

# Public Document Pack



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To: Cllr Ray Hughes (Chairman)

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

7 March 2018

Dear Councillor

You are invited to attend a meeting of the Environment Overview & Scrutiny Committee which will be held at 10.00 am on Tuesday, 13th March, 2018 in the Delyn Committee Room, County Hall, Mold CH7 6NA to consider the following items

## A G E N D A

### 1 **APOLOGIES**

**Purpose:** To receive any apologies.

### 2 **DECLARATIONS OF INTEREST (INCLUDING WHIPPING DECLARATIONS)**

**Purpose:** To receive any Declarations and advise Members accordingly.

### 3 **MINUTES** (Pages 3 - 14)

**Purpose:** To confirm as a correct record the minutes of the meeting on 16 January 2018.

### 4 **FLINTSHIRE COUNTY COUNCIL'S INTEGRATED TRANSPORT STRATEGY** (Pages 15 - 20)

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

**Purpose:** To provide an update on the developing Integrated Transport Strategy in the County.

5 **QUARTER 3 COUNCIL PLAN 2017/18 MONITORING REPORT** (Pages 21 - 40)

Report of Chief Officer (Streetscene and Transportation), Chief Officer (Planning and Environment) - Cabinet Member for Planning and Public Protection, Cabinet Member for Streetscene and Countryside


**Purpose:** To review the levels of progress in the achievement of activities, performance levels and current risk levels as identified in the Council Plan 2017/18

6 **FORWARD WORK PROGRAMME** (Pages 41 - 46)

Report of Environment Overview & Scrutiny Facilitator -

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

Yours sincerely

A handwritten signature in black ink, appearing to read 'Robert Robins', with a horizontal line extending to the right.

Robert Robins  
Democratic Services Manager

## **ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE** **16 JANUARY 2018**

Minutes of the meeting of the Environment Overview & Scrutiny Committee of Flintshire County Council held in the Council Chamber, County Hall, Mold on Tuesday, 16 January 2018

### **PRESENT: Councillor Ray Hughes (Chairman)**

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

**SUBSTITUTES:** Councillors: Ian Dunbar (for Cindy Hinds) and David Healey (for David Evans)

**APOLOGY:** Councillor Derek Butler

### **ALSO PRESENT:**

Councillors: Clive Carver, Dennis Hutchinson, Richard Jones, Mike Peers and Dave Mackie (as initiators of the call-in who were not Members of the Committee)

Councillors: Christopher Bithell, Rob Davies, Rosetta Dolphin, Mared Eastwood  
Christine Jones, and David Wisinger (as observers)

**CONTRIBUTORS:** Councillor Aaron Shotton, Leader and Cabinet Member for Finance; Chief Executive; Councillor Carolyn Thomas, Cabinet Member for Streetscene and Countryside; Chief Officer (Streetscene and Transportation); Chief Officer (Planning and Environment); Access and Natural Environment Manager; Finance Manager; Highway Network Manager; Streetscene Co-ordinator

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

## **52. DECLARATIONS OF INTEREST**

None were received.

## **53. CONSIDERATION OF A MATTER REFERRED TO THE COMMITTEE PURSUANT TO THE CALL-IN ARRANGEMENTS**

The Democratic Services Manager gave an overview of the procedure for the call in of a Cabinet Decision as detailed in the supporting document. The Cabinet had considered a report on the *Introduction of Garden Waste Charges in Flintshire* at its meeting on 19<sup>th</sup> December 2017. The decision (Record of Decision 3469) had been called in by Councillors Mike Peers, Richard Jones, Dave Mackie, Dennis Hutchinson and Clive Carver. Copies of the Cabinet report, the Record of Decision and Call in Notice, which identified five reasons for the call in, were included with the agenda papers for the meeting.

#### **54. THE INTRODUCTION OF GARDEN WASTE CHARGES IN FLINTSHIRE**

On behalf of the call in signatories, Councillor Mike Peers spoke first. He drew the Committee's attention to a recent survey in the Leader newspaper in which 88% of respondents had been against a fee being charged for garden waste collection with only 12% in favour. He also referred to emails which had been received from Town & Community Councils opposing the proposal.

Reason 1: The proposals do not align with the Wales Government Blueprint for Waste Collection in Wales.

Councillor Peers said that the decision makers had missed the point of the Blueprint, which was the promotion of home composting rather than the introduction of charges for garden waste collection. Councillor Richard Jones reinforced that the proposal did not align with the blueprint which he assumed that all Members had read. He said that the blueprint envisaged a two stage approach with composting first and then charging with a view to achieving zero waste and a reduction in carbon footprint. The charging element with the Waste Blueprint was intended as an incentive to reduce waste and landfill costs and not to generate an income stream for the County. He said that charging should be the last resort, with composting as the carrot and charging as the big stick.

Reason 2: Cabinet considered its approval of the proposals using an approved and incorrect Scrutiny Minutes.

Councillor Peers reminded the Committee that the minutes which were used at Cabinet had not been approved by the Committee and were inaccurate because of the lack of detail on his proposal.

Reason 3: The proposals do not consider the elderly and vulnerable from the proposed introduction from garden waste charges on the 1<sup>st</sup> April 2018.

Councillor Peers felt that the impact on elderly and vulnerable people had not been properly considered; a view which was echoed by Councillor Richard Jones who felt that the charge was unfair and would disproportionately affect non vehicle owners.

Reason 4: The charges are unreasonable, contrary to the Environment Act 1990 and when compared to other local authorities.

Councillor Peers' view was that the charges proposed were higher than those charged by neighbouring authorities. He went on to say that the proposal to charge for the second and third bins was disproportionate and unreasonable.

Councillor Richard Jones identified the capacity of the garden waste bins used by three of the North Wales Authorities and Wirral Council together with their charges. He said that these figures showed that the proposals for charging in Flintshire would be substantially more expensive than other authorities because of the cubic capacity of the bins and the frequency of collection. He felt that this approach was not fair and not sensible.

Reason 5: In order to assess full cost recovery, the detailed cost of the Garden Waste Collection Service is unknown and was not included in the Scrutiny or Cabinet reports.

Councillor Peers questioned whether a body such as CIPFA (The Chartered Institute of Public Finance and Accountancy) had been used to support the council's implementation of the Blueprint. He opined that the Blueprint did not envisage the money from green waste collection being used to cross subsidise dry recycling or food collection.

Councillor Richard Jones went on to say that the full cost recovery approach was contrary to the blueprint advice. He expressed the view that people would not participate in a scheme which was expensive and seemingly unreasonable, and would find other ways of saving £30 per year either through home composting, travelling to HRC sites, 'fly tipping' or leaving their garden waste to build up. He envisaged that the uptake would be lower than anticipated. Councillor Jones went on to refer to WRAP guidance (the Waste & Resources Action Programme) which emphasised the provision of compost bins and asked whether the Council would be able to provide these as they need to be efficient and good value for money.

Councillor Hutchinson reiterated that there was no element of support in the current proposals for those who could not afford to pay the fee. Councillor Mackie was concerned that the original report which had been received by the Committee on 20<sup>th</sup> November had lacked an Equalities Impact Assessment. Therefore, his main concern at the proposals was the lack of information provided to Members.

In concluding the presentation by the initiators, Councillor Carver referred to paragraph 3.05 of the Cabinet report. This dealt with a further period of consultation once the service was established to look at issues such as full year rather than part year collection for use of microchip payment mechanisms and reduced rates for residents on benefits. He said that this should be part of the scheme from the beginning. He went on to comment on the Armed Forces Community Covenant and the potential effect on veterans for whom gardening may be their only interest. He was also concerned at the ability of the Council's IT systems to deal with an influx of requests for the service. He went on to comment on the way in which remarks made by the Cabinet Member, Councillor Carolyn Thomas, had been presented in the press.

Councillor Carver then referred to the former John Summers High School Campus and the cost of securing the building 24 hours a day. He urged the Council to demolish it and enable savings of almost £60,000 which is the current payment for non-domestic rates. This would contribute to the budget deficit.

#### Responses from the decision makers

The Chief Executive thanked the initiators of the Call In for their rigorous explanation. In terms of the process, he reminded the Committee that a Corporate Policy for fees and charges had been in place since last year. One of the principles of the policy was full cost recovery of discretionary services where possible.

With regard to the use of unapproved minutes, the Chief Executive explained that it had been made clear these were draft minutes. This had been stressed by the

Democratic Services Manager when he had presented them at the Cabinet meeting, to assist in their deliberations. They had been shared as an aid to discussion. The Chair of the Environment Overview & Scrutiny Committee had confirmed that he was satisfied that they accurately reflected the discussion which had taken place. The Chief Executive said that a protocol on the use of draft minutes would be prepared to avoid any confusion or repeat challenge in the future.

Referring to the Waste Blueprint, the Chief Executive reminded Members that the collection of garden waste was not a mandatory service. He acknowledged there was some validity to the bin capacity argument put forward by Councillor Jones but stressed that the costs of providing the non-mandatory service should be fully recovered at as a working target for an income level for the Council. The cost to households receiving the service would be well below £1 per week.

The Chief Executive went on to explain to the Committee that whilst CIPFA, as mentioned by Councillor Peers had not been used, the Council had last year brought in Deloitte, a major financial advice and consultancy firm. They had conducted an assessment of the Council's fees and charges, as part of a review which led to the adoption of the corporate fees and charges policy with an emphasis on full cost recovery for services.

The Chief Executive went on to explain that during the Initiator's presentation of their case he had identified salient points to detailed responses as follows:-

- (i) Better promotion of home composting;
- (ii) Consideration of bin size;
- (iii) Cost base;
- (iv) Equalities Impact Assessment
- (v) The review process
- (vi) The robustness of the take up argument

In referring to the review, the Chief Executive suggested that it could incorporate: how the Council could improve composting rates; the effect on vulnerable people in terms of their participation because of affordability, consideration of a bigger bin size e.g. 240L, the take up rate and monitoring any increase in fly tipping. He invited colleagues to comment on those points.

Councillor Carolyn Thomas, the Cabinet Member for Streetscene reminded the Committee that the charges were being brought in as a result of the Welsh Government reducing the Single Environment Grant over the last 2 years. Further reductions were anticipated for the future. She explained that her remarks in the Leader newspaper had been intended to convey the importance of charging for non-mandatory services in order to protect mandatory services such as Education from cuts. She recognised the validity of promoting more home composting and said that information on this could be included with the leaflets about the introduction of garden waste collection charges. The proposed charges at 83p per week represented good value for money.

The Chief Officer (Streetscene and Transportation) supported the Cabinet Member's comments and referred to the link in the original report to the Welsh Government (WG) Guidance note which said that the County Council should apply

charges for green waste collections. The WG currently provided the Council with £3m as the Single Environment Grant and thus their views had weight. He said that the Council had provided compost bins in the past, and through a grant had been able to offer them free of charge. The provision of compost bins at cost was a possibility which could be investigated and guidance could be issued on this.

With regard to the cost breakdown, details had been circulated to the Committee that morning which identified the need for the Garden Waste Service to be fully paid for to enable the Single Environment Grant to support the rest of the service. He appreciated the concerns for the elderly and vulnerable and said that this was something that would be assessed in the first year, as a learning approach and suggested that the Committee could review this as part of its forward work programme.

He went on to remind the Committee that Flintshire had five strategically based household recycling centres and 90% of the population was within a 3 mile or 15 minute car journey time from home. The Assisted Collection Service for those in need would still operate and would continue to be non-chargeable. Proposals for a relief scheme would be brought back to Members next year, as part of the review.

Referring to the concern about increased fly tipping, the Chief Officer reminded the Committee that this was a criminal offence but there was no evidence of an increase in such within Councils which had already introduced charging. The Equality Impact Assessment had been undertaken and would be circulated to Members.

The Cabinet Member said that Streetscene provided a waste collection service to around 60,000 homes and that the missed collection rate was less than 0.08%.

The Leader of the Council said that he had sat in for most of the Environment Overview & Scrutiny Committee's discussion in November and that he had not heard a great deal new from the Initiators of the Call In. The Cabinet had made its Decision with the knowledge of the Committee's earlier recommendations which had been explained to it by the Democratic Services Manager at the meeting on the 19<sup>th</sup> December. The principle must be full cost recovery. Not achieving this would have a serious impact elsewhere. He said that the Cabinet are committed to not making cuts in services to balance the budget.

The Leader then referred to the Council Tax Reduction Scheme and the likely impact of making reductions for those households. He went on to comment on the Cabinet Member's remarks being taken out of context in the press. Councillor Carver responded that he had not misrepresented Councillor Thomas' remarks: he had simply read out the remarks which had been attributed to her by the journalist who had written the story.

In responding to Councillor Carver, the Chief Officer challenged that ICT did have the capacity to implement the scheme and that arrangements had already been made for this. He also explained that if the Committee was minded to recommend that a charge not be levied for the second and third bin as this would have a significant impact on the budget.

The Chairman invited Members of the Committee to comment and ask questions.

Councillor Paul Shotton reminded colleagues that the Council would be charging under £1 per week for a service which was discretionary. The Single Environment Grant had been cut over the last few years. He was satisfied that the home composting issue would be addressed and on that basis proposed Option 1.

Councillor Dave Healey also supported Option 1 and said that it had been a responsible decision to charge for green waste collection. This was part of a bigger picture: the Education & Youth Overview & Scrutiny Committee would be meeting later in the week to consider School Budgets, which were also under pressure. His views were supported by other Members.

Councillor Gay was opposed to the introduction of charging and asked for a recorded vote on the issue. Councillor Owen Thomas had a number of concerns about the ability of Streetscene to provide the service.

The Chief Executive commented that the Education and Youth Overview & Scrutiny Committee would be considering a 'cash flat budget for schools at its meeting on Thursday afternoon. The Council still had not balanced the budget and that this was the reality of the budget situation.

Councillor Haydn Bateman agreed that no one was happy to be bringing in the proposed charges but suggested that these would be more palatable if the Council were to issue larger 240 litre bins rather than the current 140 litre bins and also to remove the charges for additional bins. The Chief Officer (Streetscene and Transportation) reiterated that the provision of larger bins could be looked at but that it would have a cost. Removing the charges from the second and third bins would certainly increase costs.

Councillor Dolphin congratulated the Initiators of the Call In as their actions had prompted thinking on a number of issues such as the provision of cheaper compost bins.

Following the discussion, the Chairman invited both the Initiators and the Decision Makers to sum up their arguments.

Councillor Peers thanked the Committee for their consideration and emphasised that he still disputed the recovery costs element as he felt that the proposed charging regime was over and above cost recovery and that there was nothing on offer for the elderly, vulnerable and those without transport. He acknowledged that the Equalities Impact Assessment was to be circulated. He felt that the issue should still go back to Cabinet. This view was echoed by Councillor Richard Jones whose main concern was the reasonableness of the charges as he said that under the current proposals Flintshire would be charging either double or 2.5 times more than any other council.



The Cabinet Member and the Chief Executive responded that this was a non-mandatory service and that the ideas which had been put forward today on composting would be considered.

To enable the Committee to reach a Decision, the Chair invited the Democratic Services Manager to explain the decision making process, which would include a recorded vote.

The Democratic Services Manager explained that in a Committee, the number of Members needed to requisition a recorded vote was four. The requisite number of Members then indicated their support. Councillor Paul Shotton had earlier proposed Option 1, that having considered the Decision the Overview & Scrutiny Committee was satisfied with the explanation it had received. This was seconded by Councillor Dave Healey. Councillor Chris Dolphin had proposed Option 4, but the Democratic Services Manager explained that for a call in, each Option needed to be voted on in turn, before a further option could be considered.

On being put to the vote, Option 1 was carried as follows:-

**For the proposal:** Councillors Ray Hughes, Haydn Bateman, Sean Bibby, Andy Dunbobbin, Dave Healey, Ian Dunbar, Dave Hughes, Joe Johnson, Vicky Perfect and Paul Shotton.

**Against the proposal:** Councillors Mike Allport, Chris Dolphin, Veronica Gay and Owen Thomas.

**Abstentions:** Councillor Colin Legg

### **RESOLVED**

That having considered the explanations which it has received, the Committee is satisfied and the decision to introduce garden waste collection charging in Flintshire may now be implemented.

Prior to the next item, the Committee adjourned for a 5 minute break.

## **55. MINUTES**

(i) The minutes of the meeting held on 20 November 2017 were submitted.

### Accuracy

Councillor Veronica Gay referred to the final paragraph on page 21 and said that Councillor Peers had proposed that the decision on whether to implement a charging policy for the Garden Waste service be reviewed and asked that the minutes be amended to reflect this. The Chairman commented that the Leader had previously advised that he was present at the meeting which had not been recorded.

(ii) The minutes of the meeting held on 12 December 2017 were submitted.

## **RESOLVED:**

That subject to the above amendments the minutes be approved as a correct record and signed by the Chairman.

### **56. BUDGET STAGE 2: REVIEW OF CAR PARKING CHARGES**

The Chief Officer (Streetscene and Transportation) introduced a report to seek a recommendation from the Committee on the proposed car parking charges in all Council owned car parks. He provided background information and advised that the car parking charges had not been reviewed since introduction and that the income generated did not meet the full cost of managing and operating the car parks. This position was contrary to the Council's newly adopted corporate policy for fees and charges which expected chargeable non-mandatory functions to be provided on a full cost recovery basis wherever possible.

The Chief Officer advised that the proposed revised charging arrangements were shown in Appendix 1 to the report. There were 2 options for the revised charges and the Committee was asked to express a preference for one of the options. The proposed charges were considered reasonable and would still be low when comparing the cost of parking in Flintshire to other Welsh counties. The Chief Officer explained that a review and further impact assessment would be undertaken six months after the new charges had been introduced and would be reported back to the Committee in October 2018.

Councillor Chris Dolphin referred to the proposed charges and said they were not standard for all car parks in Flintshire. He commented on the facilities, shops and services which were provided within each town and said this needed to be taken into account when proposing changes to the current charging arrangements. Councillor Dolphin requested that the current tariff remained in Holywell. He also explained that there were two car parks located in close proximity to each other in Holywell and requested that these be amalgamated under the same name with the same parking charges to assist residents who used the local facilities; citing Holywell Leisure Centre as an example.

Councillors Haydn Bateman and Owen Thomas concurred with the view expressed by Councillor Dolphin that car parking charges in Flintshire should be standardised. Councillors Haydn Bateman and Dave Hughes felt that charges should be standardised in line with the current charges in Mold.

Councillor Sean Bibby proposed an amendment to both options for Buckley, Connah's Quay, Holywell, Queensferry, and Shotton car parks and proposed that an additional tariff of 20p be made for the first 30 minutes. This was seconded by Councillor Ian Dunbar.

Councillor Richard Jones reiterated that not all towns provided the same facilities and commented that free parking increased future footfall in a town centre as people became familiar to shopping in that area. He also commented on the cost of delivering and maintaining car parks and said that information on the expenditure and income received from each of the car parks in Flintshire should be made available for

comparison and to determine future income levels . He expressed the view that some car parks were not being fully utilised. Councillor Jones did not support any increase in car parking charges in Buckley as he felt this would not attract new commercial business into the area or support existing local retailers and residents. Councillor Jones proposed that there was no change to car parking charges in Flintshire and that the income required to address the shortfall in the budget gap should be found from other services.

Councillor Aaron Shotton acknowledged that the issue of raising charges was contentious and the vibrancy of the town centres was an important consideration. He said the approach was in line with the Council's Fees and Charges Policy and Parking Strategy and commented on the need to maximise revenue generation with full cost recovery wherever possible. He referred to the need to balance the annual budget and commented on the current shortfall and said income levels had to be raised across all services to address the budget 'gap'. The Chief Executive emphasised the need for certainty of income in planning an annual budget.

Councillor Veronica Gay expressed the view that the proposed increase in charges for Flint Railway Station should be higher. However, Councillor Vicky Perfect felt that the proposed charges were acceptable.

Councillor Mike Peers commented on the Council's Car Parking Strategy and Fees and Charges Policy and said it should be reviewed to look at those areas which had initially been discounted. He added that the smaller car parks also had the potential to raise income for the Authority. Referring to the Flint area Councillor Peers asked if there was a possibility to recharge for the cost of lost income in that area. He expressed the view that there was not a "level playing field" and said there was both high and low utilisation of car parks in Flintshire town centres. He also commented on the impact of displacement and the availability of "off street" car parking and the differential in areas. Councillor Peers proposed that there should be no charge to park for up to 30 minutes on a short stay car park and that there should be a charge of 20p for up to 1 hour on other car parks.

The Chair concurred that there should be no free car parking and commented on the cost of maintenance for all car parks.

Councillor Chris Dolphin said that consultation should take place with local Town Councils concerning proposals to increase car parking charges to obtain their views on what is reasonable and affordable in their areas.

Councillor Richard Jones proposed a third option to retain the current charges and that the costs of running each car park be analysed.

Due to the number of comments and concerns put forward the Leader suggested that rather than vote on the options within the report, that Cabinet be asked to consider all the proposals put forward. Following discussion it was agreed that the additional proposals raised by the Committee would be forwarded to Cabinet for consideration.

**RESOLVED:**

That the comments and concerns raised by the Committee be forwarded to Cabinet for consideration.

**57. GRASS CUTTING POLICY REVIEW**

Councillor Carolyn Thomas introduced the report to inform the Committee of the new revised Grass Cutting Policy. She invited the Chief Officer (Streetscene and Transportation) to present the report.

The Chief Officer provided background information and explained that the report provides details of the standards followed at each location and the preferred service delivery option in each case. The report specifically detailed the highway grass cutting standards and demonstrates the Council's compliance with the latest Highway Code of Practice which was released in March 2017. The Chief Officer reported on the main changes to the existing policy as detailed in the report.

Councillor Richard Jones referred to the revised Policy which was appended to the report and said it did not identify what had been taken out of the original report and therefore it was not possible to see what changes had been made to the revised policy. Councillor Jones commented on the importance of litter picking, particularly before the first cut.

The Chief Officer responded to the comments and concerns raised by Members around highway visibility, gateways, grass verges, and litter. In response to the concerns made by Councillor Colin Legg regarding Ragwort the Chief Officer explained the procedures used to control growth and dispose of Ragwort.

**RESOLVED:**

That the Committee recommends Cabinet approves the Council's revised Grass Cutting Policy.

**58. URBAN TREE AND WOODLAND STRATEGY**

Councillor Carolyn Thomas introduced the report to advise of the objectives and actions set out in the Urban Tree and Woodland Plan and invited the Chief Officer (Planning and Environment) to present the report.

The Chief Officer provided background information and advised that the Urban Tree and Woodland Strategy provides a method for managing trees and woodlands more sustainably to meet the Welsh Government's and Council's aspirations.

The Strategy examined the opportunities for tree planting, how this will be done, and provides a best practice approach to the management of existing trees. Members were asked to consider the vision, objectives and actions as set out in the Strategy which was appended to the report.

In response to the questions and comments raised the Access and Natural Environment Manager, explained that engagement will take place with local communities regarding the location of tree planting and also to involve the community in the process of planting the trees.

Councillor Veronica Gay welcomed the report and spoke in support of the involvement of local communities which she said would nurture protection for urban trees and local woodland in the future and deter vandalism.

Councillor Owen Thomas expressed concerns around poor visibility on some highways due to tree planting and asked if this could be looked at.

Councillor Ian Dunbar also commented on the issue of vandalism to trees and asked if there was any form of protection in place. He also asked who was responsible for the future maintenance of tree planting.

The Access and Natural Environment Manager responded to the concerns and questions raised regarding the safeguarding of trees and said that the planting of the “right tree” in the “right location” was a crucial consideration. He also said that the direct involvement of children in the planting of trees developed a respect for the importance and protection of trees and woodland in the future. Referring to the maintenance of trees the Access and Natural Environment Manager explained that most of the areas where tree planting occurred were under the control of the Authority and said the cost of maintenance was not expensive in the long term. He advised that the Strategy considered how to build resilience into tree stock for the future with a view to providing a variety of different species across the County.

Councillor Paul Shotton commented on the health benefit of reduced air pollution which was provided through tree planting. He referred to the ‘Our Backyard’ scheme which had been accessed by Connah’s Quay Town Council which was proving to be of benefit.

**RESOLVED:**

That the vision, objectives and actions as set out in the Urban Tree and Woodland Strategy be approved

**59. FORWARD WORK PROGRAMME**

The Environment Overview & Scrutiny Facilitator presented the Forward Work Programme for consideration. She advised that it had been agreed that an additional meeting of the Committee would be arranged during February and the date would be confirmed to Members by email. The Facilitator also advised that an invitation had been sent to members of the Committee to attend a site visit to Parc Adfer on the 21 February 2018 at 10.00 a.m.

**RESOLVED:**

(a) That the Forward Work Programme be amended; and

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

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

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

(The meeting started at 10.00am and ended at 14.17pm)

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**Chairman**



## ENVIRONMENT OVERVIEW AND SCRUTINY

<b>Date of Meeting</b>	Tuesday 13 March 2018
<b>Report Subject</b>	Flintshire County Council's Integrated Transport Strategy
<b>Cabinet Member</b>	Cabinet Member for Streetscene and Countryside
<b>Report Author</b>	Chief Officer – Streetscene and Transportation
<b>Type of Report</b>	Operational

### EXECUTIVE SUMMARY

Cabinet approved the Deeside Plan in 2016 which included details of an integrated transport solution for the area. The transport arrangements now form a key element of the North East Wales Metro, which is being promoted by Welsh Government (WG) and this report is intended to update Scrutiny on the progress of the overall integrated transport strategy for Flintshire.

Deeside Industrial Park (DIP) is one of the largest industrial estates in Wales with approximately 400 businesses employing in the region of 9,000 people and the Park has become one of the key economic driving forces within the region. The immediate area has been the subject of a number of recent studies, all of which concluded that one of the main factors limiting further growth is the poor transport links into and around the Park.

In order to provide a long term sustainable transport solution, it must successfully integrate all modes of transport and cater for the demands of each whilst maintaining and promoting at its heart, a sustainable, affordable and environmentally friendly Public Transport Service with links to all of Flintshire and the wider region.

### RECOMMENDATIONS

1	That Scrutiny notes the work on Flintshire County Council's Integrated Transport solution and its links to the wider NE Wales Metro plans by Welsh Government.
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## REPORT DETAILS

1.00	<b>BACKGROUND</b>
1.01	Cabinet approved the Deeside Plan in 2016, which included details of an integrated transport solution for the area. The transport arrangements now form a key element of the North East Wales Metro project, which is being promoted by Welsh Government and the proposals are being extended to provide an Integrated Transport Strategy for the County.
1.02	<p><b>The Main Drivers for Change</b></p> <ul style="list-style-type: none"> <li>• “Critical point in time” in terms of National Infrastructure decisions e.g. WG’s Red/Blue route consultation outcome, National Rail Franchise, emerging Regional Bus Strategy etc.</li> <li>• Worsening traffic congestion in DIP and along the Deeside corridor.</li> <li>• Staff recruitment and retention issues for businesses within DIP with one of the reasons being quoted as the lack of an effective transport system into the Park.</li> <li>• Opportunities arising from the development of the Northern Gateway Scheme.</li> <li>• On-Highway parking issues on DIP, creating both safety and access/egress problems for businesses.</li> <li>• Anti-Social Behaviour from truck parking on both DIP and along the North Wales, A55 Corridor.</li> </ul>
1.02	<p><b>A Fully Integrated Transportation Solution</b></p> <p>The solution must successfully integrate all modes of transport and cater for the demands of each whilst maintaining and promoting at its heart, a sustainable, affordable and environmentally friendly Public Transport Service. <b>(Appendix 1)</b></p> <p>The Solution includes the following key interventions which will improve transport within the DIP and, importantly, will link the DIP to the rest of Flintshire enabling residents to easily travel to work on the park.</p>
1.03	<p><b>Cycleway and Active Travel – Key Interventions</b></p> <ul style="list-style-type: none"> <li>• A complete network of dedicated cycle-ways - on all roads within DIP.</li> <li>• Seamless links to the proposed Deeside Parkway Railway Station and Garden City Bus Hub.</li> <li>• Secure cycle parking at all Hubs and within businesses on DIP.</li> <li>• Clear links to National Cycleway Network</li> </ul>
1.04	<p><b>Highway Improvements – Key Interventions</b></p> <ul style="list-style-type: none"> <li>• FCC preferred - Red Route construction</li> <li>• Rail/Road/Bus Hub including ‘Park/Rail and Ride’ facility - providing DIP access from the proposed Deeside Parkway station adjacent to the existing A548.</li> <li>• Potential Truck Stop and Service Station at the same location on the A548.</li> <li>• Introduce Traffic Regulation Orders within DIP to restrict on-street parking– improving road safety and maintaining access to businesses.</li> </ul>



1.05	<p><b>Bus Network – Key Interventions</b></p> <ul style="list-style-type: none"> <li>• Significantly improved bus journey times along the Deeside corridor through the introduction of bus prioritisation measures and the provision of a dedicated Bus Lane from Queensferry to Shotton Bridge.</li> <li>• The provision of a dedicated Bus/Train Hub at Shotton Station</li> <li>• The provision of a Bus/Shuttle Bus interchange (Hub) at Garden City.</li> <li>• The provision of a regular, scheduled Shuttle Bus Service operating where possible on dedicated ‘Bus Only’ routes into the Park – utilising Electrically Powered Buses, charged from sustainable energy sources and potentially funded by Flintshire County Council.</li> <li>• Fully Integrated Ticketing arrangement across all bus operators and a legally supported Bus Quality Partnership on the Strategic North Wales Bus route through to Chester.</li> </ul>
1.06	<p><b>Rail Improvements – Key Interventions</b></p> <ul style="list-style-type: none"> <li>• Rail improvements at Shotton Station – linking the High Level and Low Level stations</li> <li>• Road improvements at Shotton Station – provision of Shuttle Bus/Train Hub</li> <li>• The provision of a new railway Station - Deeside Parkway on the Borderlands, Wrexham/Bidston line.</li> <li>• Main East – West Coast line stop at Shotton, providing an improved business link from DIP into the North West of England and London.</li> <li>• Improved parking infrastructure along Borderlands line, particularly Penyffordd Station – providing the option for a Park and Train link into DIP.</li> <li>• Significantly improved frequency and quality of service on Wrexham - Bidston Line</li> <li>• Tram Trains, Light Rail or Battery powered train option into the area - provided by the extension of the Merseryrail services currently operating from Bidston (potential removal of the line from the Franchise)</li> </ul>
1.06	<p>The overall proposals provide a platform which can be widened in scope to provide a transport solution for other local key areas of employment, particularly Broughton and the nearby Airbus site, thus providing seamless access for people wishing to work in the area whilst living in other Counties in North/Mid Wales and North West England.</p>
1.07	<p>The proposals for DIP will result in promotional benefits of a “Green Park” as a Unique Selling Point for the area. In addition the links to Penyffordd and other stations along the Wrexham to Bidston line will link large rural areas of Flintshire to the main employment hub on Deeside.</p>
1.08	<p>WG funds have been awarded through the Local Transport Fund (LTF) for the following schemes:</p> <p><b>Access to employment</b> – Bus stop infrastructure throughout Park and dedicated cycle-ways in Zone 3</p> <p><b>Developments for passenger growth – Deeside Corridor.</b> Legal cost of Bus framework, Highway infrastructure improvements etc.</p>
1.09	<p>A senior officer from the Streetscene and Transportation Portfolio has been</p>

	nominated as Project Manager for the scheme and has been appointed to oversee the individual programmes within it. A Project Team, including Officers from WG, meet on a regular basis to monitor progress.
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<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
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2.01	Flintshire funding for the DIP bus shuttle service has been the subject of a capital bid.
2.02	Project Manager salary costs from WG funding and service budgets

<b>3.00</b>	<b>CONSULTATIONS REQUIRED / CARRIED OUT</b>
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3.01	<p>Consultation has taken place with:</p> <ul style="list-style-type: none"> <li>• Deeside Business Forum</li> <li>• DIP businesses</li> <li>• Local Members</li> <li>• Cabinet Member</li> <li>• Local Town and Community Councils</li> <li>• Welsh Government</li> </ul>
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<b>4.00</b>	<b>RISK MANAGEMENT</b>
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4.01	The Project Plan has reviewed and logged the risks associate with the project.
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<b>5.00</b>	<b>APPENDICES</b>
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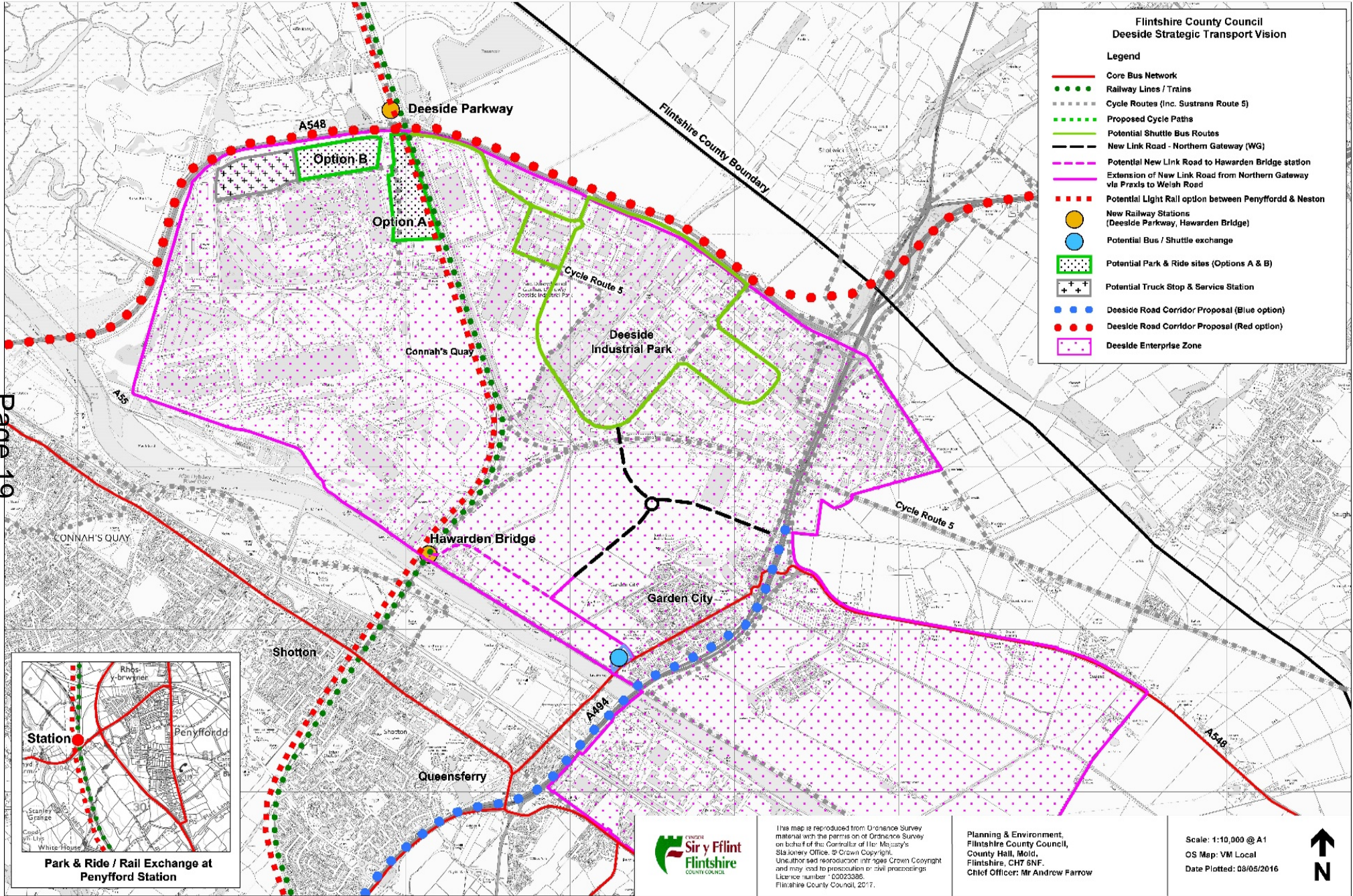
5.01	Appendix 1 – Plan of Flintshire County Council’s Integrated Transport Solution
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<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS</b>
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6.01	<p><b>Contact Officer:</b> Stephen O Jones – Chief Officer – Streetscene &amp; Transportation</p> <p><b>Telephone:</b> 01352 704700</p> <p><b>E-mail:</b> <a href="mailto:Stephen.o.jones@flintshire.gov.uk">Stephen.o.jones@flintshire.gov.uk</a></p>
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<b>7.00</b>	<b>GLOSSARY OF TERMS</b>
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7.01	None
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Planning & Environment,  
Flintshire County Council,  
County Hall, Mold,  
Flintshire, CH7 5NF.  
Chief Officer: Mr Andrew Farrow

Scale: 1:10,000 @ A1  
OS Map: VM Local  
Date Plotted: 08/05/2016



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## ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday, 13 <sup>th</sup> March 2018
<b>Report Subject</b>	Quarter 3 Council Plan 2017/18 Monitoring Report
<b>Cabinet Member</b>	Cabinet Member for Planning and Public Protection; and Cabinet Member for Streetscene and Countryside
<b>Report Author</b>	Chief Officer (Planning and Environment ); and Chief Officer (Streetscene and Transportation)
<b>Type of Report</b>	Operational

### EXECUTIVE SUMMARY

The Council Plan 2017/23 was adopted by the Council in September 2017. This report presents the monitoring of progress at the end of Quarter 3 of 2017/18 for the Council Plan priority 'Green Council' relevant to the Environment Overview & Scrutiny Committee.

Flintshire is a high performing Council as evidenced in previous Council Plan monitoring reports as well as in the Annual Performance Reports. This monitoring report for the 2017/18 Council Plan is a positive report, with 81% of activities being assessed as making good progress, and 69% likely to achieve the desired outcome. Performance indicators show good progress with 84% meeting or near to period target. Risks are also being successfully managed with the majority being assessed as moderate (67%) or minor (10%).

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

### RECOMMENDATIONS

1	That the Committee consider the Quarter 3 Council Plan 2017/18 Monitoring Report to monitor under performance and request further information as appropriate.
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## REPORT DETAILS

1.00	<b>EXPLAINING THE COUNCIL PLAN 2017/18 MONITORING REPORT</b>
1.01	The Council Plan monitoring reports give an explanation of the progress being made toward the delivery of the impacts set out in the 2017/18 Council Plan. The narrative is supported by performance indicators and / or milestones which evidence achievement. In addition, there is an assessment of the strategic risks and the level to which they are being controlled.
1.02	This is an exception based report and detail therefore focuses on the areas of under-performance.
1.03	<p><b>Monitoring our Activities</b></p> <p>Each of the sub-priorities have high level activities which are monitored over time. 'Progress' monitors progress against scheduled activity and has been categorised as follows: -</p> <ul style="list-style-type: none"> <li>• RED: Limited Progress – delay in scheduled activity; not on track</li> <li>• AMBER: Satisfactory Progress – some delay in scheduled activity, but broadly on track</li> <li>• GREEN: Good Progress – activities completed on schedule, on track</li> </ul> <p>A RAG status is also given as an assessment of our level of confidence at this point in time in achieving the 'outcome(s)' for each sub-priority. Outcome has been categorised as: -</p> <ul style="list-style-type: none"> <li>• RED: Low – lower level of confidence in the achievement of the outcome(s)</li> <li>• AMBER: Medium – uncertain level of confidence in the achievement of the outcome(s)</li> <li>• GREEN: High – full confidence in the achievement of the outcome(s)</li> </ul>
1.04	<p>In summary our overall progress against the high level activities is: -</p> <p><b>ACTIVITIES PROGRESS</b></p> <ul style="list-style-type: none"> <li>• We are making good (green) progress in 47 (81%).</li> <li>• We are making satisfactory (amber) progress in 11 (19%).</li> </ul> <p><b>ACTIVITIES OUTCOME</b></p> <ul style="list-style-type: none"> <li>• We have a high (green) level of confidence in the outcome achievement of 43 (74%).</li> <li>• We have a medium (amber) level of confidence in the outcome achievement of 15 (26%).</li> <li>• No activities have a low (red) level of confidence in their outcome achievement.</li> </ul>
1.05	<p><b>Monitoring our Performance</b></p> <p>Analysis of performance against the Improvement Plan performance indicators is undertaken using the RAG (Red, Amber Green) status. This is defined as follows: -</p>

	<ul style="list-style-type: none"> <li>• RED equates to a position of under-performance against target.</li> <li>• AMBER equates to a mid-position where improvement may have been made but performance has missed the target.</li> <li>• GREEN equates to a position of positive performance against target.</li> </ul>
1.06	<p>Analysis of current levels of performance against period target shows the following: -</p> <ul style="list-style-type: none"> <li>• 35 (57%) had achieved a green RAG status</li> <li>• 17 (28%) had achieved an amber RAG status</li> <li>• 9 (15%) had achieved a red RAG status</li> </ul>
1.07	<p>There were no performance indicators (PI) which showed a red RAG status for current performance against target, relevant to the Environment Overview &amp; Scrutiny Committee.</p>
1.08	<p><b>Monitoring our Risks</b>  Analysis of the current risk levels for the strategic risks identified in the Council Plan is as follows: -</p> <ul style="list-style-type: none"> <li>• 1 (2%) is insignificant (green)</li> <li>• 5 (10%) are minor (yellow)</li> <li>• 32 (67%) are moderate (amber)</li> <li>• 10 (21%) are major (red)</li> <li>• 0 (0%) are severe (black)</li> </ul>
1.09	<p>The major (red) risk identified for the Environment Overview &amp; Scrutiny Committee is: -</p> <p><b>Priority: Green Council</b>  <b>Risk: Funding will not be secured for priority flood alleviation schemes.</b>  Grant availability continues to be monitored. A five year programme of capital works and flood alleviation schemes has been developed based on transparent criteria in line with Welsh Government guidance to feed into the national pipeline programme. These projects have been assessed on affordability and ability to maximise capital funding from internal and external sources and have been submitted to Welsh Government. The required skill sets to implement effective and innovative flood risk management continue to be developed within the team. The latest design for the Mold Flood Alleviation Scheme has been shared with Environment Overview and Scrutiny in December 2017. Further projects will be developed as part of the flood risk management plan thereby strengthening the Council's position in preparing bid cases for funding.</p>

<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
2.01	There are no specific resource implications for this report.

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

<b>4.00</b>	<b>RISK MANAGEMENT</b>
4.01	Progress against the risks identified in the Council Plan is included in the report at Appendix 1. Summary information for the risks assessed as major (red) is covered in paragraph 1.09 above.

<b>5.00</b>	<b>APPENDICES</b>
5.01	Appendix 1 – Council Plan 2017/18 – Quarter 3 Progress Report – Green Council.

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

<b>7.00</b>	<b>GLOSSARY OF TERMS</b>
7.01	<b>Council Plan:</b> the document which sets out the annual priorities of the Council. It is a requirement of the Local Government (Wales) Measure 2009 to set Improvement Objectives and publish a Council Plan.
7.02	<b>Risks:</b> These are assessed using the improved approach to risk management endorsed by Audit Committee in June 2015. The new approach, includes the use of a new and more sophisticated risk assessment matrix which provides greater opportunities to show changes over time.



7.03

**Risk Likelihood and Impact Matrix**

<b>Impact Severity</b>	<b>Catastrophic</b>	<b>Y</b>	<b>A</b>	<b>R</b>	<b>R</b>	<b>B</b>	<b>B</b>
	<b>Critical</b>	<b>Y</b>	<b>A</b>	<b>A</b>	<b>R</b>	<b>R</b>	<b>R</b>
	<b>Marginal</b>	<b>G</b>	<b>Y</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>R</b>
	<b>Negligible</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>Y</b>	<b>A</b>	<b>A</b>
		<b>Unlikely (5%)</b>	<b>Very Low (15%)</b>	<b>Low (30%)</b>	<b>Significant (50%)</b>	<b>Very High (65%)</b>	<b>Extremely High (80%)</b>
<b>Likelihood &amp; Percentage of risk happening</b>							

The new approach to risk assessment was created in response to recommendations in the Corporate Assessment report from the Wales Audit Office and Internal Audit.

7.04

**CAMMS – An explanation of the report headings**

**Actions**

Action – Each sub-priority have high level activities attached to them to help achieve the outcomes of the sub-priority.

Lead Officer – The person responsible for updating the data on the action.

Status – This will either be ‘In progress’ if the action has a start and finish date or ‘Ongoing’ if it is an action that is longer term than the reporting year.

Start date – When the action started (usually the start of the financial year).

End date – When the action is expected to be completed.

% complete - The % that the action is complete at the time of the report. This only applies to actions that are ‘in progress’. An action that is ‘ongoing’ will not produce a % complete due to the longer-term nature of the action.

Progress RAG – Shows if the action at this point in time is making limited progress (Red), satisfactory progress (Amber) or good progress (Green).

Outcome RAG – Shows the level of confidence in achieving the outcomes for each action.

**Measures (Key Performance Indicators - KPIs)**

Pre. Year Period Actual – The period actual at the same point in the previous year. If the KPI is a new KPI for the year then this will show as ‘no data’.

Period Actual – The data for this quarter.

Period Target – The target for this quarter as set at the beginning of the year.

Perf. RAG – This measures performance for the period against the target. It is automatically generated according to the data. Red = a position of under performance against target, Amber = a mid-position where improvement may have been made but performance has missed the target and Green = a position of positive performance against the target.

Perf. Indicator Trend – Trend arrows give an impression of the direction the performance is heading compared to the period of the previous year:

- A ‘downward arrow’ always indicates poorer performance regardless of whether a KPI figure means that less is better (e.g. the amount of days

to deliver a grant or undertake a review) or if a KPI figure means that more is better (e.g. number of new jobs in Flintshire).

- Similarly an 'upward arrow' always indicates improved performance.

YTD Actual – The data for the year so far including previous quarters.

YTD Target – The target for the year so far including the targets of previous quarters.

Outcome RAG – The level of confidence of meeting the target by the end of the year. Low – lower level of confidence in the achievement of the target (Red), Medium – uncertain level of confidence in the achievement of the target (Amber) and High - full confidence in the achievement of the target (Green).

### **Risks**

Risk Title – Gives a description of the risk.

Lead Officer – The person responsible for managing the risk.

Supporting Officer – The person responsible for updating the risk.

Initial Risk Rating – The level of the risk at the start of the financial year (quarter 1). The risks are identified as follows; insignificant (green), minor (yellow), moderate (amber), major (red) and severe (black).

Current Risk Rating – The level of the risk at this quarter.

Trend Arrow – This shows if the risk has increased (upward arrow), decreased (downward arrow) or remained the same between the initial risk rating and the current risk rating (stable arrow).

Risk Status – This will either show as 'open' or 'closed'. If a risk is open then it is still a relevant risk, if the risk is closed then it is no longer a relevant risk; a new risk may be generated where a plan or strategy moves into a new phase.

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# Quarter 3 Council Plan 2017/18 Progress Report



## Green Council



Flintshire County Council

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## Actions

ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.1.1.1 Improve, protect and enhance the built environment	Lynne Fensome - Support Manager Environment	In Progress	01-Apr-2017	31-Mar-2018	50.00%	 AMBER	 AMBER
<p><b>ACTION PROGRESS COMMENTS:</b>            The Flintshire Built Conservation Strategy (formerly the Local Heritage Plan) has been drafted and will be presented to Planning Strategy Group in March. It is still the intention to explore the development of a wider corporate Flintshire Heritage Strategy.</p> <p>Last Updated: 12-Feb-2018</p>							



ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.1.1.2 Manage our natural environment and accessible green-space networks to deliver health, well-being and resilience goals.	Lynne Fensome - Support Manager Environment	In Progress	01-Apr-2017	31-Mar-2018	70.00%	 GREEN	 GREEN
<p><b>ACTION PROGRESS COMMENTS:</b>            We are delivering projects set out within the Environment and Sustainable Development grant application, including flood defence, biodiversity duty and green-space enhancement. The allocation of this part of the single revenue grant is primarily used to support employee costs in delivering the duties placed on the Council as a Lead Local Flood Authority (LLFA). The allocation of the grant is also being used to deliver Flintshire's Greenspace Strategy, improve green-space facilities to encourage access, enjoyment and well-being and to facilitate engagement through arts in the community.</p> <p>Last Updated: 26-Jan-2018</p>							

ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.1.1.3 Maximising the potential of Council assets for energy efficiency: Control/reduction of Council energy consumption and thereby cost.	Sadie Smith - Energy Conservation Engineer	In Progress	01-Apr-2017	31-Mar-2018	75.00%	 GREEN	 GREEN

**ACTION PROGRESS COMMENTS:**

An order has been issued for the battery storage installation at Ysgol Abermorddu with estimated installation in the 2018 Easter holidays. The LED lighting tender has been completed and is ready to be issued for the lighting upgrades at 7 primary schools and Wepre Park Visitors Centre. Delivery of Phase 2 of the renewable energy action plan is in progress; formal grid connection offers have been received for the 3 prioritised sites with offers accepted for Flint Landfill and Crumps Yard. A business case and review of the financial modelling will be completed by the end of the financial year. We are now working in collaboration with Local Partnerships to assess and prioritise renewable energy generation on the Council's agricultural estate. Work is ongoing with the Carbon Trust to assess the potential income generation and business case for battery storage at Brookhill and Standard solar farms. The final report is expected by the end of January 2018.



Last Updated: 25-Jan-2018

ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.1.1.4 Maximise the recovery and recycling of waste with a view to reducing the reliance on landfill.	Harvey Mitchell - Waste and Ancillary Services Manager	In Progress	01-Apr-2017	31-Mar-2018	75.00%	 GREEN	 GREEN

**ACTION PROGRESS COMMENTS:**

Ongoing recycling awareness campaigns and an interim residual waste treatment contract have ensured that Council remains committed to maximising recovery opportunities and diversion from landfill where possible.



Last Updated: 19-Jan-2018

ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.1.1.5 Strengthen regional air quality collaboration to help promote better health and well-being outcomes	Sian Jones - Public Protection Manager	Completed	01-Apr-2017	31-Mar-2018	100.00%	 GREEN	 GREEN

**ACTION PROGRESS COMMENTS:**

A regional air quality assessment on behalf of the North Wales local authorities has been undertaken which meets our statutory requirements by submitting the report to Welsh Government by 30th September. The need to develop a local strategy has been highlighted by the Public Services Board, and work is underway to identify how Flintshire can further improve air quality. The Environment has now been adopted as a priority for the Public Services Board and the draft Well-being Plan is currently out for public consultation.



Last Updated: 25-Jan-2018

ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.1.1.6 Identification of the Local Development Plan preferred strategy	Lynne Fensome - Support Manager Environment	In Progress	01-Apr-2017	31-Mar-2018	75.00%	 GREEN	 GREEN

**ACTION PROGRESS COMMENTS:**

The preferred strategy for the Local Development Plan was approved and published for consultation for a 6 week period between 9th November and 21st December 2017. Consultation responses are being collated and will be presented to Planning Strategy Group in February and March 2018.



Last Updated: 17-Jan-2018



ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.2.1.1 Access and use available grant funding to support Council priorities for accessing employment, health and leisure and education.	Katie Wilby - Transportation and Logistics Manager	In Progress	01-Apr-2017	31-Mar-2018	25.00%	 AMBER	 GREEN



**ACTION PROGRESS COMMENTS:**

We have successfully bid for 2017/18 Local Transport Funding (LTF), and a grant has been awarded to improve bus services and encourage walking and cycling in Deeside. Part of this money will be spent on upgrading bus infrastructure, improving bus journey times and bus priority measures on the B5129 Shotton Corridor and the bus infrastructure on Deeside Industrial Park. The remainder will support the introduction of active travel routes within the Deeside Business Park. All projects are currently on track with the majority of expenditure to be incurred in Quarter 4, hence the completion status being 25%.



Last Updated: 26-Jan-2018

ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.2.1.2 Prioritise the Council's road infrastructure for repairs and maintenance and implement programmes of work within available funding in order to improve the resilience, efficiency and reliability of the transport network.	Barry Wilkinson - Highways Networks Manager	Completed	01-Apr-2017	31-Mar-2018	100.00%	 GREEN	 GREEN
<p><b>ACTION PROGRESS COMMENTS:</b> The highway network has been reviewed and assessed for investment need and repairs. The capital programme for preventative maintenance has been developed, tendered and implemented across the network.</p> <p>Last Updated: 15-Jan-2018</p>							



ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.2.1.3 Work closely with the communities to develop innovative and sustainable community based transport schemes.	Katie Wilby - Transportation and Logistics Manager	In Progress	01-Apr-2017	31-Mar-2018	60.00%	 GREEN	 AMBER
<p><b>ACTION PROGRESS COMMENTS:</b> We are continuing to work actively with communities to support and develop alternative transport options. 3 out of the 5 proposed pilot transport schemes are now up and running in: i) Higher Kinnerton-Broughton ii) Penyffordd-Buckley iii) Northop Hall-Connah's Quay Work is ongoing with the Town/Community Councils in Treuddyn/Llanfynydd and Holywell/Trelawnyd/Carmel/Whitford to develop the remaining pilot schemes</p> <p>Last Updated: 25-Jan-2018</p>							

ACTION	LEAD OFFICER	STATUS	START DATE	END DATE	COMPLETE %	PROGRESS RAG	OUTCOME RAG
4.2.1.4 Deliver a compliant, safe and integrated transport service	Katie Wilby - Transportation and Logistics Manager	In Progress	01-Apr-2017	31-Mar-2018	80.00%	 GREEN	 GREEN
<p><b>ACTION PROGRESS COMMENTS:</b> The Integrated Transport Unit (ITU) has administered a transformational review of the Council's passenger transport services over the last 18 months to ensure that all routes are compliant. The service has moved to a new method of procurement known as a Dynamic Purchasing System (DPS), allowing new suppliers to apply to join at any point during its lifetime. The new arrangements are aimed at reducing the workload both within the ITU and across the local supply chain. The new contracts will operate for a period of 4 years or for the length of the pupils or students education at a particular school or college or until the need for a specific transport provision ceases.</p> <p>Last Updated: 25-Jan-2018</p>							



## Performance indicators



KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.1.3.1M01 Percentage of environmentally efficient front line operational vehicles to Euro 6 standard.	No Data	35.64	20	 GREEN	N/A	35.64	20	 GREEN
<p><b>Lead Officer:</b> Lynne Fensome - Support Manager Environment  <b>Reporting Officer:</b> Barry Wilkinson - Highways Networks Manager  <b>Aspirational Target:</b>  <b>Progress Comment:</b> A schedule is in place to re-new the majority of vehicles to Euro 6 Standard. The size of the fleet will reduce over time due to more efficient utilisation of the current fleet providing efficiencies for the Council.</p> <p>Last Updated: 26-Jan-2018</p>								



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KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.1.3.2M02 Number of street furniture and street light units replaced with LED lighting.	No Data	1669	1500	 GREEN	N/A	6006	4500	 GREEN
<p><b>Lead Officer:</b> Lynne Fensome - Support Manager Environment  <b>Reporting Officer:</b> Darell Jones - Operations Manager (North and Streetlighting)  <b>Aspirational Target:</b> 6000.00  <b>Progress Comment:</b> The number of lanterns changed has exceeded target and will allow the project to be delivered within the planned timeframe. Energy and CO2 savings are being realised as reported by our energy supplier however a 16% increase in base energy costs has been placed upon the service by the energy supplier which is effecting the actual monies saved despite the fact that KWhrs savings are being seen.</p> <p>Last Updated: 17-Jan-2018</p>								







KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.1.4.1M01 (PAM/030) Percentage of waste reused, recycled or composted	68.13	68.89	68	 GREEN	↑	69.99	68	 GREEN
<p><b>Lead Officer:</b> Lynne Fensome - Support Manager Environment  <b>Reporting Officer:</b> Danielle Richards - Area Recycling Officer  <b>Aspirational Target:</b>  <b>Progress Comment:</b> Data for Q3 is not yet available. Data that has been entered is indicative based on past trends. The data will be completed in full as soon as it is available from Waste Services.</p> <p>Last Updated: 31-Jan-2018</p>								

KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.1.4.2M02 Average recycling rate across all HRC sites	77	78.26	80	 AMBER	↑	78.31	80	 AMBER
<p><b>Lead Officer:</b> Lynne Fensome - Support Manager Environment  <b>Reporting Officer:</b> Danielle Richards - Area Recycling Officer  <b>Aspirational Target:</b>  <b>Progress Comment:</b> Data for Q3 is not yet available. Data that has been entered is indicative based on past trends. The data will be completed in full as soon as it is available from Waste Services.</p> <p>Last Updated: 31-Jan-2018</p>								

KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.2.2.4M04 Percentage of inspections undertaken to ensure reinstatements meet the required standards	14.25	21.49	14	 GREEN	↑	17.35	14	 GREEN
<p><b>Lead Officer:</b> Lynne Fensome - Support Manager Environment  <b>Reporting Officer:</b> Lynne Fensome - Support Manager Environment  <b>Aspirational Target:</b>  <b>Progress Comment:</b> These inspections are undertaken while roadworks are taking place to ensure satisfactory completion. Any nonconformities are identified and rectified while the initial works take place, reducing the need for remedial works in the future. The percentage of inspections undertaken during quarter 3 are higher than usual, this is because of the number of major utility schemes currently taking place on our highway network. Resources have been allocated to this task to ensure high profile roadworks taking place are carried out to specification.</p> <p>Last Updated: 17-Jan-2018</p>								

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KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.2.4.1M01 Percentage of contracts awarded that are financially compliant	No Data	85.44	100	 AMBER	↑	85.44	100	 AMBER
<p><b>Lead Officer:</b> Lynne Fensome - Support Manager Environment  <b>Reporting Officer:</b> Ceri Hansom - Integrated Transport Unit Manager  <b>Aspirational Target:</b>  <b>Progress Comment:</b> 264 routes (school, adult social care, local bus routes) have been through a compliant tendering exercise. Following additional or change in demand for travel from September 2017, a small number of routes will need to be procured within the next 3-4 months (approx. 25 routes) and a further procurement exercise will be required for college transport services (approx. 35 routes).</p> <p>Last Updated: 25-Jan-2018</p>								

KPI Title	Pre. Year Period Actual	Period Actual	Period Target	Perf. RAG	Perf. Indicator Trend	YTD Actual	YTD Target	Outcome RAG
IP4.2.4.2M02 The percentage of safety compliant checks delivered	No Data	70.27	100	 AMBER	N/A	68.92	100	 AMBER

**Lead Officer:** Lynne Fensome - Support Manager Environment

**Reporting Officer:** Ceri Hansom - Integrated Transport Unit Manager




**Aspirational Target:**

**Progress Comment:** 69% of safety compliant checks have now been completed. Daily monitoring and compliance checks taking place on site at schools and day care centres. The contract commence in September 2017 and the aim is to achieve 100% by March 2018.




Last Updated: 26-Jan-2018

# RISKS

## Strategic Risk

RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Reduction of the Single Environment Grant	Tom Woodall - Access and Natural Environment Manager	Lynne Fensome - Support Manager Environment				Open
<p><b>Potential Effect:</b> Income targets not met Potential reduction could impact staffing resource to maintain service delivery</p> <p><b>Management Controls:</b> Raised as a pressure for 2017/18.</p> <p><b>Progress Comment:</b> Welsh Government have reduced the Environmental and Sustainable Development grant by £110k for 2017/18. This was better than the forecasted expectation therefore the allocations across the two portfolios have been maintained and projects continue to be delivered. However this remains a risk in that the quality of the bid submissions needs to be maintained to ensure full draw down of the grant. Further reductions for 2018/19 will again lead to a potential reduction in services that can be delivered. We await the notification of the grant for 2018/19.</p> <p>Last Updated: 17-Jan-2018</p>						

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RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Limitations on suitable Council sites with sufficient area for larger scale renewables schemes and suitable connections to the electric grid	Sadie Smith - Energy Conservation Engineer	Lynne Fensome - Support Manager Environment				Open
<p><b>Potential Effect:</b> Failure to meet Carbon Reduction target</p> <p><b>Management Controls:</b> Continue to review the availability of sites</p> <p><b>Progress Comment:</b> We are continuing with an ongoing review of the available sites, particularly in terms of the agricultural estate and the viability of these sites. 3 sites have been prioritised as the most suitable sites. We have developed a good working relationship with Scottish Power Energy networks which has allowed for informal discussions to take place ahead of formal plans being submitted. This helps in workload capacity of the team and in moving forward with the prioritised sites. Alternatives to grid connections are also considered as part of the process to provide more innovative solutions. This includes selling to a large user which may be a more financially viable option given the costs of connecting to the grid and ultimately delivers both greater financial savings and greater income opportunities.</p> <p>Last Updated: 17-Jan-2018</p>						

RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Funding will not be secured for priority flood alleviation schemes	Ruairi Barry - Senior Engineer	Lynne Fensome - Support Manager Environment	Red	Red	↔	Open
<p><b>Potential Effect:</b> Flooding of homes and businesses across the county Potential homelessness</p> <p><b>Management Controls:</b> Review our approach to funding capital projects</p> <p><b>Progress Comment:</b> Grant availability continues to be monitored. A five year programme of capital works and flood alleviation schemes has been developed based on transparent criteria in line with Welsh Government guidance to feed into the national pipeline programme. These projects have been assessed on affordability and ability to maximise capital funding from internal and external sources and have been submitted to Welsh Government. The required skill sets to implement effective and innovative flood risk management continue to be developed within the team. The latest design for the Mold Flood Alleviation Scheme has been shared with Environment Overview and Scrutiny in December 2017. Further projects will be developed as part of the flood risk management plan thereby strengthening the Council's position in preparing bid cases for funding.</p> <p>Last Updated: 17-Jan-2018</p>						

RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Customer expectations around the delivery of flood alleviation schemes are not effectively managed	Ruairi Barry - Senior Engineer	Lynne Fensome - Support Manager Environment	Yellow	Yellow	↔	Open
<p><b>Potential Effect:</b> Reduced public confidence to effectively manage flood risk</p> <p><b>Management Controls:</b> Review our approach to funding capital projects</p> <p><b>Progress Comment:</b> A five year programme of capital works and flood alleviation schemes has been developed based on transparent criteria in line with Welsh Government guidance to feed into the national pipeline programme. A pre-consultation draft flood risk management plan has been prepared. We are also developing the Council's website to better inform customers of the duties and responsibilities of the Flood and Coastal Risk Management Team and to advise on other bodies that may have responsibilities in the area e.g. Natural Resources Wales.</p> <p>Last Updated: 17-Jan-2018</p>						

RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Lack of holistic air quality data across the region leading to on cost for the Council to manage its own review	Dave L Jones - Pollution Control Officer	Lynne Fensome - Support Manager Environment	Yellow	Yellow	↔	Closed
<p><b>Potential Effect:</b> Knock on effect for capacity within the team to manage own review</p> <p><b>Management Controls:</b> Full engagement with the regional project</p> <p><b>Progress Comment:</b> The pollution control team has fully engaged with the regional project, and consultants appointed to produce the regional report. All data has been supplied and verified for inclusion in the report, and submitted to Welsh Government within the required timeframe</p> <p>Last Updated: 01-Nov-2017</p>						

RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Insufficient funding to ensure our highways infrastructure remains safe and capable of supporting economic growth	Barry Wilkinson - Highways Networks Manager	Lynne Fensome - Support Manager Environment	Amber	Amber	↔	Open
<p><b>Potential Effect:</b> Deterioration of the condition of highways in Flintshire</p> <p><b>Management Controls:</b> Focussed investment through the funding of schemes that maintain or reduce the pace of deterioration of the condition of the main highway infrastructure. Road Safety Scheme identification for improvement to routes through available funding. Maximize funding received through the quality of the bid submission by aligning submissions to follow successful bid model techniques.</p> <p><b>Progress Comment:</b> Preventative and corrective work will be completed across a number of improvement and maintenance schemes of the highest ranked sites within the network as planned, in accordance with available funding. Priority is given to the areas of the network that require the investment whilst considering the local infrastructure.</p> <p>Last Updated: 17-Jan-2018</p>						

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RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Sufficient funding will not be found to continue to provide subsidised bus services.	Ceri Hansom - Integrated Transport Unit Manager	Lynne Fensome - Support Manager Environment	Amber	Amber	↔	Open
<p><b>Potential Effect:</b> Decrease in bus services to residents, particularly in rural areas</p> <p><b>Management Controls:</b> Develop services so that they become more commercially viable</p> <p><b>Progress Comment:</b> Withdrawal of subsidies could affect the viability of some commercial bus services which may impact on people with no alternative choice of travel particularly rural communities.</p> <p>Last Updated: 25-Jan-2018</p>						

RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Supply chain resilience	Katie Wilby - Transportation and Logistics Manager	Lynne Fensome - Support Manager Environment	Amber	Amber	↔	Open
<p><b>Potential Effect:</b> Transport services cannot be provided</p> <p><b>Management Controls:</b> i) Management of safety compliance checks. ii) Management of financially compliant contracts</p> <p><b>Progress Comment:</b> The control measures have been put in place to mitigate against another major transport services provider going into administration or not able to meet the required operating standards. New processes have been established and officers are carrying out both safety compliance checks and also finance compliance checks on contractors</p> <p>Last Updated: 19-Jan-2018</p>						

RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Adverse weather conditions on the highway network	Barry Wilkinson - Highways Networks Manager	Lynne Fensome - Support Manager Environment	Amber	Amber	↔	Open
<p><b>Potential Effect:</b> Increase in cost to future planned repairs as network deteriorates beyond that can be rectified by planned maintenance Increase in insurance claims</p> <p><b>Management Controls:</b> Targeting funding on those schemes that maintain or reduce the pace of deterioration of the condition of the main highway infrastructure.</p> <p><b>Progress Comment:</b> Area Co-ordinators have undertaken a visual review of the condition of all roads, and are also reporting serious defects immediately following the adverse weather events. This is in addition to the regular highway defect inspection regime. Details are being collated and measured to prioritise repairs and future preventative maintenance. A review of funding streams to support the maintenance of the condition of the main highway infrastructure continues to ensure best use of available funding.</p> <p>Last Updated: 17-Jan-2018</p>						

RISK TITLE	LEAD OFFICER	SUPPORTING OFFICERS	INITIAL RISK RATING	CURRENT RISK RATING	TREND ARROW	RISK STATUS
Lack of community support for transport options	Ceri Hansom - Integrated Transport Unit Manager	Lynne Fensome - Support Manager Environment	Yellow	Yellow	↔	Open
<p><b>Potential Effect:</b> i) Planned programme of community transport hubs not delivered. iii) Decreased passenger numbers on bus services. iii) Increase in individual car usage</p> <p><b>Management Controls:</b> Realistic deliverable programme for 2017/18 of 4 Community Transport Hubs that have been supported by the local communities and Town and Community Councils</p> <p><b>Progress Comment:</b> Community Benefit clause included in all new transport routes awarded (except local bus), which is a free service provided by the successful tenderers as 'Community Benefit' (subject to the award of tenders within the main contract). A minimum of 1.5% of mileage per annum is required from each tenderer (capped at 150 miles per annum). Delivery is dependent on the ability and willingness of the local communities and transport operators to support and deliver sustainable transport arrangements.</p> <p>Last Updated: 25-Jan-2018</p>						





## ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday 13 March 2018
<b>Report Subject</b>	Forward Work Programme
<b>Cabinet Member</b>	Not applicable
<b>Report Author</b>	Environment Overview & Scrutiny Facilitator
<b>Type of Report</b>	Operational

### EXECUTIVE SUMMARY

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

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

### RECOMMENDATION

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

## REPORT DETAILS

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

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

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# ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

## Draft Forward Work Programme

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
<b>Thursday 15<sup>th</sup> March 2018 at 11.30 am</b>	Joint meeting of Corporate Resources and Environment Overview & Scrutiny Committees	To consider car parking charges.	Policy Development	Democratic Services Manager	
<b>Tuesday 17<sup>th</sup> April 2018 10.00 am at Greenfield Valley</b>	Greenfield Valley Museum Heritage Park visit and presentation	To receive an update on the developments at Greenfield Valley Heritage Park.	Assurance	Chief Officer Planning and Environment	
	Regional Air Quality Report	To consider the Regional Air Quality Report	Assurance	Chief Officer Planning and Environment	
<b>Tuesday 12<sup>th</sup> June 2018 10.00 am</b>	Year-end Reporting & Council Plan Monitoring	To enable members to fulfil their scrutiny role in relation to performance monitoring.	Performance Monitoring/ Assurance	Facilitator	

## Items to be scheduled

<b>Subject</b>
<b>North Wales Metro System</b>
<b>Enforcement and Environmental Care</b>
<b>Contact Centres review</b>
<b>National Resources Wales</b>
<b>Decriminalised Parking Since 2013</b>
<b>Flintshire Bridge Converter Station (site visit?)</b>

Site visit to Parc Adfer

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