester, which will promote sustainable cross border travel for purposes of employment, leisure and retail.</p> <p>On the basis of the above, it is therefore proposed to ‘rebrand’ the Mold to Broughton Cycleway Scheme as the ‘Mold to Chester Strategic Active Travel Scheme’ and it is hoped Environment and Economy Overview and</p>

	Scrutiny Committee will support this proposal as the Council's strategic Active Travel application to WG in the forthcoming financial year.
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<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
2.01	Whist the Council have a successful record of obtaining WG Grant funding, the progression of the Council's Active Travel Network will be dependent on success of future grant applications.
2.02	Given the uncertainty of long term WG financial commitments as a result of the ongoing Covid pandemic, the implementation of the Mold to Chester Strategic Cycleway Scheme may now progress on an incremental basis.

<b>3.00</b>	<b>IMPACT ASSESSMENT AND RISK MANAGEMENT</b>	
3.01	Long-term	<b>Positive</b> – The move to low carbon sustainable transport options aligns itself with the long term aspirations of The Environment (Wales) Act, The Well-Being of Future Generations (Wales) Act & The Air Quality Standards (Wales) Regulations. The concept is also strongly endorsed within the Council's Council Plan under the priority of a 'Green Council' for which is reinforced by the Council's approach to integrated and sustainable transport.
	Prevention	<b>Positive</b> – The development of sustainable transport options will reinforce the Council's commitment to climate change whilst also facilitating a vision for a zero carbon future as defined within WG legislation. Implementation of the required infrastructure will provide reliance to County's highway network and also boost the Council's status as a 'key player' within the region thus reducing the risk of public abandonment in terms of tourism, residential and business growth.
	Integration	<b>Positive</b> – The development of a multimodal integrated transport options is key to the success of a sustainable, integrated transport network.
	Collaboration	<b>Positive</b> – The continual development of a fit for purpose Integrated Transport Strategy will enable FCC to work with Local Authorities across the region in order

	<p>to standardise the provision of infrastructure.</p> <p>The nature of this approach recognises the importance of strategic cross-border movements to the local economy in terms of commuter movements, business and tourism.</p>
Involvement	<b>Positive</b> – Completion of studies thus far demonstrates the Council’s engagement with key stakeholders both cross border and within WG.
<b>Well-being Goals Impact</b>	
Prosperous Wales	The continual development of a fit for purpose Integrated Transport Strategy with an emphasis on sustainable modes will boost the Council’s status as a ‘key player’ within the region thus reducing the risk of public abandonment in terms of tourism, residential and business growth.
Resilient Wales	<b>Positive</b> - The continual development of a fit for purpose Integrated Transport Strategy is key to the success of a sustainable, integrated transport network.
Healthier Wales	<b>Positive</b> - The promotion and utilisation of active and sustainable transport modes provide obvious benefits to air quality through the reduction of Co2 emissions as well as improving people’s fitness and mental wellbeing. This approach will also greatly assist the Council to achieve decarbonisation targets set within Central and WG legislation.
More Equal Wales	<b>Positive</b> – Improved connectivity through the implementation of required infrastructure will benefit tourism, residential, business growth and inequality amongst deprived communities. Health benefits obtained from improved air quality and increased levels of exercise will benefit the Council’s most deprived communities, often associated with densely populated areas.
Cohesive Wales	<b>Positive</b> – The visible presence of active and sustainable transport options within the County will have a positive effect on public awareness whilst displaying the

		Council's outward commitment to climate change.
	Vibrant Wales	<b>Positive</b> – A move to active and sustainable transport modes will improve the quality and sustainability of the natural environment whilst providing benefits to the local and regional economy in terms of tourism, residential and business growth.
	Globally Responsible Wales	<b>Positive</b> - The continual development of a fit for purpose Integrated Transport Strategy will reinforce the Council's commitment to climate change whilst also striving to achieve a zero carbon future as defined within Central and WG legislation.

<b>4.00</b>	<b>CONSULTATIONS REQUIRED/CARRIED OUT</b>
4.01	In 2015 FCC held consultation events on the North Wales Joint Local Transport Plan. There were a number of requests for a safe cycling route to be provided between Mold and Broughton and as such this scheme was included in the Interventions within the North Wales Joint Local Transport Plan.
4.02	A proposal for a cycling/walking facility between Mold, Broughton and Deeside Enterprise Zone was also included on Flintshire's Integrated Network Map (INM) and Schedule which underwent informal engagement and a public consultation in 2017.
4.03	Consultation events with Town and Community Councils affected by the proposals have commenced with further consultation scheduled.
4.04	Landowner negotiation would be required for some route options.
4.05	Consultation on the Council's Active Travel INM is scheduled to commence in the new year.

<b>5.00</b>	<b>APPENDICES</b>
5.01	Appendix 1: Flintshire County Council's Strategic Core Cycle Network Drawing.
5.02	Appendix 2: - May 2019 Scrutiny report - Proposed Active Travel routes between Mold and Broughton and neighbouring settlements

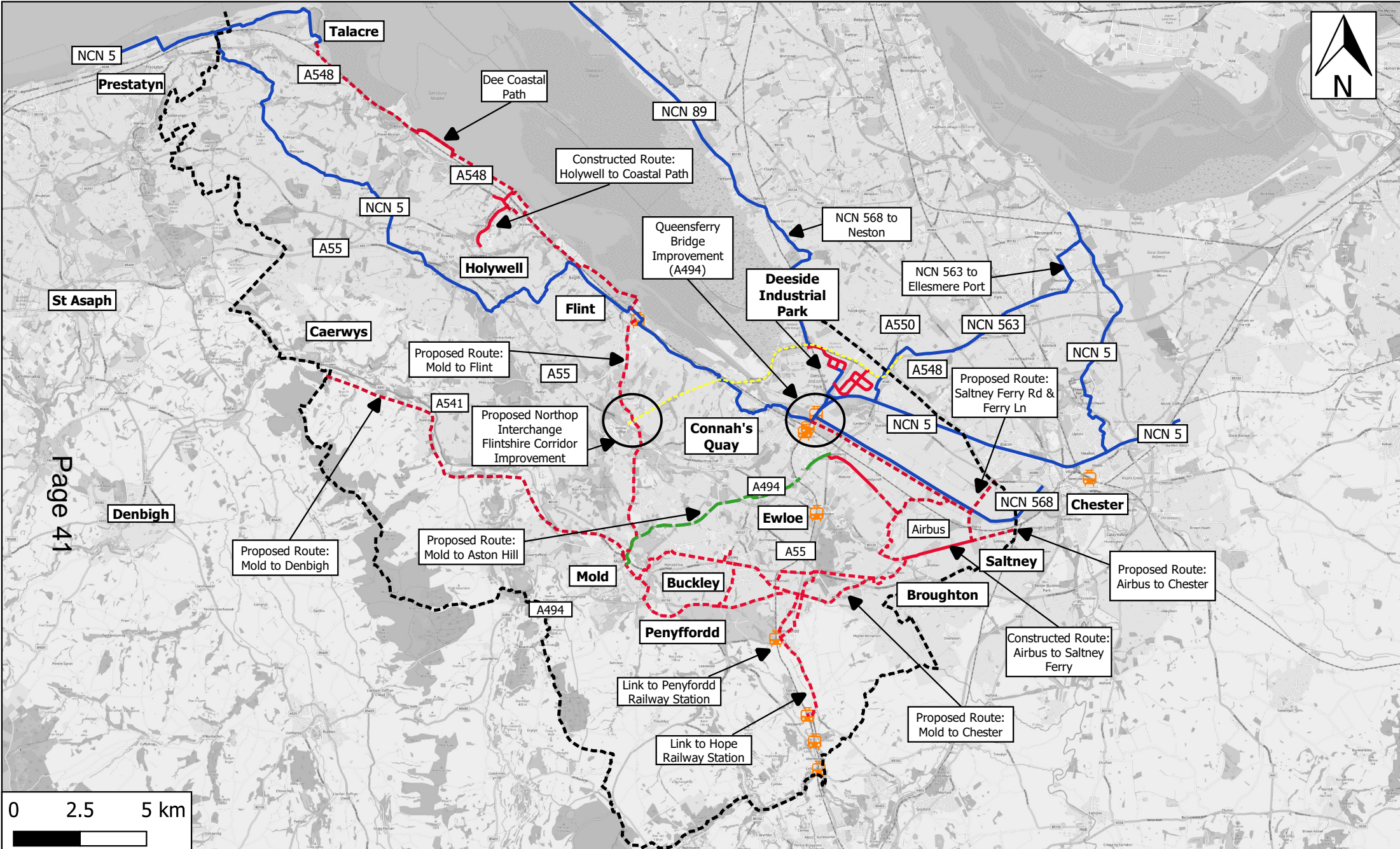
<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS</b>
6.01	<b>Flintshire County Council</b> - Integrated Transport Strategy

<b>7.00</b>	<b>CONTACT OFFICER DETAILS</b>
7.01	<p><b>Contact Officer:</b> Stephen O Jones, Chief Officer.  <b>Telephone:</b> 01352 704700  <b>E-mail:</b> <a href="mailto:stephen.o.jones@flintshire.gov.uk">stephen.o.jones@flintshire.gov.uk</a></p>

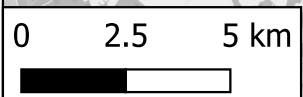
<b>8.00</b>	<b>GLOSSARY OF TERMS</b>
8.01	<p>(1) <b>Transport Strategy for Wales:</b> A statutory document required by the Transport (Wales) Act 2006. The Act places a duty on the Welsh Ministers to prepare and publish a Wales Transport Strategy (WTS) setting out its policies and how they will be discharged.</p> <p>(2) <b>North Wales Joint Local Transport Plan:</b> A statutory document that will sit alongside the Local Development Plans and other policies and plans of each of the Local Authorities, once adopted. The plan sets out all of the six North Wales Local Authorities vision to ‘remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks’ and details this Council’s specific transport interventions and projects to achieve this aim.</p> <p>(3) <b>Flintshire County Council Integrated Transport Strategy:</b> An Integrated Strategy aiming to provide long term sustainable transport solutions through the successful integration of all modes of transport, which links to all of Flintshire and the wider region.</p> <p>(4) <b>Active Travel (Wales) Act:</b> A statutory document introduced in 2013, its purpose is to enable more people to undertake Active Travel for short journeys instead of using motorised vehicles where it is suitable for them to do so. An Active Travel route must be within a designated locality in a Local Authority area.</p>

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Legend	
	NMWTRA Active Travel Routes (Constructed)
	NMWTRA Active Travel Routes (Proposed)
	Deeside Road Corridor Red Route
	Flintshire CC Boundary
	Strategic Cycle Network (Constructed)
	Strategic Cycle Network (Proposed)
	National Cycle Routes
	Railway Stations

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## ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday 21 May 2019
<b>Report Subject</b>	Proposed Active Travel routes between Mold and Broughton and neighbouring settlements.
<b>Portfolio Holder</b>	Deputy Leader and Cabinet Member for Streetscene, Transportation and Countryside
<b>Report By</b>	Chief Officer (Streetscene And Transportation)
<b>Strategic / Operational</b>	Strategic

### EXECUTIVE SUMMARY

Flintshire County Council's Integrated Transport Strategy seeks to facilitate the integration of all modes of transport (walking, cycling, bus and rail), in order to enhance access to employment and services, improve connectivity between communities and key destinations whilst minimising the impact on the environment.

The Active Travel (Wales) Act 2013 came into force in September 2014 requiring all Council's to produce an Integrated Network Map (INM) highlighting their proposals for new and improved walking and cycling routes and to demonstrate year on year infrastructure improvements for Active Travel. Flintshire County Councils INM was approved by Welsh Government (WG) in 2017.

During the statutory consultation period for the Council's INM, the cycle link from Mold to Broughton was identified as a key strategic corridor, receiving high levels of public support and consequently, through the provision of WG's Active Travel funding obtained within 2018/19 financial year, the Council commissioned work to undertake route appraisal and scheme design work for the corridor. The proposal will link the communities of Mold, Buckley, Penyffordd, Broughton, Saltney and Sandycroft, whilst also providing links into existing railway stations at Buckley and Penyffordd and major centres of employment. The route option appraisal is now complete with the detailed design work also nearing completion.

The purpose of this report is to raise both the profile and awareness of the proposal and to seek a recommendation for the submission of the scheme for funding under the WG Active Travel fund for the 2020/21 financial year.

### **Recommendations**

(a)	That Scrutiny supports the proposals contained in the study and note the opportunity to deliver an exciting and innovative scheme.
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(b)	That Scrutiny recommends the submission of the Mold to Broughton Cycle Scheme as the Councils Strategic application under the WG Active Travel fund for the 2020/21 financial year.
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## **REPORT DETAILS**

<b><u>1.00</u></b>	<b><u>Background</u></b>
1.01	Flintshire County Councils Integrated Transport Strategy seeks to facilitate the integration of transport modes (bus, community transport, walking, cycling, rail), in order to enhancing access to employment and services (health, education, training, shopping, social and leisure facilities), improving connectivity between communities and key destinations whilst minimising the impact on the environment.
1.02	Cycling is becoming an increasingly important element of transportation strategies in achieving sustainable development and can offer many well documented benefits including health, environmental and economic benefits whilst being a suitable form of transport for many local journeys.
1.03	The Active Travel (Wales) Act 2013 came into force in September 2014 for which required all local authorities to produce an Integrated Network Map (INM) of proposals for both new and improved walking and cycling routes to facilitate the delivery of year on year infrastructure improvements for Active Travel. The Mold to Broughton corridor was included on the Council's INM as a strategic link and formed part of the stakeholder engagement process and 12 week statutory consultation period during which it received strong support and demand. The INM has since been approved by WG.
1.04	The objectives for introducing a cycling route between Mold and Broughton can be set in the context of the wider sustainable transportation goals, including reducing the growth of car use and promoting alternative modes of transport.
1.05	A previously commissioned study undertaken in 2007 investigated the provision of a new Greenway facility linking Mold and Saltney. The aim was to utilise a disused railway line and improve accessibility by removing any barriers that would otherwise discourage any users from cycling or walking, however, the scheme was unfortunately abandoned due to land ownership constraints and is no longer feasible.
1.06	Through the provision of WG Active Travel funding obtained within 2018/19 financial year, Flintshire County Council commissioned consultants 'Local Transport Projects' to undertake route appraisal and design for a strategic cycling route from Mold to Broughton.
1.07	The proposals aim to link the communities of Mold, Buckley, Penyffordd, Broughton, Saltney and Sandycroft, investigate links into existing railway stations at Buckley & Penyffordd whilst also facilitating sustainable access to major sites of employment via the connection into the existing cycle network within the Deeside locality. The cycle network within Deeside Industrial Park currently attracts over 11,000 cyclists during peak months.

1.08	Due to the constraints identified within previous commissions, this study is therefore seeking to incorporate off road facilities, utilisation of highway verges, road realignment, point closures and other Traffic Management solutions in accordance with WG's Active Travel Design Guidance, thus reducing both the effect and reliance upon landowners. The route option appraisal is now complete with detailed design nearing completion.
1.09	The proposal also offers the opportunity for new social enterprises or business growth with cafes, bike hire etc. This has been demonstrated already as a result of the Burton Marsh cycle path implementation where businesses such as cafes have set up as a result of increased cyclists in the area.
1.10	Each year local authorities are invited to submit an application for WG funding for one Strategic Scheme and two Local Schemes under the Active Travel Fund. Streetscene and Transportation view this proposal as an exciting opportunity to deliver a pioneering package of measures thus acting as a catalyst to promote modal shift to alternative sustainable modes of transport.
1.11	The options for the proposed route of the cycleway has been included within Appendix 1 for information. The plan shows a number of route options along sections of the scheme, which will be shared in greater detail at the committee meeting, with the final alignment reflecting the views of Members following the meeting.

## **2.00    RESOURCE IMPLICATIONS**

2.01	Flintshire County Council will be seeking WG Active Travel Funding to deliver the project in a phased programme of works.
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## **3.00    CONSULTATIONS REQUIRED / CARRIED OUT**

3.01	In 2015 Flintshire County Council held consultation events on the North Wales Joint Local Transport Plan. There were a number of requests for a safe cycling route to be provided between Mold and Broughton and as such this scheme was included in the Interventions within the North Wales Joint Local Transport Plan.
3.02	A proposal for a cycling/walking facility between Mold, Broughton and Deeside Enterprise Zone was also included on Flintshire's Integrated Network Map (INM) and Schedule which underwent informal engagement and a public consultation in 2017.
3.03	Landowner negotiation would be required for some routes options.
3.04	Consultation events will be programmed with those Town and Community Council's affected by the proposals.

## **4.00    KEY RISKS AND MITIGATION**

4.01	Planning Permission will be required for those sections of the proposal that are not within the highway.
4.02	The Tyddyn Street section is a recorded a Public Footpath on the Definitive Map of Public Rights of Way and as such a Cycle Track Conversion Order will be required.

<b>5.00</b>	<b><u>APPENDICES</u></b>
5.01	Appendix 1 - Mold to Broughton (& links) Proposed Cycle Route Overview Map
5.02	Visualisation images of key route locations. (To be provided at the committee meeting)

<b>6.00</b>	<b><u>LIST OF ACCESSIBLE DOCUMENTS</u></b>
6.01	<p>Flintshire's approved Active Travel Integrated Network Map:  <a href="https://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Connecting-Settlements-Consultation/Revised-Maps/Amended-Maps/Flintshire-Overview-INM.pdf">https://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Connecting-Settlements-Consultation/Revised-Maps/Amended-Maps/Flintshire-Overview-INM.pdf</a></p> <p>Flintshire's approved Active Travel Schedule:  <a href="https://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Active-Travel-Docs/INM-Revised-Schedule-2.pdf">https://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Active-Travel-Docs/INM-Revised-Schedule-2.pdf</a></p> <p><b>Contact Officer:</b> Stephen O Jones  <b>Telephone:</b> 01352 704700  <b>E-mail:</b> stephen.o.jones@flintshire.gov.uk</p>

<b>7.00</b>	<b><u>GLOSSARY</u></b>
7.01	None



## ENVIRONMENT & ECONOMY OVERVIEW AND SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday 8 <sup>th</sup> December 2020
<b>Report Subject</b>	Recovery Strategy (Planning, Environment & Economy Portfolio)
<b>Cabinet Member</b>	Cabinet Member for Planning and Public Protection;  Deputy Leader and Cabinet Member for Streetscene and Countryside; and  Cabinet Member for Economic Development
<b>Report Author</b>	Chief Executive and Chief Officer (Planning, Environment and Economy)
<b>Type of Report</b>	Strategic

### EXECUTIVE SUMMARY

The Council has developed a corporate Recovery Strategy for the pandemic emergency situation.

This work has been led by the Chief Executive and Leader and overseen by a cross-party Member Recovery Board. The Board, which was an advisory sub-committee of Cabinet, has completed its work and has stood down. Cabinet endorsed the Recovery Strategy at a special meeting on 15th September. Cabinet has invited each of the Overview and Scrutiny Committees to support recovery in their respective portfolio areas, and specifically to have oversight of:-

1. The portfolio risk register and the risk mitigation actions both live and planned;
2. The objectives for recovery for the portfolio;

This report represents the second update on the above documents since its initial meeting on 21<sup>st</sup> September 2020.

## RECOMMENDATIONS

1	That the Committee gives oversight to the progress made with respect to recovery planning for the Planning, Environment and Economy portfolio.
2	That the Committee notes the content of the updated portfolio risk register and mitigation actions.

## REPORT DETAILS

<b>1.00</b>	<b>EMERGENCY RECOVERY</b>
1.01	<p>The Council has developed a corporate Recovery Strategy for the pandemic emergency situation. The Strategy covers:-</p> <ol style="list-style-type: none"><li>1. The chronology of the emergency response phase and transition to recovery</li><li>2. The handover arrangements or recovery</li><li>3. Organisational recovery of the corporate organisation</li><li>4. Community recovery of the communities we serve</li><li>5. Strategic priorities and performance for the remainder of 2020/21</li><li>6. The roles the Council will play in regional recovery</li><li>7. The democratic governance of recovery</li></ol>
1.02	<p>The development of the Recovery Strategy been led by the Chief Executive and Leader and overseen by a cross-party Member Recovery Board. The Board, which is an advisory sub-committee of Cabinet, has completed its work and has stood down. The Board has met seven times in quick succession and has received multiple reports and presentations. Cabinet endorsed the Recovery Strategy at a special meeting on 15 September.</p>
1.03	<p>Cabinet has invited each of the Overview and Scrutiny Committees to support recovery in their respective portfolio areas, and specifically to have oversight of:-</p> <ol style="list-style-type: none"><li>1. The portfolio risk register and the risk mitigation actions both live and planned;</li><li>2. The objectives for recovery for the portfolio;</li><li>3. The immediate strategic priorities for recovery for the portfolio extracted from the draft Council Plan for 2020/21; and</li><li>4. The set of revised performance indicator targets for the portfolio for 2020/21.</li></ol>
1.04	<p>The full latest version of the risk register and set of risk mitigation actions for the Planning, Environment and Economy portfolio within the terms of reference of this Committee is attached. In addition an update is provided below of progress against each of the portfolio's recovery objectives. Should further information on any of the recovery objectives be sought by the Committee that can be provide at a future meeting.</p>



1.05	<p>The recovery objectives for the Planning, Environment and Economy portfolio as established in July 2020 and relevant to this Committee are:-</p> <p><b>1. Re-instatement of Planning Strategy Group and Planning Committee</b></p> <p>Both Groups are now established and are operating virtually via Webex. PSG was the first Council group to operate in this way and met on seven occasions through the Spring and Summer to progress the Local Development Plan. Risk assessments continue to be completed by the Chair and Vice Chair of Planning Committee before any such visits can be arranged.</p> <p><b>2. Re-opening of destination sites – Wepre Park, Greenfield Valley, Waun y Llyn</b></p> <p>All sites were re-opened, however Wepre Visitor Centre remained closed to the public but its café is operating a take away service. The Greenfield Valley museum has closed early for the year to coincide with the two week “firebreak”.</p> <p><b>3. Re-instatement of maintenance regimes for sites and paths</b></p> <p>Countryside and Access Teams have re-established site and path maintenance regimes to ensure quality provision for public use. Any requests for further closures of footpaths are reviewed against our decision matrix. It is likely that the network would be subject to heavy use again during the “firebreak” period.</p> <p><b>4. Compliance with new Local Development Plan timeline</b></p> <p>At the Special meeting of Council on 29<sup>th</sup> September it was agreed that the LDP should be submitted to Welsh Government for examination. This accords with the timeline within our Delivery Agreement with WG. The Plan has now been formally submitted to WG. The examination is likely to take place in early 2021 and is likely to place remotely by video conferencing. The Programme Officer for the LDP will be joining the Planning Strategy Group meeting on 10<sup>th</sup> December to explain her role.</p> <p><b>5. Provision of business support service meeting needs of Flintshire businesses</b></p> <p>Financial support to our businesses, in the shape of administering grants, was a key function of the Council’s Response phase to the pandemic. Further grant schemes are being rolled out by WG with a number being delivered by the Council. We are starting to see an increase in redundancies across all sectors and our employment teams are working with employers and those seeking employment.</p> <p><b>6. Support for our local markets and town centres</b></p> <p>Promotion of our towns and markets is a key theme in our Community Recovery work. Town centre parking charges have been suspended till after the Christmas period and significant resource has been spent making our</p>
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town centres safer to shop in. A programme of longer term recovery actions is being developed.

**7. Incorporation of social value into our procurement frameworks and contracts**

A software package has been procured to build social value into Council contracts. Work is on-going with procurement and contract management colleagues to build social value into current and future procurement exercises.

**8. Provision of employability support available to local residents**

Support for residents is being provided via our employability team and is a workstream within the Council's Community Recovery Strategy. The team has received extra funding from Welsh Government in readiness for the increased numbers of individuals needing support.

**9. Meeting our Community and Business Protection statutory and enforcement duties in relation to Covid 19**

This is an area of significant, sustained and increasing demand for the Portfolio with the teams carrying out enforcement activity including the closure of three venues, advising businesses and the public as well as advising the regional and local Test, Track and Protect teams.

Particular pressure has been placed on Environmental Health to support Schools, Care Homes, and Work Places, where clusters of COVID-19 cases are identified, with the aim of preventing further transmission. Work programmes have had to be re-prioritised to meet current pressures and demands.

Licensing and Trading Standards continue to enforce the Health Protection Regulations. Since the last update, a further Closure Notice has been served and two additional Improvement Notices. These teams also provide advice to the public and businesses in respect of the aforementioned Regulations.

**10. Work with our regional and local partners to support victims of (Violence against women, domestic abuse and sexual violence) VAWDASV**

Flintshire is fully engaged with regional partners to address this important area of work. The regional VAWDASV Board has recently transitioned into the North Wales Vulnerability and Exploitation Board where FCC is represented by the Chief Officer, Social Services. We are the host of the regional VAWDASV team and work closely with the office of the Police and Crime commissioner to ensure that the regional strategy is aligned to the budget received from Welsh Government.

**11. Reinstatement of officer site visits where appropriate**

A risk assessment for officer site visits has been produced and was being applied in all cases. Greater reliance is being placed on information that may be available from other sources e.g. Google Maps, Streetview etc Officer site

	<p>visits, for all but emergencies, have been suspended for the “firebreak” period.</p> <p><b>12. Recommencement of all grant funded capital projects</b></p> <p>Works have re-commenced at Bailey Hill, Mold, Wepre Park and the Greenfield reservoirs.</p> <p><b>13. Undertaking of Ash Dieback surveys</b></p> <p>Taking advantage of quieter roads in lockdown, dashcam surveys of ash trees adjacent to the highway were completed. This enabled a high level overview of the disease so more detailed inspections can be prioritised. The detailed inspections of the priority areas are due to be completed this month to enable a winter work programme to be established. An initial report is scheduled to be delivered to this Overview and Scrutiny Committee.</p> <p>Following the completion of the survey and inspection of priority roads, a costed winter work programme has been developed to deal with Flintshire owned infected trees of the highest risk. A process has been developed to engage with landowners who own infected trees adjacent to the highway.</p> <p><b>14. Restoration of the Development Management function</b></p> <p>The services of the Development Management function are in great demand and our ability to deliver those services was compromised by the direct and indirect impacts of Covid 19. A similar situation is reflected across all North Wales authorities. The months from September to November have offered the opportunity to address the backlog of cases (both planning applications and enforcement issues) which could not be concluded through the lockdown period. Performance data from these months supports the theory that the restoration of the DM function is well advanced.</p>
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<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
2.01	There are no specific resource implications from this report.

<b>3.00</b>	<b>CONSULTATIONS REQUIRED / CARRIED OUT</b>
3.01	None specific as this report is based on documented response and recovery work.

<b>4.00</b>	<b>RISK MANAGEMENT</b>
4.01	This report specifically covers emergency situation risk management.

<b>5.00</b>	<b>APPENDICES</b>
5.01	Appendix 1 – Updated Recovery Risk Register Appendix 2 – Updated Risk Mitigation Actions

<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS</b>
6.01	<b>Contact Officer:</b> Andrew Farrow <b>Telephone:</b> 01352 703201 <b>E-mail:</b> <a href="mailto:andrew.farrow@flintshire.gov.uk">andrew.farrow@flintshire.gov.uk</a>

# Planning, Environment and Economy Portfolio Risk Register

Version 8

Republished:04.11.2020

## Risk Register - Part 1 (Portfolio Management)

### Finance

Key		
Underlying Risk Rating	The risk rating before any mitigating actions	
Current Risk Rating	This risk rating following the planned mitigation actions	
Target Risk Rating	The risk rating which is realistically achievable and by when	
Risk Trend	The trend of the risk since the last review date	
Risk Status	Open denotes a live risk	Closed denotes a closed risk
*Denotes the risk is specific to the 'Recovery'		
PE	Planning, Environment and Economy	

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
*PE01	Loss of Community Benefits by not maximising the inclusion of social value in Contracts	Strategic	Niall Waller	Olivia Hughes	A	Y	G Q4 2020/21	NC ↔	Open
*PE02 Updated Nov 2020	Failure to meet income targets for Portfolio due to downturn in submission of planning applications, building regulations applications, Highways DC applications and licensing applications Note: The Risk Rating has been updated to Amber as we have received 50% of the claim made against the WG Covid fund to compensate for loss of income. Outstanding claim held in abeyance until any recovery in income during the last 2 quarters is taken into account.	Operational	Andrew Farrow	Mandy Lewis/Sian Jones	R	A	Y Q4 2021/22	G ↓	Open
*PE03	Unable to regenerate Town Centres through implementation of the Town Centre Strategy due to insufficient resources and the compound economic consequences of the emergency situation	Strategic	Niall Waller	Rachael Byrne	R	R	A Q4 2021/22	NC ↔	Open
*PE04	Failure to prepare and deliver Growth Deal projects due to potential realigning of capital funding	Strategic	Niall Waller	Rachael Byrne	A	Y	G Q4 2021/22	NC ↔	Open
*PE05	Failure to meet income targets for Minerals and Waste Shared Service due to downturn in submission of planning applications and reduced compliance visits during lockdown and a subsequent potential economic downturn	Operational	Gary Nancarrow	Robin Williams	R	R	Y Q4 2021/22	NC ↔	Open
*PE06	Decreasing availability of funding to deliver fuel poverty projects due to re-prioritisation of funding streams	Operational	Niall Waller	Joseph Muxlow	R	A	G Q4 2021/22	NC ↔	Open

### Workforce

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
*PE07	Impact on service delivery due to the resilience of staff and succession planning	Operational	Andrew Farrow	PEESMT	R	R	A Q1 2021/22	NC ↔	Open

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
*PE08	Increased incidences of stress and mental health episodes due to the long-term implications of working from home and anxiety over the Covid-19 pandemic	Operational	Andrew Farrow	PEESMT	R	A	A Q3 2020/21	NC ↔	Open
*PE09	Reluctance of staff to return to their work base and "normal" working patterns on lifting of lockdown restrictions due to anxiety levels linked to increased exposure and personal circumstances	Operational	Andrew Farrow	PEESMT	R	A	G Q4 2020/21	NC ↔	Open

#### Property & Assets

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
PE10	Energy Saving initiatives not included in Capital Projects due to non-involvement of Energy Team with Property and Assets team on design of projects which may result in those projects accruing higher long-term costs	Strategic	Andy Roberts	Energy Team	R	A	G Q4 2020/21	NC ↔	Open

#### External Regulation

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
Page 54 PE11	Non-compliance with Welsh Government Carbon Reduction Target due to external factors such as willingness of the wider public to support initiatives, access to funding to develop projects and the delayed appointment of project manager	Strategic	Andrew Farrow	(Project manager on appointment)	R	A	Y Q4 2021/22	NC ↔	Open
PE12	The implications of Ash Die back on finances and reputation of the Council due to the scale of the problem and the ability to make safe Highways and Council amenity land	Strategic	Tom Woodall	John Purchase	B	R	A Q3 2021/22	NC ↔	Open
*PE13 Updated Nov 2020	Welsh Government call in the Local Development Plan due to our inability to meet the delivery agreement timetable Note : The risk to be closed given that call in of the plan is no longer a risk. New risk to be drafted to reflect the next stage of the LDP	Strategic	Andy Roberts	Adrian Walters	B	G	G Q3 2020/21	NC ↔	Closed
*PE14 Updated Nov 2020	Non-compliance with Sustainable Urban Drainage System legislation due to capacity of the team Note : The Target risk rating has been amended to Q4 2020/21 to allow time for the new Job Roles to be evaluated at JEQ panel	Operational	Andy Roberts	Ruairi Barry	R	A	A Q4 2020/21	NC ↔	Open
PE15	Decrease in Food Safety and Food Standards following exit from the European Union	Operational	Sian Jones	Helen O'Loughlin	R	A	Y Q4 2021/22	NC ↔	Open

<b>*PE16</b> Updated Nov 2020	Capacity within the Community and Business Protection teams to resume planned and reactionary programmes of inspections whilst also enforcing national and local Covid-19 restrictions, Covid-19 regulatory activity and supporting the TTP work. Note : The risk trend is updated as it is static	Operational	Sian Jones	Helen O'Loughlin/Jenny Prendergast	R	R	Y Q4 2021/22	NC ↔	Open
<b>PE17</b>	Non-compliance with Welsh Language Standards due to the Welsh Language Commissioner's instruction to Flintshire County Council for translation of planning applications and consultation responses	Operational	Lynne Fensome	Sue Davies	R	A	Y Q4 2021/22	NC ↔	Open

#### ICT & Systems

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
<b>*PE21</b>	Procurement, integration and assimilation to new case management system is not achieved	Project	Lynne Fensome	Sue Davies	R	A	G Q4 2021/22	NC ↔	Open

#### Risk Register - Part 2 (Portfolio Service & Performance)

##### Enterprise and Regeneration

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
<b>*PE19</b>	Unsustainable demand on the Employment Mentoring service due to the economic implications of lockdown and the increase in referrals from Job Centres of those seeking employment	Operational	Niall Waller	Sharon Jones	R	R	A Q4 2020/21	NC ↔	Open

##### Development Management, Public Protection and Minerals and Waste

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
<b>*PE20</b>	Increase in non-compliant sites due to inability to conduct enforcement and site monitoring inspections	Operational	Andrew Farrow	Mandy Lewis/Gary Nancarrow/Sian Jones/Andy Roberts/Tom Woodall	R	Y	G Q4 2020/21	NC ↔	Open

##### Closed Risks

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
<b>*PE18</b>	Procurement, integration and assimilation to new case management system is not achieved due to market forces and compliance with Flintshire County Council terms of contract	Project	Lynne Fensome	Sue Davies	R	G	G O4 2021/22	G ↓	Closed

<b>Impact Severity</b>	<b>Catastrophic</b>	Y	A	R	R	B	B
	<b>Critical</b>	Y	A	A	R	R	R
	<b>Significant</b>	G	G	Y	A	A	R
	<b>Marginal</b>	G	G	G	Y	Y	A
		<b>Unlikely</b>	<b>Very Low</b>	<b>Low</b>	<b>High</b>	<b>Very High</b>	<b>Extremely High</b>
<b>Likelihood of risk happening</b>							



# Planning, Environment & Economy Portfolio Risk Register

Version 8

Review Date: 04.11.2020

## Risk Register - Part 1 (Portfolio Management)

Finance

8Mitigation Urgency Key	
IM – Immediate	Now
ST – Short Term	Within 1 month
MT – Medium Term	1 month plus
Upward arrow	Risk increasing
Downward arrow	Risk decreasing
Sideways arrow	No change in risk
*Denotes the risk is specific to 'Recovery'	

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*PE01 Page 57	Loss of Community Benefits by not maximising inclusion of social value in Contracts	↔	IM	We have procured software that will enable the Authority to manage and monitor social value clauses and financial benefits of contracts. We have plans in place to share learning with third sector and public sector partners to encourage adoption. We are working closely with neighbouring authorities to share learning and resources and actively learn from exemplar areas around UK to assist officers in drafting social value clauses to maximise Community benefits. We have developed and will deliver a Training Plan for relevant officers, those that are involved in procurement, which started with all Chief Officers and Service Managers receiving briefings from the Social Value officer and during lockdown the training is being delivered by webinar. Timescale of six months has been set for training delivery. We have developed and are in the implementation stage of an intensive communication plan to celebrate successes and show the benefits of social value inclusion in contracts.
*PE02 Updated Nov 2020	Failure to meet income targets for Portfolio due to downturn in submission of planning applications, building regulations applications, Highways DC applications and licensing applications	↔	IM	We are continuing to monitor income for planning, building regulations, highway related works and licensing applications to understand the impact of reduced income and will realign budgets where necessary. We have plans in place to focus the marketing of the Building Control function to try to increase income opportunities as the service returns to normal. <b>Received 50% of claim to WG covid fund. The remainder of the claim held in abeyance to be reviewed at end of year to analyse any recovery in income .</b>
*PE03	Unable to regenerate Town Centres through implementation of the Town Centre Strategy due to insufficient resources and the compound economic consequences of the emergency situation	↔	IM	We are planning to review Town Centre Strategy to reflect the significant effect that COVID-19 will have had on the viability of Town Centres. As part of the review we will build a robust evidence-based plan to support the Town Centre Strategy. We will identify a package of regeneration projects ready for future funding opportunities, along with identifying property investment opportunities. Through the revised Strategy we will maximise the use of available regeneration resources. A new governance structure has been in place for economic recovery in Flintshire with town centres at the heart. Work streams have been in place to promote town centres and to help

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
				them to recover and reinvent themselves in the longer term. The service is currently recruiting additional short term staff to help deliver these work streams.
*PE04	Failure to prepare and deliver Growth Deal projects due to potential realigning of capital funding	↔	IM	We have established an oversight structure to review progress towards delivering growth deal projects that will enable monitoring and early identification of slippage against the projects timetable. Robust project management structures will be put in place for each work stream to deliver the projects in line with agreed timescales and highlight issues to the Project Board. This is in place currently for the first programme requiring this approach; Digital Connectivity. The Growth Deal funding process is on track with UK and Welsh Government approvals expected at the end of 2020.
*PE05 Page 58	Failure to meet income targets for Minerals and Waste Shared Service due to downturn in submission of planning applications and reduced compliance visits during lockdown and a subsequent potential economic downturn	↔	MT	The service will resume and re-negotiate with quarry and waste site operators the programme of chargeable inspections as companies resume operations and come out of 'Furlough' to reduce the number of non-compliant sites. Inspections will be arranged as early as is possible during the quarter two and three of the current financial year. We will work with the operators to ensure risk assessments are in place and liaise with site operators to carry out safe site inspections. We will monitor the workloads of all officers in the team to explore the potential availability to assist with any backlog visits that may be required if the monitoring officer is unable to programme all site visits in. This will reduce the number of non-compliant sites. We are currently monitoring the submission of planning applications and will realign budget where necessary. The team are prepared to support operators with the possible upturn in demand on the sites as the UK construction industry recovers. Officer from the team who has been supporting the Development Management team has now been brought back to start compliance visits
*PE06	Decreasing availability of funding to deliver fuel poverty projects due to re-prioritisation of funding streams	↔	IM	The risk is being managed by diversifying income streams as broadly as possible. We will maximise the delivery of projects within current funding streams to deliver as many adaptations to homeowners as possible. We will develop proposals to de-carbonise the social housing stock, and innovative funding models that may draw on funding opportunities that have not been accessed previously to sustain project delivery

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*PE07	Impact on service delivery due to the resilience of staff and succession planning in particular with the Portfolio response to the Covid-19 pandemic and increasing pressures on teams to adapt to changing work practices, new duties, unsustainable working hours, sickness levels and decreased capacity within teams due to personal caring responsibilities	↔	IM	We have implemented a robust communication plan that delivers timely and consistent messages .Through our ongoing business continuity plan we have had early identification of the most impacted areas to allow robust monitoring and early intervention to minimise staff impact through various actions including the re-prioritisation of work streams to enable officers to concentrate on key tasks that are in hand and redeployment within the Portfolio to support those services most under pressure. Alongside this we have been proactively managing absences and leave to support our officers in maintaining a health working relationship and understanding the importance that leave plays in this. Of utmost importance has been providing protection and support for key officers to enable them to carry out their duties effectively and efficiently and minimise stress and unplanned absences. We have sought external support from sources (agency staff) when required and will continue to monitor areas that will benefit from intervention. Throughout lockdown, and for future resilience, managing our customers' expectations has been identified as key priority so that they fully understand any changes to service delivery. We have also been continually reviewing our succession plan in line with lessons learnt from the pandemic to identify key areas for the Portfolio to target in providing a more robust line of succession The Target risk rating has been moved to Q1 2021/22 to reflect the ongoing nature of this risk and the designation of Flintshire as a Health protection Zone and the national fire break.
*PE08	Increased incidences of stress and mental health episodes due to the long term implications of working from home and anxiety over the Covid-19 pandemic	↔	IM	We have implemented a robust portfolio communication plan to deliver timely and consistent messages and provide support from Senior Management to our officers and have encouraged the continuation of team meetings and 1 to 1 to allow open forums where issues can be identified or raised. The Plan has been widened to utilise all methods of communication where appropriate (e.g. Whats App groups) to enable officers to communicate via their chosen method. This open and honest communication throughout the Portfolio fosters a positive attitude so that officers feel able to raise sensitive issues and receive appropriate support and Team Leaders and Managers feel able to support officers. We have been proactively monitoring absence to identify trends in both services and absence reasons to allow early identification and intervention to support officers and to signpost to support being led by the needs of officers and their preferences. We recognise the importance of picking up on small changes that could indicate a problem such as not taking break out times during working day and unusual working patterns that may indicate an officer struggling to adjust to working from home. Officers are then encouraged to take breaks and adjust working hours to support personal circumstances and to take leave and not allowing officers to not take any leave when working from home. Officers have been encouraged to take a quarter of their leave allowance each calendar quarter when able

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*PE09	Reluctance of staff to return to their work base and "normal" working patterns on lifting of lockdown restrictions due to anxiety levels linked to increased exposure and personal circumstances	↑	ST	<p>We are engaging with officers on business recovery so that they fully understand that their safety and wellbeing is uppermost in any recovery plans and that they are informed of the changes to office accommodation and working practices and stressed the importance of risk assessments to enable mitigation measures to be actioned before officers return to office accommodation and to understand any changes to normal working patterns. We have developed clear instructions for the return to the workplace to ensure the safety of our officers and these are currently being reviewed alongside the risk assessments. We have fostered honest and open communication that allows officers to feel fully supported and have a forum to raise concerns and have them dealt with accordingly. The approach we have taken is to prioritise job roles to begin phased return to ensure that return to offices is managed alongside national and corporate guidelines. We remain sensitive to personal circumstances and manage accordingly to enable officers to work in the most appropriate manner that allows continuation of service delivery. We are also fully engaged with the development of videos to show how work bases will look to reassure officers that all necessary precautions have been taken and so that they are familiar with how the workplace will look on return</p> <p>As schools reopened in September the number of officers able to return to normal working patterns has increased.</p> <p>Continue monitoring of officers given the return to local lockdown and school children being asked to self isolate</p>

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
PE10	Energy Saving initiatives not included in Capital Projects due to non-involvement of Energy Team with Property and Assets team on design of projects which may result in those projects accruing higher long term costs	↔	IM	<p>We have promoted the early involvement of the Energy Team at project concept stage through engagement with the Capital Projects teams and procurement officers and are planning to review the Carbon Reduction Strategy to identify corporate requirements for incorporating energy efficiency and carbon reduction in all relevant aspects of our business. We are formalising the working relationship between Property, Design Team, and Energy Team so that all relevant officers notify the energy team of projects at the concept stage. The Target Risk Rating has been moved to Q4 2020/21 to allow for the testing of two Capital Projects for inclusion and impact of energy team.</p>

## External Regulation

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
PE11	Non-compliance with Welsh Government Carbon Reduction Target due to external factors such as willingness of the wider public to support initiatives, access to funding to develop projects and the delayed appointment of project manager	↔	MT	We have agreed terms of reference for the appointment of a project manager to oversee and deliver all aspects of the project and to report on a monthly basis to the project board on the delivery of the project plan. We have agreed the governance and terms of reference for the project board to ensure that all relevant parties to the project are represented and agree on key decisions to be made which will include agreeing the projects to be delivered that in the view of the board will deliver the maximum opportunities, given the external factors identified by the risk, for carbon reduction and confirming the individual timelines for project delivery to ensure projects can be monitored by the board and there is early identification of issues that may impact on the project timeline. The Board will also ratify a marketing/promotion strategy to increase awareness of projects with the public and garner support
Page 11 PE12	The implications of Ash Die back on finances and reputation of the Council due to the scale of the problem and the ability to make safe Highways and Council amenity land	↔	IM	We have revised the timetable for planned surveys that could not be carried out whilst in lockdown to make best use of the limited survey window between July and September and to enable planned remedial works to be carried out October to February to make safe those areas identified in the survey. During the survey period we have established sites that will require further investigation and this will be built into future work programmes. We have prioritised surveys on Highway Routes and other FCC land with public access and school grounds as areas that have the highest risk rating for injury or damage. We have engaged with external Legal Counsel to advise on Ash Die Back plan, Risk Assessments and inspection regime, to test for appropriateness and reasonableness. Survey results are being assessed to understand the full impact of the disease in Flintshire. Process agreed with education to deal with trees on school grounds Counsels advice has been received and positively endorses the authorities approach to ADB. Results from surveys over lockdown have identified priority areas which have now been inspected, this work has indicated fewer higher risk (class 3 and 4) trees on FCC owned land and that the rate of decline of ash this year is slower than expected.
*PE13 Updated Nov 2020	Welsh Government call in the Local Development Plan due to our inability to meet the delivery agreement timetable	↔	ST	We have engaged with WG on a New Delivery Agreement to ensure that a timetable can be agreed that is realistic and approved by both WG and FCC. Cabinet agreed changes to timetable on 16th June and revised delivery agreement was submitted to WG w/b 29th June. LDP team are already working to revised timetable. Timetable revision was informally discussed and agreed with WG officers as reasonable as well as with the Planning Inspectorate from the perspective of a new date for Examination in January 2021, which they are comfortable with and have an Inspector available for this. Welsh Government formally agreed the amended Delivery Agreement on 27 <sup>th</sup> July 2020The Planning Strategy Group agreed responses to representations on 30 <sup>th</sup> July 2020 , and recommended this on to Cabinet who agreed the responses and to submit the plan for Examination in Public on 22 <sup>nd</sup> September 2020, followed by the same decision made by Full Council on 29 <sup>th</sup> September 2020. The Plan will be submitted to the Welsh

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
				Government and Planning Inspectorate by 31 <sup>st</sup> October 2020. Risk rating has reduced to Green to reflect the stage of the Delivery Agreement that we have reached. It is proposed that this risk will close after the submission on October 31 <sup>st</sup> and a new risk to capture the examination stage of the Delivery Agreement will be drafted. <b>Risk to be closed</b>
*PE14 Updated Nov 2020 Page 62	Non-compliance with Sustainable Urban Drainage System legislation due to capacity of the team	↔	ST	We are working to evaluate the proposed posts within the SAB function to increase the capacity of the local Flood Risk and Coastal Management Team. FCC are leading on the production of a comprehensive SuDS Design Guide which will help the more efficient delivery of the SAB role in advising developers on the design of appropriate SuDS drainage schemes, as well as supporting Streetscene to more fully fulfill their role as statutory consultee to the SAB, and responsibilities in terms of design and maintenance of SuDS for highways. This is also being produced collaboratively with other North Wales Authorities. Longer term there is scope to work regionally with other North Wales Authorities to agree a regional template for a shared Sustainable Drainage Approval Body SAB service that will provide clear and consistent process for developers across all six Authorities. This may be led by Gwynedd who have the greatest existing staffing resource, but where with suitable staff in place, Flintshire could act as a North East Wales hub for the shared service. We are working to clarify the position between the SAB function and Development Management to ensure that the regulation of the SUDs legislation can be met. <b>Draft Job Descriptions now agreed and will now be evaluated by JEQ panel. The Target Risk Rating amended to Q4 2020/21 to align with panel timetable.</b>
PE15	Decrease in Food Safety and Food Standards following exit from European Union	↔	MT	We have developed and will continue to review advice for Small, Medium and Large enterprises to assist with planning for food supply. We are acting upon the guidance provided by the Food Standards Agency as the central competent authority for the UK to ensure that all relevant legislation and regulations are adhered to. We have provided consultation responses to any proposed changes to Food Standards and Food Hygiene legislation to highlight any areas of concern. We have reviewed succession planning for the Food Safety and Food Standards team in ability to deliver the statutory functions of the Council. This will need to be reviewed on a regular basis given the teams involvement in the response and recovery to COVID-19. We are preparing draft authorisations for officers undertaking food and feed enforcement and have the necessary scheme of delegation in place to fully undertake their duties. We have developed a training programme to train staff on Imported Food Controls to increase officer knowledge and competence in this area of enforcement
*PE16 Updated Nov 2020	Capacity within the Community and Business Protection teams to resume planned and reactionary programmes	↔	MT	We are awaiting national guidance that may change the inspection regime in light of the continuing role of Community and Business Protection Officers in the response and recovery to COVID-19 and will continue to monitor the local guidance. We are recruiting two Environmental Health Officers to increase the capacity within the teams and monitor changing demands on the teams to consider redeployment and movement of officers.

Commented [JD1]: Risk Register shows ↔



Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
	of inspections whilst also enforcing national and local Covid-19 restrictions, Covid-19 regulatory activity and supporting the TTP work.			In response to local lockdown and increasing numbers of confirmed infections redeployment of officers to response teams. Full review of duties of the teams that could be stood down. Where officers are able to increase of hours from part time to full time. 3 Team Leaders meet on daily basis with Police to review licensed premises compliance with regulations. Daily meeting with Education to review current situations in schools.
PE17	Non-compliance with Welsh Language Standards due to the Welsh Language Commissioner's instruction to Flintshire County Council for translation of planning applications and consultation responses	↔	MT	We have produced an Action Plan for Welsh Language Commissioner (WLC) that sets out how we aim to address the concerns raised on non-translation of website content. We have carried out all actions that address options for compliance as agreed by WLC that seek to address the concerns raised. We have ensured that the technical specification for new case management system has asked for translation capabilities that will be assessed when scoring the bids

## IT & Systems

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*PE21	Procurement, integration and assimilation to new case management system is not achieved	↔	IM	We have allowed a longer time for officers to score the tender responses with support offered by the Project Board to those involved in scoring particularly those areas heavily involved in COVID-19 activities The Project Manager is identifying teams that require early engagement with the companies to gain more details of areas of the system that require clarification and has a planned programme of demonstrations from the companies with particular emphasis on areas of the system that were not able to be demonstrated at the pre-tender stage IT colleagues reporting to the Board on the wider implications of any of the specifications of the systems for the Digital Strategy and in clarifying full system cost identification due to any internal costs that may be required to support the move to a new system

## Part 2 (Portfolio Service & Performance)

### Enterprise and Regeneration

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*PE19	Unsustainable demand on the Employment Mentoring service due to	↔	IM	We are monitoring demand on a weekly basis and gather intelligence from DWP as to the likely numbers requiring access to the service to allow for workforce planning and prioritisation. We are maintaining communications with WG regarding demand management to allow for early

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
	the economic implications of lockdown and the increase in referrals from Job Centres of those seeking employment			discussions on future funding of the service. We are continuing partnership arrangements to share resources in order to maximise the help available to those seeking work opportunities

### Development Management, Public Protection and Minerals and Waste

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*PE20 Page 64	Increase in non-compliant sites due to inability to conduct enforcement and site monitoring inspections	↔	IM	We have implemented a robust risk assessment process for re-introduction of site visits to assess firstly if a site visit is required and that site visits are carried out safely, in line with lockdown restrictions and appropriate PPE is available to ensure the safety of our officers and customers. Training programme for officers before undertaking risk assessment and site visit to ensure consistency of approach. We have developed a Prioritisation model of site visits to ensure that all high-risk sites are given high priority and visited as soon as able. Phased reintroduction of visits in line with prioritisation to enable the backlog of site visits to be worked through in a logical manner and that officer's work can be planned accordingly. We have procured external support into the enforcement team as they have been short staffed during lockdown and enforcement sites will be some of the first sites to need visits Risk assessed external site visits are now happening but internal visits are still affected.

### Closed Risks

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*PE18	Procurement, integration and assimilation to new case management system is not achieved due to market forces and compliance with Flintshire County Council terms of contract	↓	IM	-





## ENVIRONMENT AND ECONOMY OVERVIEW AND SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday 8 December 2020
<b>Report Subject</b>	Recovery Strategy Update (Streetscene and Transportation Portfolio)
<b>Cabinet Member</b>	Deputy Leader of the Council and Cabinet Member for Streetscene
<b>Report Author</b>	Chief Executive and Chief Officer (Streetscene and Transportation)
<b>Type of Report</b>	Operational

### EXECUTIVE SUMMARY

The Council has developed a corporate Recovery Strategy for the pandemic emergency situation which was endorsed at a special Cabinet meeting on 15 September.

Cabinet requested each of the Overview and Scrutiny Committees to support recovery in their respective portfolio areas, and specifically to have oversight of:-

1. The portfolio risk register(s) and the risk mitigation actions, both live and planned;
2. The objectives for recovery for the portfolio(s);
3. The immediate strategic priorities for recovery for the portfolio(s) extracted from the draft Council Plan for 2020/21; and
4. The set of revised performance indicator targets for the portfolio(s) for 2020/21.

This report provides the Committee with an update on the above recovery documents.

### RECOMMENDATIONS

1	That the Committee considers and supports the progress made to support Recovery Strategy by the Streetscene and Transportation portfolio.
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## **REPORT DETAILS**

<b>1.00</b>	<b>EMERGENCY RECOVERY</b>
1.01	<p>The Council has developed a corporate Recovery Strategy for the pandemic emergency situation. The Strategy covers:-</p> <ol style="list-style-type: none"> <li>1. The chronology of the emergency response phase and transition to recovery</li> <li>2. The handover arrangements or recovery</li> <li>3. Organisational recovery of the corporate organisation</li> <li>4. Community recovery of the communities we serve</li> <li>5. Strategic priorities and performance for the remainder of 2020/21</li> <li>6. The roles the Council will play in regional recovery</li> <li>7. The democratic governance of recovery</li> </ol>
1.02	<p>The development of the Recovery Strategy been led by the Chief Executive and Leader and overseen by a cross-party Member Recovery Board. The Board, which was an advisory sub-committee of Cabinet, has completed its work and has stood down. Cabinet endorsed the Recovery Strategy at a special meeting on 15 September.</p>
1.03	<p>Cabinet invited each of the Overview and Scrutiny Committees to support recovery in their respective portfolio areas, and specifically to have oversight of:-</p> <ol style="list-style-type: none"> <li>1. The portfolio risk register(s) and the risk mitigation actions both live and planned;</li> <li>2. The objectives for recovery for the portfolio(s);</li> <li>3. The immediate strategic priorities for recovery for the portfolio(s) extracted from the draft Council Plan for 2020/21; and</li> <li>4. The set of revised performance indicator targets for the portfolio(s) for 2020/21.</li> </ol>
1.04	<p>The latest version of the risk register (Appendix 1) and table of risk mitigations (Appendix 2) for the Streetscene and Transportation portfolio are attached.</p>
1.05	<p>An update on the recovery objectives for the Streetscene and Transportation portfolio is shown below:</p> <p><b>Streetscene and Transportation</b></p> <ol style="list-style-type: none"> <li>1. Consolidate the Streetscene working standards at pre-COVID levels</li> </ol> <p><b>Update December 2020.</b> The service continues to work towards achievement of all the previously member approved Streetscene standards</p> <ol style="list-style-type: none"> <li>2. Return workforce to standardised hours to ensure effective use of available resource.</li> </ol> <p><b>Update December 2020.</b> All staff are now employed on their contractual</p>

working hours with the exception of the winter maintenance team who are on home standby to avoid contamination and in order protect the delivery of this critical service.

3. Manage the recovery of the local bus network across the County while developing sustainable transport methods (Local travel Arrangements; Demand Responsive Services).

**Update December 2020.** The service is supporting the delivery of local transport arrangements across the County however, it is set against a backdrop of low utilisation levels and reducing commercial services on some routes.

4. Enable the recovery of waste and recycling performance through education, behavioural change campaigns and enhanced enforcement.

**Update December 2020.** Recycling quantities, in common with all other waste streams, have significantly increased since the start of the pandemic as more people work from home. Recycling levels have however fallen due to the closure of Household Recycling Centres (HRCs) during the early stages of the emergency. The suspension of side-waste enforcement has been extended until after Christmas however, we continue to monitor excessive quantities and advisory letters are being sent to the residents in such properties. The Council achieved the latest WG recycling target of 64% in 2019/20 - we achieved 66% which was 2% below the previous year's figure.

5. Develop Household Recycling Centres, working in partnership with charitable organisations to develop site "adoption" principles, to encourage re-use and recycling.

**Update December 2020.** Discussions with interested charities have been put on hold due to the difficulties in allowing volunteers to attend the sites, due to the current travel restrictions. No change

6. Progress the development of waste infrastructure to support increased recycling potential.

**Update December 2020.** The project to develop Standard Industrial Estate Waste Transfer Station is progressing, with funding approved for 2020/21 with the balance required in 2021/22. Construction work is expected to commence in early 2021, however, to speed up the construction period, the Standard site will cease to operate during early December to allow the demolition and contract preparation work to commence. A plan to improve the facilities at the waste treatment plant in Greenfield has received Capital funding and is planned to commence in spring 2021.

7. Deliver the in-year Welsh Government (WG) funded transport schemes

**Update December 2020.** All of the WG funded projects are on-track to complete within the Welsh Government funding windows. No change

8. Develop initiatives to increase active travel (walking; cycling) for localised journeys linking to town centre to support recovery.

	<p><b>Update December 2020.</b> The Council has been successful in the bid for significant WG stimulus funding to support town centre regeneration. All of the schemes include Active Travel infrastructure at their core. No change</p> <p>9. Maintain the highway network during the winter period</p> <p><b>Update December 2020.</b> Inspection regimes are in place to protect the network condition during the winter period. The winter maintenance arrangements, which will deal with adverse weather conditions and the impact on the network, are in place which will ensure the Council delivers on our statutory responsibilities in this respect. There has been 3 winter gritting runs already during November, the scheme operated without issue.</p>
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<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
2.01	There are no specific resource implications from this report. The service is experiencing additional costs across a number of service areas, which are being claimed through WG funding bids.

<b>3.00</b>	<b>CONSULTATIONS REQUIRED / CARRIED OUT</b>
3.01	None specific as this report is based on documented response and recovery work.

<b>4.00</b>	<b>RISK MANAGEMENT</b>
4.01	This report specifically covers emergency situation risk management.

<b>5.00</b>	<b>APPENDICES</b>
5.01	Appendix 1 - The latest version of the risk register Appendix 2 - Risk mitigation actions

<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS</b>
6.01	None.  <b>Contact Officer:</b> Stephen Jones <b>Telephone:</b> 01352 704700 <b>E-mail:</b> stephen.o.jones@flintshire.gov.uk

# Streetscene and Transportation Portfolio Risk Register

Version 6

Published: 27.10.2020

## Risk Register - Part 1 (Portfolio Management)

Finance

Key		
Underlying Risk Rating	The risk rating before any mitigating actions	
Current Risk Rating	This risk rating following the planned mitigation actions	
Target Risk Rating	The risk rating which is realistically achievable and by when	
Risk Trend	The trend of the risk since the last review date	
NC ↔	Risk has not changed since the last review	
Risk Status	Open denotes a live risk	Closed denotes a closed risk
*Denotes the risk is specific to the 'Recovery'		
ST	Streetscene and Transportation	

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
*ST01	Public bus services (commercial and subsidised) are financially unsustainable due to reduced passenger numbers	Operational	Anthony Stanford	Ceri Hansom	R	R	G Q4 2020/21	NC ↔	Open
*ST02	Increased transport operating costs due to reducing number of available transport operators to provide services	Operational	Anthony Stanford	Ceri Hansom	R	R	G Open	NC ↔	Open
*ST03	Increasing cost of undertaking Public Health Funerals due to inability of families to fund funerals	Operational	Anthony Stanford	Richard Blake	A	Y	G Q4 2020/21	NC ↔	Open
*ST04	Increased operational costs (resource, workforce) for Bereavement Services due to increased number of deaths	Operational	Anthony Stanford	Richard Blake	A	Y	G Open	NC ↔	Open
*ST05	National targets not being met for Road Safety and Active Travel due to an inability to complete essential schemes	Strategic	Anthony Stanford	Richard Flood	R	Y	G Q4 2020/21	NC ↔	Open
ST06	Unable to ensure highways infrastructure remains safe and capable of supporting economic growth due to reduced funding	Strategic	B Wilkinson	Area Managers	Y	Y	Y Open	NC ↔	Open
ST07	Unable to respond to Ash Die Back due to insufficient resource or funding	Strategic	B Wilkinson	Area Managers	Y	A	Y Open	NC ↔	Open
*ST08	Increase in third party claims due to changes in Highway Inspection process	Strategic	B Wilkinson	Area Managers	Y	G	G Q4 2020/21	NC ↔	Open
*ST09	Loss of income from the sale of recyclable materials due to reduced market demand	Operational	R Cartwright	G Povey	A	R	Y Open	NC ↔	Open
*ST10 Updated Oct 2020	Increased expenditure on contract, labour, plant, vehicles and materials due to changing work patterns in response to pandemic Note: current risk rating increased to red and risk trend increased due to the operational costs of treating higher volumes of recycling materials	Strategic	Katie Wilby	Gareth Thomas, Kevin Edwards, Jamie Bennet	A	R	A Q4 2020/21	R ↑	Open
*ST10a	Increased expenditure on the disposal of residual waste due to increased tonnage collected from residential properties	Strategic	Ruth Cartwright	G Povey	A	R	Y Q4 2020/21	NC ↔	Open

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
*ST11	Significant loss of income from the suspension of services due to COVID-19 response	Strategic	Ruth Cartwright	Vicky Plant	R	R	G Q4 2020/21	NC ↔	Open

Workforce

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
*ST12	Reduced numbers of frontline workers and contractors to deliver services safely due to increased sickness levels	Operational	Katie Wilby	Gareth Thomas / Kevin Edwards / Jamie Bennett	A	Y	G Q3 2020/21	NC ↔	Open
*ST13	Limited Personal Protective Equipment for workforce to conduct operations safely due to lack of availability in supply chain	Operational	Gareth Thomas	Steve O'Shaughnessy	A	G	G Q2 2020/21	NC ↔	Open
ST14	An increase in staff absence due to physical and verbal abuse while undertaking duties	Operational	Operational Managers	Supervisors	A	Y	G Open	G ↓	Open
ST15 Updated Oct 2020	Workforce industrial action will impact on our ability to deliver key operational services Note: current risk rating decreased to green and risk trend decreased due to changing shift working arrangements being introduced and working as required	Strategic	Katie Wilby	Gareth Thomas, Kevin Edwards, Jamie Bennet	G	G	G Open	G ↓	Open
ST16 Updated Oct 2020	Inability to provide staff with key training due to social distancing measures Note: the risk trend is amended to static	Operational	Ruth Cartwright	Gemma Boniface	Y	A	G Q3 2020/21	NC ↔	Open
*ST17	Increased referrals to occupational health for mental health issues due to the impacts of remote working or continuing to work in frontline services	Strategic	Katie Wilby	Gareth Thomas, Kevin Edwards, Jamie Bennet	A	A	G Q3 2020/21	NC ↔	Open
*ST17a	Increased risk of ill health due to mental health and well-being, personal and/or family issues	Strategic	Stephen O Jones	Ruth cartwright, Katie Wilby, Barry Wilkinson, Anthony Stanford	R	A	G Q4 2020/21	NC ↔	Open
*ST18	Backlog of administrative work due to home working (permit processing, payment refunds, tag printing)	Operational	Ruth Cartwright	Vicky Plant	A	G	G Q2 2020/21	NC ↔	Open
*ST19	Unable to build resilience and provide generic work functions due to remote working	Operational	Ruth Cartwright	Vicky Plant	Y	G	G Q2 2020/21	NC ↔	Open
*ST20	Missing key changes in employees' health and wellbeing due to Face to Face Occupational Health Surveillance appointments being placed on hold	Operational	Ruth Cartwright	Gemma Boniface	Y	Y	G Q3 2020/21	NC ↔	Open

## Property & Assets

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
ST21	Loss of depot facilities will impact our ability to deliver operational services	Operational	Katie Wilby	Gareth Thomas, Kevin Edwards, Jamie Bennet	G	G	G Q3 2020/21	NC ↔	Open
*ST22	Lack of available burial capacity due to increased demand	Operational	Anthony Stanford	Richard Blake	R	Y	G Q4 2020/21	NC ↔	Open
ST23	Impact of adverse weather conditions on the highway network resulting in damage to infrastructure	Strategic	B Wilkinson	Area Managers	A	A	A Open	NC ↔	Open
*ST24	Unable to progress with key infrastructure improvement projects due to prolonged pandemic impacts due to reduced grant funding	Strategic	Anthony Stanford	Richard Flood	G	G	G Q4 2020/21	NC ↔	Open
*ST25	Inadequate vehicle capacity to transport pupils and passengers whilst adhering to social distancing	Operational	Anthony Stanford	Ceri Hansom	R	Y	Y Q2 2020/21	NC ↔	Open
*ST26	Lack of available space at the Alltami depot facility to be able to provide full service due to social distancing measure	Operational	Katie Wilby	Gareth Thomas	R	G	Y Q4 2020/21	NC ↔	Open

## Governance/Legal

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
*ST27	Breach of legislation / Non-compliance with legislation (Environmental Permits, Health & Safety, Vehicle Operators' license, TROs) due to the inability to provide work services	Strategic	Katie Wilby	Gareth Thomas	A	Y	G Q3 2020/21	NC ↔	Open

## External Regulation

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
ST28	Unable to accept and process waste and recycling due to the loss of Environmental Permit	Strategic	R Cartwright	G Povey	A	G	G Q4 2020/21	NC ↔	Open
*ST30 Updated Oct 2020	Expiry of statutory training certifications due to the inability to undertake testing / training Note: the risk trend is amended to static	Strategic	Ruth Cartwright	Gemma Boniface	G	A	G Q3 2020/21	NC ↔	Open
*ST32	Backlog in vehicle MOTs due to the closure of test centres	Operational	B Wilkinson	Fleet Manager	Y	Y	Y Q4 2020/21	NC ↔	Open

## ICT & Systems

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
ST33	Unable to deliver key operational services due to the failure of telecommunications, ITC, mobile phone networks	Strategic	Katie Wilby	Gareth Thomas, Kevin Edwards, Jamie Bennet	G	G	G Q4 2020/21	NC ↔	Open



## Risk Register - Part 2 (Portfolio Service & Performance Risks)

### Service Delivery

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
*ST34	Lack of available materials (tarmac, stone) to undertake planned works due to product availability	Strategic	Katie Wilby	Gareth Thomas, Kevin Edwards, Jamie Bennet	A	G	G Q3 2020/21	NC ↔	Open
*ST35	Lack of preparedness to respond to multiple emergencies or major incidents during the pandemic (severe weather event, fire, major transport accident) due to resource being focused on delivering key services	Strategic	Katie Wilby	Gareth Thomas, Kevin Edwards, Jamie Bennet	A	A	G Q4 2020/21	NC ↔	Open
*ST36	Loss of key suppliers or partner organisations to deliver key operational services due to company insolvencies	Strategic	Katie Wilby	Gareth Thomas, Kevin Edwards, Jamie Bennet	A	A	G Open	NC ↔	Open

### Highway Policy

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
*ST38	Unable to undertake pedestrian/cycle safety training due to schools not operating and reduced funding	Operational	Anthony Stanford	Richard Flood	A	Y	G Q4 2020/21	NC ↔	Open
*ST39	Unable to undertake traffic surveys to support financial bids for transport schemes or justify implementing new safety measures	Strategic	Anthony Stanford	Richard Flood	R	Y	G Q4 2020/21	NC ↔	Open

### Fleet

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
ST40	Interruption of available fuel to sufficiently operate fleet vehicles	Strategic	B Wilkinson	Fleet Manager	G	G	G Q4 2020/21	NC ↔	Open

### Waste Strategy

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
*ST41	Unable to dispose of waste and recycling products due to end producer availability	Operational	R Cartwright	G Povey	R	A	G Q4 2020/21	NC ↔	Open

### Parking and Enforcement

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
*ST42	An increase in dangerous and obstructive parking due to the suspension of parking enforcement	Operational	Ruth Cartwright	Vicky Plant	A	G	G Q2 2020/21	NC ↔	Open



Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
*ST43 Updated Oct 2020	An increase in environmental crime (littering, dog fouling, side waste) due to the suspension of monitoring patrols Note: current risk rating increased to amber and risk trend increased due to reduction of side waste enforcement and foot patrols during lockdown period	Operational	Ruth Cartwright	Vicky Plant	A	A	G Q2 2020/21	R ↑	Open
*ST44 Updated Oct 2020	Increase in large scale fly tipping due to the closure of Household Recycling Centres and illegal waste collection companies operating Note: current risk rating increased to amber and risk trend increased due to the closure of Household Recycling Centres during lockdown	Operational	Ruth Cartwright	Vicky plant	A	A	G Q2 2020/21	R ↑	Open

Closed Risk

Risk Ref.	Risk Title	Risk Type	Lead Officer	Supporting Officers	Underlying Risk Rating	Current Risk Rating	Target Risk Rating	Risk Trend	Risk Status
*ST29	Loss of Industry Standard accreditations due to the inability to undertake external audits	Operational	R Cartwright	G Povey / P Murphy	G	G	G Q3 2020/21	NC ↔	Closed
*ST31	Expiry of calibrated equipment due to the inability to undertake testing	Operational	Ruth Cartwright	Gemma Boniface	G	G	G Q3 2020/21	NC ↔	Closed

Impact Severity	Catastrophic	Y	A	R	R	B	B
	Critical	Y	A	A	R	R	R
	Significant	G	G	Y	A	A	R
	Marginal	G	G	G	Y	Y	A
		Unlikely	Very Low	Low	High	Very High	Extremely High
Likelihood of risk happening							

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# Streetscene and Transportation Portfolio Risk Register

Version 6

Published: 27.10.2020

Mitigation Urgency Key	
IM – Immediate	Now
ST – Short Term	Within 1 month
MT – Medium Term	1 month plus
Upward arrow	Risk increasing
Downward arrow	Risk decreasing
Sideways arrow	No change in risk
*Denotes the risk is specific to 'Recovery'	

## Risk Register - Part 1 (Portfolio Management)

### Finance

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*ST01	Public bus services (commercial and subsidised) are financially unsustainable due to reduced passenger numbers	↔	MT	Subsidised bus services are monitored on a cost per passenger basis, fewer passengers result in the services becoming financially unsustainable. To prevent ongoing decline of passenger journeys, transportation officers are working with the Economic Regeneration team on the regeneration of town centres, thus encouraging people to return via public transport. Officers are working with bus operators to promote a safe environment ensuring social distancing on vehicles. This has include more frequent services to reduce passenger numbers per trip or promoting and developing the demand responsive service.
*ST02	Increased transport operating costs due to reducing number of available transport operators to provide services	↔	MT	Regular discussions are being held with transport operators to foresee any potential operating problems. Officers are working with the bus operators to develop and promote transport in the community encouraging passengers to utilise services. Additional transport service continue to be procured to respond to the crisis giving opportunity for operators to obtain further work to support sustainability
*ST03	Increasing cost of undertaking Public Health Funerals due to inability of families to fund funerals	↔	MT	A Fixed Price Funeral Service has been established in partnership with local Funeral Director. Officers are ensuring that funds are recovered from the deceased personal estates, where possible, to support the financial cost of burial.
*ST04	Increased operational costs (resource, workforce) for Bereavement Services due to increased number of deaths	↔	ST	Resource will be deployed from the Streetscene generic workforce to support additional demand in workload if required.
*ST05	National targets not being met for Road Safety and Active Travel due to an inability to complete essential schemes	↔	ST	All essential grant funded schemes have now recommenced. All such contracts are operating with revised risk assessments and safe methods of work in line with UK Government social distancing requirements. For those schemes that are located on strategic corridors (for which enable essential access to healthcare facilities and/or

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
				essential services), an individual assessment as to whether works should continue have been made.
ST06	Unable to ensure highways infrastructure remains safe and capable of supporting economic growth due to reduced funding	↔	ST	Highway Inspectors continue to inspect the network for defects with potential to cause serious injury or accident, and these are responded to immediately by our in-house road repair teams. Major resurfacing schemes have re-commenced and officers are working closely with contractors to ensure best value is achieved under the circumstances. Risk remains due to uncertainty of future funding.
ST07	Unable to respond to Ash Die Back due to insufficient resource or funding	↔	ST	Plans to train Streetscene staff to inspect and assess the risk of Ash Die Back affecting the highway network have been interrupted, and assistance from Planning, Environment & Economy tree service team has been sought to support this exercise going forward whilst Ash trees are in full leaf, when it is most obvious to spot the disease.
*ST08	Increase in third party claims due to changes in Highway Inspection process	↔	MT	Streetscene Area Coordinators continue to monitor roads in their area and report, on a risk-based methodology, any defect that could be deemed a significant danger. Designated teams within the service delivery team are available to provide emergency repair to identified defects.
*ST09	Loss of income from the sale of recyclable materials due to reduced market demand	↔	MT	Officers are undertaking regular participation in Welsh Government lead officer meetings in which information is provided on the recyclable market. Early notification of a decrease in potential values is being received and monitored. Expected loss of income is being included into the Medium Term Financial Strategy as prior to COVID-19, markets were already on the decline due to the changes in material use (e.g. reduced demand for high quality paper). Income levels have fallen considerably over the past several months, particularly for metal, plastics and textiles
*ST10 Updated Oct 2020	Increased expenditure on contract, labour, plant, vehicles and materials due to changing work patterns in response to pandemic	↑	MT	Continual review is being undertaken at weekly Portfolio Senior Management Team meetings on the most appropriate methods of delivering services in an effective and cost-effective manner while abiding by Government guidance on social distancing. As alternative methods are identified to deliver service, procedures are adapted and contractors are being utilised to supplement Council staff if required. All operatives are now working to substantive rotas and the number of employed agency staff is at pre-COVID levels. Increasing operational costs have been identified at waste transfer stations where increasing volumes of waste and recycling have been recorded. The plants are subject to continued breakdown of aged machinery which results in waste being sent to third parties for processing.

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*ST10a	Increased expenditure on the disposal of residual waste due to increased tonnage collected from residential properties	↔	MT	Since the commencement of lockdown the tonnage of residual waste collected from residential properties has been increasing. On review of annual trends the increase is between 12-20% per month based on the same time last year. Officers will be promoting the national behavioral change campaign developed by Welsh Government to reinstate the message to residents that they must recycle all waste. Also, a relaunch of the side waste enforcement process will take place from early October to ensure that only the allocated amount of residual waste is placed out for collection each fortnight.
*ST11	Significant loss of income from the suspension of services due to COVID-19 response	↔	MT	Continual reviews are being undertaken at weekly Portfolio Senior Management Team meetings on the appropriate times to re-introduce chargeable services. All factors are being considered when making these decisions, including the available resources to deliver services and the Safety and Health of employees and public. Services will be resumes as soon as it is safe to do so, while some services such as brown bin collections have already been reintroduced. Loss of income as a result of service changes in the emergency response phase is being collated and monitored within the Medium Term Financial Strategy

## Workforce

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*ST12	Reduced numbers of frontline workers and contractors to deliver services safely due to increased sickness levels	↔	MT	Sickness levels have improved are now at pre-COVID levels. The number of agency staff employed is also at pre-COVID levels.
*ST13	Limited Personal Protective Equipment for workforce to conduct operations safely due to lack of availability in supply chain	↔	ST	The Streetscene stores department are continually reviewing the availability of Personal Protective Equipment (PPE) that is required in line with service risk assessments. The existing supply chain is being monitored whilst officers are also identifying other companies that can provide the required equipment. There are currently no issues with the supply chain for PPE and all staff/workforce have the required equipment as risk assessed.
ST14	An increase in staff absence due to physical and verbal abuse while undertaking duties	↔	IM	Support and advice has been provided to the workforce with information about revised services being published to the public through our websites, social media and signage. All reports of abuse are passed to North Wales Police. Since new measures have been introduced there has been limited numbers of reported cases of abuse as members of the public are compliant with new measures.
ST15 Updated Oct 2020	Workforce industrial action will impact on our ability to deliver key operational services	↓	IM	There has been consultation with unions throughout the pandemic in relation to changes in working practice and measures put in place to protect staff and workforce welfare. From the 5 October, shift working patterns have been amended. All new shift patterns are now embedded and accepted by the workforce.

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
<b>ST16</b> Updated Oct 2020	Inability to provide staff with key training due to social distancing measures	↔	MT	Due to the changes to the workforce shift patterns and the implementation of 'bubble' working, non-essential training has been suspended so that workforce is available to deliver frontline services. Only essential training will take place should staff certifications become expired.
<b>*ST17</b>	Increased referrals to occupational health for mental health issues due to the impacts of remote working or continuing to work in frontline services continuing to work in frontline services	↔	MT	Continued workforce updates and welfare assessments are being undertaken to support those working remotely and on frontline services. Information is distributed on a service basis, and also corporately, with advice on ways of working to prevent worry or stress. All staff are offered Occupational Health referrals (on request) and access to Care First for independent support. Where possible meetings are held through the medium of video call to promote improved interaction. The service has representation on the workforce tactical group to raise any address ongoing HR issues.
<b>*ST17a</b>	Increased risk of ill health due to mental health and well-being, personal and/or family issues	↔	MT	All Managers/supervisors maintain contact with staff members whom are on sick leave or have identified themselves are suffering from personal issues (bereavement; relationship separations; isolation) to ensure support and reassurance is given. Managers must allow staff the opportunity to work in an office environment to promote personal wellbeing and personal contact and engagement. Occupational Health support is provided should it be needed.
<b>*ST18</b>	Backlog of administrative work due to home working (permit processing, payment refunds, tag printing)	↔	MT	Where administration functions can be undertaken in a remote manner then they have continued as normal. Some procedures have been adapted so that they can now be done from a remote location. For work tasks that require a physical presence in the office, a rota has been put in to place so that a set number of officers can return to Alltami depot and undertake these functions.
<b>*ST19</b>	Unable to build resilience and provide generic work functions due to remote working	↔	MT	Streetscene prides itself on the use of generic teams to deliver a variety of functions thus providing resilience in service and supporting officer development. Due to remote working, cross working and training was prevented. In order to adapt, officers are now using technology to link to each other, utilising video calling and document sharing. Where required officers can meet in the office environment now that the physical distancing measures have been put in place, this further supports generic officer training and development.
<b>*ST20</b>	Missing key changes in employees' health and wellbeing due to Face to Face Occupational Health Surveillance appointments being placed on hold	↔	MT	Alternative methods of reviewing staff welfare and health have been introduced to ensure that key changes are not overlooked. Instead of face to face meetings an employee questionnaire has been developed to gain an understanding of those staff under surveillance. Service supervisors are in contact with operational staff during their shift to identify any possible issues or be available should they have concerns than need escalating. Should any health issue require escalation, then Occupational Health are holding telephone consultations.

## Property & Assets

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
ST21	Loss of depot facilities will impact our ability to deliver operational services	↔	IM	Required on-going maintenance at Alltami depot been facilitated throughout the pandemic period, and reviews of risks have taken place to foresee any change to working arrangements. Both Service delivery (operational teams) and office based staff have returned to the office environment and all depot locations are functioning as required.
*ST22	Lack of available burial capacity due to increased demand	↔	MT	Ongoing work is taking place to identify additional burial provision in proximity to current cemeteries. New legislation introduced in response to COVID-19 allows for Local authorities to compulsory purchase land to introduce additional burial capacity if required. These options are being explored
ST23	Impact of adverse weather conditions on the highway network resulting in damage to infrastructure	↔	MT	Preventative maintenance schemes have recommenced and officers are working closely with contractors to ensure best value is achieved. Gully Emptying, Sweeping and defect repair teams have continued to maintain the network in efforts to mitigate against loss of infrastructure.
Page 79 *ST24	Unable to progress with key infrastructure improvement projects due to prolonged pandemic impacts due to reduced grant funding	↔	MT	During the initial stages of the lockdown, progress on infrastructure improvements was put on hold. However, since the improvement of connectivity in a remote nature, the planning of these schemes has commenced again, and while behind initial schedule progress is being made through design phase. Some highway infrastructure improvement schemes are being progressed and are underway as the service has made use of the quieter highway network. Discussions have resumed with Welsh Government on possible grant funding for further schemes.
*ST25	Inadequate vehicle capacity to transport pupils and passengers whilst adhering to social distancing	↔	MT	Guidance on the provision of school transport has now been issued by National Government. The guidance is achievable and a full return to service was achieved in September. Transport colleagues continue to have ongoing dialogue with colleagues in education to monitor the situation.
*ST26	Lack of available space at the Alltami depot facility to be able to provide full service due to social distancing measure	↔	MT	The service delivery team have sufficient space at the depot to provide all services, having made use of the staff car park for operational vehicles. The office facility has been reconfigured to ensure physical distancing and staff who require to attend the depot to provide key functions are now able to do this.

## Governance/Legal

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*ST27	Breach of legislation / Non-compliance with legislation (Environmental Permits, Health & Safety, Vehicle Operators' license, TROs) due to the inability to provide work services	↔	MT	All services have now resumed to pre-COVID standards and there are no ongoing potential risks to environmental breaches however this will continue to be monitored.

## External Regulation

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
ST28	Unable to accept and process waste and recycling due to the loss of Environmental Permit	↔	MT	Officers are working with Natural Resources Wales to monitor temporary changes to permit conditions. Natural Resources Wales position statement of working with permit holders and easing some restriction on the permit has helped to reduce likelihood of loss of permit. Officers have been closely monitoring tonnage data weekly and monthly and will continue to do so, to ensure that waste is dealt with as effectively as possible. In addition, officers are working closely with operational teams to identify and manage any issues for collection and transfer/bulking. Contingency plans are ready to be enabled if any issues arise from contractors being unable to collect waste for correct and safe disposal. At present there are no issues with operating waste facilities and all end processors are accepting waste.
*ST30 Updated Oct 2020	Expiry of statutory training certifications due to the inability to undertake testing / training	↔	ST	Due to the changes to the workforce shift patterns and the implementation of 'bubble' working, non-essential training has been suspended so that workforce is available to deliver frontline services. Only essential training will take place should staff certifications become expired. Where training has expired and service demand remains, qualified sub-contractors will be engaged to undertake the work until the bubble arrangement is lifted and training can recommence
*ST32	Backlog in vehicle MOTs due to the closure of test centres	↔	MT	Vehicles will be maintained at MOT standard, even though the official test will not take place. Management team will closely monitor the industry situation in anticipation of any further service disruption at MOT facilities, although a 12-month extension period has been granted and should allow for the delivery of MOTs to now run normally.



## ICT & Systems

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
ST33	Unable to deliver key operational services due to the failure of telecommunications, ITC, mobile phone networks	↔	IM	Staff have amended lines of communication and adapted to the challenges brought about by the pandemic to ensure business continuity throughout. Managers have worked closely with IT colleagues to ensure that access to systems, or any issues that have occurred, have been dealt with and resolved.

## Risk Register - Part 2 (Portfolio Service & Performance)

### Service Delivery

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*ST34	Lack of available materials (tarmac, stone) to undertake planned works due to product availability	↔	ST	Streetscene stores department are continually monitoring product availability to identify any forthcoming problems. Alternative suppliers have been sourced which have product availability should it be needed. There are currently no issues within the supply chain and all planned works are commencing
*ST35	Lack of preparedness to respond to multiple emergencies or major incidents during the pandemic (severe weather event, fire, major transport accident) due to resource being focused on delivering key services	↔	MT	Quarterly Emergency Planning meetings are arranged with members of Streetscene, housing, emergency planning and North Wales Council-Regional Emergency service (NEC-REPS) to discuss and review procedures for emergencies. Combined resource and support could be compromised should another emergency issue arise during this time and resilience is being identified. Partnership working will allow for additional resource to respond to incidents. Accountable managers to support with additional emergencies have been identified
*ST36	Loss of key suppliers or partner organisations to deliver key operational services due to company insolvencies	↔	MT	All service areas have been in contact with key suppliers and contractors to review company Business Continuity Plans to ensure adequate response to the crisis. Discussions have included the sustainability of companies due to pressures of closure or reduced service. Where there has been concern, alternative suppliers/providers have been identified to continue service. In isolated cases there has been no alternative provider available (e.g. Textile disposal) therefore this service has stopped in the short term.

## Highway Policy

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*ST38	Unable to undertake pedestrian/cycle safety training due to schools not operating and reduced funding	↔	ST	Liaison with schools is underway in order restart essential training for pupils. It may be possible to continue to train larger gatherings of pupils due to the outdoor environment for which the training is often conducted.
*ST39	Unable to undertake traffic surveys to support financial bids for transport schemes or justify implementing new safety measures	↔	ST	Traffic surveys, including volumetric traffic counts, parking surveys, speed surveys, origin and destination surveys and public transport patronage surveys were suspended due to average commuting levels not being met. Since the lifting of lockdown restrictions, vehicle volumes on the public highway have increased and traffic counts are now possible with data gleaned reliable enough to make decisions on future transport schemes

## Fleet

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
ST40	Interruption of available fuel to sufficiently operate fleet vehicles	↔	IM	Officers have maintained regular contact with supplier throughout the pandemic to stay informed about issues such as demand, delivery lead times, and any supply interruptions. Officers have gained assurances that should any interruption to fuel supply occur, then under The Civil Contingencies Act, Alltami depot would be consider a key site.

## Waste Strategy

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*ST41	Unable to dispose of waste and recycling products due to end producer availability	↔	ST	Officers are working with Welsh Government and partners organisations to identify changes in the recycling market. An all Wales approach has been adopted to share knowledge of problems arising within the supply chain. Officers are discussing joint working with neighboring authorities to establish consistent recycling disposal companies. Contingency plans are being developed in response to known problems with recycling disposal streams and alternative methods of disposal are being explored.

## Parking and Enforcement

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*ST42	An increase in dangerous and obstructive parking due to the suspension of parking enforcement	↔	ST	Enforcement teams are back work and operating normally on matters of illegal parking.

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*ST43 Updated Oct 2020	An increase in environmental crime (littering, dog fouling, side waste) due to the suspension of monitoring patrols	↑	ST	Side waste and litter / dog fouling foot patrols have been suspended throughout the lockdown period. The enforcement team have been utilized to concentrate on school parking enforcement and fly tip investigations. They are also undertaking a sign review of all dog control areas.
*ST44 Updated Oct 2020	Increase in large scale fly tipping due to the closure of Household Recycling Centres and illegal waste collection companies operating	↑	ST	The enforcement team continue to investigate all fly tip cases. However, with Government instruction to close all Household Recycling Centers (HRCs), fly tip events are increasing. All residents are reminded of their duty of care to only use registered waste disposal companies and to store waste until such time the HRCs are open.

#### Previously Closed Risk

Risk Ref.	Risk Title	Risk Trend	Mitigation Urgency	Mitigating Actions
*ST29	Loss of Industry Standard accreditations due to the inability to undertake external audits	↓	ST	-
*ST31	Expiry of calibrated equipment due to the inability to undertake testing	↓	ST	-

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## ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday 8 December 2020
<b>Report Subject</b>	Update on Alltami Depot Stores
<b>Cabinet Member</b>	Deputy Leader and Cabinet Member for the Streetscene and Countryside
<b>Report Author</b>	Chief Officer (Streetscene and Transportation)
<b>Type of Report</b>	Operational

### EXECUTIVE SUMMARY

The Alltami depot stores is responsible for the safe and secure storage of all stock items and materials used at the depot. Additionally, the Stores team are responsible for ensuring that all plant and machinery used by the service is inspected and serviced in accordance with planned schedules and legal requirements.

Internal audits of the Alltami depot stores were undertaken in July 2016, with a follow-up audit conducted in May 2019. The overall findings from the audits were that the controls in operation at the time provided some assurance that key risks were being managed and controlled effectively, but that more could be done.

In February 2020, a report was presented to the Committee to provide assurance of the controls in place to manage the depot stores at Alltami and to outline the new working arrangements and processes being introduced.

This report provides an update on progress following the report in February 2020 in line with the Committee's recommendations.

### RECOMMENDATIONS

1	That Environment Overview & Scrutiny Committee notes the ongoing working arrangements within the Streetscene and Transportation depot stores and supports the actions undertaken to control material, plant and equipment held within the stores.
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## REPORT DETAILS

1.00	EXPLAINING THE BACKGROUND TO THE REPORT
1.01	<p>The Alltami depot stores is responsible for the safe and secure storage of all stock items and materials at the depot, inventory control, issuing and despatching stock in order to maintain demand and supply, timely and accurate replenishment of stock, receipting goods, reviewing obsolete stock and arranging appropriate disposal, as well as accurate stores accounting for recording details of stock movements and balances in terms of their financial value.</p>
1.02	<p>Additionally, the stores team is responsible for ensuring that all plant, machinery is inspected and serviced in accordance with planned schedules and legal requirements, including fault and defect reporting, calibration, operational problems and ensuring that records in support of the activities undertaken are maintained and monitored for compliance.</p>
1.03	<p>In February 2020, a report was presented to the Committee to provide assurance of the controls in place to manage the depot stores at Alltami and to outline the new working arrangements and processes being introduced following previous internal audits in July 2016 and May 2019 (see <b>Appendix 1</b>).</p>
1.04	<p>Following the report to the Committee in February 2020, agreement was given to provide an update after six months in order to give assurance that the new working arrangements and processes were being followed correctly.</p>
1.05	<p>At the time of the Committee report in February 2020, staff from the service had commenced work with colleagues from ICT to identify and install a new electronic stock control system, which was intended to simplify stock management issues and provider greater accountability and reporting functions. The new system included a simple electronic barcode scanning system, which would allow for scanning both the stock item and employees' identity card in order to improve accountability and provide an audit trail for all issued goods. A project group had been established to monitor the delivery of the new system and work to develop the application was underway. It was intended that the new system would be in place and operational by June 2020; however, in response to the national lockdown during the Spring of 2020, the project was put on hold and attention was focussed on maintaining essential frontline services during the pandemic.</p>
1.06	<p>Subsequently, work to deliver the project resumed in September 2020 and is now anticipated to complete by the end of March 2021. In the intervening period, stock control has continued to be managed through a paper based system to ensure that all stock items are issued against the employee's employment reference and recorded on the Tranman system to ensure that an audit trail is maintained and minimum stock levels set on the Tranman system to ensure timely replenishment of stock items.</p>

1.07	<p>At the Committee meeting in February 2020, it was reported that a central plant inventory was in place for the control and monitoring of all plant and equipment for the depot, including hired plant, managed through the Stores Supervisor. A significant amount of work had been undertaken over the previous 12 months to identify the location of every item of plant and equipment, including those held at remote sites, with the inventory monitored and updated daily, and all items of plant and equipment registered and booked out / in each day by the Supervisors.</p>						
1.08	<p>As part of this piece of work, the service has employed the use of a group of hardware and software components which allow for the collection, organisation and analysis of HAV (Hand Arm Vibration) risk assessment exposure data relating to the use of vibrating equipment. All powered tools and equipment are now recorded on the Reactec system and tracked using electronic tags, and operatives using the tools are required to wear a HAVwear watch device, which tracks the trigger time activity on the tool or piece of equipment over the duration of the operative's shift. The watch is used in conjunction with RFID (radio frequency identification) tags, which are attached onto the vibrating equipment. The software employs a traffic light system (Green, Amber, Red), which is related to the HSE Control of Vibration at Work Regulations 2005 (the Vibration Regulations), to calculate and record the HAV exposure caused by operating the tool or piece of equipment. The software shows the number of points the operative has accumulated during a shift as they work with vibrating tools. In addition, the traffic light indicator shows the operative's HAV exposure using the traffic light system to indicate when the specified exposure action values (EAV) are reached, which allows the operative to take action to limit further exposure as follows: -</p> <table border="1" data-bbox="320 1189 1386 1375"> <tr> <td data-bbox="320 1189 507 1227"><b>GREEN =</b></td> <td data-bbox="515 1189 1386 1227">GO Below EAV. Aim to stay in this region</td> </tr> <tr> <td data-bbox="320 1229 507 1335"><b>AMBER =</b></td> <td data-bbox="515 1229 1386 1335">BE AWARE EAV exceeded. Reduce tool usage, share workload – supervisors on alert</td> </tr> <tr> <td data-bbox="320 1337 507 1375"><b>RED =</b></td> <td data-bbox="515 1337 1386 1375">STOP ELV exceeded. Stop using hand-held power tools</td> </tr> </table> <p>The software will ensure that the Council adheres to legal requirements applicable to workplace health and safety and to determine vibration magnitudes that are representative of the actual vibration emissions applicable during tool use. It will also assist with the inventory control of all powered tools and equipment within the service.</p>	<b>GREEN =</b>	GO Below EAV. Aim to stay in this region	<b>AMBER =</b>	BE AWARE EAV exceeded. Reduce tool usage, share workload – supervisors on alert	<b>RED =</b>	STOP ELV exceeded. Stop using hand-held power tools
<b>GREEN =</b>	GO Below EAV. Aim to stay in this region						
<b>AMBER =</b>	BE AWARE EAV exceeded. Reduce tool usage, share workload – supervisors on alert						
<b>RED =</b>	STOP ELV exceeded. Stop using hand-held power tools						
1.09	<p>In addition, an action plan has been introduced to ensure that working arrangements have continued to be followed and processes adhered to within the service. A copy is enclosed with this report for further information (please see <b>Appendix 2</b>) and the key actions include: -</p> <ol style="list-style-type: none"> <li>a) Stock checks of current stock levels undertaken for: <ul style="list-style-type: none"> <li>- Grounds Maintenance consumables e.g. grass seed, fertilisers etc.</li> <li>- Consumable items for mechanical sweeper vehicles.</li> <li>- Safety fence material.</li> <li>- Street Lighting (non-van held stock and van held stock)</li> <li>- Full Stock Check of all assets.</li> </ul> </li> <li>b) Consolidate all consumables across the depot and transfer to main store area within Welfare Building.</li> </ol>						

	<ul style="list-style-type: none"> <li>c) Suitable disposal of all obsolete stock or equipment e.g. redundant fleet spares / street lighting equipment.</li> <li>d) Introduce new process for the purchasing and ordering of any grounds maintenance consumables.</li> <li>e) Introduce two-weekly rolling stock checks of all materials throughout the year.</li> <li>f) Introduce a booking out system for all Grounds Maintenance and Highway materials e.g. sand, kerbs, grass seed etc. with all stored material now held behind a securely fenced area with controlled access through the Stores team.</li> <li>g) Review procurement and tendering arrangements in place for purchase of stock and materials.</li> </ul>
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<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
2.01	<p><b>Revenue:</b> there are no implications for the approved revenue budget for this service for either the current financial year or for future financial years. The replacement stores system is being developed by the in-house IT team and is not expected to incur any additional revenue expenditure within the service. However, it is anticipated that efficiencies may be achieved through improved day-to-day stock management and control using electronic bar coding.</p> <p><b>Capital:</b> there are no implications for the approved capital programme for either the current financial year or for future financial years</p> <p><b>Human Resources:</b> there are no implications for additional capacity or for any change to current workforce structures or roles.</p>

<b>3.00</b>	<b>IMPACT ASSESSMENT AND RISK MANAGEMENT</b>
3.01	The Internal Audit reports highlighted that changes to the current ways of working and stock control system were required in order to provide assurance that key risks were being managed and controlled effectively.
3.02	The Stores action plan and work undertaken to date to introduce new systems, processes and working arrangements will ensure that progress continues to be monitored and reported on a monthly basis to the Senior Management Team.

<b>4.00</b>	<b>CONSULTATIONS REQUIRED/CARRIED OUT</b>
4.01	Consultation is ongoing with ICT services in relation to support and implementation of new stores system.
4.02	Consultation is ongoing with existing Stores staff on processes and working arrangements



4.03	Further reporting via future Internal Audit reports
<b>5.00</b>	<b>APPENDICES</b>
5.01	<ol style="list-style-type: none"> <li>1) <b>Appendix 1</b> - Report to Environment Overview &amp; Scrutiny Committee in February 2020</li> <li>2) <b>Appendix 2</b> – Stores Action Plan</li> </ol>
<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS</b>
6.01	None
<b>7.00</b>	<b>CONTACT OFFICER DETAILS</b>
7.01	<p>Contact Officer: Stephen Jones  Telephone: 01352 704700  E-mail: <a href="mailto:stephen.o.jones@flintshire.gov.uk">stephen.o.jones@flintshire.gov.uk</a></p>
<b>8.00</b>	<b>GLOSSARY OF TERMS</b>
8.01	<ol style="list-style-type: none"> <li>1) <b>Tranman System</b> = fleet management system, which was previously operated by the Council's in-house fleet team to order parts for vehicles and subsequently used as a stores stock control system for Alltami depot.</li> <li>2) <b>HAV</b> = Hand Arm Vibration Syndrome, comes from the use of hand-held power tools and can cause changes in the sensation of the fingers, which can lead to significant ill health (painful and disabling disorders of the blood vessels, nerves and joints). It is caused by working with vibrating tools and equipment for significant lengths of time.</li> <li>3) <b>Reactec system</b> = hardware and software, which allow for the collection, organisation and analysis of HAV (Hand Arm Vibration) risk assessment exposure data relating to the use of vibrating tools and equipment by operatives</li> <li>4) <b>RFID</b> = Radio frequency identification, which uses electromagnetic fields to automatically identify and track tags attached to objects. An RFID tag consists of a tiny radio transponder, radio receiver and transmitter.</li> <li>5) <b>EAV</b> = Exposure Action Value is the daily amount of vibration exposure above which employers are required to take action to control exposure.</li> </ol>

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## ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday, 11 <sup>th</sup> February 2020
<b>Report Subject</b>	Alltami Depot Stores
<b>Cabinet Member</b>	Deputy Leader and Cabinet Member for the Streetscene and Countryside
<b>Report Author</b>	Chief Officer (Streetscene and Transportation)
<b>Type of Report</b>	Operational

### **EXECUTIVE SUMMARY**

The Alltami depot stores is responsible for the safe and secure storage of all stock items and materials used at the depot. Additionally, the Stores team are responsible for ensuring that all plant and machinery used by the service is operated, inspected and serviced in accordance with planned schedules and legal requirements.

Internal audits of the Alltami depot stores were undertaken in July 2016, with a follow-up audit conducted in May 2019. The overall findings from the audits were that the controls in operation at the time provided some assurance that key risks were being managed and controlled effectively, but that more could be done.

This report provides the Committee with assurances regarding the controls now in place within the stores in Alltami depot.

### **RECOMMENDATIONS**

1	That Environment Overview & Scrutiny Committee notes the working arrangements within the Streetscene and Transportation depot stores and supports the actions undertaken to control material and equipment held within the stores.
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## **REPORT DETAILS**

<b>1.00</b>	<b>EXPLAINING THE BACKGROUND TO THE REPORT</b>
1.01	<p>The Alltami Depot Stores is responsible for the safe and secure storage of all stock items and materials at the depot, inventory control, issuing and despatching stock in order to maintain demand and supply, timely and accurate replenishment of stock, receipting goods, reviewing obsolete stock and arranging appropriate disposal, as well as accurate stores accounting for recording details of stock movements and balances in terms of financial value.</p>
1.02	<p>Additionally, the Stores team is responsible for ensuring that all plant, machinery is operated, inspected and serviced in accordance with planned schedules and legal requirements, including fault and defect reporting, calibration, operational problems and ensuring that records in support of the activities undertaken are maintained and monitored for compliance.</p>
1.03	<p>The Stores team in Alltami has been utilising a stock control system developed from the fleet management system, Tranman, which was previously operated by the Council's in-house fleet team to order parts for vehicles. Prior to this and before the commencement of the Streetscene Service, stock had been managed through a paper based system.</p>
1.04	<p>Following the outsourcing of the Council's fleet management in 2016, the level of support for the fleet management system reduced and there are now significant gaps in its functionality, such as being unable to return unused items into the stock, no bar coding of stock and lack of integration with other Council systems such as P2P / Proactis for the ordering of goods and services, and contract management.</p>
1.05	<p>Staff from the service are working with colleagues from ICT to identify and install a basic stock control system, which will simplify stock management issues and provide greater accountability and reporting functions. Whilst ICT clearly have a backlog of service demands from across all of the Portfolios, work has progressed with the project and a number of potential options have been identified. It is intended that the new system will be in place and operational by June 2020 and that it will include a simple electronic barcode scanning system. The intention is that scanning both the stock item and employees' identity card will improve accountability and provide an audit trail for all issued goods.</p>
1.06	<p>In the interim period, the level of physical stock checks have been increased and a full inventory stock check is now carried out every 6 months, rather than annually. A paper based system is in place to ensure that all stock items are issued against the employee's employment reference and recorded on the Tranman system to ensure an audit trail is maintained and minimum stock levels are set on the Tranman system to ensure timely replenishment of stock items. Access to the stores has also been restricted to only allow only 'authorised' personnel. Previously, due to the ID card management system in place for the Council, a number of different staffing groups, such as the cleaners, had full access to the Stores. The groups have now been reviewed on the system and strictly only authorised personnel now have access.</p>

1.07	<p>The follow-up audit identified several outstanding actions in relation to small plant and equipment: -</p> <ul style="list-style-type: none"> <li>• Plant Record to be established</li> <li>• Plant inspection register to be completed</li> <li>• Electronic record of activity to be completed</li> <li>• Write-off process to be agreed</li> </ul>
1.08	<p>A central plant inventory is in place for the control and monitoring of all plant and equipment for the depot, including hired plant, which is managed through the Stores Supervisor. A significant amount of work has been undertaken to identify the location of every item of plant and equipment, including those held at remote sites, and the inventory is monitored and updated daily, with all items of plant and equipment registered and booked out / in each day by the Supervisors. A write-off pro-forma has been produced to record items that are either beyond economical repair or have reached the end of their useful life, as well as document any items that are sent to auction, and the disposal process now links to the plant inventory, recording the method of disposal and auction / scrappage value.</p>
1.09	<p>Additionally, an operational procedures booklet was issued to all relevant staff in June 2019 via a tool box talk. The booklet outlines the procedures to be followed for plant and equipment, including procurement / hiring of plant, asset management and inventory control, risk assessments and safe systems of work, servicing, repairs and maintenance, defect reporting, inspection and monitoring, disposal and renewal / replacement, training and instruction. Subsequent tool box talks and updated versions of the booklet have also been delivered to relevant staff over the last six months.</p>
1.10	<p>The follow-up audit identified that the action in relation to the formalisation of issuing personal protective equipment (PPE) against individual staff had not been introduced and was not being monitored at the time of the review, and there was no record of returned items. Additionally, there was no formal agreement or process for the return of clothing by agency staff. Agency staff are treated no differently to FCC staff and are issued with the same bundle of high visibility clothing when their employment commences. All agency providers are required to provide basic PPE for their staff, such as steel toe cap boots, and have been instructed to return clothing by agency staff if the items are economically viable to be returned. Issuing of PPE is currently recorded manually against each individual employee's payroll reference, but the intention is for this is to be recorded electronically via a bar code on the new stores system and records of returned items maintained.</p>
1.11	<p>A stock of van ladders, which were purchased by Housing in 2014 and stored at the Alltami depot have now been transferred to Housing and deployed on the vehicles where required. Therefore, this outstanding action within the audit can now be closed.</p>
1.12	<p>The Alltami depot employs an Emergency Store for the out-of-hours highways team, which is used in cases of road traffic collisions or emergency call-outs. In response to the follow-up audit, a daily inventory</p>

	check is now maintained to ensure that the store is fully stocked at all times and that items are booked in and out.
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<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
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2.01	<p><b>Revenue:</b> there are no implications for the approved revenue budget for this service for either the current financial year or for future financial years. The replacement stores system is not intended to incur any additional revenue expenditure within the service. However, it is anticipated that efficiencies may be achieved through improved day-to-day stock management and control using electronic bar coding.</p> <p><b>Capital:</b> there are no implications for the approved capital programme for either the current financial year or for future financial years</p> <p><b>Human Resources:</b> there are no implications for additional capacity or for any change to current workforce structures or roles.</p>
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<b>3.00</b>	<b>IMPACT ASSESSMENT AND RISK MANAGEMENT</b>
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3.01	The Internal Audit reports have highlighted that changes to the current ways of working and stock control system are required in order to provide assurance that key risks are being managed and controlled effectively.
3.02	A delivery project team will be established to monitor the delivery of the new stores system, which will report on a monthly basis to the Senior Management Team meetings.

<b>4.00</b>	<b>CONSULTATIONS REQUIRED/CARRIED OUT</b>
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4.01	Consultation is ongoing with ICT services in relation to support and implementation of new stores system
4.02	Consultation is ongoing with existing Stores staff on most appropriate solution
4.03	Further reporting via future Internal Audit reports

<b>5.00</b>	<b>APPENDICES</b>
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5.01	None
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<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS</b>
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6.01	None.
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<b>7.00</b>	<b>CONTACT OFFICER DETAILS</b>
7.01	Contact Officer: Stephen Jones Telephone: 01352 704700 E-mail: <a href="mailto:stephen.o.jones@flintshire.gov.uk">stephen.o.jones@flintshire.gov.uk</a>

<b>8.00</b>	<b>GLOSSARY OF TERMS</b>
8.01	None.

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**STORES ACTION SHEET**  
**MEETING HELD 27 OCTOBER 2020**

	<b>ACTION</b>	<b>UPDATE FROM 7 OCTOBER 2020 / 27 OCTOBER 2020</b>	<b>OFFICER</b>	<b>DATE REQUIRED</b>
1.	<p>Provide a full list of all Grounds Maintenance consumable products, e.g. grass seed/fertilizer*</p> <p>*The list should also include:</p> <ol style="list-style-type: none"> <li>1. Current stock level</li> <li>2. The approximate amount of material used per week.</li> <li>3. The current supplier</li> <li>4. Tender arrangements for purchase of material</li> </ol>	Action Closed	Gareth Thomas/ Rupert Frank/ Steve O'Shaughnessy	Next Meeting 27.10.2020.

	<b>ACTION</b>	<b>UPDATE FROM 7 OCTOBER 2020 / 27 OCTOBER 2020</b>	<b>OFFICER</b>	<b>DATE REQUIRED</b>
	5. Suggested minimum/maximum stock level.			
2.	Provide a list of consumable items for mechanical sweepers (brushes etc.) *  * Please see (1) above	Action Closed	Gareth Thomas Steve O'Shaughnessy	Next Meeting 27.10.2020
3.	Provide a full inventory list of all safety fence material *  * Please see (1) above	Outstanding – to be completed by 16 October  Update 4.11.2020 – Still outstanding. This needs to be closed by next meeting	Mark Humphreys	Next Meeting 18 November 2020
4.	Provide a full list of all streetlighting stock (non van stock) held in the Depot noting whether the material is purchased direct for	Action Closed.	Jamie Bennett/ Nigel Davey Darell Jones	By 16 October 2020

	<b>ACTION</b>	<b>UPDATE FROM 7 OCTOBER 2020 / 27 OCTOBER 2020</b>	<b>OFFICER</b>	<b>DATE REQUIRED</b>
	job, in stock or client held stock *  * Please see (1) above			
5.	Provide a full inventory of van stock for streetlighting equipment broken down to each individual vehicle.	Outstanding – to be completed by 18 November	Jamie Bennett/ Nigel Davey	By Next Meeting 18 November 2020
6.	Clear all streetlighting consumables from the lean-to shed into the main store area.	Outstanding – to be completed by 18 November	Jamie Bennett/ Nigel Davey	By Next Meeting 18 November 2020
7.	Clear all of the fleet equipment from the lockers situated to the rear of the workshop disposing of any unwanted items.	Outstanding – to be completed by 18 November	Chris Goulden/ Barry Wilkinson	By Next Meeting 18 November 2020

	<b>ACTION</b>	<b>UPDATE FROM 7 OCTOBER 2020 / 27 OCTOBER 2020</b>	<b>OFFICER</b>	<b>DATE REQUIRED</b>
8.	Issue an instruction to all staff that the purchase of any grounds maintenance consumable products should be arranged through stores.	Action Closed	Steve Jones	27 October 2020
9.	Issue a management instruction to all staff that any sign orders should be copied to the Stores team otherwise the delivery will not be accepted.	Action Closed		27 October 2020
10.	Arrange two weekly rolling stock checks of all material types throughout the year.	Action Closed	Steve O'Shaughnessy	Programme to be confirmed by next meeting 27 October
11.	Provide comments on the new training room proposals	Action Closed	Steve O'Shaughnessy	By next meeting 7 October

	<b>ACTION</b>	<b>UPDATE FROM 7 OCTOBER 2020 / 27 OCTOBER 2020</b>	<b>OFFICER</b>	<b>DATE REQUIRED</b>
12.	To consider using the Admin team to input stock receipt and allocation.	Action Closed	Steve O'Shaughnessy	By next meeting 27 October
13.	Review operating arrangements in Grounds Maintenance shed to ensure stock material is secure*  *Consider moving all material into the main Store area.	Action Closed	Steve O'Shaughnessy	
14.	Introduce a booking out system for all Grounds Maintenance and highway materials.		Steve O'Shaughnessy	By next meeting 18 November 2020
15.	Undertake full stock check week commencing 12 October and report back to next meeting.	Action Closed	Steve O'Shaughnessy	By next meeting 27 October

	<b>ACTION</b>	<b>UPDATE FROM 7 OCTOBER 2020 / 27 OCTOBER 2020</b>	<b>OFFICER</b>	<b>DATE REQUIRED</b>
16.	Once the inventory of streetlighting equipment has been established, provide comment on the future need, i.e .remaining in store or disposing.		Nigel Davey	By next meeting 18 November
17.	Obtain quotations for fencing and gates to form the new Stores area between the main building and the Welfare area.		Steve O'Shaughnessy	By next meeting 18 November 2020
18.	Arrange the removal of the large streetlighting columns to either Greenfield or NMWTRA Depot in Halkyn and establish a new location to park the streetlighting vehicle.		Jamie Bennett/Nigel Davey	Complete by end of November, Update at next meeting 18 November 2020

	<b>ACTION</b>	<b>UPDATE FROM 7 OCTOBER 2020 / 27 OCTOBER 2020</b>	<b>OFFICER</b>	<b>DATE REQUIRED</b>
19.	Produce full stock inventory showing minimum/maximum stock levels and current levels for each material type, e.g. streetlighting; safety fencing etc..		Stores Team/Steve O'Shaughnessy	For review at next meeting 18 November 2020
20.	Decision on storage arrangements for safety fence equipment required.		Jamie Bennett	Update at next meeting 18 November 2020

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## ENVIRONMENT & ECONOMY OVERVIEW AND SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday 8 <sup>th</sup> December, 2020
<b>Report Subject</b>	Welsh Government Consultation on Combined Joint Committees (CJCs)
<b>Cabinet Member</b>	Deputy Leader of the Council and Cabinet Member for Streetscene and Countryside;  Cabinet Member for Planning and Public Protection; and  Cabinet Member for Economic Development
<b>Report Author</b>	Chief Officer (Streetscene and Transportation); and  Chief Officer (Planning, Environment and Economy)
<b>Type of Report</b>	Strategic

### EXECUTIVE SUMMARY

Welsh Government (WG) has issued a consultation paper on its proposals to create a new legal vehicle for regional working called Corporate Joint Committees (CJCs). The power to pass regulations creating CJCs was included in the Local Government and Elections (Wales) Bill that was recently passed in the Senedd. WG is consulting on the draft regulations for CJCs.

There will be four CJCs corresponding to the growth deal areas within Wales, with the initial membership comprising of all the Leaders of Councils within the area covered. They will exercise functions which WG believe are best exercised regionally. At present the proposal is for them to undertake functions within economic development, transport and strategic planning. The CJCs will share a core of common rules but can be tailored to take account of existing regional arrangements to suit the needs of each region.

North Wales as a whole, and this Council in particular, has a well-established and effective record of co-operation and regional working and as an extension of this, the Council would support the proposal as an alternative to the reorganisation of local government in Wales and the consequential cost and disruption this would inevitably bring. The region has established the North Wales Economic Ambition Board (NWEAB) and is currently part way through the process of approving the final Growth Deal with the UK and Wales Government and it is essential therefore that the North Wales CJC should add value to the work of the NWEAB.

From the consultation document it appears that CJsCs will have powers that overlap with the functions of the principal councils in North Wales. Greater clarity is required on the precise scope of the functions which will initially be assigned to CJsCs, any future plans to grant them further powers and how they will be operated concurrently with the councils in North Wales.

CJsCs will be able to appoint their own officers and will be required to appoint key statutory officers such as a Head of Paid Service, Monitoring Officer and a Section 151 officer. They will be funded via contributions from local government. More detail is needed on how the new CJsCs would be funded in a way that is transparent and which does not increase bureaucracy or duplication.

The outline of the Council’s response is included within the report.

WG has published a consultation proposing that the CJsCs will take on responsibility for preparing Strategic Development Plans, which also sets out the process to be followed. These regulations were considered in detail by the Planning Strategy Group which has prepared a detailed response to the consultation questions.

WG are also proposing that CJsCs take on the role of preparing the Regional Transport Plan and developing policies for transport in the region and the Environment and Economy Overview Scrutiny Committee are invited to comment on the response to the consultation in this respect.

## RECOMMENDATIONS

1.	That Scrutiny supports the response to the Welsh Government’s proposals for CJsCs in respect of the strategic transport function, the economic development function and the proposals for the production of a Strategic Development Plan.
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## REPORT DETAILS

<b>1.00</b>	<b>EXPLAINING THE CONSULTATION PROPOSALS</b>
1.01	<b>What is Proposed?</b>
1.02	The Local Government and Elections (Wales) Bill (“the Bill”), which was recently approved by the Senedd, includes a power for Ministers to make regulations creating Corporate Joint Committees (CJsCs). It is proposed that there will be 4 such regional bodies, corresponding to geographical areas covered by the 4 growth deals in Wales. A link to the consultation is:- <a href="https://gov.wales/regulations-establish-corporate-joint-committees">https://gov.wales/regulations-establish-corporate-joint-committees</a>
1.03	Although sharing some similarities to joint committees, CJsCs will be separate legal entities capable of entering into contracts, owning land, employing staff etc. In the first instance they will consist of the Leaders of Council within the area covered plus a representative from any National Park within the area.

1.04	CJCs will exercise functions which WG believe are best exercised regionally. At present the proposal is for them to undertake economic development, transport and strategic land use planning. The Bill permits CJCs to be granted other powers/functions (such as improving education) which can either be at the request of the constituent councils or determined by ministers.
1.05	WG envisage that CJCs will bring greater consistency openness and accountability to regional working arrangements. As such they will share a core of common rules such as initial membership, how they are funded and the existing provisions of governance legislation that will apply to them (for example specific powers/duties such as the power to consult the public and the duty to take into account the views of the public, or whole acts such as the Freedom of Information Act). However, WG is also keen for each CJC to take account of existing regional arrangements and to suit the needs of each region and be bespoke to the region that it serves and so is allowing flexibility in the regulations. The North Wales CJC will therefore have its own set of regulations that could differ in key respects from those for the other regions.
1.06	CJCs will be funded via contributions from local government, and will need to notify the constituent councils of their funding requirements no later than 14 February, though in practice this will need to be much earlier in order to be built into budgets.
1.07	CJCs will be able to appoint their own officers and will be required to appoint key statutory officers such as a Head of Paid Service, Monitoring Officer and a Section 151 officer. They will be able to rely on a host authority or authorities to provide these officers or could employ their own directly.
1.08	The bill is expected to receive Royal Assent in the early part of 2021 with the CJC regulations being laid before the Senedd from February to April. It is expected that they would be approved in the summer and the CJCs would be required to meet before the end of September 2021
1.09	<b>The Proposed Response</b>
1.10	North Wales as a whole, and this Council in particular, has a well-established and effective pattern of co-operation and regional working and the Council can therefore support the creation of CJCs as a means of furthering regional collaboration. Of particular note is the fact that the regulations will allow a CJC to co-opt non local government bodies as voting members, which was a request made by the North Wales Economic Ambition Board (NWEAB) to achieve equality of participation between key partners.
1.11	Moreover, CJCs are an alternative to the reorganisation of local government in Wales which has been discussed over recent years. Such re-organisation would entail cost and disruption and local authorities have been involved to date in shaping ideas for CJCs and have had opportunity for further input into their formulation in order that the proposals are more acceptable.

1.12	<p>Whilst supporting the principles of the proposals, it is nevertheless important to understand the full extent of what is proposed and how the new CJC will relate to existing regional structures. For example, the region has established the NWEAB which is working effectively, and the six councils are currently part way through the process of approving final Growth Deal with the UK and Wales Government. It is essential therefore that the North Wales CJC should:</p> <ul style="list-style-type: none"> <li>i. complement those existing structures and be capable of being adopted without wholesale revision to governance arrangements;</li> <li>ii. add value to the work of the NWEAB;</li> <li>iii. be able to be serviced by the existing NWEAB Programme Office and Host Authority without the need for the creation of a new regional staffing resource which would be both a cost burden and create duplication;</li> <li>iv. lead to the conferment of new powers and resources to the region.</li> </ul> <p>The above is the outline for our response.</p>
1.12	<p>CJCs will have powers that overlap with the functions of the principal councils in North Wales. Greater clarity is however required at this stage on the precise scope of the functions which will initially be assigned to CJCs and any future plans to imbue them with further powers.</p>
1.13	<p>The transfer of existing local government powers to CJCs could lead to diminishing local autonomy and thus accountability. It is proposed that CJCs should decide for themselves how they will exercise such functions concurrently with the constituent councils without coming into conflict with them. WG will issue guidance to the CJCs on how they are to undertake this task. Again it would be helpful to understand more about the nature of the guidance that will be issued to CJCs on how to balance regional decision making against local accountability.</p>
1.14	<p>The initial membership of CJCs will be the Leaders of the constituent councils. In order to avoid to an increase in cost and duplication of resource it also likely that they will be supported by existing employees within the constituent councils, especially for the statutory posts such as Head of Paid Service, Monitoring Officer and S.151 Officer. It is important therefore that CJCs function in such a way as to avoid or limit the potential strain this could impose on both councillors and officers, and to ensure that the capacity of the CJC is not limited as a result.</p>
1.15	<p><b>Considering the Implications for Transport</b></p>
1.16	<p>It would be difficult not to agree with a regional approach to strategic transport planning, particularly given the critical importance of good cross border and cross county transport links in sustaining regional economic growth. The current Joint Local Transport Plan, which was produced in 2014 in partnership with all 6 North Wales Councils, is due to be renewed in 2021 and WG is proposing that the plan is replaced by a Regional Transport Plan (RTP) and that the plan should be developed by the proposed CJC.</p>

1.17	The revised RTP will reflect the overarching Welsh Government Transport Strategy which is also being reviewed and is currently at the consultation stage. <i>Llwybr Newydd – the Wales Transport Strategy</i> sets out the long term vision for transport in Wales and will shape both the RTP and our own integrated transport plans.
1.18	Flintshire has successfully developed its own Countywide Integrated Transport Plan over the past 5 years which has provided a sound base for the many successful funding bids into WG. It is essential therefore that local transport demands and knowledge drive strategic decisions on regional transport investment and the link from local Council officers to regional CJC transport teams will be key to the future development of the strategic transport function in North Wales.
1.19	The recent period of austerity has impacted on many Councils ability to deliver the transport planning function and there is a clear shortage of experienced officers in this specialist area across North Wales. There is view in WG that officers from local authorities will transfer to the new CJC and that 'economies of scale' will then naturally reduce the numbers required and deliver savings in the longer term. This is not the case for two reasons: <ul style="list-style-type: none"> <li>• The low number of dedicated transport officers available in North Wales Councils.</li> <li>• Most of the transport roles undertaken in local authorities are now generic in nature, with officers undertaking a wider range of other non-transport related functions.</li> </ul>
1.20	The role of Transport for Wales in the strategic transport planning function remains unclear however given the growing capacity of the organisation it is should be brought under the governance arrangement of the regional CJC.
1.21	Whilst there is an understandable move towards sustainable public transport within the new Welsh Transport Strategy, the role of the Trunk Road Network will always remain a critical element of the transport infrastructure in North Wales. It is important therefore that the management and development of this key element of the overall transport network is also delivered through the regional body.
1.22	A regional approach to the development and management of the Core Bus Network would also benefit from a regional approach. This would allow local authorities to concentrate on local transport services including community transport, school and social care transport which would then link into the Core Network.
1.23	<b>Considering the Implications for the economy</b>
1.24	Similarly to the initial response to the strategic transport function being led by the CJC as outlined in paragraph 1.16 above, there is logic in the economic development duty for North Wales being led by the CJC. This would build on the existing governance infrastructure for the now, well-established, North Wales Economic Ambition Board (NWEAB).

1.25	The NWEAB has successfully strived to gain regional consensus to the range of programmes which will seek to virtually double the value of the region's economy by 2035. The Council unanimously supported the Growth Deal at its Council meeting on 17 <sup>th</sup> November 2020. The NWEAB Programme Office is now well established and resourced with Programme and Project managers as well as support staff and is therefore well placed to lead on this duty. At a political level, the Leader of the Council sits on the Board and the Board is supported by an Executive Group attended by our Chief Executive and the Chief Officer (Planning, Environment and Economy). As a result, we are confident that Flintshire will have appropriate influence over the delivery of the economic duty by the CJC.
1.26	<b>Production of a Strategic Development Plan</b>
1.27	A parallel consultation has been launched by Welsh Government in relation to the third proposed function of the CJC, the production of a Strategic Development Plan (SDP). The link to the consultation (which ends at the same time as the CJC one on 4 <sup>th</sup> January) is here :  <a href="https://gov.wales/sites/default/files/consultations/2020-10/consultation-document-town-and-country-planning-strategic-development-plan-wales-regulations-2021.pdf">https://gov.wales/sites/default/files/consultations/2020-10/consultation-document-town-and-country-planning-strategic-development-plan-wales-regulations-2021.pdf</a>
1.28	The SDP consultation has been subject to consideration by Planning Strategy Group at its meeting on 12 <sup>th</sup> November. The report is attached at Appendix 1 and the proposed draft response as endorsed by PSG with respect to the SDP consultation is attached at Appendix 2.

<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
2.01	As mentioned the proposed CJCs will be composed of council leaders and may well be supported by existing council employees. This will impact upon those people. The NWEAB is already supported in this fashion by the constituent councils and so the extent to which the new CJC will create extra demands on time or add extra bureaucracy will be a key factor.

<b>3.00</b>	<b>IMPACT ASSESSMENT AND RISK MANAGEMENT</b>						
3.01	<b>Ways of Working (Sustainable Development) Principles Impact</b>						
	<table border="1"> <tr> <td>Long-term</td> <td>These could be positive, negative or neutral. If neutral, there is no need to put any explanation other than 'no change'.  If positive or negative impacts, then provide a brief statement indicating what this is.</td> </tr> <tr> <td>Prevention</td> <td><b>Positive</b> – if additional resources can be concentrated on the transport function</td> </tr> <tr> <td>Integration</td> <td><b>Neutral</b></td> </tr> </table>	Long-term	These could be positive, negative or neutral. If neutral, there is no need to put any explanation other than 'no change'.  If positive or negative impacts, then provide a brief statement indicating what this is.	Prevention	<b>Positive</b> – if additional resources can be concentrated on the transport function	Integration	<b>Neutral</b>
Long-term	These could be positive, negative or neutral. If neutral, there is no need to put any explanation other than 'no change'.  If positive or negative impacts, then provide a brief statement indicating what this is.						
Prevention	<b>Positive</b> – if additional resources can be concentrated on the transport function						
Integration	<b>Neutral</b>						

	Collaboration	<b>Positive</b> – clearly the proposal will bring a consistent approach to transport planning across the region.
	Involvement	<b>Negative</b> – potential to reduce the level of connectivity with a specific area by a regional approach
<b>Well-being Goals Impact</b>		
	Prosperous Wales	Again these could be positive, negative or neutral. If neutral, there is no need to put any explanation other than 'no impact'.  If positive or negative impacts, then provide a brief statement indicating what this is.
	Resilient Wales	<b>Positive</b> – the proposals will provide greater resilience to the staff level ensuring support is available across the region.
	Healthier Wales	<b>Neutral</b>
	More equal Wales	<b>Positive</b> – The proposal would ensure a consistent approach to transport for everyone regardless of where you lived in Wales.
	Cohesive Wales	<b>Neutral</b>
	Vibrant Wales	<b>Positive</b> – An efficient and well managed transport infrastructure would benefit local communities
	Globally responsible Wales	<b>Positive</b> – Ensuring any transport solution was sustainable and low carbon would have a positive impact on the environment

<b>4.00</b>	<b>CONSULTATIONS REQUIRED/CARRIED OUT</b>
4.01	WG has already consulted widely on the proposals and further engagement events are planned. WG officials have also worked closely with local government in the design of the new bodies.
4.02	The strategic planning element of the proposals have been discussed by Planning Strategy Group on 12 <sup>th</sup> November. The PSG report and proposed response are attached at appendices 1 and 2 respectively.

<b>5.00</b>	<b>APPENDICES</b>
5.01	Appendix 1 – Planning Strategy report on SDPs from 12 <sup>th</sup> November Appendix 2- Draft PSG response to SDP consultation.

<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS</b>
6.01	Local Government and Elections (Wales) Bill

<b>7.00</b>	<b>CONTACT OFFICER DETAILS</b>
7.01	<p><b>Contact Officer:</b> Colin Everett, Chief Executive; Gareth Owens, Chief Officer (Governance); Andrew Farrow, Chief Officer (Planning Environment and Economy) and Stephen Jones Chief Officer (Streetscene and Transportation)</p> <p><b>Telephone:</b> 01352 702344</p> <p><b>E-mail:</b> <a href="mailto:chief.executive@flintshire.gov.uk">chief.executive@flintshire.gov.uk</a></p>

<b>8.00</b>	<b>GLOSSARY OF TERMS</b>
	<p>CJC – Corporate Joint Committee</p> <p>RTP - Regional Transport Plan</p> <p>NWEAB - North Wales Economic Ambition Board</p> <p>SDP – Strategic Development Plan</p>



**FLINTSHIRE COUNTY COUNCIL**

**REPORT TO:** **PLANNING STRATEGY GROUP**

**DATE:** **THURSDAY, 12 NOVEMBER 2020**

**REPORT BY:** **ANDREW FARROW (CHIEF OFFICER PLANNING,  
ENVIRONMENT, AND ECONOMY)**

**SUBJECT:** **WELSH GOVERNMENT CONSULTATION ON  
CORPORATE JOINT COMMITTEES (CJCS) AND  
SUPPLEMENTARY REGULATIONS RELATING TO  
STRATEGIC DEVELOPMENT PLANS**

**1.00 PURPOSE OF REPORT**

1.01 To make Members aware of this important Welsh Government consultation and the main issues it raises, in advance of them considering a proposed response to feed into the Council response by the deadline of 4<sup>th</sup> January 2021.

**2.00 BACKGROUND**

2.01 The establishment of Corporate Joint Committees (CJCs) is an integral feature of the Local Government and Elections (Wales) Bill, currently going through the Senedd Committee process. There are proposed to be four regional CJCs across Wales with the six Local Authorities in North Wales plus the Snowdonia National Park Authority, geographically constituting one of these. The other CJCs cover Mid Wales, South East Wales, and South West Wales.

2.02 The four CJCs will be established to exercise three related functions that are:

- Strategic Development Planning;
- Regional Transport Planning;
- Promotion and improvement of Economic Development and Well Being.

2.03 Welsh Government consider that these are areas where there is consensus that working at this scale makes sense – aligning economic development, transport and land use planning approaches to develop successful regional economies and encourage local growth.

2.04 The consultation specifically seeks views on the content of the Regulations required to establish CJCs which set out their geographical areas; the core governance, constitution, finance and

funding arrangements; provisions for staffing and workforce; and the functions they will exercise. The consultation documents relating to CJsCs and the draft regulations can be accessed via this [link](#).

- 2.05 In parallel with the above consultation, Welsh Government have also launched a related consultation that focusses on the Strategic Planning duty that CJsCs will have, which is to produce a Strategic Development Plan for their area. The consultation again very specifically focusses on the subordinate legislation (the Regulations) required to define the procedure to be followed for preparing SDPs across Wales, by the CJsCs. The consultation document relating to SDPs can be accessed via this [link](#).
- 2.06 Whilst both consultations are clearly important and related, for the purposes of the remit of this Group, this report seeks to highlight the matters raised by the latter consultation on regulations to define how an SDP is to be prepared. A further report will be provided to a later meeting where a recommended response to the consultation questions is presented for Member's consideration.

### **3.00 CONSIDERATIONS**

- 3.01 The requirement to prepare Strategic Development Plans in Wales is already embedded in existing legislation, as the Planning (Wales) Act 2015 introduced the option to produce SDPs either on a voluntary basis (by two or more Local Planning Authorities (LPAs) or by Ministerial Direction. Either way, SDPs were proposed to be prepared by governance bodies called Strategic Planning Panels (SPPs) although none have yet been established in Wales. The intention was (and still is) to create a hierarchy of Development Plans in Wales with the National Development Framework at the highest level, and with SDPs sitting between that and LDPs, and where all needed to be in general conformity with each other.
- 3.02 Clearly with the advent of CJsCs, Welsh Government have signalled a clear intention to drive forward the need to plan for certain matters at a 'greater than local' scale and to establish the governance infrastructure to support this, and to do this in relation to the three related functions set out in 2.02. The intention in respect of SDPs is to plan at a greater scale than any one LDP, and to address the need to plan for issues that are 'cross boundary', examples of which the consultation document provides that includes "housing numbers, strategic housing allocations, strategic employment sites, strategic green infrastructure routes, and supporting transport infrastructure".
- 3.03 These new regulations are required to amend present legislation to make SDPs the responsibility of the new CJsCs, in place of SPPs. They are the first step in introducing both CJsCs as well as the duty to prepare a SDP, and it is Welsh Government's intention to introduce CJsCs as soon as possible. This consultation is very

specifically concerned with the proposed approach for the drafting of SDP regulations and their policy intent, and the consultation document states that there will be further opportunities to comment on further guidance to be produced to assist with the preparation of an SDP.

- 3.04 In terms of the relationship going forward between the SDP and LDPs, whilst it is the Welsh Government’s view that an LDP will still need to be prepared this can only be done under and adopted SDP. In this context it is also proposed that an LDP will be “shorter and more focussed in nature and will be prepared and adopted in around two years” – an LDP ‘Lite’. Clearly to redefine how this could be achieved, a new set of LDP Regulations will also be required at some point in the future.
- 3.05 A central premise behind the Welsh Government’s approach to defining how an SDP should be prepared is to mirror in most respects the present process used for preparing LDPs and the Welsh Government consider that “current statutory process works effectively and is generally well understood by all users of the system”. Clearly this might be the case for areas that have completed at least one LDP preparation cycle, but is not necessarily the case for all areas including Flintshire or Wrexham. Welsh Government also consider that “the key difference between an LDP and an SDP is one of scale and this principle will be reflected in the SDP Regulations”.
- 3.06 The consultation document then sets out the proposed key stages and plan preparation requirements for the SDP and asks a series of relevant questions. The responses to these questions will be the subject of a further report, but the following table seeks to present Members with an overview of the proposed key stages for preparing an SDP along with some of the key requirements within each stage.

**Table 1. Proposed SDP preparation key stages**

<b>Stage 1: The Community Involvement Scheme (CIS)</b>
<ul style="list-style-type: none"> <li>• Principle of early, effective and meaningful community involvement applies equally to SDPs and LDPs</li> <li>• Key role for a CJC to engage its communities on a CIS and a Delivery Agreement (DA)</li> <li>• The DA also sets the SDP timetable and must be agreed by the Welsh Ministers</li> <li>• An SDP should be capable of being prepared and adopted within 4 years, similar to current LDPs. The only difference is one of scale</li> <li>• The preparation of an SDP is driven by the central need to incorporate a Strategic Environmental Assessment and Sustainability Appraisal (SEA/SA)</li> </ul>
<b>Stage 2: Pre-Deposit Engagement</b>
<ul style="list-style-type: none"> <li>• Early discussion on the evidence base, strategic options, strategy and related proposals including strategic sites and locations is key for consensus building</li> </ul>

<ul style="list-style-type: none"> <li>• A call for strategic locations and sites will form the initial building blocks of the SDP</li> <li>• All strategic sites and locations will be published as a Candidate Sites Register alongside the Preferred Strategy, enabling people to comment</li> <li>• The CJC will carry out engagement (including with specific and general consultation bodies) on a range of strategies and options prior to developing a Preferred Strategy</li> </ul>
<p><b>Stage 3: Preferred Strategy Public Consultation</b></p> <ul style="list-style-type: none"> <li>• The Preferred Strategy is the first statutory consultation stage – minimum 6 weeks</li> <li>• It must contain a preferred spatial strategy</li> <li>• The CJC must consider any representations made to the Preferred Strategy before determining the content of the Deposit SDP</li> </ul>
<p><b>Stage 4: The Deposit Plan Public Consultation</b></p> <ul style="list-style-type: none"> <li>• The Deposit Plan is the plan the CJC considers 'sound' and intends to submit for examination following consultation and is able to be adopted</li> <li>• Minimum 6 week public consultation</li> <li>• All representations must be considered and responded to prior to submission of the plan for Examination</li> </ul>
<p><b>Stage 5: Submission for EiP and Adoption</b></p> <ul style="list-style-type: none"> <li>• The CJC must not submit the plan to the Welsh Ministers until all Deposit representations have been considered</li> <li>• The EiP will mirror the format for LDPs</li> <li>• The appointed Inspector must consider all duly made representations and determine if the SDP is 'sound'.</li> <li>• The purpose of the examination is to assess whether the preparation requirements have been followed and whether the submitted SDP meets the tests of soundness</li> <li>• The Inspector's report will be binding and the CJC may adopt the plan within 8 weeks of receipt of the Inspector's report.</li> </ul>
<p><b>Stage 6: Monitoring, Review and Revision</b></p> <ul style="list-style-type: none"> <li>• Monitoring is a continuous process and the CJC must submit Annual Monitoring Reports to the Welsh Ministers by 31<sup>st</sup> October following adoption</li> </ul>

3.07 Clearly from the above the process does appear almost identical to that for LDPs at present but to say that the main difference between LDPs and an SDP is just one of scale perhaps underplays the logistical, governance, and engagement challenges that face a CJC in following this process to deliver an adopted SDP in just 4 years.

3.08 Whilst a more considered response will be prepared for Members at the next meeting of this group, the following lists some of the initial 'pros and cons' that are prompted by the proposed SDP process and consultation document.

**Table 2. Pros and Cons of proposed SDP Process**

Pros
<ul style="list-style-type: none"> <li>• Provides an agreed regional baseline for housing provision and apportionment to inform LDP 'Lites'</li> <li>• Agreement of a set of regional strategic planning policies to save repetition in LDPs</li> <li>• Scope to define and prioritise regionally the main issues that an SDP strategy should lead or focus on</li> <li>• Consideration of strategic locations and sites for growth and their prioritisation across North Wales</li> <li>• Facilitate the delivery of the North Wales Growth Deal priorities where there is a land use implication</li> <li>• Opportunity to consider infrastructure requirements at a regional scale to support growth and their integration at the SDP strategy stage e.g. integrated planning and transport strategy for North Wales.</li> <li>• Creation of a regional dedicated SDP Planning Team to lead on production of the SDP and co-ordinate with individual LDP production</li> <li>• Speeds up the future provision of an up to date LDP in each LPA area.</li> </ul>
Cons
<ul style="list-style-type: none"> <li>• Is 4 years to produce and adopt an SDP realistic given the range of community and political considerations to take into account across all the North Wales authorities?</li> <li>• Who would be the lead authority to host the SDP 'team', reporting then to the CJC?</li> <li>• What size of team would be required to produce the SDP?</li> <li>• Would each LPA contribute to resource this team?</li> <li>• How much would it cost to produce an SDP?</li> <li>• What would be the scope of topics covered by the SDP as to support LDP 'Lites' then the SDP should cover the full range of policy issues covered currently in LDPs?</li> <li>• How would the CJC ensure effective and co-ordinated community engagement across North Wales</li> <li>• How would current LDP timetables in each LPA be aligned to the production of an SDP?</li> <li>• Does an SDP carry any weight before it is examined and adopted?</li> <li>• How does the requirement to prepare an SDP affect LPAs currently reviewing their LDPs?</li> </ul>

3.09 These are just some initial thoughts to prompt Members own consideration of the consultation documents, in preparation for a further report to the December meeting of this group where responses to the questions contained in the consultation document will be presented for discussion.

**4.00 RECOMMENDATIONS**

4.01 That Members note the consultations underway and the summary provided in this report, in advance of considering a recommended response at the next meeting of this Group in December.

**5.00 FINANCIAL IMPLICATIONS**

5.01 Potential need to contribute to the resourcing of an SDP 'team'.

**6.00 ANTI POVERTY IMPACT**

6.01 None

**7.00 ENVIRONMENTAL IMPACT**

7.01 SDPs would be subject to a Strategic Environmental Assessment.

**8.00 EQUALITIES IMPACT**

8.01 SDPs would be subject to an Equalities and Welsh Language Impact Assessment

**9.00 PERSONNEL IMPLICATIONS**

9.01 Unclear if staff would need to be transferred or seconded to the SDP team.

**10.00 CONSULTATION REQUIRED**

10.01 None at this time.

**11.00 CONSULTATION UNDERTAKEN**

11.01 Present consultation

**12.00 APPENDICES**

12.01 Links to the consultation documents are provided within the body of the report in paragraphs 2.04 and 2.05

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

Contact Officer: Andy Roberts  
Telephone: 01352 703211  
Email: andy.roberts@flintshire.gov.uk

**Q1 Do you agree the SDP Regulations should broadly mirror the key stages and plan preparation requirements set out in the LDP Regulations, subject to the exceptions referred to? If not, please explain why**

Council's Response: Whilst it is logical to follow a process now established for the production of a full LDP, the Council would question a number of assumptions made about the efficiency of operation and implementation of the present LDP regulations which will be similarly applicable for the proposed SDPs. In the main this relates to the assumption that four years is sufficient time to prepare an SDP in line with all of the proposed key stages in the process, including evidence gathering, community and stakeholder engagement, formal public consultations, and examination. This is particularly in the context that the wider public engagement across North Wales will need to understand what an SDP is, how it relates to them and their local communities, and the relationship between SDPs and LDPs.

**Q2 Do you agree with the proposed approach to the Community Involvement Scheme (CIS) and Delivery Agreement (DA)? If not, please explain why**

Council's Response: The assumption that the ability to engage adequately on an SDP in the same way as an LDP is simply one of a difference of scale, seriously underplays the nature of the task, the resources required to do this and the logistical, governance and engagement challenges. The difference in scale is significant and is therefore key to delivering a successful SDP and should not be underestimated not least, for example, in securing public and political commitment from the seven Local Planning Authorities.

**Q3 Do you agree with the list of general and specific consultation bodies listed in Annex 1? If not, who else do you think should be considered for inclusion and why?**

Council's Response: This is a short, generic list when compared to that contained in most LDP Delivery Agreements. Omissions include:

- PINs
- Cross border i.e. English authorities
- Town Councils (reference is made to Community Councils only)
- Telecommunications Infrastructure Providers
- Emergency Services
- Those with licenses granted under the Gas Act 1986
- Business Interests Groups/Chamber of Commerce
- Access Fora
- Transport Operators (other than just trains)

- Local/regional Environmental Groups
- MPs/AMs/County Councillors
- Professional Bodies
- Higher Education / Further Education

**Q4 Do you agree with the two stage preparation and consultation approach proposed at Preferred Strategy and Deposit? If not, please explain why and what alternative approach you would suggest?**

Council's Response: The Council does not disagree with this as it has followed this process for its LDP. That said, and to avoid the possibility of the strategy being found 'not sound' at the examination stage and therefore the whole plan, has any thought been given to examining the Preferred Strategy for soundness, before a plan is allowed to progress to deposit? An early test of the soundness of the Plan's strategy could be beneficial as a matter, such as regional housing apportionment, will be a major aspect of the SDP. An early examination before the plan progresses too far, assuming that its content at deposit is as broad as the scope of LDPs presently could be productive and save time later in the SDP process.

**Q5 Do you agree with the particular elements of the procedures and requirements proposed for SDP preparation including proposals from pre-deposit to Deposit stage? If not, please explain why**

Council's Response: The stages mirror the current LDP process but the concerns raised earlier relating to the significance of the difference in scale are relevant, particularly the ability of a CJC to ensure "effective public involvement" across such a geographically extensive North Wales sub region, as well as then accounting for the economic, social and environmental diversity within the sub region.

Equally, the call for strategic locations and sites will be difficult to manage as well as the subsequent level of assessment including background studies and evidence gathering, required to demonstrate the viability and deliverability of such strategic sites, sufficient for the SDP to be found sound.

There may well also be the sense that decisions about growth taken at the CJC strategic level will be imposed on individual LPAs rather than agreed, despite the intended remit and governance arrangements for CJsCs.

In terms of the relationship between an emerging SDP and the position that LPAs have reached with LDPs or reviews, the assumption that has to be made by LPAs is that they will have to await the preparation and adoption of an SDP to set the context for the preparation of LDPs or 'lites', particularly as an SDP will carry no weight until examined



and adopted. This could lead to local 'policy gaps' and lead to pressure for speculative un-planned development. Further guidance will be needed on this relationship.

It is also not clear how the other functions of the CJC – Transport and Economy – will relate to the preparation of an SDP in terms of, for example, aligning the preparation of a Regional Transport Infrastructure Plan to identify the infrastructure needed to support the strategic growth being proposed in the SDP.

**Q6 Do you agree with the proposed approach for submission, examination and adoption of an SDP? If not, please explain why**

Council's Response: These again mirror the present LDP process and again the main concern is with the assumption that these stages and processes will operate as for an individual LDP now, with the only difference being one of scale. This could be a significant difference. Also, given that the SDP will focus of establishing growth levels and its distribution across a sub-region, the point made earlier about examining the Preferred Strategy in its own right should be given consideration.

**Q7 Do you agree with the proposed approach to monitoring, review and revision of an SDP? If not, please explain why**

Council's Response: Whilst the process mirrors present practice and would be acceptable in principle, there are a number of increased uncertainties, even if an SDP is examined and found sound, to do with the implementation and deliverability of strategy development and sites, not least their lead-in times. This will depend on the location, the particular LPA the sites are in, and the policy context below SDPs.

**Q8 Do you agree with the proposed approach for SDP withdrawal? If not, please explain why**

Council's Response: The main concern relates to the uncertainty of the relationship between an emerging SDP and the position with emerging LDPs or 'lites' within the CJC and the consequences for those plans if an emerging SDP were withdrawn prior to submission? Much clearer guidance is needed on this and the relationship of SDPs to LDPs.

**Q9 We have asked a number of specific questions. If you have any related issues which we have not specifically addressed, please report them**

Council's Response: Clearly it is acknowledged that it takes time to set in place the necessary regulations to govern the production of an SDP and the relationship of this

responsibility to the proposed CJsCs. Notwithstanding the fact that the Council is supportive of the principle of establishing SDPs in Wales, the regulations alone generate many unanswered questions at this stage, some of which the Council has tried to reflect above from its perspective. The following table also reflects some of the 'pros and cons' that occur to the Council prompted by this consultation and highlight the need for greater supporting guidance and explanation to assist in better understanding SDPs, and their relationship to LDPs going forward.

## **Pros and Cons of proposed SDP Process**

### **Pros**

- Provides an agreed regional baseline for housing provision and apportionment to inform LDP 'Lites';
- Agreement of a set of regional strategic planning policies to save repetition in LDPs
- Scope to define and prioritise regionally the main issues that an SDP strategy should lead or focus on;
- Consideration of strategic locations and sites for growth and their prioritisation across North Wales;
- Facilitate the delivery of the North Wales Growth Deal priorities where there is a land use implication;
- Opportunity to consider infrastructure requirements at a regional scale to support growth and their integration at the SDP strategy stage e.g. integrated planning and transport strategy for North Wales;
- Creation of a regional dedicated SDP Planning Team to lead on production of the SDP and co-ordinate with individual LDP production;
- Speeds up the future provision of an up to date LDP in each LPA area.

### **Cons**

- Is 4 years to produce and adopt an SDP realistic given the range of community and political considerations to take into account across all the North Wales authorities?
- Who would be the lead authority to host the SDP 'team', reporting then to the CJC?
- What size of team would be required to produce the SDP?
- Would each LPA contribute to resource this team?
- How much would it cost to produce an SDP?
- What would be the scope of topics covered by the SDP as to support LDP 'Lites' then the SDP should cover the full range of policy issues covered currently in LDPs?
- How would the CJC ensure effective and co-ordinated community engagement across North Wales?
- How would current LDP timetables in each LPA be aligned to the production of an SDP?
- Does an SDP carry any weight before it is examined and adopted?
- How does the requirement to prepare an SDP affect LPAs currently reviewing their LDPs?