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Contact Officer:
Maureen Potter / 01352 702322
maureen.potter@flintshire.gov.uk

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 2018

Dear Councillor

You are invited to attend a meeting of the Environment Overview & Scrutiny Committee which will be held at 10.00 am on Wednesday, 19th September, 2018 in the Delyn Committee Room, County Hall, Mold CH7 6NA to consider the following items

AGENDA

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 - 18)

Purpose: To confirm as a correct record the minutes of the meetings on 12 June and 12 July 2018.

4 NATURAL RESOURCES WALES (NRW) (Pages 19 - 20)

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

Purpose: An opportunity for the committee to understand the current work being undertaken by NRW.

5 **PHASE 2 SPEED LIMIT REVIEW UPDATE** (Pages 21 - 42)

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

Purpose: To provide an update on progress of the County-wide Speed Limit Review.

6 **FORWARD WORK PROGRAMME** (Pages 43 - 48)

Report of Environment Overview & Scrutiny Facilitator -

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

Yours sincerely

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

Robert Robins
Democratic Services Manager

ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE **12 JUNE 2018**

Minutes of the meeting of the Environment Overview & Scrutiny Committee of Flintshire County Council held in the Council Chamber, County Hall, Mold on Tuesday, 12 June 2018

PRESENT: Councillor Ray Hughes (Chairman)

Councillors: Mike Allport, Haydn Bateman, Sean Bibby, Chris Dolphin, David Evans, Veronica Gay, Cindy Hinds, Dave Hughes, Joe Johnson, and Vicky Perfect

SUBSTITUTES: Councillors: Glyn Banks (for Andy Dunbobbin) and Richard Lloyd (for Paul Shotton)

ALSO PRESENT:

Councillors: Chris Bithell, Helen Brown, Rosetta Dolphin, Patrick Heesom, Christine Jones, Brian Lloyd, and David Wisinger (as observers)

CONTRIBUTORS: Councillor Bernie Attridge, Deputy Leader and Cabinet Member for Housing; Councillor Carolyn Thomas, Cabinet Member for Streetscene and Countryside, Councillor Derek Butler, Cabinet Member for Economic Development, Chief Officer (Streetscene and Transportation), Chief Officer (Planning, Environment and Economy), Highway Network Manager
(For minute No.5) Mark Mountford, Regional Business Manager, and Eoin Henney, Business Manager, Kingdom Securities Limited.

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

1. APPOINTMENT OF CHAIR

The Environment Overview & Scrutiny Facilitator advised that it had been confirmed at the Annual Meeting of the County Council that the Chair of the Committee should come from the New Independent Group. As Councillor Ray Hughes had been appointed to this role by the Group, the Committee was asked to endorse the decision.

RESOLVED:

That Councillor Ray Hughes be confirmed as the Chair of the Committee.

2. APPOINTMENT OF VICE-CHAIR

Councillor Dave Hughes nominated Councillor David Evans as Vice-Chair of the Committee and this was seconded by Councillor Sean Bibby.

On being put to the vote Councillor David Evans was appointed Vice-Chair of the Committee.

RESOLVED:

That Councillor David Evans be appointed Vice-Chair of the Committee.

3. DECLARATIONS OF INTEREST

None were received.

4. MINUTES

The minutes of the meeting held on 17 April 2018 were submitted.

RESOLVED:

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

5. ENVIRONMENTAL ENFORCEMENT IN FLINTSHIRE

Councillor Carolyn Thomas introduced a report to provide details of the Environmental Enforcement activities undertaken by the Council's Enforcement Team and Kingdom Securities Limited on behalf of the Council. She invited the Chief Officer (Streetscene and Transportation) to present the report.

The Chief Officer advised that the report outlined the approach to all environmental enforcement issues including littering, fly-tipping, and side waste enforcement, and the impact this work was having on street cleanliness and other performance indicators. He referred to the Environmental Enforcement Policy which was adopted by the Council in 2013 and stated its approach to all aspects of environmental enforcement. The Chief Officer reported on the main considerations, as detailed in the report concerning littering offences, dog-fouling, side waste, fly-tipping, fly-tipping on private land, and abandoned cars.

The Chief Officer introduced Mark Mountford, Regional Business Manager, and Eoin Henney, Business Manager, Kingdom Securities Limited, and invited them to give a presentation on the environmental enforcement activities undertaken on behalf of the Council. The presentation covered the following main points:

- patrol strategy
- total Fixed Penalty Notices (FPN's) issued
- offences 2016-17 and 2017-18
- make/female ratio and age banding 2016-18
- Ethnicity percentages 2016-18
- Fixed Penalty Notice (FPN) locations
- behaviour change

The Chief Officer advised that the current arrangement with Kingdom Securities Limited was coming to an end and reported on the options, as detailed in the report,

which were available for low level environmental enforcement within the County for recommendation to Cabinet.

The Chairman thanked Mark Mountford and Eion Henney for their presentation and invited Members to raise questions.

Councillor David Evans commented on the number of FPN's issued for cigarettes in comparison to those for other offences, citing dog fouling as an example. He expressed concerns that some areas were being specifically targeted to catch people who smoked cigarettes. Referring to the options available for a future operating model, Councillor Evans expressed a preference to extend the Council's in-house provision through recruitment to provide the same level of coverage as provided by Kingdom Securities Limited.

Councillor Bernie Attridge commented on the cost and visual impact of littering on the environment and advised that Kingdom Securities Limited were introduced in 2016 to support the enforcement of environmental crime and the in-house enforcement team. He commented on the improvements which had been achieved in town centres in terms of street cleanliness which supported the impact of a zero tolerance approach and the continued presence of enforcement officers. He also advised that there had been an improvement in Flintshire's grading in the Keep Wales Tidy rankings table. Councillor Attridge commented on the small number of complaints received in comparison to the number of FPN's issued and gave an assurance that all complaints were investigated and if any evidence of wrong practice was identified would be dealt with robustly. Councillor Attridge added that Flintshire had adopted an independent appeals process as requested by the Environment Overview and Scrutiny Committee whereby appeals were considered by the Chief Officer, Governance.

Councillor Haydn Bateman asked if employees of Kingdom Securities Limited received a bonus on the number of FPN's issued. Mark Mountford explained that employees received performance incentive pay arrangements but did not receive a bonus related to the number of FPN's issued.

Councillor Joe Johnson commented on the negative comments which had been placed on social media concerning the approach taken by patrol officers. He reiterated the concerns expressed by Councillor David Evans regarding the number of FPN's issued for cigarettes in comparison to those issued for dog-fouling and said that the issue of dog-fouling was a primary concern for Flintshire's residents. He added that he would support a more lenient, educationally focused approach to enforcement delivered in-house.

Councillor Chris Dolphin expressed the view that whether an enforcement service was delivered privately or by the Council a robust approach to littering, dog fouling etc. should be taken by the Council. He added that a noticeable difference had been seen in some areas since Kingdom officers had been patrolling those areas. He asked how many staff were employed by Kingdom Securities Limited to undertake environmental enforcement on behalf of the Council and if the Council supplied uniforms and enforcement vehicles for use by the patrol officers. He also asked how many FPN's had been revoked following appeal.

The Chief Officer advised that Flintshire County Council supplied uniforms and use of fleet vehicles and Kingdom Officers shared office accommodation with Flintshire County Council staff at the Alltami depot. He added that the area co-ordinators are the link with Kingdom and that all routes are planned and tracked.

Members expressed concerns on the low number of FPN's issued for dog-fouling in Flintshire in 2017/18 and highlighted areas where there was evidence of regular offending. Members reiterated that the issue of dog-fouling was a primary concern for the Council. Councillor Carolyn Thomas encouraged Members to report any incidents of dog-fouling or littering in their Wards to Streetscene which would take prompt action to address the problem. Councillors Glyn Banks and Veronica Gay asked if patrol officers approached dog-walkers to ask if they carried bags for the appropriate disposal of dog waste.

Mark Mountford advised that dog fouling is a high priority, however it could be very difficult to witness an offence. He added that witnesses can be reluctant to get involved and provide intelligence. In addition camera evidence had to be in daylight hours to work.

During discussion Members raised questions on the number of vacancies within the environmental enforcement team employed by Kingdom Securities Limited and asked when the vacancies had been advertised.

In response to the further comments and concerns raised by Members, Councillor Bernie Attridge explained that environmental enforcement was intelligence lead. The Chief Officer also commented on the engagement that took place with the general public and referred to the educational information provided by the Council to bring a positive approach to environmental enforcement in local communities.

Councillor Haydn Bateman commented on the zero tolerance approach taken to offences committed for littering and asked if there was evidence that an 'accidental offence' had been committed by a member of the public would the circumstances relating to that offence be taken into consideration. The Chief Officer reiterated that all complaints were investigated and explained that body cameras were worn by patrol officers to record the conversation and actions of individuals approached.

The Chief Officer advised that a breakdown of FPN's issued in specific areas, a breakdown of calls to Streetscene by ward and the number of complaints and appeals received could be provided. He also agreed to provide details of the publicity and educational work undertaken to ensure members of the public were aware that the Public Spaces Protection Orders required dog owners to have a means on their person to collect dog waste from the ground if asked to do so by an authorised officer.

Councillor Glyn Banks referred to the 15% income received by the Authority from the FPN's issued by Kingdom Securities Limited and asked if this was sufficient to cover the cost of the enforcement activities. The Chief Officer confirmed that at present the monies received from Kingdom Securities Limited more than covered the costs involved.

Councillor David Evans proposed that option 3, to extend the in-house provision, through recruitment or regional working to provide the same level of enforcement coverage as the existing contractor without maintaining a zero tolerance approach, be recommended to the Cabinet for consideration and when put to the vote this was agreed.

During discussion Officers responded to the further questions and concerns raised by Members around side waste, fly-tipping, fly-posting, graffiti, and abandoned trolleys.

RESOLVED:

- (a) That the report be noted; and
- (b) That option 3, to extend the in-house provision, through recruitment or regional working to provide the same level of enforcement coverage as the existing contractor without maintaining a zero tolerance approach be recommended to the Cabinet for consideration.

6. REPAIRING POTHoles AND PREPARING THE ANNUAL CARRIAGEWAY RESURFACING PROGRAMME

The Highway Network Manager introduced a report to outline the approach to defect identification and provide details on capital expenditure and investment levels relating to the highway network, the cost benefit of temporary pot holes repairs and the reasoning behind the need for repeated repairs on some road surfaces due to the same pot holes reappearing. He advised that the report also provided details of the proposed carriageway resurfacing programmes for 2018/19.

The Highway Network Manager provided background information and reported on the main considerations, as detailed in the report.

The Chief Officer commented on the level of Capital investment required to maintain the condition of the carriageways at the current state. He referred to the Authority's allocation of Welsh Government funding for road maintenance schemes together with the Council's capital allocation which needed to be carefully allocated to provide maximum benefits. He advised that all roads were surveyed to develop programmes for resurfacing which were shown in the appendix to the report.

Councillor Vicky Perfect asked why there were only two parking points for electronic cars in the County. The Chief Officer advised that a strategy was being developed and it was agreed that an item on this subject would be included on the Forward Work Programme for future consideration by the Committee.

Members thanked the Chief Officer (Streetscene and Transportation) and his team for the maintenance of the highway network during periods of severe wintery weather.

RESOLVED:

That the report be noted

7. YEAR-END COUNCIL PLAN 2017/18 MONITORING REPORT

The Chief Officer (Planning, Environment and Economy) introduced the Year-end Council Plan Monitoring Report 2017/18. He explained that the report presented the monitoring of progress for the Council Plan priority 'Green Council' which was relevant to the Committee.

The Chief Officer provided background information and advised that the monitoring report for the 2017/18 Council Plan was a positive report, with 83% of activities being assessed as making good progress, and 74% having achieved the desired outcome. Performance Indicators showed good progress with 56% meeting or near to period target. Risks were also being successfully managed with the majority being assessed as moderate (63%), minor (8%), or insignificant (6%).

The Chief Officer advised that there were no performance indicators which showed a red status for current performance against target for the Committee. He reported on the following major risks which had been identified and explained that progress against the risks in the Council Plan was included in the appendix to the report.

Priority Green Council

Risk: Funding will not be secured for priority flood alleviation schemes.

Risk: Adverse weather conditions on the highway network.

During discussion the Chief Officer responded to the questions raised concerning school transport, recycling of general waste, and local flooding due to the increased development of land for residential purposes.

RESOLVED:

That the report be noted.

8. FORWARD WORK PROGRAMME

The Environment Overview & Scrutiny Facilitator presented the Forward Work Programme for consideration. She advised that an additional meeting of the Committee had been agreed and would be held on 12 July.

Following a suggestion from Councillor Vicky Perfect it was agreed that an additional item would be included on the Programme to consider the charging points at points of interest for electronic cars.

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.

9. MEMBERS OF THE PUBLIC AND PRESS IN ATTENDANCE

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

(The meeting started at 10.00am and ended at 12.55pm)

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Chairman

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ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE
12 JULY 2018

Minutes of the meeting of the Environment Overview & Scrutiny Committee of Flintshire County Council held in the Delyn Committee Room, County Hall, Mold, Flintshire on Thursday, 12 July 2017

PRESENT: Councillor Ray Hughes (Chairman)

Councillors: Mike Allport, Haydn Bateman, Sean Bibby, Chris Dolphin, Andy Dunbobbin, David Evans, Joe Johnson, Colin Legg, Vicky Perfect and Paul Shotton

ALSO PRESENT: Councillors: Marion Bateman and Christine Jones

Councillors: Janet Axworthy, Paul Cunningham, Patrick Heesom, Tudor Jones, David Mackie and Mrs. Lynn Bartlett attended as Members of the Education & Youth Overview & Scrutiny Committee who had been invited to attend for minute number 11.

CONTRIBUTORS: Councillor Aaron Shotton, Leader and Cabinet Member for Finance; Councillor Derek Butler, Cabinet Member for Economic Development; Councillor Carolyn Thomas, Cabinet Member for Streetscene and Countryside; Chief Officer (Streetscene and Transportation); Chief Officer (Planning, Environment and Economy); ITU Manager; Transport Programme Manager; Senior Manager (School Planning & Provision); Service Manager (Enterprise and Regeneration) and Service Manager (Access and Environment)

IN ATTENDANCE: Environment & Social Care Overview & Scrutiny Facilitator and Community & Education Overview & Scrutiny Facilitator

10. DECLARATIONS OF INTEREST

There were no declarations of interest.

11. OUTCOME OF PUBLIC CONSULTATION ON PUBLIC TRANSPORT AND SOCIAL TRANSPORT ANOMALIES

The Chief Officer (Streetscene and Transportation) introduced the Outcome of Public Consultation on Public Transport and School Transport Anomalies report which provided details of existing subsidised bus routes and the outcome of the bus network review consultation exercise that had been undertaken to consider those services and deliver an affordable and sustainable public transport service in the future.

Bus Network Review

The Transport Programme Manager reported on the bus network review. To facilitate the review, an eight week public consultation process had been carried out with the public, elected Members and town and community councils who were invited to provide feedback on the proposals. The four options which had been presented for consideration were:-

- Option 1 – stop subsidising bus services completely;
- Option 2 – do nothing and continue to support the existing subsidised routes in place as they were currently;
- Option 3 – Support subsidised routes on the core bus network and implement alternative, sustainable local travel arrangements in communities not on the core network; and
- Option 4 – Support subsidised routes on the core bus network and introduce a demand responsive service for communities not on the core network.

Elected Members and town and community councils predominantly supported Option 3 but it was recognised that there was no 'one size fits all' and transport salutation would need to vary from one area to another depending on local need and demand. Under the preferred option, local travel arrangements on the non-core network were intended to be provided by smaller minibus vehicles, which were better suited to the nature of the routes in rural areas. Proposed routes had been identified for the local travel arrangements which were attached as an appendix to the report.

The Transport Programme Manager concluded that it was proposed that the intended change in service provision would be introduced from 1 October, 2018 on a phased approach and a proposed implementation plan and timetable was attached as an appendix to the report.

The Cabinet Member for Streetscene and Countryside explained that there had been a number of changes to the commercial bus network by bus operators which had impacted on communities and left potential gaps in service provision; this was not within the control of the Council. However the Council had a statutory duty to keep the bus network under review and intervene when appropriate.

Councillor Paul Shotton thanked officers for the report and for the extensive consultation sessions carried out. He said that following the consultation exercise, as shown within the report, there seemed to be a consensus for Option 3 and that this option tied in well with the new transport arrangement for Deeside Industrial Estate. He asked if a contractor had been identified to deliver the Deeside Shuttle Service. The Chief Officer responded that the Council had received Welsh Government (WG) and EU funding to purchase four 16-seat minibuses and five Low Carbon Emission Buses (LCEB) with the LCEB intended to be deployed on the existing Deeside Shuttle Service. Deeside Shuttle Service would be re-procured over the summer period to be operated by an external contractor and the service would be re-branded and launched later in the year. It was proposed that the four 16-seat minibuses would be utilised for the local travel arrangements, as set out within the report, and operated in-house within the Streetscene Portfolio. The intention was to provide a high quality, sustainable, professional minibus service and maintain greater control on the passenger transport operations.

Councillor Chris Dolphin sought an assurance that consultation with town and community councils would continue before a timetable was produced and shared. He also raised concern that the Committee was being asked to recommend an option without knowing what the impacts/cuts to routes were going to be. The Transport Programme Manager assured the Committee that consultation with town and community council and operators would take place prior to a timetable being produced. Feedback from communities had been collated to identify gaps in the current service and this feedback would be shared with communities through further consultation exercises to ensure the feedback information was correct. The Cabinet Member said that through identifying gaps in the service and continued consultation with town and community councils it was hoped that a scheduled service could be offered rather than having a pre-booking service.

School Transport Historical Anomalies

The Chief Officer explained that the school transport route optimisation and re-procurement exercise was completed in September 2017. As a consequence of the exercise, a number of historical non-statutory transport arrangements were identified that were over and above the current Home to School Transport Policy, and presented opportunities for alternative service delivery and potential efficiency savings.

The Chief Officer, ITU Manager and Transport Programme Manager provided details of the anomalies along with proposals on how each issue would be dealt with, as shown as an appendix to the report.

The Cabinet Member explained that existing pupils would continue to receive the same service. The Leader of the Council commented on the transport provided for students to attend FUSE Drama Group at Theatr Clwyd and explained that historically this transport had been provided though funding from the WG for the Deeside Shuttle Service. When the WG grant ended a decision was taken at the time for the Council to continue to subsidise this service. This was a breach of the current Transport Policy and was not fair to other groups across the County.

In response to a question from Councillor David Evans, the Chief Officer explained that the services would be re-procured each year to ensure the right size bus was used to avoid carrying empty seats. If a service was already running which had empty seats then these could be made available at the concessionary spare seat rate.

Councillor Marion Bateman read out the guidance issued by WG around School Transport and felt that this had not been followed within her own ward. She thanked the Cabinet Member for her intervention in a recent matter and sought an assurance that the Home to School Transport Policy would be consistently applied across the County in the future.

Councillor Andy Dunbobbin raised concerns around sibling groups and said that if it was not possible for sibling groups to access transport, parents

may feel that their parental choice of school was being taken away from them. He proposed that the Committee recommend to Cabinet that the school transport provision for siblings be given further consideration and this was supported by the Committee.

In response to a question from Councillor Colin Legg, the ITU Manager explained that if a child's nearest school was full then transport would be provided to their next nearest school.

Mrs. Lynne Bartlett sought an assurance that consultation had taken place with Ysgol Pencoch, Flint as the proposals would impact vulnerable children. The Chief Officer gave an assurance that the ITU Manager and her team engaged fully with Ysgol Pencoch during the consultation exercise.

Concessionary Fares

The ITU Manager reported that it was proposed to increase the price of concessionary spare seats to ensure full cost recovery. Options for consideration to reach full cost recovery were shown within the report, together with charges for concessionary spare seats which currently apply in neighbouring local authorities, for comparison purposes. Further details of the proposed Concessionary Spare Seats Scheme was shown as an appendix to the report.

The Cabinet Member explained that the proposals to recover the costs of concessionary spare seats had been brought forward following its support as a preferred option at the all Member workshop held in November, 2017.

Councillor Evans said that he felt uncomfortable with the proposed increased cost and suggested that the Council look at what neighbouring authorities charged and increase concessionary fares in line with their charges. He said that further information around this and the possible increase in concessionary seats was needed. The Chief Officer explained that the cost would remain less than what was currently being paid at the moment.

The Chairman thanked the Cabinet Member and officers for the report, their attendance and for responding to the questions raised by Members.

RESOLVED:

- (a) That the Committee recommends the adoption of Option 3 (support subsidised routes on the core bus network and implement alternative, sustainable local travel arrangements in communities not on the core network) within four geographical areas of the County;
- (b) That the Committee recommends to Cabinet the approval of the proposed service levels on the strategic core bus network;
- (c) That the provision of an in-house minibus service to support the local travel arrangements, where it was cost effective to do so, be supported;

- (d) That the Committee recommends to Cabinet approval of the proposed approach for dealing with historical non-statutory school transport arrangements that had been identified during the service review;
- (e) That the Committee recommend to Cabinet that the school transport provision for siblings be given further consideration; and
- (e) That the Committee recommend the adoption of Option 2 as its preferred pricing structure for a concessionary bus pass, with a review to be carried out on the impact of the increased cost after one year.

12. TOURISM PROMOTION AND DESTINATION MANAGEMENT

The Service Manager (Enterprise and Regeneration) introduced the Tourism Promotion and Destination Management report which set out the approaches taken in Flintshire and regionally to support the visitor economy through promotional activity and managing and improving the customer experience.

The report detailed the work of both the Access and Natural Environment and Tourism services as both played a significant and co-ordinated role with opportunities for greater collaborative working in the future following the recent restructure.

Councillor Shotton thanked officers for the report and commented on the tourism offer in Flintshire which had been seen first-hand by the Committee at its recent meeting held at Greenfield Heritage Centre. He commented on the recent introduction of talks and boat trips by the Quay Watermen and praised the work of the County Rangers along the coastal path.

Councillor Vicky Perfect thanked the Service Manager (Access and Environment) and his team for installing new benches along the coastal path near Flint Castle. She commented on the successful Rock the Castle event in Flint which had been attended by 2,000 people and thanked the Coastal Rangers for their contribution and for judging the sandcastle competition.

Councillor Dolphin thanked the Service Manager (Access and Environment) and his team for their hard work. He asked when a visitor sign could be installed on the A55 to promote St. Winifred's Well and surrounding areas. The Service Manager (Enterprise and Regeneration) advised that the Council provided brown and white signs and a review was currently being undertaken to identify where there were gaps across the County. There was a need to be mindful of available funding but when money became available from the Welsh Government (WG) the Council would be in a position to submit requests for funding by having appropriate plans in place.

The Cabinet Member for Economic Development said that there was a need to change attitudes about Flintshire. He said that 80% of Flintshire was rural but this had not been recognised through the availability of European

funding. It was hoped that this would be addressed through the North Wales Growth Bid and although the visitor economy in Flintshire was a relatively small component of the Flintshire economy, it remained an important contributor which generated an estimated £252m each year.

On the North Wales Growth Bid, the Leader of the Council said that Flintshire would be able to take advantage of the capital investment opportunities at Holyhead in terms of Cruise Ships and excursions within a 1 hour radius. He reported that across North Wales the number of Japanese visitors had increased 84% and whilst Flintshire had many attractions, accommodation in the areas was not at the same level as was found in Cornwall or the Lake District.

Councillor Legg commented on Halkyn Mountain and thanked officers for their hard work in maintaining the mountain. He said that signage was important, especially for toilet facilities as this could be problematic for some visitors. He commented on the need to protect common land due to its geology, flora and industrial history and raised concerns of motorised vehicles on common land. He said that he was happy to carry out a tour of Halkyn Mountain for any Members who were interested.

In response to a suggestion from the Cabinet Member for Streetscene and Countryside that Councillor Legg should be a Tourist Ambassador, the Service Manager (Enterprise and Regeneration) explained that there were 30 Tourist Ambassadors across Flintshire who were predominantly business representatives. They had signed up to a set of principles to welcome visitors to the area.

Councillor Evans questioned the figure of 2.7m day visits to Flintshire, as detailed in the report. He asked what methodology was used to calculate day visits and asked if further information on this could be provided to the Committee following the meeting. He felt that the Council was missing an opportunity by not encouraging cafes and public houses along the coastal path, similar to the ones found at Burton Marsh. The Service Manager (Enterprise and Regeneration) responded that visitor numbers were calculated through the STEAM Model. This model was used across Wales and the latest report could be shared with the Committee. He also reported that a project including Sustrans was looking to link Flint and Connah's Quay coastal cycle routes and increasing visitor numbers.

Councillor Haydn Bateman reported that he had recently been approached by visitors to Talacre Beach who had been disappointed with the amount of litter in the area and had commented that the bins had been overflowing. He also asked if works were progressing to improve the lighthouse at Talacre Beach. The Service Manager (Access and Environment) said that there was a balance in attracting people to an area but there was always a danger that those areas could be spoilt. He added that it was appropriate to ensure maintenance and management of an area to ensure it was resilient to take additional footfall. He advised that the lighthouse and Talacre Beach was

under private ownership and the current owner had been addressing structural works inside the building before moving on to renovate the outside.

The Service Manager (Access and Environment) thanked Members for their kind words which he said he would pass on the rangers and tourism officers following the meeting.

RESOLVED:

That the Committee endorse the current and emerging approaches to visitor promotion and destination management.

13. MEMBERS OF THE PUBLIC AND PRESS IN ATTENDANCE

There were two members of the public and three members of the press in attendance.

(The meeting started at 2.00pm and ended at 4.15pm)

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Chairman

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ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Date of Meeting	Wednesday 19 September, 2018
Report Subject	Natural Resources Wales.
Cabinet Member	Cabinet Members for Planning and Public Protection and Streetscene and Countryside
Report Author	Chief Officer (Planning, Environment and Economy)
Type of Report	Operational

EXECUTIVE SUMMARY

Natural Resources Wales (NRW) are one of our key consultees and partners and it is important that the Committee are aware of the work of the organisation and its role.

RECOMMENDATIONS

1	That the Committee notes the presentation from officers of Natural Resources Wales.
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2.00 RESOURCE IMPLICATIONS

2.01	N/A
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3.00 CONSULTATIONS REQUIRED / CARRIED OUT

3.01	NA
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4.00 RISK MANAGEMENT

4.01	NA
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5.00	APPENDICES
5.01	N/A

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	<p>Contact Officer: Andrew Farrow (Chief Officer (Planning, Environment and Economy)) Telephone: 01352 703201 E-mail: andrew.farrow@flintshire.gov.uk</p>

7.00	GLOSSARY OF TERMS
7.01	N/A



ENVIRONMENT OVERVIEW AND SCRUTINY

Date Of Meeting	Wednesday 19 September 2018
Report Subject	Phase 2 Speed Limit Review Update
Cabinet Member	Cabinet Member for Streetscene and Countryside
Report Author	Chief Officer (Streetscene and Transportation)
Type Of Report	Strategic

EXECUTIVE SUMMARY

A report to Scrutiny in September 2017 provided an update on progress to address the historic anomalies within existing speed limit orders whilst also clarifying the next stage of the process which will enable delivery of a Single Consolidated Order, covering the entire highway network. The report also sought to update Scrutiny on the outcome of individual Member requests for revised speed limits in their wards, whilst clarifying the Department for Transport (DfT) National criteria against which all requests were considered.

One year on, this report seeks to update Scrutiny on the progress made to date as well as providing details of a number of legal challenges against the proposed process, which have since been overcome. This report also seeks to inform Scrutiny of the revised timelines associated with the progression of a Single Consolidated Order covering the entire highway network, whilst also clarifying proposals to expedite those member requests that were supported by DfT Criteria.

RECOMMENDATIONS

1.	That Scrutiny notes the progress made to date and acknowledge both the legal challenges and subsequent changes in approach, which have led to a delay in the process.
2.	That Scrutiny support the amended legal process in order to progress the delivery of a Single Consolidated Order.

REPORT DETAILS

1.00	PROGRESS ON DELIVERING THE REVIEW OF SPEED LIMITS ON ALL PUBLIC HIGHWAYS																		
1.01	<p>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 ensuring all speed limit 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.</p>																		
1.02	<p>In the months that have proceeded the report, a number of key actions have been undertaken for which the following update is provided.</p>																		
1.03	<p>In order to eliminate the over reliance on Legal Services, Streetscene and Transportation Officers have developed a system of approved templates which has now enabled the completion of a 'Single Order' for which all speed limits (both existing and proposed) are to be advertised.</p> <p>Utilisation of this revised approach has streamlined the previous over complicated procedure standardising the order writing process for any given eventuality.</p>																		
1.04	<p>Given the enormity of scale associated with the consecutive advertisement of all speed limits within the County (both existing and proposed), it is essential that the forthcoming advertisement of proposals are both clear and reasonable when considering the requirements of the statutory consultation procedure.</p> <p>Following the proposal to advertise the 'Single Order' via the use of a modern map based schedule (rather than the historic method of written schedules), officers have now completed a map based system covering the County's entire highway network for which individual Map Books have been created for the following locations;</p> <table border="1" data-bbox="304 1559 1369 2011"> <thead> <tr> <th data-bbox="304 1559 475 1630">Map Ref. Book</th> <th data-bbox="475 1559 1369 1630">Extents of Coverage</th> </tr> </thead> <tbody> <tr> <td data-bbox="304 1630 475 1709">1</td> <td data-bbox="475 1630 1369 1709">Ffynnongroew, Gronant, Trelawynd, Gwaenysgor, Mostyn, Whitford, Greenfield & Holywell.</td> </tr> <tr> <td data-bbox="304 1709 475 1744">2</td> <td data-bbox="475 1709 1369 1744">Bagillt West, Bagillt East, Flint, Northop & Northop Hall</td> </tr> <tr> <td data-bbox="304 1744 475 1780">3</td> <td data-bbox="475 1744 1369 1780">Connah's Quay, Shotton & Sealand</td> </tr> <tr> <td data-bbox="304 1780 475 1816">4</td> <td data-bbox="475 1780 1369 1816">Caerwys, Cilcain, Brynford & Halkyn</td> </tr> <tr> <td data-bbox="304 1816 475 1852">5</td> <td data-bbox="475 1816 1369 1852">Gwernaffield, Mold & Gwernymydd</td> </tr> <tr> <td data-bbox="304 1852 475 1888">6</td> <td data-bbox="475 1852 1369 1888">New Brighton, Argoed, Buckley</td> </tr> <tr> <td data-bbox="304 1888 475 1924">7</td> <td data-bbox="475 1888 1369 1924">Ewloe, Aston, Hawarden, Mancot, Queensferry</td> </tr> <tr> <td data-bbox="304 1924 475 2011">8</td> <td data-bbox="475 1924 1369 2011">Penyffordd, Higher Kinnerton, Hope, Caergwre, Leeswood, Treuddyn & Llanfynydd</td> </tr> </tbody> </table>	Map Ref. Book	Extents of Coverage	1	Ffynnongroew, Gronant, Trelawynd, Gwaenysgor, Mostyn, Whitford, Greenfield & Holywell.	2	Bagillt West, Bagillt East, Flint, Northop & Northop Hall	3	Connah's Quay, Shotton & Sealand	4	Caerwys, Cilcain, Brynford & Halkyn	5	Gwernaffield, Mold & Gwernymydd	6	New Brighton, Argoed, Buckley	7	Ewloe, Aston, Hawarden, Mancot, Queensferry	8	Penyffordd, Higher Kinnerton, Hope, Caergwre, Leeswood, Treuddyn & Llanfynydd
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	Each Map Referencing Book contains a clear indexing system thus enabling members of the public to easily locate individual areas of interest both within their immediate place of residence and across the County.
1.05	Following feedback provided to Members on the outcome of individual speed limit requests (enclosed within Appendix 1 for information), Officers have since met with a number of Members and their residents (where requested) in order to explain the rationale behind the outcome of individual technical surveys.
1.06	<p>Whilst great effort has been made with the progression of the Consolidated Order, progress has not been without its challenges.</p> <p>In December 2017, Flintshire County Council received a challenge regarding the Authority's revised method of advertisement. As detailed within the update to Scrutiny in September 2017, the Authority proposed to move away from the archaic written order process, allowing the County's speed limits to be both viewed and advertised within a simple and easy to understand map based format.</p> <p>Despite this pragmatic and transparent approach, a formal complaint was lodged against the Authority on the basis that Map Schedules are not permitted as an alternative to the traditional written schedule. Although the Authority's approach had previously received legal approval, Streetscene thought it prudent to reaffirm this advice for which a legal statement confirming the Authority's intent was provided to the objector. The objector has now accepted this position and withdrawn the objection.</p>
1.07	<p>A further challenge was received in relation to the advertisement of 30mph speed limits.</p> <p>In accordance with National legislation, 30mph speed limits fall in to 2 distinct categories;</p> <ol style="list-style-type: none"> 1. Those that are 30mph by default of a system of Street Lighting for which an order is <u>not</u> required (Restricted Road status) and; 2. Those 30mph speed limits that do not possess a system of street lighting for which an Order <u>will</u> be required. (30mph order). <p>Although at first glance this may appear a rather simple differentiation, a system of street lighting can only be declared where there are a series of 3 street lamps present within a distance of 183m. To further complicate this matter, it is entirely possible that individual 30mph speed limits with sporadic street lighting may consist of a mixture of the 2 options described above.</p> <p>Following initial legal advice, it had previously been thought to advertise and implement all 30mph speed limits by means of a 30mph order irrespective of the presence of street lighting. The advantages of such would negate the need to differentiate between those locations that had street lighting and those locations that did not, thus simplifying what would otherwise appear to be an overly complicated process.</p>

	<p>Despite the Authority's best attempts to simplify the progression of 30mph speed limits, an objection was lodged on the basis that the Authority's approach was not supported by current legislation. Once again, although the Council's approach had previously received legal approval, Streetscene thought it prudent to clarify this advice for which an amended recommendation was given to revert back to the current process thus mitigating the potential for delays should an objection be lodged during the statutory consultation process.</p>
1.08	<p>A similar challenge was received in relation to the advertisement of 60mph speed limits.</p> <p>In accordance with National legislation, 60mph speed limits fall in to 2 distinct categories;</p> <ol style="list-style-type: none"> 1. Those 60mph speed limits that do not possess a system of street lighting and therefore will <u>not</u> require an order. (National Speed Limit). 2. Those 60mph speed limits that possess a system of street lighting for which an order <u>will</u> be required. (Derestriction Order). <p>Although initial legal advice had permitted the advertisement of all 60mph speed limits by means of an order, irrespective of the presence of street lighting, a further legal challenge was made against the Authority on the basis that the Authority's approach was not supported by current legislation.</p> <p>As per the pragmatic approach taken with the 30mph speed limit orders, despite the Authority's best attempts to simplify the progression of 60mph speed limits, further legal advice recommended to revert back to the traditional process in order to mitigate delays to the implementation of the Singular order should formal objections be lodged during the statutory consultation period.</p>
1.09	<p>For the purposes of speed limits, street lighting can take many forms and consists of County Council owned lighting columns, Community Lighting and Footway Lighting.</p> <p>Whilst the Authority's internal systems accurately record the positioning of all County Council owned and maintained Street Lighting Columns, they will not include the different classifications of lighting described above. It is therefore essential that the accurate positioning of every street lighting column is known (regardless of ownership) before determining whether or not a 30mph or 60mph speed limit will require the making of an order.</p> <p>In order to overcome this current stall in the process, a detailed survey has been internally commissioned to accurately record the extent of all street lighting on both 60mph and 30mph speed limits (regardless of ownership) for which is scheduled for completion in October this year. We can however safely assume that all residential estate roads already have a consistent system of street lighting in place and as such, these locations will not fall within the scope of the survey.</p>

	Upon completion of the survey, Officers will re-examine the data in order to determine which speed limits are regulated by 'default of Street Lighting' and those speed limits for which will need to be regulated by an order.
1.10	<p>Although it had been anticipated to advertise the Singular Order in October 2017 (as outlined within the 2017 update to Cabinet), given the delays that have occurred as a result of legal challenges, it is anticipated that the Single Order will now be advertised early in 2019.</p> <p>For those member requests that were supported by DFT Criteria, it is proposed to expedite the advertisement of the 15 proposed speed limits in November 2018 with the exception of A5119 Northop Road, Flint Mountain for which has been prioritised for advertisement in September 2018 due to an increasing number of accidents on the road.</p>
1.11	Upon completion of the required statutory process, both the Singular Order and members requests can then be consolidated with Phase 1 Speed Limit Review (completed in November 2016) which would ensure the Council would then hold a single consolidated and compliant order covering the County's highway network.
1.12	Once the single Consolidated Order is in place, a 5 year review of all existing speed limits within the County (with the exception of the areas already examined within Members requests) will be undertaken to ensure compliance with the DfT Criteria with any revisions being made via an amendment to the main Consolidation Order.

2.00	RESOURCE IMPLICATIONS
2.01	No resource implications identified. All of the works are being undertaken by staff and resources within the Streetscene & Transportation portfolio.

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	With Cabinet Member.
3.02	Statutory consultation required for purposes of advertising Singular Order & Members Requests

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.
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 for Transport (DfT)

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	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 Page 27	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 recommend to reduce this section of carriageway to 40mph.	40mph Recommendation to reduce existing speed limit.	Red
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
Cllr 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

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	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 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 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 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.	40mph Recommendation to retain existing Speed Limit	Green
Cllr Rosetta Dolphin Greenfield	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

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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
Cllr Adele Davies Cooke Gwernaffield Page 29	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 between the two Villages.	30mph - past the new development 40mph between the two Villages Recommendation to reduce existing speed limit.	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 George Hardcastle Aston Cllr Helen Brown Aston	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
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 85 th % 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 85 th % speeds are below the maximum speed limit.	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 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 accidents have been recorded.	60mph Recommendation to retain existing Speed Limit	Green
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 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.	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
Cllr Mike Reece Bagillt West	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

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 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.	40mph Recommendation to reduce existing speed limit	Red
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

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 Chris Dolphin Whitford Ward	A5026 Holway Road, Celyn Bends by Carmel	50mph	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 Page 33	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
Cllr Chris Dolphin Whitford Ward	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

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 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 reduced several years ago from National speed limit to a 40mph.	40mph Recommendation to retain existing Speed Limit	Green
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 Page 34	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 forward visibility. There are no shops or Schools and serves as the main route for the two Industrial parks.	30mph Recommendation to retain existing Speed Limit	Green
Cllr Chris Bithell Mold East	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

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 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
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 Page 35	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
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

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 Cindy Hinds Penyffordd	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 Page 36	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 road with little development on either side. The alignment is straight with good forward visibility.	60mph Recommendation to retain existing Speed Limit	Green
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

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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	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 Page 37	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
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

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	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
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
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

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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
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	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
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

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 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
FCC Operational Team Page 40	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

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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
Cllr Kevin Hughes Gwernymynydd	Tower Hill junction to Treuddyn	40mph or 50mph	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.	60mph Recommendation to retain existing Speed Limit.	Green
Cllr Kevin Hughes Gwernymynydd	Tower Cottage to Ffordd Y Pentre	40mph	National	No accidents recorded	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.	60mph Recommendation to retain existing Speed Limit.	Green
Cllr Geoff Collett Mold South	Clayton Road, Mold Bryn Gwalia School	20mph	30mph	1 accident recorded	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

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ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE

Date of Meeting	Tuesday, 4 th September 2018
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 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 – Draft 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 16th October 10.00 am	Q1 & 2 Council Plan Monitoring	To enable members to fulfil their scrutiny role in relation to performance monitoring	Assurance	Facilitator	
	Information report - update on Greenfield Valley Heritage park	To receive a progress report – for information only.	Information report	Chief Officer Planning, Environment and Economy	
Tuesday 27th November 10.00 am	Car Parking Charges update	To receive an update following the review of car parking charges.	Performance Monitoring	Chief Officer Streetscene and Transportation	
	Civil Parking Enforcement	To receive a progress report	Performance monitoring	Chief Officer Streetscene and Transportation	
	Garden Waste Services	To review and receive an update following the introduction of charges for Garden Waste collection services.	Progress monitoring	Chief Officer Streetscene and Transportation	
Tuesday 15th January 10.00 am					
Tuesday 26th February 10.00 am	Q3 Council Plan Monitoring	To enable members to fulfil their scrutiny role in relation to performance monitoring.	Performance monitoring/ assurance	Facilitator	

Page 47

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
Tuesday 9th April 10.00 am	Greenfield Valley Heritage park	To receive a 12 month progress report	Assurance	Chief Officer Planning Environment and Economy	
Tuesday 21st May 10.00 am					
Tuesday 16th July 2pm	Year-end Reporting & Council Plan Monitoring	To enable members to fulfil their scrutiny role in relation to performance monitoring	Performance monitoring/ assurance	Facilitator	