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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

13 September 2017

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, 19th September, 2017 in the Delyn Committee Room, County Hall, Mold CH7 6NA to consider the following items

A G E N D A

1 APOLOGIES

Purpose: To receive any apologies.

2 DECLARATIONS OF INTEREST (INCLUDING WHIPPING DECLARATIONS)

Purpose: To receive any Declarations and advise Members accordingly.

3 MINUTES (Pages 3 - 10)

Purpose: To confirm as a correct record the minutes of the meeting on 11 July 2017.

4 PLANNING ENFORCEMENT POLICY AND APPROACH (Pages 11 - 32)

Report of Chief Officer (Planning and Environment) - Cabinet Member for Planning and Public Protection

Purpose: To consider the proposed changes to the policy.

5 CONSULTATION OUTCOMES TO THE PROPOSED CONDITIONS OF THE DRAFT DOG CONTROL PUBLIC SPACES PROTECTION ORDER (PSPO) (Pages 33 - 42)

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

Purpose: To report on the consultation results to the proposed conditions of a draft Dog Control Public Space Protection Order.

6 COUNCIL PLAN 2017-23 (Pages 43 - 92)

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 consider and endorse specific targets set within the Council Plan 2017-23, plus national performance indicators.

7 REVISED ENVIRONMENTAL ENFORCEMENT AND CAR PARKING ARRANGEMENTS (Pages 93 - 102)

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

Purpose: To seek Scrutiny approval on the direction of the Environmental and Car Parking Enforcement service.

8 UPDATE ON THE COUNCIL'S HIGHWAY SPEED LIMIT REVIEW (Pages 103 - 166)

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

Purpose: To update Scrutiny on the progress of Phase 2 of the Speed Limit review.

9 REVIEW OF THE WINTER MAINTENANCE POLICY (Pages 167 - 196)

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

Purpose: To seek Scrutiny recommendation for the approval of the revised Winter Maintenance Policy which includes details of the Council's response during other emergency inclement weather events.

10 FORWARD WORK PROGRAMME (Pages 197 - 204)

Report of Environment Overview & Scrutiny Facilitator

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

Yours sincerely



Robert Robins
Democratic Services Manager

ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE **11 JULY 2017**

Minutes of the meeting of the Environment Overview & Scrutiny Committee of Flintshire County Council held in the Delyn Committee Room, County Hall, Mold on Tuesday, 11 July 2017

PRESENT: Councillor Ray Hughes (Chairman)

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

APOLOGIES: Councillors Veronica Gay and Colin Legg

ALSO PRESENT: Councillors Derek Butler and Richard Lloyd

CONTRIBUTORS: Councillor Chris Bithell, Cabinet Member for Planning & Public Protection; Councillor Carolyn Thomas, Cabinet Member for Streetscene & Countryside; Chief Officer (Planning & Environment); Chief Officer (Streetscene & Transportation); and Community & Business Public Protection Manager

For minute number 13

Service Manager Strategy; Development Manager; Minerals & Waste Planning Service Manager; Tom Woodall - Access & Natural Environment Manager

For minute number 16

Highways Policy Officer

IN ATTENDANCE: Environment Overview & Scrutiny Facilitator and Committee Officer

13. DECLARATIONS OF INTEREST

There were no declarations of interest.

14. MINUTES

The minutes of the meetings held on 13 and 16 June 2017 were submitted.

Minutes - 16 June 2017

Minute number 7 - Response to the Welsh Government Deeside Corridor Consultation: Councillor David Evans said that having enquired about the green route, he had been advised that there were no details as this was an aspirational route intended as an alternative to the red and blue routes. He asked that this be included in the minutes.

Minute number 8 - Update on Provision of Residents Parking Schemes and Disabled Bays on the Highway Network: Following a query by Councillor Haydn Bateman, the Chief Officer confirmed that the recommended policy change, as set out in the resolution, would be submitted to Cabinet for approval.

RESOLVED:

That, subject to the amendment on minute number 7, both sets of minutes be approved as a correct record and signed by the Chairman.

15. PLANNING & ENVIRONMENT PORTFOLIO

The Chief Officer (Planning & Environment) invited each of his service manager to introduce themselves and give a brief summary on their respective work areas and future objectives.

In response to questions from Councillor Chris Dolphin on retrospective planning applications, the Development Manager explained the approach taken to dealing with the resolution of planning control breaches and the subsequent delays arising where more complex issues were involved. Following Councillor Dolphin's concerns on a previous decision made at Greenfield Valley, the Chief Officer reported that the recommendations of the governance review had been accepted and that a new Board of Trustees would be established. Councillor Joe Johnson asked about opportunities for Council Members to be included on the new Board and was told that all applicants would be assessed through the same process.

Councillor Vicky Perfect thanked the Access & Natural Environment Manager and his team for their help on a recent local event.

16. ACTIVE TRAVEL PLAN

The Chief Officer (Streetscene & Transportation) introduced the report to outline the background to proposals on the Active Travel Draft Integrated Network Map and details of the public consultation programme. The Welsh Government (WG) placed a duty on councils to meet requirements of the Active Travel (Wales) Act 2013. As part of these obligations, the Council's existing Active Travel route maps had been approved by WG within the deadline.

The Highways Policy Officer gave a demonstration on how to access the public consultation documents on the Integrated Network Map (INM) through the link on the Council's website. The INM would feature proposals to improve the infrastructure for walkers and cyclists to access services and facilities across the county as well as offering recreational provision. The proposals (some of which were subject to further agreements) were shown on six maps of different settlement areas along with an overview map of the county. The website also included details of public consultation drop-in sessions. The public consultation was due to conclude on 24 September 2017 at which time all responses would be considered to enable the final INM to be submitted to the WG for approval by 3 November 2017.

Councillor Carolyn Thomas explained that Active Travel would underpin planning developments and that the original settlement areas prescribed by WG had been broadened to consider all 'routes with purpose'.

Councillor Cindy Hinds spoke about encouraging parents to walk their children to school to alleviate parking outside schools. Councillor Richard Lloyd, who was present in the public gallery, felt that the width of pavements and overgrown hedges in some areas was an issue. The Highways Policy Officer referred to a link recently emailed to Members on work being undertaken by Public Health Wales and partners on this topic. She said that some of the proposals included existing route maps and that bids could be made for funding on safety schemes. Once the INM had been approved, the Council would work with other organisations to access funding streams available to them.

On road safety outside schools, Members were asked to raise areas of concern to officers' attention. The Council had been successful in securing funding for three schemes to reduce parking outside schools and welcomed opportunities to extend this to other areas. Progress was acknowledged by Councillors Chris Bithell and Paul Shotton in respect of consultation on proposed schemes in their wards.

The Chief Officer clarified that limited funding had been provided by WG for councils to meet the Active Travel requirements. He encouraged responses to the consultation to help access grant funding to carry out the schemes.

Councillor Owen Thomas called for more frequent grass cutting along roads give greater visibility to cyclists and help prevent accidents. The Chief Officer advised that a future report was scheduled on grass cutting standards which had not been changed and he urged Members to report any specific areas where safety was a concern.

Councillors Owen Thomas and Haydn Bateman both gave examples of routes involving disused railway lines which had previously been surveyed. In respect of the latter, explanation was given on why this particular route was unviable due to the permissions needed by landowners.

Councillor Chris Dolphin expressed his disappointment on Active Travel outcomes and felt that some schemes were not viable from the outset unless funding was allocated. He also felt that more frequent grass cutting was needed along rural lanes to help cyclists. The Highways Policy Officer said that all of the proposed schemes had been audited and were achievable if funding could be accessed and appropriate land ownership issues and legal agreements/licences overcome including successful Road Traffic Orders. The Chief Officer said that the proposals included some priority schemes as well as those requiring development over the longer term. He encouraged responses to the consultation as demand for evidence-based schemes would make a stronger case for funding bids. The Chief Officer (Planning & Environment) highlighted the importance of working with Planning to maximise funding opportunities from the private sector.

In response to a question by Councillor David Evans on the interactive mapping page, the Highways Policy Officer would ask that these be removed from the website as they were out-of-date.

Councillor Andy Dunbobbin commented on working partnerships to benefit the Deeside Enterprise Zone and Northern Gateway. He stressed the importance of Active Travel in areas such as Shotton and Connah's Quay and the need for the UK to adopt an improved infrastructure for cyclists as seen in Europe. The Chief Officer referred to proposals on the North East Wales Metro as an integrated transport solution involving joint working between councils, the WG and local businesses. On links to community transport, an update was scheduled for a future meeting on the rollout of specific projects.

In response to comments, Councillor Carolyn Thomas emphasised the Council's decision to expand routes outside the original settlement areas and said that all suggestions would be considered including those mentioned on disused railway lines. On grass cutting, she said that the policy would be considered at a future meeting including funding implications. In referring to the information circulated on Public Health Wales, she asked that future emails be accompanied by a briefing note to draw Members' attention to the matter.

RESOLVED:

- (a) That the consultation programme of events be noted; and
- (b) That the Committee receives a further report on the outcome of the consultation.

17. FOOD SERVICE PLAN 2017/18

The Chief Officer (Planning & Environment) introduced the Food Service Plan 2017-18 which set out the aims and objectives on the delivery of the Food Service for the forthcoming year, with a review of performance for 2016-17. The Council was obliged to produce the Plan annually and views were sought prior to seeking approval by Cabinet and onward submission to the Food Standards Agency (FSA). Members were informed about an information session on Food Safety to be scheduled in the Committee's Forward Work Programme.

The Community & Business Public Protection Manager provided an overview of the Food Safety team and highlighted key achievements on performance in 2016/17 as well as targets for 2017/18.

In response to questions from Councillor Paul Shotton, the Manager clarified the process for dealing with premises which had failed inspections. On concerns about unlicensed cockling, she advised that the team had well-established links with North Wales Police and the FSA's Crime & Fraud team.

Councillor Sean Bibby welcomed the approach taken to encourage improvements in food hygiene ratings. When asked about performance measurement on food safety, it was noted that Flintshire was in the top performing quartile in Wales.

Councillor Owen Thomas asked about standards for mobile food outlets and was informed about the different risk rating which applied to establishments which were deemed a higher risk by the FSA. In respect of premises achieving a food hygiene rating of 3, it was acknowledged that those establishments had met some of the elements involved in the rigorous assessment.

Following a query by Councillor Haydn Bateman, the Manager provided clarification on work on food supplements. More details could be shared at the information session on Food Safety.

Councillor Chris Bithell commended the findings of the report which reflected the important work of the team in promoting safety and hygiene standards. He said that work would continue to build on those achievements in 2017/18. He went on to welcome the Welsh Government's decision for the display of food hygiene ratings to be a mandatory requirement.

On collaborative working with other councils, Councillor David Evans suggested the possibility of Flintshire taking a lead role on services to generate income. The Manager said that this could be a topic for future consideration but would require investment to develop the service and increase capacity. She went on to give examples of regional work currently ongoing.

RESOLVED:

That the Food Service Plan 2017-18 be endorsed.

18. IMPROVEMENT PLAN 2016/17 OUTTURN REPORT

The Chief Officer (Planning & Environment) introduced the regular update report to consider progress towards the delivery of impacts set out in the 2016/17 Improvement Plan, focussing on the areas of under performance relevant to the Committee at year end.

The one major risk area on flood alleviation was due to the lack of national funding to support schemes. A brief update was given on the scheme in Mold which was being split into four areas to help with bids for funding.

The Chief Officer (Streetscene & Transportation) explained that the only red performance indicator was due to a decline in uptake of the Pass Plus Cymru course for newly qualified young drivers. On actions taken to achieve outcomes, he reported on progress on community transport arrangements in Kinnerton, with four more planned to be implemented over the Summer.

Following a query by Councillor Paul Shotton on reducing the occurrence and impact of environmental crime, it was agreed that a breakdown of the 3900

fixed penalty notices (FPN) issued would be shared with the Committee. The Chief Officer said that the majority were for litter offences whilst around 90 were for dog fouling. He reiterated the challenges in enforcement of dog fouling and gave a reminder that the current contract with the enforcement company ensured a proactive approach to monitoring broader areas and would be reviewed by the Committee before the end of the pilot.

In welcoming this engagement with Members, Councillor Bibby pointed out that a number of complaints had been received on the enforcement company focussing on litter offences as these were seen as easier targets. A similar point was made by Councillor Joe Johnson on discarding cigarette ends. This prompted discussion on the need to extend provision of multi-use bins at bus stops which should be regularly emptied.

The Chief Officer stressed the importance of reporting evidence on dog fouling hotspots and pointed out that the positive impact of littering enforcement on town centres was evident. Councillor Cindy Hinds commented on the need for an increased Police presence in town centres.

The Chairman cited dog fouling and fly tipping as the main two environmental complaints and asked that an update on dog fouling be included on the Forward Work Programme. He asked about the locations of the FPNs issued for dog fouling and the Chief Officer agreed to include this in the breakdown information, but gave a reminder that Members were able to contact Ruth Cartwright if they wished to view details of the enforcement work programme for their respective areas.

Councillor Owen Thomas commented on the timing of fly tipping incidents in his ward and was urged to report any intelligence. He reiterated a previous suggestion about the stamping of car registration numbers on fast-food packaging to reduce incidents of this type of litter. The Chief Officer replied that representations had been made to the companies involved but to no avail.

Councillor Haydn Bateman referred to specific examples of FPNs issued for littering and was informed that although there was currently no appeal process, some cases had been overturned by using the CCTV footage. The Chief Officer said that a method of appeal should feature in the new contract and gave assurance that enforcement officers were encouraged to take a consistent approach to issuing FPNs but reminded the Committee that the Council had agreed a zero tolerance approach to littering.

RESOLVED:

That the report be noted.

19. FORWARD WORK PROGRAMME

The Facilitator presented the Forward Work Programme for consideration and suggested the following changes:

- The Council Plan to be added to the items for September 2017.
- Flood Defences to be added to the items for October 2017.
- An update on Greenfield Valley to be added to the items for December 2017 along with the Grass Cutting Policy and an information session on Food Safety.

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.

20. MEMBERS OF THE PUBLIC AND PRESS IN ATTENDANCE

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

(The meeting started at 10am and ended at 12.10pm)

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Chairman

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ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE

Date of Meeting	Tuesday, 19 September 2017
Report Subject	Planning Enforcement Policy and Approach
Cabinet Member	Cabinet Member for Planning and Public Protection
Report Author	Chief Officer (Planning and Environment)
Type of Report	Operational

EXECUTIVE SUMMARY

To present a draft Planning Enforcement Policy for approval to allow it to be taken forward for consultation before seeking its adoption and to outline the future approach to the enforcement function.

RECOMMENDATIONS

1	To approve the revised Planning Enforcement Policy for consultation.
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REPORT DETAILS

1.00	EXPLAINING THE PLANNING ENFORCEMENT POLICY AND APPROACH
1.01	<p>A report was presented to the April 2016 meeting of the Planning Strategy Group (PSG) advising of the intention to review the Council's Planning Enforcement Policy. The reasons behind this related to recent changes in legislation; the proposed restructuring of the Development Management service and changes in the way that the performance of the planning enforcement service is reported and benchmarked. This was followed by a report to the Environment Overview and Scrutiny Committee in May 2016 and in both cases the resolution supported the preparation of the revised policy. A further report was taken to PSG in September 2016.</p>
1.02	<p>In September 2016 a new Development Management Service Manager was appointed and after a review of the current practices and informed by the outcome of an audit of the service, further changes to the Enforcement Policy are recommended. These changes are intended, alongside a restructure of the service, to improve communication between enforcement officers, the public and elected members and to increase the speed and clarity of decision making in relation to enforcement investigations. The Service Manager is aware of a high number of complaints in relation to the enforcement function, some unfounded, however there are clearly ongoing concerns from elected members and the public which need to be addressed.</p>
1.03	<p>The strategy for change is as follows;</p> <ul style="list-style-type: none">• The implementation of the restructure the development management and enforcement teams to enable effective casework management and the inclusion of enforcement as part of the wider planning function;• Adoption and implementation of the revised enforcement policy to clearly set out the approach of officers, reflecting the needs of the public, elected members and the requirements of Welsh Government performance indicators; .• Carry out accompanying IT and administrative changes to support the revised policy, provide the public and elected members with the information which they need and respond to Welsh Government performance indicators;• Complete process mapping and carry-out lean processing to understand how and where further changes could be made;• Use the above information to inform the selection of updated software to support the publication of simple information and more effective case management. <p>The remainder of the report examines key factors in revising the Policy, how we will communicate with our customers and report to Welsh Government.</p>

1.04	<p><u>The Restructure</u></p> <p>The Development Management and Enforcement Service is currently structured in a way which makes it ineffective in responding to demand. The enforcement element of the service has also been isolated from the development management function. It is important that enforcement is part of the planning process and embedded in the service. It is proposed to create two area teams with an investigating enforcement officer in each team. It is intended that both teams will also have an assistant planner who will carry out many of the technical functions which currently inhibit the work of the enforcement officer. Furthermore, the work of enforcement will be extended throughout the team with each planning officer having a small enforcement caseload. This is largely envisaged to be compliance based work based on the cases which individual officers have worked on previously.</p>
1.05	<p>The most critical change which can be delivered is the implementation of a casework approach. Team leaders will be expected to hold bi-weekly meetings with each member of their team to review every case. This ensures that issues are identified as early as possible in the process, resolved cases are actively progressed and provides clear direction for all planning officers.</p>
1.06	<p>The restructure process began on 6th September 2017 and it is envisaged that it will be completed in late November 2017. A copy of the proposed restructure is attached at Appendix 1.</p>
1.07	<p><u>The Policy</u></p> <p>The current “Policy for the Operation of the Planning Enforcement Service” was approved in December 2005 and mostly continues to be relevant and applicable reflecting the principles behind effective planning enforcement in general. However, it needs to be updated to take account of lessons learnt from complaints received and the outcome of the recent draft audit report.</p>
1.08	<p>Previously, there has been an attempt to ensure that the revised policy was less formal and more user friendly. The initially proposed document remained 14 pages long and it is considered that this is still overly complex. For the policy to become more accessible, it should be reduced in volume where possible without damaging its content. Reference to performance indicators has been removed as these frequently change and will quickly become outdated discrediting the remainder of the policy. Planning Strategy Group regularly receive reports on performance in which the enforcement indicators would be examined. Reference to the structure of the service has also been removed as this is not relevant in a policy document.</p> <p>The revised policy is attached at Appendix 2.</p>
1.09	<p><u>Communication with elected members</u></p> <p>There is an overall desire within the Development Management Service to publicise information as widely as possible. This would mean that the public and elected members could regularly update themselves on the progress of</p>

	planning applications, appeals and enforcement investigations. Investment is required to procure a purpose- designed planning software system which would assist in holding the enforcement register and an update of any investigations on-line.
1.10	However, until we have a software system which will allow us to report easily and link information to the Council's website, planning officers have to build reports to extract the data from our current software system and develop further Excel reports to convert the data into usable form. We have developed a report which will break down live enforcement complaints by ward area; with a priority status; a status code; case officer's name and the date when the complaint was received. This level of categorisation will enable elected members to understand the volume and nature of complaints in their ward, who is dealing with them and how they are progressing. At present, due to reporting software restrictions we can expect to only provide a printed report to member services at the start of each month.
1.11	<p><u>Performance monitoring</u></p> <p>The performance monitoring of enforcement activities has always been a difficult area. This is because it is often successful negotiation which results in a breach being resolved which unlike serving a notice or approving an application is harder to define, record and monitor. The number of notices served or amount of prosecutions carried out is not an appropriate measure of success. Currently Welsh Government Sustainable Development Indicators for enforcement are as follows;</p> <ul style="list-style-type: none"> • Number of cases investigated in 84 days or under • Number of cases investigated in more than 84 days • Average time taken to investigate cases • % of cases resolved within 180 days • Total number of cases investigated
1.12	However, the Planning Officers' Society in Wales (POSW) approved a draft Planning Enforcement Performance Indicator Guidance Document in June 2017. This proposes to alter Welsh Government's Performance Indicator Framework in which the above indicators are set out. Those indicators have been reported for the last two years in the Annual Performance Report (APR) for each Local Planning Authority.
1.13	The draft guidance proposes to delete the indicators which consider the average time taken to investigate cases and the indicator to record the percentage of resolved cases in 180 days. This seems to reflect the realisation that although a case may have taken a long time to resolve, that period of time may have been appropriate to achieve the correct outcome or the length of time may be due to matters beyond a Council's control such as waiting for a court date.
1.14	Therefore, POSW have revised the indicators to record the average time taken to pursue positive enforcement action. Positive action is defined as either: <ul style="list-style-type: none"> • Negotiation to remove the breach; • Issuing of a notice; • Granting of planning permission;

	<ul style="list-style-type: none"> • Bringing forward a prosecution; or • Taking of direct action. <p>The time period measured is from deciding there is a breach to one of the points above.</p>
1.15	At present this target is draft, however, it is likely to be adopted and reporting commence in early 2018. These indicators will then appear in APRs from 2019 onwards. We will have to adapt out software system and introduce trigger points so we can formally measure when a breach is confirmed and when positive action is taken. This performance indicator is welcomed as it will further help to formalise and regularise the enforcement process and more accurately reflect the active work of enforcement.
1.16	It is considered that regardless of Welsh Government targets we should set our own standards. Primarily there is a need to reduce the number of complaints made about the service and improve communication, transparency, accountability and consistency. The current software system and acknowledgement letters have been altered to reflect the priority rating set out in the proposed policy. Similarly, the status field of the current software system has been enabled with a number of options to indicate the status of a complaint.
1.17	Officers using the system have been involved in team meetings to design and implement these changes and have been instructed to use them. Not only will these modifications enable elected members to have a list of cases with a status update and priority grading attached to it but it will also enable enforcement cases to be reviewed alongside planning applications in a casework approach. Case-working, along with accurate records of caseloads means both planning applications and enforcement cases can be allocated according to officer workloads and reallocated, or adjusted, if needed. This will help eradicate back-log of cases and cases which may be left to stagnate.
1.18	Further changes to processes will be identified through a lean process review and reported to PSG. The enforcement process has not been formally recorded and set down. This makes the process inaccessible to other members of staff and it is unclear whether the current processes are the optimum or consistent approach. This will help significantly when training the wider team about the enforcement process following completion of the restructure.

2.00	RESOURCE IMPLICATIONS
2.01	<p>Personnel - none direct.</p> <p>Financial - none at this stage, but investment will be needed in the medium term to procure a new back-office system.</p>

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	The revised document will require consultation with interested parties (Town/Community Councils, developers, etc.) before it can be adopted as policy.

4.00	RISK MANAGEMENT
4.01	Environmental impact - adoption of the policy will assist in tackling unauthorised developments which have negative environmental impact. Equalities impact - none direct. Anti-poverty impact - none.

5.00	APPENDICES
5.01	1. Proposed restructure 2. Draft Planning Enforcement Policy 2017

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	Existing "Policy for the Operation of the Planning Enforcement Service", December 2005 Contact Officer: Mandy Lewis, Development Manager Telephone: 01352 703248 E-mail: mandy.lewis@flintshire.gov.uk

7.00	GLOSSARY OF TERMS
7.01	<u>1.Casework management</u> Planning and enforcement case officers meet with team leaders or other senior officers to review all live cases. These meeting may take place on a weekly or bi-weekly basis <u>2. Process mapping</u> A procedure in which the current processes which are undertaken within a function are recorded in writing. <u>3. Lean processing</u> A procedure which reviews any process mapping and seeks to eradicate any unnecessary stages of a process.

4.Development Management

Formerly known a development or planning control. The part of the planning service which deals with determining planning and other applications.

5.Enforcement

Part of the planning service which investigates unauthorised development.

6.Compliance

A part of the planning and enforcement process which deals with development which is not in accordance with planning permission.

7.Planning Officers Society Wales

A society of planners who ensure that planning makes a major contribution to achieving sustainable development. Welsh Government often rely upon POSW for their view on planning matters.

8. Annual Performance Review

A report proposed as part of the positive planning Welsh Government consultation in December 2013. The APR is an annual report discussing how an organisation performs against a series of criteria. The principle was to highlight and share good practice.

9. Welsh Government Performance Indicators

The APR above is measured against criteria which is set out and defined in the Welsh Government Performance Framework. There are often referred to as the indicators.

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Planning DM North Team

APPENDIX 1

Team Leader x1

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graph TD; TL[Team Leader x1] --- H[ ]; H --- SO[Senior Officer]; H --- P1[Planner]; H --- P2[Planner]; H --- AP[Assistant Planner]; H --- EO[Enforcement Officer]; H --- SOS[Senior Officer Shared];
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Senior Officer

Planner

Planner

Assistant Planner

Enforcement Officer

Senior Officer Shared

Planning DM South Team

Team Leader x1

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graph TD; TL[Team Leader x1] --- H[ ]; H --- SO[Senior Officer]; H --- P1[Planner]; H --- P2[Planner]; H --- AP[Assistant Planner]; H --- EO[Enforcement Officer];
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Senior Officer

Planner

Planner

Assistant Planner

Enforcement Officer

APPENDIX 2

FLINTSHIRE COUNTY COUNCIL

PLANNING ENFORCEMENT POLICY

2017

(Working Draft – 18.08.17)



1.0 INTRODUCTION

- 1.1 The planning system to work effectively in the best interests of all, there is a need for an effective planning enforcement system, supported through the range of legislation and associated powers.
- 1.2 This Policy therefore sets out what planning enforcement does and does not do, how reported breaches are dealt with, the criteria used for assessing priorities and how both reactive and proactive action may be taken. This Policy also sets out how we aim to deal with our customers, in particular how elected Members and the general public will be kept up to date in relation to the cases being investigated and how the performance of the service will be measured and reported.

2.0 PRINCIPLES OF ENFORCEMENT ACTION

- 2.1 Underlying the policy are the key principles of:
- **Proportionality** Appropriateness of any action in relation to the risks and the harm involved
 - **Consistency** Applying a similar approach in similar circumstances to achieve similar ends.
 - **Transparency** Making it clear to those regulated and others what is expected of them and what they should expect from the Council.
 - **Focus** Applying the right priority and seeing the action through to the desired result.

3.0 WHAT PLANNING ENFORCEMENT DOES/DOES NOT DO

- 3.1 Whilst there is a considerable range of enforcement powers available to the Council, formal enforcement action will normally be used as a last resort. Whilst the enforcement of planning law is a statutory function of the Council, the decision on a case by case basis over whether or not to pursue action is discretionary. Applying the judgement and taking the decision over the appropriate action is referred to as 'expediency'. The decisive issue for the Council must be whether the breach of control unacceptably harms the environment, people's amenity and quality of life, public safety, or some other public interest of acknowledged importance to a material extent. This extent is judged by the expertise of the Council officer's.
- 3.2 It is not appropriate to take formal enforcement action against a trivial or technical breach of control that causes no harm to the wider amenity, particularly where planning

permission would be likely to be granted should the development be the subject of a planning application.

- 3.3 Understandably people may have genuine concerns and anxiety about activities that they believe affect them but planning enforcement action can only be considered against matters that are breaches of planning control. Many issues that are of concern to residents are matters outside of planning control and where these can be addressed under other Council services they will be directed there. On some occasions addressing an unauthorised development can involve a number of the Council's services, in which case we will ensure that the Planning Officers will work together with other officers of the Council and potentially with officers of other agencies in order to bring the matter to a conclusion.
- 3.4 The following gives an indication of what is and what may not be within the remit of planning enforcement (where not, the main alternative service or agency is given in brackets). Planning officers **will** therefore investigate, in appropriate circumstances, all alleged breaches of planning control of the following nature:
- Development (Building works, uses of land, engineering operations) which is being carried out without planning permission.
 - Development where approval has been granted but it is not being carried out in accordance with the terms and conditions of the permission.
 - Advertisements which are being displayed without the necessary consent
 - Unauthorised works to Listed Buildings or development within Conservation Areas.
 - Damage to trees which are subject to a Preservation Order or lie within Conservation Areas.
 - Unauthorised mineral extraction and/or disposal of waste.
- 3.5 Planning Officers **will not** investigate the following matters unless it is as part of a joint investigation involving other services or agencies (identified in brackets):
- Works or display of advertisements on the highway, including footways and highway verges (The Council's Streetscene service).
 - Noise disturbance, pollution and hygiene problems (The Council's Pollution Control team and/ or Natural Resources Wales (NRW))
 - Dangerous buildings (Building Control).
 - Disputes concerning ownership of land, including

ownership of boundary fences etc. (These are civil matters which have to be addressed by the parties concerned).

- Issues concerning housing owned by the Council (The Council's Community & Regeneration service).
- Public buildings and land owned by the Council (The Council's Community & Regeneration service).
- Anti-social behaviour (the Police and the Council's Community Safety team).

4.0 INSTANCES WHERE ENFORCEMENT ACTION CANNOT BE TAKEN

4.1 Certain developments and advertisements benefit from a general permission which is granted through legislation and providing that they meet the limitations in terms of scale, distances to boundaries, etc. the Council has no control over them and cannot take any action.

4.2 There is also an immunity from enforcement action where a use of land or buildings has been established for a period of 10 years (4 years for a self-contained dwelling) or building works have been completed more than 4 years ago. Also, if a condition attached to a planning permission has not been complied with for a period of 4 years it is potentially immune from any enforcement action

4.3 Finally, enforcement would not be considered where the works involved are considered to be of a minor or insignificant nature ('*de minimis*' in legal terms), or would be considered as "Non Material Amendments" to a planning permission.

5.0 THE COUNCIL'S APPROACH TO PLANNING ENFORCEMENT

5.1 The Council recognises the importance of establishing effective control over unauthorised development and will not condone wilful breaches of planning control. It must however be recognised that planning enforcement is discretionary and in most cases it is not illegal to carry out works without the relevant consent (the exceptions being Listed Buildings and Advertisements). The unauthorised works only become illegal after the Council has issued an enforcement notice and those in breach fail to comply with its requirements.

5.2 In considering whether it is expedient to take enforcement action, the Council will in the first instance take into account its relevant planning policies and all other material planning considerations including relevant appeal decisions and case

law. Consideration will also be given to the reasonable time and resources available to carry out the enforcement function and whether any expected outcome would be proportionate to the level of resource required to achieve it. It should be recognised that the objective of planning enforcement is compliance not punishment and as such the Council will encourage its officers to work with those in breach to negotiate favourable outcomes without having to issue a formal notice.

- 5.3 As a last resort, in cases of serious breaches where those involved are not pro-actively working with officers or fail to meet agreed deadlines, formal enforcement action will be taken, relevant notices will be issued and if an individual or organisation does not comply with the requirements of any such notices they become at risk of prosecution by the Council.

6.0 WHAT THE COMPLAINANT CAN EXPECT FROM THE COUNCIL

- 6.1 A planning enforcement investigation will be initiated once we receive a complaint, which should be made to us in writing or by email (a standard form can be found on the Council's website). However, the complaint can only be investigated if we have the relevant information, including the identity and address of the complainant, the address at which the alleged breach of planning control has taken place, a description of the unauthorised development/use and the harm that is considered to be caused by it.

The Council cannot normally fully investigate anonymous complaints as it means we cannot verify particular aspects of the complaint at a later stage. Furthermore, many anonymous complaints result to be vexatious and waste resource that should have been dedicated to genuine complaints.

- 6.2 All complaints received will be treated in the strictest confidence. However, as cases progress to formal action, complainants may be asked to provide evidence to assist the investigation's legal proceedings. Should complaints be received which fall outside the Planning remit, we will endeavour to re-direct the complaint or to advise accordingly. In investigating breaches of planning control we will:

- All written complaints will be allocated to an officer and acknowledged in writing to the complainant within 5 working days of receipt, giving the name of the case officer and the unique reference number which should be used in all correspondence.
- All complainants' details will be confidential. A complainant will be advised if any evidence from them which may need to be disclosed before any appeal or

court proceedings. A complainant's refusal to provide such information will likely mean that any such case cannot continue.

- Although complainants details will remain confidential as the Council expands its digital services it is likely that a register of enforcement complaints will appear on the Council's website.
- We will carry out site visits and investigations in relation to each case on a priority basis (as set out below). It may be that multiple visits are required to a site and so complainants must be assured that the case officer will update the complainant when the appropriate time allows within the investigation. Complainants will be made aware of this when appropriate during the investigation.
- If we request the submission of a retrospective application, where there is a likelihood of permission being granted, we will notify the complainant on receipt of the application, giving them the opportunity of making representations at that stage. It should be noted that an individual may be given up to 2 months to appoint an architect or agent and to submit an application.
- Where we intend to take appropriate enforcement action (see powers available below) we will endeavour to advise the complainant of the intended action at the appropriate time.
- Where a formal notice (see types of notice below) has been served we will publish relevant information on our website, including the date when it takes effect, the steps required to comply with it and the timescales involved.
- Where there is an appeal against an Enforcement Notice we will notify the complainant of relevant dates for the submission of information to the Planning Inspectorate.
- We will notify all complainants when the enforcement investigations have been completed and/or the case file has been closed (giving the reasons if this is the action).
- In addition to these cases, where a retrospective planning application has been refused and/or an appeal to the Inspectorate has been dismissed, we will instigate enforcement action in respect of the unauthorised development and notify any persons who objected to the planning application or who made representations to the appeal process, as if they were complainants.



7.0 WHAT THOSE IN BREACH OF PLANNING CONTROL MAY EXPECT FROM THE COUNCIL

- 7.1 All investigations into any alleged breach of control will be conducted in a methodical and robust way in order to achieve an outcome which best aligns with adopted planning policy. Depending on the nature of the reported alleged breach, the investigation could be relatively straightforward or complex involving extensive research or monitoring over a length of time, potentially followed by a long legal process before the matter is resolved.
- 7.2 Officers will carry out site visits, as necessary, to establish whether a breach of planning control has occurred and to ascertain the nature of any remedial action that may be appropriate. In undertaking such site visits officers will identify themselves as well as the reason for the visit. In this regard officers are authorised by the Council to undertake site inspections for enforcement purposes and will carry and show identification.
- 7.3 Where the owner/occupier of the land refuses entry, the officers will withdraw and arrange to visit at the next earliest opportunity which is suitable to both parties. Only where it is believed that a serious breach causing significant harm to the environment or to the amenities/safety of any parties will officers' exercise their right of entry onto land at the first visit.
- 7.4 Officers may take with them such other persons necessary to assist them in their investigation and will, where appropriate, take measurements and photographs to help clarify the nature of the development or works concerned.

8.0 HOW COMPLAINANTS AND THOSE BEING INVESTIGATED SHOULD COMMUNICATE WITH THE COUNCIL

- 8.1 The service receives many planning applications, appeals and enforcement complaints each week. Each officer is likely to have 40 to 80 "live" cases at any one time. In order to ensure that the enforcement service is as effective and efficient as possible, complainants are asked to adhere to the following:
- If people wish to speak the officer investigating their

complaint in person at the council offices they will be required to book an appointment. Officers within the planning service work in an “agile” manner, which means that they will work away from the office up to 2 days a week and will also undertake site visits. As a result, the officer’s presence at County Hall every day of the week cannot be guaranteed. People are asked to treat officers with respect and listen to the advice which is being provided. The outcome which is required is to ensure that development complies with planning policy. This might not always accord with the expectations of complainants. If no action can be taken this will be explained in full by the case officer in correspondence marking the closure of the complainant.

9.0 TIMESCALES FOR TAKING ACTION

9.1 As discussed above, in order to provide an effective enforcement service the resources available need to be used to the optimum level, which involves identifying those breaches of planning control which cause most harm and prioritising these to seek to ensure a quick response.

Priority	Type of Breach	Action
1	<ul style="list-style-type: none"> • Unauthorised works to a Listed Building. • Breaches within a Conservation Area which may have an unacceptable effect on its character and appearance. • Ongoing or unauthorised works to protected trees. • Breach of a condition which would fall into any of the above categories. 	Site visit within 1 working days of receipt of written complaints
2	<ul style="list-style-type: none"> • Breaches relating to major development that adversely affect the living conditions of neighbouring occupiers. • Unauthorised gypsy/traveller sites (or similar development) on private land. • Non-compliance with pre-commencement conditions. • Unauthorised advertisements which are detrimental to highway safety or visual amenity 	Site visit within 5 working days of receipt of written complaint
3	<ul style="list-style-type: none"> • Breaches relating to minor or other development that adversely affect the 	Site visit within 15 working

	<p>living conditions of neighbouring occupiers.</p> <ul style="list-style-type: none"> • Breaches of a major, minor or other scale which would be likely to receive planning permission if an application was to be submitted. • Non-compliance with conditions (other than above) imposed on planning permissions 	<p>days of receipt of written complaint</p>
4	<ul style="list-style-type: none"> • Long standing breaches of either a major, minor or other scale of development with a low level impact and limited effect on the living conditions of any neighbour occupiers • Complaints which are not unlikely to form a breach of planning control 	<p>Site visit within 25 working days of receipt of written complaint</p>

9.2 When a complaint is being registered it will be given a priority rating in-line with the table above. The rating may change as the investigation continues.

9.3 An officer will investigate complaints in chronological order within their priority category.

10.0 WHAT ENFORCEMENT POWERS ARE AVAILABLE?

10.1 As discussed earlier in this policy document, officers will seek to work with those in breach to voluntarily resolve contraventions whenever this is possible and appropriate thereby avoiding formal action having to be taken. When this is not possible or appropriate the expediency of taking formal enforcement action will be assessed by officers. If it is considered expedient to take enforcement action there are a number of notices which may be served dependant on the breach. Almost always a Planning Contravention Notice will be served in order to establish basic details about the breach, such as the nature of it and who has an interest in the land. Below are a list of varying times of notices which may be served in response to particular breach.

Planning Contravention Notice (PCN):

A PCN is served, usually in the early stages following a complaint and where it has been established that there is a potential breach of planning control, in order to obtain information about nature of the development and those who have an interest in the land concerned

Notice under S. 330 (of the Town and Country Planning Act 1990):

This is an alternative way of establishing Information as to

interests in land, etc.

Enforcement Warning Notice (EWN):

Where an unauthorised development could potentially be made acceptable through the imposition of conditions if a planning application was to be submitted in respect of an unauthorised development a EWN can be served.

Section 215 Notices:

Where the condition of land or a building is adversely affecting the amenity of a neighbourhood the Council may issue a Notice under Section 215 of the Town and Country Planning Act 1990, requiring the owner or occupier to remedy the condition of the land or building. Failure to comply with the Notice is a criminal offence. The council also has powers, where a Notice has not been complied with, to enter the land and carry out the work itself and recover the cost from the owner.

Breach of Condition Notice (BCN):

These can be used as an alternative to an Enforcement Notice where conditions applied to a planning permission are not being complied with. There is no right of appeal against this notice.

Enforcement Notice (EN):

This is the usual method of remedying unauthorised development and there is a right of appeal against the notice. The use of the Enforcement Notice is an effective tool and such notices will be served fairly early on in cases that cause significant harm or where the transgressor has made clear they are unwilling to remedy the breach. The transgressor has the right to appeal against the notice to the Planning Inspectorate.

Hedgerow Removal Notice (HRN):

Certain hedges are protected under planning regulations and where a protected hedge has been destroyed (completely or in part), as well as seek to prosecute the perpetrator the Council can serve a HRN to require the hedge to be replanted

High Hedge Remedial Notice:

This is a provision of the Anti-Social Behaviour Act and regards a high hedge which is believed to be affecting the amenities of a residential property. Where such a complaint is made (and the complainant has paid the appropriate fee) the Council can serve a remedial notice which requires the hedge to be cut down to a specified height.

Stop Notice:

This can be used in conjunction with an enforcement notice

where the breach of planning control is causing serious harm and should only be used in extreme cases. In such cases where Stop Notices are issued the council may be liable to pay compensation if it is later decided that the Stop Notice was not appropriate.

Temporary Stop Notice:

These are similar to Stop Notices (above) but take effect immediately from the moment they are displayed on a site, and last for up to 28 days. A Temporary Stop Notice would be issued only where it is appropriate that the use or activity should cease immediately because of its effect on (for example) amenity, the environment, public safety etc. It may be issued even where planning permission has been granted for development, in a case where the developer is not complying with conditions attached to the permission.

Injunction:

This involves seeking an order from the court preventing an activity or operation from taking place. Failure to comply with the requirements of an injunction amounts to a criminal offence.

Prosecution (Adverts and Listed Buildings):

A number of advertisements benefit from a deemed consent which is granted by planning regulations and which in some cases impose limits on size, positioning, etc. of signs. Where the set criteria is not met and express consent is required but has not been obtained, the display of the advert becomes an offence and is liable to prosecution. In a similar fashion the carrying out of unauthorised works to a Listed Building, where there is no prospect of a negotiated resolution, the approach open to the Council is to prosecute the offender.

Default Powers (Direct Action):

The council may enter the land and take the necessary action to secure compliance when enforcement notices are in effect. This is only used in extreme cases and when resources allow. The council will seek to recover all cost associated with carrying out works in default.

APPEALS:

There is a right of appeal against most statutory Notices issued by the council (exceptions are Breach of Condition Notices, Stop Notices). Appeals are in most cases made to the Planning Inspectorate or in some cases to the Magistrates' Court. When a notice is issued the recipient will also be given the necessary information on how to exercise their right of appeal. Whilst an appeal is ongoing the Council cannot take any action and must wait until the appeal is determined.

10.0 CONTACTS AND FURTHER INFORMATION

10.1 The relevant planning policies and guidance can be found on our website. These are the fundamental principles by which is will be considered whether it is expedient to take enforcement action.

10.2 You may email any enquiries to enforcement@flintshire.gov.uk.



ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE	
Date of Meeting	Tuesday, 19th September 2017
Report Subject	Consultation outcomes to the proposed conditions of the draft dog control Public Spaces Protection Order (PSPO)
Cabinet Member	Cabinet Member for Planning and Public Protection/ Cabinet Member for Streetscene and Countryside
Report Author	Chief Officer (Planning and Environment) / Chief Officer (Streetscene and Transportation)
Type of Report	Operational

EXECUTIVE SUMMARY

In October 2014, the Anti-Social Behaviour, Crime and Policing Act 2014 came into force. The Act covers a wide variety of anti-social behaviour and the sections relevant to this report are the Public Spaces Protection Orders (PSPOs) (Chapter 2, Sections 59-74), which replace the current Dog Control Orders.

Following the decision of Cabinet in February 2017 to agree the implementation, subject to consultation, of a Dog Control Public Space Protection Order (PSPO), the intention was to replace the existing Dog Control Order with a new PSPO requiring dog owners to:

1. Remove their dogs' waste from all public places within Flintshire,
2. Have a means on their person to pick up dog waste,
3. Place their dog on a lead when asked by an authorised officer.
4. Prohibit dogs from entering the playing areas of public marked sports pitches, formal recreation areas including but not exclusively bowling greens and tennis courts, equipped children's play areas and all areas within school grounds,
5. Keep their dog on a lead in cemeteries.

An authorised officer could issue a fixed penalty notice of £75 to anyone he or she believes has committed an offence in breach of an implemented PSPO, but any person on summary conviction would be liable to a fine not exceeding level 3 on the standard scale (£1000)

Consultation on the prohibitions took place in accordance with legal requirements for twenty eight days between June 1st - 29th.

RECOMMENDATIONS

1	<p>The views of the Environment Overview and Scrutiny Committee are sought on two options:</p> <p>(i) <u>Option 1</u></p> <p>Following the period of consultation, the Environment Overview and Scrutiny Committee recommends the making of a Public Space Protection Order (PSPO) to cover dog control and dog fouling in Flintshire with the following conditions to the Cabinet Committee for final determination. The PSPO will require a person in charge of a dog to:</p> <p>(i) Remove their dogs' waste from all public places within Flintshire.</p> <p>(ii) Prohibit taking, or permitting the dog to enter or remain in</p> <ul style="list-style-type: none">- All areas within school grounds,- The playing areas of marked sports pitches- The playing areas of formal recreational areas including but not exclusively bowling greens and tennis courts- Fenced enclosed children's play areas. <p>(iii) Keep their dogs on a lead within a Cemetery.</p> <p>(iv) Have means on their person, at all times, appropriate means to pick up their dogs' waste from all public places in Flintshire.</p> <p>(v) Put their dog on a lead, when directed by an authorised officer, if the dog is loose and causing a nuisance or annoyance to any other person, bird or animal.</p> <p>(ii) <u>Option 2</u></p> <p>Following the period of consultation, the Environment Overview and Scrutiny Committee recommends the making of a Public Space Protection Order (PSPO) with the conditions as in Option 1 to the Cabinet Committee for final determination, but removes the proposal of dogs being excluded from the playing areas of marked sports pitches in response to a lack of alternative areas for dogs to be exercised nearby at the current time. Allowing for a period of further consultation for Town and Community Councils to consult locally on marked sports pitches in their areas.</p>
2	<p>For information, but subject to final Cabinet determination, the agreed Public Space Protection Order covering dog control and dog fouling commences on 20th October 2017, following a Notice period and publicity of the upcoming order.</p>

REPORT DETAILS

1.00	EXPLAINING THE BACKGROUND TO THE PROPOSALS
1.01	PSPOs are designed to stop individuals or groups committing anti-social behaviour in a public place. PSPOs may not be made for a period of more than three years, but can be extended or varied if legal requirements are met.
1.02	A constable or authorised person of the Council may issue a Fixed Penalty Notice of £75 to anyone he or she believes to be guilty of an offence, which would be required to be paid within 14 days. Failure to do so may lead to a fine on summary conviction not exceeding level 3 (currently £1000) on the standard scale.
1.03	Flintshire currently has one Dog Control Order which covers all open space in the County as follows:- <i>Fouling of Land by Dogs, (Flintshire County Council) – Order Number 1, 2009.</i> The proposed Dog Control PSPO will seek to replace the current order in force by the 20 th October 2017.
1.04	The consultation on the PSPO prohibitions was conducted between June 1 st -29 th 2017. Information regarding the consultation and how to take part was sent to each County Councillor, Town & Community Council, Head Teacher, Bowling club secretaries, North Wales Police, The Police and Crime Commissioner and dog representative groups. A press release explaining the proposals and how the public could take part was also released in print and online. The consultation was undertaken via an online survey which included maps of potentially affected areas, a Frequently Asked Questions and Answers document and a copy of the proposed order. Town and Community Councils had previously been asked to provide areas within their ownership they would allow Flintshire County Council to enforce conditions of the proposed PSPO (legal requirements and timeline included within Appendix 1).
1.05	The results of the consultation on the proposed PSPO were as follows. There were 310 responses, however due to spoilt surveys the final completed figure was 285. 65% of responders were dog owners. There was very strong support for FCC to: <ol style="list-style-type: none">1. Continue to enforce the requirement for owners to pick up dog waste (98% agreed with the proposal).2. Enable officers to have the power to ask dog owners to place their dog on a lead if the dog is causing harassment/nuisance to others (97%).3. Ensure that dog owners have on their person a means to collect dog waste at all times (97%)4. Enforce dogs be kept on a lead in Cemeteries (94%)

	<p>5. Exclude dogs from fenced enclosed Children’s play areas (92%)</p> <p>6. Exclude dogs from the playing areas of formal recreation areas (Bowling greens/tennis courts) (91%)</p> <p>7. Exclude dogs from all areas within school grounds (80%)</p> <p>8. There was strong support that dogs be excluded from within the boundary of Marked sports pitches (68%) but this was the least supported proposal.</p>
1.06	<p>Consultees were able to make further representations or comments of which 174 chose to do so. 21 made supportive comments, 24 made representation questioning the prohibition around marked sports pitches and 31 questioned whether alternative provisions for dog exercise were to be made as a result of the planned exclusion areas. Many questioned individual land area classifications which will be checked to ensure compliance with the proposals of the PSPO and also how the other proposals would affect them.</p> <p>The RSPCA in their public newsletter and the Kennel Club considered that dogs should be allowed onto marked sports pitches, as excluding dogs, in their opinion, is contrary to DEFRA/Welsh Government guidance on PSPOs in allowing restriction free sites for dog walkers to exercise their dogs, and the Animal Welfare Act that dog owners provide the necessary exercise for their dogs. They also considered dog faeces can be removed easily by responsible owners in exclusion areas and other enforcement methods (not penalising responsible dog owners) could be enforced against known offenders. The Dog’s Trust commented that exclusion areas should be contained to enclosed areas and that signage be provided directing dog owners to suitable areas elsewhere.</p> <p>There were some calls for dogs to be kept on a lead at all times which is felt would be not reasonable or proportionate.</p>
1.07	<p>The Animal Welfare Act 2006 states that owners of dogs are required to provide for the welfare needs of their animals and this includes providing the necessary amount of exercise each day. The Home Office guidance states Councils should be aware of the publicly accessible parks and other public places in their area which dog walkers can use to exercise their dogs without restrictions. Under the draft proposals of the dog control PSPO dogs would not be excluded from entering public playing fields in their entirety, only from within the marked boundary of marked sports pitches. There is a complete exclusion proposed for school grounds.</p> <p>Currently there are a small number of designated dog exercise areas in some areas of the County, but not all.</p>
1.08	<p>There were differing views with regard to dog owners having a means to collect dog waste on their person at all times. The RSPCA agreeing with the proposal and the Kennel Club suggesting in certain circumstances a dog owner/walker would not pick up their dogs waste if they had only one bag on their person and were in danger of being challenged. Some members of the public commented they believe being challenged on the contents of their</p>

	<p>pockets would be unreasonable.</p> <p>Both the Dogs Trust and Kennel Club welcomed the provision of officers having the power to request dogs be placed on a lead.</p>
1.09	<p>Since the consultation closed, officers have received further objections to the proposal to exclude dogs from marked sports pitches, stating that local people were not aware of the proposals of the draft PSPO and consultation dates, as details were not posted on specific sites. A public meeting to air objections to the exclusion of dogs from marked sports pitches has taken place in one community and letters have been received from both members of the public and Member of Parliament on their behalf with regard to dog exclusion.</p>
1.10	<p>Due to the later representations received, a further period of consultation on the marked sports pitches proposal on a local level could be an option to be progressed in areas where no alternative dog walking areas are available.</p>
1.11	<p>Members are advised of their duty to consider the Equalities Act. The Equality and Welsh Language Assessment completed has been reviewed following the public consultation (Summary included as Appendix 2). The assessment found some disabled people may be affected by the proposal. It is reasonable that some disabled people may not be able to pick up dog waste and that a reasonable approach to be taken for assistance dogs. There has been a request to update the exemptions to incorporate all users of assistance dogs. An informal consultation was undertaken with the Equality Impact Assessment quality assurance group, who were in support of the proposals.</p>

2.00	RESOURCE IMPLICATIONS
2.01	<p>Budget – There will be costs associated with any signage for the new PSPOs in any areas where they may need to be displayed. These costs will be funded from current budgets.</p>
2.02	<p>Legal – Notice and publicity of the PSPO will need to be made prior to an order being made.</p>
2.03	<p>Staffing – A new PSPO would be enforced by Streetscene Enforcement staff supported by the current external enforcement organisation when required.</p>

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	With Cabinet Member
3.02	With All Member workshop – January 5 th 2017
3.03	With Environment Overview and Scrutiny Committee – January 2017
3.04	Cabinet Meeting - February 2017
3.05	Public and Statutory Consultation - June 2017

3.06	Extensive consultation with Chief Officer of Streetscene and Staff
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4.00	RISK MANAGEMENT
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4.01	If the current Dog Control Order is not replaced by 20 October 2017, the enforcement against owners that allow their dogs to foul in public areas would not be able to continue beyond this date.
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5.00	APPENDICES
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5.01	Appendix 1 – ASB, C&P Act 2014 & FCC implementation process Appendix 2 – Summary of Equality Impact Assessment
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6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
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6.01	Contact Officer: Gerwyn Davies Telephone: E-mail: gerwyn_davies@flintshire.gov.uk
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7.00	GLOSSARY OF TERMS
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7.01	Public Spaces Protection Orders (PSPOs)
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Appendix 1:

The following is the section in law relating to Local Authorities duties with regard to consultation, publicity and notification before a Public Space Protection Order can be made. Also included is the process FCC officers followed to undertake the consultation.

Anti Social Behaviour, Crime and Policing Act 2014: Part 4 Chapter 2

Section 72: Convention Rights, consultation, publicity and notification

- (1) A local authority, in deciding—
- (a) whether to make a public spaces protection order (under section 59) and if so what it should include,
 - (b) whether to extend the period for which a public spaces protection order has effect (under section 60) and if so for how long,
 - (c) whether to vary a public spaces protection order (under section 61) and if so how, or
 - (d) whether to discharge a public spaces protection order (under section 61),
- must have particular regard to the rights of freedom of expression and freedom of assembly set out in articles 10 and 11 of the Convention.
- (2) In subsection [\(1\)](#) “Convention” has the meaning given by section 21(1) of the Human Rights Act 1998.
- (3) A local authority must carry out the necessary consultation and the necessary publicity, and the necessary notification (if any), before—
- (a) making a public spaces protection order,
 - (b) extending the period for which a public spaces protection order has effect, or
 - (c) varying or discharging a public spaces protection order.
- (4) In subsection [\(3\)](#)—
- “the necessary consultation” means consulting with—
- (a) the chief officer of police, and the local policing body, for the police area that includes the restricted area;
 - (b) whatever community representatives the local authority thinks it appropriate to consult;
 - (c) the owner or occupier of land within the restricted area;
- “the necessary publicity” means—
- (a) in the case of a proposed order or variation, publishing the text of it;
 - (b) in the case of a proposed extension or discharge, publicising the proposal;

“the necessary notification” means notifying the following authorities of the proposed order, extension, variation or discharge—

- (a) the parish council or community council (if any) for the area that includes the restricted area;
 - (b) in the case of a public spaces protection order made or to be made by a district council in England, the county council (if any) for the area that includes the restricted area.
- (5) The requirement to consult with the owner or occupier of land within the restricted area—
- (a) does not apply to land that is owned and occupied by the local authority;
 - (b) applies only if, or to the extent that, it is reasonably practicable to consult the owner or occupier of the land.

FCC PSPO Stages

- (1) Dog Control Workshop Held with Members – 5th January 2017
- (2) Dog Control Public Space Protection Order (PSPO) proposals discussed at Environment Overview and Scrutiny committee - 11th January 2017
- (3) PSPO proposals agreed at cabinet subject to formal consultation – 14th February 2017
- (4) Town and Community Councils asked to provide areas within their ownership they would like included within the consultation in line with the proposals of the PSPO. – May 2017
- (5) Consultation live from June 1 -29th 2017. Prior to this date.
 - (i) The consultation on the Dog Control Public Space Protection Order went live on the home page of the FCC website which included a Frequently Asked Question document highlighting the proposals, a copy of the proposed Draft Public Space Protection Order, maps of affected exclusion areas within the County and an online survey to complete.
 - (ii) Details of the consultation were released to the press including the proposals and how members of the public could take part. Also distributed via the Online Watch Link (OWL), and copies of documents left at each Flintshire Connects Office.
 - (iii) Letters informing of the consultation and how to take part sent to each Council Member, Town and Community Council, North Wales Police, The Police and Crime Commissioner, All primary and secondary school head teachers, bowling club secretaries, the Dogs Trust, Kennel Club and RSPCA.

Appendix 2 Summary of Equality Impact Assessment

	Positive impact Y/N	Negative impact Y/N	No impact Y/N	How is the group affected and what is the evidence?	How could you limit the negative impact	How can you promote positive impact
Age (<i>across the whole age spectrum</i>)	No Impact	Y	No Impact	There may be occasions where elderly persons with poor mobility may not be in a position to pick up their dogs faeces	Exemptions to be considered for appropriate groups within the schedules of the final order.	No Impact
Disability	No Impact	Y	No Impact	Wheelchair users may not be in a position to reach the ground pick up their dog faeces. Persons who require the use of assistance dogs may be discriminated against by not being to access certain areas.	Exemptions to be considered within the schedules of the final order.	It is reasonable to appreciate that some disabled people may not be able to pick up the waste and there is a reasonable approach taken for assistance guide dogs.
Gender Reassignment	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Marriage and civil partnership	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Pregnancy and maternity	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Race	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Religion / Belief	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact

Sex	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Sexual Orientation	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Welsh Language	Y	No Impact	No Impact	In line with statutory duties signage and literature surrounding the PSPO will need to be produced in both Welsh and English.	No Impact	Signs to be produced bilingually
Other (eg human rights, poverty, rurality)	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact



ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE

Date of Meeting	Tuesday 19 th September, 2017
Report Subject	Council (Improvement) Plan 2017-23
Cabinet Member	Cabinet Member for Sreetscene and Transportation Cabinet Member for Planning and Public Protection
Report Author	Chief Officer – Sreetscene and Transportation Chief Officer – Planning and Environment
Type of Report	Strategic

EXECUTIVE SUMMARY

The Council (Improvement) Plan for 2017-23 has been reviewed and refreshed to reflect the key priorities of the Council for the 5 year term of the new administration.

The super-structure of the plan remains the same as previous plans and now comprises of six priorities and relevant sub priorities. The six priorities take a long term view of projects and ambitions over the next five years.

The Council Plan is published in a similar format to previous years highlighting objectives and actions to achieve within each sub priority and referencing national issues which have the potential to impact upon achievement of the priorities. These issues will also be referenced, where relevant, in the next refresh of the Medium Term Financial Strategy for 2017-2020.

RECOMMENDATIONS

1	That the Committee consider the targets and milestones in the Measures and Milestones document (appendix 2) the Council (Improvement) Plan 2017-23 and provide feedback to Cabinet prior to adoption by the County Council for final publication.
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REPORT DETAILS

1.00	COUNCIL PLAN 2017-23
1.01	It is a requirement of the Local Government (Wales) Measure 2009 (the Measure) to set Objectives and publish a Council Plan. It is a statutory requirement for the County Council to adopt the Council Plan.
1.02	The title of 'Improvement' Plan is changed to 'Council' Plan as the Plan is a combination of priorities service protection and growth and areas for improvement on current performance.
1.03	<p>Improvement Objectives and an accompanying Improvement Plan were first set and adopted by the Council in 2011. For 2013-14 the Council thoroughly reviewed the priorities to streamline and reset them with clearer outcome based aims which continued through to 2016-17. These have been reviewed again in light of the Well-being for Future Generations (Wales) Act 2015 to reflect a more outcome based approach for the priorities themselves. This has resulted in a revised set of six priorities supported by a structure of sub-priorities is proposed for adoption by the Council as follows:</p> <p>Priority: Supportive Council Sub-Priorities: Appropriate and Affordable Homes Modern, Efficient and Adapted Homes Protecting people from poverty Independent Living Integrated Community Social & Health Services Safeguarding</p> <p>Priority: Ambitious Council Sub-Priority: Business Sector Growth and Regeneration</p> <p>Priority: Learning Council Sub-Priority: Modernised High Performing Education and Training</p> <p>Priority: Green Council Sub-Priority: Sustainable Development & Environmental Management Sub-Priority: Support and enable safe and sustainable travel services</p> <p>Priority: Connected Council Sub-Priority: Developing and Inspiring Resilient Communities</p> <p>Priority: Serving Council Sub-Priority: Improving Resource Management</p>

1.04	The Plan presentation remains largely unchanged, as it has been well received and commented upon favourably. The main change has been the reduction from eight priorities to six. National policy issues have been updated and listed within each relevant sub-priority. These are issues over which we have little control and which may restrict successful and or timely delivery of our priorities. They are issues of national interest and have the potential to impact upon achievement of the priorities. These issues will also be referenced, where relevant, in the next refresh of the Medium Term Financial Strategy for 2017-2020.
1.05	For each sub-priority for 2017-18 there has been a review based on:- <ul style="list-style-type: none"> • the reasoning for the priority status; • what we will do and how we will measure achievement; and • the risks that will need to be managed.
1.06	The Council Plan in totality is presented as 2 documents that are inter-related; firstly the draft 'public' version of our statements of intent around the 6 priorities and secondly the document that describes the targets and milestones (shown at Appendix 1) on which achievement will be measured. These targets and milestones in the "How we Measure" document are being considered by the relevant Overview and Scrutiny Committees prior to final agreement by Cabinet in September. This will be the document that is used by Cabinet and Overview and Scrutiny Committees to monitor progress during the year. The "How we Measure" document that is relevant to this committee is attached at Appendix 2.
1.07	The final Council Plan will be available as a web-based document published on the website before the end of September following endorsement by County Council.

2.00	RESOURCE IMPLICATIONS
2.01	Resource implications have been considered during preparation of the Medium Term Financial Strategy and will continue to be monitored during the regular budget monitoring and financial planning arrangements.

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	All Overview and Scrutiny Committees have had the opportunity to consider and review the content of the draft Plan priorities including the opportunity to scrutinise targets set for 2017-18. A summary of the considerations will be appended in the September Cabinet and County Council reports.

4.00	RISK MANAGEMENT
4.01	<p>Delivery of the Plan objectives is risk managed within each of the sub priorities of the Council Plan and monitored and reported against quarterly by the Overview and Scrutiny Committees.</p> <p>The risks to the statutory requirements of the Plan include: not publishing the plan within statutory timescales and, not adhering to the prerequisite content.</p> <p>Both these risks are managed through adherence to well established procedures for i) publishing the Plan and ii) ensuring that the content of the plan reflects the requirements of the Measure.</p> <p>An additional risk is that the Plan is not endorsed by Members; consultation with Members both individually and as part of the Scrutiny process allows for full engagement.</p>

5.00	APPENDICES
5.01	<p>Appendix 1: Draft Council Plan 2017-18 Appendix 2: Proposed “How we Measure” document – Green Council</p>

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	<p>None.</p> <p>Contact Officer: Karen Armstrong, Corporate Business and Communications Executive Officer Telephone: 01352 702740 E-mail: Karen.armstrong@flintshire.gov.uk</p>

7.00	GLOSSARY OF TERMS
7.01	<p>Council Plan: the document which sets out the annual priorities of the Council. It is a requirement of the Local Government (Wales) Measure 2009 to set Objectives and publish a Plan.</p>
7.02	<p>Medium Term Financial Strategy: a written strategy which gives a forecast of the financial resources which will be available to a Council for a given period, and sets out plans for how best to deploy those resources to meet its priorities, duties and obligations.</p>

Flintshire County Council

Draft Council (Improvement)
Plan 2017 to 2023

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Welcome to Flintshire County Council's (Improvement) Plan for 2017 to 2023

The new version of our Council (Improvement) Plan sets out our priorities for the forthcoming five years of the Council and what we aim to achieve. It does however focus on the objectives we intend to deliver during 2017/18. Flintshire prides itself on being a council which performs highly for its local communities and one which is motivated by a set of strong social values.

Flintshire is a well-governed and progressive council. We continue to perform well as a direct provider and commissioner of public services, and as a partner to others. Our recent track record in key services such as education, social care, housing, anti-poverty and environment show that we do deliver on what we say we will do.

Everything we do is important to someone, so selecting a set of priorities for the year is never an easy task. We have set six new priorities for the Council itself. The Council's new themed framework of six priorities has been developed to reflect the impact of the medium term financial strategy and protection of core services. Through our priorities we aim to make a real and noticeable impact.

We are under huge financial pressure during this period of unprecedented austerity. Despite this we still aim high on our priorities. If we fall short against our priorities it will be because of under-funding and not because we are not committed or are not capable. For this reason we have changed the name of the plan from the Improvement Plan to Council Plan.

The plan sets out the Council's six priorities and detailed sub-priorities for action, where we aim to achieve impact this year, page by page. An explanation for the choice of each one is given. In addition we have also taken into consideration the Well-being of Future Generations (Wales) Act by linking the impact statements to the Council's well-being objectives.

For 2017/18 a review of previous priorities and sub-priorities has been undertaken to set: -

- priorities that continue into 2017/18 for sustained attention;
- activities that can now be removed as completion of a time-limited piece of work which are now embedded;
- priorities which could be broadened to include more strategic issues e.g. 'growing the local economy', and sustainability of the social care market;
- emerging priority activities for 2017/18 e.g. managing local impact of the full service Universal Credit (UC) roll out .

Over the five year life of the Council, 2017/18 being the first year, the full set of priorities will be underpinned by the development of strategies. As these are developed new measures and actions will emerge in future years.

We hope that you find the Plan both informative and uplifting. Your feedback on the Plan itself, and on what we aim to achieve, would be very welcome.



Colin Everett
Chief Executive



Aaron Shotton
Leader of the Council

Setting Our Priorities and Judging our Performance

The priorities for Flintshire as a County are set by the Council and its local public sector partners. We work together as a Public Services Board (PSB) combining our resources for the benefit of Flintshire.

The sub-priorities shown with a **(insert shaking hands symbol)** symbol denote those we share with our partners. These have been selected for special attention where we believe that concentrated effort by the partners working together will make a big difference to the communities of Flintshire. These sub-priorities currently¹ are:

- Independent Living
- Integrated Community Social and Health Services
- Developing and Inspiring Resilient Communities
- Safeguarding

Our Public Services Board partners include: Coleg Cambria, Natural Resources Wales, Public Health Wales, North Wales Police, Betsi Cadwaladr University Health Board, Wales Probation, Flintshire Local Voluntary Council, North Wales Fire & Rescue Service, Coleg Cambria, Glyndwr University and Welsh Government.

The Council has also set a number of priorities for itself as an individual partner organisation. Setting priorities helps us focus our attention and resources on the things that matter most; these priorities are echoed in the Council's business plans. We are legally required to set priorities known as Improvement Objectives (under the Local Government (Wales) Measure 2009). We call these our Council Priorities.

In setting our Council Priorities we have to take a number of factors into account from Welsh Government policy, to the expectations of our key partners, to our legal responsibilities, and to the views of local people.

We then set our targets, and judge our performance against them by using a wide range of information both quantitative (performance judged by numbers) and qualitative (performance judged by feedback, the results of consultation etc).

To ensure that we know how well we are doing in meeting the expectations for our priorities we have a series of 'measures' which we keep under regular review. These performance measures are set out for each of our priorities page by page. They are detailed more fully in the supporting document 'How we measure achievement'. Both these e-documents are linked together by hyperlinks.

Each of our sub-priorities is described individually on the following pages. We provide information about:

- The impact - what difference will be made
- Why the priority is important in 2017/18
- The national policy issues which impact on delivery of the sub-priority
- What we will do
- How we will measure achievement
- What risks we need to manage
- What some of our language means

We will let you know how well we have performed against our outcomes in two ways:

- 1) regular reports to the Council's Cabinet and Scrutiny committees, and
- 2) next year's published Annual Performance Report for 2017/18.

¹ The priorities of the Public Services Board are currently under review as part of the development of the County's Well-being Plan, to be published April 2018



Following the Plan – An Easy Guide

The previous page sets out the Council's six priorities and the sub-priorities which support them, where we aim to make a positive impact in 2017/18.

Each standing priority is illustrated with a different colour. For example, **Supportive Council** is **amber** and **Ambitious Council** is **dark pink**. This colour coding should make the priorities easier to follow as the reader works through the document and also the supporting document 'How we measure achievement'.

On the graphic illustration we have set out against each priority the impacts we aim to make. Under each impact we list the sub-priorities where action and achievement will help achieve the impact. A sub-priority is simply a specific programme of work on a given theme. Taken together, success in achieving the aims of a set of sub-priorities will deliver the ambition for the bigger, standing priority of the same theme.

Every organisation has to prioritise its attention and its resources to make an impact. The Council has selected a number of the sub-priorities for special attention in the 2017/18 Council year. Each of these selected sub-priorities then has a dedicated page to itself later in the document.

For example on page 24 you will see the priority for **Learning Council**.

This has 3 impacts: -

- **Providing high quality learning opportunities, and learning environments for learners of all ages.**
- **Supporting children and younger people to achieve their potential.**
- **Supporting learners from 3 to 18 years of age to aspire to high levels of educational attainment and achievement.**

This impact has one sub-priority selected for attention in 2017/18. The reason for selection is explained on the dedicated page (pages 24): -

- **Modernised High Performing Education and Training**

What's changed for 2017/18?

The Council Plan is now based on 6 new themes which are detailed as priorities. The impact statements are our Well-being objectives which outline our commitment to the Well-being of Future Generations (Wales) Act 2015.

Regulation, Audit and Inspection

As a public organisation the Council is regularly inspected to examine and challenge its performance and effectiveness. This work is mainly undertaken by a number of appointed bodies including Wales Audit Office (WAO), Estyn and the Care and Social Services Inspectorate (CSSIW).

The Council received a favourable Corporate Assessment from the Wales Audit Office in 2015 and has sustained a good level of progress and achievement in subsequent reviews and Annual Improvement Reports.

CSSIW's performance review of Social Services (June 2017) notes sustained progress in meeting the requirements of the Social Services and Wellbeing (Wales) Act 2014, with positive comments regarding the development of the Information, Advice & Assistance Service and the Early Help Hub.

CSSIW's focus themes for last year were carers and adult safeguarding; implementation of the new safeguarding thresholds and guidance will continue as a priority into next year.

Other Audit / Regulatory Activity

The Council prepares an annual summary of all external audit and regulatory activity. The last one was produced in May 2017 and considered by the Council's Audit Committee.

How Consultation Informs our Plan

The priorities set for this Council Plan (and the former Improvement Plans) were, from the outset, based on a wide range of previous consultations in service areas with both partners and representative groups (e.g. community safety, anti-poverty, education, economic development) and, in some cases, service users directly (e.g. housing).

There has been no single intensive consultation exercise on the Plan itself, by local choice, given this background. Elected members, on behalf of the communities they represent, have contributed to setting the priorities of the Council and used their representative role to test the relevance of the Plan against local public opinion. This has been facilitated through the sharing of the draft plan with all elected members and through its presentation at Scrutiny Committees covering all service areas. Feedback has been used to develop this final version of the Plan. In addition, elected members have been consulted on the targets and milestones to be used to measure achievement of the Plan and ensure there is sufficient pace and ambition.

Consultation on all parts of the Plan is continuous with stakeholders and Welsh Government. The Council remains open to feedback on the plan and amending it at any time following receipt of feedback as well as through new service based consultations or local and national policy issues.

Council Plan and 'How we measure achievement'

These 2 documents are linked, with the 'measuring achievement' supporting document providing greater detail about the target performance and milestones we have set ourselves. The documents are hyperlinked at the relevant pages, or this table can be used as a guide.

Improvement Plan Page Numbers	Priority	Sub-Priority	Impact	Corresponding page numbers in 'How we measure achievement'
9 - 10	Supportive Council	Appropriate and Affordable Homes	Ensuring the supply of affordable and quality council housing of all tenures.	TBA
11 - 12		Modern, Efficient and Adapted Homes	Ensuring the supply of affordable and quality housing of all tenures	
13 - 14		Protecting people from poverty	Protecting people from poverty by maximising their income and employability	TBA
15 - 16		Independent Living	Making early interventions to support healthy and independent living Sustaining a local market of high quality and affordable service provision for those who are highly dependent on care support	TBA
				TBA
17 - 18		Integrated Community Social & Health Services	Enabling more people to live independently and well at home Giving equal opportunity to all to fulfil their lives Providing joined-up services with public and third sector partners which support quality of life in communities and for individuals and families	TBA
	TBA			
	TBA			
19 - 20	Safeguarding	Protecting people from the risk of any form of abuse Making communities safe places by working with partners to prevent crime, repeat crime and anti-social behaviour	TBA	
			TBA	
21 - 23	Ambitious Council	Business Sector Growth and Regeneration	Sustaining economic growth through local and regional business development, employment and training sites	TBA
			Developing the transport infrastructure and employment sites and transport services, widening access to employment and training sites	TBA
			Creating a supply of diverse and quality training and employment opportunities	TBA
24 - 27	Learning Council	Modernised High Performing Education and Training	Providing high quality learning opportunities, and learning environments for learners of all ages	TBA
			Supporting children and younger people to achieve their potential	TBA
			Supporting learners from 3 to 18 years of age to aspire to high levels of educational attainment and achievement	TBA
28 - 29	Green Council	Sustainable Development & Environmental Management	Enhancing the natural environment and promoting access to open and green space	TBA
			Reducing energy consumption and using and developing alternative/renewable energy production	TBA
			Maximising the recovery and recycling of waste	TBA
30 - 31	Connected Council	Support and enable safe and sustainable travel services	Developing the transport infrastructure and employment sites, and transport services, widening access to employment and training sites	TBA
32 - 34		Developing and Inspiring Resilient Communities	Supporting local communities to be resilient and self-supporting	TBA
	Committing to resilient service models to sustain local public services		TBA	
	Widening digital access to public services		TBA	
35 - 37	Serving Council	Improving Resource Management	Continuing to be a high performing and innovative public sector organisation with social values	TBA
			Providing high quality, accessible, responsive and cost effective public services	TBA

Priority: Supportive Council

Sub-Priority: Appropriate and Affordable Homes

Impact: Ensuring the supply of affordable and quality housing of all tenures.

This is a priority this year because we need to:

- Prevent homelessness
- Meet the diverse housing and accommodation needs of the local population
- Develop more opportunities for people to access affordable rent and low cost home ownership
- Build the maximum number of Council houses possible as part of the housing supply solution
- Meet the Welsh Government target for all social housing to be brought up to the Welsh Housing Quality Standard (WHQS).

National Policy Issues:

- Welfare Reform and Work Act 2016
- Local Authorities to be able to access grant funding to support new build affordable and social housing
- Sufficiency of resourcing to fulfil the duties of the Wales Housing Act
- Capital limits on borrowing for councils to build new houses.
- Maintaining the funding of Major Repairs Allowance (MRA) so that the council can meet the WHQS by 2020
- Maintaining current rent policy so that the council can achieve WHQS by 2020.

What we will do in 2017/18:

1. Provide new social and affordable homes.

Achievement will be measured through:

- Delivery of HRA and NEW Homes Business Plans by: -

- Building 79 new Council and 62 new affordable homes through the SHARP programme
- Increasing the number of properties managed by NEW Homes to 144 in 2017/18
- Delivering options for new, innovative low rent housing schemes for under 35's.

2. Welsh Housing Quality Standard (WHQS) investment plan targets achieved.

Achievement will be measured through:

- Completing WHQS work schemes in line with the housing asset management strategy

3. Develop solutions to the increasing frequency of unauthorised gypsy and traveller encampments

Achievement will be measured through:

- Agreed options appraisal identifying a range of measures to address this

Risks to manage:

- Homelessness will remain a growing area of demand due to the current economic climate
- The supply of affordable housing will continue to be insufficient to meet community needs

- Department for Works and Pension's Welfare Reform Programme, including Universal Credit full service implementation which would place increasing demand on the Council for affordable and social housing
- Land supply for council housing construction
- Capital borrowing limits for council housing.

What we mean by:

WHQS: Welsh Government's physical quality standard for modern social housing.

NEW Homes: North East Wales Homes and Property Management provide a service to increase housing options available to local residents.

HRA: Housing Revenue Account

Welfare Reform Programme: A strategy to manage the impact and implementation of welfare reforms in terms of employment, financial inclusion, and integrated support for the most disadvantaged.

DRAFT

Priority: Supportive Council

Sub-Priority: Modern, Efficient and Adapted Homes

Impact: Ensuring the supply of affordable and quality housing of all tenures.

This is a priority this year because we need to:

- Meet the needs of vulnerable groups including the need for adapted housing, Extra Care, Learning Disability and transitional social care beds/units
- Improve housing quality in owner occupied and private rented sectors
- Reduce the number of empty properties in the County
- Provide good quality housing for residents and maximise funding to improve homes.

National Policy Issues:

- Practical implementation of Welsh Government's Rent Smart guidelines across the private rented sector in Flintshire.
- Influencing the direction of national funding priorities for housing regeneration.
- Funding levels needed to address poor housing quality in private rented and owner occupied sectors.

What we will do in 2017/18:

1. Improve standards within the private rented sector.

Achievement will be measured through:

- Working positively with private sector landlords to support growth of the sector
- Ensuring landlords and letting agents comply with the Rent Smart code of practice

2. Deliver the council's housing growth needs.

Achievement will be measured through:

- Increasing the number of new affordable homes agreed through the planning system by 50 during 2017/18
- Delivering 49 social and affordable homes through Welsh Government funding programmes
- Increasing the number of new homes created as a result of bringing empty properties back into use

3. Meeting the housing needs of vulnerable groups.

Achievement will be measured through:

- Reducing the average number of calendar days taken to deliver a Disabled Facilities Grant
- Providing additional Extra Care homes:
 - Constructing Flint Extra Care (Llys Raddington) providing 70 new units
 - Confirming and agreeing plans for Holywell Extra Care providing 55 new units
- Working strategically to address housing needs of adults with learning disabilities and other vulnerable individuals.

Risks to manage:

- Customer expectations for the timeliness of adaptations undertaken through disabled facilities grants may not be met due to competing demands on resources
- Availability of sufficient funding to resource key priorities.

What we mean by:

SHARP: Strategic Housing and Regeneration Programme – programme to build 500 new council and affordable homes over the next four years.

Rent Smart: Service to process registrations and grant licenses to landlords and agents who are required to comply with the Housing (Wales) Act 2014.

Transitional Social Care: Transition from inpatient hospital and community or care homes.

Extra Care homes: Development of high quality apartments for rent to meet varying needs of support, some of which are specifically adapted for older people with memory loss or living with dementia.

Social Housing Grant (SHG): funds housing schemes that meet local needs and priorities as identified by local authorities including providing housing for rent or low cost home ownership through new build or the use of existing buildings.

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Priority: Supportive Council

Sub-Priority: Protecting people from poverty

Impact: Protecting people from poverty by maximising their income and employability

This is a priority this year because we need to:

- Support people to manage the ongoing impact of Welfare Reform
- Help people claim the benefits they are entitled to
- Help people manage their financial commitments
- Reduce the risk of poverty amongst Flintshire households
- Reduce the impact of rises in fuel cost
- Help people access affordable credit
- Help people to manage their income, and provide support to access employment training.

National Policy Issues:

- Sustainability of funding for fuel poverty measures
- European Social Fund (ESF) Programmes affecting delivery of local targets
- Welfare Reform Act 2016
- Welsh Government approach to regeneration programmes.

What we will do in 2017/18:

1. Support Flintshire residents to better manage their financial commitments.

Achievement will be measured through:

- Assisting people with Welfare Reform changes through the effective application of the Council's Discretionary Housing Payment Policy
- Providing advice and support services to help people manage their income, including supporting people to access affordable credit and local Credit Unions
- Timely processing of Housing Benefit claims
- Assisting Flintshire residents to claim additional Social Security and Tax Credits to which they are entitled.

2. Manage local impact of the full service Universal Credit (UC) roll out.

Achievement will be measured through:

- Achieving the Homeless prevention target
- Delivering the UC Operational board action plan
- Delivering Personal Budgeting and Digital Support Services.

3. Develop and deliver programmes that improve employability and help people to gain employment.

Achievement will be measured through:

- Developing an employability proposal as part of the Regional Economic Growth Bid to seek long term investment via a simple and cost effective programme of support
- Developing an enhanced careers and guidance service for North Wales to match young people to the labour market
- Increasing the number of local people who, following attendance on a programme report they are closer to work or becoming ready to enter work.

4. Develop and deliver programmes to improve domestic energy efficiency to reduce Co2 emissions and fuel poverty.

Achievement will be measured through:

- Reducing the overall annual fuel bill for residents
- Increasing the number of private sector and Council homes receiving energy efficiency measures
- Securing Welsh Government ARBED3 Programme Funding by March 2018.

5. Develop a strategy to address food poverty.

Achievement will be measured through:

- Developing programmes in partnership with the social and third sector to work towards addressing food poverty
- Undertaking feasibility work for the development of a food-based social enterprise by December 2017.

6. Assist residents of Flintshire to access affordable credit

Achievement will be measured through:

- Develop effective partnerships with local Credit Unions to enable residents to access banking services and affordable credit.

Risks to manage:

- Universal Credit Full Service roll out - negative impact upon FCC services
- Demand for advice and support services will not be met
- Debt levels will rise if tenants are unable to afford to pay their rent or council tax
- The local economy will suffer if residents have less income to spend
- Residents do not take up the energy efficiency measures available
- Available funding for energy efficiency measures falls short of public demand.

What we mean by:

Welfare Reform: A range of measures introduced by Central Government to reform the Welfare Benefits system.

Discretionary Housing Policy: Aims to provide a fair and consistent approach to help customers who require further financial assistance with their housing costs.

Universal Credit Full Service roll out: a new way of paying benefits on a monthly basis; now being expanded to cover all claimants.

Regional Economic Growth Bid: The proposals for economic growth in North Wales produced by local government, business leaders and the further and higher education sectors.

Credit Unions: Regulated financial cooperative which and subject to broadly the same scrutiny by the Financial Conduct Authority as any other bank or building society. Credit Unions are also part of the Government backed Financial Service to provide loans and saving schemes.

ARBED 3 Programme: A programme to support our commitment to reducing climate change, help eradicate fuel poverty, and boost economic development and regeneration.

Priority: Supportive Council

Sub-Priority: Independent Living

- Impacts:** 1) Making early interventions to support healthy and independent living.
2) Sustaining a local market of high quality and affordable service provision for those who are highly dependent on care support.

This is a priority this year because we need to:

- Help people to live independently as they get older
- Support people with dementia
- Develop a model of support for persons with a disability which enables independent living
- Support families to support each other to live independently
- Ensure the sustainability of social care models.

National Policy Issues:

- Implementation of the Social Services & Well-being Act (Wales) 2014
- Registration and Inspection Act
- Living wage issues for care providers
- Care market fragility
- Insufficient national funding to meet escalating social care costs
- Aging population locally and nationally
- Welfare Reform Act 2016.

What we will do in 2017/18:

1. Ensure care provision within Flintshire enables people to live well and have a good quality of life.

Achievement will be measured through:

- Agreeing the business model to increase direct provision of residential care and sustain domiciliary care roles to support the wider market
- Supporting care home providers to ensure service sustainability
- Delivering dementia awareness training to the care homes workforce
- Working with Betsi Cadwaladr University Health Board (BCUHB) to develop an action plan to support the quality and breadth of nursing provision
- Delivering a strategy for independent sector domiciliary care agencies to support service sustainability.

2. Support greater independence for individuals with a frailty and / or disability, including those at risk of isolation.

Achievement will be measured through:

- Adults who are satisfied with their care and support
- Implementation of a joint Community Resource Team with BCUHB which is able to offer advice and support through the single point of access
- Ensuring that the workforce are equipped to provide person centred care in line with the requirements of the Social Services and Well-being Act (Wales) 2014.

3. Improve outcomes for looked after children.

Achievement will be measured through:

- Supporting children in stable, local placements
- Strengthening partnership working with BCUHB to ensure timely access to health assessments including CAMHS.

Risks to manage:

- Population needs assessment indicates that demand will outstrip supply.

What we mean by:

Registration and Inspection Act: Registration process to ensure all social workers and social care workers are suitable for work in social care.

Welfare Reform Act 2016: A range of measures introduced by Central Government to reform the Welfare Benefits system.

CAMHS: Child and Adolescent Mental Health Services – NHS – Provision of mental health services for children, generally until school leaving age in the UK.

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Priority: Supportive Council

Sub-Priority: Integrated Community Social & Health Services

Impacts: 1) Enabling more people to live independently and well at home.

2) Giving equal opportunity to all to fulfil their lives.

3) Providing joined-up services with public and third sector partners which support quality of life in communities and for individuals and families.

This is a priority this year because we need to:

- Work with Betsi Cadwaladr University Health Board (BCUHB) to develop Health and Social Care models for the future
- Avoid unnecessary admissions to hospital and support early and successful discharges
- Co-ordinate the provision of support for service users more effectively with BCUHB and other providers
- Work together with BCUHB to support people with dementia within the local community
- Work with the Public Services Board to identify and engage families early, who are at greater risk of escalating needs.

National Policy Issues:

- National trend for increasing demand on Children's Services
- National focus on supporting integrated approaches between health and social care
- NHS Service pressures and capacity
- Parity of funding between local authorities and NHS funded provision.

What we will do in 2017/18:

1. Ensure that effective services to support carers are in place as part of collaborative social and health services.

Achievement will be measured through:

- Increasing the number of carers identified through the single point of access
- Increasing the number of Carers that feel supported
- Evidencing improved outcomes for carers
- Developing the Carers Action Plan.

2. Further develop the use of Integrated Care Fund (ICF) to support effective discharge from hospital and ensure a smoother transition between Health and Social Care services.

Achievement will be measured through:

- Creating essential additional services such as Step Up/Step Down beds providing choice when leaving hospital
- Maintaining the rate of delayed transfers of care for social care reasons.

3. Establish an Early Help Hub, involving all statutory partners and the third sector.

Achievement will be measured through:

- Establishing the Early Help Hub to provide effective and timely support to families
- Reducing referrals that result in "no further action".

4. Further develop dementia awareness across the county.

Achievement will be measured through:

- The number of dementia friendly cafes in Flintshire
- Increasing number of dementia friendly communities in Flintshire.

Risks to manage:

- Annual allocation of ICF - Short term funding may undermine medium term service delivery
- Unable to secure a multi-agency agreement for an information sharing protocol across all agencies.

What we mean by:

Integrated Care Fund (ICF): Funding from Welsh Government being used to support older people to maintain their independence and remain in their own home for as long as possible.

Looked After Children: Children who are being looked after by their local authority, including with foster parents, at home with their parents under the supervision of social services, in residential children's homes or in other residential settings like schools or secure units.

Child and Adolescent Mental Health Services (CAMHS): NHS-provided mental health services for children, generally until school-leaving age, in the UK.

Early Help Hub: The newly developed multi-agency Hub in Flintshire. The Hub provides a collective response to support families with greater needs to build their resilience and wellbeing.

Step Up/Step Down beds: Step-down beds are used for people who are not well enough to move from hospital straight to their home, but don't need to be in an acute hospital bed. Step-down beds are usually provided by care homes, and provide care for the interim period until the person is well enough to return home. Similarly, these beds can be used as a "step up" for people who become ill enough to need care, but don't need to be in an acute hospital environment.

Priority: Supportive Council

Sub-Priority: Safeguarding

Impacts: 1) Protecting people from the risk of any form of abuse.

2) Making communities safe places by working with partners to prevent crime, repeat crime and anti-social behaviour.

This is a priority this year because we need to:

- Have a Council wide approach to safeguard and protect vulnerable people
- Develop further awareness and support for the Council's approach to safeguarding including the prevention of human trafficking, modern slavery and child sexual exploitation (CSE)
- Comply with the new codes of practice for Safeguarding within the Social Services and Well-being Act (Wales) 2014
- Ensure the wider council workforce are aware of the Council's approach to Safeguarding
- Develop a consistent approach to regional collaboration for Community Safety
- Support achievement of the regional priorities set by the Police and Crime Commissioner.

National Policy Issues:

- Implementation of the Social Services and Well-being Act 2014
- Development of the National Safeguarding Board and structures
- Management of response to Child Sexual Exploitation
- Sustainability of short-term grant funded schemes.

What we will do in 2017/18:

1. Strengthen arrangements within all council portfolios to have clear responsibilities to address safeguarding.

Achievement will be measured through:

- Increasing referral rates from within Council services other than Social Services
- Completion of the online child and adult safeguarding module
- Council officers completing safeguarding awareness training
- Embedding processes and best practice across the council
- Reviewing corporate service policies and procedures to identify breadth and depth of safeguarding coverage
- Implement the safeguarding policy across all Council Services.

2. Ensure that our response rates to referrals remain within statutory targets.

Achievement will be measured through:

- Meeting statutory procedural targets for child and adult protection.

3. Preventative approach towards Child Sexual Exploitation (CSE).

Achievement will be measured through:

- Delivering a corporate plan linked to regional work to combat CSE

4. Identify and address the signs and symptoms of domestic abuse and sexual violence.

Achievement will be measured through:

- Implementing training for Council employees to meet the requirements of the Domestic Abuse and Sexual Violence National Training Framework
- Delivering the level 1 training programme for all Council employees.

5. Strengthen regional community safety through collaboration and partnership arrangements.

Achievement will be measured through:

- Adopting and achieving the priorities of the North Wales Safer Communities Board Plan through formulation of a local delivery plan, which also includes locally identified priorities, and overseen by the Public Services Board.

Priorities of the North Wales Safer Communities Board include:

- Domestic Abuse
- Modern Slavery
- Organised Crime
- Sexual Abuse (Including Child Sexual Exploitation)
- Delivering Safer Neighbourhoods

6. Ensure we meet the requirements of the North Wales Contest Board.

Achievement will be measured through:

- Develop a plan to identify and monitor progress of the prevent duties as outlined within the Counter Terrorism and Security Act 2015

Risks to manage:

- Rate of increase of adult safeguarding referrals will outstrip current resources
- Refocusing resources within the Safeguarding Unit is likely to increase the backlog of DoLS assessments
- Knowledge and awareness of safeguarding not sufficiently developed in all portfolios
- Failure to implement training may impact on cases not being recognised at an early stage.

What we mean by:

Child sexual exploitation (CSE): a type of sexual abuse in which children are sexually exploited for money, power or status. Children or young people may be tricked into believing they're in a loving, consensual relationship. They might be invited to parties and given drugs and alcohol, and may also be groomed online.

Social Services and Well Being (Wales) Act 2014 (SSWB): An Act to reform social services law to make provision about improving well-being outcomes.

Prevent Duty: Forms 1 of the 4 stands of the Government's Counter Terrorism Strategy, known as 'Contest'. The object of this strand is to prevent individuals from within communities becoming radicalised. The Counter Terrorism and Security Act 2015 place statutory requirement on local authorities to meet what is known as 'The Prevent Duties' necessitating the need for effective processes and mechanisms to prevent radicalisation.

Police and Crime Commissioner: The North Wales Police and Crime Commissioner is the local governing body for policing in our area, and the role replaced North Wales Police Authority. The Commissioner has an overarching duty to secure an efficient and effective police force, which demonstrates value for money and, above all, cuts crime.

Priority: Ambitious Council

Sub-Priority: Business Sector Growth and Regeneration

- Impacts:**
- 1) Sustaining economic growth through local and regional business development, employment and training sites.
 - 2) Developing the transport infrastructure and employment sites and transport services, widening access to employment and training sites
 - 3) Creating a supply of diverse and quality training and employment opportunities.

This is a priority this year because we need to:

- Continue to grow the local and regional economy
- Secure infrastructure investment needed to facilitate growth both regionally and locally
- Continue to build upon the success of the advanced manufacturing sector in Flintshire
- Protect the economic viability of our town centres and rural areas providing focus on the wider economic growth approach and, housing and employment impact
- Work collaboratively to achieve key priorities for major infrastructure projects which will support economic growth projects
- Develop transport access solutions for our key employment sites

National Policy Issues:

- Confirmed support for growth deals following the general election
- Devolution of powers to support economic growth in North Wales: opportunity and possible threat if powers are insufficient and do not match those across the UK
- Infrastructure investment to create the platform for advancing economic growth
- Uncertainty over Welsh Government approach to regeneration

What we will do in 2017/18:

1. The Regional Economic Growth Deal will be submitted to UK and Welsh Governments this year and will set out the main priorities for economic development across North Wales.

Achievement will be measured through:

- Contributing to the development of a new governance framework for the North Wales Economic Ambition Board
- The Council playing its parts in the agreement of a Regional Growth Deal with the UK and Welsh Governments
- Developing a strategy for delivery of the parts of the Regional Growth Deal which will directly benefit Flintshire
- Developing the Local Development Plan (LDP) economic strategy
- Supporting the development of the Wales Advanced Manufacturing Institute by Welsh Government with a successful planning application.

2. Guide the development of the Deeside Enterprise Zone (DEZ) and Northern Gateway mixed use development site. Ensure that the developments maximise economic and social value for the County and that they deliver the commitments made in the Regional Economic Growth Deal.

Achievement will be measured through:

- Providing clear and responsive guidance to potential developers within the DEZ and Northern Gateway
- Seeking a revised strategic framework from the Northern Gateway developers
- Completing phase 1 enabling works by Welsh Government
- Securing Welsh Government agreement for phase 2 and / or phase 3 enabling works.

3. Develop long term strategic approach to Council's economic estate and land.

Achievement will be measured through:

- Completing a review of the Council's economic estate and land.

4. Expand the scale and quality of apprenticeships both regionally and locally and make best use of the Apprenticeship Training Levy (ATL)

Achievement will be measured through:

- Ensuring apprenticeships feature in the Regional Economic Growth Deal proposal.

5. Develop a new approach to supporting town centre vitality and regeneration that maximises their role as shop windows for the County and enables them to derive benefit from wider economic growth.

Achievement will be measured through:

- Developing and agreeing a multi-agency plan
- Identifying options to develop new land uses in town centres, especially for residential use.

6. Ensure that the development of regional and local transport strategy and initiatives maximises their potential for economic benefits, especially access to employment.

Achievement will be measured through:

- Ensuring that transport infrastructure features in the Regional Economic Growth Deal proposal
- Implementing the Deeside Plan to co-ordinate transport and economic development programmes.

Risks to manage:

- Infrastructure investment does not keep pace with needs and business is lost to the economy
- Support for businesses in Flintshire doesn't meet their needs and fails to encourage investment.

What we mean by:

Northern Powerhouse: A collaboration concerned with redressing the North-South economic imbalance, aiming to attract investment into northern cities and towns.

LDP Strategy: Delivering sustainable development in the County from 2017 – 2030.

Regional Economic Growth Deal: The North Wales Economic Ambition Board proposal to UK and Welsh Governments to create new employment and housing.

Apprenticeship Tax Levy: The Apprenticeship Levy is a UK-wide employment tax introduced by the UK Government that came into force on 6 April 2017. The Levy applies to all UK employers, and employers with an annual 'pay bill' of £3 million or more will have to pay the Levy.

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Priority: Learning Council

Sub-Priority: Modernised High Performing Education and Training

Impacts: 1) Providing high quality learning opportunities, and learning environments for learners of all ages.

2) Supporting children and younger people to achieve their potential.

3) Supporting learners from 3 to 18 years of age to aspire to high levels of educational attainment and achievement.

This is a priority this year because we need to:

- Utilise resources effectively to achieve the best possible educational outcomes
- Support the national Welsh Government priorities to improve literacy and numeracy outcomes and reduce the impact of poverty on educational attainment
- Improve digital literacy and skills to deliver digital curriculum and enable access to modern employment and economic development opportunities
- Work collaboratively to develop national reforms to curriculum, assessment and professional development models
- Work effectively with partners across the region to secure efficiency and improved outcomes from educational improvement programmes
- Reduce barriers to engagement, ensure equality of access and participation opportunities
- Make more efficient use of education resources through programmes of School Modernisation
- Engage young people more fully

National Policy Issues:

- Sustainability of Welsh Government short term grant funding
- Rationalisation of the provision, planning and accountability processes for education related specific grants
- Affordability of the 21st Century Schools programme
- Simplification of the process for school place planning and provision
- Additional learning needs reforms
- Increase in national child care offer
- European funding schemes
- Capital provision for schools' repair and maintenance
- Inadequate revenue funding for schools.

What we will do in 2017/18:

1. Develop Education and Integrated Youth Services by:

- Continuing to work with the Regional School Improvement Service (GwE) to:
 - Provide support and challenge to all schools to achieve the best possible educational outcomes for all learners;
 - Identify and target support for those schools most in need;
 - Develop the capacity of schools to respond to national initiatives and curriculum reforms;
 - Improve skills in digital literacy, literacy and numeracy.

- Implementing proposed reforms for the portfolio Pupil Referral Unit provision
- Embedding Welsh in the Education Strategic Plan
- Developing an effective local approach to national inclusion reforms
- Developing strategies to support broader well-being needs of children and young people
- Improving outcomes in Foundation Phase
- Maintain relative performance in Mathematics, English/Welsh 1st Language and Core Subject Indicators at KS2 and KS3
- Improving outcomes in Key Stage 4
- Raising standards achieved by learners who are entitled to free school meals
- Improving attendance
- Developing an effective local approach to national inclusion reforms
- Developing a sustainable strategy for the Flintshire Music Service
- Maintaining levels of 16 year olds in education, employment and training above benchmark position
- Further developing the Youth Engagement and Progression work programme for learners in danger of disengaging through:

Achievement will be measured through:

- Delivering and embedding the Families First Programme and Flintshire's Integrated Youth Services Strategy "Delivering Together"
 - Targeting vocational and employability skills
 - Enhancing personal support, including coaching, mentoring and help with transition
 - Realising the benefits of regional European Social Fund programmes
 - Measuring reduction in first time entrance to the youth justice system
 - Improving the number of hours in education, training or employment that young people in the youth justice system can access; and
 - Improving outcomes for targeted groups of vulnerable learners, e.g. Looked After Children and young people exiting the Youth Justice System
- Create a vibrant Youth Council to provide meaningful input from Flintshire young people to our democratic process.

Achievement will be measured through:

- Creating a delivery plan for the launch of the young peoples' council by October 2017.

- Developing and implementing a plan for the next phase of Schools Modernisation, through the 21st Century School programme

Achievement will be measured through:

- Completing key milestones in the Schools Modernisation programme

- Maintaining a schedule of repairs and maintenance of school buildings

Achievement will be measured through:

- By maintaining an annual repairs and maintenance programme of school buildings through the Council's Capital programme.

2. Enhance skills to improve employment opportunities by:-

- Working with the public, private and voluntary sectors to maximise the number of apprenticeships, traineeships and work experience opportunities
- Increasing training and apprenticeship opportunities through the Futureworks Flintshire Apprenticeship Academy and major capital programmes
- Strengthening and cultivating attractive routes into education for the workforce
- Embedding regional skills strategy for Science, Technology, English and Maths (STEM).
- Securing schools' active participation in events and activities to promote the development of young people's work-related skills

Achievement will be measured through:

- Improving the local skills base to improve employability and earning prospects through improved qualifications
- Reducing the number of 18 – 24 year olds claiming Jobseekers Allowance.

3. Implementing the Welsh Government pilot of the 30 hour childcare offer by:-

- Implementation of the Childcare Pilot project plan from October 2017

Achievement will be measured through:

- Number of registered settings to deliver the 'offer'
- Number of children accessing the 'offer'.

4. Families First Collaborative Programme

- Implementation of a Collaborative Families First strategy from 2017 - 2020

Achievement will be measured through:

- Develop a fully Commissioned collaborative Families First
- Number of young people accessing the 'offer'.

Risks to manage:

- Those schools who do not recognise their need for improvement and external support
- Leadership capacity does not match school needs
- Impact of Additional Learning Needs reforms
- Local employers and learning providers do not work closely enough to identify and meet the skills based needs of the future
- Sustainability of funding streams.
- Numbers of school places not matching the changing demographics
- Limited funding to address the backlog of known repair and maintenance works in Education & Youth assets

What we mean by:

Regional School Improvement Service (GwE): School Effectiveness and Improvement Service for North Wales, works alongside and on behalf of the Local Authorities to develop excellent schools across the region.

European Social Fund (ESF) Programmes: To increase the employability of local people (aged 25 and over) who have complex barriers to employment.

Core Subject Indicator: Learners achieve the expected level in Mathematics, English or Welsh 1st language and Science.

21st Century Schools: A national programme of funding to improve school buildings and environments.

School Modernisation: The process by which the Local Authority ensures there are a sufficient number of high quality school places, of the right type in the right locations

Youth Justice Service: Aims to prevent children and young people under 18 from offending or re-offending.

Childcare Offer: Welsh Government initiative to offer working parents of 3-4 year olds 30 hours of funded early education and childcare per week (up to 48 weeks of the year).

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Priority: Green Council

Sub-Priority: Sustainable Development & Environmental Management

- Impacts:**
- 1) **Enhancing the natural environment and promoting access to open and green space.**
 - 2) **Reducing energy consumption and using and developing alternative/renewable energy production.**
 - 3) **Maximising the recovery and recycling of waste.**

This is a priority this year because we need to:

- Address the requirements of the sustainable development principles of the Well-being of Future Generations Act and Environment Bill
- Balance the need for sustainable development with the protection of the natural environment
- Continue to reduce our carbon emissions to meet Welsh Government targets and play our part in helping to address the consequences of climate change.

National Issues:

- Reduction of the Single Environment Grant whilst delivering the priority area of natural resource management
- Reliance on external funding for large scale developments
- Government cap on financial support for solar farms
- Capacity and funding to address flood risks.

What we will do in 2017/18:

1. Improve, protect and enhance the built environment.
Achievement will be measured through:
 - Adoption of a Local Heritage Strategy.
2. Manage our natural environment and accessible green-space networks to deliver health, well-being and resilience goals.
Achievement will be measured through:
 - Reviewing the rights of way improvement plan
 - Delivering projects set out within the ESD grant application including flood defence, biodiversity duty and green-space enhancement
3. Maximise the potential of the Council's estate and assets for energy efficiency and renewable energy production, reducing the reliance on fossil fuels.
Achievement will be measured through:
 - Delivery of the renewable energy plan for the Council's estates and assets which was adopted in 2015
 - Increasing usage of environmentally efficient vehicles
 - Reduction in carbon emissions.

4. Maximise the recovery and recycling of waste with a view to reducing the reliance on landfill.
Achievement will be measured through:
 - Improving recycling performance
 - Recycling rates per Household Recycling Centre (HRC)
 - Modernisation of the HRC site network.

5. Strengthen regional air quality collaboration to help promote better health and well-being outcomes.
Achievement will be measured through:
 - Developing a regional strategic approach to the collation of air quality data.

6. Identification of the Local Development Plan preferred strategy.
Achievement will be measured through:
 - Adoption of the Local Development Plan to support Sustainable Development & Environmental Management.

Risks to manage:

- Reduction of the Single Environment Grant
- Limitations on suitable Council sites with sufficient area for larger scale renewables schemes and suitable connections to the electric grid
- Funding will not be secured for priority flood alleviation schemes
- Customer expectations around the delivery of flood alleviation schemes are not effectively managed
- Lack of holistic air quality data across the region leading to on cost for the Council to manage its own review.

What we mean by:

Well-being of Future Generations Act and Environment Bill: Welsh Government (WG) approaches to managing the country's natural resources.

Single Environment Grant: A WG grant to support integrated delivery of natural resource management, waste and resource efficiency and local environmental quality.

LDP Strategy: Delivering sustainable development in the County from 2017 – 2030.

Local Heritage Strategy: To ensure that the distinct heritage of Flintshire County is fully appreciated and recognised, and enhanced for the overall benefit of the community.

ESD Grant (Environment and Sustainable Development): A Welsh Government grant to support integrated delivery of natural resource management, waste & resource efficiency and local environmental quality.

Civic Amenity Site Network: A network of collection spaces at fixed locations to increase recycling and raise awareness of the positive impact of selective collection.

Single Air Quality Review and Assessment: A strategy which aims to protect people's health and the environment under the provisions of the Environment Act 1995

Priority: Green Council

Sub-Priority: Support and enable safe and sustainable travel services

Impact: Developing the transport infrastructure and employment sites, and transport services, widening access to employment and training sites.

This is a priority this year because we need to:

- Enable people to access key services and link communities across Flintshire
- Minimise congestion and delays on our highway network
- Maximise the benefits of available funding
- Include local transport solutions in the regional Economic Growth Deal bid.

National Policy Issues:

- Uncertainty of future grant funding
- Rail franchise renewal
- Impact of major road and rail infrastructure decisions
- Reductions in bus subsidies
- Outcomes of regional Economic Growth Bid deal

What we will do in 2017/18:

1. Access and use available grant funding to support Council priorities for accessing employment, health, leisure and education.

Achievement will be measured through:

- Successfully delivering projects and services through national grant funded schemes
 - Local transport fund
 - Rural Communities and Development Fund
 - Road Safety
 - Safe Routes
 - Bus Service Support Grant
 - Active Travel integrated network map
- Development of sub-regional and Metro inter-modal transport projects.

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.

Achievement will be measured through:

- Monitoring the condition of the highway's infrastructure
- Undertaking inspections to ensure reinstatements meet the required standards and raise the standard of works undertaken on Flintshire's network
- Delivery of the Highways Asset Management Plan.

3. Work closely with the communities to develop innovative and sustainable community based transport schemes.

Achievement will be measured through:

- Development of community based transport schemes within available funding.

- Developing and supporting community based transport schemes to complement the core network of bus services

4. Deliver a compliant, safe and integrated transport service.

Achievement will be measured through:

- Increasing the number of financially compliant contracts
- Increasing the number of safety compliant checks
- Ensure safety compliant checks for transport services are maintained.

Risks to manage:

- Sufficient funding to ensure our highways infrastructure remains safe and capable of supporting economic growth
- Sufficient funding will not be found to continue to provide subsidised bus services.
- Supply chain resilience
- Adverse weather conditions on the highway network
- Lack of community support for transport options.

What we mean by:

Infrastructure: Facilities, systems, sites and networks that are necessary for the County to function.

“Active Travel”: Walking or cycling as an alternative means to motorised transport for the purpose of making every day journeys.

Community Transport: Passenger transport schemes which are owned and operated by local community groups.

Commercial bus services: Following changes made in the 1980s, the majority of local bus services in Wales are commercially operated by bus companies.

Regional Economic Growth Deal bid: the North Wales Economic Ambition Board proposal to UK and Welsh Governments to create new employment and housing.

Priority: Connected Council

Sub-Priority: Developing and Inspiring Resilient Communities

- Impact:** 1) **Supporting local communities to be resilient and self-supporting.**
2) **Committing to resilient service models to sustain local public services.**
3) **Widening digital access to public services.**

This is a priority this year because we need to:

- Build on what has been completed in 2016/17 with support for local communities. In year two this will concentrate on:
 - Developing the community and social sectors to support local communities to be more self-sufficient
 - Creating alternative delivery models within the community and social sector to sustain valued public services
 - Developing social enterprises, who are able to act for the benefit of local communities and create both employment and economic opportunities
 - Realising social benefits in the community e.g. increasing volunteering and training opportunities for young people; keeping local money in the community.
- Ensuring our Armed Forces Community and their families are recognised for their commitment.

National Policy Issues:

- Lack of support programmes for the development of alternative delivery models
- Role of Town and Community Councils in cooperative working and local governance as detailed in the Local Government Bill 2015
- Strengthening of the social sector to be more commercial and less reliant on grant funding.

What we will do in 2017/18:

1. Build stronger social enterprises with the sector itself leading development of the sector.

Achievement will be measured through:

- Develop a strategy to grow existing social enterprises.

2. Grow the capacity of the social enterprise sector and Alternative Delivery Models (ADM's) to become more self-sustaining.

Achievement will be measured through:

- Monitoring the level of efficiencies ADMs have supported
- Establishing two new social enterprises operating in Flintshire through the ADM and Community Asset Transfer Programme
- Monitoring community benefits delivered by Community Asset Transfers

3. Implement the Digital Strategy and resources to meet future customer needs.

Achievement will be measured through:

- Development of an action plan to improve community access to digital services and to raise skill levels
- Review the Charter between Welsh Government and the Council for digital business to maximise the value of WG support to businesses in the County.

4. Ensuring and delivering community benefits.

Achievement will be measured through:

- Establishing a Community Benefits Board with an action plan
- Commissioning of two Council contracts with specific community benefits that provides the third sector with a competitive edge
- Monitoring the percentage of community benefit clauses included in new procurement contracts; and
- Increasing cultural connections.

5. Enabling the third sector to maximise their contribution.

Achievement will be measured through:

- Increasing the number of volunteering placements.

6. Getting Flintshire active through partnership objectives via the Public Services Board.

Achievement will be measured through:

- Increasing participation in activities that contribute to physical and mental well-being including libraries, theatre and countryside
- Increasing community assets
- Identity and equality of participation.

7. Ensure our Armed Forces Community and their families are not disadvantaged when accessing Council Services.

Achievement will be measured through:

- Revising portfolio policies to reflect the ambitions of the Armed Forces Covenant
- Achieving Silver status for our Employee Recognition Scheme
- Optimising the value of the regional grant monies to support a 2 year programme.

Risks to manage:

- The capacity and appetite of the community and social sectors
- The willingness of the workforce and Trade Unions to embrace change
- Market conditions which the new alternative delivery models face
- Limitations on public funding to subsidise alternative models
- Procurement regulations stifling our ability to develop local community and third sector markets

- Newly established Social Enterprises and Community Asset Transfers failing in their early stages of development.

What we mean by:

Social Enterprise: Businesses with primarily social objectives whose surpluses are mainly reinvested for that purpose in the business or community.

Community Benefit Clauses: Benefits to local communities from major procurements e.g. training and employment opportunities, community facilities.

Alternative Delivery Models (ADMs): New approaches to service delivery designed to sustain important services and meet future need.

Community Asset Transfers (CAT): The leasehold transfer of a Flintshire County Council asset to an organisation with a social purpose who plans to use it for the benefit of the local community.

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Priority: Serving Council

Sub-Priority: Improving Resource Management

Impacts: 1) Continuing to be a high performing and innovative public sector organisation with social values.
2) Providing high quality, accessible, responsive and cost effective public services.

This is a priority this year because we need to:

- Manage with reducing resources
- Continue to aim high despite reduced financial and people resources
- Make the best use of our capability and capacity in challenging times
- Have the right buildings in the right places for the right uses
- Make our money go further through smarter purchasing
- Achieve the highest possible standards of customer services.

National Policy Issues:

- Reduction in capital investment and resources
- Ongoing austerity policies
- Non-funding of new legislative and policy commitments.

What we will do in 2017/18:

1. Develop and implement a renewed five year financial plan that reflects anticipated funding, costs and efficiencies to support strategic decision making over the life of the new council.

Achievement will be measured through:

- Increasing achievement rate of the budgeted efficiency targets to 95%
- Revising our plan to meet the relevant funding gap for 2017-2022
- Matching our priorities with revenue and capital investment
- Ensure sustainable business plans for service portfolios
- Develop a range of operational financial performance indicators.

2. Through the People Strategy we aim to operate effectively as a smaller organisation.

Achievement will be measured through:

- Improving attendance
- Attainment of attendance and appraisal targets
- Increasing the number of managers and employees attending and accessing stress related / management programmes
- Percentage of employees who have secured employment following completion of apprenticeship training
- A single consolidated workforce plan and supporting action plan.

3. Maximise benefits from spending power through optimised purchasing efficiencies by exploiting technology and making efficient use of local, regional and national procurement arrangements.

Achievement will be measured through:

- % of goods, services and works procured through purchasing arrangements established by the National Procurement Service (NPS)
- % of Council spend with Welsh businesses
- % of Council spend with Flintshire businesses.

4. Develop and deliver a programme of activity to support local businesses, increasing their capacity and competency to respond to Council contracts.

Achievement will be measured through:

- Development of a programme to support local businesses
- Developing and delivering training and support to improve the inclusion of community benefits in Council contracts
- Developing a system to record and monitor Community Benefits centrally.

5. Delivery of key annualised objectives from the Digital Strategy and Customer Strategies.

Achievement will be measured through:

- Increasing the number of services available online and via the Flintshire App
- Increasing the take-up of online services
- Responding to customer feedback ensuring information is accessed at first point of contact online
- Development of action plans to deliver the Digital Strategy
- Deliver agreed actions from the Digital Strategy for 2017/18.

6. Delivery of key annual objectives from the Capital and Asset Management Strategy.

Achievement will be measured through:

- Critically challenging our current estate, continue with the programme of asset rationalisation, ensuring that assets retained are effective, efficient and sustainable to deliver services
- Identifying and considering options available to fund capital expenditure that minimise the ongoing revenue implications of historic capital expenditure and of any new investments
- Establishing effective arrangements for managing capital projects including assessment of outcomes and achievement of value for money.

Risks to manage:

- The scale of the financial challenge
- The capacity and capability of the organisation to implement necessary changes.

What we mean by:

Procurement Collaborations: Ways of purchasing goods and services within agreed terms and conditions.

NPS – National Procurement Service: Welsh Government sponsored organisation established to procure common and repetitive spend across public sector organisations in Wales.

Flintshire App: ios and android application to enable contact with FCC and find out about available services

Community Benefits: Benefits to the local community through delivery of Alternative Delivery Models and procurement of services and works.

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Statement of Responsibility

On-going review about the Council's priorities and this plan is available through our website where feedback forms are available for the public, our partners, our workforce and businesses. We would like to know what you think about our priorities and those for the future. We would value your feedback and hope that you can spend a few minutes to tell us what you think.

In the meantime our contacts for any initial observations are:

Corporate Business and Communications Team:

Tel: 01352 701457

Email: Christopher.x.phillips@flintshire.gov.uk

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FLINTSHIRE COUNTY COUNCIL

Council Plan 2017/2023

**How achievement will be measured -
Supporting milestones and measures**

Green Council

Priority	Sub-Priority	Impact
Green Council	Sustainable Development and Environmental Management	<ul style="list-style-type: none"> Enhancing the natural environment and promoting access to open and green space Reducing energy consumption and using and developing alternative/renewable energy production Maximising the recovery and recycling of waste

1. Improve, protect and enhance the built environment.

Achievement will be measured through:

- Adoption of a Local Heritage Strategy

Achievement Milestones for strategy and action plans:

- Adoption of a Local Heritage Strategy by March 2018

Measures will be included for 2018/19 following adoption of the Local Heritage Strategy by March 2018

2. Manage our natural environment and accessible green-space networks to deliver health, well-being and resilience goals.

Achievement will be measured through:

- Reviewing rights of way improvement plan
- Delivering projects set out within the ESD grant application.

Achievement Milestones for strategy and action plans:

- Reviewing rights of way improvement plan – draft plan available for consultation by February 2018
- Delivering projects set out within the ESD grant application including flood defence, biodiversity duty and green-space enhancement by March 2018

Measures will be adopted and included for 2018/19 following a review of the rights of way improvement plan and, delivery of projects set out within the ESD grant application by March 2018.

3. Maximise the potential of the Council’s assets for energy efficiency and renewable estate and renewable energy production, reducing the reliance on fossil fuels.

Achievement will be measured through:

- Delivery of the renewable energy plan for the Council’s estates and assets which was adopted in 2015
- Increasing usage of environmentally efficient vehicles
- Reducing our carbon footprint across our Council buildings (non housing).

Achievement Milestones for strategy and action plans:

- Delivery of Phase 2 of the renewable energy action plan (10 year plan adopted in 2015)

Achievement Measures	Lead Officer	Baseline Data (2016/17)	2017/18 Target	2018/19 Aspirational Target
Percentage of environmentally efficient front line operational vehicles to Euro 6 standard.	Chief Officer Street Scene and Transportation	N/A	80%	100%
Number of street furniture and street light units replaced with LED lighting.		N/A	6000	6000
Reduce our carbon footprint across our Council buildings (non housing)		3.69%	4%	4%

4. Maximise the recovery and recycling of waste with a view to reducing the reliance on landfill.

Achievement will be measured through:

- Improving recycling performance
- Recycling rates per Household Recycling Centre (HRC)
- Modernisation of the HRC site network.

Achievement Milestones for strategy and action plans:

- Delivery of the Modernisation Programme of the HRC network by March 2018

Achievement Measures	Lead Officer	Baseline Data (2016/17)	2017/18 Target	2018/19 Aspirational Target
PAM/030 Percentage of waste reused, recycled or composted	Chief Officer Street Scene and Transportation	68.13%	68%	68%
Average recycling rate across all HRC sites		77%	80%	90%

5. Strengthen regional air quality collaboration to help promote better health and well-being outcomes.

Achievement will be measured through:

- Developing a regional strategic approach to the collation of air quality data.

Achievement Milestones for strategy and action plans:

- Developing a regional strategic approach to the collation of air quality data by March 2018

Measures are to be adopted for 2018/19 by all partner councils as part of the development plan for a regional approach to the collation of air quality data March 2018

6. Identification of the Local Development Plan preferred strategy

Achievement will be measured through:

- Adoption of the Local Development Plan to support Sustainable Development & Environmental Management.

Achievement Milestones for strategy and action plans:

- Adoption of the Local Development Strategy to support Sustainable Development and Environmental Management by March 2018

Measures will be developed for 2018/19 following adoption of the Local Development Strategy by March 2018

Priority	Sub-Priority	Impact
Green Council	Safe and Sustainable Travel Services	<ul style="list-style-type: none"> Developing the transport infrastructure and employment sites, and transport services, widening access to employment and training sites

1. Access and use available grant funding to support Council priorities for accessing employment, health, leisure and education

Achievement will be measured through:

- Successfully delivering projects and services through national grant funded schemes
 - Local transport fund
 - Rural Communities and Development Fund
 - Road Safety
 - Safe Routes
 - Bus Service Support Grant
 - Active Travel integrated network map
- Development of sub-regional and Metro inter-modal transport projects.

Achievement Milestones for strategy and action plans:

- Submission of funding bids to Welsh Government by January 2018
- Delivering of projects and services that have received successful funding by March 2018
- Development of sub-regional and Metro inter-modal transport projects by March 2018

Achievement Measures	Lead Officer	Baseline Data (2016/17)	2017/18 Target	2018/19 Aspirational Target
¹ The number of projects and services delivered through national grant funded schemes	Chief Officer Street Scene and Transportation	N/A	6	TBC

¹ The aspirational target is dependent on the level of national grant funding which is not yet known

N/A is denoted by new measures where baseline data is not available

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.

Achievement will be measured through:

- Monitoring the condition of the highways infrastructure
- Undertaking inspections to ensure reinstatements meet the required standards and raise the standard of works undertaken on Flintshire’s network
- Delivery of the Highways Asset Management Plan

Achievement Milestones for strategy and action plans:

- Delivery of the highways asset management plan by March 2018

Achievement Measures	Lead Officer	Baseline Data (2016/17)	2017/18 Target	2018/19 Aspirational Target
PAM/020 Percentage of A roads in overall poor condition	Chief Officer Street Scene and Transportation	1.5%	5%	5%
PAM/021 Percentage of B roads in overall poor condition		1.3%	5%	5%
PAM/022 Percentage of C roads in overall poor condition		5.0%	7%	7%
Percentage of inspections undertaken to ensure reinstatements meet the required standards		14.25%	14%	14%

3. Work closely with the communities to develop innovative and sustainable community based transport schemes.

Achievement will be measured through:

- Development of community transport schemes within available funding
- Developing and supporting community based transport scheme strategies to compliment the core network of bus services

Achievement Milestones for strategy and action plans:

- Developing and supporting community based transport scheme strategies to complement the core network of bus services

Achievement Measures	Lead Officer	Baseline Data (2016/17)	2017/18 Target	2018/19 Aspirational Target
Percentage of community based transport schemes developed against plan	Chief Officer Street Scene and Transportation	1	5	5

4. Deliver a compliant, safe and integrated transport service.

Achievement will be measured through:

- Increasing the number of financially compliant contracts
- Increasing the number of safety compliant checks
- Ensure safety compliant checks for transport services are maintained

Achievement Milestones for strategy and action plans:

- Development of a robust procedure for safety compliant checks for transport services by December 2017

Achievement Measures	Lead Officer	Baseline Data (2016/17)	2017/18 Target	2018/19 Aspirational Target
Percentage of contracts awarded that are financially compliant	Chief Officer Street Scene and Transportation	N/A	100%	100%
Percentage of safety compliant checks delivered		N/A	100%	100%

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ENVIRONMENT OVERVIEW AND SCRUTINY

Date of Meeting	Tuesday 19 September 2017
Report Subject	Revised Environmental Enforcement and Car Parking Arrangements
Cabinet Member	Cabinet Member for Streetscene and Countryside
Report Author	Chief Officer (Streetscene & Transportation)
Type of Report	Strategic & Operational

EXECUTIVE SUMMARY

The Council's Enforcement Officers, within the Streetscene and Transportation Portfolio, currently provides both environmental and on/off-street civil parking enforcement service on behalf of the Council.

In May 2016, Cabinet approved that the Council should enter a formal agreement with a specialist private partner (Kingdom) to undertake environmental enforcement activities of low level crimes such as dog fouling and littering in the County on a 12 month pilot trial basis.

The contract has proven to be successful and a total of 4,726 Fixed Penalty Notices (FPN's) have been issued in the first 12 months, July 16 to June 17, compared to just 195 issued in the previous year when enforcement activity was undertaken by the Council's own in house enforcement team. This approach has had a beneficial impact on the cleanliness of our town centres and open spaces demonstrated by our improved performance measured through national audits undertaken by Keep Wales Tidy.

Following the roll out of parking charges across the County in 2015, the in-house team have concentrated their efforts managing car park enforcement along with dealing with other environmental crime such as fly tipping and abandoned vehicles.

This report reviews the best option for the service moving forward taking into account the range of enforcement activities it is required to deliver. The report seeks a recommendation to engage a business partner to undertake the enforcement of low level environmental crime, dog control and car parking offences on behalf of the Council. The enforcement of fly tipping and abandoned vehicles will remain with the Council along with the enforcement of black wheel bin side waste.

RECOMMENDATIONS

1	That Scrutiny supports the procurement of a single Business Partner on a short term 2 year contract (with an option to extend based on performance) to undertake the enforcement of low level environmental crime, dog control and car parking offences on behalf of the Council.
2	That Scrutiny recommends its preferred option to Cabinet for side waste enforcement, (Appendix 1)

REPORT DETAILS

1.00	BACKGROUND TO ENVIRONMENTAL AND PARKING ENFORCEMENT LEGISLATION
1.01	Local Authorities are empowered under the Environmental Protection Act 1990 (Section 87/88) and Clean Neighbourhoods and Environmental Act 2005 (Sections 55-60) to issue Fixed Penalty Notices (FPN's) for dealing quickly and effectively with low level environmental offending, such as littering and failing to remove dog waste. The fixed penalty is set at £75.00 and this is retained by the issuing Local Authority and can be used to supplement further enforcement activities and for the benefit of the service for which the FPN was issued.
1.02	Local Authorities are also empowered under Road Traffic Regulation Act 1994 and Traffic Management Act 2004 to issue Penalty Charge Notices (PCN's) for dealing with both on street and off street parking offences. The PCN is currently fixed at £50 or £70 (reducing to £25 or £50 if paid within 14 days). The Local Authority has the right to retain the income from PCN'S to supplement their enforcement activity.
1.03	<p>The Antisocial Behaviour, Crime and Policing Act 2014 will see the introduction of Public Space Protection Orders in October this year to further support dog control enforcement.</p> <p>Following the decision of Cabinet in February 2017 to agree the implementation, subject to consultation, of a Dog Control Public Space Protection Order (PSPO), the intention is to replace the existing dog control order with a new PSPO requiring dog owners to:</p> <ol style="list-style-type: none">1. Remove their dogs' waste from all public places within Flintshire,2. Have a means on their person to pick up dog waste,3. Place their dog on a lead when asked by an authorised officer.4. Prohibit dogs from entering the playing areas of public marked sports pitches, formal recreation areas including but not exclusively bowling greens and tennis courts, all areas within school grounds, equipped children's play areas.5.Keep their dog on a lead in cemeteries <p>An authorised officer could issue a fixed penalty notice of £75 to anyone he or she believes has committed an offence in breach of an implemented PSPO.</p>

1.04	<p>Under the terms of the Environmental Protection Act, 1990, Flintshire County Council (the “Council”) is classed as a Waste Collection and Disposal Authority, and as such has a statutory duty to collect household waste from all domestic properties in the County. Under Section 46(4) of the Act, the Council has specific powers to stipulate:</p> <ul style="list-style-type: none"> • The size and type of the collection receptacle(s); • Where the receptacle(s) must be placed for the purpose of collecting and emptying; • The waste types which may or may not be placed within each of the receptacle(s). <p>Under the Act the Council has specific powers to issue FPN’s to residents who do not present their waste in the correct receptacles. i.e. the placing of waste in plastic bags and not in the bin provided by the Council.</p>
1.05	<p>Both FPN’s and PCN’s are not fines, however payment of the charge discharges a person’s liability to conviction for the offence for which the FPN/PCN was issued. It does not constitute an admission of guilt, but removes the possibility of the creation of a record of criminal conviction for the indiscretion. It is the current Council policy to institute legal proceedings against an individual, where FPN/PCN’s are not paid.</p>
1.06	<p>On the formation of the Streetscene and Transportation portfolio in April 2015 two areas of the service (parking management and environmental crime) were amalgamated to create the Civil Parking and Environmental Enforcement team. At the time there were a total of 7 officers whose roles were combined to deliver enforcement activity for environmental crimes such as littering, dog fouling, abandoned vehicles and fly tipping as well as civil parking enforcement. A manager was also recruited to oversee the activity of the team but also to maintain responsibility for the strategic and operational management and maintenance of the Council’s car parking service, including the introduction of car parking charges across Flintshire.</p>
1.07	<p>The roll out of car parking charges across Flintshire has been a priority for the manager and the team over the last 2 years and as each car park has come into force, the resources within the service have obviously become stretched with increased patrolling and enforcement activity of both on and off street parking. Although our own enforcement officers were empowered, when on patrol, to enforce both environmental crime and parking offences the number of FPN’s relating to environmental crimes issued by the team dropped. This was at a time when the Council had introduced a Zero tolerance policy on littering, dog fouling and fly tipping.</p>
1.08	<p>To address this, Cabinet approved a report in May 2016 to enter into a formal contract with a specialist private partner (Kingdom) to undertake environmental enforcement activity in the County on a 12 month pilot. This contract was introduced to compliment the activity of our own enforcement officers who were instructed to continue to carry out environmental enforcement activity alongside car parking duties.</p>
1.09	<p>The pilot has, so far, proven to be successful with a total of 4,726 FPN’s issued, for environmental crimes, by Kingdom officers in the first 12 months compared to just 195 issued by FCC staff in the same time period the year</p>

	previous, see table 1. This has sent a positive message to the residents of Flintshire who can see that those who choose to litter are being dealt with robustly and the process has seen an improvement in the cleanliness of the town centre areas.																		
1.10	Under the 12 month pilot agreement, Kingdom have carried out all enforcement activities inclusive of administration at zero cost to the Council. They retain 85% of any income generated from the FPN's with the remaining 15% provided to the Council. The 15% income has been used to fund additional enforcement activity in targeting dog fouling hot spots using a combination of Kingdom and FCC officers. The pilot has been extended by a further 6 months until December 2017 to allow a decision on a permanent solution to be made.																		
1.11	Throughout the pilot, Kingdom have been responsible for all back office systems required to deliver the service, including collecting the payments and building prosecution packs in readiness for formal action against those people who choose not to pay the FPN.																		
1.12	All interactions with the public have been captured on body worn CCTV allowing the Council to review any complaints against the officers and despite the significant increase in FPN's issued, Council officers have only had to deal with a small number of complaints from the public in relation to Kingdom officer's conduct.																		
1.13	<p>Table 1 below shows the number of FPN's issued by Kingdom in the first 6 months of the contract compared to the same 6 months in the previous year.</p> <p>TABLE 1 - FPN Issued (Kingdom)</p> <table border="1"> <thead> <tr> <th></th> <th>July – April 2016</th> <th>July – April 2017</th> </tr> </thead> <tbody> <tr> <td>Litter Type</td> <td>Litter Type Count</td> <td>Litter Type Count</td> </tr> <tr> <td>Litter Dep-Cigarette</td> <td>165</td> <td>4330</td> </tr> <tr> <td>Dog Control-Fouling</td> <td>23</td> <td>100</td> </tr> <tr> <td>Litter Dep-Other</td> <td>7</td> <td>296</td> </tr> <tr> <td>Total :</td> <td>195</td> <td>4726</td> </tr> </tbody> </table>		July – April 2016	July – April 2017	Litter Type	Litter Type Count	Litter Type Count	Litter Dep-Cigarette	165	4330	Dog Control-Fouling	23	100	Litter Dep-Other	7	296	Total :	195	4726
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1.14	The pilot clearly shows that by engaging an organisation who specialise in low level environmental enforcement activity, directly effects the number of FPN's issued and this also impacts directly on the cleanliness of the County. In order to gain from the expertise of these organisations across a wider enforcement area, it is recommended therefore that a single contract is procured for all enforcement activities of low level environmental crime and on/off street parking offences, on behalf of the Council.																		
1.15	Whilst the legislation to carry out enforcement of low level environmental crime is different to that of parking enforcement the, operational and administrative aspects are very similar. Officers are required to patrol designated sites, such as car park and town centre high streets and enforce against anyone who is acting in contravention of the relevant legislation. The back office support in dealing with the administration of the FPN's, including collecting the payments and building prosecution packs in readiness for																		

	formal action against those people who choose not to pay the FPN's along with fielding questions, complaints and appeals, is the same for PCN's regardless of legislation.
1.16	In July 2017 the Council's Cabinet approved a report introducing changes to the Council's waste and recycling collection service. Included in the report was a commitment to enforce the problem of placing side waste alongside the black wheel bin collections. Side waste is presented by a minority of residents and those that present it are often not recycling, coupled with the environmental problems that side waste causes when exposed to the elements when bags are split or ripped causing waste to spill onto the streets.
1.17	Residents that place side waste with their wheel bins face being issued with an FPN if they ignore the advice and support that the Council offers in helping them recycle. Issuing an FPN for this type of offence is not as straight forward as issuing an FPN for littering or dog fouling offences. The process will involve the Council providing advice and support along with a warning for any first time offenders. If residents choose to ignore this support they then face being issued with an FPN. This process will be more time consuming and will require a level of evidence gathering greater than that needed for low level offences. Appendix 1 provides detail of the 2 proposed options to deal with side waste enforcement.
1.18	The enforcement of more significant environmental crime such as fly tipping and abandoned vehicles also requires more in depth evidence gathering and is much more time consuming for the environmental officers who carry this out. It is proposed to continue enforcing these crimes along with side waste enforcement with a small team of Council officers who are specifically trained in gathering evidence under PACE (Police and Criminal Evidence). This team will also occasionally work alongside the service provider, appointed to deal with low level environmental crimes and parking, to provide resilience in all aspects of enforcement.
1.19	The outsourcing of the low level environmental enforcement will impact on the existing enforcement team as there will be a requirement for some of them to transfer, under the TUPE Regulations 2014, to a private contractor in order to deliver all elements of low level environmental and parking enforcement on behalf of the Council. The current car parking and enforcement management role will be removed from the existing structure and be replaced by 'client' officer role responsible for managing the outsourced contract along with a small team of Council enforcement officers to deal with fly tipping, abandoned vehicles and side waste along with managing the other elements of the Council's car parking service.
1.20	The contract will include clear guidelines which will specify the principles on which the contract will be managed and operated. This will include a requirement for the company to provide a minimum level of service for the enforcement of dog fouling and dog control which will prevent the company concentrating on car parking and littering offences which can be seen by some as an 'easy target' for enforcement.
1.21	The contract will be tendered on a basis of a 'no fee' financial model, with all costs associated with provision of the service met from the income

	generated by the issuing and collection of FPN's. The contract will, in addition, provide an opportunity for the provider to provide the Council with a fixed percentage of the money raised through the FPN's/PCN's issued. Any income provided will be used to fund the client role and in house enforcement team responsible for managing the contract on behalf of the Council.
1.22	The appointed contractor will also be responsible for the back office systems required to deliver the service, including collecting the payments and building prosecution packs in readiness for formal action against those people who choose not to pay the FPN. The administration for PCNs issued by Flintshire is currently managed by the Wales Penalty Processing Partnership (WPPP) from payment, appeals to cases for tribunal. We have the option to continue with this service provided by WPPP and include this within the contract agreement or to offer this as part of the new enforcement contract.
1.23	To ensure the contract is delivered in line with the specification, the successful contractor will operate from the Council's Alltami Depot and have regular contact with the appointed client officer, responsible for managing the contract. The contractor will wear FCC uniforms and each will carry body mounted CCTV cameras to record all public contact.
1.24	The Council will appoint a senior officer who will review any appeals in relation to the issuing of any FPN/PCN to ensure that the penalty notice has been issued appropriately. The conduct of the officers employed by the contractor will be thoroughly investigated by the Council's appointed officer.
1.25	The contract will contain a requirement of the contractor to deliver regular communication campaigns to ensure that the public are aware of the Council's policy towards environmental and parking offences.
1.26	As the Council expands its enforcement options, additional duties may be required to add to the contract to address issues such as alley way dumping and additional PSPO enforcement activities.
1.27	The Council currently employs 5 full time enforcement officers and Kingdom have currently engaged a further 6 full time officers (inclusive of back office support) to deliver environmental crime enforcement within Flintshire all of whom work from Alltami depot.

2.00	RESOURCE IMPLICATIONS
2.01	The outsourcing of all environmental enforcement will impact on the existing enforcement team (5 FTE'S) as there will be a requirement for up to 3 of them to transfer, under the TUPE Regulations 2014, with the contract in order to deliver all elements of low level environmental crime, dog control and parking enforcement on behalf of the Council. The current car parking and enforcement management role will be removed from the existing structure and be replaced by 'client' officer role responsible for managing the outsourced contract, managing a small team of in house enforcement officers along with managing the other elements of the Council's car parking

	service.
2.02	There are no negative financial issues relating to this proposal. The contract will be tendered on the basis of a 'no fee' financial model with all costs associated with provision of the service met through the issuing and collection of FPN's and at the provider's risk. The contract will also provide tenderers with an option to provide the Council with a fixed percentage of the money raised through the FPN's/PCN's issued, although this is not guaranteed. There will be a loss of income from PCN fines but this will be compensated from the savings generated from the transfer of up to 3 current employees.
2.03	The issuing of FPN's and PCN's is not intended to be an income generation exercise and the recovery of payments of FPN's levied is required by law to remain within the service area and for the benefit of the services provided.
2.04	In order to provide a similar level of enforcement but utilise Council staff, there would be a requirement to recruit an additional 5 enforcement officers and additional back office support to deal with the additional work loads. In order that the enforcement role then continued to be 'cost neutral' the team would be required to at least match the number of tickets issued by the current provided each year.

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	Consultation with existing staff will be required if approval is given to outsource.
3.02	Consultation with relevant Unions will be required.
3.03	Consultation has been undertaken with the Cabinet Member for Streetscene and Transportation.
3.04	No equality implications have been identified resulting from this proposal as there are no exceptions made within legislation concerning the enforcement of environmental crime or Civil Parking.

4.00	RISK MANAGEMENT
4.01	The most significant risk to the Council is likely to be public perceptions resulting from a more proactive approach to the enforcement of parking, fly tipping, littering and dog fouling offences.
4.02	The contract will be subject to regular monitoring by an appointed 'Client' officer who will oversee the performance of the contractor along with other duties relating to the management of the car parking service. The contract will have a review period at 2 years and could be extended for a further 2 years based on performance.
4.03	The contract will contain a requirement of the contractor to deliver regular communication campaigns to ensure that the public are aware of the

	Councils policy towards environmental and parking offences.
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5.00	APPENDICES
5.01	Appendix 1 – Options for Side waste enforcement

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	Contact Officer: Stephen O Jones Telephone: 01352 704700 E-mail: stephen.o.jones@flintshire.gov.uk

7.00	GLOSSARY OF TERMS
7.01	FPN - Fixed Penalty Notices PCN- Penalty Charge Notice

APPENDIX 1

Side Waste Enforcement Procedure

Waste not presented in the correct receptacle provided by the authority will be classed as side waste. This is enforceable under Section 46 of the Environmental Protection Act. Below outlines the enforcement procedure that will take place if waste is presented outside of the correct container

1. Side waste presented on 1st Occasion

A warning sticker will be issued and placed on the wheel bin, the property address will be recorded by the collection crew and passed to the support service team.

The crew will:

Option 1: Remove all side waste from property

Option 2: Place one bag of waste back in to the emptied wheel bin but remove the remaining side waste from property.

The support service team will issue a notification letter to the property informing them of the requirement to use waste receptacles provided and the potential of enforcement action being taken.

2. Side waste presented 2nd occasion

The collection crew will record the placement of side waste to the support services team who will request the attendance of an enforcement officer

The collection crew will leave the side waste in location for inspection to take place

The enforcement officer will attend the location and inspect the waste for evidence linking the waste to the property.

Should evidence be presented a Section 46 Notice will be served to the owner of property. This will detail the need to place the waste in the correct receptacle, on the correct day, in the correct location

3. Side waste presented 3rd occasion

The collection crew will record the placement of side waste to the support services team who will request the attendance of an enforcement officer

The collection crew will leave the side waste in location for inspection to take place

The enforcement officer will attend the location and inspect the waste for evidence linking the waste to the property.

Should evidence be presented a Fixed Penalty Notice will be issued to the owner of the property.

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ENVIRONMENT OVERVIEW AND SCRUTINY

Date Of Meeting	Tuesday 19 September 2017
Report Subject	Update On The Council's Highway Speed Limit Review
Cabinet Member	Cabinet Member for Streetscene and Countryside
Report Author	Chief Officer (Streetscene and Transportation)
Type Of Report	Strategic

EXECUTIVE SUMMARY

A report to Cabinet in September 2016 provided details and timelines for a proposed review of all of the Council's Highway Speed Limits. This report provides Scrutiny with an update on progress to address the historic anomalies within existing speed limit orders and details on the next stage of the process which will enable delivery of a single consolidated order, covering the entire Highway Network.

The report also seeks to update Scrutiny on the outcome of individual Member requests for revised speed limits in their wards, which have been submitted as part of this process and clarifies the Department of Economy and Transport (DfET) "Setting Local Speed Limits in Wales" national criteria against which all requests have been considered.

RECOMMENDATIONS

1.	That Scrutiny note the progress made on the Speed Limit Review and the legal process required to enable the delivery of a single consolidated Order.
2.	That Scrutiny notes the outcome of the assessments of Member requests for individual speed limit amendments, which have been considered against the speed limit guidance produced by the DfET.

REPORT DETAILS

1.00	PROGRESS ON DELIVERING THE REVIEW OF SPEED LIMITS ON ALL PUBLIC HIGHWAYS
1.01	Following an initial report to Cabinet in September 2016, Streetscene and Transportation committed to undertake a review to address historic inconsistencies associated with the Authority's speed limit orders and

	ensure all Orders, both past and present, were reviewed, corrected (if necessary) and then maintained within a single controlled environment. It was intended that the Council should progress to a single consolidated speed limit Order, which would ensure confidence in both the appropriateness and legality of all speed limit Orders in the County.
1.02	In the months that have proceeded the report, a number of key actions have been undertaken for which the following update is provided.
1.03	In order to eliminate the over reliance on Legal Services, Streetscene and Transportation Officers have developed a system of templates which has enabled standardisation of the Order writing process for any given eventuality. Adoption of this revised process has streamlined the previous over complicated process, reducing the level of staffing resource requirement for the function.
1.04	In line with the process described within the initial report, a mapping exercise has now been completed, accurately recording the position of all existing speed limits (as they are displayed on site). This information has subsequently been uploaded on to an electronic map based system and it will play a key role in moving away from the archaic written Order process, allowing the Authority's speed limits to be both viewed and advertised within a simple and easy to understand map based format.
1.05	<p>Streetscene Area Coordinators contacted all Local Members to discuss speed limit concerns within their own wards and as a result, over 100 requests for speed limit reviews were received. Technical Officers then conducted an assessment of each request, to ascertain if a change to the existing speed limit would be supported by the DfET criteria.</p> <p>A full list of all of the speed limit concerns raised by Members (and the outcome of the technical assessments) are detailed in Appendix 1 and for the purposes of clarity, a copy of the DfET criteria has also been included within Appendix 2.</p>
1.06	Once the single consolidated Order is in place, a commitment was also given to review all existing speed limits within the County to ensure compliance with the DfET criteria. The review would be completed over a 5 year period (as stated within the initial report) however this process has been accelerated by the Member requests for their individual concerns regarding speed limits on specific roads, as reviews of these sections of the network have now been undertaken.
1.07	<p>It was recognised within the previous report that inaccuracies existed within some of the current speed limit Orders, due to changes to the highway network and the loss of key highway features (e.g. bridges), which were used to locate the start and end of some of the original Orders.</p> <p>In order to progress the necessary rectification work, it is proposed to advertise all of the existing speed limits (as recorded within the survey detailed in item 1.04) within a single Order which would cover the entire network and at the same time revoke all of the existing speed limit Orders in place in the County (except those covered by Phase 1 of the speed limit review).</p>

	Any speed limits amendments, highlighted by Members and subsequently changed within the DfET criteria will also be included within this Order and the benefits of advertising these amendments together within the single Order will enable the Authority to demonstrate both a consistent and transparent approach to the process.
1.09	Once this process is completed, the single Order can then be consolidated with the previous Phase 1 speed limit Orders (which were completed in November of last year) and the Council would then hold a single consolidated and compliant Order covering all of the speed limits on all of the highway network across the County.
1.10	It is anticipated that the Order will be advertised during week commencing 16 th October 2017 for a statutory period of 21 days with a view to advertising the consolidation in March 2018. The County wide review of the individual speed limits will commence thereafter, with any revisions being made via an amendment to the main consolidation Order.
1.11	In relation to advertising via the use of a modern map based schedule (rather than the historic method of written schedules described within item 1.04), Officers are mindful that the forthcoming advertisement of proposals must be both clear and reasonable when considering the requirements of the statutory consultation procedure. To facilitate this, it is proposed that all speed limits will be displayed within an easy to understand Map Reference Book, separated by area with a clear indexing system thus enabling members of the public to easily locate individual areas of interest within the County.
1.12	Reasonable access to the proposals must also be provided and therefore, the above map reference books will be on deposit for public viewing at all major libraries in the County, County Hall Mold, Alltami Depot as well as being available on Flintshire County Council's website.

2.00	RESOURCE IMPLICATIONS
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2.01	No resource implications identified. All of the works are being undertaken by staff and resources within the Streetscene & Transportation portfolio.
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3.00	CONSULTATIONS REQUIRED / CARRIED OUT
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3.01	With Cabinet Member.
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3.02	Consultation undertaken with Local Members to compile list of requested speed limits within their ward which they requested to be reviewed.
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3.03	Statutory consultation required for purposes of advertising singular Order.
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4.00	RISK MANAGEMENT
4.01	Given the scale associated with this process, it is likely that objections will be received. Valid objections (that cannot be overruled) will be addressed via re-advertisement of the amended proposal. Those speed limits that do not receive challenge will not be open to further objection.
4.02	The Authority is at risk of legal challenge against both existing and future speed limits if the process is not validated. It will also fail in its statutory duty of care in relation to road safety in the event that speed limits are not enforceable.

5.00	APPENDICES
5.01	Appendix 1 – Matrix Assessment detailing Local Member speed limit requests.
5.02	Appendix 2– Department for Transport Speed Limit Criteria

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	Contact Officer: Stephen O Jones Telephone: 01352 704700 E-mail: stephen.o.jones@flintshire.gov.uk

7.00	GLOSSARY OF TERMS
7.01	Singular Order: The advertisement of all existing speed limits in the County (excluding those completed within Phase 1 Speed limit Review) to enable progression of a Consolidated Order. Department of Economy and Transport

APPENDIX 1
PHASE 2 SPEED LIMIT REVIEW
MEMBER REQUEST MATRIX

REQUESTING LOCAL MEMBER OR ASSOCIATED WARD	LOCATION	REQUESTED SPEED LIMIT	EXISTING SPEED LIMIT	ACCIDENT HISTORY April 2014 – April 2017	OUTCOME OF SETTING LOCAL SPEED LIMITS IN WALES, SPEED LIMIT ASSESSMENT	APPROPRIATE SPEED LIMIT	RAG STATUS Red: Change Required Amber: Awaiting Further information Green: No Change
Cllr Glyn Banks Ffynnongroyw Page 107	Talacre – Junction of Station Road and Gamfa Wen	20mph advisory	30mph	1 recorded accident	The Speed Limit Review only incorporates mandatory speed limits given advisory 20mph speed limits do not require the implementation of a traffic order. 85 th % speeds suggest motorists are travelling below 30mph, but above the threshold for a self-enforcing 20mph. legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures.	30mph Recommendation to retain existing Speed Limit	(Green)
Cllr Glyn Banks Ffynnongroyw	Ffynnongroew (Westerly end of the unnamed road through the village)	30mph	40mph	No recorded accidents	Does not meet the criteria for a 40mph due to few accesses or bends and is not a built up area, Should the speed limit be reduced to 30mph, the definition of the existing 30 mph at the village gateway would be lost.	40mph Recommendation to retain existing Speed Limit	(Green)
Cllr Ian Dunbar Connah's Quay South	B5126 Near Broad Oak Cottages, Kelsterton junction.	30mph	50mph	4 recorded accidents	In 2014 the route was reduced from 60mph to 50mph. A 50mph speed limit should be considered for lower quality A and B Roads that have a relatively high number of bends, junctions or accesses. Due to the accident record on the road it is	40mph Recommendation to reduce existing speed limit.	(Red)

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					recommend to reduce this section of carriageway to 40mph.		
Cllr Ian Smith Connah's Quay South	Wepre Lane into Northop Hall	Request for a reduced speed limit	National	No recorded accidents	The existing speed limit is only 450 metres long and situated between the 2 villages, both of which possess a 30mph speed limit. The minimum length of a speed limit should generally not be less than 600 metres to avoid too many changes along the route. For consistency, it is recommend to reduce this section of carriageway to 30mph.	30mph Recommendation to reduce existing speed limit.	(Red)
Carol Ellis Buckley Mountain	Pinfold Lane, Alltami from Buckley to Alltami	National	30mph	No recorded accidents	Does not meet the criteria for a 30mph. National speed limit is recommended for most high quality strategic A and B Roads, with few bends, junctions or accesses. (This road is unclassified).	60mph Recommendation to retain existing Speed Limit	(Green)
FCC Operational Team	Chester Road, Broughton from Airbus to Manor Lane roundabout	50mph	National	1 recorded accident	Extents of existing National speed limit is below the minimum length of 600m required. For purposes of consistency, it is therefore recommended to extending the existing 50mph, as speed and volume survey data suggests motorists are not exceeding 50mph.	50mph Recommendation to reduce existing speed limit.	(Red)
Cllr Owen Thomas Cilcain	A541 Star Crossing road to Cilcain Village.	40mph	National	No recorded accidents	Does not meet the criteria for a 40mph speed limit, which should only be considered where there are many bends, junctions, accesses, substantial development, a strong environment or where there are	60mph Recommendation to retain existing Speed Limit.	(Green)

REQUESTING LOCAL MEMBER OR ASSOCIATED WARD	LOCATION	REQUESTED SPEED LIMIT	EXISTING SPEED LIMIT	ACCIDENT HISTORY April 2014 – April 2017	OUTCOME OF SETTING LOCAL SPEED LIMITS IN WALES, SPEED LIMIT ASSESSMENT	APPROPRIATE SPEED LIMIT	RAG STATUS Red: Change Required Amber: Awaiting Further information Green: No Change
					considerable numbers of vulnerable users. The route is a high quality A road and has no recorded accidents.		
Cllr Owen Thomas Cilcain	A541 Rhydymwyn to Hendre	40mph	National	No recorded accidents.	Does not meet the criteria for a 40mph speed limit, which should only be considered where there are many bends, junctions, accesses, substantial development, a strong environment or where there are considerable numbers of vulnerable users. The route is a high quality A road and has no recorded accidents.	60mph Recommendation to retain existing Speed Limit.	(Green)
Cllr Tudor Jones Caerwys	Babell Road, Babell	40mph	National	No recorded accidents	Does not meet the criteria for a 40mph speed limit, which should only be considered where there are many bends, junctions, accesses, substantial development, a strong environment or where there are considerable numbers of vulnerable users. The route is a high quality A road and has no recorded accidents.	60mph Recommendation to retain existing Speed Limit	(Green)
Cllr Colin Legg Halkyn	Rhes Y Cae near to the 'Miners' PH	30mph	National	No recorded accidents	This is a Village and built up area. A 30mph speed limit is recommended for defined villages, and therefore it is recommended to reduce the existing speed limit to 30mph.	30mph Recommendation to reduce existing speed limit.	(Red)
Cllr Jean Davies Brynford	Brynford Crossroads. (by the golf course to Naid Y March	30mph	40mph	1 recorded accident	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses, substantial development. The route	40mph Recommendation to retain existing Speed Limit	(Green)

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					consists of a straight road with good forward visibility and little development on either side. The speed limit was reduced from 60mph to 40mph in 2012.		
Cllr Rosetta Dolphin Greenfield Page 110	A548 Coast Road from Sycamore Terrace to extend west to Coed Mawr	30mph	National	2 recorded accidents.	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses, substantial development. The 2 recorded accidents were not speed related. The route is a high quality A road and 85th% recorded speeds were below the existing national speed limit.	60mph Recommendation to retain existing Speed Limit	(Green)
Cllr Adele Davies Cooke Gwernaffield	Cadole Road, from Gwernaffield to Cadole	40mph/50mph	National	1 recorded accident	Does not meet the criteria for a 40/50mph speed limit. The route is used by Tunnel Cement lorries (24 hrs). 85th% speeds recorded were below the existing National speed limit.	60mph Recommendation to retain existing Speed Limit	(Green)
Cllr Adele Davies Cooke Gwernaffield	Gwernaffield Road, from Gwernaffield to Mold	40mph/50mph	National	No recorded accidents	Does not meet the criteria for a 40/50mph speed limit. The route consists of an open road with little development on either side. Footway is present along the majority of the route. No accidents recorded and does not meet the criteria for a reduced speed limit.	60mph Recommendation to retain existing Speed Limit	(Green)

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Cllr Adele Davies Cooke Gwernaffield	Cilcain Road / Bwlch Y Ddeufryr by Ysgol Y Waen. Gwernaffield.	20mph	30mph	No recorded accidents	Does not meet the criteria for a 20mph speed limit. Legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures. This length of the route is relatively short (below the threshold of 600m) and would therefore not meet the requirements for a reduced speed limit.	30mph Recommendation to retain existing Speed Limit	(Green)
Cllr Adele Davies Cooke Gwernaffield	All Country lanes around Gwernaffield	40/50mph	National	-	Request for all country lanes to be reduced is unfeasible as requests need to be made on an individual case basis.	60mph Recommendation to retain existing Speed Limit	(Green)
Cllr Dave Hughes Llanfynydd Cllr Dave Healey Caergwrle	A541 Wrexham Road, Abermorddu	30mph	40mph	1 recorded accident	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. Development is only to one side.	40mph Recommendation to retain existing Speed Limit.	(Green)
Cllr Dave Hughes Llanfynydd	Cymau Lane, Abermorddu	40mph	National	1 recorded accident.	It is proposed to extend the existing 30mph speed limit on Cymau Lane due to the presence of the new housing development and also the severity of the hill on approach to the village. It is also recommended to implement a 40mph buffer Zone	30mph - past the new development 40mph between the two Villages Recommendation to reduce existing speed limit.	(Red)

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					between the two Villages.		
Cllr George Hardcastle Aston Cllr Helen Brown Aston Page 112	Lower Aston Hall Lane, Aston	20mph	30mph	1 recorded accident	Does not meet the criteria for a 20mph speed limit. Legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures. There are no shops, schools, markets or playgrounds. 85 th % speeds suggest motorists are travelling below 30mph, but above the threshold for a self-enforcing 20mph.	30mph Recommendation to retain existing Speed Limit	(Green)
Cllr Sian Braun Gronant	Shore Road, Gronant	20mph	30mph	No recorded accidents.	Does not meet the criteria for a 20mph speed limit. Legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures.	30mph Recommendation to retain existing Speed Limit.	(Green)
Cllr Tony Sharps Northop Hall	Village Rd, Northop Hall. Institute Lane to Bryn Gwyn Lane	Request for a reduced speed limit	30mph	No recorded accidents	Does not meet the criteria for a reduced speed limit. This length of the route is relatively short (below the threshold of 600m) and would therefore not meet the requirements for a reduced speed limit.	30mph Recommendation to retain existing Speed Limit	(Green)

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Cllr Marion Bateman Northop	Old A55 Northop, The Green to Middle Mill.	30mph	National	No recorded accidents.	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway.	60mph Recommendation to retain existing Speed Limit	(Green)
Cllr Marion Bateman Northop	Unnamed Road from the Tavern PH to Sychdyn	30mph	National	2 recorded accidents	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. Data suggests the 85th% speeds are below the maximum speed limit here.	60mph Recommendation to retain existing Speed Limit.	(Green)
Cllr Marion Bateman Northop	Blackbrook, Sychdyn. Raikes Lane to Top Y Allt	30mph	National	1 recorded accident	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. Existing route consists of open road with little development on either side. Data suggests the 85th% speeds are below the maximum speed limit.	60mph Recommendation to retain existing Speed Limit	(Green)
Cllr Marion Bateman Northop	New Brighton Road, Sychdyn, Pen y Bryn to New Brighton lights.	30mph	National	No recorded accidents.	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. Existing route consists of open road with little development on either side. No	60mph Recommendation to retain existing Speed Limit	(Green)

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					accidents have been recorded.		
Cllr Rita Johnson Flint Oakenholt	Papermill/Oakenholt A548 To above. Burton View	30mph	National	No recorded accidents	It is unlikely that the route qualifies for a reduced speed limit of 30mph. Existing route consists of open road with little development on either side. Speed and Volume surveys incomplete due to malfunction of equipment and will therefore require a further survey.	Outcome to be deferred pending return of Speed & Volume Survey	(Amber)
Cllr Paul Cunningham Flint Trelawny Cllr Vicky Perfect Flint Trelawny	A5119 Northop Road, Flint Mountain	40mph	50mph	7 recorded accidents 4 accidents are due to pulling in and out of Petrol forecourt, which is on the 30mph/50mph boundary	The extents of the requested speed limit, does not meet the criteria for a 40mph speed limit which should only be considered where there are many bends, junctions, accesses, substantial development, a strong environment or where there are considerable numbers of vulnerable users. The route consists of an open road with little development on either side. There are good lane widths with few junctions along the route. The speed limit was recently reduced from national speed limit to 50mph. Notwithstanding the above, due to the Coach and Horses Hill being of a different nature to the rest of the route and sporadic development to alternative sides of the carriageway, i.e properties are built close to the carriageway, there is a reduced	Recommendation to retain existing Speed Limit. However, proposal to extend the existing 30mph to encompass the garage forecourt. Recommendation to introduce a 40mph speed limit on the Coach and Horses Hill.	(Red)

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					footway width, and numerous concealed junctions (i.e Pentre Hill junction), there is a requirement to reduce the speed limit at this location. Due to the accident history, it is apparent that there is a requirement to extend the 30mph past the Petrol Station.		
Cllr Mike Reece Bagillt West Page 115	Tyn Twll Lane, Bagillt	30mph	National	No recorded accidents	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway.	60mph Recommendation to retain existing Speed Limit.	(Green)
Cllr D Wisinger Queensferry Cllr C Jones Sealand	Station Road Sandycroft.	30mph	National	1 recorded accident	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. However due to the minimal length (420 metres), it is recommended to introduce a 40mph buffer zone to reduce speeds on the approach to the junction.	40mph buffer zone. Recommendation to reduce existing speed limit	(Red)
Cllr B Mullin Cllr M Lowe Cllr D Butler Broughton/ Bretton	Old Warren Road, Broughton	30mph	National	1 recorded accident	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway.	60mph Recommendation to retain existing Speed Limit.	(Green)

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Cllr Hardcastle, Cllr C Carver, Cllr H Brown, Cllr D Mackie Aston, Hawarden, Mancot, Ewloe	Duckers Lane, Mancot	30mph	National	No recorded accidents	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. Existing route consists of open road with development on one side.	60mph Recommendation to retain existing Speed Limit	(Green)
Cllr Hardcastle, Cllr C Carver, Cllr H Brown, Cllr D Mackie Aston, Hawarden, Mancot, Ewloe	Shotton Lane, Aston Park Lane	20mph	30mph	No recorded accidents.	Does not meet the criteria for a 20mph speed limit as legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit. The route is Traffic calmed and possess a One Way traffic order. There are No accidents recorded to justify reducing the speed limit.	30mph Recommendation to retain existing Speed Limit	(Green)
Cllr Hardcastle, Cllr C Carver, Cllr H Brown, Cllr D Mackie Aston, Hawarden, Mancot, Ewloe	Bennetts Lane, Hawarden	20mph	30mph	1 recorded accident	Does not meet the criteria for a 20mph speed limit. Area is not built up and due to the narrow carriageway width, vehicle speeds are not predicted to be high.	30mph Recommendation to retain existing Speed Limit	(Green)
Cllr Hardcastle, Cllr C Carver, Cllr H Brown, Cllr D Mackie Aston, Hawarden, Mancot, Ewloe	B5125 from Broughton roundabout to Broughton park	30mph	40mph		The Speed Limit Review does not permit inclusion of trunk roads.	40mph Recommendation to retain existing Speed Limit	(Green)

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Cllr Chris Dolphin Whitford Ward	A5026 Holway Road, Celyn Bends by Carmel	40mph	National	4 recorded accidents	It is unlikely that the route qualifies for a reduced speed limit of 40mph. The route consists of an open road with little development on either side few junctions, good lane widths and bends do not appear to be severe. Speed and Volume surveys incomplete due to malfunction of equipment and will therefore require a further survey.	Outcome to be deferred pending return of Speed & Volume Survey	(Amber)
Cllr Chris Dolphin Whitford Ward	A5026 From Gorsedd turning into Lloc	50mph	National	1 recorded accident	It is unlikely that the route qualifies for a reduced speed limit of 50mph. Speed and Volume surveys incomplete due to malfunction of equipment and will therefore require a further survey.	Outcome to be deferred pending return of Speed & Volume Survey	(Amber)
Cllr Chris Dolphin Whitford Ward	A5026 From Lloc to Pen y Gelli nature reserve.	40mph	National	2 recorded accidents	Does not meet the criteria for a 40mph speed limit. The route consists of an open road with little development on either side. There are good lane widths with few Junctions along the route.	60mph Recommendation to retain existing Speed Limit	(Green)

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Cllr Chris Dolphin Whitford Ward Page 118	A5026 approaching Singing Kettle Services	30mph	National	2 recorded accidents.	Does not meet the criteria for a 30mph speed limit. Open road with good forward visibility and little development on either side. Good lane widths with few bends, accesses and junctions. Recommendation to reduce to a 50mph, due to a high number of junctions and accesses for residential properties and businesses in the vicinity of the roundabout. Recommend extending the existing Double Yellow Lines to increase visibility and cut back hedgerow. Both accidents were related to accessing /egressing the Services.	50mph Recommendation to reduce existing Speed Limit. Recommendation to introduce a 50mph speed limit adjacent to the Services, the A5151 adjacent to the residential properties and both roundabouts over the A55.	(Red)
Cllr Chris Dolphin Whitford Ward	Pant Y Wacco to eastern boundary of Gorsedd village.	30mph	40mph	No recorded accidents.	Does meet criteria for a 30mph within Gorsedd Village.	30mph Recommendation to reduce existing speed limit	(Red)
Cllr Chris Dolphin Whitford Ward	Monastery Road, Pantasaph	30mph	40mph	No recorded accidents.	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route consists of an open road with little development on either side with good forward visibility. This stretch was	40mph Recommendation to retain existing Speed Limit	(Green)

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					reduced several years ago from National speed limit to a 40mph.		
Cllr Chris Dolphin Whitford Ward	A5151 Lloc, Near to Rhydwen Farm	30mph	National	1 recorded accident	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route is a well constructed A Road and consists of an open road with little development on either side with good forward visibility.	60mph Recommendation to retain existing Speed Limit	(Green)
Cllr Chris Dolphin Whitford Ward	A5151 near to Tan Y Allt Farm, From Old Smithy to Calwood	30mph	National	2 recorded accidents	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route consists of an open road with little development on either side with good forward visibility. Both accidents are junction related.	60mph Recommendation to retain existing Speed Limit	(Green)
Cllr Chris Bithell Mold East	Wrexham St to Nercwys Junction - Mold	20mph	30mph	No recorded accidents	Does not meet the criteria for a 20mph speed limit. Legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures. The route consists of minimal development, wide road and good	30mph Recommendation to retain existing Speed Limit	(Green)

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					forward visibility. There are no shops or Schools and serves as the main route for the two Industrial parks.		
Cllr Chris Bithell Mold East Page 120	Leadmills – King St roundabout to Tesco Roundabout in St Davids Lane – Mold – A541	20mph	30mph	2 recorded accidents	Does not meet the criteria for a 20mph speed limit. Legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures. The route is a well constructed A road and consists of a straight with few junctions. It is also a short length (under 200 metres) and would not qualify for a reduced speed limit in accordance with the guidelines.	30mph Recommendation to retain existing Speed Limit	(Green)
Cllr Chris Bithell Mold East	A541 Chester Road from Wylfa to Tesco Roundabout, Mold	20mph	30mph	4 recorded accidents	Does not meet the criteria for a 20mph speed limit. Legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures. The route is a well constructed A road and serves as the main route both in and out of Mold Town Centre.	30mph Recommendation to retain existing Speed Limit	(Green)

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Cllr Brian Lloyd Mold West	Park Avenue by the Play area - Mold.	20mph	30mph	No recorded accidents	Does not meet the criteria for a 20mph. Legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced. A system of traffic calming is present. There are no accidents recorded to justify reducing the speed limit.	30mph Recommendation to retain existing Speed Limit	(Green)
Cllr Brian Lloyd Mold West	Factory Pool Lane, Mold	40mph/50mph	30mph	No recorded accidents	On investigation, the route identified is already governed by a 30mph speed limit.	30mph Recommendation to retain existing Speed Limit	(Green)
Cllr Haydn Bateman Mold Broncoed	Nercwys Road/Wrexham Road, Mold	30mph	National	1 recorded accidents	Does not meet the criteria for a 30mph, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway.	60mph Recommendation to retain existing Speed Limit	(Green)
Cllr Richard Lloyd Saltney Mold Junction	Saltney Ferry Road, Saltney	30mph	National	No accidents recorded.	Does not meet the criteria for a 30mph, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route consists of an open road with little development on either side with good forward visibility.	60mph Recommendation to retain existing Speed Limit	(Green)

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Cllr Bob Connah Mancot Cllr Ralph Small Mancot	Hawarden Way to Ash Lane, Mancot	Request for a reduced speed limit	30mph	1 recorded accidents	Does not meet the criteria for a 20mph speed limit. legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures.	30mph Recommendation to retain existing Speed Limit	(Green)
Cllr Cindy Hinds Penyffordd Page 122	Lower Mountain Road, Penyffordd	30mph	National	No recorded accidents.	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route consists of an open road with little development on either side with good forward visibility	60mph Recommendation to retain existing Speed Limit	(Green)
Cllr Cindy Hinds Penyffordd	A549 Chester Road (Dirty Mile), Buckley	30mph	50mph	1 recorded accident	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route was previously reduced to 50mph in 2013 and is appropriate for this section of carriageway.	50mph Recommendation to retain existing Speed Limit	(Green)
Cllr Cindy Hinds Penyffordd	Platt Lane, Penyffordd	30mph	National	No recorded accidents	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route consists of an Open country	60mph Recommendation to retain existing Speed Limit	(Green)

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					road with little development on either side. The alignment is straight with good forward visibility.		
Cllr David Hughes Llanfynydd	A541 Cefn Y Bedd to the Wrexham County Boundary	30mph	40mph	1 recorded accident	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route consists of an open road with little development on either side with good forward visibility.	40mph Recommendation to retain existing Speed Limit	(Green)
Cllr Gladys Healey Hope	B5373 Hope to Llay	40mph	National	2 recorded accidents	Does not meet the criteria for a 40mph speed limit, which should only be considered where there are many bends, junctions, accesses, substantial development, a strong environment or where there are considerable numbers of vulnerable users. The route consists of an open road with little development on either side. There are few Junctions, good lane widths and few bends and accesses.	60mph Recommendation to retain existing Speed Limit	(Green)
Cllr Gladys Healey Hope	Gresford Road, Hope	30mph	National	No recorded accidents	Does not meet the criteria for a 30mph, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway.	60mph Recommendation to retain existing Speed Limit	(Green)

REQUESTING LOCAL MEMBER OR ASSOCIATED WARD	LOCATION	REQUESTED SPEED LIMIT	EXISTING SPEED LIMIT	ACCIDENT HISTORY April 2014 – April 2017	OUTCOME OF SETTING LOCAL SPEED LIMITS IN WALES, SPEED LIMIT ASSESSMENT	APPROPRIATE SPEED LIMIT	RAG STATUS Red: Change Required Amber: Awaiting Further information Green: No Change
Cllr Gladys Healey Hope	Kiln Lane, Hope	20mph	30mph	No recorded accidents	Does not meet the criteria for a 20mph speed limit. Legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures.	30mph Recommendation to retain existing Speed Limit	(Green)
Cllr Gladys Healey Hope Page 124	Fagl Lane, Hope	20mph	30mph	5 recorded accidents	Does not meet the criteria for a 20mph speed limit. Legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures. Fagl Lane is a main route for HGV's to avoid the low bridge.	30mph Recommendation to retain existing Speed Limit.	(Green)
Cllr Ted Palmer Holywell Central	A5026 Fron Park Road, Holywell	30mph	40mph	No recorded accidents.	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route is a well constructed A road and consists of an open road. The existing development is set back on either side of the carriageway and has good forward visibility.	40mph Recommendation to retain existing Speed Limit	(Green)

REQUESTING LOCAL MEMBER OR ASSOCIATED WARD	LOCATION	REQUESTED SPEED LIMIT	EXISTING SPEED LIMIT	ACCIDENT HISTORY April 2014 – April 2017	OUTCOME OF SETTING LOCAL SPEED LIMITS IN WALES, SPEED LIMIT ASSESSMENT	APPROPRIATE SPEED LIMIT	RAG STATUS Red: Change Required Amber: Awaiting Further information Green: No Change
Cllr Andrew Holgate Trelawnyd & Gwaenysgor	Gwaenysgor Village	20mph	30mph	No recorded accidents	Does not meet the criteria for a 20mph speed limit. Legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced. A system of traffic calming is present within the village. There are no accidents recorded to justify reducing the speed limit.	30mph Recommendation to retain existing Speed Limit.	(Green)
Cllr Andrew Holgate Trelawnyd & Gwaenysgor	A5151 London Road, Trelawnyd	30mph/40mph	National	4 recorded accidents	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route consists of an open road with little development on either side with good forward visibility.	40mph buffer zone Recommendation to introduce 40mph buffer zone on approach to the Village due to accident history, numerous businesses and AONB	(Red)
Cllr Andrew Holgate Trelawnyd & Gwaenysgor	Trelawnyd to Trelogan Road from Y Marian, Trelawnyd	30mph	National	No recorded accidents	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route consists of an Open road with little development on either side with good forward visibility.	60mph Recommendation to retain existing Speed Limit	(Green)

REQUESTING LOCAL MEMBER OR ASSOCIATED WARD	LOCATION	REQUESTED SPEED LIMIT	EXISTING SPEED LIMIT	ACCIDENT HISTORY April 2014 – April 2017	OUTCOME OF SETTING LOCAL SPEED LIMITS IN WALES, SPEED LIMIT ASSESSMENT	APPROPRIATE SPEED LIMIT	RAG STATUS Red: Change Required Amber: Awaiting Further information Green: No Change
Cllr Andrew Holgate Trelawnyd & Gwaenysgor	Gwaeanysgor Lanes off London Road	30mph	National	No recorded accidents	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route consists of an open road with little development on either side with good forward visibility.	60mph Recommendation to retain existing Speed Limit	(Green)
Cllr Janet Axworthy Ewloe	B5127 Old Mold Road, Ewloe (Ewloe Green)	20mph	30mph	2 recorded accidents	Does not meet the criteria for a 20mph speed limit. legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures.	30mph Recommendation to retain existing Speed Limit	(Green)
Cllr Janet Axworthy Ewloe	Hawarden Village to Hawarden High School.	20mph	30mph	5 recorded accidents	It is unlikely that the route qualifies for a reduced speed limit of 20mph as legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures. Speed and Volume surveys incomplete due to malfunction of equipment and will therefore require a further survey.	Outcome to be deferred pending return of Speed & Volume Survey.	(Amber)

REQUESTING LOCAL MEMBER OR ASSOCIATED WARD	LOCATION	REQUESTED SPEED LIMIT	EXISTING SPEED LIMIT	ACCIDENT HISTORY April 2014 – April 2017	OUTCOME OF SETTING LOCAL SPEED LIMITS IN WALES, SPEED LIMIT ASSESSMENT	APPROPRIATE SPEED LIMIT	RAG STATUS Red: Change Required Amber: Awaiting Further information Green: No Change
Cllr Janet Axworthy Ewloe	Upper Aston Hall Lane, to Bennetts Lane junction. Hawarden	Request for a reduced speed limit	30mph	1 recorded accident	Does not meet the criteria for a 20mph speed limit. legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures.	30mph Recommendation to retain existing Speed Limit.	(Green)
Cllr Paul Johnson Holywell West	A5026 from Pentre Halkyn into the current 30mph on Holway Road	30mph	40mph	1 recorded accident	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route is a well constructed A road and consists of an open road with development on either side set back from the carriageway with good forward visibility.	40mph Recommendation to retain existing Speed Limit.	(Green)
Cllr Paul Johnson Holywell West	Old Chester Road Holywell.	Request for a reduced speed limit	30mph	No recorded accidents	Does not meet the criteria for a 20mph speed limit. Legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures. The route serves as a main route for the two Industrial parks and consists of a wide carriageway with minimal development and good forward visibility.	30mph Recommendation to retain existing Speed Limit.	(Green)

REQUESTING LOCAL MEMBER OR ASSOCIATED WARD	LOCATION	REQUESTED SPEED LIMIT	EXISTING SPEED LIMIT	ACCIDENT HISTORY April 2014 – April 2017	OUTCOME OF SETTING LOCAL SPEED LIMITS IN WALES, SPEED LIMIT ASSESSMENT	APPROPRIATE SPEED LIMIT	RAG STATUS Red: Change Required Amber: Awaiting Further information Green: No Change
Cllr Ted Palmer Holywell Central	Whitford Street, Holywell	Request for a reduced speed limit	30mph	4 recorded accidents	Does not meet the criteria for a 20mph speed limit. Legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures.	30mph Recommendation to retain existing Speed Limit.	(Green)
Cllr Carolyn Thomas Page 128	A5104 Corwen Road, Sunspot Corner junction	40mph/50mph	National	7 recorded accidents	Does meet the requirement for a 40mph/50mph speed limit. The 40mph is to be extended from the existing location to past the Sunspot corner and the existing 50mph (Denbighshire Boundary side) to be extended to adjoin the speed limit on Sunspot Corner. It is recommended to reduce the existing speed limits due to the existing high accident history and bad visibility at the Sunspot junction.	40mph/ 50mph Recommendation to reduce the speed limit by extending the existing 40mph/50mph speed limits to meet by the Sunspot junction.	(Red)
Cllr Carolyn Thomas Treuddyn	Ffordd Y Rhos, to the junction with the A5104 (Sunspot Corner junction)	40mph	National	No recorded accidents	Does not meet the criteria for a 40mph speed limit, which should only be considered where there are many bends, junctions, accesses, substantial development, a strong environment or where there are considerable numbers of vulnerable users. The route consists of an open road with little development on either side. There are Junctions, few bends and accesses.	50mph Recommendation to reduce existing speed limit due to the number of junctions and accesses.	(Red)

REQUESTING LOCAL MEMBER OR ASSOCIATED WARD	LOCATION	REQUESTED SPEED LIMIT	EXISTING SPEED LIMIT	ACCIDENT HISTORY April 2014 – April 2017	OUTCOME OF SETTING LOCAL SPEED LIMITS IN WALES, SPEED LIMIT ASSESSMENT	APPROPRIATE SPEED LIMIT	RAG STATUS Red: Change Required Amber: Awaiting Further information Green: No Change
Cllr Carolyn Thomas Treuddyn	Tir Y Fron Lane (Opposite the Railway Inn)	30mph	National	No recorded accidents	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route consists of an open road with little development on either side.	60mph Recommendation to retain existing Speed Limit.	(Green)
Cllr Cindy Hinds Penyffordd	Pigeon House Lane, Penyffordd	30mph	National	No recorded accidents	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route consists of an open road with little development on either side with good forward visibility.	60mph Recommendation to retain existing Speed Limit..	(Green)
Cllr David Healey and Cllr Gladys Healey Caergwrle Hope	A550 Hawarden Road	20mph	30mph	No recorded accidents	Does not meet the criteria for a 20mph speed limit. Legislation dictates that recorded speeds must be below 24mph to enable a self enforcing 20mph speed limit to be introduced as otherwise, there is a requirement to implement traffic calming measures. The route is a well constructed A road.	30mph Recommendation to retain existing Speed Limit.	(Green)

REQUESTING LOCAL MEMBER OR ASSOCIATED WARD	LOCATION	REQUESTED SPEED LIMIT	EXISTING SPEED LIMIT	ACCIDENT HISTORY April 2014 – April 2017	OUTCOME OF SETTING LOCAL SPEED LIMITS IN WALES, SPEED LIMIT ASSESSMENT	APPROPRIATE SPEED LIMIT	RAG STATUS Red: Change Required Amber: Awaiting Further information Green: No Change
FCC Operational Team	Babell Road, Babell	Extend 40mph	National	No recorded accidents	Does not meet the criteria for a 40mph speed limit, which should only be considered where there are many bends, junctions, accesses, substantial development, a strong environment or where there are considerable numbers of vulnerable users. The route consists of an open road with little development on either side with good forward visibility.	60mph Recommendation to retain existing Speed Limit.	(Green)
FCC Operational Team	B5121 Lixwm from Existing 30mph to just past the Ysceifiog	Extend 30mph	National	No recorded accidents	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route consists of an open road with little development on either side.	60mph Recommendation to introduce a 40mph buffer zone due to visibility issues from the junction.	(Red)
FCC Operational Team	Stryt Cae Rhedyn Leeswood	Extend 30mph	National	1 recorded accident	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway.	40mph buffer zone. Recommendation to reduce existing speed limit due to visibility issues at the junction.	(Red)

REQUESTING LOCAL MEMBER OR ASSOCIATED WARD	LOCATION	REQUESTED SPEED LIMIT	EXISTING SPEED LIMIT	ACCIDENT HISTORY April 2014 – April 2017	OUTCOME OF SETTING LOCAL SPEED LIMITS IN WALES, SPEED LIMIT ASSESSMENT	APPROPRIATE SPEED LIMIT	RAG STATUS Red: Change Required Amber: Awaiting Further information Green: No Change
FCC Operational Team	Golfton Lane, Connah's Quay	Extend 30mph	National	1 recorded accident	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. The route consists of an open road with little development on either side.	60mph Recommendation to retain existing Speed Limit.	(Green)
Cllr Ian Dunbar	B5126 Mold Road to Connahs Quay	30mph	50mph	5 recorded accidents	Does not meet the criteria for a 30mph speed limit, which should be considered where there are many bends, junctions, accesses & substantial development on both sides of the carriageway. Due to visibility issues for residents, road widths and the proximity of Connah's Quay Village, it is recommended to introduce a 40mph buffer zone from the Connahs Quay boundary sign near Bryn Gwyn Lane, to the existing 30mph speed limit.	40mph buffer zone. Recommendation to reduce existing speed limit due to visibility issues from residential properties.	(Red)

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Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Department for the Economy and Transport



Setting Local Speed Limits in Wales

Guidance

Welsh Assembly Government Circular No: 24/2009

Date of Issue: October 2009

Replaces Circular Roads 1/93 (Department of Transport / Welsh Office 1993)



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Section 1: Introduction

Key points:

- Speed limits should be evidence led, self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel.
- Speed limits should encourage self-compliance and not be seen by drivers as being a target speed at which to drive in all circumstances.
- Highway authorities set 'local speed limits' in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the national speed limit. Local speed limits could be lower or higher depending upon the conditions and evidence.
- This guidance is to be used for setting all local speed limits on trunk and county roads, (excluding motorways) whether single or dual carriageways in both urban and rural areas.
- This guidance should also be used as the basis for future assessments of local speed limits, for developing route management strategies, and for developing speed management strategies dovetailing with Regional Transport Plans.
- Highway authorities are asked to review the speed limits on all of their A and B roads, and implement any necessary changes, by 31st December 2014 in accordance with this guidance.

Background

- 1.1 The Welsh Assembly Government is committed to reducing road traffic collisions and injuries, and developing safer environments for all road users, within a road system which strengthens rural communities and aids wider economic, social and environmental objectives in a sustainable way.
- 1.2 Speed limits play a fundamental role in effective speed management designed to encourage, help and require road users to adopt appropriate and safe speeds. They are a key indicator of the nature and risks posed by the road environment to both motorised and non-motorised road users. Speed limits should, therefore, be evidence led and seek to reinforce people's assessment of what is a safe speed to travel, encouraging self-compliance and not being seen by drivers as a target speed at which to drive in all circumstances.
- 1.3 The overall speed limit framework, including the setting of national limits for different road types, and to which exceptions to the general limits can be applied, is the responsibility of central government. Currently the three national speed limits for cars and motorcycles are:
 - 30mph on street lit roads (sometimes referred to as Restricted Roads);
 - 60mph on rural single carriageway roads;
 - 70mph on dual carriageways and motorways.

- 1.4 These national limits are not, however, appropriate to all roads and highway authorities can, based on local needs and considerations, set 'local speed limits' that differ from the respective national speed limit.
- 1.5 This guidance for highway authorities supersedes that previously contained in Circular Roads 1/93 (Department of Transport / Welsh Office 1993).
- 1.6 This guidance builds on many of the underlying principles of Circular Roads 1/93 reflecting some important developments in speed management policies / research and the relationship between speed and the risk of collisions, together with the severity of injury and actual speeds being driven on rural roads.
- 1.7 The guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas. It brings together the main features of other published guidance on speed limit related issues including speed related road traffic regulation and signing, street lighting, speed limits in rural communities, and 20mph speed limits and zones.
- 1.8 The guidance should be read in conjunction with the relevant legislation, including the Traffic Signs Regulations and General Directions 2002, together with comprehensive advice set out in the appropriate Traffic Advisory Leaflets.
- 1.9 Section 268 of the Transport Act 2000 enables a local highway authority to designate any of the roads for which it has direct responsibility as a Quiet Lane or Home Zone and introduces the concept of use orders and speed orders for these roads. As speed orders do not impose speed limits, but rather specify speeds below which measures can be introduced to constrain traffic, they are not dealt with explicitly within these guidelines.

Priorities for Action

- 1.10 This guidance should be used as the basis for:
 - future assessments of local speed limits;
 - developing route management strategies;
 - developing speed management strategies dovetailing with Regional Transport Plans.
- 1.11 Highway authorities are asked to:
 - review, in accordance with this guidance, the speed limits on all of their A and B roads, implementing and documenting any changes by 31st December 2014;
 - also consider the use of speed management measures, where appropriate on their other roads, in accordance with their statutory duty in respect of road safety;
 - address routes with problems of collisions and injuries, or where there is a widespread disregard for current speed limits.
- 1.12 This guidance will continue to be reviewed in the light of experience and future policy developments. The Welsh Assembly Government intends to monitor and evaluate the usefulness of its guidance to highway authorities and to review the results of its use on the ground. This information will be used to inform any future reviews of the Road Safety Strategy for Wales.

Section 2: Background and Objectives

Key points:

- Highway authorities continue to have the flexibility to set local speed limits that are right for individual roads, reflecting local needs and considerations.
- Local speed limits should ideally be considered as part of a package of measures to manage vehicle speeds.

2.1 The following is a list of publications that have defined government policy in relation to speed management:

- 1997 White Paper on the Future of Transport;
- New Directions in Speed Management (DETR 2000a);
- Tomorrow's Roads – Safer for Everyone¹;
- The Road Safety Strategy for Wales¹;
- Transport Act 2000; and
- TRL Speed Assessment Framework.

2.2 The key objectives of this guidance are:

- the provision of up-to-date and consistent advice to highway authorities;
- improved clarity and consistency of speed limits across Wales that will reflect a level of consistency with England;
- the setting of more appropriate local speed limits, including lower or higher speed limits where conditions dictate;
- local speed limits which better reflect the needs of all road users, not just motorised vehicles;
- improved quality of life for local communities and a better balance between road safety, accessibility, and environmental objectives, especially in rural communities;
- improved recognition and understanding by road users of the risks involved on different types of road, the speed limits which apply, and the reasons why;
- improved respect for speed limits, and in turn improved self compliance;
- continued reductions in the number of road traffic collisions, injuries, and deaths in which excessive or inappropriate speed is a contributory factor.

2.3 Speed limits are, however, only one element of speed management. Ideally local speed limits should be part of a package of measures to manage speeds. For example this could include engineering, landscaping, education, driver information, training, and publicity work to respect the needs of all road users and raise the driver's awareness of their

¹ A new national road safety strategy incorporating casualty reduction targets for beyond 2010 is currently being prepared.

environment. Within their overall network management responsibilities, these measures should enable highway authorities to deliver speed limits and driven speeds that are safe and appropriate for the road and its surroundings.

- 2.4 If an unrealistically low speed limit is set in isolation, it is likely to be ineffective and lead to disrespect from drivers. This would require significant, but avoidable, enforcement costs and could also result in many drivers continuing to travel at unacceptable speeds, thus increasing the risk of injury collisions.

Section 3: The Underlying Principles of Local Speed Limits

Key points:

- The Welsh Assembly Government is responsible for determining local speed limits on the motorway and trunk road network. Local highway authorities are responsible for determining speed limits on the local road network.
- It is important that highway authorities and the police work together in determining any changes to speed limits.
- Alternative speed management options should always be considered before a new speed limit is introduced.
- The underlying aim should be to achieve a 'safe' distribution of speeds which reflects the function of the road and the impacts on the local community. The needs of vulnerable road users and communities must be fully taken into account.
- Highway authorities will wish to satisfy themselves that the benefits exceed the disbenefits before introducing or changing a local speed limit.
- The characteristics of the road and the needs of the vulnerable road user should be considered as factors when setting a speed limit.
- Mean speeds should be used as the basis for determining local speed limits.
- The minimum length of a speed limit should generally be not less than 600 metres although it may be appropriate to use shorter lengths in some circumstances.
- Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility at a bend.

- 3.1 This section identifies who is responsible for determining local speed limits, on which roads, together with the underlying principles which should guide such decisions.
- 3.2 The Welsh Assembly Government is responsible for determining local speed limits on the motorway and trunk road network, and local highway authorities for determining local speed limits on the local road network.
- 3.3 It is important that highway authorities and the police work together in determining, or considering, any changes to speed limits. Neighbouring highway authorities should also work together to ensure consistency of speed limits, especially where roads cross boundaries.

Considerations in Setting Local Speed Limits

- 3.4 A study of road traffic collisions and casualties should indicate whether an existing speed limit is appropriate for the type of road and mix of use by different road users. Community

concerns should also be considered. Improvements in the collision rate or quality of life may be achieved by other speed management measures, hence these alternatives should be considered before proceeding with a new speed limit.

- 3.5 Before introducing or changing a local speed limit, highway authorities will wish to satisfy themselves that the benefits exceed the disbenefits. Many of the costs and benefits do not have monetary values associated with them, but highway authorities should include an assessment of the following factors:
- conditions and facilities for vulnerable road users, including the visual and physical impact of signing;
 - the level of community severance by moving traffic;
 - potential collision and casualty savings;
 - the level of public anxiety;
 - the environmental impact;
 - traffic flow and emissions;
 - journey time reliability;
 - the cost of associated engineering or other physical measures and their maintenance;
 - the cost and visual impact of signing and possible environmental impact of engineering or other physical measures;
 - the practicalities of enforcement.

The Underlying Principles

- 3.6 The underlying aim of speed management policies should be to achieve a safe distribution of speeds which reflects the function of the road and the needs of the local community.
- 3.7 As well as being a key indicator of whether a local speed limit is appropriate, the estimated collision and injury savings should also be an important factor when considering changes to a local speed limit.
- 3.8 The characteristics of the road, such as its geometry and adjacent land use, should be a key factor when setting a speed limit. Drivers are likely to respect lower limits where they can see there are potential hazards, for example in residential areas, shopping streets and outside schools.
- 3.9 Appropriate speed limits are those that complement the road geometry and environment, and the following factors are important:
- road function (strategic, through traffic, local community access etc);
 - road user composition (including existing and potential levels of pedestrian, cyclist, horse rider, motorcyclist and drivers / riders of different types of vehicle);
 - road geometry (width, sight-lines, bends, junctions and accesses etc);
 - community severance;
 - road environment (rural, residential, shop frontages, schools etc);
 - level of adjacent development.

- 3.10 The needs of vulnerable road users must be fully taken into account in order to further encourage their mobility and improve their safety. Setting appropriate speed limits is a particularly important element in urban safety management, with significant benefits for pedestrians and cyclists. Similarly as vehicle speeds are generally higher on rural roads, collision severity and the risk to vulnerable road users are also greater. In both situations speed management strategies should seek to protect local community life.
- 3.11 In order to influence driven speeds to below a new lower local limit it is important that the limit is signed correctly and consistently. Any new limit should also be accompanied by education and, where appropriate, effective engineering changes to the road itself. Without these measures the actual driven speeds are unlikely to be reduced to below the new limit.
- 3.12 Mean speeds should be used as the basis for determining local speed limits as these reflect what the majority of drivers perceive as an appropriate speed for the road. The aim should be for the mean speed driven on the road to be at or below the posted speed limit. Consequently, it may be necessary to consider additional measures to influence the speed distribution.
- 3.13 The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes along the route. This can be reduced to 400 metres for lower speed limits, or even 300 metres on roads with a purely local access function. Anything shorter is not recommended. The terminal points of speed limits need to take account of local circumstances, such as gradients, bends, hump-backed bridges or other hazards, access to industrial / residential estates and visibility of the terminal signs.
- 3.14 For consistency within routes, separate assessments should be made for each 600 metre length of road for which a different speed limit is being considered. The final choice of appropriate speed limit for individual sections might need to be adjusted to provide reasonable consistency over the route as a whole.
- 3.15 Occasionally a shorter length of 40mph or 50mph speed limit may be appropriate as an intermediate transition between a national limit and a lower limit, for example on the outskirts of rural communities or urban areas with adjoining intermittent development. The use of such transitional limits should be restricted to where immediate speed reduction causes real difficulty or is likely to be less effective.
- 3.16 Speed limits should not be used to address isolated hazards such as a simple junction or bend, since speed limits are difficult to enforce over short lengths. Other measures such as warning signs, carriageway markings, junction improvements, super-elevation of bends, adequate footways and new or improved street lighting are likely to be more effective.
- 3.17 Where several roads with different limits enter a roundabout, the roundabout should be restricted at the same level as the majority of the approach roads. If there is an equal division, the roundabout itself should take the lower limit. If all the approach roads have the same limit, the roundabout should have that same limit.
- 3.18 An advisory speed limit recommends a maximum speed although this is not enforced. These are often set at roadworks, on sections of roads with bends or other hazards or in areas frequented by vulnerable road users such as outside schools. Advisory speed limits are generally signed in accordance with Diagram No 513.2 of the Traffic Signs Regulations and General Directions 2002.

Section 4: The Legislative Framework

Key points:

- All speed limits, other than those on restricted roads, should be made by order under Section 84 of the Road Traffic Regulation Act 1984.
- Any permanent speed limits below 30mph, other than 20mph limits or zones, require individual consent from the Welsh Assembly Government.
- For the purpose of determining whether or not a road is restricted, street lighting may extend not only to street lamps provided by highway authorities, but also to their provision by town or community councils with the consent of the respective highway authority.
- Unless an order has been made and the road is signed to the contrary, a 30mph speed limit applies where there are three or more street lamps illuminating the carriageway and placed not more than 183 metres apart.
- Highway authorities have a duty to erect and maintain prescribed speed limit signs on their roads in accordance with The Traffic Signs Regulations and General Directions 2002. Signing that is contrary to the Regulations must not be installed without first seeking authorisation.
- Highway authorities are not permitted to erect different speed limit signs relating to different classes of vehicle.
- Vehicle activated signs must not be used as an alternative to static speed limit signing, but as an additional measure to warn or remind drivers as appropriate.

Main Speed Limit Legislation

- 4.1 This section summarises the current legislative framework governing the setting of local speed limits and speed limit signing. Highway Authorities should comply with this and any subsequent legislative and technical advice.
- 4.2 Most road traffic law pertaining to speed limits is contained in the Road Traffic Regulation Act 1984 (RTRA 1984). Other relevant legislation includes the Highways Act 1980 where Sections 90A-F cover road humps and Sections 90G-I cover other traffic calming works.
- 4.3 Part VI of the RTRA 1984 deals specifically with speed limits, with Sections 81-84 dealing with different speed limits and the speed limit order making process. Section 82(1)(a) defines a restricted road in England and Wales as a road which is provided with “a system of street lighting furnished by means of lamps placed not more than 200 yards (183 metres) apart”. Section 81 specifically makes it an offence for a person to drive a motor vehicle at a speed of more than 30mph on a restricted road.
- 4.4 The establishment of speed limits is also a method through which legal sanctions can be brought to bear on those who exceed the limit set on a particular road. It is, therefore, important to preserve carefully all records relating to the making and validity of a speed limit and associated signage.

- 4.5 All speed limits, other than those on restricted roads, should be made by order under Section 84 of the RTRA 1984. This includes the making of a 30mph speed limit on an unlit road.
- 4.6 The Welsh Assembly Government's policy on the use of Section 82 (2) is that it should be used only to reinstate restricted road status in those cases where a road which has a system of street lighting has previously had its restricted road status removed.
- 4.7 If a road with street lighting has a 40mph limit and this is to be reduced to 30mph, it is necessary to both revoke the 40mph order under Section 84 and apply Section 82 to reinstate restricted road status. Similarly, where a speed limit of 30mph is imposed by order under Section 84 because there is no street lighting, that order should be revoked if street lighting is subsequently provided.
- 4.8 Whilst the Welsh Assembly Government believes that it is legally permissible to use Section 82 to create a 30mph speed limit on an unlit stretch of road, it considers that the best practice is to use Section 84, since this is more in line with the common sense implication that the term 'restricted road' implies the presence of street lights. That said, current speed limits of 30mph on unlit roads that have been made using Section 82 are not in the Welsh Assembly Government's view illegal and there is no requirement to make retrospective speed limit orders. However, it is recommended that highway authorities use Section 84 for future orders.
- 4.9 Any permanent speed limits below 30mph, other than 20mph limits or zones require individual consent from the Welsh Assembly Government.

Street Lighting

- 4.10 For the purpose of determining whether or not a road is restricted, street lighting (as set out in paragraph 4.3) may extend not only to street lamps provided by highway authorities, but also their provision by town or community councils with the consent of the respective highway authority.
- 4.11 Direction 11 of The Traffic Signs Regulations and General Directions 2002 defines the requirements for the placing of speed limit repeater signs. This states that speed limit repeater signs cannot be placed along a road on which there is a system of street lighting and which is subject to a 30mph speed limit. The definition of repeater signs includes the use of carriageway markings validating the speed limit.
- 4.12 The Welsh Assembly Government will not make exceptions to this rule. It should be assumed that, unless an order has been made and the road is signed to the contrary, a 30mph speed limit applies where there is a system of street lighting.

Speed Limit Signing

- 4.13 Whilst increased understanding and acceptance of speed limits will help compliance, drivers are ultimately aided by clear, visible and regular signing which enables them to unhesitatingly know what speed limit is in force.
- 4.14 Under Section 85 of the RTRA 1984 it is the duty of the highway authority to erect and maintain prescribed speed limit signs on their roads. The Traffic Signs Regulations and General Directions 2002 prescribe the designs and conditions of use for traffic signs including speed limit signing in England, Scotland and Wales.

- 4.15 Highway authorities must follow these Regulations when signing speed limits. Special authorisation must be sought if highway authorities wish to deviate from that which is prescribed and signing that is contrary to the Regulations must not be installed without first seeking authorisation. Special authorisation applications should be sent to the Welsh Assembly Government.
- 4.16 All signs displaying a mandatory speed limit must either comply fully with the regulations, or have been specially authorised. Failure to provide signs in this manner effectively means that no offence is committed by the person exceeding the speed limit, resulting in failed prosecutions.
- 4.17 Lower maximum speed limits apply on certain roads to certain classes of vehicles. These are set out in Schedule 6 of the RTRA 1984 and in the Highway Code. Drivers of these vehicles are expected to be aware of this and follow these special limitations without having to be reminded by specific speed limit signs for particular vehicles. Highway authorities are, therefore, not permitted to erect different speed limit signs relating to different classes of vehicle.
- 4.18 The main types of speed limit, traffic calming, safety camera and related signing, along with directions for their use, can be found in the Traffic Signs Regulations and General Directions 2002.
- 4.19 Appendix A details in principle the layout of speed limit signs.
- 4.20 Further detailed advice on the form and siting of speed limit signs is given in Chapter 3 of the Traffic Signs Manual and Traffic Advisory Leaflet 1/95 (DoT 1995).
- 4.21 Vehicle activated signs (VAS), triggered by approaching vehicles, have been developed to help address the problem of inappropriate speed. They must not be used as an alternative to static speed limit signing, but as an additional measure to warn drivers of a potential hazard or to remind them of the speed limit in force.
- 4.22 The legislation does not prescribe the use of countdown markers on the approach to speed limit terminal signs, and highway authorities must therefore apply for special authorisation before they can be installed.

Section 5: Speed Limits in Urban Areas

Key points:

- Lower speeds benefit all users of urban roads, especially vulnerable road users.
- Highway authorities are encouraged to adopt the Institution of Highways and Transportation's Urban Safety Management Guidelines. The guidelines propose the use of a road hierarchy approach which reflects a road's function, the mix of vehicular traffic that it carries and its use by vulnerable road users.
- The national speed limit in urban areas is currently 30mph.
- Highway authorities are encouraged to consider any new speed limits or modifications to existing limits on an individual case-by-case basis.
- The Welsh Assembly Government encourages and supports 20mph speed limits and zones at appropriate locations. 20mph limits may even be introduced on trunk roads in exceptional circumstances, generally over short lengths and for limited times of the day.
- 40 mph speed limits may be used where the highway features provide suitable facilities to accommodate the movements of all road users who normally use that length of road. 40mph speed limits will tend to be located on generally higher quality suburban roads or those on the outskirts of towns and villages where there is limited development.
- 50mph speed limits can be implemented on urban dual carriageways, radial routes or bypasses where the road environment and characteristics are appropriate. Generally vulnerable road users will not use or seek to cross these routes.

Scope

- 5.1 This section provides specific guidance on the setting of local speed limits in urban areas. Highway authorities should comply with this guidance and any subsequent legislation and technical advice.
- 5.2 Urban roads by their nature are complex as they should seek to cater for a wide variety of user activities and should provide for safe travel on foot, by pedal cycle and by motorised vehicle. Lower speeds benefit all urban road users and setting appropriate speed limits is, therefore, an important factor in improving urban safety. Highway authorities are encouraged to adopt the Urban Safety Management Guidelines published by the Institution of Highways and Transportation. These Guidelines propose the use of a road hierarchy approach which reflects a road's function, the mix of vehicular traffic that it carries and its use by vulnerable road users. Within this approach the principle should be to ensure that the traffic travels on suitable roads at an appropriate speed.
- 5.3 The national speed limit in urban areas is currently 30mph, representing a balance between the mobility and safety of road users, especially the more vulnerable groups. Local speed limits of 20mph are encouraged where appropriate, particularly in situations

where there is a risk to vulnerable road users. Highway authorities can also implement 40mph and 50mph limits on urban roads where conditions are suitable.

5.4 Whenever considering the introduction of new speed limits or modifications to existing limits, highway authorities should review proposals on an individual case-by-case basis.

5.5 For further information on appropriate urban speed limits, other than 30mph limits, see paragraphs 5.6 to 5.17 inclusive and Appendix C.

20mph Speed Limits and Zones

5.6 Highway authorities may implement 20mph speed limits and zones where appropriate, particularly in residential areas, and this is encouraged and supported by the Welsh Assembly Government. Such limits may either be full time or restricted to specified hours of the day.

5.7 20mph speed limits may be used on trunk roads in exceptional circumstances, generally over short lengths and for limited times of the day.

5.8 To be successful, 20mph speed limits and zones should ideally be self enforcing. Highway authorities should take account of the level of police enforcement required before installing either of these measures and must always formally consult the police when considering their use.

5.9 Where highway authorities introduce 20mph speed limits for part of the day (e.g. around school hours), care should be taken to ensure that signing is clear and unambiguous to drivers.

5.10 20mph speed limits should only be used for individual roads or for a small network of roads. Research indicates that 20mph speed limits should only be used where mean vehicle speeds are 24mph or below or where traffic calming measures are planned as part of the speed management strategy.

5.11 20mph zones have a proven casualty reduction benefit and are usually used in town centres, residential areas and in the vicinity of schools. Their purpose is to create conditions in which drivers naturally drive at around 20mph largely due to vulnerable road user activity.

40 and 50mph Speed Limits

5.12 Whilst 30mph is the current national standard speed limit for urban areas, 40 and 50mph speed limits may be used in appropriate circumstances.

5.13 Roads suitable for 40mph are generally of a higher quality than 30mph roads and they tend to be located on the outskirts of towns and villages. In addition, they will generally be of good width, layout and alignment, and will often be bounded by limited development usually set back from the road.

5.14 The movement of vulnerable road users will be catered for by the provision of footways and/or cycleways to at least one if not both sides of the carriageway. Pedestrian / cycle crossing places will exist at locations where movements are likely to occur and these crossings will often be of a controlled nature.

5.15 50mph speed limits may be used where appropriate on urban dual carriageways, radial routes or bypasses where the design and layout of the road is intended to cater for

vehicular traffic only. These roads will generally have either segregated junctions or positive traffic control at intersections and there will be little or no roadside development.

- 5.16 The nature of the roads will tend to discourage vulnerable road user movements along and across the road. Where vulnerable road users are likely to seek to cross a 50mph road, positive controls should exist or be provided probably located at intersections.
- 5.17 When considering the use of 40 and 50mph speed limits, highway authorities should always assess the potential impact on local communities, including segregation of communities and the effect on vulnerable road users.

Speed Limit Signing

- 5.18 The signing that may be used to indicate the presence and nature of a speed limit, including repeater signs, is specified in legislation and technical advice.
- 5.19 In general the signing arrangements associated with speed limits are:
- Where the road is lit by a system of street lamps placed not more than 200 yards (183 metres) apart provided by the highway authority or by a town or community council with the consent of the respective highway authority, 30mph speed limit terminal signs only may be provided. If a system of street lighting, as specified, does not exist then 30mph repeater signs are required at regular intervals along the road(s) covered by the limit. Carriageway markings indicating the speed limit are considered to be a repeater sign and consequently 30mph markings are not permitted on roads subject to a 30mph speed limit, where a conforming system of street lighting exists;
 - A 20mph speed limit is indicated by terminal speed limit signs and 20mph repeater signs at regular intervals along the road(s) covered by the limit;
 - Terminal 20mph signs are used at zone boundaries, along with speed reducing features within the zone. No additional speed limit or traffic calming signs are required within a 20mph zone;
 - For 40 and 50mph speed limits terminal signing and repeater signs are required. For details of the necessary layouts for such signing, see Appendix A.

Section 6: Speed Limits in Rural Areas

Key points:

- The current national speed limit on rural single carriageway roads is 60mph and a limit of 70mph applies on rural dual carriageways.
- 40 and 50mph speed limits may be used where appropriate, and the speed limit in rural towns and villages should generally be 30mph. Highway authorities should, however, consider each location on a case-by-case basis.
- Highway authorities are encouraged to adopt the Institution of Highways and Transportation's Rural Safety Management Guidelines.
- Speed limits should be appropriate for the nature of the road and its use by all types of road user. Factors that should be considered include its strategic importance, if it has a local access or recreational function and if it passes through or severs a local community. In addition, its geometry, the topography of the area and its use by vehicles and vulnerable road users should also be considered.
- The TRL Speed Assessment Framework may be used in borderline cases where the choice of the appropriate speed limit is not clear.
- Generally the minimum length of a speed limit should be 600 metres. Highway authorities may, however, lower this to 400 metres and, in exceptional circumstances, to 300 metres.

Scope

- 6.1 This section provides specific guidance on the setting of local speed limits in rural areas. Highway authorities should comply with this guidance and any subsequent legislation and technical advice.
- 6.2 The current national speed limit (for cars and motorcycles) on rural single carriageway roads is 60mph with a 70mph speed limit on rural dual carriageways.
- 6.3 Speed limits should be considered as only one part of rural safety management and highway authorities are encouraged to adopt the Institution of Highways and Transportation's Rural Safety Management Guidelines. The guidelines propose the use of a road hierarchy approach which reflects the road's function, the mix of vehicular traffic, use by vulnerable road users, its characteristics, its surroundings and the potential safety and environmental impacts.
- 6.4 When considering the provision of a speed limit or modifications to an existing limit, highway authorities should seek a balance between the needs of differing road users. Factors to be considered include:
 - the appropriateness of the current speed limit;
 - the numbers and types of collisions;

- the road's function and traffic mix;
- local access needs;
- any recreational functions;
- community severance and social factors;
- its use by vulnerable road users;
- vehicular use;
- the road environment;
- the road's geometry.

6.5 Highway authorities are encouraged to consider any new speed limits or modifications to existing limits on an individual case-by-case basis.

Speed Limits on Single Carriageway Rural Roads

6.6 In most instances the road's function, usage and characteristics (see paragraphs 6.4 and 6.12) should enable highway authorities to determine an appropriate limit for the individual length of single carriageway rural road. An assessment framework has been developed by TRL as a means of helping decisions in borderline cases where the choice of speed limit is not clear, or for those roads with high collision rates. A web link to the assessment framework is contained in Appendix D.

6.7 The Assessment Framework uses mean speeds and differentiates between two tiers of roads based on their traffic function:

- Upper Tier – those roads with primarily a through function where mobility is important, typically A and B roads;
- Lower Tier – those roads with a local or access function where quality of life benefits are important, typically C and unclassified roads.

6.8 The number and types of road traffic collisions on the affected length of road is a key factor to be considered when setting speed limits. Collision thresholds can provide a guide to those collisions that may occur on a road carrying a given level of traffic and acknowledges a balance between safety and mobility. The suggested speed limits, relative to collision thresholds, for the two tiers are:

Upper Tier A and B roads

- 60mph: High quality strategic roads. When using the Assessment Framework the collision rate should be below a threshold of 35 injury collisions per 100 million vehicle kilometres;
- 50mph: Lower quality strategic roads. When using the Assessment Framework the collision rate should be above a threshold of 35 injury collisions per 100 million vehicle kilometres and/or mean speed is already below 50mph;
- 40mph: where highway authorities consider this to be justified on the basis of, for example, road geometry, the level of development, environmental issues or use by vulnerable road users;
- 30mph: generally the norm in villages;

- 20mph: generally only in exceptional circumstances.

Lower Tier C and Unclassified Roads

- 60mph: only the best quality roads with a mixed function (i.e. partial traffic flow and local access). In the longer term these roads should ideally be assessed using the guidance for upper tier roads;
- 50mph: lower quality roads with a mixed function. When using the Assessment Framework the collision rate should be below a threshold of 60 injury collisions per 100 million vehicle kilometres;
- 40mph: roads with a predominantly local, access or recreational function, or it forms part of a recommended route for vulnerable road users. When using the Assessment Framework the collision rate should be above 60 injury collisions per 100 million vehicle kilometres;
- 30mph: generally the norm in villages;
- 20mph: where appropriate, for example in residential areas and in the vicinity of schools.

6.9 It is important to note that the above does not imply that speed limits should automatically be reduced, especially if the collision records are above the thresholds. Whilst the collision rate is an important factor in determining what speed limit is appropriate, the types of collision are an equally important factor. Highway authorities should review the types of collision that have historically occurred during the preceding 5 years, with particular reference to collisions which may have been speed related.

Dual Carriageway Rural Roads

6.10 Rural dual carriageways will generally be subject to the standard national speed limit, currently 70mph. However, a lower limit may be appropriate if a collision history or specific local circumstances indicate that this cannot be achieved safely. An example of local circumstances is where vulnerable road user activities occur and/or where a significant collision history exists which cannot be resolved by other engineering means.

Rural Towns, Villages and Other Residential Communities

6.11 Fear of traffic can affect people's quality of life within communities and the speed limit in rural towns and villages should be similar to those applying to urban areas, i.e. generally 30mph with 20mph speed limits or zones where appropriate. However, the speed limits in rural communities should be considered on a case-by-case basis.

6.12 Traffic Advisory Leaflet 1/04 sets out current advice on achieving lower speed limits in villages. This includes a broad definition of what constitutes a village, namely 20 or more houses (on one or both sides of the road) over a minimum length of 600 metres. Highway authorities are encouraged to use their discretion in deciding what speed limit is appropriate, taking into account other key buildings, features and issues, including:

- schools;
- pre-school groups;
- shops, cafés, public houses, restaurants and filling stations;
- banks and post offices;

- bus stops;
- tourist attractions;
- community halls;
- residential and nursing homes;
- day care centres;
- doctors' surgeries;
- playing fields, sports facilities and children's playgrounds;
- levels of deprivation.

- 6.13 It may also be appropriate to consider the use of 20mph limits or zones in rural communities, as detailed in paragraphs 5.6 to 5.11 inclusive.
- 6.14 In situations where the broad definition of a village is not met and there is a lesser degree of development, or where engineering measures are not practical or cost effective to achieve a 30mph limit, but a reduction from the national speed limit is considered to be appropriate, highway authorities should consider alternative lower limits of 40 or 50mph.
- 6.15 In some circumstances it may be appropriate to consider a 'buffer' speed limit of 40mph prior to the 30mph terminal speed limit signs at the entrance to a community, in particular where there are outlying houses or features beyond the community boundary or roads with high approach speeds. For the latter, highway authorities might also need to consider other speed management measures to support the speed limit message and encourage compliance.
- 6.16 Generally the minimum length of a speed limit should be 600 metres. However, highway authorities may lower this to 400 metres, and in exceptional circumstances, to 300 metres. Shorter lengths are not recommended.

Speed Limit Signing

- 6.17 The signing that may be used to indicate the presence and nature of a speed limit, including repeater signs, is specified in legislation and technical advice.
- 6.18 The signing arrangements associated with speed limits on rural roads are:
- where the national speed limit for a rural single carriageway road applies and no street lighting exists, terminal signing only is required as referred to in Appendix A;
 - for 40 and 50 mph speed limits terminal signing and repeater signs are required. For details of the necessary layouts for such signing, see Appendix A.
- 6.19 For details of signing arrangements for 30mph speed limits, together with 20mph speed limits and zones, see Section 5.

Section 7: Bibliography

Legislation

- Highways Act 1980
- Road Traffic Regulation Act 1984
- Road Traffic Acts 1988 and 1991
- The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, SI 1996/2489
- Department for Transport, Highway (Road Humps) Regulations 1999, SI 1999/1025
- Department of the Environment, Transport and the Regions, SI 1999/1026. The Highways (Traffic Calming) Regulations 1999
- Road Traffic Regulation Act (Amendment) Order 1999, SI 1999/1608 – 20mph Speed Limits
- The Traffic Signs Regulations and General Directions 2002 (with amendments to General Directions in 2004, Regulations in 2006 and both in 2005 and 2008)
- Road Traffic Regulation Act 1984 as amended by the Transport Act 2000
- Traffic Management Act 2004
- Road Safety Act 2006

Circulars

- DETR Circular 05/99, 20mph speed limits
- DfT Circular 1/06, setting local speed limits on roads in England

Traffic Advisory Leaflets

- 3/90 Urban Safety Management Guidelines IHT 1990
- 3/93 Traffic Calming Special Authorisation. DoT 1993
- 11/93 Rumble Devices DoT 1993
- 12/93 Overrun Areas DoT 1993
- 13/93 Gateways DoT 1993
- 1/94 VISP (Village Speed Control Working Group) – A Summary DoT 1994
- 2/94 Entry Treatments DoT 1994
- 1/95 Speed Limit Signs: A Guide to Good Practice DoT 1995
- 7/95 Traffic Islands for Speed Control DoT 1995
- 2/96 75mm High Road Humps DoT 1996
- 7/96 Highways (Road Humps) Regulations DoT 1996
- 2/97 Traffic Calming on Major Roads: A49, Craven Arms, Shropshire DoT 1997
- 12/97 Chicane Schemes DoT 1997

- 1/98 Speed Cushion Schemes DfT 1998
- 9/99 20mph Speed Limits and Zones DfT 1999
- 14/99 Traffic Calming on Major Roads: A Traffic Calming Scheme at Costessey, Norfolk. DfT 1999
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- 10/00 Road humps: discomfort noise and ground-borne vibration DfT 2000
- 11/00 Village Traffic Calming-Reducing Accidents DfT 2000
- 12/00 Urban street activity in 20mph zones – Ayres Road area Old Trafford DfT 2000
- 8/02 Home Zones – Public Participation DfT 2002
- 1/03 Vehicle Activated Signs DfT 2003
- 1/04 Village Speed Limits DfT 2004
- 2/04 Rural traffic calming – Bird Lane, Essex DfT 2000
- 3/04 Quiet Lanes DfT 2004
- 1/05 Rumblewave surfacing DfT 2005
- 2/05 Traffic Calming Bibliography DfT 2005
- 2/06 Speed Assessment Framework DfT 2006
- 1/07 Fire and Ambulance Services Traffic Calming: A Code of Practice DfT 2007

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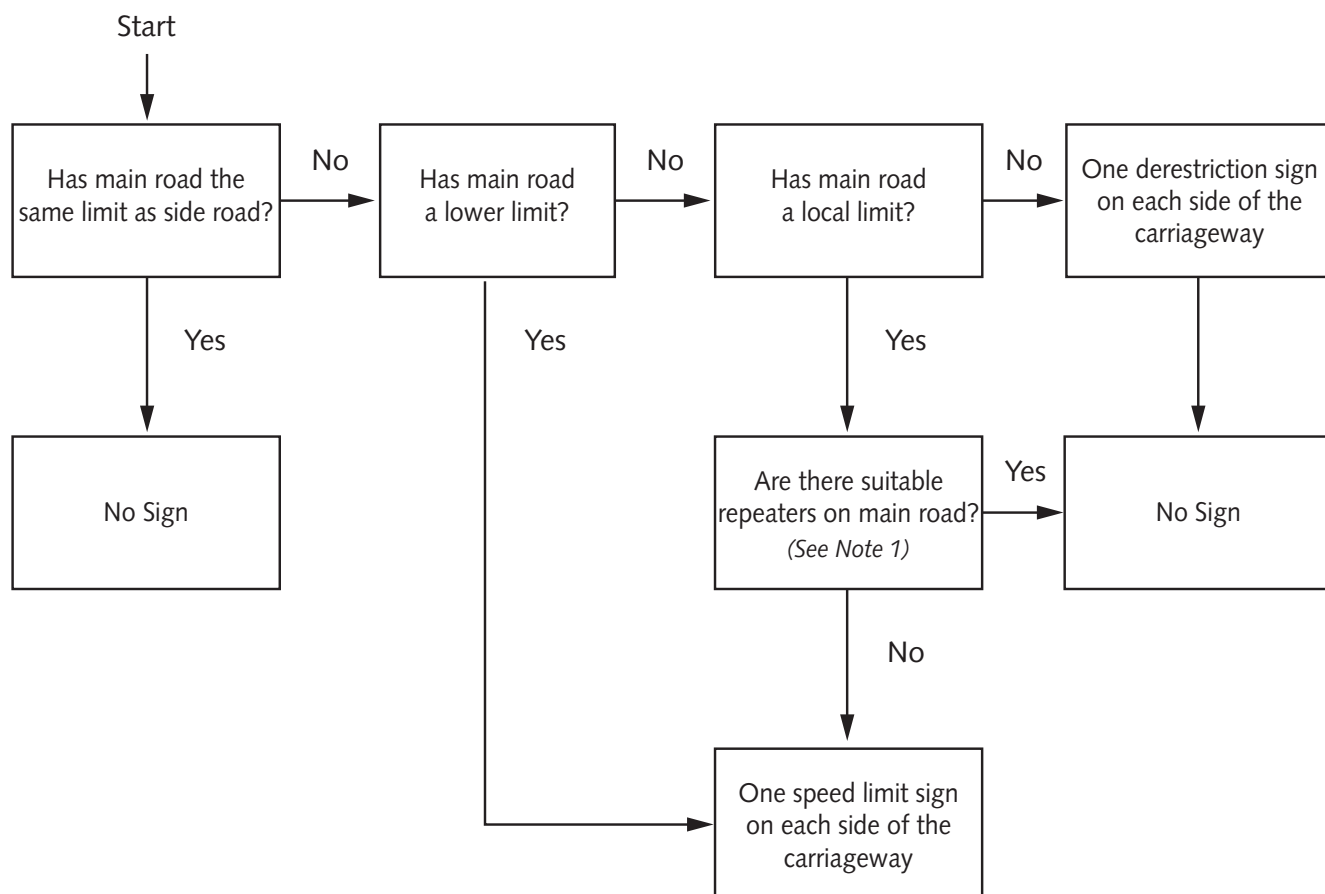
- Collision Analysis on Rural Roads – a Technical Guide, TRL PPR 026, 2004
- Home Zone Design Guidelines IHIE 2002
- Transport in the Urban Environment IHT 1997
- Design Manual for Roads and Bridges TA 87/04 Traffic Calming on Trunk Roads DfT 2004

Useful Websites

- www.wales.gov.uk
- www.roadsafetywales.co.uk
- www.dft.gov.uk
- www.trl.co.uk

Appendix A: Speed Limit Signing Guidance

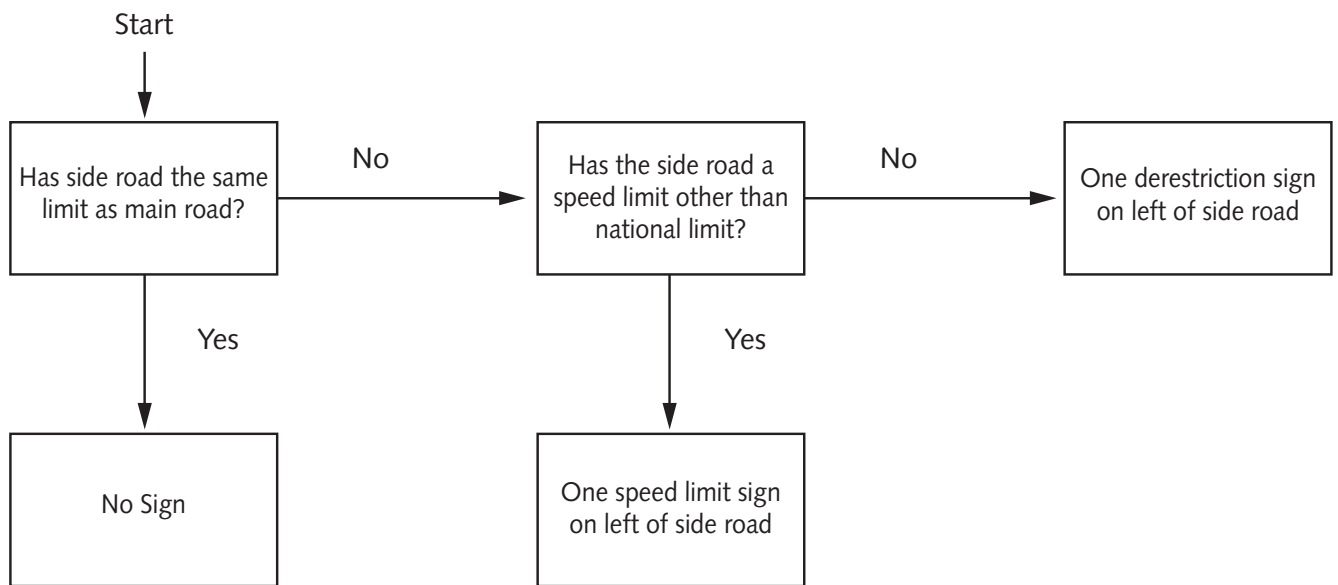
Figure A.1 – Speed Limit and Derestriction Signs at Side Road Junctions to Face Vehicles Entering Main Road



Notes

1. For details of the requirements for repeater signs, see Traffic Advisory Leaflet 1/95.
2. See also note 2 on Figure A.3.
3. 'Derestriction' means 'National Speed Limit applies'.

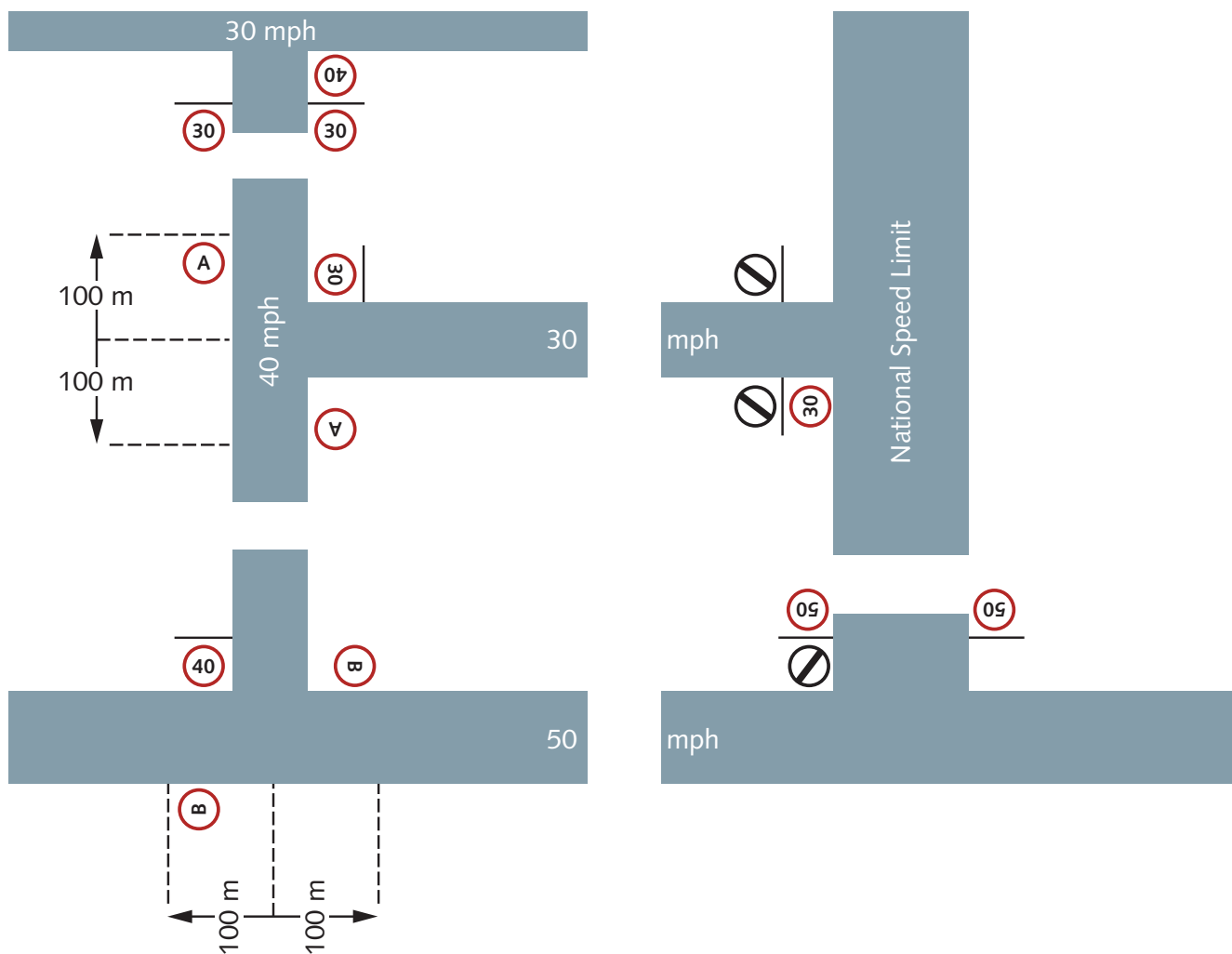
Figure A.2 – Speed Limit and Derestriction Signs at Side Road Junctions to Face Vehicles Entering Side Road









Notes

1. 'Derestriction' means 'National Speed Limit applies'.
2. See also note 2 on Figure A.3.

Figure A.3 – Typical Layout for Speed Limit Signs at Side Road Junctions on Single Carriageway Roads



Key

- | | | | |
|---|--------------------|---|-------------------------|
|  | } Terminal Signing |  | - Derestriction Signing |
|  | |  | - 40 Repeaters |
|  | |  | - 50 Repeaters |

Notes

1. This is diagrammatic, not to scale and is not an exhaustive description of all situations.
2. No side road signs need be illuminated.
3. Wherever it is specified that one sign shall be placed on the left-hand side of side road there is an option to place a similar sign on the other side of the road as well.
4. For details of the requirements for repeater signs, see Traffic Advisory Leaflet 1/95.
5. 'Derestriction' means 'National Speed Limit applies'.

Appendix B: Glossary

Word / Phrase	Definition
85 th Percentile Speeds (also see Mean Speeds)	If the speeds of all motorists are ranked from slowest to fastest, the "85 th percentile speed" separates the slower 85% from the fastest 15%
A Roads	Main roads connecting larger conurbations and providing a strategic traffic flow function
Advisory Speed Limit	Non mandatory suggested maximum speed limit provided in particular circumstances
Areas Of Outstanding National Beauty	Landscape whose distinctive character and natural beauty are so outstanding that it is in the nation's interest to safeguard them (Designated as such by the National Parks and Access to the Countryside Act 1949)
B Roads	Secondary level roads connecting local communities and the A road network
C Roads	Minor local distributor and access roads often connecting communities
Collision Rate	Number of collisions relating to a length of road and traffic flow normally expressed in million vehicle kilometres
Community Severance	Splitting of community by the presence of a road and/or travel behaviour on that road
Countdown Markers	Non prescribed sign used to indicate distance to a speed limit boundary
Dual Carriageway	Highway divided down the middle by a barrier that separates opposing flows of traffic
Equestrians	Persons involved with horse activities
Exceptional	A set of circumstances or conditions which, in the opinion of the highway authority, deviate widely from the norm
Excessive Speed	Travelling speed greater than the posted speed limit
Gradients	Rate of increase or decrease in the elevation of a surface
Highway Authorities	In Wales this means the 22 local authorities with responsibility for local roads and the Welsh Assembly Government having responsibility for trunk roads and motorways
Highway Code	Driving standards booklet providing rules and guidance on the use of roads. Applicable in England, Scotland and Wales
Inappropriate Speed	A travelling speed not be-fitting the prevailing conditions and circumstances. An inappropriate speed may be less than the posted speed limit
Mean Speeds (also see 85 th percentile speeds)	The sum of a series of speed readings divided by the number of speed readings taken

Word / Phrase	Definition
Motorised Road Users	Drivers / riders / passengers using cars, motorcycles, buses etc.
National Speed Limit	The standard speed limit established by the government for different types of roads
Non-Motorised Road Users	Include pedestrians, pedal cyclists, horse-riders etc
Recreational Function	In this context, a road that primarily provides access to areas where persons will travel to undertake leisure activity (e.g. national parks)
Regional Transport Plans	Plans to develop policies which are implemented by local authorities for a specific time period
Restricted Road	A 30mph road by virtue of a system of street lighting furnished by means of lamps placed not more than 200 yards (183 metres) apart (Road Traffic Regulation Act 1984)
Road Geometry	Size, shape, width, surface, alignment, gradient and geometry of the highway
Rural Areas	The countryside including villages, hamlets and small towns
Rural Road	A road within a rural area, generally subject to a speed limit greater than 40mph
Single Carriageway	Most common type of road with no physical separation (i.e. central reservation) between opposing flows of traffic
Speed Limits	Maximum permitted speed allowed by law on a specific length of road set by speed limit order or national standards
Sustainable	Meeting the needs of today without compromising the needs of tomorrow
Trunk Road	The trunk road network in Wales is a system of strategic routes of national importance that caters for the through movement of long distance traffic. It is uniquely the part of the transport system for which the Welsh Ministers as the trunk road authority have direct responsibility
Unclassified Roads	Minor roads with lower traffic densities than on A, B or C roads
Urban Areas	Built up areas such as cities or towns
Urban Road	A road within an urban area, generally subject to a speed limit of 40mph or less
Vehicle Activated Signs	Generic term for a type of road traffic sign which displays a message conditional upon the presence, or speed, of a road vehicle
Village	Generally 20 or more houses, on one or both sides of the road, over a minimum length of 600 metres
Vulnerable Road User	Vulnerable road users include pedestrians, pedal cyclists, motor cyclists, horse-riders, children, the elderly, people with physical disabilities and/or mobility, sight, hearing or learning difficulties

Appendix C:

Speed Limits in Urban Areas

Speed Limit (mph)	Characteristics
20	Generally used in town centres, residential areas and in the vicinity of schools where there is a high presence of vulnerable road users.
30	The current national speed limit for roads located in urban areas.
40	<p>A speed limit that may be used on urban roads of a higher quality. The road will normally be of good width and layout, and will often be bounded by limited development generally set back from the road.</p> <p>These roads will often tend to be located on the outskirts of towns and village communities.</p> <p>The needs of pedestrians and pedal cyclists will normally be catered for by facilities at the sides of the carriageways and pedestrian/cyclist crossing places will exist at appropriate locations.</p>
50	This speed limit should only be used on high standard urban dual carriageways, radial routes or bypasses where the design and layout of the road is intended for vehicular traffic only. There should be little or no roadside development and generally negligible need for vulnerable road users to use or cross these roads.

Fuller details are set out in Section 5.

Appendix D: Speed Assessment Framework

For Use When Considering Borderline Cases On Single Carriageway Roads In Rural Areas

1. Speed limits should be considered as only one part of rural safety management. The first priority where collision rates are high should be to seek cost effective improvements to reduce these rates, targeting the collision types that are over-represented.
2. If high rates persist, despite these measures, then lower speed limits may also be considered. However, speed limits on their own without supporting physical measures, driver information and publicity or other measures will not necessarily change driver behaviour and, therefore, result in substantial numbers of drivers continuing to travel at unacceptable speeds. This may lead to significant enforcement costs. So every effort should be made to achieve an appropriate balance between speeds, speed limits, the needs of vulnerable road users and the local community, road design and other measures. This balance may be delivered by introducing one or more speed management measures in conjunction with a new or modified speed limit and/or as part of an overall route safety strategy.
3. The Speed Assessment Framework documentation can be found at the following web address and in Traffic Advisory Leaflet 2/06.

www.trl.co.uk/research_development/improving_safety/user_safety/speed_management_assessment_framework_spreadsheet.htm
4. The basis for the Speed Assessment Framework procedure is:
 - a firm theoretical basis for choosing speed limits for road functions taking account of safety, mobility and environmental factors;
 - roads classified into two tiers based on road function;
 - closer integration of speed limit choice with more general rural road safety management measures;
 - mean speed;
 - local flexibility of choice within a consistent overall procedure.
5. The Assessment Framework combines safety and mobility costs to show how the total cost and the balance between the component costs change if different choices of speed limit are made. For a particular road type, total cost is similar over a relatively wide speed range, with mobility benefits being exchanged for safety benefits as speeds decrease.
6. A simple two-tier functional hierarchy should be used, with roads having either a primarily through traffic (upper tier) or local access (lower tier) function. Both need to be provided safely. Mobility benefits will be more important for the upper tier than for the lower tier roads, whilst environmental benefits are likely to be of greater importance for the lower tier roads.

7. There may be many roads below A and B classification which serve a mixed through traffic and access function. Where that traffic function is currently being achieved without a high collision rate, these roads should be judged against the criteria for upper tier roads. If however, for all or parts of these roads, there is a substantial potential risk to vulnerable road users, these sections should be assessed against the criteria for lower tier roads.
8. Decisions on speed limits should take account of other collision reduction measures that might be applied. To help in this process a technical guide “Collision Analysis on Rural Roads” has been developed (downloadable from the TRL website) which provides information on typical collision rates and typical proportions of different collision types on different types of rural road. These can be used to judge whether other site or route specific measures might be appropriate, which would reduce either speeds or collisions along the route.
9. Mean speed should be used for the assessment. For the majority of roads there is a consistent relationship between mean speed and 85th percentile speed. Where this is not the case, it will usually indicate that drivers have difficulty in deciding the appropriate speed for the road, suggesting that a better match between road design and speed limit is required.
10. The aim should be to align the speed limit to the prevailing conditions and all vehicles moving at speeds as close to the posted speed limit as possible. An important step in introducing any new speed limit is to gain agreement with the local police.
11. The aim of the Framework approach is to achieve a consistent application of speed limit policy throughout the country. However, local issues in relation to particular routes can be reflected in the functional tier to which the road is assigned and also through final decisions on acceptable mean speeds for each limit, on the importance given to local community and environmental factors and on the choice of additional measures that could change the appropriate speed limit regime recommended.

Selection Procedure

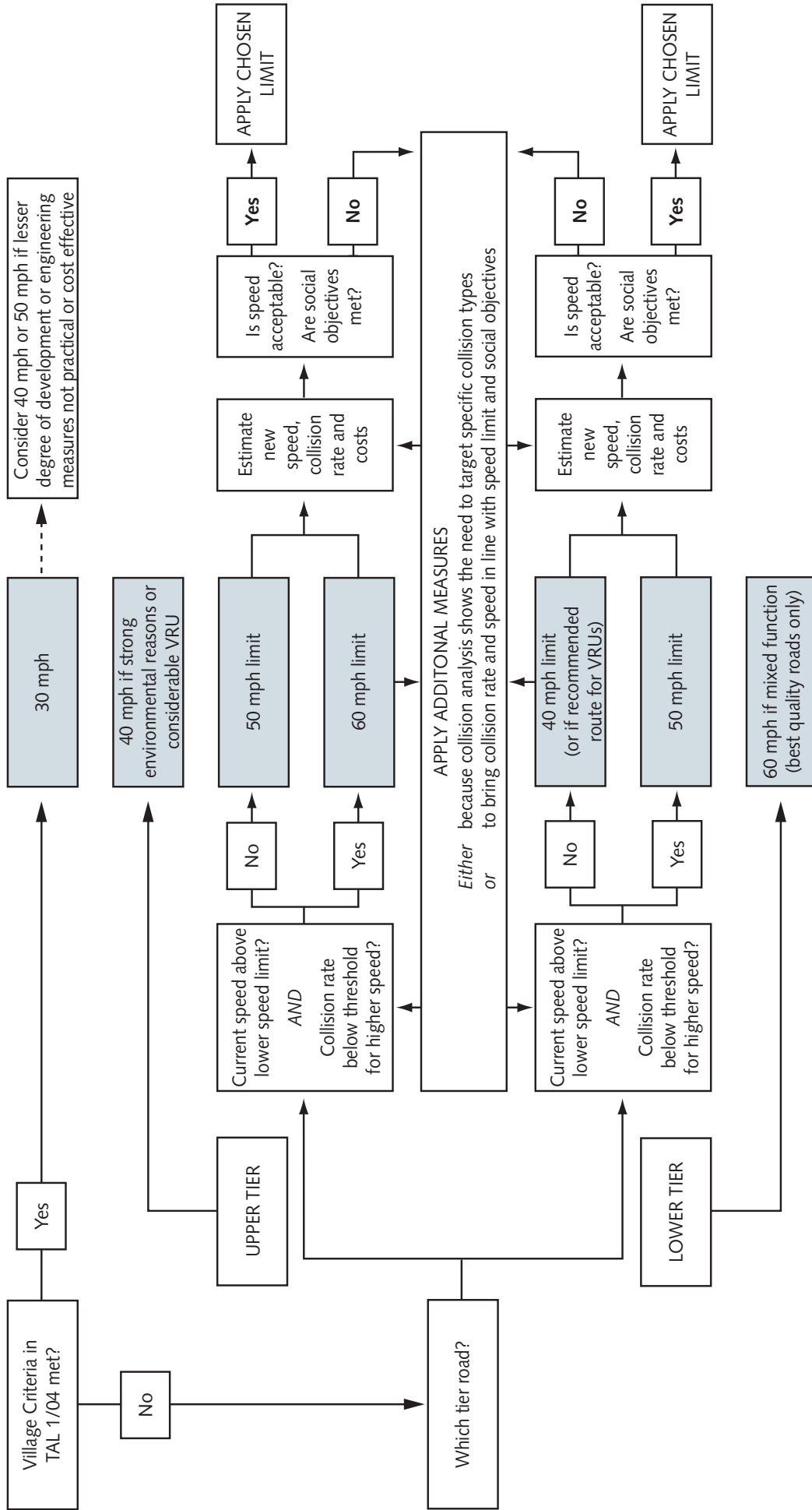
12. Within routes, separate assessments should be made for each section of road of 600 metres or more for which a separate speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide consistency over the route as a whole.
13. A flow chart for the decisions to be made for selecting speed limits for rural single carriageway roads is given in *Figure D1*. It includes the following steps:
 - Step 1 – consider if the level of development requires special treatment;
 - Step 2 – consider which functional tier is appropriate for the road;
 - Step 3 – measure the current mean speed and collision rate (i.e. injury collisions per 100 million vehicle km);
 - Step 4 – check the collision rates against acceptable thresholds;
 - Step 5 – if the collision rate is high, check the proportion of different collision types against the investigatory thresholds recommended in ‘Collision Analysis on Rural Roads’ and consider whether site or route treatment is appropriate before deciding the speed limit;

Step 6 – if a speed limit lower than the current one is indicated, estimate the mean speed and collision rate and the influence on social factors that would result from implementing the new limit;

Step 7 – check that these values are acceptable; if not consider whether further measures are necessary to bring speed and collision rates into balance.

14. For mean speeds to be acceptable, they should be no higher than the posted limit after it has been implemented. Research shows that for a typical distribution of vehicle speeds on single carriageway rural roads, the 85th percentile speed is about 6mph above the mean speed for roads with a 50mph limit and about 8mph above mean speed on roads with a 60mph limit. Setting acceptable mean speeds at or below the limit is, therefore, consistent with current enforcement thresholds.
15. The choice of speed limits within each tier should take account of the following:
 - whether the collision rate is below the appropriate threshold of injury collisions per 100 million vehicle kilometres;
 - whether there is substantial development;
 - whether the road forms part of a recognised route for vulnerable road users.
16. The bands of appropriate collision rates by speed and speed limit are illustrated in *Figures D2 and D3*. If walking, cycling, equestrians, community or environmental factors are particularly important on the road section, consideration should be given to using the lower limit even if the collision rate is below the threshold shown.
17. The influence of development should be taken into account through the following factors:
 - if the road section qualifies for village status, the advice in Traffic Advisory Leaflet 1/04 should be followed;
 - if the section does not meet the definition in the Traffic Advisory Leaflet 1/04 for a village, but the level of development is at least half the density implied in Traffic Advisory Leaflet 1/04 (over a minimum of 600 metres), a speed limit of 40mph should be considered.
18. Other factors that would strengthen the case for a 40mph limit are a high incidence of bends or junctions, a high collision rate, specific development in terms of schools and public houses and vulnerable road user movements.

Figure D.1 – Flowchart for Choice of Speed Limit in Borderline Cases on Single Carriageway Roads in Rural Areas



VRU = Vulnerable Road Users

Figure D.2 – Speed limit zones in terms of mean speed and collision rate for upper tier roads

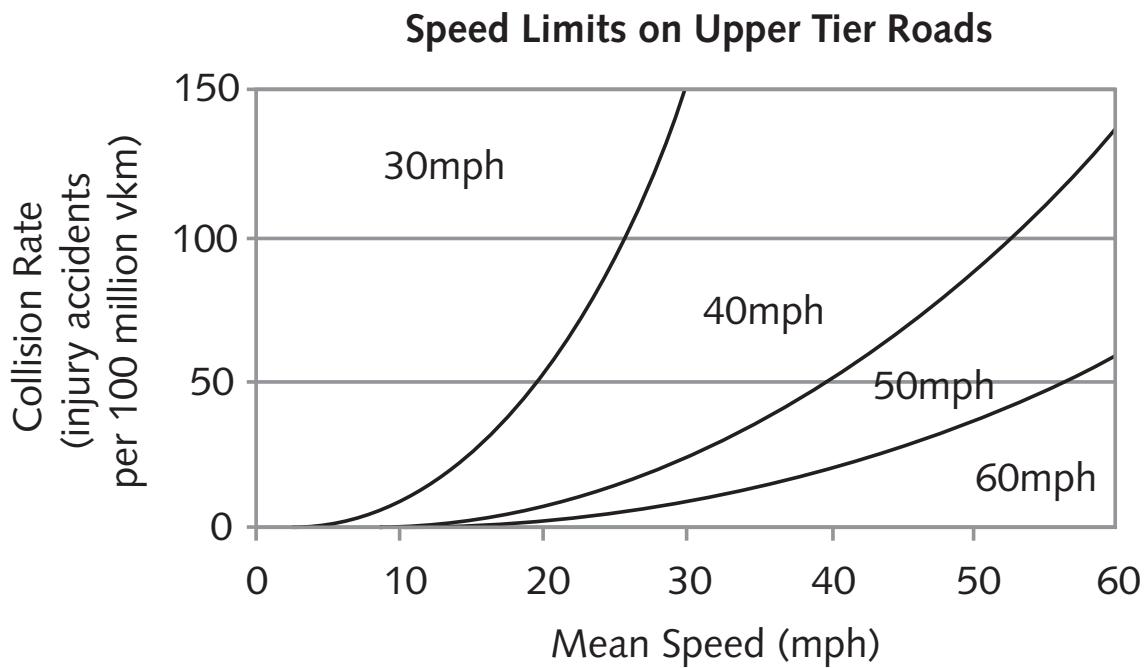
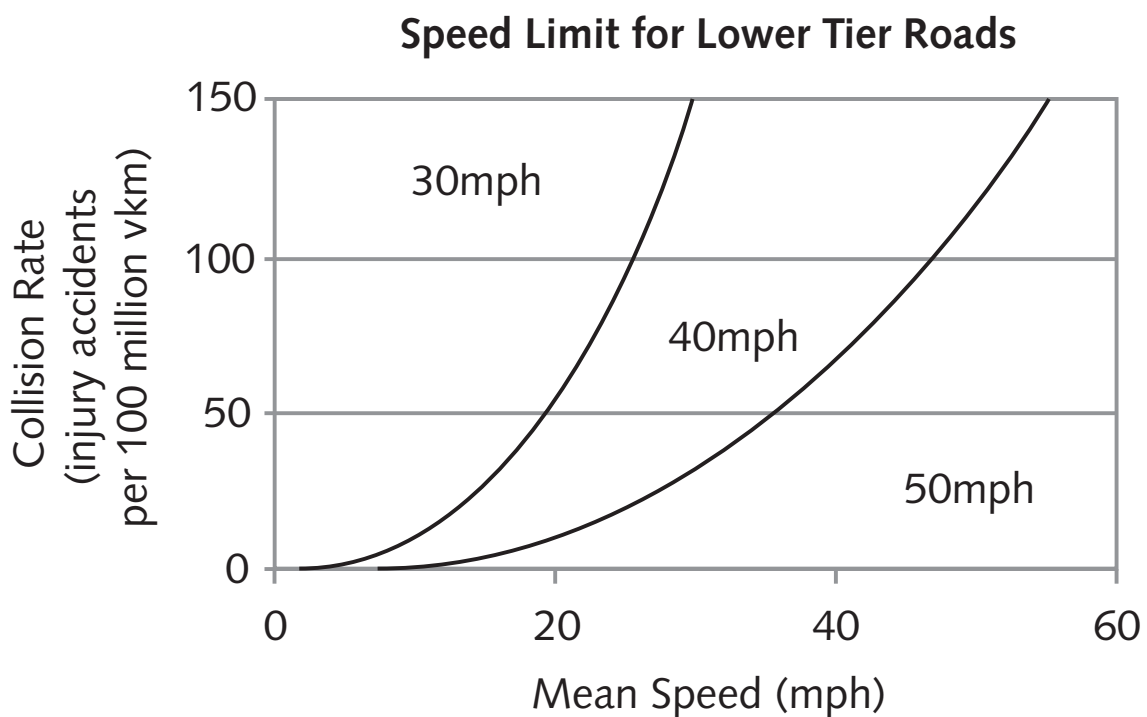


Figure D.3 – Speed limit zones in terms of mean speed and collision rate for lower tier roads





ENVIRONMENT OVERVIEW AND SCRUTINY

Date of Meeting	Tuesday 19 September 2017
Report Subject	Review of the Winter Maintenance Policy
Cabinet Member	Cabinet Member for Streetscene and Countryside
Report Author	Chief Officer – Streetscene & Transportation
Type of Report	Strategic

EXECUTIVE SUMMARY

The Winter Maintenance Service is recognised as one of the most important functions that the Highway Authority provides and it is fundamental in providing safe and reliable access on the highway network during the period October to April each year. The purpose of this report is to seek a recommendation to Cabinet to approve the revised Winter Maintenance Policy for use by the Authority.

This report updates the current Winter Maintenance Policy, confirms the legislative requirements of providing such a service, the budget allocation and actual expenditure incurred by the Council in complying with the existing policy and delivering the service over the past 4 financial years. It is good practice to regularly review the Winter Maintenance Policy, and this report outlines the changes contained in the most recent version of the Winter Maintenance Policy (2017-19) which is being put forward for approval.

In addition the report outlines the County's response to other adverse weather events such as flooding and high winds and seeks approval of the regional Sand Bag Distribution Policy which will be activated during periods of heavy rainfall or other flooding events.

RECOMMENDATIONS

1	That Scrutiny recommends approval of the revised Winter Maintenance Policy (2017-19) - Appendix 1 and the procedures contained therein for delivering the winter maintenance service.
2	That Scrutiny notes the details of the County's response to other adverse weather events and recommends approval of the new Sand Bag Distribution Policy - Appendix 2 .

REPORT DETAILS

1.00	BACKGROUND OF WINTER MAINTENANCE POLICY
1.01	The Council, as the Highway Authority, has a general duty, under Section 41 of the Highways Act 1980, to maintain the highway network in a good state of repair so as to render it safe for ordinary traffic at all times of the year.
1.02	Section 111 of the Railways and Transport Act 2003 states that <i>“In particular, a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow and ice”</i> .
1.03	Under Section 150(1) of the Highways Act 1980, there is a requirement for the Highway Authority to remove an accumulation of snow which forms an obstruction, subject to a number of factors stated in Section 150(3) of the 1980 Act.
1.04	In addition, the Traffic Management Act 2004 placed a network management duty on all Local Traffic Authorities. It requires Authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving. In meeting the duty, Authorities should establish contingency plans for dealing promptly and effectively with unplanned events, such as unforeseen weather conditions, as far as is reasonably practicable.
1.05	The legislation does not impose an absolute duty but rather involves a balance between the degree of risk and the reasonableness of the steps necessary to eliminate the risk.
1.06	In order to provide a statutory defence, a Council policy on its winter maintenance services is required which should be reviewed on a regular basis. Flintshire currently review their own policy every two years.
1.07	The review of service was undertaken by officers from the Streetscene and Transportation portfolio and considered these key areas: <ul style="list-style-type: none"> 1. Does the current service meet the statutory requirements? 2. Are there any changes to standards which should be incorporated into the new policy? 3. Are there any local concerns or complaints with the service which might require a change to working practices? 4. Are there any changes in local circumstances which would require changes to policy? 5. Is the current supply chain effective and sufficient to support the service? 6. Are current salt stocks sufficient to deliver the service effectively? 7. Are arrangements to treat car parks and footways sufficient?
1.08	The review concluded that the current operating model is adequate in

	responding to the risk presented during periods of adverse weather and is effective in deploying the necessary resources, whilst limiting the impact of the disruption to other service areas and wider service users.
1.09	<p>Operating arrangements for the winter service are outlined below:</p> <ol style="list-style-type: none"> 1. The newly implemented Fleet Contract has provided a brand new gritting fleet for the 2017/18 season. These vehicles will come fitted with the Schmidt Autologic software. This systems aides drivers in operations whilst ensuring exactly the right amount of salt is spread on the network. This ensures drivers can concentrate solely on the road and not have to focus on the vehicles spreading settings. It also has the following benefits: <ul style="list-style-type: none"> • The systems has been pre-loaded with the Authority’s exact road widths and ensures the optimal amount of salt has been spread to maximise the treatments, meaning salt has not been wasted. • The system provides optimisation and higher levels of road safety, through providing route-based directional guidance to drivers, leaving them free to concentrate on driving, whilst also providing flexibility in staff deployment as route knowledge is not required by the driver. 2. 26 operational drivers will be rostered to be on-call throughout the season to respond to winter conditions. There are also on-call highways response teams that are available to supplement these teams if necessary. 3. 6 Duty Officers will be rostered throughout the winter period to monitor weather forecasts and decide on the appropriate preventative action.
1.10	Plans to deal with other adverse weather events are also planned in advance and documented within the Winter Maintenance handbook which is distributed to all responsible staff and contractors and updated as a controlled document throughout the season.
1.11	On receipt of a severe weather warning (high winds, flooding, snow event, etc.) an operational control room is established in Alltami and operated by staff from Streetscene Services who will act as a dedicated point of contact. The staff within the operational control room will have direct contact with Streetscene Coordinators/Supervisors who will be on-site to investigate complaints and mobilise resources which will then act under their direct control.
1.12	The operational control room will be responsible for directing all operations and act as a liaison contact to the press office through which all press releases are made. In the event that the emergency escalates the Council’s Emergency Response Process will be triggered and the Emergency Response (Operations team) then operate from the control room in Alltami depot.
1.13	In the event that high winds are forecast, the details of the forecast are examined by the Duty Officer and consideration will be given as to whether

	or not close the Flintshire Bridge (A548). This process to be followed (in the event that the bridge needs closing) are set out within the updated Winter Maintenance Policy 2017-19.
1.14	The region has developed a Sandbag Distribution Policy to provide a consistent regional response to the provision of sandbags following period of heavy rain. A copy of this policy is included in Appendix 2 .

2.00	RESOURCE IMPLICATIONS															
2.01	Finance - Previous Years Budgets against Spend are as follows: <table border="1"> <thead> <tr> <th>FY</th> <th>2013/14</th> <th>2014/15</th> <th>2015/16</th> <th>2016/17</th> </tr> </thead> <tbody> <tr> <td>Budget</td> <td>£998,595</td> <td>£998,595</td> <td>£844,497</td> <td>£830,006</td> </tr> <tr> <td>Actual</td> <td>£919,250</td> <td>£951,215</td> <td>£796,000</td> <td>£865,008</td> </tr> </tbody> </table>	FY	2013/14	2014/15	2015/16	2016/17	Budget	£998,595	£998,595	£844,497	£830,006	Actual	£919,250	£951,215	£796,000	£865,008
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Actual	£919,250	£951,215	£796,000	£865,008												
2.02	The available budget for the 2017/18 winter period is £832,408 The Winter Maintenance reserve which can be utilised to supplement the budget - in the event of a particularly poor winter, currently stands at £215,000															
2.03	Winter maintenance operations on the highway infrastructure are carried out by the Streetscene Staff and resources supplemented by local agricultural contractors as necessary.															

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	Consultation took place with: <ul style="list-style-type: none"> Operational departments and stakeholders With Cabinet Member Neighbouring Local Authorities in relation to their Winter Maintenance Operations

4.00	RISK MANAGEMENT
4.01	The service has undertaken risk assessments on the provision of preventative treatment to various categories of the network which are outlined within the policy.
5.00	APPENDICES
5.01	Appendix 1 - Revised Winter Maintenance Policy
5.02	Appendix 2 – Sandbag Distribution Policy

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	Highways Act 1980.
6.02	Railways and Transport Act 2003
6.03	Code of Practice for Well-managed Highway Infrastructure (2016)
6.04	Traffic Management Act 2004
6.05	Quarmby Report on winter maintenance activities – July 2010
6.06	Trunk Road Maintenance Manual
6.07	Welsh Government Advice Documents
6.08	WLGA Advice Documents
6.09	<p>Contact Officer: Stephen O Jones – Chief Officer – Streetscene & Transportation</p> <p>Telephone: 01352 704700</p> <p>E-mail: Stephen.o.jones@flintshire.gov.uk</p>

7.00	GLOSSARY OF TERMS
7.01	Financial Year (FY): the period of 12 months commencing on 1 April
7.02	Autologic System: A software package used to support drivers in the application of salt spreading rates based on network location.

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Winter Maintenance Policy 2017-2019



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1 | Background

- 1.1 Section 41 of the Highways Act 1980 places a statutory duty on the Highway Authority to maintain the highway, as follows:-

“(1A) In particular, a Highway Authority is under a duty to ensure, so far as is reasonably practicable, that a safe passage along a highway is not endangered by snow or ice.”

- 1.2 The legislation does not impose an absolute duty but rather involves a balance between the degree of risk and the reasonableness of the steps necessary to eliminate the risk.
- 1.3 In order to provide a statutory defence, a County Policy on winter maintenance services is required which should be reviewed on a regular basis.
- 1.4 The requirement to ensure compliance with Section 1.3 has been emphasised in collaborative meetings that have taken place amongst the six North Wales Authorities following the Coroner’s inquest into the winter maintenance incidents that have occurred in North Wales Authorities during recent years.
- 1.5 The level of service for County Roads is determined by the elected Members of each Council. This is based on a risk assessment approach to determining a cost effective hierarchy of routes and treatments. The Authority believes that the level of service meets the requirements on the current interpretation of **‘reasonably practicable’** but will continue to keep service provision under review, particularly in respect of any legal judgements. A review of the Winter Maintenance operations is undertaken each year before the winter season.

2 | Purpose of policy

- 2.1 To demonstrate compliance with the statutory duties of the Highway Authority by recording a managed, cost effective approach to providing winter maintenance service in the interest of public safety.
- 2.2 To provide a statutory defence against third party claims.
- 2.3 To inform and involve Members in the procedures associated with the winter maintenance service
- 2.4 To set out the aims and standards for the winter maintenance service, the facilities and resources available and guidance as to how the aims and standards are to be achieved.

3 | Procedures

3.1 Winter Weather Forecasts

3.1.1 Daily weather forecasts are received throughout the winter period and are specific to Flintshire County Council. The forecast is currently provided by MeteoGroup who are the largest private weather forecasting organisation in Europe. MeteoGroup utilise their experience at weather forecasting combined with information provided by Ice Prediction sensors situated at:

1. A55 at Brynford
2. A541 at Hendre

to predict the weather for a 36 hour period from 12 noon daily. The weather forecast is provided through a web based system and this forms the basis of the decision making process with regards to gritting actions taken in the interest of road safety over the succeeding 24 hours.

3.1.2 The Forecast Provider provides forecast information in the in the following format:

- ▶ Projected road surface temperature graphs for two ice sensor sites within the County and others in the neighbouring Counties. These sites have been specifically chosen to provide information which is considered representative of the whole County.
- ▶ A site specific forecast for each of the ice sensor sites covering a 36-hour period from the time of issue (normally 12:00 hrs).
- ▶ A 24-hour consultancy service, staff can talk to forecasters at the Weather Centre to expand on the general forecast.
- ▶ A 2-10 day forecast text indicating the outlook.
- ▶ A morning summary in text describing the events of the night before and a preliminary forecast covering the succeeding 24 hours.
- ▶ Alerts and forecast amendments electronically and by direct contact throughout the 24 hour period.

3.1.3 A cross boundary partnership approach is adopted throughout the North Wales Group of Authorities to ensure an effective and consistent service delivery.

3.1.4 A North Wales protocol for distributing daily weather forecasting information and proposed action details has been formally adopted. This has been coordinated through the North and Mid-Wales Trunk Road Agency (NMWTRA) and has established improved communications between neighbouring Authorities, NMWTRA and North Wales Police. The actions of all the North Wales Authorities are recorded on the Forecast Provider web page for all partner authorities to view.

3.2 Priority of Roads

3.2.1 Roads within the Authority have been prioritised for treatment into Priority 1, 2 and 3 routes.

3.2.2 **Priority 1 routes** are roads carrying substantial volumes of traffic having characteristics, which require protection from frost throughout the night. These routes form the spinal road network of the Authority and merit high priority to sustain the free flowing movement of traffic. They include:-

- ▶ Trunk Roads (48kms)
- ▶ Class A Roads (151kms)
- ▶ Class B and C Roads (351kms)
- ▶ Strategic/ Important Bus Routes (8 bus services or more per hour)
- ▶ Main access roads to schools or establishments of higher education
- ▶ Town centre access and distributor roads through villages and housing estates
- ▶ Industrial Estate Roads (10.1Kms)

The 12 **Priority 1** precautionary gritting routes total **45%** of the total County highways network.

3.2.3 **Priority 2 routes** are formed from the Unclassified roads that form main distributor routes in both the urban and rural areas. They include:-

- ▶ Housing Estate Roads
- ▶ Access routes between smaller rural communities
- ▶ Remaining bus routes (4 service buses or more per hour)
- ▶ Known problems, including significant gradients, exposed areas and other topological factors
- ▶ Council maintained Car Parks

Priority 2 gritting routes will be treated upon satisfactory completion of the Priority 1 routes providing the criteria set out in 3.2.3 are met and adequate resources are available.

3.2.4 **Priority 3 routes** are all the remaining roads.

3.2.5 Priority of Roads

- 3.2.5.1** All Priority 1 routes will be subject to precautionary gritting operations throughout the winter period at the discretion of the Highway Network Manager or his representative. The decision to undertake precautionary gritting actions is made daily at around 13:00hrs between the period from 1 November to 30 April of the following year.
- 3.2.5.2** Priority 2 routes will only be treated in the event of icy conditions or a forecast of prolonged icy conditions, and following the satisfactory treatment of the Priority 1 routes. The Duty Officer will make the decision whether or not to proceed to Priority 2 routes. The protocol for treatment during this period will be for a continued action on the Priority 1 gritting routes as required with discretionary actions being taken on Priority 2 routes in response to known or observed problem areas, or in relation to requests that have been assessed and justified by staff of Flintshire County Council. If temperatures remain below zero with prolonged icy conditions the winter maintenance teams will continue to undertake inspections and liaise closely with the Duty Officer. The level of actions will be dictated by the available resources and the weather forecast outlook. Bulk gritting vehicles and manual salting gangs will be deployed for this purpose. A discretionary decision to suspend further actions pending improving weather conditions may be taken.
- 3.2.5.3** Priority 3 routes will normally be treated dependent upon the availability of appropriate resources following the satisfactory attention to Priority 1 and 2 routes and will be restricted to normal working hours, and in response to known or observed problem areas, or in relation to requests that have been assessed and justified by staff of Flintshire County Council..
- 3.2.6** During the onset of snow conditions and the satisfactory treatment of the Priority 1 routes, all available plant and resources will be deployed to clear snow within the Priority 2 routes. During such operations the gritting appliances will be directed by Flintshire County Council staff who will patrol their respective areas and liaise with the Duty Officer.
- 3.2.7** The Authority employs 38 No. agricultural snow ploughing contractors to clear the highway during periods of snow conditions. Each Contractor has a dedicated route which enables the Authority to clear the entire adopted highway network within the County. During snow conditions contractors may be hired at the discretion of the Duty Officer or his representative at the tendered rates. The schedule of the snow ploughing contractors is available to all winter maintenance staff to access as required.

3.2.8 Road Priority/ Treatment Matrix Treatment

Route type	Precautionary Salting	Salting	Times
Priority 1	At any time of the day	At any time of the day	When ice is predicted Priority 1 routes will be pre salted before the on-set of frost. Where severe conditions such as snow or ice persist resources will remain on Priority 1 routes
Priority 2	None	At any time of the day	Priority 2 routes will only be treated if severe weather conditions persist and the Priority 1 routes have been completed
Priority 3	None	At any time of the day	On satisfactory completion of Priority 1 and Priority 2 routes and if severe weather conditions persist these roads will be treated on a reactive basis dependent upon resources

3.3 De-icing Materials

3.3.1 Flintshire County Council procures its de-icing materials through a tendered process. The current tender is with Compass Minerals through the Yorkshire Purchasing Organisation and the life of the life of the contract is 1st April 2014 to 31st March 2018.

3.3.2 6.3 mm nominal size rocksalt

This is the most commonly used material for general purpose gritting. It is spread at a prescribed rate of 10 – 15 grams per square metre for precautionary gritting. This rate can be increased to 40 grams per square metre when treating snow conditions. These rates are in accordance with the recommendations made in the Code of Practice for Highways Maintenance Management and the Trunk Road Maintenance Manual.

6.3 mm nominal size coated rocksalt (Safecote)

This material is standard rocksalt with an applied coating which enhances its performance to treat ice at lower temperatures (conventional rocksalt has a reduced efficiency at temperatures below -6 degrees centigrade). It has a greater adhesion to the applied surface and is effective over a longer period.

3.3.3 A total of 2200 tonnes of coated rocksalt (Safecote) is currently stored in a storage dome at Alltami Depot. A stock management service is operated in collaboration with the Compass Minerals, Winsford. The stock management system highlights the requirement for the delivery of rocksalt which is triggered by predetermined maximum and minimum intervention stock levels throughout the winter season. This service provides the following benefits:-

- ▶ Fresh stocks of rocksalt which retain maximum salinity values.
- ▶ Controlled levels of stock to meet storage availability and providing the ability to avoid storing large volumes of rocksalt outside of the winter period.
- ▶ Avoidance of a shortage of rocksalt during periods of high demand
- ▶ Regional proximity of supplier provides reduced delivery times.

3.3.4 Strategic Salt Stocks

Due to national shortages of rock salt in previous years and following advice from WLGA and Welsh Government, an additional strategic salt stock of 7000 tonnes is stored under sheeting at the Greenfield Recycling Site at Greenfield.

3.3.5 Most of the road de-icing salt used in the UK is derived from a non-renewable source through mining a natural salt bed stretching from North West England to Ireland. The majority of rock salt is a 10mm grain size to British Standard BS3247. However, a trend is emerging in the UK where a number of Highway Authorities are moving toward a 6.3mm grain size. BS3247 requires the rock salt to contain no more than 4% moisture by weight and the soluble Sodium Chloride content to be not less than 90% of the dry salt mass.

Flintshire County Council introduced using 6.3mm grain size coated salt in 2005/2006. The proprietary name of this product is Safecote.

3.3.6 To effectively remove ice from the road surface the rock salt requires the action of traffic, which assists in the process of breaking down the salt granules into a saline solution. This rapidly melts the ice and prevents further ice forming for several hours.

3.3.7 Salt in solution freezes at a lower temperature than water and if spread before the onset of freezing conditions can be effective in preventing ice from forming on road surfaces at temperatures down to -7°C. However, salt is only effective if it can form a solution with the water on the road surface. If this water has already frozen before the salt is applied, the salt is much less effective in combating the slippery conditions. The generic term 'gritting' is often used to describe what is actually "pre-salting" or "precautionary salting", i.e. spreading salt before the onset of ice or frost formation.

3.3.8 The significant benefits of using Safecote Salt are:-

- ▶ more accurate spreading of the salt
- ▶ more salt remains on the road surface
- ▶ reduced wastage
- ▶ faster de-icing effect
- ▶ increased longevity on the road surface
- ▶ less Sodium Chloride used
- ▶ less corrosive to the gritter vehicles
- ▶ less corrosive to the highway infrastructure.
- ▶ cost benefit

3.3.9 Treatment Matrix

Carriageways - The Council operations will follow the standard guidance issued by Welsh Government as part of the Trunk Road Maintenance Management Policy and the Code of Practice for Highway Maintenance and any subsequent amendments. The de-icing material will continue to be Safecote.

Footways - Following successful trials of alternative de-icing materials heavily used footways in town centres, car parks and sheltered accommodation will be treated with a product called 'Safethaw'. This product is a brine solution mixed with agricultural by-product similar to that used on the highway. 'Safethaw' is sprayed by using a knapsack sprayer or a self-propelled spray bar fitted to an All-Terrain Vehicle (ATV) or a pickup and will be applied in periods of heavy snow and prolonged icy conditions in accordance with the risk assessment for each element.

3.4 Operational Practices

3.4.1 The winter period is defined as between 1st October and 30th April each year. Streetscene drivers are contracted to deliver the service and standby payments will apply from November to March.

3.4.2 Forecasts are received at 06.00hrs, 12.00hrs and 18.00hrs every day within the period between 1st October and 30th April each year by the duty Officer at Alltami Depot or the on-call Duty Officer at weekends.

3.4.3 A decision on the appropriate action will be made by the Duty Officer, and the supervisory staff and standby crew will be informed accordingly. Standby crews are available to respond to forecast changes and subsequent actions/decisions outside of normal working hours.

- 3.4.4** Priority 1 routes will be treated before the formation of ice. The average route treatment time of 3.0 hours will be taken into account in making the decision to ensure that all pre-cautionary Priority 1 routes are completed on time. Any changes to the pre-determined actions will be verified with the Duty Officer before notification to the workforce. The situation may be varied by weather conditions such as heavy rain immediately before a frost, which may restrict the time to carry out the work.
- 3.4.5** Depending on the forecast, further actions may be required to support the precautionary gritting decisions. Whilst every effort will be made to plan this action it may be considered necessary to obtain updated forecast information from the Forecast Provider prior to a decision being made. The weather forecast update will be carried out by the Duty Officer at any time of the day or night, to ensure that appropriate actions are carried out in the interest of public safety and to provide a cost efficient service.
- 3.4.6** In the event of a forecast of snow the Priority 1 routes will be pre-treated prior to the event. Where this is not possible, for example when it starts as rain and turns to snow, a decision to delay action until the rain stops in order to prevent the salt from being washed away will be taken. It should be noted that this situation can be even more difficult if it occurs during the rush hour as traffic congestion impedes the progress of the gritting vehicle.
- 3.4.7** Following snowfall with significant accumulations, clearance work will continue around the clock until all Priority 1 roads are clear. When the Priority 1 roads are cleared to a standard which safeguards the safe passage of vehicular traffic, all available resources will be dedicated to attend to Priority 2 roads.
- 3.4.8** Priority 3 routes will receive attention when resources are available and after all Priority 1 and 2 roads have received appropriate treatment.
- 3.4.9** Services across Streetscene & Transportation (and possibly others across the wider Authority) will support the Winter Service during periods of prolonged disruption to the county. It may be necessary to curtail certain services during these periods, for reasons such as practicality or safety, and the resource and labour will be redirected to the Winter Service operations as appropriate.
- 3.4.10** During periods of snowfall, all gritting vehicles will be equipped with snow or slush ploughs depending on the type of snow being cleared. Snow ploughing contractors will be deployed at the discretion of the Duty Officer.
- 3.4.10** Following periods of heavy snowfall, priority should be given to the inspection and clearance of gullies to ensure that meltwater from snow on verges and central reservations can quickly drain away.

3.5 Partnership Working

3.5.1 Liaison and cross boundary operational practices are established between Flintshire County Council and its neighbouring Authorities and North & Mid Wales Trunk Road Agency, with the intention of maintaining a consistency and continuity of winter services throughout the region.

For this purpose the following cross boundary precautionary gritting arrangements are in place:-

Wrexham County Borough Council will treat the following roads for **Flintshire County Council**:-

- ▶ B5102 from County boundary Llay to A541 Mold Road.(Hollybush)

Flintshire County Council will treat the following roads for **Wrexham County Borough Council**:

- ▶ B5430 Bwlchgwyn from County Boundary to Four Crosses
- ▶ B5373 County Boundary to Miners Road (Sharps)

Flintshire County Council will treat the following roads for **Denbighshire County Council**:

- ▶ Section of road from A5151 to Gwaenysgor Cross Roads

Denbighshire County Council will treat the following roads for **Flintshire County Council**:

- ▶ Section of the A494 from County Boundary, Cadole to Cadole junction

3.5.2 It is the responsibility of each individual Highway Authority to ensure adequate treatment of the roads under their jurisdiction. A protocol of daily communications between neighbouring authorities / agencies has therefore been established to ensure continuity of actions.

3.6 Footways and Cycleways

3.6.1 Footways, pedestrian areas or cycleways are not included in precautionary salting operations. Nevertheless, there will be a certain amount of overspill of salt onto footways and cycleways when precautionary salting is being carried out on adjacent carriageways.

3.6.2 Resources will be deployed to treat footways once snow has settled or during periods of prolonged freezing conditions on a priority basis at locations including:

- ▶ Town centre footways and footways in the vicinity of shopping areas
- ▶ Footways in the vicinity of civic buildings
- ▶ Public highway in the vicinity of hospitals
- ▶ Public highway in the vicinity of residential homes / old age pensioners flats
- ▶ Public highway in the vicinity of day care centres
- ▶ Public highway in the vicinity of Schools (during term times only)
- ▶ Footbridges
- ▶ Bus Stops

If any reports of icy footways are received for locations not included in the above criteria, the footway will be inspected to assess whether treatment is appropriate, however this is dependent upon available resources.

3.7 Salt Bins and Salt Heaps

3.7.1 Salt bins are located in areas for the use of pedestrians and motorists to treat the public highway only. The decision for the distribution of salt bins is that of the Highway Network Manager or his representative in the interest of financial management.

3.7.2 Salt bin locations will be individually assessed against criteria which include:-

- ▶ Non precautionary gritting routes
- ▶ Location within bounds of public highway
- ▶ Benefit to road safety, i.e. areas with steep inclines
- ▶ Traffic volumes
- ▶ Proximity to schools and locations of public interest.

A Pro Forma to aid in the assessment of suitable salt bin locations has been created and will be distributed to staff as required.

3.7.3 All salt bins will be filled at the start of the winter season and refilled once again in January, if necessary. Similarly, salt heaps will be provided before the winter season and replenished once during the winter months.

3.7.4 Salt heaps in the rural areas will also be subject to the same assessment criteria as the salt bins.

3.7.5 Streetscene Services will provide salt bins and rock salt within Council establishments on request at cost to the relevant Department. Every effort is made to establish and meet the requirements of each Department prior to the onset of the winter season. The availability of resources will dictate the priority allocated to provide this service during the winter season.

3.7.6 Provision is available for Community Councils to purchase salt bins and rock salt from Streetscene Services with the intention of supplementing the Authority's winter maintenance services to the benefit of the general public. Salt bins purchased by the Community Council will be distinguishable from Streetscene salt bins and will be maintainable by the Community Council. Location of the salt bin on the public highway will require prior approval of the Highway Authority.

3.8 Resources

3.8.1 The workforce involved will all be part of Streetscene Services and all drivers will be trained and assessed. Additional resources can be sought from other sections within the service if required.

3.8.2 The Council's winter maintenance fleet consists of 12 frontline gritting vehicles and 2 spare gritting vehicles, these are supported by 3 trailer type gritters and 2 demountable gritter bodies. These are stored at Alltami Depot.

3.8.3 The 2 demountable gritters are available for car parks and school access roads.

3.8.4 Welsh Government and WLGA have suggested that all Authority's in Wales hold a strategic salt stock to ensure resilience in the event of further winters of extreme weather and national shortages of rock salt. For this coming season Flintshire will hold an additional residual salt stock of 7000 tonnes covered and sheeted at the Greenfield green waste recycling site.

3.8.5 The suggested minimum stock levels is based on the last six year average usage figure and with a multiplier of 150%. The tonnage of salt held in Flintshire for 2017-19 will be a minimum of 9,000 tonnes.

3.9 Standards Monitoring

3.9.1 Flintshire County Councils service delivery is benchmarked against National performance statistics to ensure that a comparative cost effective service delivery is being maintained.

3.9.2 Regional and National meetings of operational staff and support service providers creates the opportunity for continual assessment of operational practices, standards and resources.

3.10 Vehicle Tracking

3.10.1 Flintshire County Council's fleet of 14 bulk gritting vehicles have all been fitted with an innovative GPS tracking system. The tracking system is a monitoring device that interfaces with the control systems on the vehicles so not only do we know where the vehicle has been, but exactly what it was doing and, because it is web based, the information can be accessed remotely. The tracking system operates in real time and therefore it is easy to find out exactly where a vehicle is and to check its activity. This gives the Duty Officers the confidence to ensure that any operational decisions that they make are based on accurate live information.

3.10.2 In these increasingly litigious times it is vital that Managers are able to provide positive supporting evidence in the event of a claim. The GPS tracking system will monitor how much salt was spread on what roads, at what rate and at what time. The system is able to provide a record of all control box functions, route time, salt sensor data, spread rate/width and vehicle speed.

3.10.3 The Council operates a fleet of gritting vehicles all equipped with an Autologic system which spreads the amount of salt required based on the location, so gritter drivers can concentrate solely on the road and not have to focus on the vehicles spreading settings. The Autologic system has been pre-loaded with the Authorities road widths and ensures the optimal amount of salt has been spread to maximise the treatments, meaning salt is not wasted. The system provides optimisation and higher levels of road safety, leaving drivers free to concentrate on driving, and providing flexibility in staff deployment as route knowledge is not necessary for the driver.

3.11 Extreme Weather Protocol

3.11.1 On receipt of a severe weather warning an operational control room will be established in Alltami and manned by staff from Streetscene Services who will act as a dedicated point of contact for the Contact Centre staff. The staff within the operational control room will have direct contact with Streetscene Coordinators/Supervisors who will be on-site to investigate complaints and mobilise dedicated gritting vehicles under their direct control.

3.11.2 The operational control room will be responsible for directing all operations and act as a liaison contact to the press office through which all press releases will be made.

3.12 Community Engagement

3.12.1 Flintshire County Council is committed to provide assistance in the form of small quantities of rock salt and tools to community and local groups to enable them to assist with the removal of snow and ice off the footpaths within the urban areas.

3.12.2 The Highway Network Manager will write annually, prior to the winter, to all Community Councils and known action groups for contact details of interested parties and for their requirements.

3.12.3 Contact details provided by these groups will receive daily weather forecasts and details of the proposed daily winter maintenance action, by e-mail, direct from the forecast provider.

3.13 High Winds - Flintshire Bridge Closure/Restriction Procedure

- 3.13.1 **Forecasts** - Weather forecasts are received daily via e-mail from Weather Service Provider for the next 3 days. These should be reviewed daily by the Duty Officer to anticipate likely restrictions and resources required to implement a bridge closure or lane closures.
- 3.13.2 When wind gusts are forecast over 50 mph within the next 24 hours the Duty Officer should ring Weather service provider and seek advice from a forecaster of the risk of high winds in excess of the criteria described below.
- 3.13.3 Based on the advice of the forecaster the Duty Officer will decide on any necessary restriction using the criteria described below.
- 3.13.4 Experience has shown that a planned closure based on forecasts is preferable to waiting until wind speeds increase and reacting to them at short notice. If a closure is planned, due to a forecast advice from weather service provider, the FCC Press Office should be informed immediately so they can list the closure on the FCC web site and inform local radio stations in advance of the closure.
- 3.13.5 **Criteria for Traffic Restrictions For A548 Flintshire Bridge**

<i>Wind Speed (miles/h)</i>	<i>Wind Speed (km/h)</i>	<i>Wind Speed (m/s)</i>	<i>Restriction</i>
50-55	80-88	22-25	No restriction – Monitor wind speeds
55	88	25	Close bridge or Down-wind lane closures (see note (i))
60	95	27	Close bridge

Notes:-

- (i) In exceptional circumstances a down-wind lane closure can be implemented to allow the bridge to remain open for wind speeds above 55 mph. Generally this method of restriction would only be considered when there is advance notice of anticipated high wind speeds over a prolonged period. A down-wind lane closure provides an empty lane in the event that a vehicle is blown off course or blown over. In addition traffic speed is generally reduced. For down-wind lane closures there will be a slow lane closure on one carriageway and a fast lane closure on the other.
- (ii) The above allowable wind speeds may be increased by 5 mph if the wind is a head or tail wind i.e. blowing along the bridge in a due East or Westerly direction.

- 3.13.6 **Closure** - If a full closure is decided upon, the duty officer will:
- ▶ Arrange for warning and diversion signs to be deployed and for the bridge to be close.
 - ▶ Inform all listed in the Contact List contained within the FCC Winter Maintenance Operation Plan handbook which is issued to all nominated personnel.
 - ▶ The police will inform the media and other emergency services of the closure
- 3.13.7 If a lane closure is decided upon the Duty Officer will arrange this and inform FCC Street works Section and the Police.
- 3.13.8 **Monitoring** - If it is decided that no immediate action is required, the situation shall be monitored by the Duty Officer until the risk of high winds has receded.
- 3.13.9 If a restriction/closure is implemented the Duty Officer shall monitor the situation and contact the Police to keep them informed of the anticipated re-opening time.
- 3.13.10 **Re-Opening** - When the weather improves the Duty Officer shall decide on a time for the removal of any restriction. PA can give advice on timing of reducing wind gust speeds.
- 3.13.11 The Duty Officer shall arrange for the removal of signs, cones and diversion signs used for the closure and inform the FCC Street works Section & Press Office, Police, Shotton Paper and Patricia Carlin – FCC Business Development when the bridge is re-opened.

4 | Risk Assessment

- 4.1 The winter maintenance service has undertaken various risk assessments on the provision of road surface treatments as follows:
- ▶ Precautionary Treatment on Priority 1 Roads
 - ▶ Salting on Priority 2 Roads
 - ▶ Salting on Priority 3 Roads
 - ▶ Salting Town Centre Footways
 - ▶ Salting footways with low footfall
 - ▶ Salting Council maintained Car Parks

5 | Background Documents

5.1 The additional documents outlined below provided further detail and background information relating to the contents of this policy:

- ▶ Highways Act 1980
- ▶ Railways and Transport Act 2003
- ▶ Traffic Management Act 2004
- ▶ Code of Practice for Well-managed Highway Infrastructure (2016)
- ▶ Quarmby Report – July 2010
- ▶ Trunk Road Maintenance Manual
- ▶ Welsh Government Advice Documents
- ▶ WLGA Advice Documents

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SANDBAG DISTRIBUTION POLICY

1 Background

During times of inclement weather, the Authority will make reasonable efforts to assist residents at imminent risk of flooding, but this is subject to resources available at the time of an event.

No guarantee can be offered to residents that we can assist with all flood incidents.

If residents are concerned that they may be at risk of flooding, it is **strongly recommended** that they consider implementing their own flood resilience measures in advance of a flood event.

Advice can be sought from the following resources:

Natural Resource Wales

Customer Care Centre - 0300 065 3000
(Mon-Fri, 8am-6pm)

National Floodline

0845 988 1188 (24hr)

Floodline Type Talk – 0345 602 6340
(for hard of hearing customers).

Incident hotline 0800 80 70 60 (24 hours)

enquiries@naturalresourceswales.gov.uk

Streetscene Contact Centre

01352 701234 (24hrs)
Out of Hours

See also: www.flintshire.gov.uk

2 Practical Steps for Property Owners

Sandbags are one of the most well-known means of keeping floodwater out of a property during flooding events. The materials are easily available and relatively cheap, and in most cases, they are effective. However, their use does have some disadvantages as listed below:

- Filling is time consuming and requires two people.
- They can be difficult to handle.
- They may contain contaminants such as sewage if they come in contact with floodwater.
- The sacking material is biodegradable and will disintegrate with time.

Owners of properties that are at risk of flooding are therefore encouraged to keep, where possible, their own stock of empty sandbags together with sufficient stocks of sand to fill the bags at times of potential flooding. Further information on practical measures to minimise floodwater entry and damage to property is contained within the Environment Agency's document "Damage Limitation Guide" and can be obtained from the Environment Agency's website at:

www.environment-agency.gov.uk.

In addition, there are proprietary products available on the market to protect openings such as doors, windows and vents.

In the event of severe weather and where there is a genuine risk of flooding, Flintshire County Council will endeavour to provide filled sandbags to properties upon request. Our primary response will be to flooding incidents originating from the

SANDBAG DISTRIBUTION POLICY

highway and non-main river sources. Main Rivers are governed by Natural Resources Wales, who may not always be in a position to provide sandbags, depending on demand and local circumstances. Therefore each request made to Flintshire County Council will be considered in relation to the prevailing circumstances, irrespective of the flooding source. It should be borne in mind that there is a limit to both the availability and the ability to distribute sandbags, particularly when wide-scale flooding is being experienced. Therefore, reliance on the County Council to provide sandbags should not be considered as being the primary means of protection. The Council will give priority to known flooding black spots and where there is the potential of several properties being flooded. Distribution will be in accordance with Section 3.

3 Distribution

Requests for sandbags from the public as a result of flood warnings, severe weather warnings or actual flooding events, will normally be received directly by Contact Centre staff during normal working hours. Outside normal working hours, requests will be passed to the relevant Duty Officer, via the Council's 24-hour service provider.

Requests will generally be dealt with in the order they are received and arrangements will be made to distribute sandbags as requested. However, at times of more serious widespread flooding events, the distribution of sandbags will need to be prioritised according to severity, risk, location and available resources. The County Council will endeavour to respond to most requests but there may be some delay, particularly for the more widespread or large scale events.

Delivery of sandbags will normally be to the nearest point of access to a property from the highway or access road. Further manoeuvring of the sandbags within the boundaries of a property will be the responsibility of the property owner. The Council workforce may assist in this respect in some circumstances, but such assistance will not always be possible.

It may be necessary during extreme weather events to call upon external help from the armed forces to distribute further sandbags. This may be the case when filled sandbag stocks have been exhausted and labour resources are over-stretched. The decision to call upon the armed forces will be made by the Chief Officer for Streetscene & Transportation following discussions with the Duty Officers. The Chief Officer for Streetscene & Transportation will make a formal request via the Council's Emergency Centre. The procedures for requesting aid from the Armed Forces are documented within the Council's Integrated Emergency Response Plan. However, the availability of the armed forces in such circumstances cannot be guaranteed, and the timing of their response will be dependent on their location/commitment at the time.

Members of the public will not be allowed to collect sandbags directly from Council depots.

The removal of sandbags on private property will be the responsibility of the householder.

SANDBAG DISTRIBUTION POLICY

Flintshire County Council **WILL**:

- Deploy sandbags to divert the flow of flood water originating from Local Authority assets such as highway gullies, culverts and ditches in addition to watercourse, culverts and ditches lying within local authority owned land;
- Subject to availability; deploy sandbags at locations where there is an imminent risk to life or property. The decision to deploy sandbags shall be taken at the discretion of responding officers. Where possible, elderly and vulnerable residents shall be given priority.
- Collect sandbags from authority owned land and public open spaces and dispose of them in an appropriate manner.

Flintshire County Council **WILL NOT**:

- Deploy sandbags to private properties in advance of a flood event;
- Deploy sandbags to commercial properties at any time before, during or after a flood event, unless deemed necessary under exceptional circumstances to protect adjacent residential and/or essential infrastructure from flood damage;
- Allow residents to collect sandbags from FCC depots;
- Collect sandbags from private land, commercial premises, or residential properties (other than when deployed by FCC to elderly or vulnerable residents), and;
- Collect sandbags which have not been deployed by FCC.

4 Stocks and supplies

The County Council will at all times keep a minimum of 750 filled sandbags in serviceable condition and ready for deployment at Alltami Depot.

The County Council will keep a stockpile of 20 tonnes of sand at the above depot at all times together with an ample stock of unfilled sandbags.

5 Policy review

The policy will be reviewed regularly (at least every 2 years) and amended as necessary.

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ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE

Date of Meeting	Tuesday 19 th September 2017
Report Subject	Forward Work Programme
Cabinet Member	Not applicable
Report Author	Environment Overview & Scrutiny Facilitator
Type of Report	Operational

EXECUTIVE SUMMARY

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

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

RECOMMENDATION

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

REPORT DETAILS

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

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

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ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Draft Forward Work Programme

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
Tuesday 17th October 2017 10.00 am	Burial Strategy and Bereavement Services.	To provide Scrutiny with information on the activities of the Bereavement Services team within Streetscene and transportation and proposals to extend the service for residents. The report will also cover capacity within the existing burial sites within Flintshire and proposals for the service provision of future years.	Options Consultation	Steve Jones	
	Contaminated Land programme	To receive an update on the Contaminated Land programme	Assurance	Andrew Farrow	
	Mold Flood Defences Scheme	To receive a progress report on the proposed scheme	Information	Andrew Farrow	
	Update on Flooding in Bagillt in 2016	To inform Scrutiny of the actions taken following the flooding events in Bagillt in 2016.	Progress Monitoring/ Assurance	Steve Jones	
	Review of Public Transport Subsidies and Development of Community Transport	To seek support from Scrutiny for the review of the outcome of the service review of public transport subsidies and the Community Transport provision which will supplement and replace the existing bus services.	Options/ Consultation		
	North Wales Regional Waste Partnership	To receive a final update on the North Wales Regional Waste Partnership.	Information	Chief Executive/Steve Jones	

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
Tuesday 12th December 2017 10.00 am	Q1 Improvement Plan monitoring	To enable members to fulfil their scrutiny role in relation to performance monitoring.	Performance Monitoring/ Assurance	Facilitator	
	Q2 Improvement Plan Monitoring	To enable members to fulfil their scrutiny role in relation to performance monitoring	Performance Monitoring/ Assurance	Facilitator	
	Pest Control	To receive a report outlining the services provided to Flintshire residents by the Pest Control Team.	Service Delivery		
	½ hour information session prior to meeting (food safety team)				
Tuesday 16th January 2018 10.00 am – Greenfield TBC	Greenfield Valley Museum Heritage Park visit and presentation	To receive an update on the developments at Greenfield Valley Heritage			
Tuesday 13th March 2018 10.00 am	Review of Grass Cutting Policy	To review the Policy and provide comments to Cabinet.	Options Appraisal		
	Q3 Improvement Plan Monitoring Fly Tipping on Public and Private land (development session prior to meeting)	To enable members to fulfil their scrutiny role in relation to performance monitoring.	Performance Monitoring/ Assurance		

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
Tuesday 17th April 2018 10.00 am					
Tuesday 12th June 2018 10.00 am	Year end Reporting & Improvement Plan Monitoring	To enable members to fulfil their scrutiny role in relation to performance monitoring.	Performance Monitoring/ Assurance		

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Items to be scheduled

Subject
Traffic Calming Measures
Highways and Car Park Inspection Policy
North Wales Metro System
North East Wales Bus Strategy
Enforcement and Environmental Care
Contact Centres review
Flintshire Bridge Converter Station (site visit?)

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