

ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE
9 JANUARY 2013

Minutes of the meeting of the Environment Overview & Scrutiny Committee of Flintshire County Council, held at County Hall, Mold on Wednesday 9 January 2013.

PRESENT: Councillor M G Wright (Chair)

Councillors: G.H. Bateman, P.J. Curtis, C.J. Dolphin, D. Evans, V. Gay, J. Johnson, N. Matthews, A. Minshull, P. Shotton and C.A. Thomas

SUBSTITUTE: Councillors R. Lloyd for D. Hutchinson, D Mackie for C. Legg, G Banks for D. Butler and D. Wisinger for C. Hinds.

ATTENDING FOR THE CALL IN ITEM: Councillors M.J. Peers, C. Ellis, R. Jones, N. Phillips.

ALSO PRESENT: Councillors: C.M. Jones, R.C. Bithell, P.G. Heesom

CONTRIBUTORS: Deputy Leader and Cabinet Member for Environment, Chief Executive Officer, Cabinet Member for Public Protection, Waste and Recycling, Director of Environment, Head of Regeneration, Head of Assets and Transportation, Enterprise Manager, Head of Streetscene, Head of Planning, Cabinet Member for Regeneration, Enterprise and Leisure, Democracy and Governance Manager (for item 51), Leader of the Council (for item 51), Parking Services Manager (for item 51), Performance and Finance Manager (for item 51), Highways Strategy Manager (for item 51), Project Manager Civil Parking Enforcement (for item 51).

IN ATTENDANCE: Member Engagement Manager, Learning & Social Care Overview & Scrutiny Facilitator and Committee Officer

44. DECLARATIONS OF INTEREST (including Whipping Declarations)

Councillor R. Jones declared a personal interest in the issue to be considered under minute 51.

45. MINUTES

The minutes of the meeting held on 21 November 2012 had been circulated with the agenda.

RESOLVED:

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

46. DEESIDE ENTERPRISE ZONE

The Head of Regeneration introduced a progress report and presentation on the Deeside Enterprise Zone.

The Deeside Enterprise Zone (DEZ) came into effect on 2 April 2012. The DEZ Board had submitted Business and Marketing Plans to the Welsh Government which had been well received. These included bids for funding and a response was expected early in 2013.

The DEZ Plan aimed to transform Deeside into a centre for advanced manufacturing and technology on a world scale and it was envisaged that up to 7000 new jobs would be created.

Progress to date included:

- The approval of a planning application for the 200 hectare northern part of the Northern Gateway site, believed to be the single largest development site currently proposed in Wales.
- A feasibility study was underway to examine the opportunity to develop a joint Advanced Manufacturing Park, focussed on a higher education linked, Advanced Manufacturing Centre.
- A local recruitment initiative which had, to date helped 200 local people, with 140 of these having gained permanent employment
- A Development Team approach had been established and this was dealing with all major applications in a coordinated and effective way.

The Chair thanked the Head of Regeneration for the report and presentation.

The Cabinet Member for Regeneration, Enterprise and Leisure said that the Deeside Enterprise Zone was uniquely placed and offered great potential for an Advanced Manufacturing Centre.

The Chief Executive, a member of the DEZ Board, confirmed that a decision from the Welsh Government was imminent and said that there was a feeling that Deeside was ahead of other Enterprise Zones, and stressed the need for governmental facilitation and funding in order to replicate the success of the Sheffield Enterprise Zone. The Head of Regeneration said that the public and private sector partnership that supported the DEZ was first class.

Councillor N. Matthews asked when the project manager and director appointments for the DEZ would be made. The Head of Regeneration said that this would be dependent upon a WG decision, as WG own the project and are responsible for its delivery.

Councillor D. Wisinger thanked the Head of Regeneration for the report and said that this was good news for Deeside. He voiced concern about possible traffic congestion around the area and asked if the Highways Department had already conducted a survey in relation to this. The Director for Environment said that Highways were aware of the proposed developments and that part of the planning process would involve assessing and mitigating the impact of increased traffic in the area. He added that the infrastructure needs for the DEZ were featured in the

Business Case sent to the Welsh Government and that TAITH were currently undertaking a transport study in the area.

The Chair asked if a member of TAITH was on the Enterprise Zone Board. The Director of Environment responded that TAITH was not represented, but the Chief Executive commented said that Flintshire County Council was the lead for TAITH so the views for that body did have a conduit into the Enterprise Zone Board via himself.

Councillor D. Mackie asked if he could have a larger print version of the slides handout as he was unable to read the data on slide 5. Councillor Mackie asked the Director of Environment to convey to the North East Wales Area Based Transport Study Team the importance of strengthening connections to the Flintshire Bridge from the north of the county and the west of North Wales to ensure the advantages of the Deeside Enterprise Zone were experienced by people in those areas. The Director of Environment said that the North East Wales Area Based Transport Study did cover the Flintshire bridge and the potential for its increased use.

Councillor R. Lloyd said that he was disappointed that the Enterprise Zone did not extend into Saltney. The Head of Regeneration said that Flintshire had tried to make the area as large as possible, but were limited by the Welsh Government. The Chief Executive said that a large area had already been successfully negotiated which fulfilled the criteria of high technology, advanced manufacturing businesses together with significant parcels of land available for development.

Councillor P. Shotton said that it was good to see the Welsh and UK government recognised the importance of manufacturing. He asked about the proposed rail station at Deeside and for an update on the recent "Dragon's Den" for young people held at Deeside Leisure Centre. The Director of Environment said that an upgraded rail provision at Hawarden Bridge, Shotton was one of the conditions of the Outline Planning Approval given to Praxis for the northern part of the Northern Gateway site, and that this was being worked through. The Development Officer said that approximately 200 young people attended the entrepreneurship day at Deeside with 9 young people confirming an interest in setting up their own business.

Councillor C. Dolphin said that there was a lack of awareness of Flintshire outside the area and asked how this would be addressed. The Chief Executive said that marketing for the Enterprise Zone had created huge interest from companies interested in re-location.

Councillor D. Evans asked if there were any plans to include the Sealand Road and north side of the river in the Deeside Enterprise Zone. The Head of Regeneration said that the Welsh Government wanted to see one joined up area, and Sandycroft connected the Deeside part of the Zone to the Hawarden part of the Zone.

Councillor C. A. Thomas asked if stronger links with schools could be made, such as encouraging manufacturers to get involved in school governorships. The Chief Executive said that a governor at the Elfed High School had a manufacturing

background. The Head of Regeneration said that UPM Kymmene (UPM) had formed links with John Summers High School.

Councillor P. J. Curtis expressed his thanks for the presentation and report and asked if there would be any benefits to Mostyn Docks. The Head of Regeneration said that there was an increased interest in getting freight off the roads onto the railways and that there may be a future demand to transport goods by water.

The Chair summed up the discussion by saying that the Deeside Enterprise Zone Board worked in an advisory capacity and that all decisions would be taken by the Welsh Government. The subject of infrastructure would need to be raised, such as transport hubs and railway stations. He said that the Deeside Enterprise Zone Board would need to push for funding for capital projects, and that given that one year out of the 5 year project had already lapsed, that there was a need for renewed impetus to drive it forward.

RESOLVED:

- (a) That the report be noted and further updates submitted on a quarterly basis.
- (b) That a copy of the North East Wales Area Based Transport Study Report be forwarded to Councillor C.A. Thomas.

47. NORTH WALES RESIDUAL WASTE TREATMENT PROJECT

The Director of Environment introduced an update report on the progress of The North Wales Residual Waste Treatment Project (NWRWTP) procurement process.

The report stressed one of the key reasons for the project was to comply with the range of waste related targets that now challenged the Welsh authorities. If Flintshire failed to meet these targets, the Authority would face fines of up to £400 per tonne. The NWRWTP would play a key role in helping Flintshire County Council to meet the Municipal Waste targets. The project was worth around £600 million, with £142 million contribution from Welsh Government, of which £38 million related to Flintshire County Council over the 25 years of the project.

The Director of Environment said that as of 1 August 2012, there were two companies bidding for the contract; SITA and Wheelabrator. On 28 November 2012, Jasper Roberts from the Welsh Government had given a presentation at a Member Seminar in County Hall, attended by 35 members which received very positive feedback. A further workshop, scheduled for 6 February 2013, in the Council Chamber, had been arranged with the Health Protection Agency to address health issues. This workshop was one of two being arranged for all Members of the Partner authorities for the project, the second workshop would take place in Gwynedd on 7th February.

The new facility would handle 150-180k tonnes of waste per annum. It was projected that the partnership would provide 115k tonnes per annum of residual

municipal waste. The remaining capacity would be used by the operator to take in waste from other authorities or similar waste from the commercial sector. It was projected that there would be about 55 vehicle movements per day, 32 of them from Flintshire. It was anticipated that two trains per week would be used to transport waste from the west of the Partnership area. Both bidders had confirmed that they would monitor particulate on a more regular frequency than the statutory requirement, emissions as part of their sampling routine.

The Director of Environment said that Community Benefit Schemes were being explored, such as funding for a community facility or renewable energy schemes. The next stages of the procurement process were outlined in the table in Point 3.13 of the report.

Councillor C. A. Thomas asked about funding for transport and its sustainability and if there had been a survey of local needs for the local community. The Director of the Environment said that the two companies that were bidding for the contract were looking at rail based solutions and that there would be a rail head inside the facility. The methods of transportation would be sustainable for the lifetime of the 25 year contract. The Flintshire road based vehicles would carry trackers which would guide them away from the residential areas. The Chief Executive said that the capital costs for a rail head were included in the project and would be a permanent facility. He added that there was ample capacity on the rail system which was sustainable.

Councillor N. Matthews asked if the two companies bidding for the contract were aware of the 2.5 PM particulate European legislation due to take effect in 2015. The Director of Environment said that the two companies would have included this in their bids and that both had agreed to monitor 2.5 PM. The Chief Executive said that at a joint committee meeting, the other councils agreed that the monitoring be conducted on a monthly basis. The Cabinet Member for Waste said that current regulations did not require this, but Flintshire would seek regular monitoring with all partners contributing to the cost.

Councillor D. Mackie asked that in view of the proximity of a national boundary to the proposed site, had sufficient early consultations been conducted with our neighbours to comply with international treaty requirements. The Director of Environment said that as part of the planning process, there would be discussions with neighbouring authorities in England.

Councillor D. Evans asked for a financial breakdown of the reported £50 million penalty to be paid should the project fail to complete. He asked if Flintshire County Council had spoken to a waste facility in Kings Lynn which used non incinerating technology. The Director for the Environment said that they had been in touch with the organisation but it was too late for them to enter into the procurement process. The Cabinet Member for Public Protection, Waste and Recycling said the company could not offer the full process required. The Director of Environment agreed to forward all members of the Committee a breakdown of the costs.

Councillor G.H. Bateman asked if municipal trade waste would be accepted at the facility if there was spare capacity due to a reduction in household residual waste. The Director of Environment said that they had based the project on 63% of household waste having been recycled which equated to 115 tonnes of residual waste. To make up tonnage being treated to the facility's full capacity, the two bidders would source commercial waste similar to municipal waste in its composition or seek other municipal waste; there was the possibility that Wrexham Borough Council would use the facility.

Councillor G. Banks asked how Flintshire County Council would manage the movement of non Flintshire vehicles and asked for more information about the Community Benefit Scheme. The Director of Environment said that there would be a Contract Management Team and they would manage the waste vehicles, as too would the Council manage its only vehicles' movements. There would not be any vehicles from the west of the region as this would come via rail. Proposals for a Community Benefit Scheme were currently being developed. More information would be available at future meetings.

RESOLVED:

That the Committee note and receive the report.

48 QUARTER 2 SERVICE PERFORMANCE REPORTS

Assets and Transportation

The Head of Assets and Transportation introduced the Quarter 2 performance report for Assets and Transportation. He highlighted achievements in Quarter 2:

- The opening of the Holywell Flintshire Connects facility.
- The progression of third party lease terminations.
- The continued development at Alltami Depot.
- The arrival of the Transport Manager in October 2012.
- The investigation of a regional transport solution.
- The rationalisation of agricultural estates.
- The progress made with the new Shotton Primary School and the team were also supporting the Flintshire School modernisation programme.
- The Carbon Trust assessment of the council's Carbon Reductions Strategy was positive and would be fed back to a future meeting of the committee.
- A survey of lines and signs had been completed within Flintshire and work had now commenced to ensure compliance with the related Traffic Regulation Order.
- The speed limit review had been completed.
- The development of design solutions for the Mold Flood Alleviation Scheme was in progress.

Councillor C. A Thomas asked if TAIH would control bus transport grants from April 2013 and if the review of bus services would be completed in February as stated in the forward work plan. The Director of Environment confirmed that TAIH would receive transport grants directly from the Welsh Government from 1 April 2013.

He anticipated that the review of bus transport would not be complete by 1 April 2013. Councillor Thomas asked about links with the police in relation to speed reviews and if street scene staff were able to put up street signage. She also asked if the council was looking at wider plans to deal with flooding. The Head of Assets and Transportation said that the council met regularly with the police to discuss traffic issues, accident cluster sites and review traffic information in order that management information could be considered and targeted action undertaken across Flintshire and North Wales. He said that Streetscene could be used to undertake signage work that would take less than 2 days to complete, with more significant work needing to be tendered in competition. Work around sustainable urban drainage schemes (SUDS) in relation to flooding (surface water) was an issue that was considered as part of the planning process with officers from the drainage team advising, where applicable, colleagues in Planning, in addition it was also part of consultations with other consultees of the planning process such as the Environment Agency and Welsh Water. The Director for Environment said that a report would go to cabinet about flooding. The Chair said that flooding would be an item to be considered at a future meeting of the committee.

Councillor D. Evans reported that the work on the bus bay in Shotton was yet to commence. The Deputy Leader and Cabinet Member for Environment said that contractors would be on site on 21 January. Councillor Evans asked if any signs had been identified as not fit for purpose citing the current arrangement along some of the side streets in Shotton that operated alternate side parking i.e. left or right side of the street available for parking on specified days. The Head of Assets and Transportation said that as part of Civil Parking Enforcement this situation would be revised.

Councillor N. Matthews asked which Overview and Scrutiny Committee the Theatr Clwyd Feasibility Study would go to. The Member Engagement Manager said that it would be dealt with by Community Profile and Partnerships.

Councillor G Banks said that he felt that the coastal road in Flintshire had been let down by Welsh Water and the Environment Agency with regards to Flooding Schemes. The Chair thanked Flintshire County Council staff who had done a good job throughout the festive season and said that if any member had been made aware of any shortcomings to make the relevant supervisors aware.

Streetscene

The Head of Streetscene introduced the Quarter 2 performance report for Streetscene. He highlighted achievements in Quarter 2 :

- The completion of the move of Street Scene contact centre staff to Alltami Depot and improvements in the service.
- The Streetscene team had responded well to numerous calls for assistance at flooding incidents caused by prolonged and significant rainfall between July and September.

- The council now had 10,000 tonnes of rock salt ready for the winter period. All salt bins within the county had now been filled.
- The recycling rates for the first quarter stood at 59% which is a 10% improvement on the previous year.

Councillor D. Wisinger asked if advisory notes could be put through the letter boxes of houses should bins be irrevocably damaged by the waste lorry. The Head of Streetscene said that advisory leaflets had been available to crews for the past 6 months and asked Councillor Wisinger to speak to him after the meeting.

Councillor P. Shotton expressed his thanks for the work of the supervisors in respect of the pothole remedial work. He asked when the resurfacing programme would be available on the website. The Head of Streetscene said that all roads in Flintshire had been surveyed and that a new tender would be offered shortly for the work which would be due to commence in March 2013. He said that the work programme should be available on the website within a few weeks.

Councillor C. A. Thomas said that she had seen an improvement with Streetscene in respect of assistance with flooding incidents and litter. She said that there were still issues about bins that were left in driveways after they had been emptied and asked for this to be fed back to staff. She asked if there were plans for an awareness campaign to eradicate side waste. The Cabinet Member for Public Protection, Waste and Recycling said that refuse lorry drivers would alert Recycling Officers to properties with perpetual side waste issues in order for them to advise the residents on recycling and that it was not his intention to stop side waste collection, but to encourage increased levels of recycling.

The Cabinet Member for Public Protection, Waste and Recycling expressed his thanks to the Streetscene team for the excellent work carried out during the Christmas and New Year period. He expressed disappointment at the instances of verbal abuse directed at Call Centre staff during this time and said that he would visit staff to thank them for their efforts.

Councillor P. J. Curtis congratulated Streetscene staff for their efforts over the holiday period. He asked when the issues with canopies at Tower Gardens, Holywell would be addressed. The Director for Environment said that the matter was being looked at and that a survey and costings had been requested.

Councillor G. H. Bateman asked if there was a cut off date for the collection of side waste. The Cabinet Member for Public Protection, Waste and Recycling said that he wanted to see an improvement in recycling rates before withdrawal of side waste collections. Councillor Bateman asked if the quality of rock salt diminished over time. The Head of Streetscene said that it was acceptable to use rock salt from previous years provided it had been stored undercover, which was the case at Alltami depot.

Councillor V. Gay expressed thanks for the efforts of Streetscene staff in Saltney. She asked that staff be reminded to replace lids on food bins after collections.

Councillor C. Dolphin said that abusive callers to Streetscene contact office should be identified and prosecuted. He said that the holiday calendars for refuse collection were very good. He said that there was still the issue of dropped paper litter in his area and Greenfield. He asked if the gritting agent in the yellow bins from the previous year contained any salt. The Head of Streetscene confirmed that there was rocksalt in the mixture.

Councillor A. Minshull expressed thanks for the removal of side waste in the Shotton West area.

Planning

The Head of Planning introduced the Quarter 2 performance report for Planning. He explained that the significant underperformance with Planning Appeals in indicator PLA/003 was due to 3 out of 4 appeals being allowed by the Welsh Government. Two customer surveys in June and November had attracted positive feedback.

Councillor C.A. Thomas asked about Section 106 funding and said that whenever she raised it in Lifelong Learning Overview and Scrutiny Committee she was told that it did not feature in the capital programme. She asked why Section 106 funding was collected if this was not to be used to increase capacity in schools. Councillor Thomas also asked if the play unit could be involved in early discussions about proposed play areas. The Head of Planning said that the Section 106 planning agenda had changed and that increased monies would go to Lifelong Learning through a more joined up approach. Councillor Thomas asked if the Head of Planning could speak to the Director of Lifelong Learning about this matter. The Chair said that he was happy to pursue this matter with the Director of Lifelong Learning. The Head of Planning said that the subject of play areas would be addressed in the Planning Committee and that this Committee would be kept in the loop.

RESOLVED:

That the reports be received.

49. FORWARD WORK PROGRAMME

The Learning and Social Care Overview and Scrutiny Committee Facilitator introduced a report to enable the Committee to consider the Forward Work Programme.

The Committee were requested to note that that they had been invited to attend a meeting of the Corporate Resources Overview and Scrutiny Committee meeting on 17 January 2013 to consider a report on Assets and Estates.

The Learning and Social Care Overview and Scrutiny Committee Facilitator informed the Committee that the Scrutiny Learning Exchange Team from Wrexham would attend the next meeting on 6 February 2013.

Items that would be added to the Forward Work Programme as a result of the meeting included Carbon Trust report, Area Transport Plan, Reports on Flooding and the introduction of quarterly update reports from the Deeside Enterprise Zone.

RESOLVED:

That subject to the foregoing, the Forward Work Programme be noted.

50. CONSIDERATION OF A MATTER REFERRED TO THE COMMITTEE PURSUANT TO THE CALL IN ARRANGEMENT

The Member Engagement Manager explained the procedure for the call in of a Cabinet Decision.

51. CIVIL PARKING ENFORCEMENT

The Member Engagement Manager referred to the call in of the decision of the Cabinet, from its meeting held on 18 December 2012 on Civil Parking Enforcement. A call in notice had been received, signed by six members of the Council. To assist Members in their deliberations on the issue, the following documents had been circulated with the agenda;

- a) A copy of the report considered by the Cabinet on 18 December 2012.
- b) A copy of the Cabinet Record of Decision.
- c) A copy of the call in notice signed by Councillors M.J. Peers, A. Woolley, C.A. Ellis, D. Hutchinson, N. Phillips and R. Jones.
- d) A copy of the procedure for dealing with a called in item.

The Democracy and Governance Manager was in attendance to explain, if required, decisions he had made on the Call in procedure.

The Chair invited the call in signatories to address the Committee via a spokesperson or individually to which the decision makers could respond.

Councillor M. J. Peers explained that the decision had been called in due to concerns about the inconsistency of car parking charges under consideration for implementation at this stage, in the former Delyn and Alyn and Deeside areas. He argued that out of the 33 car parks in the report which related to Queensferry, Shotton, Connah's Quay and Flint, only 3 of these would have parking charges implemented. In the Buckley area, it was planned to implement charges in 4 out of the 5 Council Controlled car parks, which he felt was disproportionate and would have an adverse effect on business in the town. He pointed out that whilst it was proposed to implement charges at Flint railway station, there were no plans for Shotton railway station, which again demonstrated an inconsistent approach. He asked why the results of the car park usage surveys quoted in Appendix D, point 3 were not included in the report and asked why there were no details available in

Appendix E concerning comparable costs associated with car parking management that pre-dated 2013/14. He asked if any figures were available to compare the costs of operating car parking charges against the income and asked if the option to make all car parks free of charge had been explored. He summed up his opposition to the report by saying that it lacked clarity, substance and financial detail.

Councillor C. A. Ellis said that the report lacked information about the cost to residents to park in the car park at Argoed Road. She said that on a number of occasions, Planning Officers had said that proposed new residential developments would not require additional parking spaces as they could use free car parks in the vicinity. A number of new businesses had recently opened in Buckley and there was concern that parking charges would adversely affect them. She said that there was a lack of detail in the report. The report quoted consultation with Mold and Holywell town councils and she asked if Buckley Town Council would be consulted.

Councillor Ellis went on to express concerns about proposed charges at Brunswick Road car park which would deter customers from using the pharmacy there and encourage them to drive to the pharmacy at Mynydd Isa precinct which had free parking.

Councillor N. Phillips said that the previous administration had looked at car parking charges the previous year and were to consider zero car park charges throughout Flintshire.

Councillor R. Jones confirmed that he was aware of planning inspectors citing the use of free parking in Buckley for residents of proposed new housing developments. He said that the planned parking charges were contrary to the priorities of the council such as promoting the local economy and sustainable living. He said that the plans conflicted with the regeneration strategy and that shoppers would seek alternative places to shop with free parking which would cause harm to local businesses.

The Deputy Leader of the Council and Cabinet Member of the Environment in response said that no decision had yet been taken at Cabinet in relation to car parking charges and that the item had been referred to Scrutiny for discussion with the intention that comments would then be reported back to Cabinet to inform their final decision making process.

The Leader of the Council said that it was unfortunate that the report could not have gone to Scrutiny as planned and then back to Cabinet listing their concerns. He said that the issue of off street parking needed to be addressed and that Highway Officers would offer clarity around the criteria used to produce the report.

The report was necessary for the following reasons:

- Every North Wales local authority except Flintshire had a Civil Parking Enforcement Policy
- There were historic inconsistencies with charges already in force in Mold and Holywell and not in the rest of Flintshire.

- Mold Town Council's wish to retain car parking charges in Mold.
- The need for new sources of income to protect statutory services within a reduced budget.

The Director of Environment said that there had been a workshop in October 2012 around Civil Parking Enforcement which explained the Traffic Management Act and the duty placed upon the authority should they take responsibility for on street parking enforcement from North Wales Police. He advised the committee that once Civil Parking Enforcement was agreed, the council could not hand the responsibility back to the Police. He said that in order to address on-street parking, that off street parking had to be addressed at the same time.

The Director of Environment then outlined the contents of Appendix 'D' to the report. Copies of two documents entitled 'Capacity between Maximum Demand' and 'Analysis of Use between 0800 hours and 1500 hours' were handed out.

The Head of Assets and Transportation said that the maximum occupancy and usage of car parks from 8 am to 6pm had been investigated as part of the study. The Argoed Road, Bistre Avenue and Black Horse car parks had high usage. The Brunswick Road car park was a very intensively used car park with high levels of turnover. The Precinct Way car park was being considered for redevelopment and hence this had not been included in the list of car parks for charging on.

All of the car parks across Flintshire had been reviewed against the criteria in Appendix 'D' namely :-

- Town Centre location, as identified in the Council's UDP
- Occupancy levels of the car parks
- Vibrancy of the Town Centres
- Proximity of the Town Centre to public transport
- Percentage use by surrounding residents not having access to a private parking space or on-street parking

Councillor M.J. Peers asked about the costs to eradicate charges completely. The Director of Environment said that Mold Town Council wanted to retain charges and that the Traffic Management Act put a duty on the council to manage car parking demand. He said that the cost of 20 pence per hour to park was not disproportionate in comparison with other town centres in neighbouring authorities. The use of all car parks had been reviewed, so there was no inequality within the proposed policy.

Councillor P.J. Curtis said that the report lacked detail and that proposals had not been put before Holywell Town Council. He added that Holywell Town had suffered with car parking charges for the last 20 years and that Holywell Town Council had never been in favour of car parking charges. He said that he recommended option 3 of the call in procedure which was to refer back to Cabinet for reconsideration which was seconded by Councillor D. Wisinger.

Councillor D. Evans said that for over 20 years there had not been on street parking enforcement in Shotton and that residents parked in the streets outside their

properties. He said that whilst he supported enforcement in Shotton High Street, that residents should be able to park cars outside their properties. The Head of Assets and Transportation said that street signs would be removed if no longer relevant, before the implementation of Civil Parking Enforcement Policy .

Councillor A. Minshull said that she was fully supportive of Councillor D. Evans' comments. She voiced concern at the proposed charges at the Somerfield car park in Connah's Quay in relation to the impact on the residents of nearby flats.

Councillor C. A. Thomas asked if the size of the 1.5 car parking spaces allocation per dwelling could be increased and if there could be resident only parking areas. She said that the proposed fees represented good value for money and that it would not deter people from using the car park. She asked if there were plans to change the parking machines and whether town centre managers and town and community councils had been consulted. The Director for Environment said that the planning of car parking spaces was part of the Unitary Development Plan (UDP) and said that this could be looked at. He said that the resident only parking areas had not yet been fully investigated. He confirmed that Town and Community Councils would be informed and that new car park ticket machines were being sought.

Councillor C. Dolphin said he welcomed the explanations of the Head of Assets and Transportation and said that the proposals offered a good deal for Holywell, in that the leisure centre and Somerfield car parks would be free of charge.

The Deputy Leader and Cabinet Member for Environment emphasised that no decision had been taken on charging and that the report would go back to Cabinet and that they would look at the issues that had been raised.

Councillor N. Matthews asked if there could be options for one hour or long stay rates on the car parking charges tariff, or even a free short stay provision, after which fees would be payable.

Councillor D. Evans sought assurances from the Director for Environment that he would look at road markings in Shotton prior to the implementation of Civil Parking Enforcement. The Director for Environment said that he would look at the matter, but could not guarantee that it would be done prior to Civil Parking Enforcement implementation. He said that he would advise the enforcement operatives as to the situation.

Councillor V. Gay voiced concerns about inconsistency and lack of detail in the report and asked if the report could go to County Forum. The Deputy Leader and Cabinet Member for Environment said that this had not been addressed and that an update report would go to County Forum at some stage in the future.

In summary, the initiators made the following comments:

Councillor C. Ellis said that the report lacked logic, fairness and equality. Councillor M. J. Peers said that the utilisation survey figures and assumptions may not have given an accurate picture of visits and projected income. Councillor R. Jones said that he proposed Option 4, to take the report to full Council. Councillor N.

Phillips concurred with Councillor R. Jones regarding Option 4 and said that the report lacked consistency.

The Chair thanked the Initiators, Decision Makers and the Committee for their contributions to the Call In Procedure.

On being put to the vote, Option 3, proposed by Councillor P. Curtis and seconded by Councillor D. Wisinger was carried by thirteen votes for and one abstention.

RESOLVED:

That the Cabinet Report of the Director of Environment, relating to Civil Parking Enforcement be referred back to Cabinet for reconsideration.

52. DURATION OF MEETING

The meeting began at 10.00 a.m. and ended at 2.10 p.m.

53. ATTENDANCE BY MEMBERS OF THE PRESS AND PUBLIC

There were three members of the press present.

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Chair