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Pennaeth Gwasanaethau Cyfreithiol a Democraataidd



To: Cllr Matt Wright (Chairman)

CS/NG

Councillors: Haydn Bateman, Derek Butler,
Peter Curtis, Chris Dolphin, David Evans,
Veronica Gay, Cindy Hinds, Dennis Hutchinson,
Joe Johnson, Colin Legg, Nancy Matthews,
Ann Minshull, Paul Shotton and Carolyn Thomas

31 January 2013

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Dear Sir / Madam

A meeting of the **ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE** will be held in the **DELYN COMMITTEE ROOM, COUNTY HALL, MOLD CH7 6NA** on **WEDNESDAY, 6TH FEBRUARY, 2013** at **10.00 AM** to consider the following items.

Yours faithfully

Democracy & Governance Manager

AGENDA

- 1 **APOLOGIES**
- 2 **DECLARATIONS OF INTEREST (INCLUDING WHIPPING DECLARATIONS)**
- 3 **MINUTES** (Pages 1 - 14)
To confirm as a correct record the minutes of the last meeting held on the 9 January, 2013.
- 4 **REVIEW OF PUBLIC CONVENIENCES** (Pages 15 - 22)
Report of the Director of Environment enclosed.

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The Council welcomes correspondence in Welsh or English
Mae'r Cyngor yn croesawau gohebiaeth yn y Cymraeg neu'r Saesneg

5 **PROPOSALS FOR A REVIEW OF SUBSIDISED BUS SERVICES WITHIN FLINTSHIRE** (Pages 23 - 38)

Report of the Director of Environment enclosed.

6 **RECYCLING INCOME** (Pages 39 - 44)

Report of the Director of Environment enclosed.

7 **FORWARD WORK PROGRAMME** (Pages 45 - 52)

Report of the Learning and Social Care Overview and Scrutiny Facilitator enclosed.

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, and N. Phillips.

ALSO PRESENT: Councillors: C.M. Jones, R.C. Bithell, And 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 TAIH were currently undertaking a transport study in the area.

The Chair asked if a member of TAIH was on the Enterprise Zone Board. The Director of Environment responded that TAIH was not represented, but the Chief Executive commented said that Flintshire County Council was the lead for TAIH 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 if there were plans to make more use of the Flintshire bridge. 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 if consultations had been conducted with neighbouring authorities in England about any environmental issues. 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 to be implemented 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 as they would have raised issues about increasing charges as well introducing charges to other car parks. 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 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.

Councillor P. Shotton voiced concerns about inconsistency and lack of detail in the report and the costs outlined in Appendix E of the report. He asked if this money could be used more effectively elsewhere.

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.

.....
Chair

FLINTSHIRE COUNTY COUNCIL

REPORT TO: ENVIRONMENT OVERVIEW & SCRUTINY
COMMITTEE

DATE: WEDNESDAY, 6 FEBRUARY 2013

REPORT BY: DIRECTOR OF ENVIRONMENT

SUBJECT: REVIEW OF PUBLIC CONVENIENCES

1.00 PURPOSE OF REPORT

1.01 To update Scrutiny on the revised delivery arrangements for the Council's Public Convenience Service

2.00 BACKGROUND

2.01 Flintshire County Council provides or financially supports Public Convenience facilities at the following locations:

- Alexandra Street, Shotton
- Drovers Lane, Caerwys
- Duke St, Flint
- Wepre Drive, Connah's Quay
- New St, Mold
- Bus Station, Mold
- Tower Gardens, Holywell
- Somerfield, Holywell
- Station Rd, Queensferry
- Station Road, Talacre
- The Close, Cilcain
- Daniel Owen, Mold - Part Contribution

2.02 The Council has no statutory requirement to provide a Public Convenience service and does not have a formal Policy to determine the location or type of facilities provided. Hence inconsistency has developed both in the location of the facilities and quality of the service provided across the County.

2.03 Some of the locations have been linked to anti-social behaviour, with reports received of substance misuse and vandalism taking place at the facilities. Whilst the majority of the information is anecdotal, there are records of complaints being received by the Council concerning specific sites. The site in Alexandra Street, Shotton has been closed since June 2012, due to specific complaints of anti-social behaviour taking place at the Public Convenience facility.

- 2.04 The Public Convenience service is managed within Streetscene with a budget allocation of £173,187 in 2012 -13. Repairs and maintenance at all of the facilities are currently being carried out by private contractors. The existing contract for maintenance expires in March 2013.
- 2.05 The Council is developing a programme of one stop shop, Flintshire Connects Centres across the County and also manages numerous other Council buildings in close proximity to existing stand alone Public Convenience facilities. The new Flintshire Connects Centres and the other facilities i.e. Leisure Centres could offer toilet facilities both for their own use and for use as wider Public Conveniences.
- 2.06 The Welsh Government currently offers a grant to businesses of up to £500 in return for the business opening their facilities to use by the public.

3.00 CONSIDERATIONS

- 3.01 It is important that the Public Convenience service complements wider strategic Council objectives such as the promotion of Tourism and Town Centre marketing and the proposed new service provision will do this by ensuring the Council continues to offer well maintained facilities, provided in key locations across the County
- 3.02 Utilising Flintshire Connects Centres, other Council buildings and (where appropriate) privately owned facilities will both rationalise and improve accessibility to the service, providing the following advantages over the current service:
- Potentially longer opening hours which are more targeted to local need
 - Reduced instances of anti-social behaviour and vandalism at the new sites as staff will be available during opening hours to monitor user behaviour more closely.
- 3.03 Options for the revised Public Convenience service provision at each location would be as follows-
- Linking to facilities in existing Council buildings e.g. Flintshire Connects 'One stop shop', Leisure Centres etc. This option will be considered on a case by case basis as some facilities will not be able to provide a combined facility
 - Stand Alone Council facilities with rationalisation of other facilities in the area
 - Utilising private facilities made available for public use.

Business will be entitled to a contribution from the Welsh Government Fund set up for this purpose e.g. In Public Houses and Shops

- Town and Community Council management of the facilities

- 3.04 It is recognised that clear and consistent signage for the facilities should be provided once the location and the type of facility has been identified. The signs would be situated on Street furniture e.g. Street Lighting columns and would indicate the location of the nearest facility. The signs would be small (A3 Size), of consistent and recognisable design County wide and would show the location in diagrammatical form.
- 3.05 The management of the Public Convenience service will remain the responsibility of Streetscene, who will also monitor the facilities to ensure they meet the required standard. In the case of private facilities, once the requirements have been identified, the local Town and Community Council will be contacted to assist in identifying suitable businesses willing to partake in the scheme.
- 3.06 Current sites which are under utilised and recommended for closure would be offered to the local Town and Community Councils to take on responsibility for future maintenance. The offer would be without financial support for the facility and in the event of this being rejected, the facility will close.
- 3.07 Whilst there is uncertainty on the future of this Welsh Government grant it is recommended that the cost of providing the funding should continue from existing Council Public Convenience budgets in future, should the grant funding come to an end. This would apply only where sites are identified as being required.
- 3.08 Most of the facilities have little or no value in terms of asset release once they are closed and replaced by alternative facilities. Each site will require an individual assessment and action plans developed to either dispose of the asset or demolish the facility completely.
- 3.09 Consideration has been given to introducing a charge for using the facilities but concluded that such a charge would be more expensive to introduce and manage than would be raised by the charge, thus creating a further budget pressure on the Council. Charging would also increase the threat of vandalism at the facilities. Likewise the introduction of a 'Superloo' system was considered, but the cost was found to be prohibitive.
- 3.10 The future provision at each of the existing locations has been considered using the preferred delivery option in 3.03 of this report. The outcome is shown in **Appendix 1**.

4.00 RECOMMENDATIONS

4.01 That Scrutiny note the future delivery option for each of the Public Convenience Facilities shown in **Appendix 1**

5.00 FINANCIAL IMPLICATIONS

5.01 The budgets and the true costs for the service delivery are shown on - **Appendix 2.**

5.02 The proposals will deliver the proposed £50k savings for the service identified in the 2013-14 budget proposals

6.00 ANTI POVERTY IMPACT

6.01 No impact

7.00 ENVIRONMENTAL IMPACT

7.01 No impact

8.00 EQUALITIES IMPACT

8.01 A desktop EIA has been completed which indicated the proposals do not unfairly impact on any particular group

9.00 PERSONNEL IMPLICATIONS

9.01 None

10.00 CONSULTATION REQUIRED

10.01 With T&CC regarding taking over maintenance and of the sites proposed for closure

11.00 CONSULTATION UNDERTAKEN

11.01 With Cabinet Member

12.00 APPENDICES

12.01 Appendix 1 – Proposals for Future delivery
Appendix 2 – Budget information

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985 BACKGROUND DOCUMENTS

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

Environment Directorate – Streetscene. Proposals for Public Convenience Service

Location	Existing Type of Facility	Proposal	Timescale	Reason for Decision
Queensferry	Stand alone	Closure of existing facility once alternative Council owned facility can be identified and brought into use	TBC	Town Centre facility in key location
Shotton	Stand alone	Existing facility to remain closed. Local business to be offered support to open facilities in the interim period before alternate Council owned facility can be identified and brought into use	Immediate	Low level of complaints since closure.
Connah's Quay	Stand alone	Closure of existing facility once alternative Council owned facility can be identified and brought into use	TBC	Usage level indicates demand at the site
Flint	Stand alone	Closure of existing facility once alternative Council owned facility can be identified and brought into use	TBC	Usage level indicates demand at the site
Holywell (Somerfield)	Stand alone	To remain open		Usage level indicates demand at the site
Holywell (Tower Gardens)	Stand alone	Closure	Immediate	Low utilisation level with alternate site within close walking distance
Talacre	Stand alone	To remain open		Usage level indicates demand at the site
Caerwys	Stand alone	Closure – Offer facility to Community Council (without financial support)	Immediate	Low utilisation level
Cilcain	Within Community Centre	Closure – Offer facility to Community Council (without financial support)	Immediate	Low utilisation level
Mold (Bus station)	Stand alone	To remain open		Usage level indicates demand at this site
Mold New Street (Somerfield)	Stand alone	To remain open		Usage level indicates demand at this site
Mold Daniel Owen Centre - Facility is operated and managed by the Centre - with a part subsidy from the Council	Within existing Council owned Building	Remove contribution once alternative Council owned facility can be identified and brought into use	TBC	Alternative facility plus two stand alone facilities will be available in the Town.

APPENDIX 2

Environment Budget Statement 2012/13

Cost Centre Summary

Cost Centre TBT		
Public Conveniences		
Cost Centre	DESCRIPTION	2012/13
		ANNUAL BUDGET
		£
111	General	2,952.00
122	Caerwys	9,318.00
123	Cilcain	7,730.00
124	Connah's Quay	8,807.00
125	Flint	9,720.00
127	Holywell Somerfield	22,481.00
128	Holywell Coleshill Street	86.00
129	Holywell Tower Gardens	19,328.00
131	Mold Bus Station	19,302.00
132	Mold Daniel Owen	12,581.00
133	Mold New Street	21,551.00
134	Queensferry	10,895.00
135	Saltney	9,507.00
136	Shotton	8,637.00
137	Talacre	10,292.00
Total		173,187.00

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FLINTSHIRE COUNTY COUNCIL

REPORT TO: ENVIRONMENT OVERVIEW & SCRUTINY
COMMITTEE
DATE: WEDNESDAY, 6 FEBRUARY 2013
REPORT BY: DIRECTOR OF ENVIRONMENT
SUBJECT: PROPOSALS FOR A REVIEW OF SUBSIDISED BUS
SERVICES WITHIN FLINTSHIRE

1.00 PURPOSE OF REPORT

1.01 To advise Members of how bus services are organised currently within Flintshire and to outline proposals for a review of the County's subsidised bus services and related services.

2.00 BACKGROUND

2.01 Bus services within Flintshire, as in the rest of Wales (with the exception of municipally owned companies operated in Cardiff, Newport and Islwyn) are predominantly provided by the private sector. However, public funding still plays a significant role in the provision of bus services and related infrastructure.

2.02 Passenger numbers have been steadily increasing since Welsh Government (WG) introduced the all-Wales concessionary travel scheme in 2002, allowing free bus travel to people aged over 60 (and those with certain disabilities). Together with Local Authority and WG funding over recent years, this has facilitated improvements in modern, accessible and more fuel efficient vehicles, as well as improvements in service frequency and associated infrastructure. Concessionary travel has also helped to safeguard or even extend the number of services on routes that, although socially desirable, might not otherwise have been commercially viable for the private operator.

2.03 The Council has no mandatory obligation to fund any public transport services. However, it does have powers under the Transport Acts 1985 and 2000 and Local Transport Act 2008 to enter into agreements with public transport operators to provide subsidies for services which are not available commercially. These are usually rural, early morning, evening Sunday and Bank Holiday and some school services. It does this to support national and regional transport objectives, and also support our own corporate objectives around the environment, employment, education, health and supporting the economy.

2.04 The budget for the Councils subsidised bus services is currently £1,703m; however, this will reduce to £1,526m in 2013/14.

3.00 CONSIDERATIONS

3.01 Bus services in Wales (as elsewhere other than in London & Northern Ireland) fall into three categories:

3.01.1 Commercial Services

Under the Transport Act (1985), bus companies are free to operate services which they consider to be commercially viable. This means that the bus company's costs of running the service are covered by the fares they collect from passengers on the route or by free concessionary travel reimbursement in lieu of fares (people over 60 or with certain disabilities). A number of services within Flintshire operate commercially during the day time and the County Council provides no direct financial support and has no direct control over this type of service. An example is Arriva's service 11 between Rhyl-Holywell-Chester which runs during the daytime.

3.01.2 Subsidised Services

These are socially necessary bus services that are subsidised by the Local Authority where an operator is not prepared to operate and run a service commercially. Funding comes from a variety of sources including WG grant monies, concessionary travel reimbursement and the County Council's own Revenue Settlement Grant (RSG), as well as any fares revenue taken. Much of the network in rural parts of the County is contracted to bus companies for services that might not otherwise run. Other subsidised bus services tend to be for early mornings, evenings and on Sundays and Public Holidays, as they are socially necessary routes that are not considered commercially viable by the bus companies. An example is the Townlynx service 14 between Mold-Caerwys-Bodfari-Denbigh.

3.01.3 Other Services

These tend to be a hybrid of services that operate commercially under some form of agreement commonly referred to as 'De Minimis' rules/exceptions, under which Local Authorities are in some cases exempted from the requirement to let bus subsidy contracts through competitive tender. These agreements allow additional funding on commercial bus services from the Local Authority for extending journeys to certain villages or extra journeys in the evenings, early mornings or on Sundays, which might not otherwise run. An example is P&O Lloyd's services 18/19 between Flint-Holywell-Prestatyn-Rhyl via Penyffordd, Gwaenysgor, Trelogan and Llanasa. A number of services operating in Flintshire are provided commercially with some form of an agreement to maintain journeys that would not otherwise run.

3.02 A full list of all the current subsidised services and other bus services

in Flintshire and details of the type of services provided are summarised in **Appendix 1**.

3.03 The role of Community Transport

Community and voluntary transport covers all transport outside the conventional public transport network. This sector exists to meet the travel and social needs of people who have no bus service where they live or for severely disabled or infirm people who are unable to use conventional bus services. Trips provided are for essential journeys such as doctor's or dentist appointments and shopping.

3.03.1 In recent years, WG funding has been provided to support the provision of community transport and Local Authorities are required to spend at least 10% of their WG grant allocation in support of community transport. Currently, approximately 17% (£93k) of WG grant monies is used to support the two Flintshire based Community Transport providers: Estuary Cars (Greenfield) and Welsh Border Community Transport (Buckley). Other funding sources include the Community Transport Concessionary Fares Initiative (CTCFI), a pilot funding initiative administered by the Community Transport Association (CTA Wales) aimed to allow members to travel for free on the same basis as they would have been able to use a conventional bus service.

3.04 Although the local bus service network has improved year on year since the deregulation of bus services in 1986, operating costs per passenger journey have increased, making the provision of bus services more expensive and ultimately less sustainable.

3.05 Coupled with this, the UK Government has reduced funding to Welsh Government by £1.7 billion over the next few years, which will inevitably impact on funding of all public services across Wales, including transport. Consequently, from 1st April 2013, WG have announced that they will be making changes to the way it subsidises bus services and community transport in Wales. In relation to North Wales this will mean a reduction from £33m to £25m for next financial year. WG has driven the reform through engagement with representatives of the industry, the Regional Transport Consortia and other bodies.

3.06 The first major change relates to the Local Transport Services Grant (LTSG), which is the grant paid to Local Authorities by WG to finance a range of transport initiatives. The grant can be used to enhance existing transport schemes, introduce new services, support community transport services, fund capital works such as improvement to bus shelters or passenger transport information and enhance accessibility through the purchase of low floor buses. In addition Bus Services Operators Grant (BSOG) is currently provided directly to bus operators by the Department for Transport and takes the form of a subsidy for fuel usage.

- 3.07 Subsequent to the announcement (3.05), a transitional funding period was agreed by the Minister, subject to a Review of the future funding of bus services across Wales. It was finally confirmed for the remainder of the 2012-13 financial year that a cut of approximately 9.5% would apply, from 1st October 2012, which equates to a 19% reduction in bus funding for the second half of the financial year.
- 3.08 The Review was led by a Steering Group comprising the Welsh Government and the Regional Transport Consortia (RTCs), with significant input from the Confederation of Passenger Transport (CPT).
- 3.09 Driven by the Welsh Government's Case for Change, difficult decisions were embraced by the Steering Group and a report was sent to the Minister by the agreed date. The report was approved by the Minister in December 2012 and a new scheme called Regional Transport Services Grant (RTSG) will be in place from 1st April 2013. The key principles of the new arrangements are to be:
- Regional Transport Consortia will be responsible for administering the new Regional Transport Services Grant (RTSG) scheme, which will take over from BSOG and LTSG, from 1st April 2013;
 - Consortia will develop a Regional Bus and Community Transport Network Strategy in 2013/14, setting out outcomes consistent with national and regional transport priorities;
 - Consortia will monitor performance against outcomes, and publish results in their Annual Progress Report;
- Consortia will be responsible for administering the reimbursement paid to operators under the concessionary bus travel scheme in their area from 1st April 2013.
- 3.10 Substantial work needs to be undertaken to ensure that the Regional Transport Consortia, local authorities and operators are ready to operate the new system by 1st April. Plans for managing and resourcing these new responsibilities are being developed by a Task and Finish Group of the North Wales Local Authority Transport Managers. Arrangements to second a small number of staff into TAIH to develop the implementation work, using additional funding allocated by the WG are also in place.
- 3.11 The new scheme will have a total budget of £25m for the 2013-14 financial year. It is anticipated that this will reduce the grant paid to Flintshire County Council by £148k pa. As a result of this the Council committed to undertake a fundamental review of its services outlined in 3.01.2 during 2012/13 financial year. It was not possible to start the review until the new scheme had been announced, so the timescale

for completion has been delayed until the summer of 2013.

- 3.12 The Council has never had criteria to determine which services it should support. However, it is important that a decision making criteria is implemented and used consistently, to determine and prioritise the level of Council intervention. A draft policy has been developed (**Appendix 2**), which, subject to Cabinet approval, will be used as the basis for the review of subsidised bus services.
- 3.13 As part of the Rural Development Plan bid, and in conjunction with Cadwyn Clwyd, the Council has received approval to appoint a Rural Transport Project Officer on a 12 month fixed term basis. This post will report to the Transportation Manager. The role will assist in identifying the transport needs of people living in rural communities and to develop strategies to assist people accessing work, training and other opportunities.
- 3.14 On the basis that a report will be submitted to Cabinet in March 2013 work in relation to the assessment and review of subsidised services is likely to take 5 weeks to complete. Following this a further update report will be prepared for consideration.

4.00 RECOMMENDATIONS

4.01 That Members: -

- a) Note the changes to bus funding anticipated from 1st April 2013

Note the content of this report and in particular comment upon the draft Policy set out in **Appendix 2**.

5.00 FINANCIAL IMPLICATIONS

5.01 In monetary terms, the reduction in LTSG is anticipated to reduce our revenue budget by £148k pa.

6.00 ANTI POVERTY IMPACT

6.01 The funding reductions may have an effect on older and younger people (who are most reliant on public transport).

7.00 ENVIRONMENTAL IMPACT

7.01 Higher bus fares and fewer services, may indirectly discourage bus use and increase car use.

8.00 EQUALITIES IMPACT

8.01 May have an impact on the Wales National Transport Priorities of sustainability, supporting economic growth and social inclusion.

9.00 PERSONNEL IMPLICATIONS

9.01 Not as a direct result of this report.

10.00 CONSULTATION REQUIRED

10.01 Key stakeholder and service user groups, bus companies, Town and Community Councils and Members of the County Council.

11.00 CONSULTATION UNDERTAKEN

11.01 This is an initial paper that considers the need for wider consultation and engagement from key stakeholder groups.

12.00 APPENDICES

12.01 Appendix 1 – Flintshire Bus Services (Summary of Current Services)
Appendix 2 – Draft Policy

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

Regional Transport Plan

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Email: katie.wilby@flintshire.gov.uk

Appendix 1 – Flintshire Bus Services (Summary of Services)

Service	Route Description	Type of Service	Weekdays (Monday to Friday)				Sundays (& Public Holidays)	
			Early morning (before 0800)	Peak (1500-1700) / 1500-1800	Off-peak (0900-1500 / 1700-1800)	Evening (after 1830)		
1	Mold - Loggerheads - Llanarmon-yn-Ial - Ruthin	Subsidised	Contract	Contract	Contract	No Service	Contract	No Service
2	Mold - Eryrys - Llanarmon-yn-Ial - Ruthin	Subsidised	No Service	Contract	Contract	No Service	Contract	No Service
X1	Ruthin - Mold - Chester	Subsidised	No Service	Contract	Contract	No Service	Contract	No Service
3, 3A	Mold - Buckley - Penyffordd - Broughton - Chester	Commercial	Commercial	Commercial	Commercial	Agreement	Commercial	Commercial No Service
4, 4S	Mold - Buckley - Drury - Hawarden - Broughton - Chester	Commercial	Commercial	Commercial	Commercial	Agreement	Commercial	Commercial Commercial
4B	Mold - New Brighton - Buckley - Hawarden - Chester EARLY BIRD	Commercial	Commercial	No Service	No Service	No Service	Commercial	Commercial No Service
6	Chester - ASDA - Shotton - Connah's Quay - Mold - Pantymwyn	De-minimis Agreement	Agreement	Agreement	Commercial	No Service	Agreement	Agreement No Service
7, 7X	Mold - Buckley - Ewloe - Queensferry - Shotton - Deeside College	Subsidised	Contract	Contract	No Service	No Service	No Service	No Service
9, X9	Mold - Connah's Quay - Queensferry - Chester	Commercial	Commercial	Commercial	Commercial	No Service	Commercial	Commercial No Service
10	Chester - Shotton - Connah's Quay	De-minimis Agreement	Commercial	Commercial	Commercial	Agreement	Commercial	Commercial Agreement
11	Holywell - Flint - Connah's Quay - Hawarden - Broughton - Chester	Subsidised	Commercial	Commercial	Commercial	Contract	Commercial	Commercial No Service
11F, 11G, 11M, 11X	Rhyl - Holywell	Subsidised	Commercial	Commercial	Commercial	Contract	Commercial	Commercial No Service
12	Chester - Broughton - Mancot - Deeside Hospital - Connah's Quay	De-minimis Agreement	Agreement	Agreement	Agreement	Agreement	Agreement	No Service
13	Loggerheads - Mold - Penyffordd - Chester	Subsidised	No Service	No Service	No Service	No Service	No Service	Contract
14	Mold - Caerwys - Bodfari - Denbigh	Subsidised	Contract	Contract	Contract	No Service	Contract	No Service
14A	Holywell - Carmel - Gorsedd - Babel - Caerwys - Afonwen - Denbigh	Commercial	No Service	Contract	Commercial	No Service	No Service	No Service
14C	Holywell - Lixwm - Cilcain - Mold - RURALrider	Commercial	No Service	Contract	Commercial	No Service	Commercial	Commercial No Service
16	Chester - Lache - Salthey	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial Commercial
18	Flint Cornist - Holywell - Penyffordd - Prestatyn - Rhyl	De-minimis Agreement	Agreement	Agreement	Agreement	No Service	Agreement	Agreement No Service
X18	Mold - Flint - Greenfield - (Rhewl)	Commercial	No Service	Commercial	Commercial	No Service	Commercial	Commercial No Service
19	Flint Cornist - Holywell - Berthengam - Prestatyn - Rhyl	De-minimis Agreement	No Service	Agreement	Commercial	No Service	Agreement	No Service
20	Holywell - Greenfield - Flint - Shotton - Deeside Ind. Park	De-minimis Agreement	No Service	Agreement	Agreement	No Service	Agreement	No Service
22, 22A	Holway - Pen-y-Maes / Brynford - Holway	De-minimis Agreement	Agreement	Commercial	Commercial	No Service	Commercial	Commercial No Service
23	Greenfield - Holywell Hospital	De-minimis Agreement	No Service	No Service	Contract	No Service	No Service	No Service
23, 24, 25	Penyffordd - Castell Alun High School, Hope & Connah's Quay - Flint - Buckley to Yale Colleç	Subsidised	No Service	Contract	No Service	No Service	No Service	No Service
26, 27	Mold - Leeswood - Caerwrie - Maelor Hospital - Wrexham	Commercial	Agreement	Commercial	Commercial	Commercial	Commercial	Commercial No Service
28	Wrexham - Penyffordd - Buckley - Mold - Northop - Flint	De-minimis Agreement	Agreement	Commercial	Commercial	No Service	Commercial	Commercial No Service
28X	Holywell - Flint - Northop - Mold	Subsidised	Contract	Commercial	Commercial	No Service	Commercial	Commercial No Service
40	Mold - Nercwys - Treuddyn - Llanfynydd - Ffrith - Cymau - Wrexham	De-minimis Agreement	Agreement	Commercial	Commercial	No Service	Commercial	Commercial No Service
99	Sandycroft - Connah's Quay - Mold	Subsidised	Contract	Commercial	Commercial	No Service	Commercial	Commercial No Service
110	Aston - Ewloe - Northop Hall - Northop - Sychdyn - Mold	De-minimis Agreement	No Service	Agreement	Commercial	No Service	No Service	No Service
124	Holywell - Rhosesmor - Lixwm - Brynford - Holywell (Circular)	Subsidised	No Service	Contract	Commercial	No Service	No Service	No Service
126	Holywell - Pentre Halkyn - Rhosesmor - Mold	De-minimis Agreement	No Service	Agreement	Commercial	No Service	Agreement	No Service
127	Mold - Rhosesmor - Lixwm - Brynford - Pantasaph - Holway	De-minimis Agreement	No Service	Agreement	Commercial	No Service	No Service	No Service
389	Sandycroft - Mancot - Garden City - Queensferry - Venerable Edward Morgan School, Shotto	Subsidised	No Service	Contract	Commercial	No Service	No Service	No Service
811	Leasowe / Arrowe Park - Deeside Ind. Park - Broughton	Subsidised	Contract	Contract	Contract	Contract	Contract	No Service
A	Buckley Station - Precinct Way - Southdown	Subsidised	No Service	Contract	Contract	No Service	Contract	No Service
DB1	Mold - Treuddyn / Leeswood - Higher Kinnerton - Chester - Blacon	Subsidised	Contract	Contract	Contract	No Service	Contract	No Service
DB2	Chester - Curzon Park - Saltney Ferry	Subsidised	No Service	Contract	Contract	No Service	Contract	No Service
D42	Mold - Caerwrie - Wrexham RURALrider	Subsidised	No Service	No Service	No Service	No Service	Contract	Contract
SP1/SP2	Mold - Buckley - Queensferry - Deeside Industrial Park - Ellesmere Port	De-minimis Agreement	Agreement	Agreement	Agreement	No Service	Agreement	No Service
X44	Mold - Buckley - Hawarden - Chester Business Park - Chester	De-minimis Agreement	Agreement	Agreement	Commercial	No Service	Agreement	No Service
X55	Mold - Buckley - Hawarden - Chester Business Park - Chester	De-minimis Agreement	Agreement	Agreement	Commercial	No Service	Agreement	No Service

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Appendix 2

A POLICY FOR SUBSIDISED BUS SERVICES IN FLINTSHIRE

FEBRUARY 2013

CONTENTS

- 1. Introduction**
- 2. Legislative Background**
- 3. National and Regional Context**
- 4. Support for Bus Services**
- 5. What type of services we support**
- 6. Criteria for support**
- 7. Managing the subsidised network**
- 8. Fares on subsidised services**

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1.00 Introduction

- 1.01 This area of Policy covers public transport that the Council directly funds i.e. its subsidised bus network; Community Transport is currently not in scope. The Policy sets out the Council's criteria for supporting public transport; and does not cover the provision of concessionary bus fares.
- 1.02 The Policy recognises the ongoing need for our residents to access important services, supports the local economy, and also contributes to carbon reduction. Crucially, it recognises the very challenging economic climate. The Policy therefore seeks to ensure that the Council prioritise its financial support where it is most needed.

2.00 Legislative Background

- 2.01 Some of the bus services in Flintshire are operated commercially, by a variety of bus operators. This means that services are "registered" by the operator with the Traffic Commissioner, and the company receives no subsidy at all. In essence, commercial services have to be self funding i.e. income from fares exceeds the cost of operating them. These will tend to be daytime services on busy traffic corridors.
- 2.02 The remainder of services are known as "socially necessary" services. These can be in two forms – either providing a bus service in an area where no commercial service exists, or alternatively, operating over daytime commercial routes at times when they would generally not be viable (such as early morning, evening and Sundays), or where there is insufficient capacity on existing services.
- 2.03 There is no statutory duty upon the Council to provide local bus services or any other form of public transport but the authority does have a statutory duty under the 1985 Transport Act to keep the bus network under review, and intervene where it feels appropriate. This basically means that all subsidised services are provided on a discretionary basis.

3.00 National and Regional Context

3.01 Welsh Transport Policy Context

- 3.01.1 The Welsh Government published the Wales Transport Strategy in 2008. The strategic priorities are as follows;
- Reducing greenhouse gas emissions and other environmental impacts
 - Integrating local transport

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- Improving access between key settlements and sites
- Enhancing international connectivity; and
- Increasing safety and security

3.02 In practical terms, the council's subsidised bus network contributes to all of the Welsh Government strategic priorities. There is no specific guidance as to the level of support an authority should give to its bus network.

3.03 **Regional Transport Policy**

3.03.1 The North Wales Regional Transport Plan was published by Taith in September 2009, as a requirement of the Wales Transport Act 2006. Taith is the joint board of the six North Wales Local Authorities working together to deliver improvements in transport provision across the region. Taith policies and objectives generally follow those of Welsh Government, with the addition of a number of relevant objectives such as:

3.03.2 - Seeking "Network Stability" agreements with bus operators to define levels and relative pricing of commercial and subsidised bus services to be provided through the Plan period

- Developing innovative services such as community transport and Demand Responsive Transport

- Promoting integration through consistent standards and ticketing

3.03.3 The Council will work collaboratively with transport operators to achieve stability wherever possible, and move to longer term contracts so services can be aligned more to commercial routes and quality further enhanced.

3.03.4 The Council will closely monitor the performance of subsidised services to ensure reliability of services and connections to other bus and rail routes, taking remedial action where necessary. As multi-operator go anywhere type tickets develop, the Council will ensure that these tickets are valid on our subsidised services, subject to appropriate reimbursement mechanisms and controls.

4.00 **Support for bus services**

4.01 Continuation of subsidised local bus services is crucial to ensure access to services, a healthier environment, and to support economic growth. The framework for provision of bus services, as set out in the 1985 Transport Act, is that the Council has no control over a large proportion of the bus network. Public transport is a business, and operators will only provide services where they can make a return on

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investment. Flintshire has a relatively good commercial day time service, but without support from the Council, there would be very little service beyond that core daytime service. With this in mind, the following objectives are our main drivers for intervention:

- 4.02 - The council supports bus services to improve accessibility to key services, sustainability and promote economic growth
- The council supports bus services to contribute to the viability of the core commercial transport network
- The council supports bus services to fill significant gaps in the network, within the agreed criteria, and within agreed budget.

5.00 What type of services do we support?

5.01 The following are the types of bus services the council will support, where value for money can be achieved, funding is available, and there are no viable alternatives:-

- 5.02 - Early morning services, usually provided before the normal morning rush hour, for those working early shifts.
- Evening services, usually provided after the afternoon rush hour, through to late at night.
- Sunday and Bank Holiday, traditionally on the same routes as weekday services
- Services linking rural communities with each other and the town centre.
- Daytime services, in and around our local town centres, where no commercial bus services exist
- Experimental bus services to support economic growth, promote tourism, or meet other identified unmet demand.

6.00 Criteria for support

6.01 It is suggested that the following criteria is used to determine which services should continue to be supported. As budgets come under increasing pressure it is essential that such a decision making framework is used consistently. The following are examples where the criteria would be used to determine the level of council intervention;

- To monitor the effectiveness of existing services
- To decide which services should be withdrawn/reviewed,

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where there is a risk of budget overspend

- To determine what to do in the case of
 - Local bus contracts which are terminated early (perhaps due to rising costs)
 - Important commercial services de-registered by operators (this is an ever increasing scenario as bus operators strive to control costs whilst faced with reduced passenger numbers)
- To test identified unmet demand

6.02 Generally the best barometer of effectiveness is subsidy per passenger. This is calculated by dividing the annual cost to the public purse by the total number of passengers. Most authorities do monitor subsidy per passenger, and many have withdrawn services over a certain level of subsidy.

6.03 The key principle of intervention would be that for services where the subsidy per trip exceeds a specific level a detailed review would be undertaken and remedial action taken.

6.04 For simplicity and transparency, a green/amber/red system for managing the network is the basis of our criteria. This is described below.

Criteria for managing the network

Subsidy per passenger	Action	
Green	Services are ranked green where subsidy per passenger trip is less than the specified level (to be determined)	Service is considered good value for money and continues, performance is monitored, contract is proactively managed to continue to identify opportunities for improvement
Amber	Services are ranked amber where subsidy per passenger is between a specified level (to be determined)	Service is placed under review, and remains under review whilst in amber category. This involves proactive work with operator to improve patronage or reduce costs, alternatives are examined, journey purpose is understood, services are integrated with other bus services, affected community and users are made aware of status in order to raise awareness and enlist support.

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Red	Services are ranked red where subsidy per passenger trip exceeds a specified level (to be determined).	Action required. Services will not be allowed to continue long term at this level of subsidy. Actions may include one or combination of; withdrawal of the service, curtailment of the route, reduction in frequency or number of journeys, or integrating it with another route. This is after on vehicle checks to confirm passenger numbers, appropriate notice is given to affected users, and alternatives (such as Community Transport) communicated
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7.00 Managing the subsidised network

7.01 Financial pressures and increasing demand, means that it is more important than ever to manage the subsidised bus network, to ensure the policy is followed and value for money is achieved. Management of the network will include;

- Collation of up to date electronic passenger information data on a monthly basis.

- Regular 'on bus' surveys to validate reported passenger levels, and also monitor quality of service and contract compliance.

- Producing subsidy per passenger league tables on a six monthly basis.

- Constantly reviewing subsidised services to determine where better alternatives may exist on commercial services

- Encouraging operators to register to operate subsidised services on a commercial basis, where subsidy per passenger is very low.

- Working with local communities and operators to promote services to encourage greater patronage.

7.02 Specifically, where services are in the red category, the following actions will be taken.

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- All affected journeys will be surveyed in detail to validate patronage levels, evaluate options for passengers and understand journey purpose.
- Officers will examine options to reduce costs through curtailment of the service, reductions in frequency, reductions in total number of journeys.
- Consultation on options will be undertaken with affected Members and Town and Community Councils.
- 90 days notice on final course of action will be issued to passengers and stakeholders

7.03 In order to allow thorough scrutiny of performance of the network, and actions taken, the following actions will be followed.

- Environment Overview and Scrutiny Committee will review service performance tables annually.
- Members of that Committee will review actions taken by officers to improve the performance of services.

8.00 Fares on subsidised services

- 8.01 The Council has no control over fares on commercial services. However it has the power to set fares on subsidised services. Council officers will analyse commercial fare levels on a quarterly basis, and ensure subsidised fare levels on each service are closely aligned. This applies for Adult and Child fares. Holders of Welsh Concessionary Travel Passes (over 60's and those who qualify as a result of a disability) are afforded free travel within the current All Wales Concessionary Travel Scheme.
- 8.02 The Council supports the development of multi modal, go anywhere type ticketing, and will ensure that as these are introduced, they are available for use on Council subsidised services.

FLINTSHIRE COUNTY COUNCIL

REPORT TO: ENVIRONMENT OVERVIEW & SCRUTINY
COMMITTEE
DATE: WEDNESDAY, 6 FEBRUARY 2013
REPORT BY: DIRECTOR OF ENVIRONMENT
SUBJECT: RECYCLING INCOME

1.00 PURPOSE OF REPORT

To update Members of the Committee on the volumes of material collected and the level of income received from the sale of recyclates collected by the Council.

2.00 BACKGROUND

2.01 In June 2010 the Council formally adopted its Municipal Waste Strategy. The strategy contained a number of key actions needed to meet the challenging targets set out in the all Wales National Strategy 'Towards Zero Waste'.

2.02 The introduction of a Managed Weekly Collection (MWC) service was one of the key actions listed in the approved Municipal Waste Strategy and it changed the way the Council collected domestic waste by introducing a wheeled bin for residual waste, replacing the black sacks previously provided to residents. The MWC service was designed to increase participation in recycling collections and reduce reliance on landfill.

2.03 The new service was presented as follows:

- Alternate fortnightly collections of a 180 Litre black wheelie bin for residual waste and a 140 Litre brown bin for garden waste.
- Weekly food waste collections
- Weekly recycling collections

2.04 The new service was rolled out to all properties in the County over a nine month period which was completed in November 2011. The volume of recyclable material collected following the introduction of the new service has increased subsequently.

2.05 At its meeting in 11th October 2012, the Corporate Resources Overview and Scrutiny Committee requested that the Environment Overview and Scrutiny Committee consider a report on the level of recycling income generated by the Council's Waste Collection Services.

3.00 **CONSIDERATIONS**

3.01 It has been suggested that the Council gains financially from its recycling collection service. However, this is not the case as the cost of collecting recycled material is higher than the value of income gained from the process.

3.02 The shortfall in the cost of delivering the recycling service is recovered by a significant contribution from Welsh Government (WG) in the form of the Sustainable Waste Management Grant (SWMG). In addition the WG provide each Council in Wales with a Food Waste Grant which is to be used specifically for the collection of food waste

The level of each Grant in 2012-13 is as follows:

SWMG - £2.252m (reducing by 1% each year)
Food Waste grant - £1.079m

3.03 In addition to the above, the Councils overall waste collection budget in 2012-13 is £3.881m

Included within the budget is an overall income target for the sale of recyclates of £370k.

3.04 The level of income generated from the sale of the recyclable material collected has risen since the introduction of the new service and the current projected income for 2012 -13 is £481k. In addition, the diversion from landfill of the 1,649 tonnes of recycling material has created a further £120k saving in landfill costs.

The full breakdown of the projected income for the year, together with three year quantity comparisons are shown in **Appendix 1**

3.05 Income from recycled material is extremely volatile and highly dependant on demand, which is clearly outside of the control of the Council. As an example, the Council received £14.00/t for recycled glass in 2010, which would raise approximately £51k income at today's recycling rate. However as a result of the reduction in demand for glass, the Council currently receives no income at all for our recycled glass.

3.06 Additional operating costs resulting from the revised method of service delivery, have offset the additional recycling income resulting, in an overall balanced budget within the waste service

- 3.07** A Service wide budget realignment exercise is currently being undertaken by the Environment Directorate's Finance Team in conjunction with Service Managers. This will realign budgets following the Streetscene reorganisation completed at the beginning of the current financial year. The new budget provisions will more accurately reflect the costs of the services provided and will come into effect at the start of the next financial year (2013 -14). Accordingly these will form the basis for future budget monitoring reports from the Service.
- 3.08** In addition to the income generated from recycling collections, income is generated from the sale of the following materials collected at the Councils Household Recycling Centres (HRC's)
- Scrap metal (Budget £120k per annum)
 - Vehicle Batteries (Budget £2 per annum)
- 3.09** The Council is also currently tendering the arrangements for textile recycling and reuse at the Councils 'Bring Sites' which is also intended to provide a financial contribution to the Council from the successful contractor.

4.00 **RECOMMENDATIONS**

- 4.01** That the Committee notes the levels of income generated from sales of the material recycled by Flintshire residents.

5.00 **FINANCIAL IMPLICATIONS**

- 5.01** The Council's savings target for The Managed Weekly Collections service in the 2011-12 financial year was £0.200m and £0.445m per annum thereafter.

6.00 **ANTI POVERTY IMPACT**

Not Applicable

7.00 **ENVIRONMENTAL IMPACT**

- 7.01** The increase in the amount of waste recycled reduces the Councils reliance on landfill which has a positive impact on the environment

8.00 **EQUALITIES IMPACT**

Not Applicable

9.00 **PERSONNEL IMPLICATIONS**

None

10.00 CONSULTATION REQUIRED

Not applicable

11.00 CONSULTATION UNDERTAKEN

With Cabinet Member

12.00 APPENDICES

Appendix 1 – Recycling Quantities and income projections

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985
BACKGROUND DOCUMENTS

Contact Officer: S Jones

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Environment Department – Streetscene – Recycling income

Material	Quantity Collected (Tonnes)			Value/tonne £	Predicted income 2012/13 (£k)
	2010/11	2011/12	2012/13 predicted		
Glass	2806	3232	3631	0	0
Paper/Card	4799	5494	6388	27.5	176
Plastic	730	858	998	140	140
Steel Cans	345	360	538	90	48
Alloy Cans	104	157	195	600	117
	8,784	10,101	11,750	Total	481

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FLINTSHIRE COUNTY COUNCIL

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

DATE: **WEDNESDAY, 6 FEBRUARY 2013**

REPORT BY: **LEARNING & SOCIAL CARE OVERVIEW & SCRUTINY FACILITATOR**

SUBJECT: **FORWARD WORK PROGRAMME**

1.00 PURPOSE OF REPORT

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

2.00 BACKGROUND

2.01 Items feed into a Committee's Forward Work Programme from a number of sources. Members can suggest topics for review by Overview & Scrutiny Committees, members of the public can suggest topics, items can be referred by the Executive for consultation purposes, or by County Council, or Directors. Other possible items are identified from the Executive Work Programme and the Strategic Assessment of Risks & Challenges.

2.02 In identifying topics for future consideration, it is useful or a 'test of significance' to be applied. This can be achieved by asking a range of questions as follows:

1. Will the review contribute to the Council's priorities and/or objectives?
2. Are there issues of weak or poor performance?
3. How, where and why were the issues identified?
4. Do local communities think the issues are important and is there any evidence of this? Is there evidence of public dissatisfaction?
5. Is there new Government guidance or legislation?
6. Have inspections been carried out?
7. Is this area already the subject of an ongoing review?

3.00 CONSIDERATIONS

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

4.00 RECOMMENDATIONS

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

5.00 FINANCIAL IMPLICATIONS

None as a result of this report.

6.00 ANTI POVERTY IMPACT

None as a result of this report.

7.00 ENVIRONMENTAL IMPACT

None as a result of this report.

8.00 EQUALITIES IMPACT

None as a result of this report.

9.00 PERSONNEL IMPLICATIONS

None as a result of this report.

10.00 CONSULTATION REQUIRED

N/A

11.00 CONSULTATION UNDERTAKEN

Publication of this report constitutes consultation.

12.00 APPENDICES

Appendix 1 – Forward Work Programme

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

None.

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ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Draft Forward Work Programme

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
6 March 2013	Quarterly Performance Reporting	To consider Quarter 3 outturns for improvement targets against directorate indicators.	Performance Monitoring	Director of Environment	25 Feb 2013
	Energy Switching Scheme	To consider the benefits of Energy Switching Schemes	Service Delivery	Director of Environment	
	Missed Collections Technology	Demonstration of technology	Awareness Raising	Head of Streetscene	
10 April 2013	Communities First	To receive an update on the effectiveness of the new programme.	Service Delivery	Head of Regeneration	1 April 2013
	Rural Development Plan	To receive regular updates on the progress of Business Plan 2 with particular consideration to any downturns in progress.	Monitoring Report	Head of Regeneration	
	Cadwyn Clwyd and linking Flintshire Communities	To receive a presentation on current developments	Awareness raising	Sharron Barlow	

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
	<p>Deeside Enterprise Zone</p> <p>North Wales Residual Waste Treatment Partnership</p>	<p>To receive a progress report</p> <p>To receive and consider further details on the progress of the project.</p>	<p>Monitoring Report</p> <p>Progress Report</p>	<p>Head of Regeneration</p> <p>Director of Environment</p>	
22 May 2013	<p>Extended Area of Outstanding Natural Beauty</p> <p>Tourism Partnership North Wales</p>	<p>To receive a report on the extended area of outstanding natural beauty and the importance of the AONB to FCC and neighbouring authorities.</p> <p>Update on tourism projects in Flintshire (to be confirmed)</p>	Awareness raising	<p>Head of Planning</p> <p>Facilitator</p>	13 May 2013
26 June 2013	<p>Quarterly Performance Reporting</p> <p>Flooding</p>	To consider Quarter 4 and year end outturns for improvement targets against directorate indicators.	Performance Monitoring	Director of Environment	17 June 2013

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
	Planning	<ul style="list-style-type: none"> To receive a report on planning to include enforcement Role of Conservation Officer Turn around times of applications Inter-departmental (internal) consultation 	Service Delivery	Head of Planning	
23 July 2013	North Wales Residual Waste Treatment Partnership	To receive and consider further details on the progress of the project.	Strategic (Collaboration)	Director of Environment	19 July 2013
	Deeside Enterprise Zone	Progress report	Monitoring	Head of Regeneration	

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ITEMS TO BE SCHEDULED as agreed by Committee

Item	Purpose of Report	Responsible / Contact Officer
Dog fouling	To receive a report on the review of enforcement options re dog fouling	Director of Environment
Carbon Reduction Strategy	To receive a report on the outcome of the independent assessment undertaken by the Carbon Trust	Neal Cockerton
Flooding	To receive a report on flooding and invitation to be extended to stakeholders – Environment Agency	Director of Environment

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Item	Purpose of Report	Responsible / Contact Officer
North East Wales Area Based Transport Study	To consider the potential solutions to transport in the region highlighted within the report.	Director of Environment
Draft Flood Management Strategy	Pre-decision scrutiny.	Head of Assets and Transportation
Rights of Way	Invite Natural Resources Wales, once established to discuss new arrangements.	Director of Environment

REGULAR ITEMS

Month	Item	Purpose of Report	Responsible / Contact Officer
Quarterly/ Annual	Performance Reporting	To consider performance outturns for improvement targets against directorate indicators.	Director of Environment
Quarterly	North Wales Residual Waste Treatment Project	To receive and consider further details on the progress of the project.	Director of Environment
Quarterly	Deeside Enterprise Zone	To receive quarterly progress reports	Head of Regeneration
6 monthly	Rural Development Plan	To receive regular updates on the progress of Business Plan 2 with particular consideration to any downturns in progress.	Head of Regeneration

APPENDIX B

STRATEGIC ASSESSMENT OF RISKS AND CHALLENGES
TOPICS ALLOCATED TO OVERVIEW & SCRUTINY COMMITTEES

SECTION 1 - COMMUNITY LEADERSHIP

Category	Risk Reference	Title	Committee
Strategic Partnerships	CL08	Climate Change and Flood Risk Management	Enviro
	CL09	Economic Regeneration	Enviro
	CL10	Decline of Town Centres	Enviro
	CL11	Integrated and Public Transport Infrastructure	Enviro
	CL12	Skills Needs of Employers	Enviro / LL
	CL14	North Wales Regional Waste Treatment Partnership	Enviro

SECTION 2 - COUNCIL DELIVERY

Category	Number	Title	Committee
Environment	CD02	Streetscene	Enviro
	CD03	Transition from UDP to LDP	Enviro
	CD04	Planning Protocol	Enviro

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Category	Number	Title	Committee
	CD05	Highways Infrastructure	Enviro
	CD06	Transport arrangements for service users	Enviro (links to S&H and LL)
	CD07	Depot provision	Enviro
Waste	CD27	Waste Management Targets (Food Waste Treatment Project)	Enviro
	CD27c	Waste Management (Operations)	Enviro
	CD34	Impact of Severe Winter Weather	Enviro

SECTION 3 - COUNCIL GOVERNANCE

Category	Number	Title	Committee
Environment	CG05	Asset Management	Enviro
Environment	CG05a	Asset – Strategy	Enviro
Environment	CG05b	Asset Rationalisation	Enviro