

# Pecyn Dogfen Gyhoeddus

**Gareth Owens LL.B Barrister/Bargyfreithiwr**  
Chief Officer (Governance)  
Prif Swyddog (Llywodraethu)



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At: Cyng Rosetta Dolphin (Cadeirydd)

Y Cynghorwyr: Sean Bibby, David Evans, George Hardcastle, Patrick Heesom, Cindy Hinds, Andy Hughes, Dennis Hutchinson, Joe Johnson, Vicky Perfect, Paul Shotton and Owen Thomas

Dydd Mercher, 2 Chwefror 2022

Annwyl Gynghorydd,

**RHYBUDD O GYFARFOD ANGHYSBELL**  
**PWYLLGOR TROSOLWG A CHRAFFU'R AMGYLCHEDD A'R ECONOMI**  
**DYDD MAWRTH, 8FED CHWFROR, 2022 9.30 AM**

**\*\*SYLWCH AMSER DECHRAU'R CYFARFOD\*\***

Yn gywir

Gareth Owens  
Prif Swyddog (Llywodraethu)

Sylwch: Bydd hwn yn gyfarfod dros y we a bydd 'presenoldeb' wedi'i gyfyngu i Aelodau'r Pwyllgor a'r Aelodau hynny o'r Cyngor sydd wedi gofyn i Bennaeth y Gwasanaethau Democrataidd am wahoddiad. Y Cadeirydd fydd yn penderfynu a yw'r rhain yn cael siarad ai peidio.

Bydd y cyfarfod yn cael ei ffrydio'n fyw ar wefan y Cyngor. Bydd recordiad o'r cyfarfod ar gael yn fuan ar ôl y cyfarfod ar <https://flintshire.publici.tv/core/portal/home>

Os oes gennych unrhyw ymholiadau, cysylltwch ag aelod o'r Tîm Gwasanaethau Democrataidd ar 01352 702345.

## R H A G L E N

### 1 YMDDIHEURIADAU

**Pwrpas:** I dderbyn unrhyw ymddiheuriadau.

### 2 DATGAN CYSYLLTIAD (GAN GYNNWYS DATGANIADAU CHWIPIO)

**Pwrpas:** I dderbyn unrhyw ddatganiad o gysylltiad a chynghori'r Aelodau yn unol a hynny.

### 3 COFNODION (Tudalennau 7 - 24)

**Pwrpas:** I gadarnhau, fel cofnod cywir gofnodion y cyfarfodydd ar 9 Tachwedd 2021 a 11 Ionawr 2022.

### 4 RHAGLEN GWAITH I'R DYFODOL A OLRHAIN GWEITHRED (Tudalennau 25 - 32)

Adroddiad Hwylusydd Trosolwg a Chraffu yr Amgylchedd -

**Pwrpas:** I Ystyried y flaenraglen waith Pwyllgor Trosolwg a Chraffu'r Amgylchedd a'r Economi a rhoi gwybodaeth i'r Pwyllgor o'r cynnydd yn erbyn camau gweithredu o'r cyfarfod blaenorol.

### 5 STRATEGAETH NEWID HINSAWDD (Tudalennau 33 - 108)

Adroddiad Prif Swyddog (Cynllunio, Amgylchedd ac Economi) -

**Pwrpas:** Ym mis Rhagfyr 2019, ymrwymodd y Cyngor i ddatblygu cynllun gweithredu i ddod yn garbon niwtral erbyn 2030 yn unol â gofyniad Llywodraeth Cymru ar gyfer y sector cyhoeddus. Mae ein Rheolwr Rhaglen yn cyflwyno'r ddogfen strategaeth ddrafft sy'n cynnwys manylion am ein cynllun i gyflawni'r targed hwn.

### 6 CAIS AM ARIAN GRANT I HYBU MENTRAU ATGYWEIRIO AC AILDDEFNYDDIO (Tudalennau 109 - 118)

Adroddiad Prif Swyddog (Stryd a Chludiant) - Aelod Cabinet dros Strydlun

**Pwrpas:** Cynghori'r Pwyllgor Craffu o'r bwriad i gyflwyno cais am grant i ddarparu prosiect peilot i weithredu mentrau atgyweirio ac aildefnyddio ar draws Sir y Fflint.

7 **CASGLIADAU GWASTRAFF SWMPUS** (Tudalennau 119 - 126)

Adroddiad Prif Swydddog (Stryd a Chludiant) - Aelod Cabinet dros Strydlun

**Pwrpas:** Rhoi'r wybodaeth ddiweddaraf i'r Pwyllgor Craffu ar ddarparu gwasanaeth Casglu Gwastraff Swmpus.

8 **EFFAITH Y PANDEMIG A FFACTORAU ERAILL AR WASANAETHAU CLUDIANT A CHOSTAU GWEITHREDU** (Tudalennau 127 - 132)

Adroddiad Prif Swydddog (Stryd a Chludiant) - Aelod Cabinet dros Strydlun

**Pwrpas:** Mae'r adroddiad hwn yn cael ei gyflwyno i'r Pwyllgor yn dilyn argymhelliad yng nghyfarfod y Pwyllgor Adfer a gynhaliwyd ym mis Tachwedd 2021, a amlygodd fod costau gweithredu trafnidiaeth yn cynyddu tra bod nifer y gweithredwyr trafnidiaeth sydd ar gael i ddarparu gwasanaethau yn lleihau. Mae'r adroddiad yn amlinellu sut mae gwasanaethau bws cyhoeddus wedi eu hariannu yn ystod y pandemig ynghyd ag effaith ar weithwyr a lefelau gwasanaeth, yn ogystal â datblygiadau yn y dyfodol.

9 **CROESFANNAU CWRB ISEL HYGIRCH I GERDDWYR** (Tudalennau 133 - 146)

Adroddiad Prif Swydddog (Stryd a Chludiant) - Aelod Cabinet dros Strydlun

**Pwrpas:** Mae'r adroddiad hwn yn cael ei gyflwyno mewn ymateb i gais gan Bwyllgor Craffu'r Amgylchedd a'r Economi ym mis Tachwedd 2021. Mae'r adroddiad yn nodi sut rydym yn delio gyda darpariaeth cwrb isel i gerddwyr o fewn y briffordd dan sylw mewn perthynas â manau croesi heb eu rheoli, oherwydd nad oes yna gyllid wedi'i ddyrannu ar gyfer y ddarpariaeth hon. Mae'r adroddiad yn amlinellu'r broses ar gyfer derbyn ceisiadau, nodi safleoedd, cydnabod yr ateb priodol, defnyddio'r adnoddau sydd ar gael ac mae'n nodi dulliau cyllid posibl ar gyfer cyrbiau isel hygyrch i gerddwyr.

10 **PARC ARFORDIR SIR Y FFLINT** (Tudalennau 147 - 172)

Adroddiad Prif Swyddog (Cynllunio, Amgylchedd ac Economi) - Aelod Cabinet Datblygu Economaidd

**Pwrpas:** Mae'r Cabinet yn croesawu barn Pwyllgor Trosolwg a Chraffu'r Amgylchedd a'r Economi ar y cynnig i ddatblygu Parc Rhanbarthol Arfordir Sir y Fflint, gan godi proffil y blaendraeth a galluogi cymunedau a busnesau i weithio'n gynaliadwy ac yn arloesol i helpu i ddarparu ffyniant amgylcheddol, economaidd a chymdeithasol.

***Sylwch, efallai y bydd egwyl o 10 munud os yw'r cyfarfod yn para'n hirach na dwy awr.***

## **Nodyn Gweithdrefnol ar redeg cyfarfodydd**

Bydd y Cadeirydd yn agor y cyfarfodydd ac yn cyflwyno eu hunain.

Bydd nifer o Gynghorwyr yn mynychu cyfarfodydd. Bydd swyddogion hefyd yn mynychu cyfarfodydd i gyflwyno adroddiadau, gyda swyddogion Gwasanaethau Democrataidd yn trefnu a chynnal y cyfarfodydd.

Gofynnir i bawb sy'n mynychu i sicrhau bod eu ffonau symudol wedi diffodd a bod unrhyw sain gefndirol yn cael ei gadw mor dawel â phosib.

Dylai'r holl feicroffonau gael eu rhoi "ar miwt" yn ystod y cyfarfod a dim ond pan fyddwch yn cael eich gwahodd i siarad gan y Cadeirydd y dylid eu rhoi ymlaen. Pan fydd gwahoddedigion wedi gorffen siarad dylen nhw roi eu hunain yn ôl "ar miwt".

Er mwyn mynegi eu bod nhw eisiau siarad bydd Cynghorwyr yn defnyddio'r cyfleuster 'chat' neu yn defnyddio'r swyddogaeth 'raise hand' sy'n dangos eicon codi llaw electronig. Mae'r swyddogaeth 'chat' hefyd yn gallu cael ei ddefnyddio i ofyn cwestiynau, i wneud sylwadau perthnasol ac yn gyfle i'r swyddog gynghori neu ddiweddarau'r cynghorwyr.

Bydd y Cadeirydd yn galw ar y siaradwyr, gan gyfeirio at aelod etholedig fel 'Cynghorydd' a swyddogion yn ôl eu teitl swydd h.y. Prif Weithredwr neu enw. O bryd i'w gilydd mae'r swyddog sy'n cynghori'r Cadeirydd yn egluro pwyntiau gweithdrefnol neu'n awgrymu geiriad arall ar gyfer cynigion er mwyn cynorthwyo'r Pwyllgor.

Os, a phan y cynhelir pleidlais, mi fydd y Cadeirydd yn egluro mai dim ond y rheiny sy'n gwrthwynebu'r cynnig/cynigion, neu sy'n dymuno ymatal a fydd angen mynegi hynny drwy ddefnyddio'r swyddogaeth 'chat'. Bydd y swyddog sy'n cynghori'r Cadeirydd yn mynegi os bydd y cynigion yn cael eu derbyn.

Os oes angen pleidlais fwy ffurfiol, bydd hynny yn ôl galwad enwau – lle gofynnir i bob Cynghorydd yn ei dro (yn nhrefn yr wyddor) sut mae ef / hi yn dymuno pleidleisio.

Yng nghyfarfodydd Pwyllgorau Cynllunio a Chyngor Sir mae amseroedd siaradwyr yn gyfyngedig. Bydd cloch yn cael ei chanu i roi gwybod i'r siaradwyr bod ganddyn nhw funud ar ôl.

Bydd y cyfarfod yn cael ei ffrydio'n fyw ar wefan y Cyngor. Bydd recordiad o'r cyfarfod ar gael yn fuan ar ôl y cyfarfod ar <https://flintshire.publici.tv/core/portal/home>

Mae'r dudalen hon yn wag yn bwrpasol

# Eitem ar gyfer y Rhaglen 3

## **ENVIRONMENT AND ECONOMY OVERVIEW & SCRUTINY COMMITTEE** **9 NOVEMBER 2021**

Minutes of the remote attendance meeting of the Environment and Economy Overview & Scrutiny Committee of Flintshire County Council held on Tuesday, 9 November 2021

### **PRESENT: Councillor Rosetta Dolphin (Chair)**

Councillors: Sean Bibby, David Evans, George Hardcastle, Patrick Heesom, Cindy Hinds, Dennis Hutchinson, Joe Johnson, Vicky Perfect, Paul Shotton, and Owen Thomas

### **CONTRIBUTORS:**

Councillor Ian Roberts (Leader of the Council and Cabinet Member for Education), Councillor Chris Bithell (Cabinet Member for Planning & Public Protection), Councillor Glyn Banks (Cabinet Member for Streetscene), Councillor Derek Butler (Cabinet Member for Economic Development), Councillor Christine Jones (Deputy Leader and Cabinet Member for Social Services); Chief Officer (Planning, Environment & Economy), Chief Officer (Streetscene & Transportation), Highway Network Manager, Access & Natural Environment Manager

For minute no.38: Gwladys Harrison – Chair, Greenfield Valley Trust, and Brenda Harvey – Strategy Lead, Greenfield Valley Trust

**IN ATTENDANCE:** Overview & Scrutiny Facilitator and Democratic Services Officer

## **35. DECLARATIONS OF INTEREST**

None.

## **36. FORWARD WORK PROGRAMME AND ACTION TRACKING**

The Facilitator presented the current Forward Work Programme. She drew attention to the items scheduled for the next meeting of the Committee to be held on 7 December 2021. She advised that a workshop on the Integrated Transport Strategy Workshop would be held on 14 December, and an invitation had been sent to Members.

Councillor Sean Bibby requested that an item on bulky waste collections be included on the Programme for future consideration by the Committee.

The Facilitator referred to the actions arising from previous meetings and explained that progress on long-term actions was ongoing would be monitored and information provided when concluded.

Councillor David Evans referred to the action arising due to Litter and Fly tipping which had been ongoing since June 2021 and asked that a deadline be agreed for a response. The Chief Officer (Streetscene & Transportation) agreed

to make enquiries regarding timelines and provide a response. She advised that the action on Toilet Strategy had been recently completed.

The recommendations were moved and seconded by Councillors George Hardcastle and Joe Johnson.

Councillor Patrick Heesom referred to the comments that he had made, during consideration of the item on Minutes at the previous meeting of the Committee, concerning his request for examination of the Planning process. He understood that work was in progress with Internal Audit and wished to clarify that his comments were not intended to convey any criticism of the performance of officers in Planning Services. Councillor Heesom also expressed his apologies to the Chair for his behaviour during the meeting and his failure to respect her position as Chair.

**RESOLVED:**

- (a) That the Forward Work Programme be approved;
- (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; and
- (c) That the Committee notes the progress made in completing the outstanding actions.

**37. VARIATION IN ORDER OF BUSINESS**

The Chair proposed a change in the order of the agenda to enable the item on Greenfield Valley Strategy to be brought forward. This was moved and seconded by Councillors George Hardcastle and Joe Johnson.

**38. GREENFIELD VALLEY STRATEGY**

The Chief Officer (Planning, Environment & Economy) introduced a report to update on progress on the work to establish a new strategy for Greenfield Valley Heritage Park and to inform of the findings from the public and partner consultations and seek the views of the Committee on the key elements of the strategy.

The Access and Natural Environment Manager advised that the Greenfield Valley Trust was responsible for the strategic management of the Greenfield Valley Heritage Park on behalf of Flintshire County Council under a management agreement. The Trust was currently preparing a new 10 year strategy to guide the future development of the site. The Access and Natural Environment Manager reported on the key considerations, as detailed in the report, and summarised the main vision and themes of the strategy and the findings from the consultation exercise.



Gwladys Harrison, Chair – Greenfield Valley Trust expressed her thanks to Brenda Harvey, Strategy Lead, and the Access and Natural Environment Manager and his team for their hard work. Brenda Harvey referred to the results from the public consultation on the Greenfield Valley Strategy 2021 which was appended to the report and advised that information was also available on the Greenfield Valley website. She explained comments/responses on the website would be fed into the Strategy Working Group and submitted to the Board. She said it was anticipated that the final Strategy would be launched in the New Year.

Members spoke in support of the Strategy and Greenfield Valley Heritage Park and the work of Officers, staff and volunteers.

The Access and Natural Environment Manager agreed to speak to Councillor Dennis Hutchinson following the meeting on a matter he raised concerning common land in his Ward.

The recommendations were moved by Councillor Paul Shotton and seconded by Councillor Owen Thomas.

**RESOLVED:**

- (a) That the work undertaken so far to develop a new 10 year Strategy for Greenfield Valley Heritage Park and the findings from the public and partner engagement be noted; and
- (b) That the ongoing development of the Strategy be supported.

**39. AUDIT WALES REVIEW OF TOWN CENTRE REGENERATION**

The Chief Officer (Planning, Environment & Economy) introduced a report to consider the key recommendations of the Audit Wales review of Town centre Regeneration and the Council's response. He provided background information and advised that the report set out the six recommendations; three of which local government was asked to respond to. The response to each recommendation was detailed in the report. Appended to the report was the Audit Wales self-evaluation tool and the Council's responses to the questions. The Chief Officer presented the report.

Councillor Owen Thomas commented on the detrimental impact of closed/unoccupied shops in town centres and asked if something could be done to improve the appearance of the abandoned buildings.

Councillor Sean Bibby spoke of the resilience of some local businesses which had coped with the challenges of the pandemic better than expected and had been well supported by the Council. He also said he was encouraged by the upsurge in demand for retail outlets in the high street in his own Ward and thanked the Chief Officer and his team for the financial support and assistance provided to local traders. He asked if data could be provided on the vacant unit rate for each town centre. The Chief Officer Bibby thanked Councillor Bibby for his positive comments and said the evidence of improvement on vacancy rates on

units in town centres was due to recognition of the need to support local businesses and the attraction of shopping in local areas and people taking the opportunity to develop their entrepreneurial abilities. The Chief Officer said a report on the local economy would be submitted to the January meeting of the Recovery Committee and that he would request that information on vacancy rates be included.

Councillor Chris Bithell referred to section 1.05 in the report and commented that the training from the Welsh Government had been helpful and the assistance and advice provided would be taken on board to achieve best outcomes for town centres.

During discussion, the Chief Officer responded to the comments raised by Members around the importance of supporting town centre markets and the opportunities that can arise for local communities due to the success of small traders expanding their business in the future.

The recommendation was moved by Councillor Owen Thomas and seconded by Councillor Paul Shotton.

**RESOLVED:**

That the Audit Wales recommendations be noted and the proposed response to Audit Wales be approved.

**40. IMPACT OF THE PANDEMIC ON PRIORITISING HIGHWAY SCHEMES, GULLEY EMPTYING, GRASS CUTTING, AND FLOODING**

The Chief Officer (Streetscene & Transportation) gave a presentation on the impact of the pandemic on prioritising highway schemes, gully emptying, grass cutting and flooding, which covered the following main points:

- Service impact of COVID-19: timeline
- prioritising highways schemes
- grass cutting and grounds maintenance
- gully emptying
- flooding
- key points

Councillor George Hardcastle thanked the Chief Officer and her team for their work. He expressed concerns around the control of weeds and use of weed spraying. He also commented on gully emptying and asked if this could be undertaken three times a year instead of twice. The Chief Officer explained that there were options around weed spraying which could be considered. In response to the need for more frequent gully emptying, she advised Members to report any specific problems in their Ward to their area coordinator who would report the issue to Streetscene & Transportation so that roadsweepers could be directed to clear that location. The Chief Officer advised that the Streetscene Standards were due for renewal next year which would present an opportunity to review the frequency of gully emptying if needed. The Highway Network Manager

provided further information on the contractor arrangements for weed spraying and the process. The Chief Officer said there were options that could be considered around the tender process for the contract for weed spraying in the future.

Councillor Owen Thomas expressed some concerns around the grass cutting service and use of weed sprayers.

Councillor Patrick Heesom congratulated the Chief Officer and her team on their work and achievements during the pandemic and suggested that this could be acknowledged by the Leader of the Council.

Councillor Ian Roberts acknowledged the suggestion and also expressed his thanks to staff in all the Council's services for their hard work and the continuation of service delivery throughout the pandemic. The Chief Officer commented on the ongoing challenges in maintaining service delivery during the continued pandemic. Councillor Ian Roberts suggested that a message of thanks and appreciation be recorded on behalf of Members, on the payslips for all employees in recognition of their work and performance during the pandemic. This was agreed by the Committee. The Facilitator agreed to contact the Head of Organisational Change to action the request.

The recommendations were moved and seconded by Councillors Patrick Heesom and Dennis Hutchinson.

**RESOLVED:**

- (a) That the work undertaken by the Streetscene & Transportation portfolio to maintain key services during the pandemic be supported; and
- (b) That a message of thanks and appreciation be recorded on behalf of Members, on the payslips for all employees in recognition of their work and performance during the pandemic.

**41. MEMBERS OF THE PRESS IN ATTENDANCE**

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

(The meeting started at 10.00 am and ended at 11.38 am)

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**Chair**

Mae'r dudalen hon yn wag yn bwrpasol

**ENVIRONMENT AND ECONOMY OVERVIEW & SCRUTINY COMMITTEE**  
**11 JANUARY 2022**

Minutes of the meeting of the Environment and Economy Overview & Scrutiny Committee of Flintshire County Council held remotely on Tuesday, 11 January 2022

**PRESENT: Councillor Rosetta Dolphin (Chair)**

Councillors: Sean Bibby, David Evans, George Hardcastle, Patrick Heesom, Joe Johnson, Paul Shotton and Owen Thomas

**APOLOGIES:** Councillor Andy Hughes, Dennis Hutchinson and Cindy Hinds,

**SUBSTITUTIONS:**

Councillor Kevin Rush (for Councillor Vicky Perfect)

**ALSO PRESENT:** Councillor Haydn Bateman (as an observer)

**CONTRIBUTORS:** Councillor Ian Roberts (Leader and Cabinet Member for Education), Councillor Chris Bithell (Cabinet Member for Planning & Public Protection), Councillor Derek Butler (Cabinet Member for Economic Development), Councillor Glyn Banks (Cabinet Member for Streetscene), Chief Officer (Planning, Environment & Economy) and Chief Officer (Streetscene & Transportation),

For minute number 54  
Strategic Performance Advisor

For minute number 55 and 56  
Enterprise and Regeneration Manager

For minute number 57  
Highway Network Manager and Streetscene Service Manager

For minute number 58  
Waste Strategy Manager

**IN ATTENDANCE:** Environment and Economy Overview & Scrutiny Facilitator and Democratic Services Officer

**51. DECLARATIONS OF INTEREST**

None were received.

**52. MINUTES**

The minutes of the meeting held on 7 December 2021 were approved, as moved and seconded by Councillors Paul Shotton and George Hardcastle.

**RESOLVED:**

That the minutes be approved as a correct record.

**53. FORWARD WORK PROGRAMME AND ACTION TRACKING**

The Overview & Scrutiny Facilitator presented the latest Forward Work Programme for consideration and highlighted the items being considered at the 8<sup>th</sup> February meeting. She then referred to the 5<sup>th</sup> July meeting confirming that the Standard Landfill Site item, as requested by Councillor Hutchinson, would be considered at that meeting. Moving to the Action Tracking report the Overview & Scrutiny Facilitator provided an update on the completed actions and those which were still ongoing.

Councillor Owen Thomas asked for an update on the litter problems from food outlets. In response the Chief Officer (Streetscene and Transportation) confirmed that there was continued lobbying of Welsh Government (WG) for a change in the legislation. She confirmed that when the Area Coordinators were made aware of local issues they visited these local premises to speak to them.

The Cabinet Member for Streetscene shared the concerns of Councillor Thomas and referred to a notice of motion submitted to WG a number of years ago. This highlighted the same issues with suggestions that the wrappings were tagged in some way to identify them. Unfortunately changes in the legislation had to be made by WG to enable enforcement to be carried out by the Council. The fast food outlets were aware of the issues but were not taking steps to mitigate the impacts of the litter. The Council was having to deal with that.

In response to a question from Councillor George Hardcastle on funding for dropped crossings, the Chief Officer (Streetscene & Transportation) confirmed that a report on this would be presented to committee in February. There was no allocated funding for this however requests were made to WG via the Active Travel fund, but resources were limited.

The recommendations were moved and seconded by Councillors Paul Shotton and Joe Johnson

**RESOLVED:**

- (a) That the Forward Work Programme, as amended, be noted;
- (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; and
- (c) That the progress made in completing the outstanding actions be noted.

#### **54. COUNCIL PLAN 2022-23**

The Strategic Performance Advisor presented the Draft Council Plan for 2022-23 which highlighted the key priorities of the Council for the year. The themes and priorities remained the same but a review of all the actions and tasks has taken place following the Council's response to the Pandemic and Recovery. The 2022/23 draft Council Plan has been agreed by Cabinet and was now being circulated for consultation to all Overview & Scrutiny Committees by early February. Following the Elections in May there would be opportunities for new members of the Council to view and contribute to the plan in June. The Strategic Performance Advisor would then consolidate all feedback prior to the final plan being presented to Cabinet and Council in July

The recommendations were moved and seconded by Councillors Owen Thomas and Joe Johnson.

#### **RESOLVED:**

That feedback be noted on the refreshed content of the themes for the Draft Council Plan 2022-23 prior to sharing with Cabinet in June 2022.

#### **55. LEVELLING UP FUND – ROUND TWO**

The Chief Officer (Planning, Environment & Economy) introduced the report which highlighted the Round Two Levelling Up for capital projects and the ongoing work involved prior to submission in the spring. This was being presented to Cabinet next week and comments from this committee would be fed into that report.

The Enterprise and Regeneration Manager provided background to the Capital Programme which was announced in 2021, running until 2024, and was part of the UK Government's Levelling Up agenda. The Council was able to bid three times for strategic transport projects and regeneration programmes in the Alyn & Deeside and Delyn constituencies. All councils were able to bid with successful Councils required to provide a minimum of 10% match funding. The Enterprise and Regeneration Manager reported on the unsuccessful bid last year, the priorities and concerns around the timescale for completion of the bids, which was unclear at the current time. He provided information on the bid strategies focusing on the coastal communities in Flintshire which included the legacy of former heavy industry, improving employment sites, reducing crime and anti-social behaviour and safeguarding important heritage sites. It was hoped that these bids would help to retain employers, bring heritage assets back into use and encourage local people and visitors to visit the coastal area.

He then provided information on the 4 market failures addressed in the bids following:-

- Under investment in building stock with many at the end of the shelf life
- Heritage – many sites were in decline

- Connah's Quay docks
- Coastline – need to ensure it's valued with connection issues addressed

The Enterprise and Regeneration Manager confirmed the proposals were at the development stage with more work required. Information was provided on the proposals for Delyn, Flint Castle Park and Greenfield Business Park, which were using former heavy industry buildings. These were owned by the Council and the proposals could safeguard the jobs on these sites.

Moving onto Alyn & Deeside, the Enterprise and Regeneration Manager outlined the proposals for Connah's Quay docks, the business park and also tackling the issues of crime and anti-social behaviour. The proposals for the Clock Tower in Shotton and modernisation of the business units, utilising the business property grant scheme, were explained. Improved access to the whole area would be considered to encourage visitors. The timeline for the bids, how they would be assessed, shortlisted for submission whilst ensuring they were robust and deliverable, was also explained. The report would be presented to Cabinet next week with the Chief Officer and Cabinet Member moving this forward with delegated authority to amend the bid to meet UK Government requirements.

Councillor Paul Shotton said the Levelling up Fund was an opportunity to improve the heritage at Connah's Quay Docks and bring it back into use. The availability of business grants, improvements to the former steelworks and John Summers buildings would be beneficial for whole area. His concerns were around the short time frame to 2024.

Councillor Joe Johnson referred to Greenfield and asked if this provided new units or renovation of the old ones. He also asked if there was a waiting list for these units. In response the Enterprise and Regeneration Manager commented that assessment work was ongoing but that some were beyond repair. This was at an early stage with meetings being held with the tenants to discuss options and to support these businesses. If the funding was available some units would be demolished and rebuilt. There was a real demand and there would be no difficulties in letting them.

Councillor Sean Bibby commented that there was such fantastic potential for the whole coastline which was under-utilised. Referring to the anti-social behaviour and drug dealing problems, he paid tribute to the hard work the agencies and Police had undertaken to mitigate them. He fully supported all the areas covered in these bids.

Councillor Patrick Heesom asked to whom more detailed representations should be made. In response, the Chief Officer (Planning, Environment & Economy) asked that all comments be submitted in writing to the Enterprise and Regeneration Manager prior to Cabinet next Tuesday.

The Cabinet Member for Economic Development had concerns about the timescales and success rate saying all bids had to be watertight. He was optimistic



and said linking constituencies with opportunities to promote coastal heritage would provide a tangible direction of travel towards 2024.

The Chair said that the business park at Greenfield was in need of investment as it was in one of the most deprived areas in Flintshire. She added that the Greenfield Valley Heritage Park (MF2) in the report was part of the plan for Holywell Town Council.

The recommendations were moved and seconded by Councillors Paul Shotton and Sean Bibby

**RESOLVED:**

Members reviewed and discussed the proposed approach to developing proposals to be submitted to round two of the UK Government Levelling Up Fund.

**56. FLINTSHIRE ECONOMY UPDATE**

The Chief Officer (Planning, Environment & Economy) introduced the report which looked at the challenges faced following the Covid Pandemic and Brexit and was an evidence based assessment of the current position of the economy in Flintshire. The report set out the Council's position nationally and locally and the implications for businesses.

The Enterprise and Regeneration Manager explained the economy was in a state of transition following Brexit and the Pandemic with Flintshire at this point in time remaining strong and closer to the UK average in terms of competitiveness. The Office of National Statistics (ONS) data outlined the challenges faced by businesses with some closing or reducing their ability to trade with reduced turnover and confidence. The challenges around importing and exporting post Brexit continued.

The Enterprise and Regeneration Manager reported on the work of the Regional Skills Partnership and highlighted the key points. There had been fewer job loses than feared with unemployment rising last year but reducing this year. There seemed to be a mismatch between the aspirations of young people and the labour market and information was provided on the job opportunities which were not being filled. 81% of Businesses had faced recruitment challenges and further work was required by the Regional Skills Partnership and the Council to help to address that. Low business confidence had impacted investment and recovery with every sector struggling to recruit with care, construction, and tourism & hospitality finding it exceptionally difficult. Work was ongoing to assist these businesses to recruit. Another issue to highlight was that businesses were finding it difficult to find suitable available premises and work was ongoing to address that.

The Enterprise & Regeneration Manager referred to business rates and provided information on the vacancies across Flintshire which highlighted that some sectors were at higher risk than others. The Enterprise & Regeneration Manager

reported on the responses regionally by WG and the North Wales Economic Ambition Board to provide emergency funding for Town Centres and the hospitality industry. Information on the work of the Mersey Dee Alliance and the Council's Economic Recovery Group was also provided together with funding streams available for the Council. An update on the Town Centre entrepreneurship loan pilot was also given.

Councillor Owen Thomas felt that farmers were doing well saying there was a big demand for their produce, especially Welsh lamb. There had been too much focus on Brexit and that it was time to move forward. He said that this year would be positive especially with the town centre shops starting to fill up.

The Cabinet Member for Economic Development said the situation was positive and that there were positive signs in our town centres. Farmers were saying how awful Brexit had been with Fishermen unable to sell to the Continent because of the bureaucracy. The issues regarding skills, supplies and austerity were present prior to Covid. He was that proud Flintshire was in this position, but said the full impacts of Brexit would not be seen for a few years yet.

The Chair was confused with the figures stating unemployment was up but recruitment down and sought clarification. In response the Enterprise and Regeneration Manager said the picture was different sector by sector. Staff were leaving sectors and moving to other jobs, taking early retirement and there was less use of European labour.

The recommendations were moved and seconded by Councillors Sean Bibby and Joe Johnson.

**RESOLVED:**

That the contents and conclusions of the report were considered and supported.

**57. REVIEW OF GRASS CUTTING**

The report was presented by the Chief Officer (Streetscene and Transportation). She introduced Neil Cox, the new Streetscene Service Manager to the committee.

It was good practice to review our practices and this service provision had been heavily impacted by the pandemic. The Policy had been reviewed regularly since 2012 with the latest version approved in January 2020. The report provided an overview of the performance throughout the 2021 season. Members were referred to sections 1.02 and 1.07 which provided information on the operations and yearly cuts. The Chief Officer (Streetscene and Transportation) then referred to sections 1.10 and 1.11 and appendix 2 which provided a summary for each team and cuts during the season. The impacts of the wet weather were also highlighted. An explanation of the changes to the tendering process for the Weed Spraying Contract to make it more resilient, was also provided. The Chief Officer (Streetscene and

Transportation) finished by saying it was not proposed to make any changes to the policy.

The Chair asked if the flower planting programme had helped with grass cutting. In response the Chief Officer (Streetscene and Transportation) reported that there were processes to follow such as collection and replanting at the beginning and end of the season, which still required resources. The Highways Network Manager confirmed there were in excess 50 small sites across the county which required different responses, with dedicated machinery and management. The Council supported and promoted any areas which were put forward for wildflower with some areas replacing grass cutting and others which did not.

Councillor George Hardcastle referred to the impacts of climate change with the grass growing earlier in the season and asked if extra cuts would be required. In response the Chief Officer (Streetscene and Transportation) reported on plans to start the winter cut earlier and extend it but the season started earlier each year. She explained the same resources were used to grit the roads and that in March and October each year grass cutting and gritting the roads overlapped and took place at the same time. This was very difficult to manage but additional cuts were being planned for late January / early February to stay on top of this before the season started. The Highways Network Manager reported in January 2020 a full successful cut was made but this advantage was lost as the country went into lockdown due to the pandemic in March 2020. With the grass cutting season extending into the winter, the ground could become very wet and muddy, and the equipment churned up and damaged the ground which took longer to recover.

Councillor Owen Thomas raised the following questions:-

- He referred to the last sentence on page 73 which stated cutting was to maintain highway safety and visibility. He said in some well used rural lanes the high level of the grass was dangerous with a 50% loss of visibility. They required cutting more than once a year. The report stated there were 4 cuts a year in urban areas and one cut for rural areas.
- He referred to tenants' gardens and asked why the grass was not taken away after cutting or wondered if mulchers could be used.
- He then referred to amenity areas saying he had attended football matches where the grass was 4 inches long. Could this be looked at?
- He then referred to hedgerows saying last year had been the biggest growth ever seen, scratching the cars and blocking visibility. He understood that these were the responsibility of landowners but wondered if this could be addressed. The growth of hedgerows and verges was increasing and had to be factored into the plans for the service.

Responding to the comments raised, the Chief Officer (Streetscene and Transportation) agreed to speak to Councillor Thomas outside the meeting. There were different standards for rural lanes and urban roads regarding visibility splays. She took on board his concerns regarding the quality of work and confirmed she would investigate the issues Councillor Thomas has raised. She commented that

the frequency of cuts was set in the policy but if Councillor Thomas was aware of problematic areas, whether for hedges or grass cutting, she asked that he contact his Area Co-ordinator in the first instance, as they had the discretion to address such issues. Referring to tenants' gardens she confirmed this was following the policy and provided by a contractor. Unfortunately there were insufficient resources to allow for mulching and collection of the grass cuttings.

In response to the amenity areas point the Highways Network Manager commented that there had been quite a few complaints regarding the football pitches. These were managed by schools or sports centres and the in-house team cut the municipal pitches. The schedule of performance for the municipal pitches was included in Appendix 2 but because of weather conditions it had not be possible to cut the grass at certain times; however the full 12 cuts had been delivered. He asked Councillor Thomas to confirm the location of the pitches and he would investigate. Referring to the rural lanes he confirmed the policy stated one cut, but another cut was carried out in September/October in 2021. If the Area Co-ordinator was made aware of these issues they had the discretion to deal with this. He agreed to speak to Councillor Thomas directly.

Councillor Thomas confirmed that this had been raised with the Area Co-ordinator last year because of concerns over safety and accepted that last year's growth was exceptional.

The Highways Network Manager confirmed the majority of hedges were privately owned and that the Council would write to the landowner to give them the opportunity to carry out maintenance on these. There was a process to follow if they failed to act on our advice. Councillor Thomas added he would like to see the law changed so that the hedges were cut in the first month of the season.

Councillor Paul Shotton said the impacts of climate change were seen everywhere. He said the wildflower planting had been very well received in his area. He was pleased to hear the contract situation was being addressed for weed spraying and asked if the weed killer was a weaker solution. Replying to Councillor Shotton the Chief Officer (Streetscene and Transportation) explained the problem was not the solution used it was that the council had been let down by contractors and were struggling to fulfil the contacts.

The Chair asked what was being proposed with regard to the new contract. In response it was confirmed the areas would be lotted to ensure resilience. The Highways Network Manager confirmed that this was at the commissioning stage at the moment with lotting, size and areas being considered. The areas north, central and south being considered which would mirror the verge mowing contractor areas. With regard to verge mowing the same tenderer was being used for the north and south area but across three areas. He provided information on discussions with Denbighshire County Council and the Housing department and said there was no real opportunity to expand the contracts. The contracts would be lotted to ensure there was a fall-back position if needed.

The Cabinet Member for Streetscene welcomed Neil Cox to the meeting and the streetscene service. He commented that the Councillors were the eyes and

ears for the Area Co-ordinators in the first instance. If Members felt that specific issues needed raising he suggested that it should be included on the Forward Work Programme.

Councillor Ian Roberts understood the frustrations but said that these issues did not need to wait for committee meetings they could be raised through the streetscene Area Co-ordinators, Senior Officers and Group Leaders. During lockdown it was the Council's priority to focus on providing essential services and praised the way the staff had worked during the pandemic.

Councillor George Hardcastle agreed saying the streetscene and recycling staff did a fantastic job during the lockdown.

Neil Cox confirmed that members could contact him directly with any concerns.

The recommendations were moved and seconded by Councillors David Evans and Owen Thomas

**RESOLVED:**

That the Committee supported the work being undertaken and was satisfied that no changes were required to the policy.

**58. VEHICLE PERMIT CRITERIA FOR HOUSEHOLD RECYCLING CENTRES**

The Chief Officer (Streetscene and Transportation) confirmed the review was requested by Cabinet following the two Member Workshops held in July 2021. A vehicle permitting scheme was the fairest way to ensure access whilst determining unlawful use by traders. Feedback from the workshops in July 2021 was that the existing policy was confusing and ambiguous, which had unintentionally resulted in traders being allowed to exploit the system and dispose of trade waste at these household recycling centres, which we were not permitted to accept. There had been issues at the sites with staff receiving verbal and physical abuse with the need for police involvement.

The purpose of the review was to make the policy clearer, less ambiguous and easier to understand. It also allowed some flexibility in terms of allowing traders to bring in their own household waste to the site (e.g. a plumber depositing garden waste) using one-off permits. Again, in response to the feedback from the member workshops, a booking system was proposed for asbestos and other hazardous materials and bulky mattress disposal. She referred Members to Appendix 1 which outlined the key changes and mentioned that all trailers, regardless of size, would require a permit. The online application process was now clearer and would limit the confrontation as this was previously carried out at the sites. Permits would be allocated to specific sites to negate the requirement for permit holders to travel to different sites to dispose of their waste. This would be introduced in April 2022 to enable communication with existing permit holders on the new requirements and wider publicity. Leaflets would be provided prior to the implementation date in April to allow for a period of grace. The current collection policy was highlighted at

Appendix 2. Barriers would also be introduced at the sites which would assist staff. Information of the booking system was included at Appendix 3.

Councillor Owen Thomas sought clarification on the size of the trailers permitted to use the sites and where permits could be collected from. In response the Chief Officer (Streetscene and Transportation) confirmed that all trailers regardless of size now required a permit which was free of charge. There was an online application process provided at Alltami with visual checks and photographs provided online. This was working well and had been in use for a year now. Connects Offices still provided assistance for this and assessments were carried out by staff at Alltami. Councillor Thomas commented that the Flintshire HRC sites were excellent and provided a great service for residents with very helpful staff.

The Chair asked if vehicles with a business sign were eligible to use the sites. In response the Chief Officer (Streetscene and Transportation) confirmed that provided it was their own household waste then they would be allowed to have one-off permits twice a year.

The Cabinet Member for Streetscene was proud of the Policy which protected the workforce as regards disposal of hazardous waste such as asbestos. It also provided certainty for residents when they travelled to the sites to dispose of their mattresses.

The recommendations were moved and seconded by Councillors Owen Thomas and Paul Shotton.

**RESOLVED:**

- (a) That the Committee noted and supported the revised Vehicle Permit Policy for Household Recycling Centres.
- (b) That the Committee noted and supported the Household Recycling Centre booking system criteria.

**59. THE NORTH WALES GROWTH DEAL QUARTERLY PERFORMANCE REPORT**

The Chief Officer (Planning, Environment and Economy) presented the six monthly progress report for the Economic Ambition Board which had been delayed from December. The report identified progress on outline business cases and Members were referred to point 1.05 which stated that the majority of projects were currently in an amber state. Information on the 7 projects currently shown in red was provided at point 1.08. Referring to Point 1.09 this highlighted the procurement and local procurement activities which were driven by the Economic Ambition Board. Information on the Climate Change Board and Biodiversity and steps being taken to mitigate the environmental impacts was also included. The appendix included more detailed information.

The Chief Officer (Planning Environment and Economy) confirmed it was hoped that David Matthews, the Land and Project Manager for the Land and Property Programme Board would be attending a future meeting.

Councillor Patrick Heesom asked if an update on the Holyhead Gateway and Mostyn Docks could be provided when available. In response the Chief Officer (Planning Environment and Economy) suggested if Councillor Heesom had any detailed questions then David Matthews would be able to provide answers at a future meeting. He agreed to circulate any updates which were received prior to the February meeting.

The recommendations were moved and seconded by Councillors Paul Shotton and George Hardcastle.

**RESOLVED:**

That Members considered and noted the Quarter 2 Performance Report.

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

There were no members of the press in attendance.

(The meeting started at 10.00 am and ended at 12.00 pm)

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**Chair**

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# Eitem ar gyfer y Rhaglen 4



## ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday, 8 <sup>th</sup> February 2022
<b>Report Subject</b>	Forward Work Programme and Action Tracking
<b>Report Author</b>	Environment & Economy Overview & Scrutiny Facilitator
<b>Type of Report</b>	Operational

### EXECUTIVE SUMMARY

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

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

The report also shows actions arising from previous meetings of the Environment & Economy Overview & Scrutiny Committee and the progress made in completing them. Any outstanding actions will be continued to be reported to the Committee as shown in Appendix 2.

### 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.
3	That the Committee notes the progress made in completing the outstanding actions.

## **REPORT DETAILS**

<b>1.00</b>	<b>EXPLAINING THE FORWARD WORK PROGRAMME AND ACTION TRACKING</b>
1.01	Items feed into a Committee's Forward Work Programme from a number of sources. Members can suggest topics for review by Overview & Scrutiny Committees, members of the public can suggest topics, items can be referred by the Cabinet for consultation purposes, or by County Council or Chief Officers. Other possible items are identified from the Cabinet Work Programme and the Improvement Plan.
1.02	<p>In identifying topics for future consideration, it is useful for a 'test of significance' to be applied. This can be achieved by asking a range of questions as follows:</p> <ol style="list-style-type: none"><li>1. Will the review contribute to the Council's priorities and/or objectives?</li><li>2. Is it an area of major change or risk?</li><li>3. Are there issues of concern in performance?</li><li>4. Is there new Government guidance of legislation?</li><li>5. Is it prompted by the work carried out by Regulators/Internal Audit?</li><li>6. Is the issue of public or Member concern?</li></ol>
1.03	In previous meetings, requests for information, reports or actions have been made. These have been summarised as action points. Following a meeting of the Corporate Resources Overview & Scrutiny Committee in July 2018, it was recognised that there was a need to formalise such reporting back to Overview & Scrutiny Committees, as 'Matters Arising' was not an item which can feature on an agenda.
1.04	It was suggested that the 'Action tracking' approach be trialled for the Corporate Resources Overview & Scrutiny Committee. Following a successful trial, it was agreed to extend the approach to all Overview & Scrutiny Committees.
1.05	The Action Tracking details including an update on progress is attached at Appendix 2.

<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
2.01	None as a result of this report.

<b>3.00</b>	<b>CONSULTATIONS REQUIRED / CARRIED OUT</b>
3.01	In some cases, action owners have been contacted to provide an update on their actions.

<b>4.00</b>	<b>RISK MANAGEMENT</b>
4.01	None as a result of this report.

<b>5.00</b>	<b>APPENDICES</b>
5.01	Appendix 1 – Draft Forward Work Programme Appendix 2 – Action Tracking for the Environment & Economy OSC.

<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS</b>
6.01	Minutes of previous meetings of the Committee as identified in Appendix 2.  <b>Contact Officer:</b> Margaret Parry-Jones Overview & Scrutiny Facilitator <b>Telephone:</b> 01352 702427 <b>E-mail:</b> <a href="mailto:Margaret.parry-jones@flintshire.gov.uk">Margaret.parry-jones@flintshire.gov.uk</a>

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

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## Environment & Economy Overview & Scrutiny Forward Work Programme 2022/23

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
7 Jun 2022 10.00 am	Year-end Performance Indicators for Recovery, Portfolio and Public Accountability Measures	To enable members to fulfil their scrutiny role in relation to performance monitoring. Members are required to review the levels of progress in the achievement of activities, performance levels and current risk levels as identified in the Council Plan.	Performance monitoring/ Assurance	Chief Officers	
Tudalen 29 5 Jul 2022 10.00 am	To consider the Council's Policy on the release of balloons	To receive a report on the Council's policy on the release of balloons and the environmental impact	Assurance	Chief Officer, Planning, Environment & Economy	
	Standard landfill Site	To receive a progress report as requested by Cllr D Hutchinson		Chief Officer Streetscene and Transportation	
	Presentation by Land & Property Programme Manager – NWEAB – to be confirmed.	To receive a report as requested at meeting on 7 December 2021		Chief Officer, Planning, Environment & Economy	

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## Action tracking from Environment & Economy OSC December 2021

Item/Date	Discussion	Action	By whom	Status
Performance Report 08/06/21	The Chief Officer agreed to share results of the network review by Transport for Wales	Results to be shared when available.	Ruth Tulley	Ongoing
Town Centre Markets 06/07/21	That consideration be given to starting a market at Flint & Buckley	Interim response provided. Outcome to be shared with the Committee when available  Email update circulated 1/2/22	Niall Waller  Niall Waller	Ongoing
Minutes 14/09/21	Litter from food outlets	Update on Welsh Government initiative to be circulated when available	Gabby Povey	Ongoing – Awaiting on current position from WG
Review of Grass Cutting 11/1/22	Concerns raised by Cllr Owen Thomas regarding concerns in his ward including football pitches.	Officers to speak to Cllr Thomas outside the meeting regarding his concerns	Barry Wilkinson and Neil Cox	Ongoing

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# Eitem ar gyfer y Rhaglen 5



## ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday, 8 <sup>th</sup> February 2022
<b>Report Subject</b>	Climate Change Strategy
<b>Cabinet Member</b>	Collective Responsibility
<b>Report Author</b>	Chief Officer (Planning, Environment & Economy)
<b>Type of Report</b>	Strategic

### EXECUTIVE SUMMARY

In 2019 the Welsh Government called for the Public Sector to become carbon neutral by 2030. Following this declaration, Cabinet resolved in December 2019 to a Climate Change Strategy which would set key aims and actions for creating a carbon neutral Council by 2030.

The Climate Change Strategy details the Council's work undertaken so far; its baseline carbon emissions; areas that need to be progressed and projected future state should these actions be completed to propel the Council towards its net zero carbon / carbon neutral goal by 2030.

### RECOMMENDATIONS

1	That progress made in delivering carbon reduction measures to date is acknowledged.
2	That the Climate Change Strategy for 2022 – 2030 and its aims therein be endorsed.

## **REPORT DETAILS**

<b>1.00</b>	<b>EXPLAINING THE CLIMATE CHANGE STRATEGY</b>
1.01	<p><b>Background:</b></p> <p>In 2019, the Welsh Government declared a Climate Emergency in Wales, accepting the recommendations from the United Kingdom (UK) Committee on Climate Change and further setting ambitious plans for the public sector to be carbon neutral by 2030. In December 2019 Cabinet resolved to develop a Climate Change Strategy which would set key aims and actions for creating a carbon neutral Council. Work has been carried out to determine the Council's baseline carbon emissions, and from this, a strategy developed to decarbonise the Council's activities and services.</p>
1.02	<p><b>Purpose:</b></p> <p>The Climate Change Strategy (Appendix 1) sets out the Council's objectives and actions to move towards our net-zero carbon goal. The Strategy has been through an engagement process involving Members (through the Climate Change Programme Board), Officers, the public and our young people. The scope identified within this Strategy focusses on the changes and impacts that can be made directly by the Council to reduce both its own emissions and those of the wider County. The Strategy identified objectives and actions to reduce our direct carbon emissions, and then actions to reduce our wider emissions and those of the wider county.</p>
1.03	<p>There will be financial implications associated with these actions both within capital and revenue budgets. There have been external sources of funding available for specific decarbonisation activities and the expectation is that these sources will continue to be available to support the Council's aims. As actions within the strategy are further developed, and identification of necessary resources, business cases will support these investment needs.</p>
1.04	<p>By working to achieve these goals Flintshire County Council can make its contribution to tackling the climate emergency and a net zero Wales by 2050 as detailed in Climate Change (Wales) Regulations 2021. Furthermore, achieving the Council's own well-being goals and those within the Well-being of Future Generations (Wales) Act 2015. As climate change and the environment are intrinsically linked the Council will also deliver on its statutory duties within Environment (Wales) Act 2016 to maintain and enhance biodiversity.</p>
<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
2.01	<p>Financial resource implications</p> <p><b>Capital:</b> Business cases will be developed as appropriate to support investment in decarbonisation and / or carbon sequestration activities.</p>

	<b>Revenue:</b> As above, business cases will also identify any revenue implications.
2.02	<b>Human Resources:</b> Project management support and specific decarbonisation roles situated within relevant portfolios will be necessary to embed decarbonisation across the Council and achieve our net zero carbon aims.

<b>3.00</b>	<b>IMPACT ASSESSMENT AND RISK MANAGEMENT</b>	
3.01	There will be significant reputational risk if the County Council is not seen to take a leadership role in moving towards carbon neutrality. Financial risk will be assessed on a project by project basis. A full integrated impact assessment has been completed, attached as an appendix to this report, which members are advised to read.	
3.02	<b>Ways of Working (Sustainable Development) Principles Impact</b>	
	Long-term	Positive: Decarbonisation of the Council's activities and services will require long term planning and a long term vision to ensure systems and services are fit for purpose as the climate changes as well as reducing the impact of harmful climate change through mitigation. Decarbonisation activities such as planting trees and developing renewable energy will have long lasting impacts over tens to hundreds of years. These activities also contribute to the climate change targets set by Welsh Government particularly Wales generating 70% of its electricity demand from renewable energy by 2030 and becoming a net zero carbon nation by 2050.
	Prevention	Positive: In order to avoid the harmful effects of climate change it is necessary for the Council to reduce its carbon emissions and increase the amount of carbon sequestered in its land assets. Carbon emissions caused by human activities are the main cause of climate change. Mitigating climate change will help to reduce impacts such as extreme weather causing flooding / extreme heat, loss of wildlife and habitats, increased pests and diseases, etc. Adapting to the impacts of climate change now will improve sustainability of our communities as the climate changes.
	Integration	Positive: Becoming net zero carbon

	integrates with the following priorities under the Council Plan; Green Council, Ambitious Council and Supportive Council. It integrates with the public service board objectives in the Environment priority of the Wellbeing Plan as well as the Smart Access to Energy project in the North Wales Growth Deal. It also integrates with the Environment (Wales) Act 2016 and Welsh Government's decarbonisation of the public sector agenda.
Collaboration	Positive: The climate change programme offers multiple opportunities to work collaboratively both internally and externally – and this collaboration will determine the success of the programme. Collaboration with the following groups is needed to ensure decarbonisation is integrated into everything that the Council and the wider region does and plans for: <ul style="list-style-type: none"> <li>- Welsh Government</li> <li>- Other public sector organisations such as local authorities, NRW, health boards, universities.</li> <li>- Private sector</li> <li>- Regional groups such as the North Wales Economic Ambition Board</li> <li>- Local Town and County Councillors</li> <li>- the local communities</li> </ul>
Involvement	Positive: If decarbonisation is to succeed and harmful climate change is to be avoided then everyone at a professional and personal level will need to be involved
<b>Well-being Goals Impact</b>	
Prosperous Wales	Positive: Reducing the Council's carbon emissions should enable strategic investment in projects and ways of working that could deliver savings or generate new income streams, therefore supporting delivery of local services. It should also facilitate the development of the low carbon economy through infrastructure projects, sustained tree planting, land management etc. which can support local businesses and communities.
Resilient Wales	Positive: Decarbonisation of the Council's activities and services will promote resilience through actions such as: investment in renewable energy

		infrastructure which helps to reduce reliance on imports from across Europe and the World and the associated price fluctuations, and increasing ecological resilience through enhancing biodiversity particularly on land with low ecological value. By planning for climate change adaptation the Council's services and its communities will also be resilient.
	Healthier Wales	Positive: Decarbonisation requires a shift to active travel, investment in green infrastructure, support for local and sustainable food sources, and development of renewable energy which are likely to promote healthier lifestyles, improved wellbeing and reduced health impacts from poor air quality.
	More equal Wales	Neutral; No impact identified
	Cohesive Wales	Neutral; No impact identified
	Vibrant Wales	Neutral; No impact identified
	Globally responsible Wales	Positive: Reducing the Council's carbon emissions to net zero helps to mitigate climate change and therefore contributes to the achievement of Welsh Government, UK Government and international climate goals.
3.03	Not anticipated to be any negative anti-poverty, equalities or environmental impacts of the scheme.	
3.04	<p><b>The Council's Well-being Objectives</b></p> <p>Decarbonisation of the Council's activities will support the Green Council objective with a key impact of reducing carbon emissions mitigating climate change, for example, through the development of alternative and renewable energy production, promoting active travel, shifting to electric fleet vehicles, engaging with the supply chain and promoting a low carbon economy through the goods and services purchased.</p> <p>It can also contribute towards the success of other Council Wellbeing objectives such as 'An Ambitious Council' and 'A Caring Council' through providing local job creation and apprenticeships and therefore potentially reducing poverty through maximising residents' income and employability.</p>	

<b>4.00</b>	<b>CONSULTATIONS REQUIRED/CARRIED OUT</b>
4.01	<p>Consultation and engagement has been carried out both internally and externally.</p> <p>Internal workshops both with Academi and Members were carried out during 2019 and 2020 which identified work carried out to date and potential future projects to deliver on carbon aims.</p>

	<p>A public engagement period took place during October and November 2021 where the strategy's themes and proposed actions were offered for agreement and comment. Feedback from this exercise was very positive with further action suggestions put forward.</p> <p>A young person's engagement with schools was carried out striking the conversation on climate change and pupils submitted letters to their future selves on how they think the world will look in 50 years and what they hope has been achieved in that time to combat climate change.</p> <p>The feedback from the public engagement period was further developed in internal workshops with each of the portfolio areas across the Council's services. The Climate Change Programme Board and Officer Group carried out scenario planning to develop the interventions needed and the objectives and actions have been explored and reviewed with focus on wording and realistic timeframes.</p>
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<b>5.00</b>	<b>APPENDICES</b>
5.01	<p>Appendix 1 – Climate Change Strategy 2022 – 2030</p> <p>Appendix 2 – Appendix to Strategy – Climate Change Strategy Action Plan</p> <p>Appendix 3 – Integrated Impact Assessment</p>

<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS</b>
6.01	<p>Prosperity for all – a low carbon Wales <a href="https://gov.wales/prosperity-all-low-carbon-wales">https://gov.wales/prosperity-all-low-carbon-wales</a></p>

<b>7.00</b>	<b>CONTACT OFFICER DETAILS</b>
7.01	<p><b>Contact Officer:</b> Alex Ellis – Programme Manager  <b>Telephone:</b> 01352 703110  <b>E-mail:</b> <a href="mailto:alex.ellis@flintshire.gov.uk">alex.ellis@flintshire.gov.uk</a></p>

<b>8.00</b>	<b>GLOSSARY OF TERMS</b>
	<p><b>Capital Funding:</b> Capital funding is usually utilised to acquire or improve a long-term asset such as equipment or buildings.</p> <p><b>Carbon emissions:</b> Used interchangeably with greenhouse gas emissions; meaning emissions of carbon dioxide, methane etc. from human and natural activities and sources. Wider greenhouse gas emissions are collectively calculated into a 'carbon dioxide equivalent' displayed as CO<sub>2</sub>e.</p>

**Carbon sequestration:** the process involved in carbon capture and the long term storage of atmospheric carbon dioxide.

**Decarbonisation:** Reducing and ultimately eliminating carbon dioxide and other greenhouse gas emissions.

**Net Zero Carbon:** Balancing carbon emissions with carbon removal or simply eliminating carbon emissions altogether.

**Revenue Funding:** is utilised for items that will be used within a year. Examples include salaries, heating, lighting, services and small items of equipment. Routine repairs are revenue expenditures and can include significant repairs that do not extend the life of the asset or do not improve the asset.

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# Climate Change Strategy 2022/23 – 2029/30

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## Foreword

Foreword from Cllr Derek Butler/Chris Bithell/Sean Bibby/Neal Cockerton

## Executive Summary

- 1.1 The climate is changing and while it has always changed through natural environmental processes, it is now widely accepted that human activity is affecting the climate on a scale that is having detrimental effects on all living things. The Paris Climate Change Agreement 2015 recognised the need to accelerate actions and invest to reduce impacts on the environment<sup>1</sup>. If we do nothing, the potential implications will be detrimental to our communities through risk to health and well-being, flooding, extreme heat, disruption to infrastructures in energy, transport and industry.
- 1.2 The Council supports the declarations made by Welsh Government for the Public Sector to become carbon neutral by 2030<sup>2</sup>, and in Dec 2019 the Cabinet Members approved a motion to develop a clear Climate Change strategy which will set key aims and actions for creating a carbon neutral organisation.
- 1.3 The Council was responsible for greenhouse gas emissions of 46,434 tCO<sub>2</sub>e in 2018/2019 from the services it delivers, the buildings it operates and the goods/services it purchases. There are a number of actions the Council can take to reduce its organisational greenhouse gas emissions and this document sets out the Council's first step goals and actions to become a net zero carbon organisation.
- 1.4 The theme objectives centre around buildings, mobility and transport, procurement, land use and behaviour. The actions identified within each of these themes have had input from Members, the public, and Council employees in order to deliver a pathway that is both ambitious and achievable with the right investment, resource, collaboration and leadership.
- 1.5 External funding will be available for carbon reduction projects, but the expectation is that capital and revenue investment will be necessary to realise this ambition. Further development of the Programme's action plan will estimate the level of investment needed for the interventions described and businesses cases for individual investment projects will be developed to demonstrate the potential financial savings both short and long term.
- 1.6 Adopting all current cost-effective or technically viable options to reduce carbon is unlikely to enable us to reach net-zero emissions by 2030, leaving an estimated 40% gap. These low-carbon measures may not yet be commonly available or cost or carbon effective; therefore it is vital that we are kept abreast of advances in technology and methodology.
- 1.7 To bridge the gap between emissions and net zero carbon, offsetting measures such as tree planting will be necessary, while also supporting the quality and range of biodiversity and implementing natural flood risk measures. The Council will need to determine its approach to this prioritisation within its land assets.

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<sup>1</sup> United Nations (2015), *The Paris Agreement*. <https://www.un.org/en/climatechange/paris-agreement>

<sup>2</sup> Welsh Government (2019), *Prosperity for All: A Low Carbon Wales*. <https://gov.wales/low-carbon-delivery-plan>

- 1.8 The Council recognises it has a contribution to make towards the 'Team Wales' target<sup>3</sup> of a net zero public sector and therefore will use the learnings from the first two years of this strategy to re-inform further actions, bridge the gap to net-zero, and address the successes and failures in emissions reductions. The net zero target for the public sector will be on a 'Team Wales' basis meaning carbon positive organisations will balance with residual emissions of other Public Bodies, but this does not remove the Council's responsibility to plan for net zero.
- 1.9 The impacts of climate change are already upon us, and it is vital that future thinking is developed to consider climate change adaptation within flood risk, building construction, access to green space, the travel network and increasing local green skills.

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<sup>3</sup> Welsh Government (2020), *Team Wales approach to tackle climate change*. <https://gov.wales/team-wales-approach-tackle-climate-change>

## The Climate Emergency

- 2.1 Global heating is expected to generate significant sea level rises and more frequent and heavy extreme weather effects. The actual impacts of the climate crisis can already be seen in terms of storms, flash flooding and drought, causing water damage, surface water drainage issues, and destruction of aged green spaces resulting in increased maintenance of roads, buildings, flood defences and loss of ancient woodland. This threatens human life, as well as access to adequate energy, water, food and housing as essential human requirements for effective health, wellbeing and future resilience. A more heated and unstable climate also affects the natural environment and is a risk to the health and diversity of wildlife and ecosystems.
- 2.2 There is now unprecedented political recognition of the global Climate Emergency. The Intergovernmental Panel on Climate Change detailed the need to limit the increase in global temperature to 1.5°C above pre-industrial levels in order to prevent a public health catastrophe<sup>4</sup>. This is currently predicted to occur between 2030 and 2052 if the current rate of change continues.
- 2.3 The signing of the Paris Climate Change Agreement by 189 countries legally-bound their commitment to act to limit global temperature rise.<sup>5</sup> The Climate Change Act 2008 gives specific targets around carbon reduction for the UK. Climate Change (Wales) Regulations 2021 proposes further increases to Wales' climate targets in response to recommendations from Climate Change Committee (CCC) with interim targets and a final net zero nation by 2050<sup>6</sup>.
- 2.4 In 2019, the Welsh Government declared a Climate Emergency in Wales, accepting the recommendations from the UK Committee on Climate Change and further setting ambitious plans for the public sector to be carbon neutral by 2030. 'Prosperity for All: A Low Carbon Wales'<sup>7</sup> sets out Welsh Government's approach to cutting carbon emissions and the recent document 'Welsh Public Sector Net Zero Carbon Reporting Guide' details the principles and priorities for the reporting approach for the public sector.
- 2.5 There are a number of different Greenhouse Gasses (GHG) that affect global warming and in order to use a single number to 'group' these gases, they are converted into equivalent amounts of carbon dioxide – often seen as CO<sub>2</sub>e.
- 2.6 As we are already experiencing the effects of climate change it is important that we look proactively to adapt to these impacts by adopting future thinking. This applies to the design and materials used in buildings, flood investigation and mitigation, renewable energy generation, access to green spaces and protection of the natural environment.

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<sup>4</sup> Intergovernmental Panel on Climate Change (2020), *Special Report – Global Warming of 1.5C*. <https://www.ipcc.ch/sr15/>

<sup>5</sup> United Nations (2015), *The Paris Agreement*. <https://www.un.org/en/climatechange/paris-agreement>

<sup>6</sup> Welsh Government (2021), *Climate Change Wales Regulations 2021*. <https://gov.wales/climate-change-wales-regulations-2021-integrated-impact-assessment-html#section-62452>

<sup>7</sup> Welsh Government (2019), *Prosperity for All: A Low Carbon Wales*. <https://gov.wales/low-carbon-delivery-plan>

2.7 On 30 June 2021 the Welsh Parliament further declared a nature emergency following research showing how fragile many species and ecosystems are due to habitat loss, pollution, invasive non-native species and climate change. This called for statutory targets to be set to stop and reverse any decline in biodiversity.<sup>8</sup>

2.8 The Council has been committed to reducing carbon emissions and managing and enhancing biodiversity for some time, however the importance of the link between climate change and nature recovery brings this work to the fore and therefore both areas must work together to reduce the impact we are having on our planet.

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<sup>8</sup> Cynnal Cymru (2021), *Wales declares nature emergency*.. <https://cynnalcymru.com/wales-declares-nature-emergency/>



## How this strategy was developed

- 3.1 Flintshire County Council supports the declarations made by Welsh Government and in Dec 2019 its Elected Members approved a motion to develop a clear Climate Change strategy which will set key aims and actions for creating a carbon neutral organisation.
- 3.2 During 2020 and 2021, the Council performed a number of engagement workshops with Members and Officers, identifying accomplishments made within carbon reduction, and proposals for future ideas to reach the net zero carbon goals.
- 3.3 In line with Welsh Government guide 'Net Zero Carbon Status by 2030: A route map for decarbonisation across the Welsh Public Sector' the plan is split into four themes of Buildings, Mobility & Transport, Procurement and Land Use.<sup>9</sup> It was agreed to incorporate a fifth theme of Behaviour which will integrate within the other themes through communication, engagement, instruction and training.
- 3.4 The Council ran a public engagement period through October and November 2021 which described the work carried out to date in each of the themes and asked for feedback on the proposed next steps to achieve net zero carbon by 2030. During this period an engagement activity was also carried out with primary and secondary schools. This activity asked our young people to write a letter to their future selves about the world in 50 years and what they hope has been achieved in that time. A selection of excerpts from these letters are included throughout this strategy.
- 3.5 The feedback from this engagement period was further developed in internal workshops with each of the portfolio areas across the Council's services. This was supported by both the Climate Change Programme Board and Officer Group where scenario planning explored changes in both policy and process to deliver on our aims.
- 3.6 The scope identified within this strategy focusses on the changes and impacts that can be made directly by the Council to reduce both its own emissions and those of the wider county. The strategy is portioned with objectives and actions to reduce our direct carbon emissions, and then actions to reduce our wider emissions and those of the wider county.
- 3.7 It is clear that further progress in reductions can only be achieved through support and engagement of both the wider community and Welsh and UK governments.
- 3.8 The strategy was then presented to Cabinet Members in February 2022 for adoption.

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<sup>9</sup> Welsh Government (2021), *Net Zero Carbon Status 2030: Public Sector Route Map*. <https://gov.wales/net-zero-carbon-status-2030-public-sector-route-map>

## 4.1 Other Council Strategies that link to Climate Change Ambitions

- The Council aims to deliver a policy-led approach that incorporates the Well-being of Future Generations (Wales) Act 2015 and Environment (Wales) Act 2016.
- The Council's Corporate Plan outlines key priorities across its services.
- Renewable Energy 10 year Action Plan
- Air Quality Management Plan
- Biodiversity and Ecosystem Resilience Duty Delivery Plan (Sec 6 Environment (Wales) Act 2016)
- Urban Tree and Woodland Plan
- Local Development Plan
- Procurement Strategy
- Fleet Strategy
- Integrated Transport Strategy
- North Wales Joint Local Transport Plan
- Waste Management Strategy
- Housing Strategy & Action Plan
- Digital Strategy
- Clwydian Range and Dee Valley AONB Management Plan
- Active Travel Plan
- 21<sup>st</sup> Century Schools Investment Programme

## Flintshire County Council's Carbon Footprint

- 5.1 Flintshire County Council has, over a number of years, committed to the reduction of carbon emissions through proactive carbon reduction strategies. During this period, approximately 60% of the Council's carbon emissions from energy sources have been reduced through proactive programmes including conversion of street lighting to LED, utilising energy efficiency measures across its assets, and leading the way with renewable energy schemes such as solar and methane capture.
- 5.2 The Council now identifies that this strategy needs to be widened to encompass all carbon emissions from the Council's assets and services and has therefore committed to become net zero carbon by 2030. This will look to decarbonise Council operations and promote the protection and enhancement of the county's natural environment. Following the link between the decline in nature and climate change it is important that the climate change strategy includes the protection of our ecology and biodiversity.
- 5.3 The Council's Cabinet Members approved a motion to develop a clear Climate Change strategy which will set key aims and actions for creating a carbon neutral organisation.
- 5.4 While the Council is committed to significantly reduce its carbon footprint, it recognises that however carbon efficient its assets and services become, there will still be a residual footprint of carbon that cannot be eliminated. Due to this, the carbon that cannot be removed must be compensated for through generation of renewable energy and carbon offsetting by, for example, tree planting. By generating renewable energy that is then utilised by the Council, we can reduce emissions associated with using energy from the grid.
- 5.5 The scale and scope of this strategy is informed by a number of key constraints including: wider financial constraints, COVID-19 recovery, changes in Government policy and planning policy, and funding availability e.g. Feed In Tariffs and Green Deal finance. More changes will emerge and it is vital for the Council to remain informed of emerging policy and financial change to support the wider climate change agenda. This strategy sets out the key actions that will impact out next steps in carbon reduction. The strategy will be reviewed in 2024/25 to review learnings, address successes and failures and adjust actions in line with emerging technologies and methodologies.
- 5.6 Achieving the aspirational targets set out in this strategy will require the Council to work with neighbouring Councils, Welsh government, other public sector organisations, Universities, local businesses and voluntary and community groups to work in partnership. The Council calls upon these stakeholders to collaborate with us to capitalise on opportunities and resources, in order to maximise our collective efforts to minimise greenhouse gas emissions from Flintshire. Only through working together can we achieve the required reduction in emissions needed to avert dangerous levels of climate change and achieve net zero carbon as a wider-nation by 2050. The Council has already shown leadership in partnership with development of Parc Adfer waste to energy facility, and continues to work closely with North Wales Economic Ambition Board, Public Service Board and others.

## Baseline

6.1 Everything we do has an effect on the environment we live in; from burning fossil fuels for heating to collecting kerbside waste and recycling. Flintshire County Council reports its carbon footprint to Welsh Government as tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e) within its organisational and operational boundaries. This plan relates to the Council's internal operations which are:

- Buildings owned and operated by the Council including offices, depots, schools, community centres, care homes, public conveniences and street lighting. This includes heating, electricity and water use within these facilities.
- Fleet vehicles owned by the Council,
- Business travel for work,
- Employee commuting,
- Procurement of goods and services.

6.2 The scope excludes:

- Domestic properties,
- Buildings owned by us that are leased out and operated by third parties,

6.3 In order to establish where we are and where we need to be, we first need to look at our baseline figures. In 2018/19 we were able to capture the data set out below. Figure 1 below shows a breakdown of GHG emissions by emission source for 2018/19.<sup>10</sup>

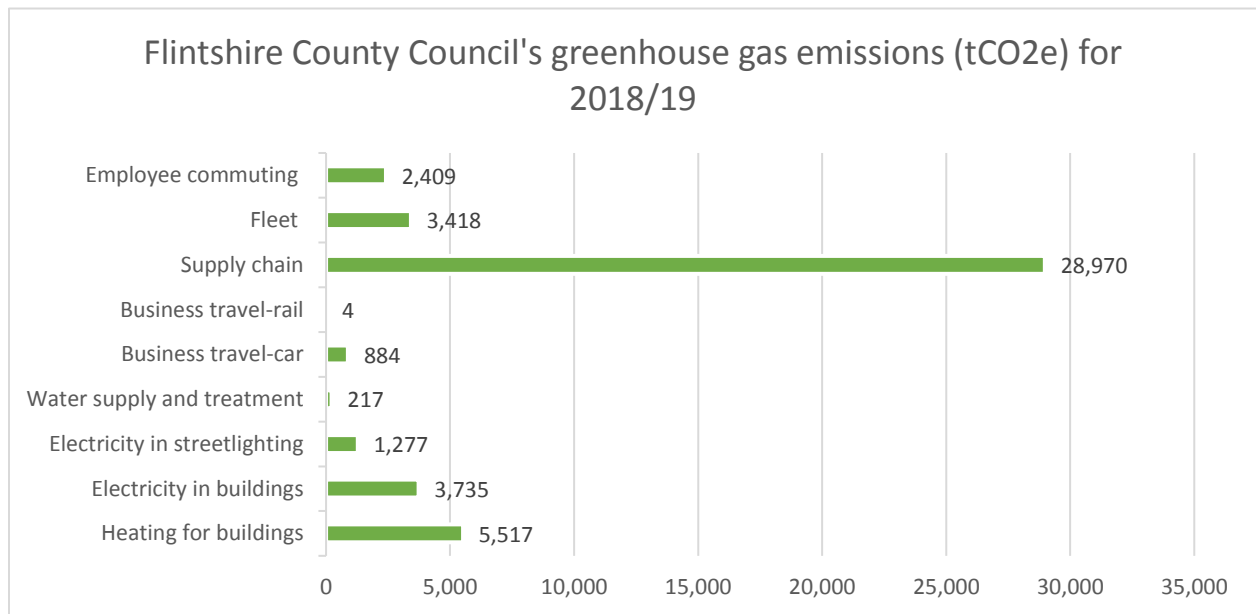


Figure 1: Flintshire County Council's GHG emissions for 2018/19 baseline

<sup>10</sup> It should be noted that the data has been collected using the best available methods at that time, and therefore the expectancy is that data accuracy will improve with emerging methodologies.

6.4 As these figures suggest, the biggest contributors to the Council's carbon footprint in 2018/19 were:

- Supply chain; procurement of goods and services: 62%
- Heating for buildings: 12%
- Electricity in buildings: 8%
- Fleet: 7%
- Employee commuting: 5%<sup>11</sup>

6.5 The Council produced 1,664 tonnes of waste in 2018-19 from its operations, however all waste collected by the Council, including operational waste, was either recycled or sent to energy from waste plants for incineration when it cannot be recycled. All green waste is composted. Therefore the only carbon emissions related to waste are included in the 'Fleet' data through waste collection vehicles.

6.6 Supply chain; procurement of goods and services equates to 62% of our baseline carbon emissions total. The Council understands that there are actions that can be taken to reduce these emissions through decision making processes and supplier engagement, however this figure will only see significant reductions if the appropriate investment, policy and infrastructure is provided and developed by the Government.

6.7 From this data we understand that our baseline carbon emissions for 2018/19 were 46,434 tCO<sub>2</sub>e.

6.8 In 2018/19, the Council reported an estimated 1,500 tCO<sub>2</sub>e absorbed from its land assets. However, this figure has been estimated based on two specific land types – grassland and woodland/forest – with a common value factor used to determine the absorption of carbon. As yet, no formal baseline figures have been calculated for our land assets to determine more accurate absorption figures and therefore this action is a priority in realizing the true benefits of our land to both carbon sequestration and wider habitat richness.

6.9 The 2018/19 carbon absorption total can be removed from our emissions total as a 'carbon offset'. Therefore to meet our net zero carbon goal, the total carbon emitted by the Council, minus the total carbon absorbed from Council owned and operated land, must equal zero by 2030. In 2018/19 the balance of carbon emissions was 44,934 tCO<sub>2</sub>e.

6.10 The Council now has carbon emission data for three financial years as shown in Figure 2 below. The total carbon emissions for 2019/20 saw a 1% reduction on the 2018/19 baseline. The total carbon emissions for 2020/21 saw a 17% reduction on the 2018/19 baseline. This is further to the reductions already made within the former carbon reduction strategy 2009 – 2021.

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<sup>11</sup> Note this data has a high level of inaccuracy due to the calculation methodology used

6.11 Emissions reductions in 2020/21 were made across most sources but most significantly within mobility and travel, electricity in buildings and electricity in street lighting. The former are the result of changes in work pattern due to the global COVID-19 pandemic. The latter is a result of change of use and investment in energy efficiency measures in buildings and the recent conversion of street lighting to low energy LEDs.

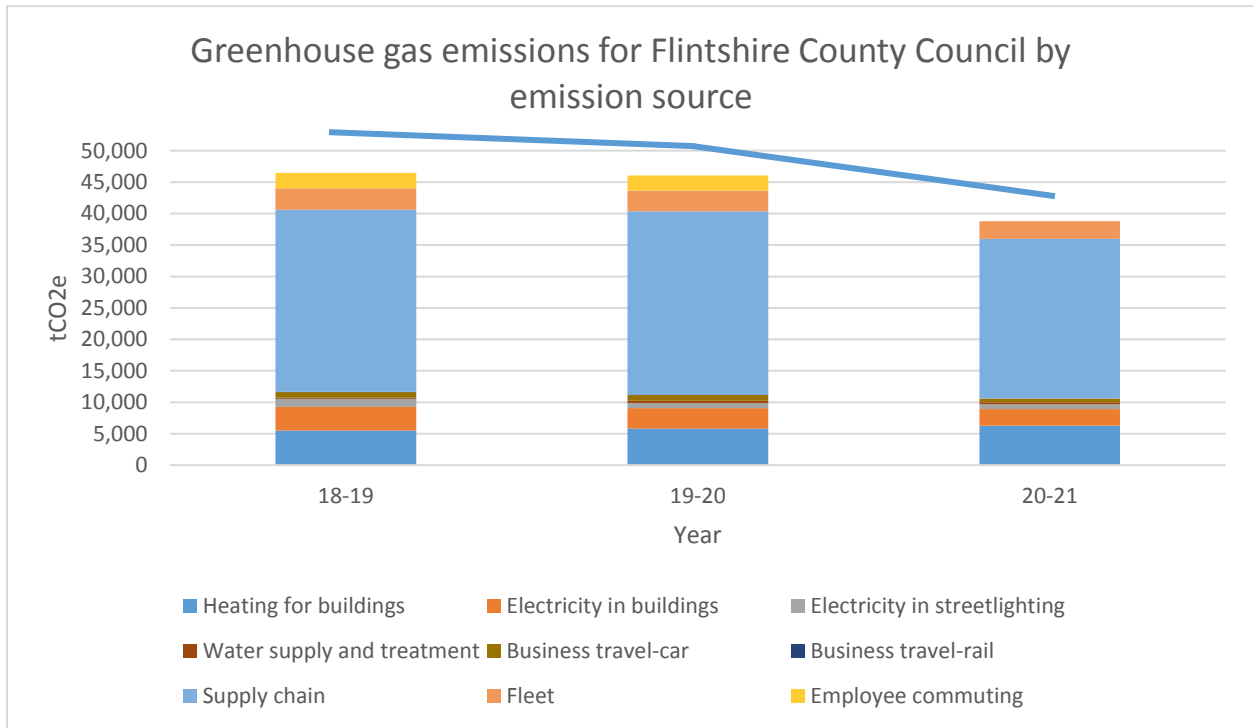


Figure 2: Flintshire County Council GHG emissions for 2018/19 baseline by emission source

## Flintshire County Council's Carbon Neutral Pathway

7.1 Flintshire County Council's emissions pathway has been mapped out between 2018 and 2030 demonstrating:

- Business as Usual (BAU) - the expected emissions should no further action be taken to decarbonise.
- Decarbonisation Pathway – a targeted decarbonisation scenario based on the actions detailed within this Strategy.
- Net zero – a best case scenario decarbonisation path if resources were unlimited, to show the gap to net zero for the Council.

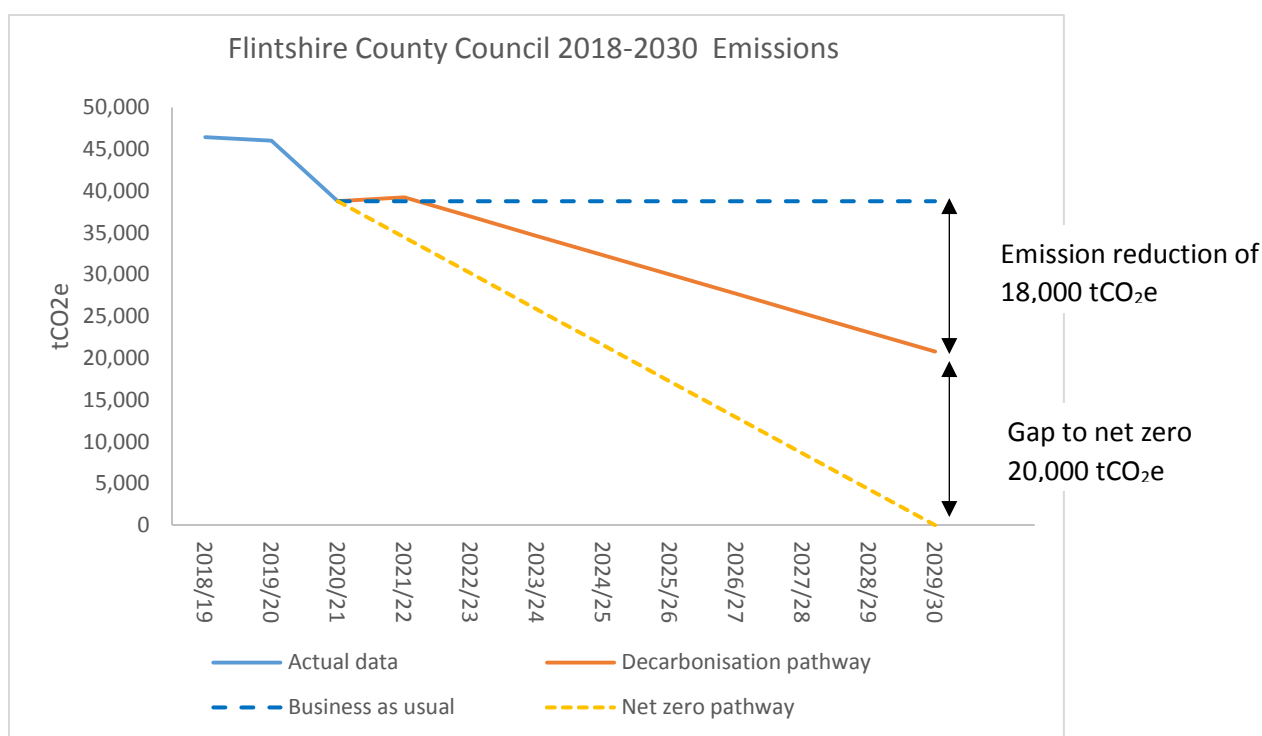


Figure 3: Flintshire County Council's projected emissions to 2029/30

7.2 The reduction in emissions for 2020/21 were fairly significant and due to accelerated change in response to the COVID-19 global pandemic. The changes made were already in plan but travel and social restrictions advanced these so that business operations and services could still deliver. The Council is confident that the reduction in emissions can largely be maintained but the accelerated reduction in 2020/21 will be difficult to maintain over the 8 year duration to 2030.

7.3 Figure 3 shows the decarbonisation pathway of predicted emission reductions based on delivery of the actions within this strategy. When compared to a Business As Usual scenario where no changes are made we could see an 18,000 tCO<sub>2</sub>e reduction in emissions by achieving the aims within. The objectives and actions described in the next section have potential to fulfil this reduction in emissions.

- 7.4 However, this still leaves a 20,000 tCO<sub>2</sub>e gap to zero by 2030. These remaining emissions will mainly come from:
- Buildings that are not suitable for retrofit of energy efficiency measures or renewable energy and therefore retain a higher energy consumption.
  - Employee commuting / business travel where using non-fleet vehicles that are not ultra-low emissions.
  - Supply chain; procurement of goods and services.
- 7.5 Some of this gap can be filled by utilising carbon offsetting to absorb and store carbon so investment in this area is crucial.
- 7.6 The current methodology to determine emissions from supply chain/procurement is based on the value of goods/services. Due to this, for as long as we are spending money within specific 'higher carbon' areas, the assumption is that our emissions are relative to the value of those spends. This makes reductions of emissions from supply chain difficult to accurately quantify and difficult to manage.
- 7.7 There are actions that we can take to improve emissions from supply chain/procurement – for example weighting tendering processes based on lower carbon emissions (local supply/low energy construction or delivery). However, significant change can only come from this area with improved emissions methodologies that better represent real emissions and better legislation/regulation/investment in local green skills. Due to this, and the fast developing changes in climate change best practice, we can only effectively plan up to three years ahead. In 2024/25 the decarbonisation pathway will be reviewed in light of these changes.
- 7.8 The four themes identified within Welsh Government's 'Net Zero Carbon Status by 2030: A route map for decarbonisation across the Welsh Public Sector' are Buildings, Mobility & Transport, Procurement and Land Use.<sup>12</sup> Land Use has a negative impact as it absorbs carbon dioxide and is therefore not included in the following charts.
- 7.9 Based on reductions from 2018-21, and considering the impacts of actions detailed within this strategy that we can deliver in coming years, we estimate that carbon reduction in each of the themes will look as per Figure 4. This demonstrates the predicted balance of emissions remaining within each theme – most significantly Procurement.

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<sup>12</sup> Welsh Government (2021), *Net Zero Carbon Status 2030: Public Sector Route Map*. <https://gov.wales/net-zero-carbon-status-2030-public-sector-route-map>



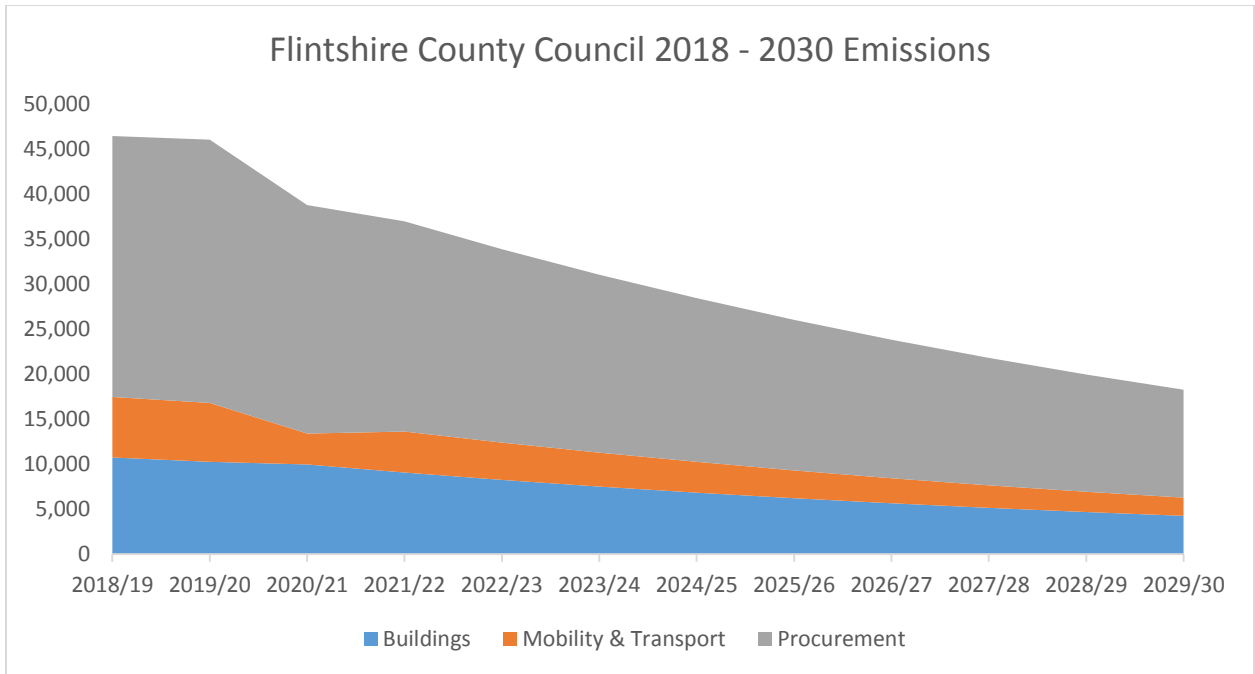


Figure 4: Flintshire County Council Forecast Emissions 2018-2030

7.10 Figure 5 below shows where we are now and the milestones we hope to reach between now and 2030. We are currently aiming for a 60% emission reduction in Buildings, 80% emission reduction in Mobility & Transport and 60% reduction in Procurement.

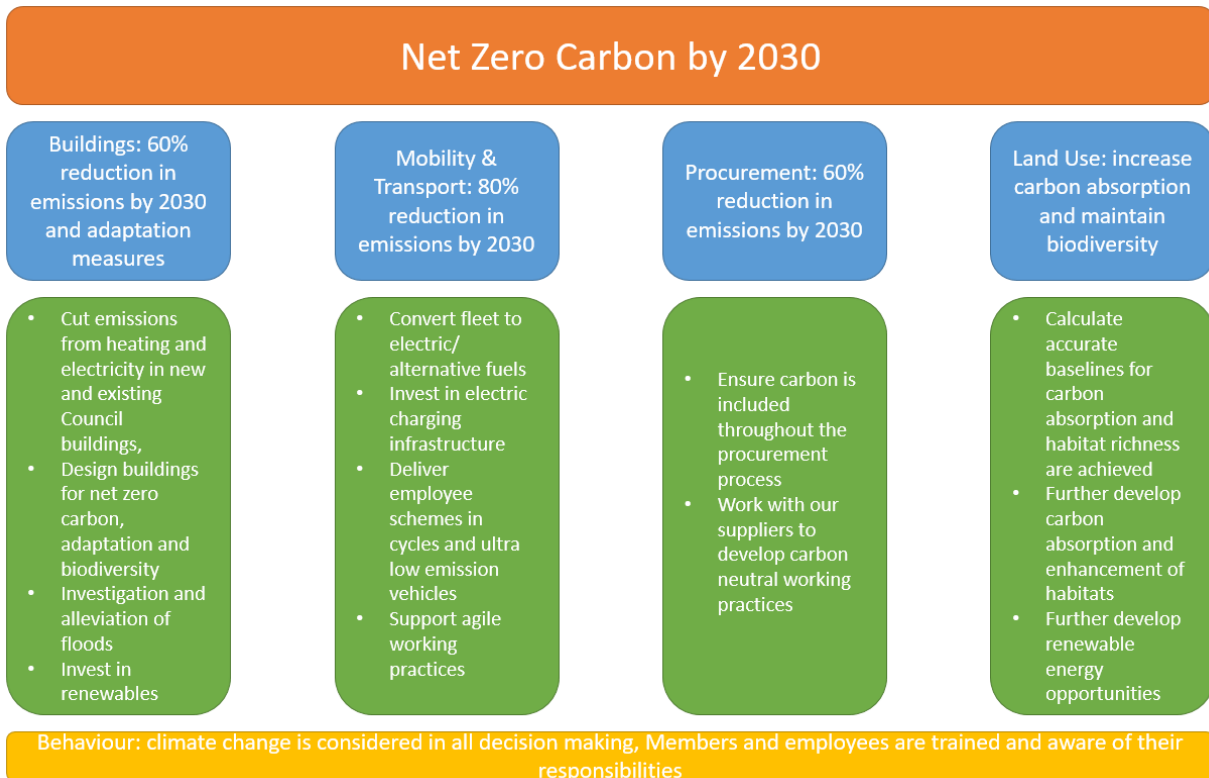
Theme	Baseline tCO <sub>2</sub> e	Reduction		
	2018/19	2020/21	2024/25	2029/30
Buildings	10,747	8%	35%	60%
Mobility & Transport	6,716	49%	50%	80%
Procurement	28,970	12%	30%	60%

Figure 5: Flintshire County Council Carbon Emission Milestones to 2030

7.11 To achieve these milestones we will set interim targets in each theme which will allow us to identify success and areas that need additional attention.

## Carbon Neutral Council by 2030

8.1 The Council has identified aims within each of the key objective themes. Each of these objectives has a number of wide-ranging actions. The reduction aims are based on the 2018/19 baselines for each theme.



8.2 Given the scale, complexity and urgency of responding to climate change, it is proposed that the 'Action Plan' is seen as something that is iterative in nature. While setting out the medium to long term roadmap to carbon neutrality, it is also likely that an annual update will be needed, to capture the rapid changes being delivered under the Action Plan, and to ensure it is reflective of the likely rapidly changing national and international context.

## Objective One – Buildings

9.1 In 2018/19, Council owned buildings produced 10,747 tCO<sub>2</sub>e. These emissions came from direct burning of fossil fuels for heat, electricity and water use in buildings and energy used to power street lights. Since 2009 a number of programmes have been completed to reduce these emissions from our offices, schools, leisure centres and care facilities. However to achieve carbon neutrality we need to reduce the emissions even further while also considering the impacts of buildings on biodiversity.

9.2 To achieve our 60% emissions reduction in buildings by 2030 we will aim for 9% reduction each year to 2029/30.

### 9.3 Progress to date:

- In 2009 the Council developed a carbon reduction strategy to reduce emissions from energy related carbon by 60% by 2021. This strategy saw the delivery of many effective and innovative projects across the county including:
- Installation of low carbon and renewable energy systems in over 50 of the Council's buildings including offices, schools and leisure centres. Technologies include solar PV, solar thermal, wind turbines, heat pumps, biomass boilers and combined heat and power.
- Non domestic energy generation systems met approximately 10% of the Council's energy demand in 2018-19.
- Investment in innovative technologies such as transpired solar collectors and battery storage.
- Delivery of an annual programme of energy efficiency measures, such as building fabric insulation, draught proofing, new boilers, new heating controls, lighting upgrades etc in the Council's non domestic buildings since 2008.
- Investment and delivery of energy efficiency improvements in Council housing through the Welsh Housing Quality Standard and Welsh Government/UK Government schemes such as NEST, Arbed, Warm Homes Fund and Eco (including improvements of private households).
- Rationalisation of Council estate moving employees to a modern, more energy efficient building in Ewloe.
- Building and renovating fit for future schools through the 21<sup>st</sup> Century Schools Programme, with new school buildings funded through this programme required to be Net Zero Carbon.
- Replacement of the Council's streetlighting with LED lamps which use significantly less electricity.
- Installation of low carbon and renewable energy systems in its own housing since 2009 including solar PV, ground and air source heat pumps and battery storage. There are now over 700 homes with solar PV and the Council was one of the first authorities to trial the combination of air source heat pumps, solar PV and battery storage.
- The Council saw further reductions from building emissions during 2020/21's COVID-19 pandemic where building occupancy and services were reduced to protect local communities.

#### 9.4 Future actions

- The Council acknowledges that return of services and investment in some areas, e.g. EV charging infrastructure, will increase our demand for energy and therefore further investment around renewable energy generation is necessary within our buildings and assets and land use.

We will:

- Ensure all Council buildings and schools (*excluding housing*) are included in a green energy tariff by 2025.
- Further review the rationalisation of our building assets and leases in reflection of our new ways of working.
- Improve the standard of energy efficiency in our existing buildings and engage with building users to encourage positive behaviour change.
- Design and refurbish buildings for carbon neutral / low energy operation, biodiversity net benefit and adaptation to the impacts of climate change.
- Support schools to reduce operation's emissions.
- Ensure green infrastructure is considered throughout all existing Council assets and future schemes, e.g. allocation of green space, green roofs, habitat creation.
- Continue to carry out flood investigation and alleviation to identify proactive mitigation measures & prevent recurrent flooding
- Prioritise nature based solutions to flooding remediation proposals
- Explore feasibility for rainwater harvesting within Council assets, particularly on high water usage sites.

Further measures of success and timescales can be found in Appendix 2

## Objective Two – Mobility & Transport

10.1 Reducing emissions from Council owned fleet, business travel and employee commuting. Emissions from mobility & transport remain a consistent source of carbon emissions with 14% of total emissions being reported in 2018/19. We know that technologies around electricity and hydrogen fuelled vehicles is improving and we need to ensure that we do not fall behind in this area.

10.2 To achieve our 80% emissions reduction by 2030 we aim to reduce our emissions by 9% each year to 2024/25 and then increase to 10% per year up to 2029/30.

### 10.3 Progress to date:

- The Council's fleet meets the Euro 6 standard and therefore has the lowest emissions possible for diesel vehicles.
- Delivery of safer routes in the community schemes around schools, encouraging children with their families to walk and cycle to school offering improved road safety, reduced air pollution and congestion whilst also improving peoples' physical and mental health.
- Developed community based transport options when commercial bus services have been withdrawn.
- Developed and delivered active travel routes across the County.
- These projects have helped to reduce our carbon emissions from mobility and transport by 49% in 2020/21 compared to 2018/19 baseline. We anticipate that our emissions could increase with the reintroduction of services across the county and therefore are committing to a variety of actions.

### 10.4 Future actions:

We will:

- Complete the review of the current fleet contract to fulfil transition to ultra-low emission vehicles (ULEV).
- Review fleet policy with consideration for charging of vehicles.
- Learning from accelerated change due to COVID-19, review and implement policies and initiatives that support the reduction of carbon emissions from business mileage. Continue to implement and develop agile working practices to reduce employee journeys and utilise virtual meetings.
- Trial two electric recycling vehicles from early 2022.
- Introducing two electric buses to serve local travel arrangement in Buckley and the Deeside Industrial Park & Ride facility on Zone 2.
- Ensure vehicle charging points are available at key areas across the county - rural and urban.
- Transition fleet vehicles to electric and alternative fuels (hydrogen, etc)
- Facilitate a car sharing forum for employees – once measures post-COVID-19 are reviewed
- Actively promote the existing employee cycle to work scheme to increase participation and review cycle storage facilities at principle work places
- Promote and launch a managed salary sacrifice scheme for low and ultra-low emission vehicles.

Further measures of success and timescales can be found in Appendix 2

## Objective Three – Procurement

11.1 Current estimates by Welsh Government show that 60 - 81% of Public Sector organisations' operating budgets are spent with Suppliers and Contractors. Flintshire County Council's own emissions from procurement represented 62% of total emissions in 2018/19. This has seen a 12% reduction in 2020/21 against the 2018/19 baseline. Due to this, the Goods, Services and Works provided by our Suppliers and Contractors emits a significant percentage of the carbon we generate.

11.2 This makes decarbonisation within the Council's commissioning, procurement and contract management processes a key player in influencing and reducing our emissions – however, there is an acceptance that external factors largely affect this and therefore we have reduced the target emissions reduction for this theme.

11.3 To achieve our 60% emissions reduction by 2030 we aim to reduce our emissions by 8% each year up to 2029/30.

### 11.4 Progress to date:

- The Council has a strong methodology established through our own TOMs (Themes, Outcomes & Measures) framework which uses social, economic and environmental factors within procurement operations.
- Joint procurement service with Denbighshire County Council which allows collaboration to maximise cost and efficiency savings.
- Review of Joint Social Value Procurement Strategy to provide consistency and ensure social, economic and environmental factors are not compromised.

### 11.5 Future actions:

We will:

- Review of procurement strategy in line with the Council's carbon ambitions to ensure specific measures around carbon and biodiversity are embedded in procurement process.
- Ensure carbon reduction is appropriately considered throughout Council procurement policy, strategy, business cases, commissioning templates, tender evaluations, etc.
- Increase the utilisation of the TOMs (Themes, Outcomes and Measures) framework in procurement across the Council's operations by working with employees who manage procurement activities
- Work collaboratively with Denbighshire County Council to develop a toolkit to ensure all procurement exercises are awarded giving appropriate consideration to carbon reduction priorities and provide communication and training to all affected employees and suppliers
- Enable best practice for carbon offsetting schemes providing local place-based environmental outcomes, where required
- Support the local economy where possible
- Work in collaboration where procurement of goods and services can be utilised on a regional or joint basis

Further measures of success and timescales can be found in Appendix 2

## Objective Four – Land Use

12.1 We aim to increase carbon absorption and maintain biodiversity within our land assets.

12.2 The Council can utilise our land to support our carbon and biodiversity aims. We can do this through investment in renewable energy and planting schemes to support carbon absorption and improvement and maintenance of our biodiversity. The Council has worked on large scale projects to increase our renewable energy generation, however in order to reach our ambitious goals of decarbonisation more large scale projects will need to be developed.

12.3 It is unlikely that the Council will be able to reduce its annual GHG emissions to 1500 tCO<sub>2</sub>e by 2030 (our current annual sequestration rate for our existing land assets). Therefore, once all opportunities to reduce GHG emissions have been completed/exhausted the Council will need to increase the annual amount of carbon sequestered in its land assets. This does not remove the Council's responsibility to aim for net zero carbon.

### 12.4 Progress to date:

- Own and operate two landfill gas engines which generate low carbon electricity and are now complemented by two solar farms. These power on site facilities as well as the nearby waste transfer station.
- The construction of an additional two solar farms, with a combined generation capacity of 3.5MW.
- The trial of different grass cutting regimes on the Council's verges and green spaces to encourage and enhance biodiversity.
- Development of a 15 year Urban Tree and Woodland Plan with the target of achieving 18% urban canopy cover by 2033. Objectives of the plan are to increase the amount of tree planting by specifically targeting urban areas with low canopy cover, ensuring existing canopy cover is managed sustainably, promoting biodiversity and working in partnership. The Council has been working with Community Groups, Natural Resources Wales and schools - planting trees in education and public land.
- Publishing of our "Supporting nature in Flintshire" biodiversity duty plan and are working to support biodiversity protection and improvement in Flintshire.
- Working with hundreds of businesses, volunteers, charities, schools and other organisations, across the region of North Wales, Shropshire and Cheshire removing litter from the banks and tributaries of the River Dee.
- Countryside Services manages over 40 sites of natural greenspace including Wepre Park and Greenfield Valley Heritage Park, 1,200 km public rights of way, 60 km of Welsh Coastal Path, events and education programmes, and brings in external grants of over £400k per year connecting people to nature.
- The Council has protected our 120 play areas and invested over £2m in partnership with town and community councils over the last 8 years as well as ensuring free open access to greenspace.
- Through collaboration with regional partners and Welsh Government, the Council has managed the construction of an energy from waste facility, Parc Adfer, which will create electricity for 30,000 homes from waste that cannot be recycled. It will also help to prevent waste from going to landfill.

- Through the same partnership all of the Council's food waste is taken to an anaerobic digester where it is used to produce electricity (via biogas) and liquid fertilizer, preventing food waste from going to landfill.
- All green waste is developed into compost at the Greenfield Waste Transfer Station.

### **12.5 Future actions:**

We will:

- Identify current carbon storage capacity within Council assets through mapping habitat types
- Investigate the potential of our land assets for new renewable energy installations and operating models and develop these schemes to increase the amount of energy generated from these sources
- Undertake a study identifying land for habitat restoration and tree planting schemes within land assets to mitigate climate change and enhance biodiversity
- Audit the amount of herbicide and pesticide use on Council land assets
- Increase proportion of Council land managed for biodiversity
- Support the increase of tree canopy cover across the county in line with the Urban Tree and Woodland Plan.
- Assess impacts of Ash Dieback and tree planting within Flintshire assets on canopy cover and net carbon sequestration
- Increase area with reduced mowing regimes to enhance biodiversity and increase carbon storage
- Strengthen the monitoring of sustainable drainage systems (SuDs) installation and quality in new developments.
- Explore best practice policies and encourage provision of space for food growing in new developments and vacant and under used sites
- Review and improve recycling provision in Council offices, schools and public buildings and remove use of single-use plastics. Communicate and engage building users to utilise provision
- Support circular economy initiatives diverting reusable items from disposal through recovery at Household Recycling Centres
- Create guidelines for Council procurement of food in offices, schools, etc, to be local and sustainable

Further measures of success and timescales can be found in Appendix 2



## Objective Five – Behaviour

13.1 Climate change is a behavioural change programme. Behavioural change is a large part of climate action and the success of both the Council's and the wider nation's climate ambitions hangs on all of our actions. Communication and engagement is key for ensuring the ambitions set out in this strategy are embedded within the Council's culture and ethos.



13.2 Supporting Council services to adapt to the impacts of climate change and decline in nature

We will:

- Ensure climate change and biodiversity is considered a priority in decision making across all Council services
- Ensure Councillors and employees complete carbon literacy / introduction to climate change / biodiversity training. Inclusion of climate change within induction process.
- Engage employees and Trade Unions to renew job descriptions to include climate change responsibilities
- Facilitate transition towards a 'paperless Council' through, for example, digitisation of wage slips, report packs, contracts, applications, etc.
- Facilitate corporate volunteering for climate and biodiversity action

Further measures of success and timescales can be found in Appendix 2

# Flintshire County's Carbon Footprint

## Flintshire county GHG Emissions

14.1 Flintshire county has seen an overall reduction in GHG emissions since 2005 as shown in Figure 6. The emissions during this time have had periods of increase specifically around 2011/12 and 2017/18.

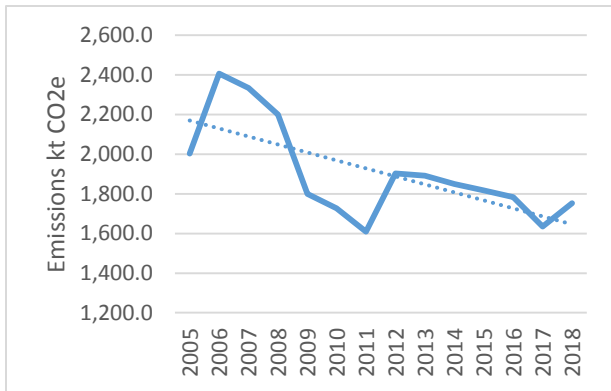
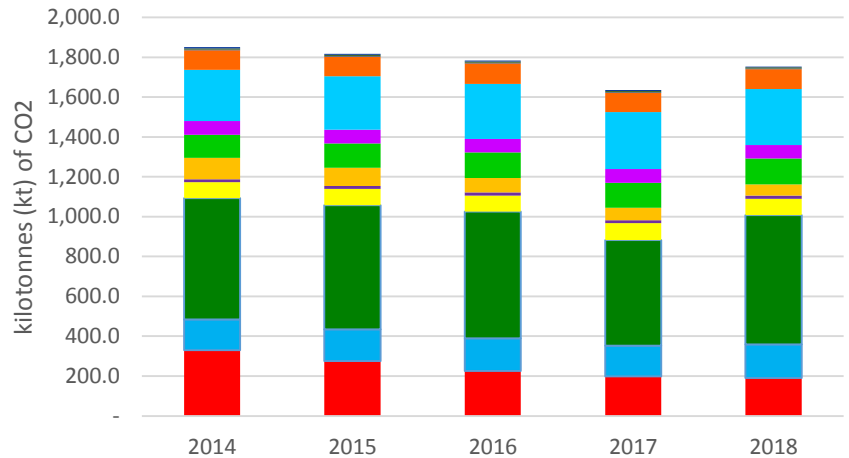


Figure 7: GHG emissions for Flintshire county 2005 - 2018 - Department of Business, Energy & Industrial Strategy.



- Industry and Commercial Electricity
- Industry and Commercial Gas
- Large Industrial Installations
- Industrial and Commercial Other Fuels
- Agricultural Combustion
- Domestic Electricity
- Domestic Gas
- Domestic Other Fuels
- Road Transport (A Roads)
- Road Transport (Minor Roads)
- Diesel Railways
- Transport Other
- LULUCF Net Emissions

Figure 6: Breakdown of GHG emissions by individual sources for the period 2014-2018. LULUCF stands for land use, land use change and forestry and is the difference between what is absorbed by the land and what is emitted.

14.2 Figure 7 provides a further breakdown of the emission sources that contribute to the County's overall GHG emissions from 2014-2018.<sup>13</sup> Largest contributors to this footprint are large industrial installations and road transport. There are significant industrial areas in the county including Deeside, and the heavily used coast road also runs the length of the county.

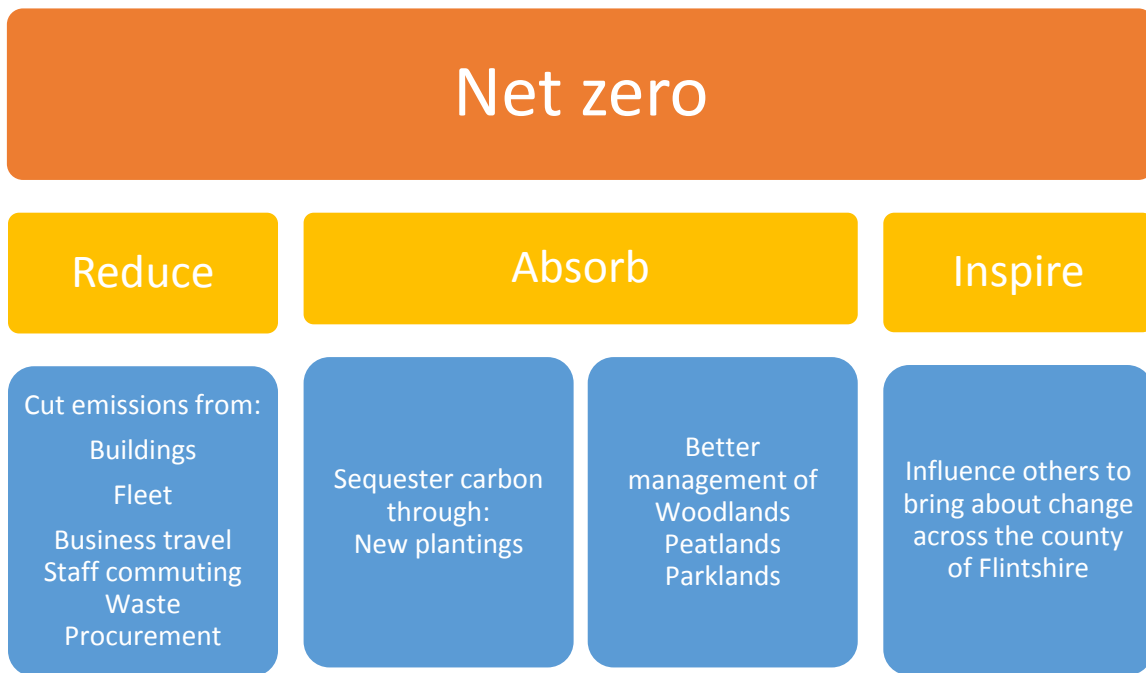
14.3 Flintshire County Council is responsible for approximately 3% of the County's GHG emissions.

<sup>13</sup> most recent year data is available from Department of Business, Energy & Industrial Strategy

## How the Council can influence Flintshire County's emissions

14.4 There are a number of actions that can be taken by the Council to reduce GHG emissions from the wider county. Through its leadership role, the Council can steer and influence as well as inspire individual and collective action and responsibility. Many actions such as rolling out electric vehicle charging infrastructure require a joined up, common approach which can only be brought about through joint working across boundaries.

14.5 However, collaboration and partnership working will be vital as many GHG emission sources lie outside of the Council's control and will therefore require cross sector input.



14.6 These are the actions within the key themes that do not contribute to our direct carbon footprint but that we can deliver in order to engage, influence and empower others.

## 15 Buildings:

Reducing energy consumption and emissions from homes and businesses in Flintshire by promoting energy efficiency measures, sustainable construction, renewable energy source, and behaviour change

- Develop plans for the decarbonisation of Council homes in line with Welsh Government guidance to ensure optimised thermal efficiency and minimised cost of heating
- Support Town & Community Councils to reduce operation's emissions and engage with our building users to encourage positive behaviour change
- Continue to deliver programmes with private households and local businesses to reduce fuel poverty and provide access to wider energy efficiency and renewable energy schemes.
- Provide support through Flood Risk Planning to businesses and households to better implement property flood resilience

## 16 Mobility & Transport:

- Reducing emissions from transport by promoting sustainable transport, reducing car travel and traffic congestion, and encouraging behaviour change
- Promote use of public transport, active travel, and further develop the Council's walking and cycling network
- Promote multi-modal transport journeys and the development of strategic transport hubs. Improve access to storage, charging and hiring facilities.
- Investigate further opportunities for reducing car use with consideration for local contexts and accessibility through ultra-low emission areas, car free zones and pedestrianised streets.
- Work with partners to enable greener fleet in the public transport sector (buses, rail, taxis) including Council contracted services such as school transport

## 17 Land Use:

- Supporting other landowners and the community to utilise green spaces and maximise carbon absorption.
- Work with Tenant farmers to share best practice on sustainable farming and increasing carbon absorption
- Explore best practice policies and encourage provision of space for community food growing in new developments and vacant and under used sites
- Undertake a land use strategy to ensure land is managed and protected for green infrastructure, decarbonisation and biodiversity benefit.
- Work with Tenant farmers to share best practice on sustainable farming, increasing carbon absorption and biodiversity value.
- Work with communities to increase biodiversity value and carbon storage
- Identify opportunities to acquire new Council land for the purpose of carbon sequestration and biodiversity enhancement

## 18 Behaviour:

- Supporting Council services, residents and businesses to adapt to the impacts of climate change
- Investigate the possibility of divesting pensions and other investment portfolios away from fossil fuels in support of green energy.
- Facilitate community events and activities to raise awareness of climate change and how to reduce carbon footprints.

## Financial Implications

- 19.1 Flintshire County Council has invested greatly in carbon reduction over the last ten years and around £2.5 million has been invested in energy efficiency and renewable energy programmes through the interest free Salix invest-to-save programme. This investment, and the ongoing rationalisation of assets and agile working are producing financial and carbon savings in times of increasing energy prices.
- 19.2 Many Councils are under severe financial pressure with funding cuts over a sustained period reducing capacity for investment. However significant investment will be required if the Council is to achieve its goal of becoming net zero carbon by 2030. It is likely that resources will need to be diverted and increased to deliver on our ambition.
- 19.3 To deliver this strategy over the next 3 years it could cost several million with further investment needed up to 2030 and beyond. Some investment will be required through both capital and revenue to deliver on this ambition, however it should be noted that it is not expected that finance will be provided by the Council alone. External funding will be available from both Welsh and UK governments as well as other external bodies, but some capital funding will require match funding. These funding streams will need to be fully maximised to ensure net zero carbon is achieved. Restructuring of internal funds/budgets and use of prudential borrowing will be required to fund other projects.
- 19.4 Several actions within this strategy, for example pilot EV charging, already have committed funding either internally or from external sources such as Welsh Government. Energy related projects may be eligible for the Welsh Government Wales Funding Programme which offers 0% interest free loans to the public sector for energy efficiency and renewable energy projects. It may be that some of the proposed projects can be tied in with existing work streams, however additional capacity is likely to be required.
- 19.5 Further development of the Programme's action plan will estimate the level of investment needed for the interventions described and businesses cases for individual investment projects will be developed to demonstrate the potential financial savings both short and long term.
- 19.6 **Capital:** Business cases (and larger investment/capital decisions) will be developed as appropriate to support investment in decarbonisation and / or carbon sequestration activities.  
**Revenue:** There is a recognition that project management support will be necessary to drive our move towards carbon neutrality. Business cases will also identify revenue implications.

## Challenges & Opportunities

- 21.1 All sectors will need to work collectively to achieve climate change ambitions. This will require significant change in the way that we do things and the way we make decisions. It requires leadership at many levels and consultation both internally and with communities and businesses. General consumption will need to be reduced, land managed to better absorb carbon, longer-term planning of building homes to be adaptable to the changing climate and designing roads and transport infrastructure that is resilient to weather changes. Difficult decisions will need to be made, that are not always popular, so that we can ensure a prosperous and sustainable society for the future.
- 21.2 There are multiple benefits to the Council's net zero aims including health benefits due to cleaner air, warmer homes, increased walking and cycling and healthier diets. The local economy can grossly benefit from the investment in local energy and new green industries improving employment rates and social and financial deprivation. This will contribute towards the Council Wellbeing objectives 'An Ambitious Council' and 'A Caring Council' as well as the Well-being goals under the Well-being of Future Generations (Wales) Act 2015<sup>14</sup>.



Figure 8: Well-being of Future Generations Act well-being goals for Wales. [www.gov.wales/well-being-of-future-generations-wales](http://www.gov.wales/well-being-of-future-generations-wales)

- 21.3 Flintshire County council will engage with the Government to call for increased commitment and resource to support the transition to net zero carbon. While there are actions that the Council can take to reduce its emissions; new legislation, regulation, policy and finance is required from the Government to reform to a carbon neutral society.

<sup>14</sup> Welsh Government (2015), *Well Being of Future Generations (Wales) Act. (2015)*.  
<http://www.legislation.gov.uk/anaw/2015/2/contents/enacted>

## Measuring & Monitoring Impact

22.1 It will be crucial that the Council monitors and evaluates its progress to achieve the targets set out in this strategy. Therefore the Council commits to:

- Measure and report carbon emissions from the Council's estate and activities each year to Welsh Government as part of its 'Welsh Public Sector Greenhouse Gas Reporting'.
- Publish performance and progress against targets annually.
- Continue to strengthen the accuracy of data collection through identification of gaps in process and emerging best practice.
- Continue to develop climate change actions and delivery plans through continued engagement internally and externally.
- Review the whole climate change strategy in 2024/25 to assess progress and areas for improvement, and align targets within the key priority areas.

## Governance

23.1 The climate change strategy will be delivered as a programme of activities that is coordinated and managed centrally but has the input and involvement of all Council service areas and external partners.

23.2 Political steer for this programme will come from Cllr Derek Butler as Lead Member for Environment & Economy and Cllr Sean Bibby as Lead Member for the Climate Change Programme.

23.3 Programme progress will be monitored by the Climate Change Programme Board which is made up of representatives from each political party. This Board will be supported by Officer Groups for each theme with representation from each of the stakeholder portfolios. Progress reports will be received by the Environment & Economy Scrutiny Committee to deliver further development of the plan. Scrutiny of the programme is also available from Internal Audit as appropriate.

23.4 Key performance measures will be included in the Council Plan performance report.

## Keeping others informed

24.1 We are currently developing both internal and external web pages specific to the climate change programme and the Council's progress in this area. This website will also include information and links to other sites to encourage individuals and organisations to calculate their carbon footprint and reduce their carbon emissions.

24.2 We are also developing a periodic news bulletin and you can opt in and out of this service by emailing direct to [climatechange@flintshire.gov.uk](mailto:climatechange@flintshire.gov.uk)

## Appendix 1 - Glossary

**Biodiversity:** The variety of plant and animal life that make up our natural world or a particular habitat.

**Carbon Dioxide Equivalent (CO<sub>2</sub>e):** the equivalent amount of carbon dioxide that would produce the same amount of global warming over a 100 year timescale.

**Carbon Store:** the amount of carbon stored in the natural environment such as soil, woodland, peatland etc. These may also be described as carbon sinks.

**Climate Change Adaptation:** Actions to help organisations and communities to prepare for the impacts of climate change.

**Climate Change Mitigation:** Actions to help reduce greenhouse gas emissions and therefore help to prevent further climate change.

**Council assets:** buildings and land owned by Flintshire County Council.

**Decarbonisation:** reducing the carbon intensity and greenhouse gas emissions of an activity or service or wider organization.

**Direct Emissions:** Emissions of greenhouse gases into the atmosphere from sources that are owned or controlled by an organization such as burning natural gas in boilers, burning petrol in owned company vehicles etc.

**Green Infrastructure:** A catch-all term to describe the network of natural and semi-natural features within and between our villages, towns and cities. These features range in scale, from street trees, green roofs and private gardens through to parks, rivers and woodlands. At the larger scale, wetlands, forests and agricultural land are all captured by the term.

**Indirect Emissions:** Emissions of greenhouse gases that are a consequence of the activities of the organization but occur at sources owned/controlled by another organization.

**Lifecycle assessment:** This is a cradle-to-grave or cradle-to-cradle analysis technique to assess environmental impacts associated with all the stages of a product's life, which is from raw material extraction through materials processing, manufacture, distribution, use and disposal.

**Net Zero Carbon:** Emissions of greenhouse gases are balanced by the removal of greenhouse gases from the atmosphere such as by trees, peatland and carbon capture and storage technologies.

**Offsetting:** A reduction in GHG emissions (e.g. wind turbines replacing coal) or an increase in carbon storage/GHG removal enhancement (tree planting, peatland restoration) outside of the GHG emissions boundary of an organisation that is used to compensate GHG emissions occurring within the organisation's boundary

**Scope 1/2/3:** Used to delineate direct and indirect emission sources to improve transparency and provide utility for organisations and climate policies. Scope 1 refers to direct greenhouse gas emissions from sources owned or controlled by the organization. Scope 2 refers to indirect greenhouse gas emissions produced from the electricity used by an organization. Scope 3 refers to all other indirect greenhouse gas emissions produced from the activities of an organization.



Sequestration: Removing carbon dioxide from the atmosphere and then storing it, usually through environmental processes such as photosynthesis, absorption by soil, oceans etc.

Welsh Public Sector Net Zero Carbon reporting guide: In response to Welsh Government's target of a carbon neutral public sector by 2030 a new Welsh GHG emissions reporting system has been developed whereby public sector organisations will report their GHG emissions annually to Welsh Government. Detailed guidance has been provided to support organisations in their calculations.

Appendix 2 - Action Plan to Net Zero Carbon

As separate document

## Climate Change Programme Action Plan

Ref.	Theme	Action	Measures of success	Action Owner	Target start date	Expected duration
CCBu1	Buildings	All Council buildings and schools electricity delivered through a green energy tariff by 2025	% electricity supply from green tariff	Energy Unit, Valuation & Estates	2022	2 years
CCBu2		Review and rationalise building assets and leases considering new ways of working	Rationalised assets with potential reduction in emissions from energy use in under-used assets.	Valuation & Estates	2022	Ongoing programme
CCBu3		Improve the standard of energy efficiency within Council buildings through retrofit measures such as; insulation, glazing, installation of efficient / renewable heating systems, and reducing building electricity use.	% reduction in emissions from energy use in buildings. % reduction in emissions from electricity use in buildings.	Property Design & Maintenance, Energy Unit, Education & Youth	2022	Ongoing programme
CCBu4		Further explore renewable energy opportunities for Council buildings, council office car parks and depots	% energy generated and supplied to FCC from its own renewable generation assets	Energy Unit, Valuation & Estates	2022-23	Ongoing programme
CCBu5		Design and refurbish buildings for carbon neutral / low energy operation, biodiversity net benefit and adaptation to the impacts of climate change.	Specification and standard drawn and utilised.	Property Design & Maintenance, Energy Unit, Education & Youth	2022	Ongoing programme
CCBu6		Ensure green infrastructure is considered throughout all existing Council assets and future schemes	No. of green infrastructure schemes	Property Design & Maintenance, Natural Environment	2022	Ongoing programme
CCBu7		Continue to carry out flood investigation and alleviation to identify proactive mitigation measures & prevent recurrent flooding	No. of flooding incidents prevented No. of flood measures completed	Flood Risk Planning, Streetscene	Ongoing	Ongoing
CCBu8		Prioritise nature based solutions to flooding remediation proposals	No. of nature based schemes	Streetscene, Natural Environment	Ongoing	Ongoing programme
CCBu9		Explore feasibility for rainwater harvesting within Council assets, particularly on high water usage sites.	% decrease in water use from the mains source	Property Design & Maintenance, Energy Unit	2023	5 years

CCBu10	Tudalen 75	Support schools and Town & Community Councils to reduce operation's emissions and engage with our building users to encourage positive behaviour change	% of schools and Town & Community Councils with carbon reduction plans.	Energy Unit, Economic Development, Climate Change	2022	Ongoing programme
CCBu11		Develop plan for the decarbonisation of Council homes in line with Welsh Government guidance to ensure optimised thermal efficiency and minimised cost of heating	Decarbonisation strategy and action plan completed and implemented. No. of houses improved	Housing Assets, Property Design & Maintenance	2022	Ongoing programme
CCBu12		Continue to deliver programmes with private households and local businesses to reduce fuel poverty and provide access to wider energy efficiency and renewable energy schemes.	No. of households receiving energy efficiency support No. of businesses that have been supported to reduce their carbon footprint	Economic Development	Ongoing	Ongoing
CCBu13		Provide support through Flood Risk Planning to businesses and households to better implement property flood resilience	No. of businesses supported No. of households supported	Flood Risk Planning	2024	Ongoing programme

Ref.	Theme	Action	Measures of success	Action Owner	Target start date	Expected duration
CCM1	Mobility & Transport	Review fleet policy with consideration for charging of vehicles.	Reviewed Fleet Policy	Fleet Services	2022	1 year
CCM2		Learning from accelerated change due to COVID-19, review and implement policies and initiatives that support the reduction of carbon emissions from business mileage. Continue to implement and develop agile working practices to reduce employee journeys and utilise virtual meetings. Act as an example to businesses.	Reviewed policies. Maintained levels of carbon emissions from business mileage and employee commuting	HR, Fleet Services, Council-wide	2022-23	Ongoing programme
CCM3		Ensure vehicle charging points are available at key areas across the county - rural and urban.	No. of EV charging points across county – corporate and public	Transport, Streetscene	2022	Ongoing programme
CCM4		Introduce electric vehicles into the recycling fleet	% of electric vehicles in recycling fleet	Fleet Services	2022	2 years
CCM5		Transition of small fleet vehicles to electric and alternative fuels (hydrogen, etc)	% of fleet vehicles using low carbon fuel types	Fleet Services	2023-24	3 years
CCM6		Transition of heavy vehicles to electric or alternative fuels (hydrogen, etc)	% of fleet vehicles using low carbon fuel types	Fleet Services	2027	3 years

CCM7		Facilitate a car sharing forum for employees – once measures post COVID-19 are reviewed.	% of employees car sharing % reduction in carbon emissions from business mileage % reduction in carbon emissions from employee commuting	HR	Post-Covid	Ongoing programme
CCM8		Actively promote the existing employee cycle to work scheme to increase participation and review cycle storage facilities at principle work places (i.e. County Hall, Mold, County Offices, Flint, Ty Dewi Sant and Alltami Depot)	Increase in participation levels (number of employees)	HR	2022	Ongoing programme
CCM9		Promote and launch a managed salary sacrifice scheme for low and ultra-low emission vehicles.	Number of employees taking up scheme	HR	2022	Ongoing programme
CCM10		Promote use of public transport, active travel, and further develop the Council's walking and cycling network	No. of active travel schemes undertaken	Active Travel, Communications, Access Team	2022	3 years
CCM11	Tudalen 77	Promote multi-modal transport journeys and the development of strategic transport hubs. Improve access to storage, charging and hiring facilities.	No. of transport hubs No. of active travel related assets available	Transport, Streetscene	2022	Ongoing programme
CCM12		Investigate further opportunities for reducing car use with consideration for local contexts and accessibility through ultra-low emission areas, car free zones and pedestrianised streets.	No. of car use reduction schemes undertaken	Regeneration	2023	Ongoing programme
CCM13		Work with partners to enable greener fleet in the public transport sector (buses, rail, taxis) including Council contracted services such as school transport	% increase in number of low emission vehicles in public transport % reduction in carbon emissions from public transport	Transport, key partners	2023	Ongoing programme

Ref.	Theme	Action	Measures of success	Action Owner	Target start date	Expected duration
CCP1	Procurement	Review of procurement strategy in line with the Council's carbon ambitions to ensure specific measures around carbon and biodiversity are embedded in procurement process.	Reviewed strategy	Procurement	2022	1 year
CCP2		Increase the utilisation of the TOMs (Themes, Outcomes and Measures) framework in procurement across the Council's operations by working with employees who manage procurement activities	% of employees receiving support % increase of procurement activities using TOMs framework	Procurement, Social Value	2022-23	2 years
CCP3		Work collaboratively with Denbighshire County Council to develop a toolkit to ensure all procurement exercises are awarded giving appropriate consideration to carbon reduction priorities and monitor contract against declared emissions. Provide communication and training to all affected employees suppliers and prospective bidders.	Toolkit developed and utilised. % of procurement activities using toolkit % reduction in carbon emissions from supply chain	Procurement, Climate Change	2022-23	2 years
CCP5		Enable carbon offsetting best practice schemes providing local place-based environmental outcomes, where required	No. of schemes completed	Procurement, Social Value, Climate Change	2022-23	2 years
CCP6		Ensure carbon reduction is appropriately considered throughout Council procurement policy, strategy, business cases, commissioning templates, tender evaluations, etc.	No. of Council documents/processes reviewed to consider carbon reduction	Procurement	2022-23	2 years
CCP7		Increase local participation and stakeholder involvement by working with local businesses to ensure decarbonisation and social value outcomes are achieved	No. of businesses supported	Procurement, Social Value	2022-23	Ongoing programme
CCP8		Work in collaboration where procurement of goods and services can be utilised on a regional or joint basis	No. of regional/joint procurement activities	Procurement, Key partners	2022-23	Ongoing programme

Tudalen 78

Ref.	Theme	Action	Measures of success	Action Owner	Target start date	Expected duration
CCL1	Land Use	Identify current carbon storage capacity within Council assets through mapping habitat types	Baseline map and data of carbon storage	Climate Change, Natural Environment	2022-23	3 years
CCL2		Investigate the potential of our land assets for new renewable energy installations and operating models and develop these schemes to increase the amount of energy generated from these sources	% energy utilised by FCC from its own large scale renewable energy schemes	Valuation & Estates, Energy Unit	2022	Ongoing programme
CCL3		Undertake a study identifying land for habitat restoration and tree planting schemes within land assets to mitigate climate change and enhance biodiversity	Study complete	Natural Environment	2022-23	Ongoing programme
CCL4		Audit the amount of herbicide and pesticide use on Council land assets	Rationalise use and review alternatives	Natural Environment	2023	1 year
CCL5		Increase proportion of Council land managed for biodiversity	% Area increase in land managed for biodiversity	Valuation & Estates, Natural Environment	Ongoing	Ongoing programme
CCL6		Support the increase of tree canopy cover across the county in line with the Urban Tree and Woodland Plan.	% Canopy cover No. of trees planted New areas allocated for natural regeneration	Valuation & Estates, Property Design & Maintenance, Education & Youth, Natural Environment	Ongoing	Ongoing programme
CCL7		Assess impacts of Ash Dieback and tree planting within Flintshire assets on canopy cover and net carbon sequestration	No. of trees planted	Natural Environment	Ongoing	Ongoing programme
CCL8		Increase area with reduced mowing regimes to enhance biodiversity and increase carbon storage	% area increase	Natural Environment, Streetscene	Ongoing	Ongoing programme
CCL9		Strengthen the monitoring of sustainable drainage systems (SuDs) installation and quality in new developments.	% of appropriate new development with SuDs	Planning Strategy	Ongoing	Ongoing programme

CCL10		Explore best practice policies and encourage provision of space for food growing in new developments and vacant and under used sites	% of appropriate area available for food growing	Valuation & Estates	2023	Ongoing programme
CCL11		Review and improve recycling provision in Council offices, schools and public buildings and remove use of single-use plastics. Communicate and engage building users to utilise provision	% of waste reused, recycled or composted	Waste services	2022-23	2 years
CCL12		Support circular economy initiatives diverting reusable items from disposal through recovery at Household Recycling Centres	No. of items recovered and upcycled No. of repair and reuse centres	Waste services	Ongoing	Ongoing Programme
CCL13		Create guidelines for Council procurement of food in offices, schools, etc, to be local and sustainable	Guidelines developed and communicated.	Procurement	2025	1 year
CCL14	Tudalen 80	Undertake a land use strategy to ensure land is managed and protected for green infrastructure, decarbonisation and biodiversity benefit.	Strategy developed and adopted LDP monitoring	Valuation & Estates, Natural Environment, Planning Policy	2023	2 years
CCL15		Work with Tenant farmers to share best practice on sustainable farming, increasing carbon absorption and biodiversity value.	% of Tenant farmers supported	Valuation & Estates, Natural Environment	2023	2 years
CCL16		Work with communities to increase biodiversity value and carbon storage.	No. of schemes supported	Natural Environment	Ongoing	Ongoing programme
CCL17		Identify opportunities to acquire new Council land for the purpose of carbon sequestration and biodiversity enhancement.	Area of land acquired for carbon sequestration and biodiversity enhancement	Valuation & Estates	2023-24	Ongoing programme



Ref.	Theme	Action	Measures of success	Action Owner	Target start date	Expected duration
CCBe1	Behaviour	Ensure climate change and biodiversity is considered a priority in decision making across all Council services	No. of key policies and processes reviewed which consider carbon reduction	Council-wide	2022-23	2 years
CCBe2		Ensure Councillors and employees complete carbon literacy / introduction to climate change / Naturewise training. Inclusion of climate change within induction process.	% of Councillors and employees received training	HR, Council-wide	2022-23	Ongoing programme
CCBe3		Engage employees and Trade Unions to renew job descriptions to include climate change and biodiversity responsibilities where applicable, e.g. managers, budget holders, planning.	% of job descriptions renewed	HR	2023-24	Ongoing programme
CCBe4		Facilitate transition towards a 'paperless Council' through, for example, digitisation of wage slips, report packs, contracts, applications.	Reduction in volume of paper used for printing	HR, Committee Services	2022	Ongoing programme
CCBe5		Facilitate corporate volunteering for climate and biodiversity action	No. of corporate volunteer hours	HR, Natural Environment	2023-24	Ongoing programme
CCBe6		Investigate the possibility of divesting pensions and other investment portfolios away from fossil fuels in support of green energy.	Carbon reduction targets in place	Governance	2022	Ongoing programme
CCBe7		Facilitate community events and activities to raise awareness of climate change and how to reduce carbon footprints.	No. of events/activities	Climate Change	2023	Ongoing programme

Mae'r dudalen hon yn wag yn bwrpasol

**Integrated Impact Assessment (IIA) (including equality, environment, health, human rights, socio-economic Duty, United Nations Conventions the Rights of the Child and Welsh language**

<b>Name of Policy or Practice</b>	Climate change strategy detailing measures to decarbonise the council's assets, activities and services and those of the wider community in its contribution to Welsh Government's target for the public sector to be carbon neutral by 2030.		
<b>Responsible Officer</b> (responsible for the Policy or Practice)	Chief Officer PEE		
<b>Service / Portfolio</b>	PEE	<b>Start Date of Assessment</b>	18 <sup>th</sup> Jan 2022

<b>Name of officer(s) (and partners) completing the IIA</b>		
<b>Name(s)</b>	<b>Job Title(s)</b>	<b>Signature(s)</b>
Alex Ellis	Climate Change Programme Manager	A Ellis

Consider including only job titles when publishing

<b>Document Version</b>	<b>Revision Date</b>	<b>Briefly Describe the Changes</b>

<b>IIA Approved by Responsible Officer / Portfolio / Service / Committee</b>	
<b>Date IIA Concluded</b>	
<b>Name</b>	
<b>Job Title</b>	
<b>Signature</b>	

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## Introduction

This document is a multi-purpose tool ensuring the appropriate steps are taken to comply with the [Public Sector Equality Duty \(PSED\)](#) Equality Impact Assessment legislation and to demonstrate that we have shown due regard to the need to reduce inequalities of outcome resulting from socio-economic disadvantage when taking strategic decisions under the [Socio-economic Duty](#). It also incorporates [Welsh Language impacts](#), environmental and bio-diversity impacts, health impacts and United Nations Conventions Rights of a Child.

When we plan to introduce a new, or revise an existing, policy, strategy or practice, develop a new service, make changes or cuts to a service or make strategic decisions, we are required to consider if the decision would have a disproportionate impact on people sharing one or more [protected characteristic](#) or whether it could create inequalities of outcome around socio-economic disadvantage. Where this is likely to be the case, we must take appropriate action. The IIA process is not intended to prevent us doing things but to ensure we have considered the impact. It helps us focus on the actions we can take to remove and/or mitigate any disproportionate or discriminatory impact and introduce measures to advance equality of opportunity.

To comply with the PSED [General Duty](#) and [Socio-economic Duty](#), we must have 'due regard' (or consciously consider the need) to: eliminate discrimination, advance equality of opportunity and foster good relations and to the need to reduce the inequalities of outcome resulting from socio-economic disadvantage. The greater the relevance and potential impact, the higher the regard required by the duty. The General Duty will be more relevant to some functions than others and they may also be more relevant to some protected characteristics than others. Our duty must be exercised with rigour, an open mind and considered at a time when it can make a difference to our decisions. Policies with high relevance, such as strategic budgetary decisions, grant-making programmes, changes to service delivery (including withdrawal or reorganisation of services), and recruitment or pay policies should always be subject to an assessment for impact. For further guidance see [EHRC Assessing Impact Guidance](#). Our duty to comply with this legislation cannot be delegated.

This form should demonstrate the steps taken to carry out the assessment including relevant engagement/consultation, the information taken into account, the results of the assessment and any decisions taken in relation to those results. The IIA should be published where it shows a substantial (or likely) impact on our ability to meet the PSED.

### Benefits of undertaking an IIA:

- Gain a better understanding of those who may be impacted by the policy or practice
- Better meet differing needs and become more accessible and inclusive
- Enable planning for success – identifies potential pitfalls and unintended consequences before any damage is done
- Enable improved planning that will make decisions proactive rather than reactive, avoid having to reverse decisions which could have cost and reputational implications
- Demonstrate decisions are thought through and have taken into account the views of those affected
- Enable us to manage expectations by explaining the limitations within which we are working (e.g. budget)
- Help avoid risks and improve outcomes for individuals

- Remove inappropriate or harmful practices and eliminate institutional discrimination
- Ensure we put Welsh and English Language on an equal footing. and that decisions are made that safeguard and promote the use of the Welsh language
- Improve and protect health, maximising health benefits and reducing health risks
- Be more open and transparent
- Use our resources more effectively

Whilst this document may seem lengthy, as well as containing the necessary steps in the process, it also contains guidance notes in the key areas to assist you in undertaking the IIA. Additional links to further information are also included for assistance. Further information can be found on NHS/ WLGA PSED/ EIA [here](#).

The Welsh Government<sup>1</sup> guidance states that:

Impact assessment prompts and guides us to gather, and if necessary, seek evidence so as to improve the development of a policy or delivery plan, or inform a change of direction in policy or delivery. It is a methodology to help in the development and implementation of policy, rather than templates with tick boxes and checklists.

## Integrated Impact Assessment Steps

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- Step 1 - Identify the Main Aims and Objectives of the Policy or Practice
  - Step 2 - Data, Engagement and Assessing the Impact
  - Step 3 - Procurement and Partnerships
  - Step 4 - Dealing with Adverse or Unlawful Impact and Strengthening the Policy or Practice
  - Step 5 - Decision to Proceed
  - Step 6 - Actions and Arrangements for Monitoring Outcomes and Reviewing Data
  - Step 7 - Publishing the Integrated Impact Assessment

## Important Note to Completing Officer(s):

It is important that the IIA is completed when the policy or practice is being developed so that the findings from the IIA can be used to influence and shape the policy or practice. It is recommended as a minimum, it is completed by a lead officer who is responsible for the policy or practice, a subject matter expert and a critical friend with at least one who has received formal IIA training. This document needs to be presented to the decision makers along with the draft policy or practice as part of the decision making process.

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<sup>1</sup> Welsh Government Integrated Impact Assessment Guidance

Where you are developing a high level strategy or plan that does not contain sufficient detail to show how it will impact on individuals or groups (i.e. where there will be plans and actions sitting beneath the strategy that will determine this), you should still undertake the Impact Assessment. You may also need to complete additional IIA(s) on the plans and actions beneath the high level strategy. This will ensure you demonstrate that you have shown due regard to complying with the [General Duty](#), the [Public Sector Equality Duty](#), the [Welsh Language Standards](#) the [Socio-economic Duty](#), the Human Rights Act, the United Nations Conventions, Rights of the Child.

If your policy or practice is as a result of a UK, Welsh Government or Local Authority wide directive, you should still assess the impact of this locally to identify any differential impact due to local difference.

You should consider whether other events, e.g. COVID-19, Brexit, Black Lives Matter, etc. have highlighted or exacerbated inequalities that need to be addressed as you work through the IIA.

## STEP 1 – Identify the Main Aims and Objectives of the Policy or Practice

### 1. What is being assessed? (Please double click on the relevant box(es) (X) and select 'checked' as appropriate)

- New and revised policies, practices or procedures (which modify service delivery or employment practices)
- Service review or re-organisation proposals which affect the community and/or staff, e.g. early years provision, care, education
- Efficiency or saving proposals, e.g., resulting in a change in community facilities, activities, support or employment opportunities
- Setting budget allocations for new financial year and strategic financial planning
- Decisions affecting service users, employees or the wider community including (de)commissioning or revised services
- New project proposals affecting staff, communities or accessibility to the built environment, e.g. new construction work or adaptations to existing buildings, moving to on-line services, self-service, changing location
- Large Scale Public Events
- Local implementation of National Strategy/Plans/Legislation (refer to any national IIA and consider local impact)
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Service Boards which impact on a public bodies functions
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services
- Other please explain in the box below:

### 2. What are the overall aims, objectives and intended outcomes of the policy or practice?

The overall aim is for the Council to become carbon neutral by 2030. This aim is then broken down into specific decarbonisation targets for key themes across the Council's assets and services.

### 3. Who are the main consultative groups (stakeholders)?

*Note: Consider communities of interest or place (where people are grouped together because of specific characteristics or where they live)*

The main stakeholders are employees and members, however decarbonisation of the Council's services will also affect and involve other members of the public sector, the private sector, schools, colleges, universities, voluntary sector and the local community.

**4. Is the policy related to, influenced by, or affected by other policies or areas of work (internal or external), e.g. strategic IIAs if this is an operational IIA and vice versa?**

*Note: Consider this in terms of statutory requirements, local policies, regional (partnership) decisions, national policies, welfare reforms.*  
This strategy links and complements the Council Plan's aims and existing Council strategies across all portfolios.

## **STEP 2 - Data, Engagement and Assessing the Impact**

When completing this section, you need to consider if you have sufficient information with which to complete your IIA, or whether you need to undertake a period of engagement/consultation before continuing. The legislation relating to the IIA process requires you to **engage and involve people who represent the interests of those who share one or more of the protected characteristics and with those who have an interest in the way you carry out your functions**. The socio economic duty also requires us to **take into account the voices of those in the community including those with lived experience of socio economic disadvantage**. You should undertake engagement with communities of interest or communities of place to understand if they are more affected or disadvantaged by your proposals. This needs to be proportionate to the policy or practice being assessed. Remember that stakeholders can also include our own workforce as well as partner organisations.

Before carrying out particular engagement activities, you should first look to data from recent consultations, engagement and research. This could be on a recent related policy or recent assessments undertaken by colleagues or other sources, e.g., [Is Wales Fairer?](#), [North Wales Background Data Document](#), Info Base Cymru, WIMD. This can help to build confidence among groups and communities, who can see that what they have said is being acted on. If you have very little or no information from previous engagement that is relevant to this IIA, you should undertake some engagement work with your stakeholders and with relevant representative groups to ensure that you do not unwittingly overlook the needs of each protected group. It is seldom acceptable to state simply that a policy will universally benefit/disadvantage everyone, and therefore individuals will be affected equally whatever their characteristics. The analysis should be more robust than this, demonstrating consideration of all of the available evidence and addressing any gaps or disparities. Specific steps may be required to address an existing disadvantage or meet different needs.

**The Gunning Principles**, established from past court cases, can be helpful in ensuring we apply fairness in engagement and consultation:

Principle 1: Consultation must take place when the proposals are still at a formative stage. You must not have already made up your mind.

Principle 2: Sufficient reasons must be put forward to allow for intelligent consideration and response. Have people been given the information and opportunity to influence?



Principle 3: Adequate time must be given for consideration and response. Is the consultation long enough bearing in mind the circumstances?  
Principle 4: The product of consultation must be conscientiously taken into account when finalising the decision.

5. **Have you complied with the duty to engage as described above and are you sufficiently informed to proceed?**

Yes  No  (please cross as appropriate X)

6. **If Yes, what engagement activities did you undertake and who with?**

Public engagement survey open to all, young persons engagement exercise, internal workshops with members, academi and each portfolio. Results of all compiled into the strategy document.

7. **If No, you may wish to consider pausing at this point while you undertake (further) engagement activities which you can include in the action plan below.** Please incorporate any information obtained from this additional activity in the boxes in question 8.

Action	Dates	Timeframe	Lead Responsibility	Information added to IIA (✓)
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8. **What information do you hold about the impact on each of the following characteristic and statutory considerations / duties from your experience of current service delivery and recent engagement or consultation?** Include any additional relevant data; research and performance management information; surveys; Government, professional body or organisation studies; Census data; Is Wales Fairer? (EHRC<sup>2</sup> data); complaints/compliments; service user data and feedback; inspections/ audits; socio-economic data including

<sup>2</sup> Equality and Human Rights Commission

WIMD<sup>3</sup> data. You may wish to include sub-headings showing where each element of your data has come from, e.g. national data, local data, organisation data, general or specific engagement exercises, etc.

Consider any positive or negative impact including trends in data, geography (urban or rural issues), demography, access issues, barriers, etc. Also include any areas where there are inequalities of outcome resulting from socio-economic disadvantage or other relevant issues identified by communities of interest or communities of place (i.e. where stakeholders, service users, staff, representative bodies, etc. are grouped together because of specific characteristics or where they live) and any issues identified for people living in less favourable social and/or economic circumstances.



Prompts for  
Equality Impact Asses

Equality and Human Rights			
Protected Characteristic Group	Relevant Data	Positive and / or Negative Impact	Prompts (not an exhaustive list)
Age	All protected characteristics will benefit from decarbonisation activities not least in the area of Climate Change with associated benefits particularly in flooding events. Decarbonisation of the Council’s activities and services will require long term planning and a long term vision to ensure systems and services are fit for purpose as the climate changes as well as reducing the impact of harmful climate change through mitigation. Decarbonisation activities such as planting trees and developing renewable energy will have long lasting impacts over tens to hundreds of years. These activities also contribute to the climate change targets set by Welsh Government particularly Wales generating 70% of its electricity demand from renewable	Positive	Older People Children Young People Working Age People Young Families Demographics NB: Where children / young people are affected complete the <a href="#">Childrens Rights Checklist</a> <a href="#">United Nations Convention on the Rights of the Child (UNCRC)</a> Caring responsibilities

<sup>3</sup> Wales Index of Multiple Deprivation

## Equality and Human Rights


Protected Characteristic /Group	Relevant Data	Positive and / or Negative Impact	Prompts (not an exhaustive list)
	energy by 2030 and becoming a net zero carbon nation by 2050. This gives longevity and resilience to future generations as well as supporting other age groups from today's actions. Alternative options for the use of public transport will particularly benefit those traditional high user groups in the older age and teenage groups.		
Tudalen 91 <b>Disability</b>	The Mobility & Transport theme provides provision of alternative travel options and accessibility to active travel routes. Investment in travel hubs and centralisation of common services to enhance accessibility to these. Management and development of Green Spaces to enhance and promote health and wellbeing and include accessibility for all.	Positive	Mobility / Dexterity Blind or Visually impaired Deaf or Hearing impaired Mental Health Learning Disabilities Dementia Neurological difference / Autism Access to buildings/ facilities, induction loops, signage Access to communication methods, use of British Sign Language, Easy Read Carers Dietary requirements Other Long Term Health Conditions <a href="#">United Nations Convention on the Rights of Persons with Disabilities (UNCRPD)</a>
<b>Gender Reassignment</b>		Neutral	A person who proposes to, starts or has changed their gender identity Transgender Appropriate language use, i.e. gender neutral language, appropriate pronouns Gender neutral changing facilities and toilets confidentiality

Equality and Human Rights			
Protected Characteristic /Group	Relevant Data	Positive and / or Negative Impact	Prompts (not an exhaustive list)
Marriage & Civil Partnership		Neutral	Marital status Civil Partnership status Reference to partners and not assuming husband and wife relationships /terminology
Pregnancy & Maternity		Neutral	Pregnant mothers Those entitled to maternity and paternity leave Foster/Adoption Breastfeeding mothers Access to breast feeding facilities Dress codes/uniforms- do they accommodate pregnant women
Race		Neutral	Consider Ethnicity Nationality Gypsies / Travellers Language: interpreter provision Use of plain language Refugee / Asylum Seekers Migrants Positive Action Awareness events <a href="#">United Nations Convention on the Elimination of All Forms of Racial Discrimination (UNCERD)</a>
Religion & Belief		Neutral	Faith Communities Non Beliefs Dietary requirements Vegetarianism/Veganism Other philosophical beliefs Dress code/uniforms Religious festivals/activities Buildings – access to prayer room facilities


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Equality and Human Rights			
Protected Characteristic /Group	Relevant Data	Positive and / or Negative Impact	Prompts (not an exhaustive list)
Sex		Neutral	Men / Women Gender Identity Toilet facilities/baby changing Childcare Gender Pay Gap Sex workers <a href="#">United Nations Convention on the Elimination of All Forms of Discrimination against Women (UNCEDAW)</a>
Sexual Orientation		Neutral	Gay Lesbian Bi-sexual Heterosexual Terminology - Avoid making assumptions about a person's sexual orientation use gender-neutral terms such as partner(s). Confidentiality about sexuality Further resources available from <a href="#">Stonewall Cymru</a>
<b>Socio-economic Considerations- Reducing inequalities caused by socio-economic disadvantage</b>	Lots of cross theme activities within the strategy including: Active travel routes linking rural communities Sustainable and alternative travel for rural communities Health benefits from active travel and from the promotion of our Green Spaces Reduction in anti-Social Behaviour through enhancement of our Green Spaces Community involvement in recycling schemes Development of Re-Use and Repair Cafes in local communities Engagement of community groups in recycling initiatives Use of volunteers to support the tree and woodland plan	Positive	People living in less favourable social and economic circumstances than others in the same society. Disadvantage may be exacerbated by many factors of daily life, not just urban or rural boundaries. 'Intersectionality' issues - where identity compounds socio-economic status, e.g., single parents (often women), disabled people, some BAME groups.

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Equality and Human Rights			
Protected Characteristic /Group	Relevant Data	Positive and / or Negative Impact	Prompts (not an exhaustive list)
Tudalen 94	Procurement from local sources and supply improving local economy, providing green jobs which upskills and reduces unemployment and poverty.		<p>Examples include lower levels of good health, lower paid work, poorer educational attainment and an increased risk of being a victim of crime</p> <p>Further resources available from Welsh Government including examples of <a href="#">inequalities of outcome caused by socio-economic disadvantage</a></p>  <p>Inequalities of outcome.pdf</p>
<b>Human Rights</b>		Neutral	See Human Rights Articles below. <a href="https://humanrightstracker.com/en/">https://humanrightstracker.com/en/</a> on EHRC website
<b>Other (please state)</b>			E.g., Modern Slavery, Safeguarding, Other COVID effects, Carers, Ex-offenders, Veterans, Care Leavers, Substance Abuse, Homeless
Welsh Language			
<b>Welsh Language</b>	Bi-lingual communication promotes community engagement	Positive	Ensuring equal status of both Welsh and English languages. Availability of and access to services, activities and information. Availability of Welsh speaking employees Technology

## Equality and Human Rights

Protected Characteristic /Group	Relevant Data	Positive and / or Negative Impact	Prompts (not an exhaustive list)
Tudalen 95			<p>Rights of individuals to ask for WL services.                      Impact on Welsh speaking communities, including:                      Positive / negative effects on opportunities to use the WL.                      Possible changes to number/percentage of Welsh speakers                      Migration                      Job opportunities / Staffing changes.                      Training needs and opportunities                      Availability of Welsh medium education.</p> <div style="text-align: right;">                       20200921 DG S                      Policy making stand                 </div>

<p><b>Human Rights Act 1998</b></p> <ul style="list-style-type: none"> <li>• Article 2 Right to life</li> <li>• Article 3 Freedom from torture and inhuman or degrading treatment</li> <li>• Article 4 Freedom from Slavery and forced labour</li> <li>• Article 5 Right to liberty and security</li> <li>• Article 6 Right to a fair trial</li> <li>• Article 7 No punishment without law</li> </ul>	<ul style="list-style-type: none"> <li>• Article 8 Respect for private life, family, home and correspondence</li> <li>• Article 9 Freedom of thought, belief and religion</li> <li>• Article 10 Freedom of expression</li> <li>• Article 11 Freedom of Assembly and association</li> <li>• Article 12 Right to marry and start a family</li> <li>• Article 13 Right to access effective remedy if rights are violated</li> <li>• Article 14 Protection from discrimination</li> </ul>
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## Environment and Biodiversity

	<b>Relevant Data/Information</b>	<b>Positive and /or negative impacts</b>	<b>Prompts (not an exhaustive list)</b>
<b>Reducing greenhouse gas emissions</b>	The strategy's key focus is decarbonising Council activities and services across key themes – Buildings, Procurement, Mobility & Transport, Land Use and Behaviour. All processes, services and procurement related to this strategy delivery will be in keeping with these aims.	Positive	Will energy need be met through renewable sources? Will it reduce greenhouse gas emissions by reducing energy consumption and the need to travel? * Will it reduce ozone depleting emissions? Will it reduce emissions through retrofitting new technology? Will it reduce heat island effects on people and property?
<b>Plan for future climate change</b>	The strategy includes elements of climate change adaptation to improve sustainability of our communities as the climate changes. This includes provision and management of our habitats and green spaces, design of buildings with future weather changes in mind, production of renewable energy, provision of flood risk management and sustainable drainage systems, and support of a local economy to provide sustainability of food sources and other supplies.	Positive	Will it minimise flood risk from all sources of flooding? * Will it reduce property damage due to storm events/heavy rainfall by improving flood resistance and flood resilience? Will it reduce combined sewer overflow events? Will it encourage the re-use of resources? Will it encourage sustainable construction methods and procurement? Will it encourage water efficiency and drought resilience?
<b>Pollution: air, water/ soil/noise and vibration and emissions</b>	Move towards renewable energies diverts the need to burn fossil fuels, and promotion of ultralow emission vehicles and active travel all contribute to better air quality due to the reduction in air pollutants.	Positive	Will it reduce combined sewer overflow events? Will it improve air quality? * Will it reduce emissions of key pollutants? Will it reduce noise concerns and noise complaints? Will it reduce noise levels?
<b>Integrating biodiversity into decision making</b>	Maintenance and enhancement of green spaces and habitats to improve species richness is a key aim under the Land Use theme of the strategy. The strategy and its actions have been consulted on by the natural environment team to ensure it supports and enhances Section 6 and other biodiversity targets.	Positive	Have you considered the impacts and opportunities for action for biodiversity at early stages Are the impacts of procurement on biodiversity considered? Are products sourced sustainably?


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	Carbon sequestration schemes will include tree planting which will also support the Urban tree and woodland plan.		Have the wider benefits of improved biodiversity been considered, flood prevention, health and wellbeing, recreation? Can you link with other strategies and initiatives for biodiversity e.g. FCC Environment and Sustainability policy, FCC Section 6 Plan, FCC Urban tree and woodland plan?
<b>Increasing the resilience of our natural environment?</b>	As above	Positive	Does the proposal work with nature and consider the use of nature based solutions first and foremost? Does your proposal support the creation of new habitats (in addition to any mitigation or compensation habitat) Does it contribute to the restoration of degraded habitats? Does it improve site management to improve nature value?
<b>Improving understanding and raise awareness of the importance of biodiversity</b>	Within the Behaviour theme of the strategy are requirements to ensure climate change and biodiversity are included in all Council decision making processes as well as provision of mandatory training for affected employees.	Positive	Can your proposal promote understanding of biodiversity? Can the delivery of public goods and services such as social care, community health and recreation promote biodiversity? Can your proposal promote biodiversity with partners/beneficiaries
<b>Encouraging resource efficiency (energy, water, materials and minerals)</b>	Energy efficiency is a key part of this strategy within our own assets and provision of support to homeowners and private sector.	Positive	Will it reduce water consumption and improve water efficiency? Will it reduce energy consumption? *
<b>Reducing waste production and</b>	Reduction of waste and increase of reuse and recycle is included in Land Use theme through development of recovery and refurb	Positive	Will it reduce consumption of materials and resources?

<b>increase recycling, recovery and re-use of waste</b>	services, improved kerbside recycling service and move towards a paperless Council.		Will it reduce household waste? Will it increase recycling, recovery and re-use? Will it reduce construction waste?
<b>Reducing need to travel and promote sustainable forms of transport</b>	Mobility & Transport theme focusses on the Council's own fleet decarbonisation, incentives for employees to cycle to work and salary sacrifice for ultralow emission vehicles. Move towards hybrid working and virtual meetings as a result of Covid-19 has reduced employee commuting and business mileage. Enhancement of public transport further reducing private vehicles.	Positive	Will it reduce volumes of traffic? Will it encourage walking and cycling?*
<b>Improving the physical environment: housing, public space, access to and quality of green space</b>	Improvements to housing, open space, the general landscape and access to all.	Positive	Will it reduce litter? Will it enhance the quality of public realm? Will it improve access and mobility for all equality groups Will it improve open space? Will it improve landscape character? Will it minimise development on Greenfield sites
<b>Protecting and enhancing the historic environment and architectural, archaeological and cultural heritage</b>	Any decarbonisation to historical and protected sites will be carried out sympathetically to enhance the site.	Positive	Will it protect heritage sites and cultural value? Will it protect strategic views? Will it protect listed buildings and their settings? Will it help preserve, enhance and record archaeological features and their settings?

Health

Determinants of health	Relevant data /information	Positive and /or negative impacts	<b>Prompts</b> (not an exhaustive list) Guidance from  HIA_Tool_Kit_V2_W EB.pdf
<b>Lifestyles</b>	The strategy promotes access to active travel routes to encourage walking and cycling to improve health Reduction in carbon emissions into the atmosphere which improves air quality Access to greenspaces to encourage exercise Carbon sequestration through tree and woodland plan and the agricultural estate Cleaner fuel use and less car journeys	Positive	Diet Physical activity Use of alcohol, cigarettes, non-prescribed drugs Sexual activity Other risk-taking activity
<b>Social and community influences on health</b> Tudalen 99			Family organisation and roles Citizen power and influence Social support and social networks Neighbourliness Sense of belonging Local pride Divisions in community Social isolation Peer pressure Community identity Language/Cultural and spiritual ethos Racism Other social exclusion
<b>Mental well-being</b>	Improved access and provision of green spaces has been proven to enhance mental wellbeing and resilience.	Positive	Does this proposal support sense of control? Does it enable participation in community and economic life? Does it impact on emotional wellbeing and resilience?

<b>Living/environmental conditions affecting health</b>			Built environment Neighbourhood design Housing Indoor environment Noise Air and water quality Attractiveness of area Green space Community safety Smell/odour Waste disposal Road hazards Injury hazards Quality and safety of play areas
<b>Economic conditions affecting health</b>			Unemployment Income Economic inactivity <input type="checkbox"/> Type of employment Workplace conditions
<b>Access and quality of services</b>			Medical services Other caring services Shops and commercial services Public amenities Transport including parking Education and training Information technology
<b>Macr-economic, environmental and sustainability factors</b>			Government policies Gross Domestic Product Economic development Biological diversity Climate

Tudalen 100

	Relevant data or information	Positive and/or negative impacts	Prompts (not exhaustive)
Relevant Article	Health benefits through less exposure to air pollution Access to clean and enhanced green spaces Access to active travel routes to encourage walking and cycling and the associated health benefits Reduction in waste to combat climate change		<a href="#">Summary of conventions</a>

There are four articles in the convention that are seen as special. They're known as the "General Principles" and they help to interpret all the other articles and play a fundamental role in realising all the rights in the Convention for all children. They are:

Article 2	The Convention applies to every child without discrimination, whatever their ethnicity, sex, religion, language, abilities or any other status, whatever they think or say, whatever their family background
Article 3	(best interests of the child) The best interests of the child must be a top priority in all decisions and actions that affect children.
Article 6	(life, survival and development) Every child has the right to life. Governments must do all they can to ensure that children survive and develop to their full potential
Article 12	2 (respect for the views of the child) Every child has the right to express their views, feelings and wishes in all matters affecting them, and to have their views considered and taken seriously. This right applies at all times, for example during immigration proceedings, housing decisions or the child's day-to-day home life

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**9. Are there any data or information gaps and if so what are they and how do you intend to address them?**

Note: If it is not possible to obtain this information now, you should include this in your action plan in Step 6 so that this information is available for future IIAs.

**10. How does your proposal ensure that you are working in line with the requirements of the Welsh Language Standards (Welsh Language Measure (Wales) 2011), to ensure the Welsh language is not treated less favourably than the English language, and that every opportunity is taken to promote the Welsh language (beyond providing services bilingually) and increase opportunities to use and learn the language in the community?**

All public facing media is available in welsh and english language to ensure equality as per the Welsh Language Standards.

11. **If this IIA is being updated from a previous version of a similar policy or practice, were the intended outcomes of the proposal last time achieved or were there other outcomes?** (Please provide details, for example, was the impact confined to the people you initially thought would be affected, or were other people affected and if so, how?)
12. **What is the cumulative impact of this proposal on different protected groups when considering other key decisions affecting these groups made by the organisation?** (You may need to discuss this with your Chief Officer or Cabinet Member to consider more widely if this proposal will affect certain groups more adversely because of other decisions the organisation is making, e.g., financial impact/poverty, withdrawal of multiple services and whether this is disadvantaging the same groups, e.g., disabled people, older people, single parents (who are mainly women), etc)

13. **How does this proposal meet with each of the 7 goals of the Well-being of Future Generations (Wales) Act 2015?**

For more information, please see: <https://futuregenerations.wales/about-us/future-generations-act/>

14. **How does this proposal meet with the 5 ways of working of the Well-being of Future Generations (Wales) Act 2015 ?**

For more information, please see: <https://futuregenerations.wales/about-us/future-generations-act/>

15. **Describe any intended negative impact identified and explain why you believe this is justified** (for example, on the grounds of advancing equality of opportunity or fostering good relations between those who share a protected characteristic and those who do not or because of an objective justification<sup>1</sup> or positive action<sup>2</sup>)

**Note<sup>1</sup>: Objective Justification** - gives a defence for applying a policy, rule or practice that would otherwise be unlawful direct or indirect discrimination. To rely on the objective justification defence, the employer, service provider or other organisation must show that its policy or rule was for a good reason – that is 'a proportionate means of achieving a legitimate aim'. A **legitimate aim** is the reason behind the discrimination which must not be discriminatory in itself and must be a genuine or real reason, e.g., health, safety or welfare of individuals. If the aim is simply to reduce costs because it is cheaper to discriminate, this will not be legitimate. Consider if the importance of the aim outweighs any discriminatory effects of the unfavourable treatment and be sure that there are no alternative measures available that would meet the aim without too much difficulty (proportionate) and would avoid the discriminatory effect.

**Note<sup>2</sup>: Positive Action** - Where an employer takes specific steps to improve equality in the workplace to address any imbalance of opportunity, lessen a disadvantage or increase participation in a particular activity, for example, increasing the number of disabled people in senior roles where they are under-represented by targeting specific

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groups with job adverts or offering training to help create opportunities for certain groups. The public sector is expected to consider the use of positive action to help them comply with the Public Sector Equality Duty.

**16. Could any of the negative impacts identified amount to unlawful discrimination but are perceived to be unavoidable (e.g., reduction in funding)?**

Yes  No  Not Sure  *(Please double click on the relevant box (X) and select 'checked' as appropriate)*

**17. If you answered Yes or Not Sure to question 15, please state below, which protected group(s) this applies to and explain why (including likely impact or effects of this proposed change)**

**18. If you answered No to question 15, are there any barriers identified which amount to a differential impact for certain groups and what are they?**

### **STEP 3 - Procurement and Partnerships**

The Public Sector Equality Duty (PSED) requires all public authorities to consider the needs of protected characteristics when designing and delivering public services, including where this is done in partnership with other organisations or through procurement of services. The Welsh Language Standards also require all public authorities to consider the effects of any policy decision, or change in service delivery, on the Welsh language, which includes any work done in partnership or by third parties. We must also ensure we consider the Socio-economic Duty when planning major procurement and commissioning decisions to consider how such arrangements can reduce inequalities of outcome caused by socio-economic disadvantage.

When procuring works, goods or services from other organisations (on the basis of a relevant agreement), we must have due regard to whether it would be appropriate :

- for the award criteria for that contract to include considerations to help meet the General Duty (to eliminate discrimination, promote equality of opportunity and foster good relations);
- to stipulate conditions relating to the performance of the contract to help meet the three aims of the General Duty.

This only applies to contractual arrangements that are “relevant agreements” which means either the award of a ‘public contract’ or the conclusion of a ‘framework agreement’, both of which are regulated by the Public Sector Directive (Directive 2004/18/EC) which regulates the specified EU thresholds. Further information can be found [here](#).

We must consider how such arrangements can improve equal opportunities and reduce inequalities of outcome due to protected characteristics and caused by socio-economic disadvantage, particularly on major procurement and commissioning decisions. The PSED applies to the work that private sector organisations undertake when delivering a public function on our behalf. We therefore need to ensure that those organisations exercise those functions by ensuring our procurement and monitoring of those services complies with the General Duty under Section 149 of the Equality Act 2010. In the same way, the Welsh Language Standards applies to any work undertaken on behalf of, and in the name of, public bodies that are themselves subject to the Standards, and so consideration should be given to how these requirements are monitored and communicated through the procurement documents. The Socio Economic Duty does not pass to a third party through procurement, commissioning or outsourcing. Therefore when we work in partnership with bodies not covered by the Socio Economic Duty, the duty only applies to us as the relevant public body.

**19 Is this policy or practice to be carried out wholly or partly by contractors or in partnership with another organisation(s)?**

Yes  No  (Please double click on the relevant box (X) and select 'checked' as appropriate)

If No, please proceed to Step 4

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**If Yes, what steps will you take to comply with the General Equality Duty, Human Rights and Welsh Language Legislation and the Socio-Economic Duty in regard to procurement and/or partnerships? Think about :**

**Procurement**

- Setting out clear equality expectations in Tendering and Specification documentation, showing how promotion of equality may be built into individual procurement projects
- On what you based your decisions in the award process, including consideration of ethnical employment and supply chain code of practice
- Ensure that contract clauses cover the Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011 and socio-economic requirements as well as Welsh Language Duties (remember that any duties from the Welsh Language Measure 2011 and Welsh Language Standards are also applicable to services provided on your behalf under contract by external bodies).
- Performance and Monitoring measures are included to monitor compliance, managing and enforcing contracts

**Partnerships**

Be clear about who is responsible for :

- Equality Monitoring relevant data
- Equality Impact Assessments
- Delivering the actions from the IIA
- Ensuring that equality, human rights and Welsh Language legislation is complied with by all partners
- Demonstrating due regard to the Public Sector Equality Duty and the Socio-Economic duty

**STEP 4 - Dealing with Adverse or Unlawful Impact and Strengthening the Policy or Practice**



21. When considering proportionality, does the policy or practice have a significantly positive or negative impact or create inequalities of outcome resulting from socio-economic disadvantage?

(Please give brief details)

Significantly positive impact	Significantly negative impact

22. It is important that you record the mitigating actions you will take in developing your final policy/practice draft. Record here what measures or changes you will introduce to the policy or practice in the final draft which could reduce or remove any unlawful or negative impact or disadvantage and/or improve equality of opportunity/introduce positive change; or reduce inequalities of outcome resulting from socio-economic disadvantage? (This could also inform the Action Plan in Q30)

Unlawful or Negative Impact Identified	Mitigation / Positive Actions Taken in the Policy/Practice	Completed (✓)

23. Will these measures remove any unlawful impact or disadvantage?

Yes  No  (Please double click on the relevant box (X) and select 'checked' as appropriate)

24. If No, what actions could you take to achieve the same goal by an alternative means?

25. What measures or changes in the following important legislative areas have you included to strengthen or change the policy/practice:

- a) to foster good relations and advance equality of opportunity as covered by the General Duty in the Equality Act 2010;
- b) to reduce inequalities of outcome as a result of socio-economic disadvantage;
- c) to increase opportunities to use the Welsh language and in treating the Welsh language no less favourably than the English language as set out in the Welsh Language (Wales) Measure 2011 and reduce or prevent any adverse effects that the policy/practice may have on the Welsh language?

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26. Do you have enough information to make an informed judgement?

Yes  No  (Please double click on the relevant box (X) and select 'checked' as appropriate)

27. If you answered Yes, please justify:

28. If you answered No, what information do you require and what do you need to do to make a decision?  
 (Note: Should data collection be included in the action plan (Step 6)?)

**[You may need to stop here until you have obtained the additional information]**

**STEP 5 - Decision to Proceed**

29. Using the information you have gathered in Steps 1 – 4 above, please state on the table below whether you are able to proceed with the policy or practice and if so, on what basis?

(Please double click on the relevant box (X) and select 'checked' as appropriate)

Decision	
<input checked="" type="checkbox"/> Yes	Continue with policy or practice in its current form
<input type="checkbox"/> Yes	Continue with policy or practice but with amendments for improvement or to remove any areas of adverse impact identified in Step 4
<input type="checkbox"/> Yes	Continue with the plan as any detrimental impact can be justified
<input type="checkbox"/> No	Do not continue with this policy or practice as it is not possible to address the adverse impact. Consider alternative ways of addressing the issues.

30. Are there any final recommendations in relation to the outcome of this Equality Impact Assessment?

**STEP 6 - Actions and Arrangements for Monitoring Outcomes and Reviewing Data**

The IIA process is an ongoing one that doesn't end when the policy/practice and IIA is agreed and implemented. There is a specific legal duty to monitor the impact of policies/practices on equality on an ongoing basis to identify if the outcomes have changed since you introduced or amended this new policy or practice. If you do not hold relevant data, then you should be taking steps to rectify this in your action plan. To review the EHRC guidance on data collection you can review their [Measurement Framework](#).

**31. Please outline below any actions identified in Steps 1-5 or any additional data collection that will help you monitor your policy/practice once implemented:**

Action	Dates	Timeframe	Lead Responsibility	Add to Service Plan (✓)

**32. Please outline below what arrangements you will make to monitor and review the ongoing impact of this policy or practice including timescales for when it should be formally reviewed:**

Monitoring and Review arrangements (including where outcomes will be recorded)	Timeframe & Frequency	Lead Responsibility	Add to Service Plan (✓)

## STEP 7 - Publishing the Integrated Impact Assessment

Please arrange for this completed IIA to be agreed by your Chief Officer and arrange for translation and publishing with a copy sent to Stephanie Aldridge: [stephanie.aldridge@flintshire.gov.uk](mailto:stephanie.aldridge@flintshire.gov.uk).

Mae'r dudalen hon yn wag yn bwrpasol

# Eitem ar gyfer y Rhaglen 6



## ENVIRONMENT AND ECONOMY OVERVIEW AND SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday, 8th February 2022
<b>Report Subject</b>	Grant Funding Application to Promote Repair and Reuse Initiatives
<b>Cabinet Member</b>	Cabinet Member for Streetscene
<b>Report Author</b>	Chief Officer (Streetscene and Transportation)
<b>Type of Report</b>	Operational

### EXECUTIVE SUMMARY

The Welsh Government's "Beyond Recycling" strategy provides local authorities with clear direction that the emphasis on positive waste management and the move towards a circular economy starts with ensuring that items are kept in use for as long as possible. This is achieved by adopting the waste hierarchy of reusing, repurposing or repairing items as the first option before choosing to recycle or dispose of them.

To embed this principle in council policy, options have been considered as to how to deliver a compliant service whereby items deemed as waste can be intercepted or diverted at the point of disposal and directed back to reuse.

This report details a pilot scheme to deliver a reuse project on the Household Recycling Centres in partnership with Refurbs Flintshire. This pilot scheme requires grant funding to be delivered so an application has been submitted to the Landfill Disposal Tax Community Scheme for consideration for their nationally significant project fund.

### RECOMMENDATIONS

1	Scrutiny notes and supports the submission of a grant funding application to promote repair and reuse initiatives.
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## REPORT DETAILS

1.00	<b>EXPLAINING THE BACKGROUND FOR A FUNDING APPLICATION TO PROMOTE REPAIR AND REUSE INITIATIVES</b>
1.01	<p>The Welsh Government’s “Beyond Recycling” strategy gives local authorities clear direction that the emphasis on positive waste management and the move towards a circular economy starts with ensuring that items are kept in use for as long as possible. This is achieved by adopting the waste hierarchy of reusing, repurposing or repairing items as the first option before choosing recycling or disposal.</p>
1.02	<p>In an effort to promote repair and reuse, we wrote to all the charities registered in Flintshire in August 2019 to gauge their interest in working in partnership with us to introduce an initiative at the Household Recycling Centres (HRCs), whereby we would divert reusable items that were meant for disposal to reuse and resale in their charity shops. It was intended that this could offer a sustainable source of good quality, saleable items for charities to increase their income, whilst increasing our reuse performance to enable us to minimise waste disposal.</p> <p>It was the intention that a charity could either “adopt” or “sponsor” one of the five HRCs and be represented at their designated site by volunteers, who would be able to engage with residents and inform them of the benefits of keeping usable items in use and make them “think before they throw.”</p> <p>The benefit to the charity would be to take those reusable items back to their retail shops for sale and investment into their charitable projects.</p> <p>In all, five charities expressed an interest in becoming involved in the project; however, due to the pandemic in 2020, the exercise was halted.</p>
1.03	<p>One of the charities that expressed an interest was Refurbs Flintshire, a long standing partner to the authority for the delivery of the bulky waste collection service, along with the waste deconstruction project at our Oakenholt HRC and the new Repair Centre in Buckley.</p> <p>The management team at Refurbs saw the opportunities and potential of the project and were keen to be involved, but did see some limitations with our initial ideas. Concerns raised were in relation to the idea that each charity would adopt a specific site and those items of reusable quality would be for that charity alone to use and not necessarily the items required. As many charities have differing needs and points of sale, not all items recovered may have been usable or useful, which would have meant that some items would still have to be disposed of through the usual channels. For example, some charities prefer clothing only, whilst others would want a wider range of items, such as bric-a-brac, books, computer games etc. Also, the logistics of storing, transporting and bulking items may have been a limiting factor for some smaller charities.</p>
1.04	<p>As we are keen to re-instantiate this initiative, which is an action under the circular economy priority in the Council Plan 2022/23 and was supported at the all member workshops in July 2021, further conversations have taken place with Refurbs Flintshire on a manageable way to implement a pilot scheme to prove concept and sustainability and trial the proposals.</p>

1.05	<p>The following solutions have been considered as a basis for the pilot scheme:-</p> <ul style="list-style-type: none"> <li>• Place a ‘set aside’ container at each Household Recycling Centre (HRC) where members of the public would be directed to place small household items that are still in usable quality;</li> <li>• Provide a collection service of the small household items from each HRC to one centralised ‘hub’, which would be manned and operated by Refurbs;</li> <li>• Sort and separate items into ‘lots’ which can be collected by charities for retail in their shops;</li> <li>• Create a library at the ‘hub’ of recorded media and books for loan to Flintshire residents;</li> <li>• The ‘hub’ would allow for direct donation from residents of Flintshire reducing the need to transfer from a HRC to site;</li> <li>• Provide a kerbside collection service for textile items (in the trial period), which could link with the Education Department’s School Uniform Exchange project.</li> </ul>
1.06	<p>To promote the initiative, communications would need to be clear on all HRCs that the items are being reused and are benefiting local charities engaged with the project. Volunteers involved with the ‘hub’ would work on the HRCs alongside the existing site team in order to engage with residents and explain the project. It would also be welcomed if the charities accepting the goods could offer volunteer time back in this way.</p>
1.07	<p>Items expected to be included in the pilot scheme at the initial phase are, but not limited to:</p> <ul style="list-style-type: none"> <li>• Children’s toys</li> <li>• Children’s clothing and sportswear</li> <li>• Adult clothing</li> <li>• Board games and jigsaws</li> <li>• Computer games, DVDs and CDs</li> <li>• Decorative ceramics</li> <li>• Pictures</li> </ul> <p>The list of items can be developed as the demand is better understood.</p>
1.08	<p>To support the project, we have submitted a joint funding application to the Landfill Disposal Tax Communities Scheme for the nationally significant grant fund for projects of value from £50,000 to £250,000.</p> <p>The fund is open to any organisation for projects focusing on one or more of the following themes:</p> <ul style="list-style-type: none"> <li>• <b>Biodiversity</b> – create resilient ecological networks for the benefit of a range of habitats and species</li> <li>• <b>Waste minimisation and the diversion of waste from landfill</b> – promote awareness and best practice to reduce the amount of waste produced</li> <li>• <b>Wider environmental enhancements</b> – bring wider community benefit through improving quality of place</li> </ul>

	<p>This projects sits well within the waste minimisation and the diversion of waste from landfill category, which aims to ‘promote awareness and best practice to reduce the amount of waste produced’ with the aim of reducing the environmental and monetary costs associated with wasted resources and help bring about a circular economy where waste is viewed as a resource.</p>
1.09	<p>The application has been submitted requesting the full £250,000 grant available with the project to be overseen by the Council and day-to-day management and operation by Refurbs Flintshire.</p> <p>The project is proposed to run from April 2022 to March 2023, initially establishing the additional infrastructure needed to collect, sort and distribute items, then rolling out the service across the County.</p> <p>The grant funding will pay for staff to establish and run the project; premises for the hub; vehicle acquisition and running costs; promotion/marketing for the service; training for staff and volunteers; and volunteer expenses.</p> <p>Refurbs Flintshire worked with officers in the waste strategy team to develop the grant application. The application was submitted on 23 January 2022 and was approved by delegated authority in <b>Appendix 1</b>. The outcome of the grant application will be announced in February 2022.</p>

<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
2.01	The project will be funded following a successful award of the Landfill Disposal Tax Communities Scheme to the value of £250,000.
2.02	The scheme and resources will be managed by Refurbs Flint utilising the awarded grant funding.
2.03	There are no implications for the approved revenue budget for the service for either the current financial year or for future financial years as a result of this pilot project.

<b>3.00</b>	<b>IMPACT ASSESSMENT AND RISK MANAGEMENT</b>
3.01	The project is reliant on the award of the grant funding. Without this funding, it will not be possible to provide such a comprehensive pilot scheme.
3.02	By enabling items to be reused and be seen as an asset with the potential to be repurposed, there will be a reduction in the demand for raw materials to make new products and reducing environmental impacts.
3.03	This is an innovative project, which will enable resources to be used efficiently and proportionately, and by reducing waste sent to landfill or for incineration will contribute to minimising climate change.
3.04	By increasing the availability of materials for reuse and repurposing this will encourage and enable people to increase their own knowledge, skills and creativity with the aim of minimising waste and promoting responsible procurement.



3.05	By increasing the availability and reuse of items and textiles to 'second users' the project will support those who are not as financially affluent or living in poverty.
3.06	The financial benefit received by charities will be used to further promote the good work that they do in our communities for our residents.

<b>4.00</b>	<b>CONSULTATIONS REQUIRED/CARRIED OUT</b>
4.01	Cabinet Member for Streetscene
4.02	All members workshops (6 <sup>th</sup> and 20 <sup>th</sup> July 2021)
4.03	Refurbs Flintshire management team
4.04	Various charities based in Flintshire (undertaken in 2019)

<b>5.00</b>	<b>APPENDICES</b>
5.01	Appendix 1 – Delegated Authority Form.

<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS</b>
6.01	Cabinet report detailing members support for the development of repair and reuse initiatives working in partnership with local charities <a href="#">Target 70 A Review of Flintshire County Councils Waste Strategy.pdf</a>
6.02	Welsh governments 'Beyond Recycling' Strategy' detailing the priority of repair and reuse in Council policies to achieve a Circular economy <a href="https://gov.wales/sites/default/files/publications/2021-03/beyond-recycling-strategy-document.pdf">https://gov.wales/sites/default/files/publications/2021-03/beyond-recycling-strategy-document.pdf</a>
6.03	Landfill Disposal Tax Communities Scheme background information <a href="https://wcva.cymru/funding/landfill-disposals-tax-communities-scheme/">https://wcva.cymru/funding/landfill-disposals-tax-communities-scheme/</a>
6.04	Council Plan 2021/23 <a href="https://www.flintshire.gov.uk/en/PDFFiles/Council-Democracy/Council-Plan-2021-23-Final.pdf">https://www.flintshire.gov.uk/en/PDFFiles/Council-Democracy/Council-Plan-2021-23-Final.pdf</a>

<b>7.00</b>	<b>CONTACT OFFICER DETAILS</b>
7.01	<b>Contact Officer:</b> Ruth Tulley, Regulatory Services Manager <b>Telephone:</b> 01352 704796 <b>E-mail:</b> <a href="mailto:ruth.tulley@flintshire.gov.uk">ruth.tulley@flintshire.gov.uk</a>

8.00	<b>GLOSSARY OF TERMS</b>
8.01	<p><b>Household waste</b> and <b>non-household waste</b> are defined in the Environmental Protection Act 1990 and the Controlled Waste (England and Wales) Regulations 2012.</p> <p><b>Reuse</b> is the action or practice of using an item, whether for its original purpose or to fulfil a different function</p> <p><b>Circular Economy</b> seeks to reduce waste, recover resources at the end of a product's life, and channel them back into production, thus significantly reducing pressure on the environment.</p> <p>The <b>waste hierarchy</b> is a ranking system used for the different waste management options according to which is the best for the environment. The most preferred option is to prevent waste, and the least preferred choice is disposal in landfill sites.</p>

**FLINTSHIRE COUNTY COUNCIL  
ACTIONS TAKEN UNDER DELEGATED POWERS**

<b>SERVICE:</b>	<b>Streetscene and Transportation</b>
<b>INITIATING OFFICER:</b>	<b>Ruth Tulley</b>
<b>SUBJECT:</b>	<b>Grant funding application to promote repair and reuse initiatives</b>

**TEXT FOR INCLUSION IN THE DELEGATED POWERS REPORT TO CABINET  
(Brief description):**

The Welsh Government's "Beyond Recycling" strategy provides local authorities with clear direction that the emphasis on positive waste management and the move towards a circular economy starts with ensuring that items are kept in use for as long as possible. This is achieved by adopting the waste hierarchy of reusing, repurposing or repairing items as the first option before choosing recycling or disposal.

To embed this principle in council policy, options have been considered as to how to deliver a service where items deemed as waste are intercepted or diverted at the point of disposal and directed back to reuse.

This report requests delegated authority to implement a pilot scheme to deliver a reuse pilot scheme on the Household Recycling Centres in partnership with Refurbs Flintshire. This pilot scheme requires grant funding to be delivered so an application has been submitted to the Landfill Disposal Tax Community Scheme for consideration for their nationally significant project fund.

**FULL DETAILS:**

In an effort to promote repair and reuse, we wrote all the charities registered in Flintshire in August 2019 to gauge their interest in working in partnership with us to introduce an initiative at the Household Recycling Centres (HRCs) whereby we would divert reusable items that were meant for disposal to reuse and resale in their charity shops. It was intended that this could offer a sustainable source of good quality, saleable items for charities to increase their income, while increasing our reuse performance to enable us to minimise waste disposal.

It was the intention that a charity could either "adopt" or "sponsor" one of the five HRCs and be represented at their designated site by volunteers, who would be able to engage with residents and inform them of the benefits of keeping usable items in use and make them "think before they throw." The benefit to the charity would be to take those reusable items back to their retail shops for sale and investment into their charitable projects.

In all, five charities expressed an interest in becoming involved in the project; however, due to the pandemic in 2020, the exercise was halted.

One of the charities that expressed an interest was Refurbs Flintshire, a long standing partner to the authority for the delivery of the bulky waste collection service, along with the waste deconstruction project at our Oakenholt HRC and the new Repair Centre in Buckley.

The management team at Refurbs saw the opportunities and potential of the project and were keen to be involved, but did see some limitations with our initial ideas. Concerns raised were in relation to the idea that each charity would adopt a specific site and those items of reusable quality would be for that charity alone to use and not necessarily the items required. As many charities have differing needs and points of sale, not all items recovered may have been usable or useful, which would have meant that some items would still have to be disposed of through the usual channels. For example, some charities prefer clothing only, whilst others would want a wider range of items, such as bric-a-brac, books, computer games etc. Also, the logistics of storing, transporting and bulking items may have been a limiting factor for some smaller charities.

As we are keen to re-institute this initiative, which is an action under the circular economy priority in the Council Plan 2022/23 and supported at the all member workshops in July 2021, further conversations have taken place with Refurbs Flintshire on a manageable way to implement a pilot scheme to prove concept and sustainability and trial the proposals.

The following solutions have been considered as a basis for the pilot scheme:-

- Place a 'set aside' container at each Household Recycling Centre (HRC) where members of the public would be directed to place small household items that are still in usable quality;
- Provide a collection service of the small household items from each HRC to one centralised 'hub', which would be manned and operated by Refurbs;
- Sort and separate items into 'lots' which can be collected by charities for retail in their shops;
- Create a library at the 'hub' of recorded media and books for loan to Flintshire residents.
- The 'hub' would allow for direct donation from residents of Flintshire reducing the need to transfer from a HRC to site.
- Provide a kerbside collection service for textile items (in the trial period), which could link with the Education Department's School Uniform Exchange project.

To promote the initiative, communications would need to be clear on all HRCs that the items are being reused and are benefiting local charities engaged with the project. Volunteers involved with the 'hub' would work on the HRCs alongside the existing site team in order to engage with residents and explain the project. It would also be welcomed if the charities accepting the goods could offer volunteer time back in this way.

Items expected to be included in the initial scheme are, but not limited to, children's toys, children's clothing and sportswear, adult clothing, board games and jigsaws, computer games, DVDs and CDs, and decorative ceramics and pictures. The list of items can be developed as the demand is better understood.

To support the project, we have submitted a joint funding application to the Landfill Disposal Tax Communities Scheme for the nationally significant grant fund for projects of value from £50,000 to £250,000.

The fund is open to any organisation for projects focusing on one or more of the following themes:

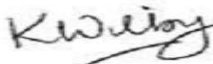
- **Biodiversity** – create resilient ecological networks for the benefit of a range of habitats and species
- **Waste minimisation and the diversion of waste from landfill** – promote awareness and best practice to reduce the amount of waste produced
- **Wider environmental enhancements** – bring wider community benefit through improving quality of place

This projects sits well within the waste minimisation and the diversion of waste from landfill category, which aims to ‘promote awareness and best practice to reduce the amount of waste produced’ with the aim of reducing the environmental and monetary costs associated with wasted resources and help bring about a circular economy where waste is viewed as a resource.

The application has been submitted requesting the full £250,000 grant available with the project to be overseen by the Council and day-to-day management and operation by Refurbs Flintshire. The project is proposed to run from April 2022 to March 2023, initially establishing the additional infrastructure needed to collect, sort and distribute items, then rolling out the service across the County.

The grant funding will pay for staff to establish and run the project; premises for the hub; vehicle acquisition and running costs; promotion/marketing for the service; training for staff and volunteers; and volunteer expenses. Refurbs Flintshire worked with officers in the waste strategy team to develop the grant application. The outcome of the grant application will be announced in February 2022

<b>FINANCIAL IMPLICATIONS:</b>	There will be no financial implications to Flintshire County Council as the pilot will be funded via grant funding.
<b>HR IMPLICATIONS:</b>	There are no HR implications

<b>APPROVED BY CHIEF OFFICER:</b>	
<b>DATE:</b>	25 January 2022
<b>APPROVED BY CABINET MEMBER:</b>	
<b>DATE:</b>	
<b>DATE SUBMITTED TO CABINET:</b>	



# Eitem ar gyfer y Rhaglen 7



## ENVIRONMENT AND ECONOMY OVERVIEW AND SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday, 8 <sup>th</sup> February 2022
<b>Report Subject</b>	Bulky Waste Collections
<b>Cabinet Member</b>	Cabinet Member for Streetscene
<b>Report Author</b>	Chief Officer (Streetscene and Transportation)
<b>Type of Report</b>	Operational

### EXECUTIVE SUMMARY

A proportion of the 'waste' generated by households in Flintshire includes many items that still have a use or value, in particular larger items, such as furniture and electrical goods. These items, which are commonly known as 'bulky waste' can be problematic for the householder to dispose of in a way that retains the intrinsic value of the item.

Welsh Government's Waste Collections Blueprint recommends that local authorities provide a service for the collection of these materials, which should be provided in a way that maximises their value.

Flintshire County Council currently has an agreement with a local social enterprise (Refurbs Flintshire) for collecting and handling bulky waste items in the county. Refurbs Flintshire was established in 2002 and are a registered charity and not-for-profit company. Under the agreement, Refurbs Flintshire work in partnership with Flintshire County Council to provide the collection service for bulky waste items from households within the County of Flintshire.

In November 2021, the Environment and Economy Overview and Scrutiny Committee requested a report on how the bulky waste service is operated. This reports provides the Committee with an overview of this popular collection service, information on the number of collections made and volume of waste collected, and outlines the impact that the COVID pandemic has had on service delivery.

### RECOMMENDATIONS

1	That the Scrutiny Committee welcomes the report and supports the work undertaken to maintain the bulky waste collection during the pandemic.
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## REPORT DETAILS

1.00	<b>EXPLAINING THE BACKGROUND FOR THE BULKY WASTE COLLECTION SERVICE</b>
1.01	<p>In November 2021, the Environment and Economy Overview and Scrutiny Committee requested a report on how the bulky waste service is operated. This reports provides the Committee with an overview of this popular collection service, information on the number of collections made and volume of waste collected, and outlines the impact that the COVID pandemic has had on service delivery.</p>
1.02	<p>Bulky household waste refers to items that are too large to be taken away with the normal weekly kerbside collection. These can be items such as white goods (fridges, washing machines, and tumble driers), household appliances and furniture, garden furniture or metal items.</p> <p>Flintshire County Council currently has an agreement in place with a local social enterprise (Refurbs Flintshire) for collecting and handling bulky waste items. The items collected, which are suitable for reuse, are sold at Refurbs Flintshire's premises in Aber Park, Flint, where the revenue generated from the sale of the donated items is re-invested into the charity, in order that they can continue to provide a service to customers and for the benefit of the local community.</p>
1.03	<p>The diversion of these items, away from waste disposal, is included in Flintshire's recycling figures and supports the Council in achieving Welsh Government's statutory recycling targets and adhering to the 'repair and reuse' priority within the waste hierarchy and the Welsh Government 'Beyond Recycling' strategy.</p>
1.04	<p>The types of bulky waste residents can request to be collected is detailed in <b>Appendix 1</b>. For any items that cannot be collected by the bulky waste service residents can utilise one of the five Household Recycling Centres to dispose of their waste appropriately.</p> <p>Waste produced from home improvements, including kitchen/bathroom renewals, fitted wardrobes and any soils and rubble from landscaping, will not be collected as part of a bulky waste collection and residents must make the appropriate arrangements with their contractor for disposal.</p> <p>To book a collection residents can contact the Streetscene Contact Centre on 01352 701234 or at a local Connects Centre.</p> <p>Once a booking has been made, Refurbs aim to collect items within six working days. Residents are requested to place their items outside of their properties, but within the boundary (e.g. front garden/drive), from the time that the collection has been agreed. This request is made as any items of 'waste' found on the public highway could be classified as fly tipping.</p> <p>Where pre-arranged, Refurbs staff can offer further assistance to support residents with retrieving items from their property. Properties with difficult access e.g. flats, also require pre-agreed arrangements to be put in place before collection.</p> <p style="text-align: right;"><b>Tudalen 120</b></p>



1.05	<p>The current charge for a bulky waste collection service is as follows:</p> <p>Charge for up to 5 items            £40  Charge for each extra item            £5*</p> <p>*Maximum number of additional items is 5 (i.e. charges capped at £65.00 for a transaction with 10 items in total)</p> <p>A concessionary discounted charge for bulky collections is applied for those residents claiming benefits (Proof of benefit is required).</p> <p>Charge for up to 5 items            £20  Charge for each extra item            £5*</p> <p>*Maximum number of additional items is 5 (i.e. charges capped at £45.00 for a transaction with 10 items in total). Only two collections are allowed per household, per year at the discounted rate.</p> <p>Waste containing refrigerants, such as refrigerators or freezers are collected free of charge</p> <p>Charges are reviewed annually in line with the annual review of fees and charges.</p>												
1.06	<p>The following table details the number of requests made over the past three years, including the associated tonnage collected: -</p> <table border="1" data-bbox="288 1104 1422 1256"> <thead> <tr> <th>Year</th> <th>No. of Requests</th> <th>Tonnages</th> </tr> </thead> <tbody> <tr> <td>2019/20</td> <td>4,572</td> <td>656</td> </tr> <tr> <td>2020/21</td> <td>4,573</td> <td>544</td> </tr> <tr> <td>2021/22 (to date)</td> <td>4,511</td> <td>668</td> </tr> </tbody> </table> <p>The data shows that the service is well utilised and Flintshire residents make use of a service where reuse and/or repair is the priority over disposal. It is also welcomed that this service is used as an alternative to the smaller ‘man in van’ type disposal companies advertising on social media that may not have the correct licences to collect and dispose of waste legally.</p>	Year	No. of Requests	Tonnages	2019/20	4,572	656	2020/21	4,573	544	2021/22 (to date)	4,511	668
Year	No. of Requests	Tonnages											
2019/20	4,572	656											
2020/21	4,573	544											
2021/22 (to date)	4,511	668											
1.07	<p>Since the COVID pandemic began, the bulky waste collection service has been impacted by the restrictions. At the commencement of lockdown, from 24<sup>th</sup> March 2020, the service was temporarily suspended in order to comply with the government guidelines at that time. During this time, residents were asked to store their waste items safely at home until the service resumed as Household Recycling Centres (HRCs) were closed during the same time.</p> <p>The service resumed collections again from 8<sup>th</sup> June 2020, but with a longer lead-in time for items to be collected due to reduced staff resources to deal with collections and the backlog that had built up over the preceding few months.</p> <p>To manage the backlog of collection requests, an agreement was made with Refurbs in the short term to advise all residents not to place their items out for collection, but Refurbs staff would call the resident to arrange a convenient time to collect as resources allowed.</p>												

1.08	<p>As the service resumed, Refurbs were affected by further staff resource issues due to workforce self-isolation, restricted ways of working due to government guidelines on social distancing, staff members needing to shield and vacancies.</p> <p>As Refurbs are a social enterprise their workforce is lean with little resilience to cover staff absences. Therefore ongoing disruption to service has occurred over the past two years, which has been unavoidable.</p> <p>In an effort to continue providing the service to the residents of Flintshire, the collection timeframes have been extended at times to ten and fifteen working days to cope with the demand. The intention of this was to continue to offer a collection service rather than continually suspend services when resources were reduced.</p> <p>When extended collection dates were in place, customers were informed at the point of booking, so that they were fully aware of the changes. At this point, they could make an informed decision as to whether to continue with booking a collection or make alternative arrangements.</p> <p>There was a further need to suspend bookings for a couple of weeks in August 2021 to allow Refurbs the opportunity to catch up on all outstanding bookings.</p> <p>While these changes were in place, residents had the option to take items to the Household Recycling Centres if they so wished.</p>
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<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
2.01	Reduced staff resources due to self-isolation, restricted ways of working due to government guidelines on social distancing, staff members needing to shield and vacancies have affected service delivery.

<b>3.00</b>	<b>IMPACT ASSESSMENT AND RISK MANAGEMENT</b>
3.01	Reduced or delayed bulky waste collections could result in residents using the services of unlicensed waste removal companies, this could increase fly tipping. During periods when collections have been suspended or delayed both the Council and Refurbs have communicated with residents.
3.02	Some residents may not have adequate space in which to store bulky household waste. Household Waste Recycling Centres have been available, in the most part, as an alternative location in which to dispose of items appropriately.

<b>4.00</b>	<b>CONSULTATIONS REQUIRED/CARRIED OUT</b>
4.01	N/A

<b>5.00</b>	<b>APPENDICES</b>
5.01	Appendix 1 – List of Bulky Waste Items.

<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS</b>
6.01	<a href="https://refurbs.org.uk/">https://refurbs.org.uk/</a>

<b>7.00</b>	<b>CONTACT OFFICER DETAILS</b>
7.01	<b>Contact Officer:</b> Ruth Tulley, Regulatory Services Manager <b>Telephone:</b> 01352 704796 <b>E-mail:</b> <a href="mailto:ruth.tulley@flintshire.gov.uk">ruth.tulley@flintshire.gov.uk</a>

<b>8.00</b>	<b>GLOSSARY OF TERMS</b>
8.01	<b>Bulky Waste</b> – Large household items that cannot be collected via the weekly kerbside collection

Mae'r dudalen hon yn wag yn bwrpasol

APPENDIX 1 – List of Collected Bulky Waste Items

<b>Bulk Item</b>	<b>Number of Items</b>
2x Bin bag	1
3 Piece suite	3
Barbque	1
Bedside table	1
Bench	1
Bike	1
Bird table	1
Boiler	1
Bookcase	1
Carpet (rolled)	1
Chairs (1)	1
Computer	1
Computer Desk	1
Cooker	1
Desk	1
Divan	1
Door – interior or exterior	1
Exercise equipment (dismantled)	5
Fence panel (*6x6 Max)	1
Fireplace	1
Footstool	1
Futon	1
Garage door	5
Garden arch	1
Garden Shed (*6x6 Max)	5
Garden Statue	1
Gates - internal (baby gate)	1
Gates – external (*6x6 Max)	5
Headboard	1
Hearth	1
Hoover	1
Ironing board	1
Ladders	1
Lawnmower	1
Mantelpiece	1
Mattress	1
Microwave	1
Oil drum (empty)	1
Pallet	1
Planters (each)	1
Plastic wendy house (dismantled)	1
Printer	1
Rabbit hutch	1
Radiator	1
Sideboard	1
Side (dismantled)	1
Small domestic appliances	1

## APPENDIX 1 – List of Collected Bulky Waste Items

Swing set (dismantled)	5
Table	1
Tumble dryer	1
TV	1
TV unit	1
Wardrobes (dismantled)	1
Washing machine	1
Wooden bed frame (dismantled)	1

\* 6x6 foot is the maximum length and width we can take due to size of vehicle.

# Eitem ar gyfer y Rhaglen 8



## ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday, 8 <sup>th</sup> February 2022
<b>Report Subject</b>	Impact of the pandemic on public bus services (commercial and subsidised) and the increase in transport operating costs
<b>Cabinet Member</b>	Cabinet Member for Streetscene
<b>Report Author</b>	Chief Officer (Streetscene & Transportation)
<b>Type of Report</b>	Operational

### EXECUTIVE SUMMARY

In November 2021, a report was presented to the Recovery Committee to review the Recovery Business Plan for the Streetscene and Transportation Portfolio.

The overall findings were that the Committee was assured by the Streetscene & Transportation Portfolio Recovery Business Plan; however, the Committee requested that the impact of the pandemic on public bus services (commercial and subsidised) and the increase in transport operating costs should be referred to the Environment & Economy Overview & Scrutiny Committee.

This report provides an overview of the impact of the pandemic on the aforementioned transport services following the report in November 2021 and in line with the Committee's recommendations.

### RECOMMENDATIONS

1	That the Environment & Economy Overview & Scrutiny Committee welcomes the report and supports the work undertaken by the Streetscene & Transportation portfolio to maintain key services during the pandemic.
2	That the Environment & Economy Overview & Scrutiny Committee note how public bus services have been funded during the pandemic, the impact on service levels / passenger numbers / bus companies themselves and future proposals
3	That the Environment & Economy Overview & Scrutiny Committee note how school transport services have been impacted by the pandemic, the limited number of operators tendering for contracts and the substantial percentage increase in costs

## REPORT DETAILS

1.00	<b>EXPLAINING THE BACKGROUND</b>
1.01	<p>The Council, at its Annual Meeting in early 2021, appointed a new Recovery Committee to guide our second phase of recovery from the pandemic. As part of its role, the new Committee is required to refer risks and issues to the respective Overview and Scrutiny Committees to review in detail as part of their forward work programmes.</p>
1.02	<p>In November 2021, a report was presented to the Recovery Committee to review the Recovery Business Plan for the Streetscene and Transportation Portfolio.</p> <p>The overall findings were that the Committee was assured by the Streetscene &amp; Transportation Portfolio Recovery Business Plan; however, the Committee requested that the impact of the pandemic on public bus services (commercial and subsidised) and the increase in transport operating costs should be referred to the Environment &amp; Economy Overview &amp; Scrutiny Committee.</p> <p>This report provides an overview of impact of the pandemic on the aforementioned transport services following the report in November 2021 and in line with the Committee's recommendations.</p>
1.03	<p>There is no doubt that the last 18 months has been an extremely challenging time for the Council and the entire authority has had to manage unprecedented levels of uncertainty, react to multiple and different pressures and maintain services that are critical to the residents of Flintshire.</p> <p>The COVID-19 pandemic has seen unprecedented restrictions placed upon individuals and organisations. These restrictions have significantly impacted on the operations undertaken and how these were carried out during this time.</p> <p>In Streetscene &amp; Transportation, overall, the service has shown a good level of resilience, although it should be recognised that certain services have and will continue to experience significant disruption.</p> <p>The emergency situation as a result of the pandemic and Brexit is far from over and the following summary provides an overview of what continues to be a fluid and uncertain situation:</p>
1.04	<p><b>Public bus services (commercial and subsidised) are financially unsustainable due to reduced passenger numbers</b></p> <p>Bus travel across the UK has been severely affected by the Covid-19 pandemic. Passenger numbers have plummeted, whilst social distancing and additional cleansing requirements have placed added burdens and costs on operators.</p> <p>Over the last 20 months there have been constant and significant changes made to government guidelines relating to public transport. To reinforce the stay at home message and discourage non-essential journeys throughout the lockdown periods, operators were mandated to suspend or reduce service levels and frequencies.</p>



	The problems facing operators were recognised at an early stage of the pandemic. Looking ahead, to secure their services for the future, local authorities agreed to continue making payments for contracted services even though many services were initially suspended.
1.05	Alongside this, Welsh Government stepped in to help operators deal with reduced income on commercially operated routes and the additional costs being incurred. Initially, Welsh Government made £29m available from a Hardship Fund, which operated from April 2020 for three months. This Fund was assembled from monies that would otherwise have been paid via the Bus Services Support Grant (BSSG), the Mandatory Concessionary Fare Reimbursement Scheme and the 'My Travel Pass' scheme.
1.06	The Bus Emergency Scheme was then introduced in July 2020 to provide ongoing support. This became known as 'BES 1' and it continued to maintain operators' income at historic levels, based on what was being paid to them under previous grant schemes. In return for this financial support, the Welsh Government signalled that it expected operators to contribute to a reshaping of bus services in Wales – to include improved regional networks with greater integration with rail services, smart ticketing and timetabling.
1.07	BES 1.5' was introduced in August 2020, administered by the lead Authorities, through whom BSSG had been paid since 2013. It provided £10m of so-called 'ramp up funding' to support the reopening of schools and economic activity. This funding helped to cover the cost of reinstating services suspended when travel restrictions associated with the pandemic were introduced, and which were needed to meet increasing demand, given capacity constraints of social distancing. BES 1.5 was then extended to the end of March 2021 following the announcement of a further support package in September 2020. Operators were once again asked to sign up to a range of terms and conditions to access the BES funding.
1.08	The Welsh Government, working with Transport for Wales (TfW) have now entered into a longer-term BES 2 agreement with operators to protect services. BES 2 will operate for an initial maximum term of up to 2 years from the date BES 1.5 commenced (i.e. up until 31 July 2022, unless market conditions recover sufficiently for an operator to no longer require BES support for any of its services whether they be contracted or commercial).
1.09	Despite the financial support detailed above, recent experience has demonstrated that bus operators are finding it increasingly difficult to maintain the commercial viability of some bus services. Passenger numbers on public transport have declined significantly over the last 18 months, which is significantly impacting the sustainability of bus services.
1.10	In July 2020, due to the global pandemic and the long term impact projected on fare revenue and passenger numbers, the operator of the number service 5 bus route served notice to end the operation of the route. The service 5 forms part of Flintshire's Core Bus Network and operates on an hourly frequency in both directions from Mold to Ellesmere Port via Buckley, Queensferry, Deeside Industrial Park (DIP) and Cheshire Oaks and, as such, it was deemed necessary to re-procure the route. The re-procurement of the Service 5 took place in October 2020 and resulted in a significant increase in the cost of the route, by nearly threefold.

1.11	<p>Over the years, we have observed a reduction in the number of bus operators in the market, which is an issue across the country. Consequently, the current competition in the bus industry is extremely limited, which resulted in only two operators submitting bids for the number 5 bus route.</p>
1.12	<p>Whilst we have been able to utilise BES funding to bridge the gap in funding, the increase in the cost of the route has had a knock-on effect on subsidised bus service budgets and subsequently a budget pressure of £100k has been declared since Period 4 monitoring 2021-2022.</p> <p>Passenger numbers are gradually increasing on the service; however, it is recognised that public service users' travel trends may have changed with many more employees continuing to work from home or having found alternative transport methods in the intervening time.</p>
1.13	<p>Additionally, operators have seen a marked increase in operating costs due to the rise in fuel prices and shortage of vehicle parts for the repairs and maintenance of vehicles. Operators have reported a loss in drivers due to the long term effects of having contracted COVID, resignations due to concerns surrounding personal safety due to the virus and in many cases, more attractive salary options in alternative driving roles, in particular delivery driving. This has resulted in an overall shortage of qualified drivers.</p> <p>An additional pressure reported by operators has been the shortage of suitable training available and driving test opportunities for newly trained drivers, this has significantly impacted on an operator's ability to maintain pre-COVID service levels.</p>
1.14	<p>Whilst the public transport network is slowly starting to recover and services have started to stabilise we continue to face challenges ahead with the consumer price index for transport services in the UK indicating that, since January 2015, prices in the transport sector have increased by over 27%. Governments and local authorities are keen to address the decline in bus use that has been experienced over the years and making bus services more attractive is key to achieving this; we recognise that we need an effective public transport network to ensure economic recovery and that communities are connected, car dependency and congestion is reduced, active travel is promoted, as well as ensuring that carbon emissions and climate change, air quality and health, social inequalities are tackled.</p>
1.15	<p>Officers are working with Transport for Wales (TfW), the WLGA and the Welsh Government to review the current public transport network within Wales and the aspiration is to have a passenger-focussed, easy-to-understand, better coordinated, consistent and strongly-branded bus network, which gives people confidence in using buses – this includes anything from community transport through to long distance bus services such as the TrawsCymru services – and everything in between.</p> <p>We recognise that implementing network improvements will require other elements of the bus system to be in place, including cross-ticketing, infrastructure, information and marketing initiatives, and associated agreements and arrangements with operators.</p>

1.16	Officers also attend the Welsh Government ‘Bus Reform Working Group’, which is currently developing a five year plan for bus services in Wales, the vision of which is “ <i>A stable and coherent network of bus services that are fully integrated with other modes of public transport, that are reliable, affordable, flexible, easy to use, low-carbon and that encourage more people to use the bus rather than their cars.</i> ”
1.17	<p><b>The increase in transport operating costs</b></p> <p>In 2017, Flintshire County Council introduced a Dynamic Purchasing System (DPS) for the procurement approach for the provision of home to school transport, special educational needs transport, adult social care transport, music services, post 16, short term care, children’s services, community transport, supported local bus services, ad hoc taxis and any other passenger transport services that the Council provides.</p>
1.18	<p>The purpose of the procurement process in 2017 was to allow the Council to establish the DPS as a framework under which a number of suppliers provide and operate a high quality, responsive and cost effective passenger transport service for a range of passenger transport requirements. The DPS is a completely electronic tendering process for the selection of suppliers that comply with the Council’s minimum service requirements.</p> <p>The transport routes awarded under the DPS in 2017 were for a contract period of 4 years. Whilst some routes have naturally come to an end, been reviewed and where appropriate, re-procured, approximately 200 routes were due for renewal in July 2021.</p>
1.19	<p>Due to the pandemic, operators were in a difficult position, for many, school transport contracts were their only source of income. To provide operators with the time to recover, a report was taken to Cabinet in March 2021 and it was agreed that the routes due for procurement in 2021 would be extended for a period of up to one year.</p> <p>Similarly to subsidised bus services, we are witnessing increased transport operating costs due to the reduction in the number of operators available to run services. The pandemic has seen some operators struggling to continue operating due to driver shortages and increased costs, such as fuel, driver wages and insurance. This is having an impact on transport contract prices when we have to procure routes.</p> <p>Recent procurement exercises have highlighted the limited availability of operators with just 2-4 operators bidding for each route and an average increase in costs of routes of 29%. The number of bidders for more specialist vehicles can be fewer than this number.</p>
1.20	Approximately 220 transport routes are due to be procured this year, which includes primary taxi and buses, secondary taxi and buses and special educational needs (SEN) routes. Due to the predicted increase in costs a budget pressure ranging from £184,550 - £554,650 has been proposed for 2022-2023. This report highlights that, whilst operators, are slowly recovering, the Council faces challenges ahead with limited competition and the substantial increase in operating costs.

<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
2.01	A revenue budget pressure of £100k has been declared since Period 4 monitoring 2021-2022 for the increased costs on the number 5 bus route.
2.02	Approximately 220 transport routes are due to be procured this year, which includes primary taxi and buses, secondary taxi and buses and special educational needs (SEN) routes. Due to the predicted increase in costs a budget pressure ranging from £184,550 - £554,650 has been proposed for 2022-2023.

<b>3.00</b>	<b>IMPACT ASSESSMENT AND RISK MANAGEMENT</b>
3.01	Any changes to service provision during the pandemic were progressed through the relevant Tactical Groups and EMRT for decision making and approval, and were tracked through daily Business Contingency Plans.

<b>4.00</b>	<b>CONSULTATIONS REQUIRED/CARRIED OUT</b>
4.01	The business contingency plans put in place during the pandemic were developed with wide consultation with officers within and across portfolios and trade unions. All decisions regarding operational service levels during the pandemic were made through EMRT and the various Tactical Working Groups that were set up.

<b>5.00</b>	<b>APPENDICES</b>
5.01	None.

<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS</b>
6.01	None.

<b>7.00</b>	<b>CONTACT OFFICER DETAILS</b>
7.01	<p><b>Contact Officer:</b> Katie Wilby, Chief Officer (Streetscene &amp; Transportation)  <b>Telephone:</b> 01352 704530  <b>E-mail:</b> <a href="mailto:katie.wilby@flintshire.gov.uk">katie.wilby@flintshire.gov.uk</a></p> <p><b>Contact Officer:</b> Ceri Hansom, Integrated Transport Unit Manager  <b>Telephone:</b> 01352 704531  <b>E-mail:</b> <a href="mailto:ceri.hansom@flintshire.gov.uk">ceri.hansom@flintshire.gov.uk</a></p>

<b>8.00</b>	<b>GLOSSARY OF TERMS</b>
8.01	None.

# Eitem ar gyfer y Rhaglen 9



## ENVIRONMENT AND ECONOMY OVERVIEW AND SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday, 8 <sup>th</sup> February 2022
<b>Report Subject</b>	Accessible dropped kerb crossing for pedestrians
<b>Cabinet Member</b>	Cabinet Member for Streetscene
<b>Report Author</b>	Chief Officer (Streetscene and Transportation)
<b>Type of Report</b>	Operational

### EXECUTIVE SUMMARY

In November 2021, the Environment and Economy Overview and Scrutiny Committee requested an update on the processes used to identify sites for the installation of accessible dropped kerb crossings for pedestrians.

A barrier-free pedestrian environment is fundamentally important for ensuring ease of movement and access for all. The need to create an inclusive environment is covered by a number of pieces of legislation, which gives disabled people a 'right of access' to goods, services and facilities, including in the pedestrian environment and in transport related infrastructure such as pedestrian crossings and bus stops.

This report sets out how Flintshire County Council deals with requests and the provision of accessible pedestrian dropped kerbs within the adopted highway.

### RECOMMENDATIONS

1	Environment and Economy Overview and Scrutiny Committee note and support the process for accepting and implementing requests for accessible drop kerb crossings for pedestrians.
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## **REPORT DETAILS**

<b>1.00</b>	<b>EXPLAINING THE BACKGROUND FOR THE REPORT</b>
1.01	In November 2021, the Environment and Economy Overview and Scrutiny Committee requested an update on the processes used to identify sites for the installation of accessible dropped kerb crossings for pedestrians.
1.02	<p>This report sets out how we deal with the provision of pedestrian dropped kerbs within the adopted highway in relation to uncontrolled crossing points i.e. where pedestrians usually do not have priority over vehicles and have to make a decision about whether it is safe to cross or where the volumes of pedestrian movement are not significant enough to merit stopping the flow of traffic. The report outlines the process for receiving requests, identifying sites, recognising the appropriate solution, applying available resources, and identifies possible funding mechanisms for accessible dropped kerbs for pedestrians.</p> <p>This does not include vehicle access crossovers or controlled crossings.</p>
1.03	<p><b><u>Accessible Dropped Kerb Crossings for Pedestrians</u></b></p> <p>A barrier-free pedestrian environment is fundamentally important for ensuring ease of movement and access for all. The need to create an inclusive environment is covered by a number of pieces of legislation, which gives disabled people a 'right of access' to goods, services and facilities, including in the pedestrian environment and in transport related infrastructure such as pedestrian crossings and bus stops.</p>
1.04	It is the responsibility of local authorities to install pedestrian dropped kerbs where practical, so that all people can benefit from having an accessible environment. Although the main purpose of the provision of accessible dropped kerbs is to provide good access for disabled people, they also meet the needs of many other people, such as people with pushchairs / buggies or someone who walks with a stick, frame or cane, as well as someone carrying heavy shopping or luggage.
1.05	An uncontrolled or informal crossing involves the provision of dropped or flush kerbs and tactile paving to enable people to cross to and from the carriageway. The ideal dropped kerb consists of a gentle slope from pavement level to a seamless join with the road, with tactile tiles to alert people with visual impairment to the presence of the drop. The sloping transition of a dropped kerb from the pavement to the road avoids the need for stepping off the kerb or negotiating full height kerbs. Where there are no dropped kerbs, people using wheelchairs or mobility scooters and pushchair users may find it impossible to cross the road or cross a junction, as they can have difficulties in negotiating changes in levels. Dropped kerbs can also encourage pedestrians to cross the road at a safer location in comparison to other parts of the road and reduces the chances of pedestrians tripping over the kerb.
1.06	Dropped kerbs have to be constructed to a standard that ensures that they can be used safely, particularly those with a sight impairment. They also need to be positioned so that they direct partially sighted pedestrians to the opposite dropped kerb and provide a warning to help pedestrians differentiate between

	where the footway ends and the carriageway begins. The colour and presence of the tactile paving alerts vehicle drivers to the existence of the crossing point.
1.07	Dropped kerbs can allow wheelchair and mobility scooter users to cross the road, including side street junctions and are best installed as part of a 'route' for these users. It is also an offence to obstruct (or park on) a pedestrian dropped kerb, and a penalty charge can be issued to the vehicle owner.
1.08	<p><b><u>Active Travel Act 2013</u></b></p> <p>Within the Active Travel Guidance, the term “walker” and also “pedestrian” embraces not only those who travel by foot (walking or running), but also users of wheelchairs or other mobility aids. Somebody using an electric wheelchair, mobility scooter, or similar vehicle would also be considered a walker (or pedestrian) rather than a motorised travel user. Walking and cycling share many similarities, including many of the barriers to uptake, such as concerns over safety and poor, or missing infrastructure.</p>
1.09	The Active Travel Act 2013 sets out a process for local authorities to follow to create networks of active travel routes. The term network in relation to active travel means routes which join up so that people can travel in a continuous and safe way between their origin and destination.
1.10	The Act requires highways authorities in Wales to make enhancements to routes and facilities for pedestrians and cyclists in all new road schemes and to have regard to the needs of active users in a range of other highway authority functions, such as maintenance.
1.11	<p>Active travel is a key priority in Llwybr Newydd – A New Wales Transport Strategy, which was published in 2021 and walking and cycling is identified at the top of the sustainable transport hierarchy that guides all our transport activities (See Figure 1 below).</p> <div style="text-align: center;"> <p><b>The Sustainable Transport Hierarchy</b></p> <p>We will continue to make best use of existing transport infrastructure by maintaining and managing it well.</p> <p>We will also adapt it to a changing climate and upgrade it to support modal shift.</p> <p>Where we need new infrastructure, we will use the Sustainable Transport Hierarchy.</p> </div>
1.12	The construction of a comprehensive active travel network may take many years. Its completion reflects the Active Travel Guidance, which will be achieved through:

	<ul style="list-style-type: none"> <li>• direct investment in new and improved routes using funding specifically allocated to active travel;</li> <li>• the incremental integration of enhanced routes and facilities for walking and cycling in the design of highway improvements and new highway schemes as required by the Act;</li> <li>• any new or improved routes that are provided by new developments such as new housing, commercial, education and industrial sites (including any off-site highway improvement works within the development).</li> </ul>
1.13	<p>Over the years, the Council has improved the pedestrian environment in the majority of locations across the active travel network either through grant funding for active travel measures, integrated transport infrastructure improvements and road improvement schemes or through development sites, such as housing, employment, schools, hospitals or health facilities. Many locations now have accessible dropped kerbs at road junctions or crossing points. However, it should be noted that our existing built environment has developed over many years and previously has been designed to differing standards to those expected today. On some side roads or estate roads, not all footways have been upgraded and some residential roads or historical environments do not have dropped kerbs, which can present a physical barrier to disabled people.</p>
1.14	<p>Under the Active Travel Guidance, opportunities to enhance the provision for active travel must be taken whenever works associated with the highway are carried out, including new construction, maintenance or any improvements. It is therefore proposed that where reasonably practical, pedestrian dropped crossings will be considered.</p>
1.15	<p><b><u>Request Procedure</u></b></p> <p>Residents, visitors, members of the public and elected members can request dropped kerbs at locations where wheelchair users and pedestrians with mobility difficulties are having problems. These requests can either be submitted directly to the portfolio or through any relevant ongoing consultation exercises or through Town and Community Councils. These requests will need to be supported by the elected members. When requests are received they will be assessed and scored against predetermined criteria.</p>
1.16	<p>Requests for dropped kerbs can be submitted by providing details of the request using the email address: <a href="mailto:StreetsceneAdmin@flintshire.gov.uk">StreetsceneAdmin@flintshire.gov.uk</a>.</p> <p>Alternatively, further information on the installation of accessible dropped kerbs for pedestrians can be obtained by calling the Streetscene Contact Centre on 01352 701234 and requesting a call back from the Transport Strategy team.</p>
1.17	<p>The following are examples of factors that will need to be considered:</p> <ul style="list-style-type: none"> <li>• Is there a dropped kerb located on only one side of the road?</li> <li>• Are there issues associated with illegal parking?</li> <li>• Are there issues with the speed of traffic, congestion, reduced sight lines?</li> <li>• Is the location urban, rural, town or village, purely residential or near to a bus stop?</li> </ul>



	<ul style="list-style-type: none"> <li>• Is it located on the main pedestrian routes within towns and other settlements with larger centres of populations to support the local community and visitors?</li> <li>• Is the site located within areas where increased number of potential users may require access to specific services or likely to be used by a greater number of people using mobility aids, including hospitals, health centres, day care centres, sheltered accommodation, residential care homes, nursery and other education provision, transport hubs – rail stations, bus stations, public service buildings etc.?</li> </ul>
1.18	<p>Other factors associated with dropped kerbs that need to be considered include the following:</p> <ul style="list-style-type: none"> <li>• drainage issues, depending on the location of the suggested dropped kerb or existing drainage infrastructure</li> <li>• alterations or diversion of utility companies' equipment (pipes and cables etc. that may be buried underground).</li> <li>• footway widths and other street furniture such as bus stops or street lights</li> <li>• for the pedestrian to cross safely on higher speed roads, they must have good judgement of motor vehicle speeds and gaps in vehicle traffic</li> <li>• some motorists may continue to obstruct dropped kerbs, despite it being an offence to do so</li> </ul>
1.19	<p><b><u>Funding and Prioritisation</u></b></p> <p>There is no funding available within existing revenue budgets for the provision of pedestrian dropped kerbs; consequently, we are reliant on external grant funding or other funding streams, which invariably requires a competitive bidding process for schemes to be delivered in the following financial year.</p>
1.20	<p>Prioritisation is seen as an essential element in the delivery of the Active Travel Act. The Active Travel Network Maps (ATNMs) are intended to show how the network will develop over a fifteen year period. Clearly not all routes can be developed at the same time. Similarly, not all routes will have the same impact on increasing the number of active travellers or achieving other local or national goals that can be facilitated by improving active travel infrastructure. It is therefore important that, as a local authority, we have a clear plan for the prioritisation of routes to help determine the order in which routes should be developed or constructed and to demonstrate to the public and stakeholders the long term nature of the development of the network during the engagement and consultation process.</p>
1.21	<p>A scoring matrix has been developed from the approach used by Bridgend County Borough Council during the prioritisation of its previous active travel proposals. It was originally adapted from a matrix developed by Local Transport Projects Limited and has been used in Cardiff and across the wider south-east Wales region. The matrix contains 26 separate scoring elements, related to the benefits and accessibility improvements which it is anticipated that schemes will deliver. The matrix is intended to provide a mechanism to assist local authorities to identify which schemes are likely to have the greatest impact, and therefore should be prioritised for development and delivery (see <b>Appendix 1</b>).</p>
1.22	<p>All requests will be reviewed on their merit and there is no guarantee that we will be able to install the pedestrian dropped kerbs as requested. This has meant</p>

	<p>that some locations requested for active travel improvements will on occasion not score highly enough on the matrix to warrant being put forward for prioritisation and funding bids.</p> <p>Due to financial constraints, priority will be given to those sites which give the greatest benefit, and the appropriate funding and available resources to deliver an appropriate solution at the location will need to be considered.</p>
1.23	<p>Where requested, schemes are assessed, scored and ranked in accordance with Flintshire County Council's risk-based matrix, and subsequently prioritised in order of a hierarchical score with the highest scoring schemes considered for implementation subject to available funding. Those schemes that have been identified will be considered for implementation alongside scheduled highway improvement works, the annual road resurfacing programme, or Welsh Government grant funding. Where possible, priority junction improvements should be included within other programmes and schemes such as Safer Routes in the Community (SRIC) or high street regeneration improvements.</p>

<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
2.01	<p>There is no allocated revenue budget to fund accessible dropped kerb crossings for pedestrians and, in most cases, implementation will be funded by Welsh Government grant funding.</p>
2.02	<p>The cost of installing each crossing will vary according to the width of the crossing and/or the width of the footway, the junction typologies and proposed interventions. Indicative costs range from £3,000 to £30,000 per crossing point subject to location and design of the junction.</p>
2.03	<p>A recent report identified eight settlement areas for 2,625 priority junctions with a total improvement cost of £20,156,850. In addition, four-mini roundabouts and 38 non-signalised crossroads were identified with a total improvement cost of £2,020,000. Therefore, the total estimated cost of improving all of the identified junctions is £22,176,850. Given the cost identified, it is likely that improvements will need to be phased over a number of years. It is therefore recommended that the next step is to identify priorities for improvement. This could involve prioritising one or more of the designated settlements or prioritising one or more of the priority junction typologies.</p>

<b>3.00</b>	<b>IMPACT ASSESSMENT AND RISK MANAGEMENT</b>
3.01	<p>Barriers to transport and the wider built environment can restrict choice for disabled people when considering travel options. Active travel contributes to a more equal Wales by providing an affordable alternative to motorised travel and removing barriers that stop disabled people from fulfilling their potential and achieving their ambitions. Increased levels of walking and cycling lead to a greater level of social interaction creating greater cohesion in our communities.</p>

<b>4.00</b>	<b>CONSULTATIONS REQUIRED/CARRIED OUT</b>
4.01	Cabinet Member for Streetscene.
<b>5.00</b>	<b>APPENDICES</b>
5.01	Appendix 1 – Appendix M Active Travel Guidance
<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS</b>
6.01	Llwybr Newydd – A New Wales Transport Strategy - <a href="https://gov.wales/sites/default/files/publications/2021-03/llwybr-newydd-wales-transport-strategy-2021-full-strategy_0.pdf">https://gov.wales/sites/default/files/publications/2021-03/llwybr-newydd-wales-transport-strategy-2021-full-strategy_0.pdf</a>
<b>7.00</b>	<b>CONTACT OFFICER DETAILS</b>
7.01	<p><b>Contact Officer:</b> Katie Wilby, Chief Officer, Streetscene &amp; Transportation  <b>Telephone:</b> 01352 704530  <b>E-mail:</b> <a href="mailto:katie.wilby@flintshire.gov.uk">katie.wilby@flintshire.gov.uk</a></p> <p><b>Contact Officer:</b> Barry Wilkinson, Highway Network Manager  <b>Telephone:</b> 01352 704656  <b>E-mail:</b> <a href="mailto:barry.wilkinson@flintshire.gov.uk">barry.wilkinson@flintshire.gov.uk</a></p>
<b>8.00</b>	<b>GLOSSARY OF TERMS</b>
8.01	<p><b>Footway</b> - the pedestrian part of the highway adjacent, or close, to the carriageway.</p> <p><b>Footpath</b> - a pedestrian route not adjacent, or close, to the highway.</p> <p><b>Active Travel Act 2013</b> - Active travel is a term used to describe walking and cycling for purposeful journeys to a destination or in combination with public transport. The definition of an active travel journey includes travel to work, travel to school and other educational facilities, travel to the shops, travel to leisure facilities, travel to public transport interchanges and so on.</p> <p><b>Disability</b> - Legislation defines a person as having a disability, if he/she has a physical or mental impairment, which has a substantial and long term adverse effect on his/her ability to carry out normal day-to-day activities.</p>

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## **Appendix M: Example prioritisation process**

### Scheme prioritisation process

The scoring matrix included below has been developed from the approach used by Bridgend County Borough Council during the prioritisation of its Local Transport Plan proposals. It was originally adapted from a matrix developed by Local Transport Projects Limited as part of their work when on the Cardiff Strategic Cycle Network Plan. The tool was also used previously by the erstwhile Sewta Active Travel group as the basis for its RTP active travel scheme prioritisation process.

The matrix contains 26 separate scoring elements, related to the benefits and accessibility improvements which it is anticipated that schemes will deliver. It is intended that the matrix will provide a mechanism to assist local authorities to identify which schemes are likely to have the greatest impact, and therefore should be prioritised for development and delivery.

When scoring the schemes, the route should be assessed in terms of its potential to cater for a whole journey, particularly in terms of linking to services and facilities. Details of the criteria that should be used as the basis for scoring each element of the matrix are included in the tables below.

**Table M1: Example Prioritisation Factors Matrix**

Scheme name and location	Proposal		Accident and Speed data on existing route or alternative highway route				Access to Facilities (0 to +2)							Benefits to pedestrians (-2 to +2)			Benefits to cyclists (-2 to +2)			Wider benefits			Risks to delivery (-2 to +2)			Delivery			Facilities score	Benefit score	Risk to Delivery score	TOTAL SCORE										
	Estimated scheme cost (£/000)	Match funding element (£/000)	Pedestrian and cyclist accidents within the last 3 years	Target traffic speed	Actual traffic speeds	Speed above target	Education	Employment	Shops/Retail/PO	Leisure facilities/ Tourist attraction	Community Centre/Church	Health facility (Doctor/Dentist)	Transport interchange	Enterprise/Local Growth Zone	WMD Access to services score	Convenience	Accessibility	Safety	Comfort	Attractiveness	Convenience	Accessibility	Safety	Comfort	Attractiveness	Potential to induce modal shift	Impact on Health	Impact on other road users	Environmental issues	Land issues	Planning consent	Consultation	Current Stage Gate	Stage Gate (at end of FY of bid)	Can scheme be delivered in phases? (Y/N)							
	Location	Brief description	Total no		85% speeds																																					
Tudalen 142																																			0	0	0	0				
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Table M2: Example Prioritisation Scoring Matrix

	Access to Education, Employment and key services (each type scored separately on assessment form)	Access to Facilities		Risks to Delivery			
		Access to major transport interchanges (bus/train stations)	Population affected by route proposals	Environmental/ Ecology Issues	Land Issues	Planning Consent	Consultation
2	Route provides a continuous link to trip attractors within 400m of route.	Route provides a continuous link to public transport interchanges within 400m of route.	'x' population within 200m of the route proposals	No environmental/ ecological issues or issues resolved.	No land issues or land in ownership of local authority.	Planning consent not required or planning consent granted with no conditions.	Consultation and engagement completed.
1	Route provides a continuous link to trip attractors within 800m of route.	Route provides a continuous link to trip attractors within 800m of route.	'x' population within 400m of the route proposals	Environmental issues identified and resolution programmed/ arranged	Land owned by 3 <sup>rd</sup> party but lease/other arrangements in place.	Planning consent granted but with conditions.	Consultation required and programmed. Scheme unlikely to be contentious.
0	Route provides a continuous link to trip attractors more than 800m away from route.	Route provides a continuous link to trip attractors more than 800m away from route.	'x' population within 800m of the route proposals	Environmental/ ecological issues identified	Scheme requires 3 <sup>rd</sup> party land and landowner identified and discussions ongoing	Planning consent required – planning application submitted.	Consultation required and programmed but scheme likely to be contentious <b>or</b> not programmed and unlikely to be contentious.
-1	Unlikely to occur in practice.	Unlikely to occur in practice.	Unlikely to occur in practice	Environmental/ ecological issues unknown	3 <sup>rd</sup> party land required and landowner identified but no contact established.	Planning consent required – no application submitted.	Consultation required and not programmed. Scheme likely to be contentious.
-2	Unlikely to occur in practice.	Unlikely to occur in practice.	Unlikely to occur in practice	n/a	Scheme requires 3 <sup>rd</sup> party land but landowner unknown.	Planning consent rejected.	n/a

Table M3: Example Benefits Scoring System

	Convenience	Accessibility	Safety	Comfort	Attractiveness	Impact on other road users		Potential to induce modal shift
2	<ul style="list-style-type: none"> <li>Route is direct for journeys for which it is expected to cater</li> <li>Route is essentially level</li> <li>Route contains few points of delay and/or avoids existing delays</li> </ul>	Provides significantly improved link - <ul style="list-style-type: none"> <li>along identified desire line</li> <li>to key trip generator(s)</li> <li>between two existing links</li> <li>across existing severance</li> </ul> Proposal also readily accessible from all streets and premises	Addresses significant recorded collision history (4 in 3 yrs, or 2 KSI in 3 yrs suggested)	Significantly improves comfort (i.e. provides complete segregation from traffic with buffer, a well overlooked route, minimal traffic speeds etc.)	Proposals significantly improve the environment for cycling /pedestrians in terms of aesthetics, noise, and quality of public space	Unlikely to occur in practice	5	Likely to result in significant modal shift from private car to pedal cycle/foot either as a result of the physical connection <b>or</b> route being <i>within</i> an area benefitting from an on-going behaviour change programme e.g. Smarter Choices/Bike It
1	<ul style="list-style-type: none"> <li>Route reasonably direct for journeys for which it is expected to cater</li> <li>Route includes only moderate gradients</li> <li>Route contains some points of delay and/or reduces existing delays</li> </ul>	Provides improved links - <ul style="list-style-type: none"> <li>along identified desire line</li> <li>to key trip generator(s)</li> <li>between two existing links</li> <li>across existing severance</li> </ul> May also improve slightly accessibility to other streets and premises	Addresses lesser recorded collision history, or location understood to have a collision history which is not fully recorded	Improves comfort (i.e. provides some segregation from traffic, traffic speeds below 20mph without segregation, personal safety improvements such as CCTV and lighting etc.)	Proposals slightly improve the environment for cycling/walking in terms of aesthetics, noise, and quality of public space	Provides some additional benefit to other road users on balance (as a toucan might for pedestrians)	3	May increase numbers of cyclists/pedestrians but unlikely to result in significant modal shift from private cars either as a result of physical works <b>or</b> the route <i>connecting to</i> an area benefitting from a behaviour change programme
0	<ul style="list-style-type: none"> <li>Proposals do not offer greater convenience</li> </ul>	Proposals do not improve accessibility	No expected impact on collisions	No expected improvement in terms of comfort	Proposals have little or no benefit on quality of environment for	No significant expected impact for other road users	0	Little or no modal shift expected and scheme not linked to behaviour change programme



	than existing situation				cycling/walking in terms of aesthetics, noise, and quality of public space			
-1	<ul style="list-style-type: none"> <li>Proposal requires less direct route than existing</li> <li>Route introduces points of delay</li> </ul>	Unlikely to occur in practice	Proposals may result in additional collisions	May reduce level of comfort for cyclists/pedestrians	Proposals degrade quality of environment for cycling/walking in terms of aesthetics, noise, and quality of public space	Some significant negative impact expected for other road users (i.e. loss of residential parking, some additional congestion)	-1	Unlikely to occur in practice
-2	Unlikely to occur in practice	Unlikely to occur in practice	Unlikely to occur in practice	Unlikely to occur in practice	Unlikely to occur in practice	Very significant negative impact expected for other road users (i.e. serious congestion, especially for PT, loss of parking in retail areas, restrictions on loading)	-2	Unlikely to occur in practice

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# Eitem ar gyfer y Rhaglen 10



## ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday, 8 <sup>th</sup> February, 2022
<b>Report Subject</b>	Flintshire Coast Park
<b>Cabinet Member</b>	Cabinet Member for Economic Development and Countryside
<b>Report Author</b>	Chief Officer (Planning, Environment & Economy)
<b>Type of Report</b>	Operational

### EXECUTIVE SUMMARY

In 2014 a strategic framework of opportunities along the Dee Estuary foreshore was produced. The proposal of a coast park sought to identify the estuary foreshore as a single entity akin to a Regional Park.

The concept of a Flintshire Coast Park should be explored again in light of opportunities related to Levelling Up funding (LUF) availability.

Work to develop a Regional Coast Park for Flintshire would provide a fresh impetus and focus for the coast, raising the profile of the foreshore and enable communities and businesses to work sustainably and innovatively to help deliver environmental, economic and social prosperity.

### RECOMMENDATIONS

1	Members note the strategic direction set out in the Coast Park Prospectus and support work to develop the creation of a Regional Flintshire Coast Park.
2	That Cabinet welcomes the views of the Environment and Economy Overview and Scrutiny Committee, and delegates authority to the Chief Officer (Planning, Environment and Economy) (in consultation with the Cabinet Member for Economic Development) to make minor changes to the proposals to reflect those views.

## REPORT DETAILS

1.00	EXPLAINING THE FLINTSHIRE COAST PARK
1.01	<p>Following the completion of the Wales Access Improvement Programme (2006-2013), culminating in the opening of the Wales Coast Path in 2012, Flintshire identified a series of local ventures along the Dee Coastline from Talacre to Shotton that individually and collectively would help to:</p> <ul style="list-style-type: none"> <li>• Enhance and interpret the area’s outstanding natural and heritage value</li> <li>• Attract and retain more visitors</li> <li>• Provide community facilities and events</li> <li>• Create jobs and enhance skills</li> <li>• Reverse environmental decline</li> </ul>
1.02	<p>TEP consultancy was commissioned in 2014 to develop a strategic framework of opportunities along the Dee Estuary foreshore and produced a Flintshire Coast Park Prospectus. (Appendix 1). The proposal of a coast park sought to identify the estuary foreshore as a single entity akin to a Regional Park.</p>
1.03	<p>Regional Parks have a formal designation to enable the coordination and management of publicly accessible land at a landscape scale. They often include landscapes of regional importance and provide havens for wildlife.</p> <p>In North Wales, on a landscape scale, there is the National Park and the Areas of Outstanding Natural Beauty, (and a proposal for a new National Park in NE Wales). A Regional Park would fill the position between these large area designations and the more local Country Park designation.</p>
1.04	<p>Regional Parks can bring partners together to enable and deliver significant local and regional economic and environmental benefits, including:</p> <ul style="list-style-type: none"> <li>- Help safeguard and create jobs by supporting local businesses and inward investment</li> <li>- Provide accessible high quality greenspace for improved health and well being</li> <li>- Develop improved community resilience and local economic opportunities making spaces more liveable places</li> <li>- Support climate change adaptation by maximising the role of green infrastructure</li> <li>- Improve biodiversity and habitat connectivity</li> <li>- Changes perceptions.</li> </ul>
1.05	<p>There are few examples across the UK but notable ones are:</p> <p>South Wales - The Valleys Regional Park,  <a href="https://valleysregionalpark.wales/">https://valleysregionalpark.wales/</a></p> <p>Colne Valley Regional Park near London,  <a href="https://www.colnevalleypark.org.uk/">https://www.colnevalleypark.org.uk/</a></p>

1.06	<p>The concept of a Flintshire Coast Park should be explored again in light of opportunities related to Levelling Up funding (LUF) availability.</p> <p>The LUF guidance states:</p> <p><i>‘Investment in cultural assets can rejuvenate places, leading to positive economic and social outcomes at a local level. It can help to retain and grow a highly skilled workforce, attract tourists to bolster local business, and provide opportunities to grow people and communities’ connections with places. Additionally, supporting the development of a more positive relationship between people and place can have a positive impact on both mental and physical health. In short, culture and heritage are things that people up and down the country bring people together and strengthen communities.’</i></p> <p><i>LUF Prospectus March 2021</i></p>
1.07	<p>The idea of a Flintshire Coast Park, with a possible designation of Regional Park, will align with the LUF and currently the two applications for LUF funding in Flintshire are focused in the coastal zone and would be supported by the Flintshire Coast Park Prospectus.</p>
1.08	<p><b>The Coast Park Prospectus</b></p> <p>The aims of the prospectus were underpinned by the detailed proposals presented in the 2008 Flintshire Coastal Park Green Infrastructure Action Plan and the Lower River Dee Green Infrastructure Action Plan.</p>
1.09	<p>The vision presented was for an accessible coast park which celebrates the natural environment and heritage of the Welsh coast. The vision can be achieved through sustained investment and by working with key partners including community, businesses and public bodies who share the vision for the coast park.</p> <p>By 2034 the Flintshire Coast Park could have a reputation for:</p> <ul style="list-style-type: none"> <li>• Its high quality and accessible environment;</li> <li>• Vibrant and sustainable fishing operations;</li> <li>• Thriving tourism and recreation opportunities at the Northern Gateway, Connah’s Quay, Flint, Bagillt, Greenfield and Talacre;</li> <li>• Flourishing wildlife enjoyed by locals and visitors;</li> <li>• Celebrating its heritage; and linking communities.</li> </ul>
1.10	<p>The priorities presented were:</p> <ul style="list-style-type: none"> <li>• Enhancing our tourist, recreational and cultural activity;</li> <li>• Improving gateways to the coast at Connah’s Quay, Flint, Bagillt, Greenfield and Talacre;</li> <li>• Increasing usage by pedestrians, cyclists and horseriders along the Wales Coast Path;</li> <li>• Stimulating interest in the coast’s natural history and maritime culture.</li> </ul>

	<ul style="list-style-type: none"> <li>• Revitalising ports and harbours to increase interaction between the land and water;</li> <li>• Ensure effective marketing and branding.</li> </ul>
1.11	<p>Six key hubs offer particular opportunity to promote heritage, recreation, tourism, wildlife and enterprise. These included:</p> <ul style="list-style-type: none"> <li>• Northern Gateway</li> <li>• Connah's Quay Dock</li> <li>• Flint Waterfront</li> <li>• Bagillt Inlet &amp; Bettisfield Hill</li> <li>• Greenfield Dock &amp; Greenfield Valley</li> <li>• Talacre</li> </ul> <p>The Wales Coast Path provides the common thread between the 6 hubs, providing walkers, and visitors, with a flavour of the Flintshire Coast. The distinctive character of each hub will give users a rich and memorable experience of this part of coastal Wales</p>
1.12	<p><b>Next Steps</b></p> <p>A new Regional Coast Park for Flintshire would provide a fresh impetus and focus for the coast, raising the profile of the foreshore and enable communities and businesses to work sustainably and innovatively to help deliver environmental, economic and social prosperity.</p>
1.13	<p>The 2014 prospectus outlined 20 year strategic direction for the coast in Flintshire and much work has been achieved in the last 7 years. A review of action delivered, and an understanding of what opportunities remain, would inform the next stage of the process.</p>
1.14	<p>A scoping study to look at the formal establishment of a Regional Park is planned to be undertaken, to include mapping, SWAT analysis, delivery plan, branding &amp; marketing etc. This would need to be followed up by consultation of various stakeholders such as Natural Resources Wales, Town &amp; Community Councils along the estuary and other key partners and community group stakeholders. The identification of funding is paramount to realise the potential.</p>

<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
2.01	Currently work along the coast is funded through external grant aid and delivered in house through the Coastal Rangers.
2.02	The financial implications of a Regional Flintshire Coast Park are currently unknown but would be identified through the scoping study.
2.03	There is limited capacity to undertake the scoping study in-house, and therefore it should be commissioned externally and likely to cost in the region of £25k.

<b>3.00</b>	<b>CONSULTATIONS REQUIRED / CARRIED OUT</b>
3.01	Consultation with partners and key stakeholders would be carried out as part of the development work.
3.02	The concept of a Regional park was explored at Planning, Environment & Economy Programme Board in November 2021 and broadly supported.

<b>4.00</b>	<b>RISK MANAGEMENT</b>
4.01	None identified.

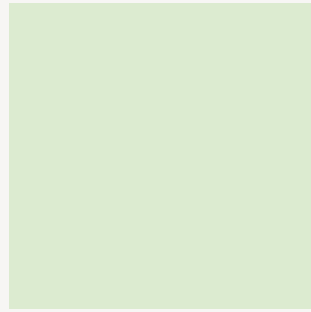
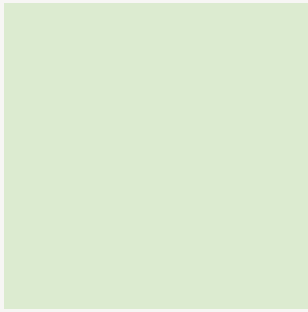
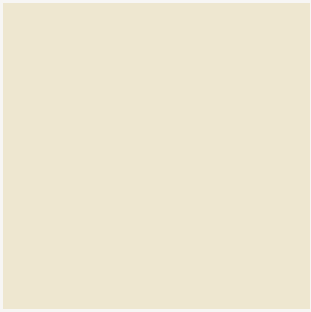
<b>5.00</b>	<b>APPENDICES</b>
5.01	Appendix 1 – Flintshire Coast Park Prospectus.

<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS AND CONTACT OFFICER</b>
6.01	None.  <b>Contact Officer:</b> Tom Woodall, Access & Natural Environment Manager <b>Telephone:</b> 01352 703902 <b>E-mail:</b> tom.woodall@flintshire.gov.uk

<b>7.00</b>	<b>GLOSSARY OF TERMS</b>
7.01	<p><b>Wales Coast Path</b> – National walking route covering 870miles of the Welsh Coast.</p> <p><b>Levelling Up Fund</b> – The government’s levelling-up fund is designed to combat regional inequality by investing in infrastructure that brings pride to a local area.</p> <p><b>Green Infrastructure</b> – Green infrastructure is a network of multi-functional green space and other green features, urban and rural, which can deliver quality of life and environmental benefits for communities.</p> <p><b>Natural Resources Wales</b> – Natural Resources Wales is the largest Welsh Government Sponsored Body, formed in April 2013, largely taking over the functions of the Countryside Council for Wales, Forestry Commission Wales and the Environment Agency in Wales.</p>

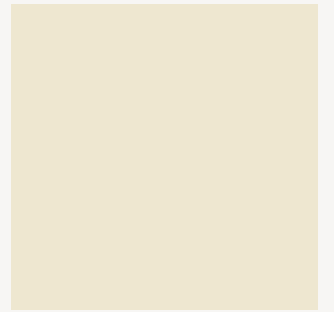
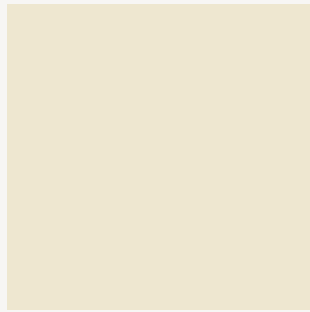
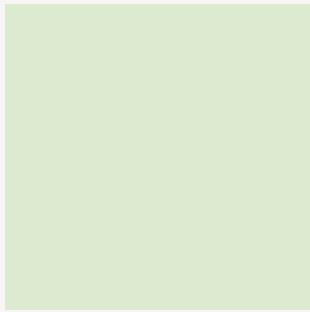
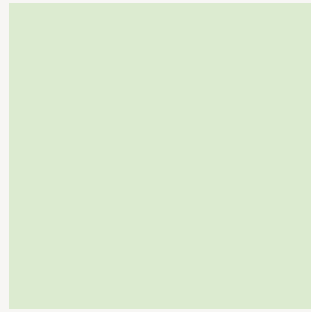
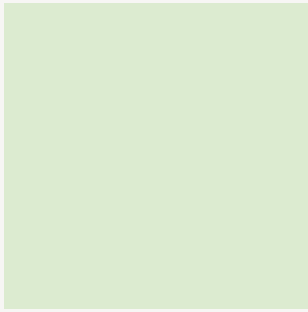
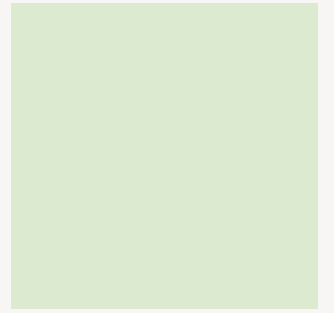
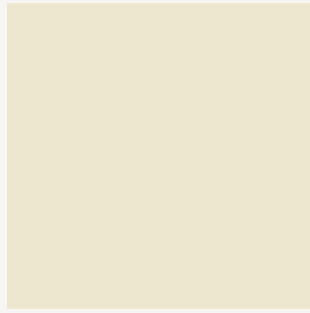
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# FLINTSHIRE COAST PARK



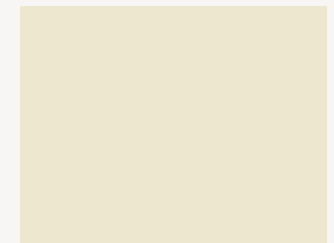
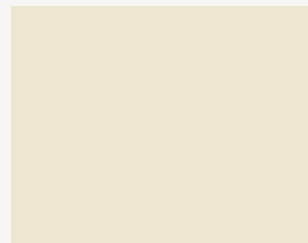
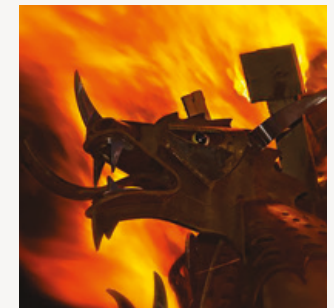
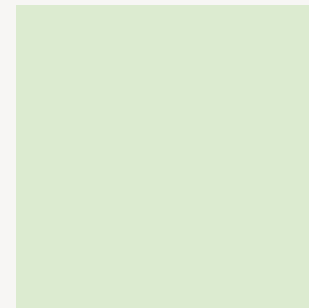
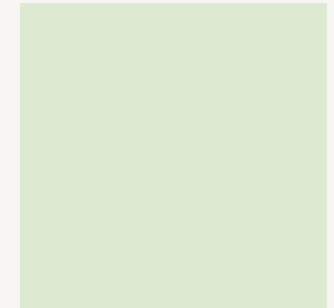
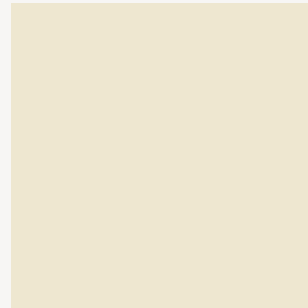
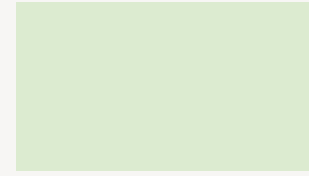
# CONTEXT MAP

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# WELCOME TO THE FLINTSHIRE COAST

The Flintshire coast is Wales' most north-easterly stretch of coast and it fronts one of the UK's most important estuaries for wildlife. The coastline is very diverse with a major economic centre at Deeside, the historic settlement of Flint and the dunes at Talacre. The coast is close to the population centres of north-east Wales and north-west of England and transport connections are good. Flintshire's coast has huge potential for tourism, recreation and wildlife appreciation.

Flintshire's Coast stretches for 25 miles from Connah's Quay to Gronant and links the Wales Coast Path with the north-west of England. Over half of Flintshire's population live within 2 miles of the coast. The coast is also a key location for investment with plans for over 2000 new homes and 200 hectares of land for business and industry. A high quality and accessible coast will accelerate investment and regeneration.

Significant work has already been done on the coast but access to the shore remains constrained and poorly presented in places. This is undermining the county's potential to develop the coast for recreation, tourism and appreciation of the unique wildlife and cultural heritage.

Flintshire County Council, supported by a strong public/private partnership, has produced this prospectus as an expression of our aspirations for the coast. It identifies key hubs where we are seeking investment. It is an invitation to join us at the start of this exciting period for the Flintshire Coast Park and for you to contribute your ideas and resources.

There are many challenges ahead but we take heart from what has already been achieved by community, landowners and partners working together. Other waterfront parks in the UK have shown that a sustained programme of environmental enhancements brings economic benefit such as the Durham Heritage Coast and the Mersey Waterfront Regional Park.



*JB Attridge*

**Councillor Bernie Attridge**  
Deputy Leader and Cabinet  
Member for Environment

# ‘NOW IS A TIME TO BE PART OF IT’

Our vision is for an accessible coast park which celebrates the natural environment and heritage of the Welsh coast. Our vision can be achieved through sustained investment and by working with key partners including community, businesses and public bodies who share the vision for the Coast Park.



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## ***By 2034 the Flintshire coast park will have a reputation for:***

- Its high quality and accessible environment;
- Vibrant and sustainable fishing operations;
- Thriving tourism and recreation opportunities at the Northern Gateway, Connah’s Quay, Flint, Bagillt, Greenfield and Talacre;
- Flourishing wildlife enjoyed by locals and visitors;
- Celebrating its heritage; and
- Linking communities.

## ***Our priorities are:***

- Enhancing our tourist, recreational and cultural activity;
- Improving gateways to the coast at Connah’s Quay, Flint, Bagillt, Greenfield and Talacre;
- Increasing usage by pedestrians, cyclists and horseriders along the Wales Coast Path; and
- Stimulating interest in the coast’s natural history and maritime culture.

## ***Our priorities continued:***

- Revitalising ports and harbours to increase interaction between the land and water; and
- Ensure effective marketing and branding.

## ***We are also committed to:***

- High quality and consistency of design;
- Safeguarding internationally important wildlife resources;
- Celebrating and interpreting the rich maritime heritage;
- Working in partnership with major employers, landowners and education-providers;
- Stimulating enterprises and community activity reliant on a coastal location; and
- Providing socially-inclusive facilities which encourage healthy lifestyles.

# HISTORY

The rich, sheltered waters of the Dee Estuary would have attracted fisherman thousands of years ago but the first true industry was probably the Romans smelting lead ore at Oakenholt in around 40AD<sup>1</sup>.

The 13th century was a period of unrest between the Welsh and the English. Ewloe Castle was built in 1257 by the Welsh Prince Llewelyn ap Gruffydd in defiance of the English monarchy but in 1277 Edward I began his invasion of Wales and ordered Flint Castle and the town of Flint to be built.

Industry really started to develop in the late 17th century when coal replaced charcoal for smelting lead. Lead was brought down from Halkyn Mountain but ore could also easily be brought into Flintshire too. The estuary became a busy shipping route, exporting coal, lead, copper and other goods but silting up was a problem and in 1737 the New Cut was dug to improve access to Chester and the first lighthouse was built at Talacre in 1777. Connah's Quay grew after this both as a port and a centre for ship building including the famous Kathleen and May, built in 1900 by Ferguson and Baird.

The coast has a number of cultural associations including William Turner's visit to the area and his paintings of Flint Castle and the Dee Estuary in 1838. Greenfield Dock brought pilgrims to St Winefride's Well but also served the industry in Greenfield Valley. By the start of the 20th century, the nearby Flint Port was handling lead, coal and chemicals but gradually the old, heavy industry disappeared. Castle Works in Flint shut down in 1977 and the last colliery at Point of Ayr closed in 1996.

Flintshire County Council have started to address some of the negative perceptions of the coast and many of the industrial sites near Flint and Bagillt have now been decommissioned and decontaminated and the land handed back for nature, recreation and agriculture. The tidal range in the Estuary is dynamic and the variety of views across the Estuary to the Wirral and Liverpool Bay are breathtaking. The estuary is internationally important for bird life, with over 130,000 waders and wildfowl spending winter there.



<sup>1</sup>Text on page 4 reproduced from Discover Flintshire's Coast, Flintshire Countryside Service

# A CHANGING COAST - WHAT'S BEEN ACHIEVED ...

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Flintshire County Council and partners have been very active in recent years making the coast more attractive for recreation, tourism and wildlife.

***There are some very impressive statistics:***

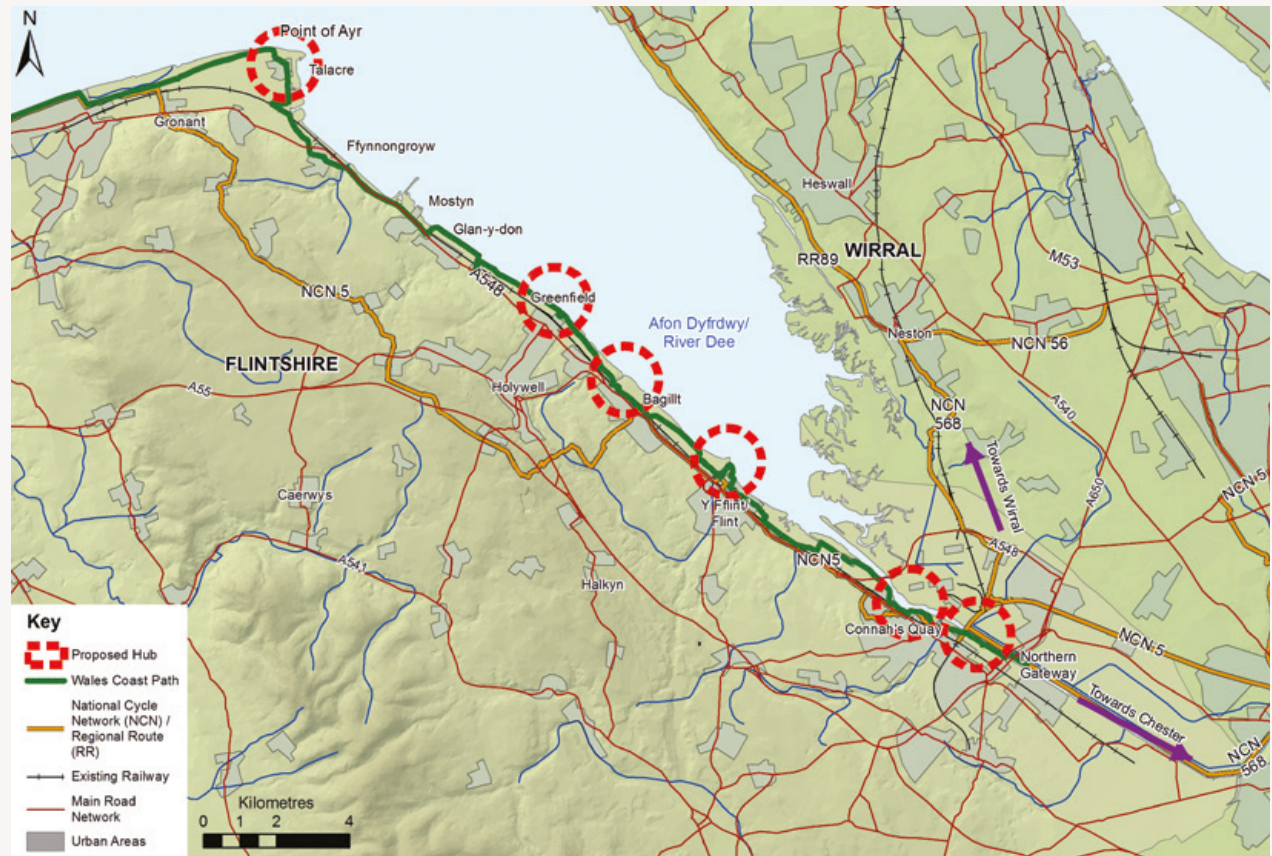
- Over 2000 volunteer days spent annually cleaning up the coast;
- Over 25 miles of footpath network improved, connected & signposted to deliver the Wales Coast Path;
- £ 1.3m funding secured to improve the coastal strip since 2007;
- Successful partnerships with over 20 businesses and 30 community groups involved in projects along the estuary;
- Successful programme of 20 annual events; and
- Bike route linking the Deeside Industrial Park to Neston.

# SIX HUBS

6 key hubs offer particular opportunity to promote heritage, recreation, tourism, wildlife and enterprise.

*These include:*

- Northern Gateway
- Connah's Quay Dock
- Flint Waterfront
- Bagillt Inlet & Bettisfield Hill
- Greenfield Dock & Greenfield Valley
- Talacre





# HUB 1: NORTHERN GATEWAY WATERFRONT

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The 165 hectare Northern Gateway site sits in a highly strategic location on the banks of the River Dee and near to the border with England. Construction on site is shortly to commence and when fully realised Northern Gateway is likely to deliver up to 5000 jobs, up to 1000 homes and extensive green infrastructure. There are significant opportunities to modify the Dee waterfront for better links to Northern Gateway and to provide a high quality environment for business, living, recreation, sustainable transport, tourism and wildlife. A new foot/cycle bridge link from Northern Gateway to Deeside Leisure Centre and Queensferry is an aspiration which will improve access to job opportunities in Northern Gateway especially for those without a car.

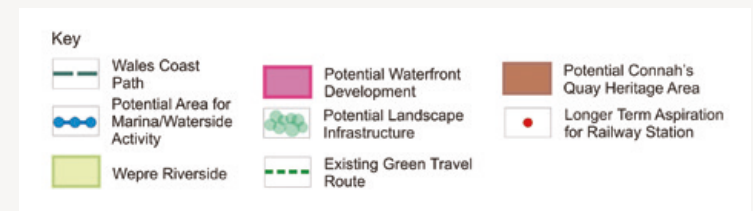
# HUB 2: CONNAH'S QUAY DOCK

Dock Road serves Connah's Quay historic harbour and shipbuilding area. From the waterfront on Dock Road there are some excellent views downstream towards the cable-stayed Flintshire Bridge and upstream towards Northern Gateway. However there are also some detractors including the fragmented appearance of light industry, the steel works and a number of overhead power lines.

There are a number of opportunities in the area, including those promoted by the Quay Waterman's Association who have prepared a business plan to regenerate Connah's Quay dock. Their vision includes creating a heritage centre for community use and marine and sea cadet training; establishing a floating pontoon for boat trips to Chester and the north Wales coast and larger vessel maintenance.

When the River Dee was diverted into its present channelized course in 1737, the River Dee Company (1741-1902) engineered extensive land reclamation at the head of the river. In 1896 the former marshland became home to Shotton Steelworks with Connah's Quay providing access to the river and a means of transporting goods by boat. Today the steelworks are owned by Tata Steel Ltd and manufacture cladding systems and niche engineering products.

The physical detractors in the area can be addressed by a gradual improvement of the building form along Dock Road and changing of uses to be more focussed on maritime based businesses, together with cultural, heritage, leisure and recreation facilities. There are also opportunities for significant landscape screening of the steel works on the north banks of the Dee which would greatly improve views and perceptions of the area.





**Left:** Existing view of Connah's Quay Dock.

**Below:** Proposed heritage centre and enhancements to dock.



# HUB 3: FLINT WATERFRONT

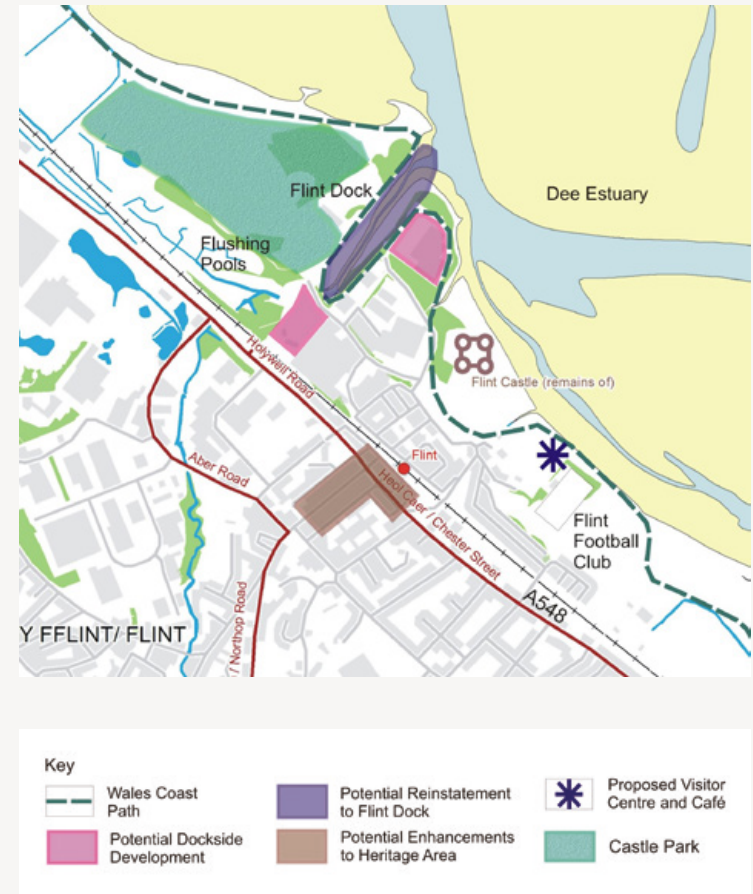
Flintshire County Council has recently prepared a Strategy and Masterplan for Flint 2021 that envisages the town as a local destination capitalising on its assets especially its history as a ‘bastide’ fortified market town and its waterfront. Key to the Masterplan is to reconnect the town to the castle and waterfront and to embed Flint within the sub regional tourism network.

The castle is a tremendous asset to the town and the setting provided by the Dee Estuary is breathtaking, however for the visitor there is currently limited interpretation of the castle and the land uses adjacent do not contribute to its setting. Flint Town Football Club is seeking to address this by devising the plan for a visitor/interpretation centre near the castle. The facility could be shared with the Football Club and could provide important interpretation facilities about the Coast Park.

An important asset for the town is Flint Dock and in the early 20th Century it was a busy port handling coal, lead and chemicals. Near the Dock are some

flushing pools that fill at high tide and were used historically to flush out silt in the dock. The Friends of Flint Dock are looking to restore the gate to the flushing pools to reinstate the cleaning out process.

The headland site located between the Castle and the Dock was previously occupied by a processing plant but now lies vacant. The existing vegetation to the edges of the Dock provides a high quality setting and framed view across the estuary to the Wirral. Although allocated for employment, an ambitious proposal could be to transform the area to offer more attractions for visitors and local people. This could include facilities related to the Castle, a gallery to celebrate William Turner’s work, café and restaurant facilities and marine related accommodation for the Dock. A complementary proposal could see the reinstatement of the Flint Dock as a working port bringing a sense of interest, energy and vitality and boat access during low tide.

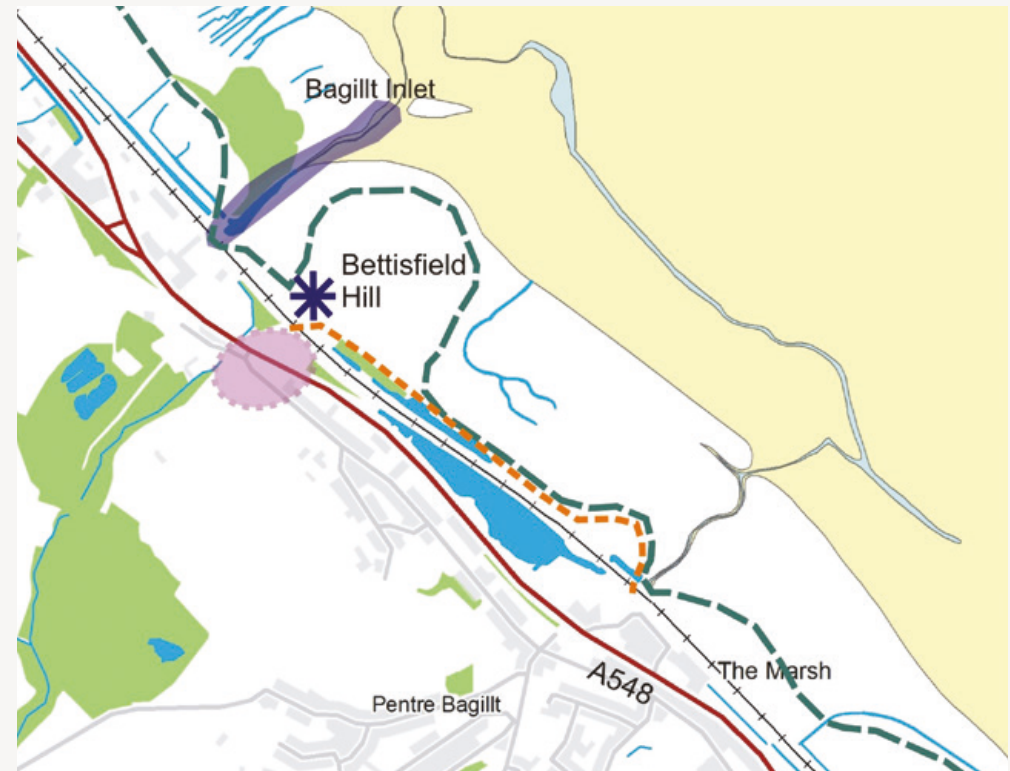




# HUB 4: BAGILLT INLET & BETTISFIELD HILL

The Bagillt Community in partnership with Flintshire County Council, have prepared proposals for the Bagillt Inlet and immediate areas, including the former Bettisfield Colliery. The Inlet, now filled with silt, was previously kept clear by the flushing effect of the 10 mile long Milwr Tunnel, that used to drain the Holywell district and 60 miles of passages from Loggerheads under Halkyn to Bagillt.

The proposal envisages the reinstatement of the inlet for improved access to fishing boats and the conversion of the old colliery winding house into a heritage centre and café. There are also opportunities to enhance Bettisfield Hill, a high point along this section of the coast with commanding views of the estuary and a focal point provided by the dragon torch. The proposal would also require access improvements from the coast road (A548). The Wales Coast Path follows a circuit around the hill.



Key			
	Wales Coast Path		Proposed Visitor Centre and Café
	Existing Cycleway		Proposed Reinstatement to Bagillt Harbour
	Potential Access Improvements		



**Above:** Aerial perspective of the old colliery winding house converted into heritage centre and café, with Bagillt Inlet and Bettisfield Hill also in view.

# HUB 5: GREENFIELD DOCK & GREENFIELD VALLEY

Like many of Flintshire's ports and harbours, Greenfield has a very rich history. During the 18th Century it traded extensively with Liverpool and by the 19th Century ferries brought pilgrims to nearby Holywell. The Dock is now the centre for significant fishing and shell-fishing activity and funding is being sought to improve the slipway for fishing, cockling and leisure activities and the refurbishment of the former security gatehouse into a café.

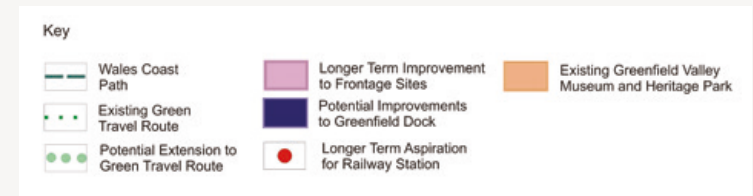
Currently all the produce from the sea is exported to South Wales for processing but there are aspirations to provide processing facilities on site. Any proposed facilities, could in the longer term, incorporate a local fish market and restaurant creating a focal point for the area.

A longer term aspiration could be to create a floating harbour/dock so that the water level remains constant and is not affected by the state of the tide

of the River Dee. A floating harbour would enable a more functional facility and provide a more attractive and appealing environment.

Just across the A548 coast road are significant attractions in the Greenfield Valley including Basingwerk Abbey, Greenfield Valley Museum and Heritage Park and heritage attractions at Holywell. These sites are currently connected by an attractive woodland off-road route for pedestrians and cyclists and the same route could be extended over the existing viaduct across the coast road to link with the Dock, and the Wales Coast Path.

The presentation of Greenfield Dock and Greenfield Valley on the coast road is currently quite poor and there is opportunity to consider more sympathetic uses on the sites fronting Bagillt Road and Dock Road in the longer term to draw more visitors to both attractions.





# HUB 6: TALACRE

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A masterplan for Talacre and Gronant was completed in 2010 describing the locality as the ‘green jewel’ of the North Wales Coast. 80% of the annual spend on tourism in Flintshire is spent in Talacre and Gronant. The study highlighted improvements for visitors to better harness economic benefits.

The masterplan recommends a number of improvements including transport, accessibility, parking and public spaces to better accommodate the influx of visitors during key periods of the year. It also recommends improving the quality of visitor services in the area, including the provision of interpretation.

### ***There are three priorities for action going forward:***

- Landscape - *develop local tourism industry in ways which do not detract from the special and protected landscapes;*
- Visitor experience - *develop the experience and promotion of outdoor adventure, heritage and culture; and*
- Accommodation, customer service and public spaces - *investment in these areas to underpin positive visitor perception and contribute to lasting memories and repeat visits.*

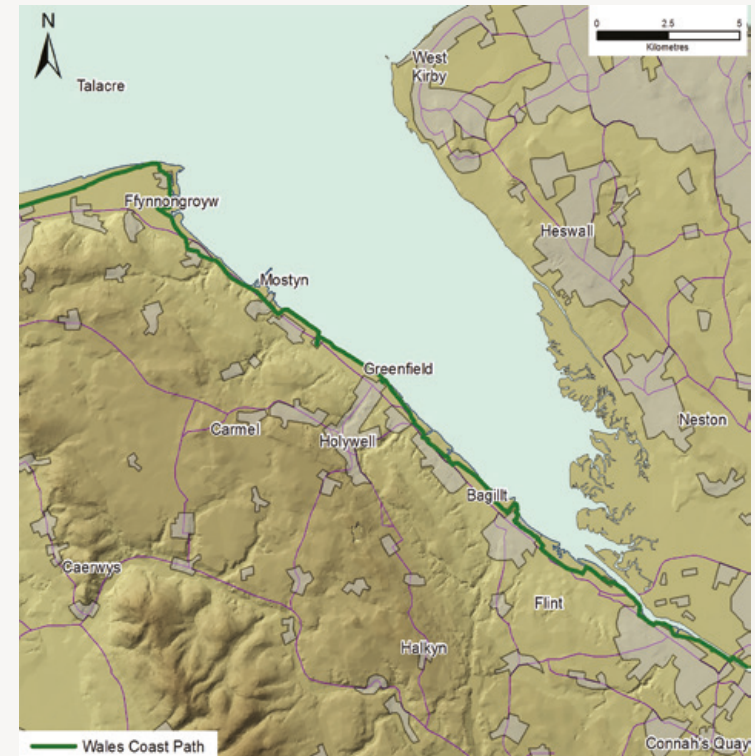
Talacre is already a very successful hub and the challenge will be to draw Talacre’s visitors along the coast to other potential visitor hubs at Greenfield, Flint and Connah’s Quay.

# WALES COAST PATH

The Wales Coast Path opened in May 2012, and offers an 870 mile walking route around Wales, from Chepstow, in the south, to Queensferry, in the north. Wales is the first country in the world to provide a dedicated footpath along its entire coastline and a panel of experts from the travel guide Lonely Planet rated the coast of Wales first in its Best in Travel top 10 regions for 2012. This accolade should not be underestimated as coastal Wales was selected alongside other world regions such as Northern Kenya, the eastern Maritime Provinces of Canada and Queenstown and Southern Lakes in New Zealand.

The Coast Path provides the common thread between the 6 hubs, providing walkers, and visitors, with a flavour of the Flintshire Coast. The distinctive character of each hub will give users a rich and memorable experience of this part of coastal Wales.

There is an aspiration that the Coast Path in Flintshire should be accessible for all users, including disabled people, cyclists and horse riders. The development of a path for all will depend on the ability to work successfully with landowners and local communities.



# BE A PART OF IT

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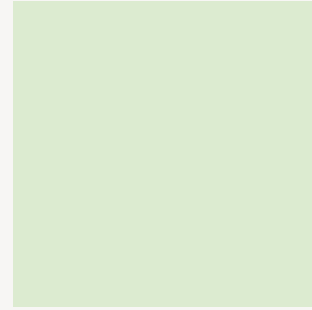
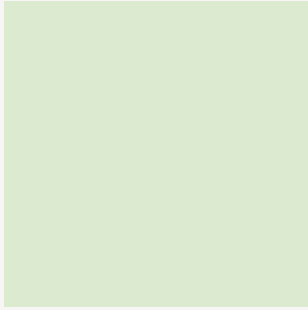
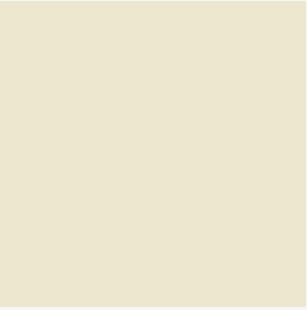
We hope that this prospectus has given you a sense of what the Flintshire Coast Park can achieve. The aims of the prospectus are underpinned by the detailed proposals presented in the Flintshire Coastal Park Green Infrastructure Action Plan and the Lower River Dee Green Infrastructure Action Plan. Flintshire County Council will support the Coast Park in all the ways it can; for example by devoting staff time to managing the coastal public spaces; using its land and funds (where these are available) by co-ordinating community activities and making bids to funders for Park projects. The Council will also use its planning and regeneration functions to assist landowners to deliver projects that enhance the coastal environment.

***But the Council cannot achieve any of the Park's objectives on its own. We need others:***

- Communities, Volunteers and Trusts to devise and implement local projects, such as the Connah's Quay Dock regeneration;
- Landowners and major employers (both public and private) to make their land, funds and staff resources available, so that the Coast Park can enhance the quality of place for business growth; and
- Sponsors and funders for capital-intensive projects.


For more information, follow the progress of the Flintshire Coast Park, via the Council's website

**<http://www.flintshire.gov.uk/en/LeisureAndTourism/Home.aspx>**




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Prepared by TEP on behalf of  
Flintshire County Council.



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