

Pecyn Dogfen Gyhoeddus



Swyddog Cyswllt:
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At: Cyng Ray Hughes (Cadeirydd)

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

11 Hydref 2017

Annwyl Gynghorydd,

Fe'ch gwahoddir i fynychu cyfarfod Pwyllgor Trosolwg a Chraffu yr Amgylchedd a fydd yn cael ei gynnal am 10.00 am Dydd Mawrth, 17eg Hydref, 2017 yn Ystafell Bwyllgor Delyn, Neuadd y Sir, Yr Wyddgrug CH7 6NA i ystyried yr eitemau canlynol

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 3 - 12)

Pwrpas: I gadarnhau, fel cofnod cywir gofnodion y cyfarfod ar 19 Medi 2017.

4 RHAGOLWG ARIANNOL A CHAM CYNTAF CYLLIDEB 2018/19 (Tudalennau 13 - 42)

Adroddiad Prif Weithredwr, Prif Swyddog (Cynllunio a'r Amgylchedd), Prif Swyddog (Strydwedd a Chludiant), Rheolwr Cyllid Corfforaethol - Arweinydd y Cyngor Aelod o'r Cabinet dros Gyllid, Aelod Cabinet dros Gynllunio a Diogelu'r Cyhoedd, Aelod Cabinet dros Strydlun a Chefn Gwlad

Pwrpas: Darparu'r rhagolwg ariannol i'r Pwyllgor ac ymgynghori ynghylch cynigion Cam 1 Cyllideb Refeniw Cronfa'r Cyngor ar gyfer 2018/19.

5 STRATEGAETH MYNWENTYDD A GWASANAETHAU PROFEDIGAETH
(Tudalennau 43 - 52)

Adroddiad Prif Swyddog (Strydwedd a Chludiant) - Aelod Cabinet dros Strydlun a Chefn Gwlad

Pwrpas: Darparu'r Pwyllgor Craffu â gwybodaeth am weithgarwch y Tîm Gwasanaethau Profedigaeth o fewn Strydwedd a Chludiant a chynigion i ymestyn y gwasanaeth i breswylwyr. Bydd yr adroddiad hefyd yn trafod y capasiti o fewn mynwentydd presennol yn Sir y Fflint a chynigion yn ymwneud â darpariaeth gwasanaeth yn y dyfodol.

6 CEUDYLLAU A RHAGLENNI AILWYNEBU (Tudalennau 53 - 58)

Adroddiad Prif Swyddog (Strydwedd a Chludiant) - Aelod Cabinet dros Strydlun a Chefn Gwlad

Pwrpas: Egluro'r broses gysylltiedig i gadarnhau rhaglen ailwynebu priffyrdd y Cyngor

7 PARTNERIAETH GWASTRAFF RHANBARTHOL GOGLEDD CYMRU
(Tudalennau 59 - 62)

Pwrpas: Cael diweddariad terfynol ar Bartneriaeth Gwastraff Rhanbarthol Gogledd Cymru

8 RHAGLEN GWAITH I'R DYFODOL (Tudalennau 63 - 68)

Adroddiad Hwylusydd Trosolwg a Chraffu yr Amgylchedd

Pwrpas: Ystyried y flaenraglen waith Pwyllgor Craffu & Trosolwg amgylchedd

Yn gywir



Robert Robins
Rheolwr Gwasanaethau Democraidaidd

Eitem ar gyfer y Rhaglen 3

PWYLLGOR TROSOLWG A CHRAFFU YR AMGYLCHEDD **19 MEDI 2017**

Cofnodion cyfarfod Pwyllgor Trosolwg a Chraffu yr Amgylchedd Cyngor Sir y Fflint a gynhaliwyd yn Ystafell Bwyllgora Delyn, Neuadd y Sir, Yr Wyddgrug, ddydd Mawrth, 19 Medi 2017.

YN BRESENNOL: Y Cynghorydd Ray Hughes (Cadeirydd)

Y Cyngorwyr: Mike Allport, Haydn Bateman, Sean Bibby, Andy Dunbobbin, David Evans, Veronica Gay, Cindy Hinds, Dave Hughes, Joe Johnson, Vicky Perfect, Paul Shotton ac Owen Thomas

YMDDIHEURIADAU: Y Cyngorwyr Chris Dolphin a Colin Legg, a'r Cyngorydd Derek Butler (Aelod Cabinet dros Ddatblygiad Economaidd)

HEFYD YN BRESENNOL: Y Cyngorwyr Ian Dunbar, Patrick Heesom, Christine Jones a David Wisinger, yn bresennol fel arsylwyr

CYFRANWYR: Y Cyngorydd Chris Bithell, Aelod Cabinet Cynllunio a Gwarchod y Cyhoedd; y Cyngorydd Carolyn Thomas, Aelod Cabinet Strydwedd a Chefn Gwlad; Prif Swyddog (Cynllunio a'r Amgylchedd); a'r Prif Swyddog (Strydwedd a Chludiant).

Rheolwr Datblygu (cofnod rhif 23)

Cydlynnydd Ymddygiad Gwrthgymdeithasol (cofnod rhif 24)

Rheolwr Gwasanaeth Gwastraff ac Ategol (cofnod rhif 26)

Rheolwr Strategaeth Priffyrdd (cofnod rhif 27)

Rheolwr Rhwydwaith Priffyrdd (cofnod rhif 28)

ARSYLWYR: Hwylusydd Trosolwg a Chraffu yr Amgylchedd a Swyddog Gwasanaethau Democraidd

21. DATGAN CYSYLLTIAD

Ni ddatganwyd unrhyw gysylltiad.

22. COFNODION

Cyflwynwyd cofnodion y cyfarfod a gynhaliwyd ar 11 Gorffennaf 2017.

PENDERFYNWYD:

Cymeradwyo'r cofnodion fel cofnod cywir a'u llofnodi gan y Cadeirydd.

23. POLISI AC YMGYNGHORIAD GORFODI CYNLLUNIO

Cyflwynodd y Cyngorydd Chris Bithell yr adroddiad i geisio cymeradwyaeth y Polisi Gorfodi Cynllunio drafft am ymgynghoriad cyn ei fabwysiadu'n ffurfiol ac i rannu manylion yr ymgynghoriad gorfodi yn y dyfodol.

Byddai'r newidiadau arfaethedig yn helpu i wella dulliau cyfathrebu a hygyrchedd i gyflawni system gorfodi cynllunio mwy effeithiol.

Esboniodd y Prif Swyddog (Cynllunio a'r Amgylchedd) fod adolygiad y polisi wedi cael ei gydlynu gydag ail-strwythuriad arfaethedig y tîm Rheoli Datblygiadol a chafodd ei lywio gan newidiadau mewn deddfwriaeth a chanlyniadau adroddiad Adain Archwilio Mewnol diweddar i'r swyddogaeth orfodi. Crynhowyd prif newidiadau'r polisi gan y Rheolwr Datblygu, a esboniodd hefyd y byddai'r gwaith ail-strwythuro yn galluogi i adnoddau gael eu defnyddio mewn ffordd wahanol.

Mewn ymateb i gwestiwn gan y Cynghorydd Owen Thomas, cyfeiriodd y Rheolwr Datblygu at heriau ceisiadau cynllunio ôl-weithredol, ond cynghorodd y byddai'r gwaith ail-strwythuro arfaethedig yn cryfhau'r broses dracio ar geisiadau o'r fath, ac amserlenni y tu allan lle byddai unrhyw ddatblygiad yn cael ei eithrio rhag camau gorfodi posibl.

Siaradodd y Cynghorydd Paul Shotton o blaid yr argymhellion a gofynnodd am y dyddiad gweithredu. Esboniwyd bod y rhan fwyaf o gamau yn digwydd yn y mis cyfredol, gyda'r cyfnod ymgynghori ailstrwythuro eisoes ar waith, tra byddai camau eraill, megis newidiadau i feddalwedd TG yn cymryd mwy o amser i'w cwblhau.

Gofynnodd y Cynghorydd David Evans i'r polisi gynnwys darpariaeth i'r swyddog achos drafod ei benderfyniad ar gamau gorfodi gyda'r aelod lleol ac i'r wybodaeth hon fod ar gael. Cydnabuwyd pwysigrwydd ymgysylltu ag Aelodau Lleol gan swyddogion a ddywedodd y gall adroddiadau buddioldeb, yn cynnwys penderfyniadau gorfodi, ddod yn hygyrch i'r cyhoedd yn y dyfodol. O ran anhysbysrwydd cwynion, byddai angen rhoi ystyriaeth ofalus pe bai'r gofrestr cwynion gorfodi yn dod ar gael ar y wefan. Byddai effaith unrhyw absenoldebau hirdymor ar lwythi achos swyddog yn cael ei leihau gan yr ymgynghoriad ailstrwythuro a'r gwaith achos, gyda gwybodaeth gorfodi wedi'i ymestyn ar draws y tîm cyfan. Byddai amserlenni ar gyfer ymweliadau safle â gwerylloedd sipi/teithiwr anawdurdodedig (fel y cyfeirir atynt yn y polisi) yn cael eu diwygio os bydd y tir yn eiddo i'r Cyngor. Os byddai'r gweryll ar dir y Cyngor, cydnabuwyd mai'r dull gweithredu cyflymaf fyddai drwy ein rôl fel perchennog tir, yn hytrach na thrwy orfodaeth cynllunio.

Yn dilyn sylw gan y Cynghorydd Cindy Hinds, esboniwyd y byddai'r newidiadau arfaethedig yn helpu i wella'r gwaith o gofnodi ac olrhain cwynion er mwyn sicrhau bod yr achwynydd yn cael ymateb ysgrifenedig, a chopi'n cael ei anfon at yr Aelod Lleol.

Mewn ymateb i'r Cynghorydd Veronica Gay, cytunodd y Rheolwr Datblygu i egluro 'cwynion ysgrifenedig' yn y polisi, a chynnwys arwyddion cryfach ar adrannau perthnasol y tu allan i'r adran Gynllunio, er enghraifft Tai neu Briffyrdd. Rhoddodd fanylion am y feddalwedd TG newydd hefyd, sy'n rhyngweithio ag amserlen calendr i gofnodi unrhyw amserlenni cynyddol yn awtomatig.

Cyfeiriodd y Cynghorydd Owen Thomas at y nifer o achosion lle na ellid cymryd camau gorfodi oherwydd bod y terfyn amser wedi'i dorri. Nodwyd y byddai'r trefniadau newydd yn gwella tryloywder ar achosion caeedig ac y byddai'r wybodaeth hon ar gael yn yr adroddiadau buddioldeb.

Cytunodd swyddogion i ddarparu rhifau ffôn cyswllt ar gyfer timau'r Gogledd a'r De, ar ôl i'r rhain gael eu recriwtio, yn ôl cais y Cadeirydd.

PENDERFYNWYD:

Cymeradwyo'r Polisi Gorfodi Cynllunio diwygiedig ar gyfer ymgynghoriad yn amodol ar y Cabinet yn ystyried y sylwadau a wnaed gan y Pwyllgor.

24. CANLYNIADAU'R YMGYNGHORIAD YNGHYLCH AMODAU ARFAETHEDIG GORCHYMYN GWARCHOD MANNAU CYHOEDDUS RHEOLI CŴN DRAFFT

Cyflwynodd y Cynghorydd Carolyn Thomas adroddiad ar ganlyniad yr ymgynghoriad ar amodau arfaethedig Gorchymyn Gwarchod Mannau Cyhoeddus Rheoli Cŵn yn Sir y Fflint sy'n cwmpasu rheoli cŵn a baw cŵn, a fyddai'n disodli'r Gorchymyn Rheoli Cŵn presennol.

Rhoddodd y Cydlynnydd Ymddygiad Gwrthgymdeithasol fanylion am yr ymgynghoriad a chrynodeb o'r ymatebion, a oedd yn dangos cefnogaeth gref dros yr amodau arfaethedig. Er bod 68% o'r ymatebion yn cytuno gyda gwahardd cŵn rhag lleiniau chwaraeon wedi'u marcio, dyma oedd y cynnig a gefnogwyd leiaf a chafodd wrthwynebiadau hwyr. Oherwydd hyn a phryderon nad oedd rhai unigolion yn ymwybodol o'r ymgynghoriad, nododd yr adroddiad ddau opsiwn: (1) argymhell bod y Cabinet yn ystyried yr holl amodau arfaethedig a (2) bod y Cabinet yn ystyried cyfnod pellach o ymgynghoriad lleol i geisio safbwyntiau ar p'un a ddylid gwahardd cŵn o leiniau chwaraeon wedi'u marcio mewn ardaloedd lle nad oedd cyfleusterau amgen ar gyfer mynd a chŵn am dro.

Dywedodd y Cadeirydd fod Opsiwn 1 wedi cael cefnogaeth gyffredinol gan Aelodau a oedd yn bresennol yn y gweithdy yn gynharach yn y flwyddyn.

I letya rhai pryderon a godwyd yn ystod yr ymgynghoriad, cynigiodd y Cynghorydd Paul Shotton Opsiwn 1, gyda diwygiad 'i ganiatáu cŵn o amgylch perimedr lleiniau chwaraeon ar dennyn'. Cadarnhaodd Swyddogion y byddai gorfodi'r Gorchymyn Rheoli Cŵn presennol yn dod i ben ar 20 Hydref 2017 oni bai bod y Gorchymyn Gwarchod Mannau Agored wedi'i fabwysiadu i ddod yn ei le.

Nododd y Cynghorydd Owen Thomas fod rhai lleiniau chwaraeon heb eu marcio ac na fyddent yn cael eu cwmpasu gan yr amodau. Teimlai y dylai cyfeiriad at gaeau gwmpasu ardal gyfan y caeau hynny ac y dylid rhoi cŵn ar dennyn wrth ddefnyddio llwybrau cerdded cyhoeddus, gan ychwanegu y byddai camau ataliol o'r fath yn osgoi damweiniau posibl. Dywedodd y swyddogion fod amodau (i) a (v) yn mynd i'r afael â'r pryderon ac y byddai arwyddion priodol

yn cael eu harddangos. Ar ôl ymholiadau pellach, esboniwyd yr ymgynghorwyd â'r Cyngorau Tref a Chymuned ar dir yr hoffent iddo gael ei gynnwys yn y Gorchymyn Gwarchod Mannau Cyhoeddus ac y byddai angen caniatâd ar unrhyw dir preifat pe bai ai am gael ei gynnwys ar gam yn y dyfodol.

Cymharodd yr aelodau y diwygiad a gynigiwyd gan y Cyngorydd Shotton i Opsiwn 2.

Dyweddodd y Cyngorydd Carolyn Thomas y cydnabuwyd bod llawer o berchnogion cŵn yn gallu rheoli eu cŵn pan fyddant yn cael eu gollwng yn rhydd am ymarfer corff a bod amod (v) wedi ei gynnwys fel amddiffyniad lle nad dyma'r achos.

Cafodd diwygiad y Cyngorydd Shotton ei eilio gan y Cyngorydd Andy Dunbobbin.

Yn dilyn sylwadau gan y Cyngorydd Cindy Hinds ar wahardd cŵn rhag mynd i mewn i unrhyw ardaloedd chwarae, esboniodd y Prif Swyddog (Strydwedd a Chludiant) y byddai angen gwahanol arwyddion ar gyfer gwahanol ardaloedd.

Tra roedd y Cyngorydd Veronica Gay yn cytuno gyda'r diwygiad, teimlai ei bod yn bwysig cydnabod yr angen i gŵn gael ymarfer corff oddi ar dennyn ac awgrymodd y gallai ardaloedd dynodedig fod yn destun trafodaeth ar gyfer y Pwyllgor neu Weithgor yn y dyfodol.

Yn dilyn ymholiad gan y Cyngorydd Joe Johnson, eglurodd y Cyngorydd Carolyn Thomas fod baw cŵn yn orfodadwy o dan y Gorchymyn presennol yn unig. Cytunodd gyda phwysigrwydd darparu ar gyfer cerddwyr cŵn a chydabod y buddion iechyd a chymdeithasol cysylltiedig. Tra roedd deddfwriaeth yn darparu ar gyfer manau agored i ddarparu ymarfer corff i gŵn, byddai'r syniad o ardaloedd dynodedig yn ystyriaeth dda gan y Cyngorau Tref a Chymuned.

Ar ôl trafod ymhellach, eglurwyd bod Opsiwn 2 i estyn yr ymgynghoriad ar leiniau chwaraeon wedi'u marcio yn golygu y gellid rhoi'r amodau sy'n weddill ar waith.

Cynigiodd y Cyngorydd Evans Opsiwn 2 a theimlai ei fod yn mynd i'r afael â'r diwygiad a gyflwynwyd. Eiliwyd hyn. Cytunodd pedwar Aelod gydag Opsiwn 1 a chytunodd saith Aelod ag Opsiwn 2. Felly, aethpwyd gydag Opsiwn 2.

PENDERFYNWYD:

- (a) Yn dilyn y cyfnod ymgynghori, mae Pwyllgor Trosolwg a Chraffu yr Amgylchedd yn argymhell gwneud Gorchymyn Gwarchod Mannau Agored i gwmpasu rheoli cŵn a baw cŵn yn Sir y Fflint, gyda'r amodau canlynol i'r Cabinet ar gyfer penderfyniad terfynol. Bydd gofyn i'r

Gorchymyn Gwarchod Mannau Agored sicrhau bod unigolion sy'n gyfrifol am gi i wneud y canlynol:

- (i) Cael gwared ar wastraff eu ci o'r holl lefydd cyhoeddus yn Sir y Fflint.
- (ii) Gwahardd cymryd, neu ganiatáu i'r ci fynd neu aros yn
 - Yr holl ardaloedd o fewn tir ysgolion,
 - Ardaloedd chwarae mewn ardaloedd hamdden ffurfiol gan gynnwys ond nid yn gyfyngedig i lawntiau bowlïo a chyrtau tenis
 - Ardaloedd chwarae plant caeedig â ffens.
- (iii) Cadw eu ci ar dennyn mewn Mynwent.
- (iv) Sicrhau bod ganddynt fodd priodol o godi gwastraff eu ci o'r holl lefydd cyhoeddus yn Sir y Fflint.
- (v) Rhoi eu ci ar dennyn, pan fydd swyddog awdurdodedig yn gofyn iddynt wneud hynny, os bydd y ci yn rhydd ac yn niwsans neu'n poeni unrhyw unigolyn, aderyn neu anifail arall.

Tynnu'r cynnig o wahardd cŵn rhag yr ardaloedd chwarae mewn lleiniau chwaraeon wedi'u marcio mewn ymateb i ddiffyg ardaloedd agos amgen i gŵn gael ymarfer corff ar yr adeg hwnnw. Caniatáu am gyfnod o ymgynghori pellach ar gyfer Cyngorau Tref a Chymuned i ymgynghori'n lleol ar leiniau chwaraeon wedi'u marcio yn eu hardaloedd; a

- (b) Nodi er gwybodaeth, ond yn amodol ar benderfyniad terfynol y Cabinet, bod y Gorchymyn Gwarchod Mannau Agored sy'n cwmpasu rheolaeth cŵn a baw cŵn yn dechrau ar 20 Hydref 2017, yn dilyn cyfnod rhybudd a chyhoedduswyd y Gorchymyn sydd ar ddod.

25. CYNLLUN Y CYNGOR 2017-23

Cyflwynodd y Prif Swyddog (Cynllunio a'r Amgylchedd) Gynllun (Gwella) y Cyngor 2017-23 a oedd wedi cael ei adolygu a'i adnewyddu i adlewyrchu blaenoriaethau allweddol y Cyngor am dymor pum mlynedd y weinyddiaeth newydd. Ymhlith y set diwygiedig o chwech blaenoriaeth, tynnwyd sylw at flaenoriaeth y 'Cyngor Gwyrdd' a oedd yn berthnasol i'r Pwyllgor.

PENDERFYNWYD:

Bod y Pwyllgor yn cefnogi'r targedau a'r cerrig milltir yn y ddogfen Mesurau a Cherrig Milltir yng Nghynllun (Gwella) y Cyngor 2017 – 23 ac yn cadarnhau nad oes unrhyw faterion i'w dwyn gerbron y Cabinet cyn i'r Cyngor Sir ei fabwysiadu i'w gyhoeddi yn derfynol.

26. TREFNIADAU GORFODAETH AMGYLCHEDDOL A PHARCIO CEIR DIWYGIEDIG

Cyflwynodd Rheolwr y Gwasanaeth Gwastraff a Gwasanaethau Ategol adroddiad i ystyried cysylltu â phartner preifat arbenigol i gynnal gweithgareddau gorfodi amgylcheddol ar drosedd lefel isel megis baw cŵn, taflu sbwriel a pharcio ceir ar ran y Cyngor o dan gontract dwy flynedd.

Roedd casgliadau treial 12 mis y cytundeb ffurfiol gyda Kingdom yn gadarnhaol o ran y cynnydd sylweddol yn y nifer o rybuddion cosb benodedig a roddwyd yn ystod yr amser hwnnw a'r effaith ar ganol trefi a mannau agored. Dangosodd dadansoddiad o fathau o sbwriel rhwng mis Gorffennaf 2016 a mis Ebrill 2017 mai sbwriel sigarêts oedd hyn yn bennaf. Roedd telerau'r cytundeb yn golygu bod y gyfran o incwm a gynhrychir gan y Cyngor yn cael ei defnyddio i ariannu gweithgarwch gorfodi ychwanegol i dargedu ardaloedd penodol lle mae baw cŵn yn broblem. Byddai estyn y peilot tan fis Rhagfyr 2017 yn galluogi ystyriaeth o ddatrysiaeth o ddatrysiaeth tymor hwy.

I fynd i'r afael â phroblem gwastraff ochr, roedd y Cyngor yn bwriadu cymryd ymgynghoriad 3 cham i weithio gyda thrigolion a fethodd i gyflwyno eu gwastraff yn y ffordd gywir ac i ddefnyddio pwerau penodol i gyhoeddi rhybuddion cosb benodedig fel opsiwn olaf. Byddai tîm bach o swyddogion y Cyngor yn gyfrifol am y dull gorfodi hwn, ochr yn ochr â throedd amgylcheddol tebyg megis tipio anghyfreithlon, yn ogystal â rhoi cefnogaeth achlysurol i'r darparwr contract ar droseddau amgylcheddol lefel isel.

Croesawodd y Cynghorydd Paul Shotton ganfyddiadau'r adroddiad a siaradodd o blaid yr holl argymhellion.

Cwestiynodd y Cynghorydd David Evans sylwadau ar safle'r Cyngor ar orfodaeth amgylcheddol. Teimlai bod dadansoddi rhybuddion cosb benodedig yn dangos yr angen am fwy o ffocws ar droseddau baw cŵn yn hytrach na thafli sbwriel ac y byddai dod â'r gwasanaeth yn fewnol yn helpu i flaenoriaethu a mynd i'r afael â'r troseddau mwyaf pryderus. Pwysleisiodd y Cynghorydd Carolyn Thomas y canlyniadau mwy llwyddiannus o drefnu'r gwasanaeth drwy gontract allanol a sicrhodd fod camau gorfodi baw cŵn (er ei fod yn fwy heriol i'w orfodi) yn flaenoriaeth allweddol. Dywedodd y Prif Swyddog (Strydwedd a Chludiant) fod sbwriel sigarêts yn broblem eang a bod effaith y peilot yn amlwg ar draws y sir. Anogodd Aelodau i rannu cudd-wybodaeth ar faw cŵn, gan ddarparu manylion swydd yr uwch swyddog i reoli'r contract allanol a delio gyda'r apeliadau.

Cytunodd Rheolwr y Gwasanaeth Gwastraff a Gwasanaethau Ategol i ddisbarthu'r adroddiad 'Cadwch Gymru'n Daclus', ynghyd â manylion ar y nifer o achosion gorfodi yr aeth y Cyngor â hwy i'r llys.

O ran gorfodi gwastraff ochr, ar gyfer y ddau opsiwn ar gam 1 y broses, esboniwyd y byddai'r bin yn cael ei labelu i gynghori'r trigolion pam bod gwastraff wedi cael ei dynnu oddi yno neu bod un bag ar ôl yn y bin gwag. Pwysleisiwyd na fyddai gwastraff ochr yn cael ei adael y tu allan i eiddo.

Cynigiodd y Cynghorydd Haydn Bateman Opsiwn 1 cam 1 y broses, sef cael gwared ar bob gwastraff ochr yn y lle cyntaf.

Dywedodd y Cadeirydd y byddai biniau cyhoeddus gyda lle i roi bonion sigarêts yn helpu i leihau sbwriel. Fe'i cynghorwyd bod tafarndai a chaffis yn cael eu hannog i ddarparu cyfleusterau i leihau'r math hwn o sbwriel ac y dylid

rhannu cudd-wybodaeth am ardaloedd problemus er mwyn nodi lle mae angen gosod bin.

Croesawodd y Cynghorydd Chris Bithell lwyddiant y peilot a chyfeirio at yr agwedd gryfach a fabwysiadwyd gan rai gwledydd eraill.

Dywedodd y Cynghorydd Owen Thomas nad oedd digon o ddarpariaeth parcio i'r anabl mewn canol trefi ac y dylid marcio llefydd parcio nad ydynt yn llefydd anabl yn glir er mwyn nodi'r glir nad ydynt yn rhad ac am ddim i ddefnyddwyr anabl. Dywedodd Rheolwr y Gwasanaeth Gwastraff a Gwasanaethau Ategol fod y pwynt olaf wedi'i gytuno fel rhan o bolisi'r Cyngor a bod rhwymedigaethau statudol yn cael eu bodloni. O ran maint y sbwriel a gynhrychir gan siopau bwyd cyflym, siaradodd am weithio gyda'r sefydliadau hynny ar ymgyrchoedd cenedlaethol a rhannu cudd-wybodaeth ar yr ardaloedd sy'n broblem. Yn dilyn pryderon tebyg gan Aelodau eraill, nododd y Prif Swyddog ei barodrwydd i ysgrifennu at y Gweinidog am y broblem barhaus hon pe bai'r Pwyllgor yn dymuno hynny.

Teimlai'r Cynghorydd Andy Dunbobbin hefyd y gellid cynnal y gwasanaethau gorfodi yn fewnol, gan ddysgu o fentrau diweddar megis Trosglwyddiadau Asedau Cymunedol. Esboniwyd bod rhoi i sefydliad allanol yn caniatáu mynediad at arbenigedd ac adnoddau ychwanegol.

Wrth gwestiynu cysondeb gorfodi ar draws y sir, dywedodd y Cynghorydd Veronica Gay y dylid gosod targedau penodol ar gyfer pob ardal ac y dylid rhoi adborth i Aelodau lleol mewn ymateb i gudd-wybodaeth a rennir. Yn unol â'r cais, cytunodd y swyddogion i gynnal ymarfer mapio i ddangos lleoliadau'r rhybuddion cosb benodedig a gyhoeddir.

Ar ôl pleidleisio, cafodd Opsiwn 1, cam 1 y broses orfodi gwastraff ochr ei gynnal.

PENDERFYNWYD:

- (a) Bod y Pwyllgor yn cefnogi proses gaffael un Partner Busnes ar gytundeb tymor byr o 2 flynedd (gyda dewis i ymestyn ar sail perfformiad) i gyflawni gorfodaeth o drosedd amgylcheddol lefel isel, rheoli cŵn a throseddau parcio ceir ar ran y Cyngor; a
- (b) Bod y Pwyllgor yn argymhell Opsiwn 1 i'r Cabinet ar gyfer gorfodi gwastraff ochr.

27. DIWEDDARIAD AR ADOLYGIAD TERFYN CYFLYMDER PRIFFYRDD Y CYNGOR

Cyflwynodd Rheolwr Strategaeth y Priffyrdd adroddiad diweddarau ar gynnydd wrth fynd i'r afael ag anghysondebau hanesyddol o fewn gorchmynion terfyn cyflymder presennol, ynghyd â manylion y cam nesaf er mwyn galluogi darpariaeth un Gorchymyn wedi'i gydgrynhoi. Cafodd diweddariad ei gynnwys ar ganlyniad gofynion Aelodau unigol am derfynau cyflymder diwygiedig yn eu

wardiau, gydag eglurhad ar feini prawf cenedlaethol Adran yr Economi a Chludiant, lle cafodd yr holl geisiadau eu hystyried.

Wrth grynhoi'r pwyntiau allweddol, tynnodd y Rheolwr sylw at amserlenni disgwylidig ar gyfer hysbysebu'r Gorchymyn, ynghyd â'r ymgynghoriad i ddelio a gwrthwynebiadau. Pwysleisiodd bwysigrwydd cael y Gorchymyn yn gywir er mwyn lleihau unrhyw risg o her gyfreithiol.

O ran symud yr argymhellion, gofynnodd y Cynghorydd David Evans am amserlenni ar gyfer arwyddion a chafodd wybod mai 4-6 wythnos ar ôl y cyfnod hysbysebu y bydd hyn, oni bai y byddai gwrthwynebiadau'n dod i law.

Cwestiynodd y Cynghorydd Owen Thomas y canlyniadau ar gyfer ffyrdd yn ei ward a chafodd wybod bod yr holl Aelodau lleol wedi cael cynnig y cyfle i drafod y canlyniadau gyda Chydlynwyr Ardal Strydwedd. Awgrymodd y Cadeirydd ei fod yn codi ei bryderon y tu allan i'r cyfarfod. Siaradodd y Rheolwr am y gwaith a gynhaliwyd i gynhyrchu asesiadau manwl sy'n cynnwys ystod o ffactorau cyfrannol a meini prawf cenedlaethol.

Yn dilyn cwstiwn gan y Cynghorydd Haydn Bateman, eglurodd y Rheolwr mai nod yr adolygiad oedd cael gwared ar anghysondebau a sicrhau bod y terfynau cyflymder yn orfodol.

Atgoffodd y Prif Swyddog (Strydwedd a Chludiant) y byddai hysbyseb y Gorchymyn yn galluogi cyfleoedd i godi gwrthwynebiadau.

PENDERFYNWYD:

- (a) Nodi'r cynnydd a wnaed ar Adolygiad y Terfyn Cyflymder a'r broses gyfreithiol sy'n ofynnol er mwyn galluogi un Gorchymyn wedi'i gydgrynhoi; a
- (b) Bod canlyniad asesiadau gofynion Aelodau ar gyfer diwygiadau terfyn cyflymder unigol, sydd wedi'u hystyried yn erbyn y canllawiau terfyn cyflymder a gynhyrchwyd gan Adran yr Economi a Chludiant, yn cael ei nodi.

28. ADOLYGU'R POLISI CYNNAL YN Y GAEAF

Cyflwynodd Rheolwr Rhwydwaith y Priffyrdd adroddiad diweddar ar newidiadau arfaethedig i'r Polisi Cynnal yn y Gaeaf, ynghyd â manylion ymateb y sir i amodau tywydd anffafriol, gan geisio cymeradwyaeth y Polisi Dosbarthu Bagiau Tywod newydd i gael ei weithredu yn ystod cyfnodau o law trwm neu ddigwyddiadau eraill o lifogydd. Yn ystod y cyflwyniad, crynhowyd dyletswyddau statudol y Cyngor a chafodd y manylion eu rhannu ar drefniadau gweithredu gwasanaeth y gaeaf.

Mewn ymateb i gwestiynau gan y Cynghorydd Paul Shotton, esboniodd y Rheolwr fod y Polisi Dosbarthu Bagiau Tywod wedi ei ddatblygu i alluogi ymateb rhanbarthol cyson oherwydd y posibilrwydd o lifogydd i ardaloedd

trawsffiniol. Roedd trafodaethau'n cael eu cynnal ar gael mynediad at gyllid Llywodraeth Cymru ar gyfer cynghorau a Chyfoeth Naturiol Cymru.

Cwestiynodd y Cynghorydd Haydn Bateman y gwariant ar gyfer 2016/17 ac fe'i hysbyswyd bod hyn yn adlewyrchu cynnydd yn y nifer o alwadau am halen ar nosweithiau rhewllyd, yn hytrach na digwyddiadau o eira. Dywedodd y Prif Swyddog (Strydwedd a Chludiant) y byddai gwybodaeth ar y nifer o alwadau i fynd allan dros y ddwy flynedd ddiwethaf yn cael ei rhannu gyda'r Pwyllgor. Yn dilyn awgrymiad gan y Cynghorydd Bateman, cytunwyd y byddai trefniadau'n cael eu gwneud i'r Pwyllgor edrych ar un o'r cerbydau fflyd graeanu newydd yn Neuadd y Sir.

Canmolodd y Cynghorydd Owen Thomas y gwasanaeth ond tynnodd sylw at yr effaith ar ffyrdd gwledig pe bai erydr eira yn cael eu hatal wrth ymateb i ddigwyddiadau eira. Cytunodd y Rheolwr i drosglwyddo'r sylw hwn i'r Swyddog ar Ddyletswydd ac esboniodd fod ffyrdd yn cael eu blaenoriaethu. Dywedodd fod y Cyngor yn gallu galw ar nifer o gontractwyr amaethyddol ac y byddai'n dosbarthu manylion y rhai a elwir allan dros gyfnod o 3 blynedd.

Mewn ymateb i gwestiwn gan y Cynghorydd Veronica Gay, rhoddodd swyddogion nodyn atgoffa am y trefniadau cytûn ar y cyd ar gyfer llety gwarchod yn cynnwys Strydwedd a Thai.

PENDERFYNWYD:

- (a) Bod y Pwyllgor yn argymhell cymeradwyaeth y Polisi Cynnal yn y Gaeaf diwygiedig (2017-19) – Atodiad 1 a'r gweithdrefnau a gynhwysir yn hynny o beth ar gyfer darparu'r gwasanaeth cynnal yn y gaeaf; a
- (b) Bod y Pwyllgor yn nodi manylion ymateb y sir i ddigwyddiadau o dywydd anffafriol ac yn argymhell cymeradwyo'r Polisi Dosbarthu Bagiau Tywod newydd – Atodiad 2.

29. RHAGLEN GWAITH I'R DYFODOL

Cyflwynodd yr Hwylusydd y Rhaglen Gwaith i'r Dyfodol bresennol er mwyn ei hystyried.

Yn dilyn awgrym gan y Cynghorydd David Evans, cytunwyd y byddai eitem ar Gludiant Ysgol yn cael ei drefnu ar gyfer mis Rhagfyr 2017, gyda chyfarfod ychwanegol i'w drefnu os oes angen.

PENDERFYNWYD:

- (a) Diwygio'r Rhaglen Gwaith i'r Dyfodol; a
- (b) Rhoi awdurdod i'r Hwylusydd, wrth ymgynghori gyda Chadeirydd y Pwyllgor, amrywio'r Rhaglen Gwaith i'r Dyfodol rhwng cyfarfodydd, yn ôl yr angen.

30. AELODAU O'R CYHOEDD A'R WASG YN BRESENNOL

Roedd dau aelod o'r cyhoedd ac un aelod o'r wasg yn bresennol.

(Dechreuodd y cyfarfod am 10am a daeth i ben am 1.05pm)

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Cadeirydd

Eitem ar gyfer y Rhaglen 4



ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Date of Meeting	Tuesday, 17 th October 2017
Report Subject	Financial Forecast and Stage One of the Budget 2018/19
Cabinet Member	Leader of the Council and Cabinet Member for Finance, Cabinet Member for Streetscene and Countryside and Cabinet Member for Planning and Public Protection
Report Author	Corporate Finance Manager, Chief Executive, Chief Officer (Streetscene & Transportation) and Chief Officer (Planning & Environment)
Type of Report	Strategic

EXECUTIVE SUMMARY

This report sets out the current financial forecast for 2018/19. The forecast position shows a projected “gap” of £11.7m prior to any modelling for an increase in Council Tax.

The Council favours a staged approach to planning and approving the annual Council Fund budget.

In a series of member workshops over the summer, details of the forecast and a range of solutions to how the annual budget could be balanced were shared, based on the well-established strategy set out within the Medium Term Financial Strategy. Latterly the budget options within each of the service portfolios were shared.

The emergent options for the Streetscene & Transportation and the Planning & Environment portfolios are set out within this report. The financial pressures facing the portfolio are also set out.

The timeline for the budget setting process is also set out within the report.

RECOMMENDATIONS

1	That the Committee reviews and comments on the portfolio budget options.
2	That the Committee reviews and comments on the portfolio financial pressures.

REPORT DETAILS

1.00	MEDIUM TERM FINANCIAL STRATEGY FORECAST 2018/19												
1.01	<p>The Council has set a cycle of reviewing its Medium Term Financial Strategy (MTFS) on an annual basis.</p> <p>The report to Cabinet in July gave the first detailed overview of the financial forecast for 2018/19.</p>												
1.02	<p>The Financial Forecast</p> <p>The financial forecast has been revised to take into account decisions made as part of the 2017/18 budget, and updated with the latest information on pressures from service portfolios. The key variable within the forecast will be the eventual local government financial settlement for 2018/19. A settlement at or similar to the 2017/18 financial baseline is used as the basis for calculating the forecast. No modelling has been included for raised Council Tax levels at this stage. The Provisional Local Government Settlement for Wales is due to be announced on 10 October.</p>												
1.03	The revised forecast for 2018/19 is shown in Table 1 below.												
1.04	<p>Table 1: Financial Forecast 2016/17-2018/19</p> <table border="1"> <thead> <tr> <th><u>Expenditure</u></th> <th>2018/19 £m</th> </tr> </thead> <tbody> <tr> <td>National Pressures</td> <td>1.0</td> </tr> <tr> <td>Local Pressures</td> <td>6.5</td> </tr> <tr> <td>Inflation</td> <td>2.9</td> </tr> <tr> <td>Workforce Pressures</td> <td><u>1.3</u></td> </tr> <tr> <td>Projected Gap</td> <td>11.7</td> </tr> </tbody> </table> <p>This table groups the pressures into National, Local, Inflation and Workforce pressures and further details which are specific to the Streetscene & Transportation and the Planning & Environment portfolios are included in section 1.06.</p>	<u>Expenditure</u>	2018/19 £m	National Pressures	1.0	Local Pressures	6.5	Inflation	2.9	Workforce Pressures	<u>1.3</u>	Projected Gap	11.7
<u>Expenditure</u>	2018/19 £m												
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Workforce Pressures	<u>1.3</u>												
Projected Gap	11.7												
1.05	<p>Emerging Pressures</p> <p>The previous Cabinet report also set out a number of emerging pressures and positive budget variations, which will impact on the 2018/19 budget.</p> <p>The following emerging pressures relate to the Streetscene and Transportation Portfolio:</p> <ul style="list-style-type: none"> • Replacement services following transport operator issues in 2016 - £0.675m • ESD Grant reduction 17/18 - £0.169m • Additional Gas Engine Income reduction – £0.200m • Non-delivery of efficiency (shared Plant with neighbouring Authorities) - £0.050m • Motor Insurance Premium and Tax increase 17/18 - £0.100m • NSI Street lighting Energy increase 17/18 - £0.131m 												

	<ul style="list-style-type: none"> • Non-delivery of efficiency - Bus Subsidy - £0.350m • School Transport additional costs due to relocation of pupils from JSHS to CQHS - £0.200m <p>Detailed work to mitigate the impact of these and other pressures is ongoing.</p>
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1.06	<p>Specific Portfolio Pressures Pressures included 18/19</p> <table border="1"> <thead> <tr> <th>Street scene & Transportation</th> <th>£m</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>ESD Reduction*</td> <td>0.144</td> <td>Further Potential Reduction in grant for 18/19</td> </tr> <tr> <td>Total Streetscene & Transportation Pressures</td> <td>0.144</td> <td></td> </tr> </tbody> </table> <p>*The pressure reflects a further reduction of 7% in the Single Environment grant for 2018/19.</p> <table border="1"> <thead> <tr> <th>Planning & Environment</th> <th>£m</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>Planning Fee Income</td> <td>0.350</td> <td>Pressure due to the drop in planning fee applications</td> </tr> <tr> <td>Total Planning & Environment Pressures</td> <td>0.350</td> <td></td> </tr> </tbody> </table> <ul style="list-style-type: none"> • The pressure is caused by a reduction in planning fee income which is currently being experienced due to the number of large-scale (high fee earning) planning applications not being submitted as forecast. 	Street scene & Transportation	£m	Description	ESD Reduction*	0.144	Further Potential Reduction in grant for 18/19	Total Streetscene & Transportation Pressures	0.144		Planning & Environment	£m	Description	Planning Fee Income	0.350	Pressure due to the drop in planning fee applications	Total Planning & Environment Pressures	0.350	
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1.07	<p>Inflation</p> <p>The current forecast includes projections for increases in inflation:</p> <ul style="list-style-type: none"> • Pay – includes an increase of 1% on current budgets. Any increase above the 1% which might be negotiated at a national level would have a significant impact on the forecast funding “gap”; • Price inflation – included on a critical service need only basis with £0.170m set aside for specific pressures; • Food –includes an increase of 5% on current budgets due to latest indications from our suppliers; • Fuel –includes an increase of 5% on current budgets to reflect recent increases and current forecasts; and • Energy – includes increases in energy which range from 2% for fuel oil, to 11% for electricity, to 16% for street lighting. Gas is forecast to increase by 30%. <p>Inflation provision is held centrally initially and allocated out according to need. The position on inflation remains unpredictable in the current economic and political climate, and is therefore kept under review.</p>
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1.08	<p>Risks</p> <p>Ongoing risk of reductions in the Single Environment Grant over and above that already predicted will continue to place pressure on the service.</p>
1.09	<p>Operating Model Efficiencies – Streetscene & Transportation and Planning & Environment</p> <p>Appendix 1 sets out the current resilience position for each Portfolio. The resilience statements set the context for the savings and efficiencies proposed for 2018/19.</p> <p>The portfolio options for savings and efficiencies are risk assessed as either ‘green’ or ‘amber’ are set out below.</p> <p>Further details of these options are included in Appendix 2 for both Portfolios. These options total £0.960mm</p> <p>Streetscene & Transportation - £0.800m</p> <ol style="list-style-type: none"> 1. Waste Strategy – Implementation of charging for Garden Waste collections with effect from March 2018 <p>Planning & Environment – £0.160m</p> <ol style="list-style-type: none"> 1. Development Management – Outcome of Service Review would generate efficiency of £0.015m 2. Highways Development Control – Review current charges and consider introduction of further charges - £0.015m 3. Building Control – additional charges to generate efficiency of £0.030m from a review of existing charges and increased partnership working 4. Built Environment – Efficiency of £0.010m through charging for pre application advice on Listed Buildings. 5. Flooding and Drainage – Efficiency of £0.010m through fees being charged for collaborative work and outputs of service review. 6. Energy – Efficiency of £0.010m through service review 7. Minerals and Waste – Efficiency of £0.050m from maximising regulatory compliance income and a review of daily charging rates, thus reducing the level of contribution to the Shared Service required from the Council. 8. Rights of Way – Efficiency of £0.020m from reducing costs and Service Review

2.00	BUDGET PROCESS AND TIMELINE 2018-19
2.01	Stage One service portfolio proposals are being presented throughout October for review.
2.02	The Provisional Settlement for Local Government in Wales is due to be announced on 10 October 2017. The Final Settlement is expected later in the calendar year and will follow the Chancellor of the Exchequer’s budget

	statement which is due to be made on 22 November.
2.03	Stage Two (secondary options) will be considered between December and February, with Stage Three (budget finalisation and approval) taking place in February and March 2018.
2.04	Council meetings have been diarised in December, January, February and March.

3.00	RESOURCE IMPLICATIONS
3.01	The resource implications of setting the annual budget are significant. The Medium Term Financial Strategy will continue to carry many risks. Careful risk assessment in planning and decision-making will continue to be a central feature of planning.

4.00	CONSULTATIONS REQUIRED / CARRIED OUT
4.01	Consultation with Group Leaders, Overview and Scrutiny Committees, external partners, external advisors and representative bodies, and eventually the communities of Flintshire will follow. The strategic approach advocated for the MTFs builds on the current approach which had majority member and public support in planning the previous two annual budgets.

5.00	RISK MANAGEMENT
5.01	All parts of the financial forecast and all budget solutions, are risk assessed stage by stage. An overall risk assessment and risk management statement will be produced both for the revised MTFs and the draft annual budget for 2018/19.

6.00	APPENDICES
6.01	Appendix 1 – Streetscene & Transportation Resilience Statement Appendix 2 – Streetscene & Transportation Operating Model Appendix 3 – Planning & Environment Resilience Statement Appendix 4 – Planning & Environment Operating Model

7.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
7.01	None. Contact Officers: Colin Everett and Gary Ferguson Telephone: 01352 702101 E-mail: gary.ferguson@flintshire.gov.uk

8.00	GLOSSARY OF TERMS
8.01	<p>Medium Term Financial Strategy (MTFS): a written strategy which gives a forecast of the financial resources which will be available to a Council for a given period, and sets out plans for how best to deploy those resources to meet its priorities, duties and obligations.</p> <p>Revenue Support Grant: the annual amount of money the Council receives from Welsh Government to fund what it does alongside the Council Tax and other income the Council raises locally. Councils can decide how to use this grant across services although their freedom to allocate according to local choice can be limited by guidelines set by Government.</p> <p>Specific Grants: An award of funding from a grant provider (e.g. Welsh Government) which must be used for a pre-defined purpose.</p> <p>Office of Budget Responsibility: created in 2010 to provide independent and authoritative analysis of the UK public finances.</p> <p>Institute of Fiscal Studies: formed in 1969 and established as an independent research institute with the principal aim of informing public debate on economics in order to promote the development of effective fiscal policy.</p> <p>Independent Commission on Local Government Finance in Wales: established to examine how local government funding can be made more sustainable with a view to providing specific recommendations for improvement and reform.</p> <p>Welsh Local Government Association: the representative body for unitary councils, fire and rescue authorities and national parks authorities in Wales.</p>



Resilience Statements 2017- 2019

Streetscene and Transportation

Current value of service, financial year 2017/2018 budget £27.467m	Cost reduction over the last five years £8.620m Percentage of budget = 31%
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Context – What has been achieved so far.

Since the introduction of Streetscene in 2011, total savings of **£9.6m** will have been realised (assuming the efficiencies in the current three year Business Plans are fully achieved).

The Service now provides a 24/7 service, operating over 365 days a year and now collects domestic waste over 7 days a week, reducing the number waste vehicles required by 40%

The service has rationalised its depot/office provision from 6 locations, which were spread around the County - to a single operating facility in Alltami.

A full staffing review has been completed, which has delivered a fully integrated structure, with the number of staff employed within the service reducing by approximately 40% since 2012. Front line operations have been largely protected and the total number of frontline operational staff employed by the service has largely been maintained.

The fleet provision has been externalised and will now be delivered through a 7 year contract, following a compliant tendering exercise which delivered approximately £1.3m of savings

All Transportation services have been integrated into a single centre and all procurements will be optimised to provide maximum benefit.

External validation / Benchmarking of the service provision

An external and independent national diagnostic consultant completed a full diagnostic review of the service and reported the following:

“The services were benchmarked on 50 metrics (Waste 34, Streetscene 16), against a panel of public and private sector operations, with following overall scores:

- **19 (38%) Streetscene and Waste services combined ranked as “Good”**
- **26 (52%) ranked as “Moderate” or “Poor”**
- **5 (10%) lacked data to enable meaningful benchmarking. ”**

The majority of the areas ranked “Moderate to Poor” related to productivity issues within the operational area. These concerns are being addressed through a productivity Improvement Package currently being discussed with the Trades Unions, which will deliver additional savings which are defined within the 17-18 Business Planning proposals.

Resilience Statements 2017- 2019

Current Performance level / Value for Money considerations / Unit cost

Highway maintenance – Network assessed to be the best maintained in Wales – Low revenue budget and limited capital funding - Investment level low compared to Wales Average

Street Cleanliness Index – Top Quartile in Wales – Good VFM from integrated service – Unit costs show good market comparability (where measured)

Waste recycling level – Top Quartile in Wales - Unit costs show average market comparability

HRC provision - Recycling performance low due to poor quality of the facilities – Unit cost high due to over provision of sites – modernisation programme almost completed.

Transportation Service – Average performer – Unit cost and performance improving through changes in procurement process. New arrangements will deliver high market comparability

Fleet Service – Externalised Service – High VFM – Contracted unit rates shown excellent market comparability.

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Service	Current Operating Model	Preferred Operating Model	Mandatory (M) or Discretionary (D)	Current VFM Assessment	2017/18 Resilience levels	2018/19 Resilience levels if Green and Amber options are taken OR/ No Change (NC)	WORKING NOTES Resilience level statement a) Service scale and quality b) Capability c) Service sustainability
Winter Service	Council	Council	M			NC	Service requires high number of specialist drivers from within the service and the service will fail if this resource becomes unavailable. Further reductions in back office staffing levels within the S&T service will directly impact on service provision. Limited scope to reduce coverage due to Statutory duty The majority of spend is non-influencable – vehicle, salt, fuel etc. and further savings will impact directly on service delivery
Reactive Highways	Council / Commissioned	Council / Commissioned	M			NC	Standards already set largely at minimum recommended – further reductions will

Resilience Statements 2017- 2019

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		/ Teckal					<p>compromise duty to maintain the network</p> <p>Proposed workforce productivity package will ensure price comparability with private sector.</p> <p>Some functions already outsourced</p>
Streetlighting	Council / Commissioned through T&CC	Council / Commissioned / Teckal	D			NC	<p>Resource already at minimal level for repairs although the move to LED may allow for further reduction in time.</p> <p>Workforce Teckal may provide further efficiencies</p>
Grass Cutting – Amenity Areas	Council / Commissioned	Council / Commissioned / through T&CC	D			NC	<p>Efficiency changes planned to deliver market level efficiency built into Business Planning proposals</p> <p>Reduction in standard or community transfer are the only realistic options for further savings</p>
Litter Collection and Cleansing	Council	Council / Commissioned / through T&CC	M			NC	<p>Standards set at minimum statutory level for highway maintenance functions and further reduction will breach statutory duty</p>
HRC Operations	Council	Council / Commissioned /Teckal	M			NC	<p>Strong local resistance to reduce the number of sites</p> <p>Need to improve recycling levels to achieve existing Business Planning proposed savings</p>
Waste Collections	Council	Council / Teckal	M			NC	<p>Workforce Teckal may provide efficiencies in future years</p>
Transportation: Local Services (Social Services and Schools)	Council	Council Enabled Tendered Routes	M			NC	<p>Final tendering process will deliver maximum market tested efficiency for an integrated service.</p> <p>The only remaining saving can be achieved through service reduction (post 16 charge/removal improve hazardous routes etc.). All of these proposals will directly impact on a high number of service users and will be extremely contentious</p>
Transportation: Public Transport and Regional Services	Council	Collaborative	Some M Some D			NC	<p>Subject to a further review of Bus subsidies and consideration of the impact of Community Transport</p>
Transportation Strategy	Council	Cease/Reduce/Charge	Some M			NC	<p>Review of Transportation policy</p>

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			Some H				
Fleet	Commissioned	Commissioned	D			NC	Resilience - High surety due to conditions within contract Any reduction in direct fleet funding would directly impact front line service delivery
Bereavement Services	Council	Teckal	M			NC	Potential for income generation from new trading model
Car Parking charges	Council	N/A	D			NC	Existing charges aimed at car park management and providing availability - rather than income generation. Increase in charges may impact on usage levels and overall income.
Transport Strategy including Trunk and Principal Road Management and Maintenance	Collaborative	Collaborative	M			NC	Regional working options could provide some limited economies of scale and therefore savings.
Cemeteries	Council/ Commissioned through T & CC	Council / Commissioned through T&CC	M			NC	Town and Community Councils or local volunteer groups could take on the maintenance
Enforcement	Council / Commissioned	Commissioned	M			NC	Outsourcing enforcement duties may reduce costs although this may not be sustainable as FPN numbers fall
Road Safety and Traffic Services	Council	Council	M			NC	Limited staff resource and service provided by private sector – limited opportunities for further savings
Waste Strategy	Council	Council	M				The Council follows the WG blueprint for collections with the exception of Charges for Garden Waste and less frequent residual waste collections



Future Operating Models and Projected Efficiencies 2018/19 and onwards

Streetscene and Transportation Summary

2018-19 Projected Efficiencies – Ranked by Risk

Risk	Efficiencies
Green - Moderate	£0
Amber - Medium	£800,000
TOTAL POTENTIAL SAVINGS	£800,000



Future Operating Models and Projected Efficiencies 2018/19 and onwards

PORTFOLIO	STREETSCENE AND TRANSPORTATION									
	Service Area / Function	Statutory Status	Operating Model:	Level of Service	Commercial Opportunities	Savings potential / Income generation - description 2018-19	Range of Efficiencies 2018/19 and Organisational Change support (if required) Minimum £ Maximum £	Estimated Efficiency 2018/19 £	Financial Confidence Grading Low (L) Medium (M) High (H)	Risk Rating Confidence in delivery
Tudapest 24	Winter Service	M	Council	Protect	No	None				
	Reactive Highways	M	Council/ Comm/Teckal	Protect	No	None				
	Streetlighting	D	Council/ Comm/Teckal	Protect	Yes	None				
	Grass Cutting – Amenity Areas	D	Council/ Comm/Through T&CC	Reduce Include in 'core offer'	No	None				
	Litter Collection and Cleansing	M	Council/ Comm/Through T&CC	Reduce Include in 'core offer'	No	None				



Future Operating Models and Projected Efficiencies 2018/19 and onwards

PORTFOLIO	STREETSCENE AND TRANSPORTATION								
Service Area / Function	Statutory Status * Mandatory * Council Discretion * Historical	Operating Model: * Council * Collaborative * Commissioned * Cease	Level of Service * Reduce *Protect *Develop *National Resolution	Commercial Opportunities	Savings potential / Income generation - description 2018-19	Range of Efficiencies 2018/19 and Organisational Change support (if required) Minimum £ Maximum £	Estimated Efficiency 2018/19 £	Financial Confidence Grading Low (L) Medium (M) High (H)	Risk Rating Confidence in delivery
HRC Operations	M	Council/ Comm/Teckal	Develop	Yes	None				
Waste Collections	M	Council/ Teckal	Protect	Some	None				
Transportation: Local Services (Social Services and Schools)	M	Council Enabled Tendered Routes	Reduce	No	None				
Transportation: Public Transport and Regional Services	Some M Some D	Collaborative	Reduce National Resolution	No	None				



Future Operating Models and Projected Efficiencies 2018/19 and onwards

PORTFOLIO	STREETSCENE AND TRANSPORTATION								
Service Area / Function	Statutory Status	Operating Model:	Level of Service	Commercial Opportunities	Savings potential / Income generation - description 2018-19	Range of Efficiencies 2018/19 and Organisational Change support (if required) Minimum £ Maximum £	Estimated Efficiency 2018/19 £	Financial Confidence Grading Low (L) Medium (M) High (H)	Risk Rating Confidence in delivery
Transportation Strategy Trunk and Principal Road Management and Maintenance Street Bereavement Services Car Parking charges	Part M	Cease	Remove	No	None				
	Part H								
	D	Commissioned	Protect	Yes	None				
	M	Commissioned Teckal	Develop	Yes	None				
	D	Council	Protect	No	None				
M	Collaborative	Protect Nation Res	Yes	None					



Future Operating Models and Projected Efficiencies 2018/19 and onwards

PORTFOLIO	STREETSCENE AND TRANSPORTATION								
Service Area / Function	Statutory Status	Operating Model:	Level of Service	Commercial Opportunities	Savings potential / Income generation - description 2018-19	Range of Efficiencies 2018/19 and Organisational Change support (if required) Minimum £ Maximum £	Estimated Efficiency 2018/19 £	Financial Confidence Grading Low (L) Medium (M) High (H)	Risk Rating Confidence in delivery
Cemeteries	M	Council / Commissioned through T & CC	Reduce	No	None				
Traffic Enforcement	M	Commissioned	Develop	Some	None				
Road Safety and Traffic Services	M	Council	Protect	No	None				
Waste Strategy	M	N/A	Reduce	Some	Charges for Garden waste	£800k - £1,200k	£800k	M/H	

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Resilience Statements 2017 - 2019

Portfolio Planning and Environment

Summary of Portfolio Budgeted Efficiencies

Current value of service, financial year 2017/2018 budget £5.043m	Cost reduction over the last five years £2.147m Percentage of budget = 43%
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Context – What have we achieved so far

Following the creation of the new portfolio in 2014, there has been a significant reductions in management costs with a reduction in Service Manager and Team Leader posts. This includes the loss of a Head of Service and Service manager within year 1 of the Business Planning process and overall a move from ten Strategic managers to six Service managers by 2016. A further Service Manager is to be released in 2017/18.

Income has been generated via the introduction of a pre-planning application charging service and the introduction of a three year programme to make the licencing and pest control functions self-financing.

Service review has ensured compliance with the Council's management spans of control.

Business process efficiencies have secured £40 000 over 15/16 and 16/17 with a further £20 000 identified for 17/18.

Costs of newspaper advertising reduced by £20 000 over 15/16 and 16/17.

Cessation of the out of hours Dog Service brought a saving of £12 000 in 15/16.

Closure of Greenfield Office yielded £12 000 saving in 2015/16

All vacant posts reviewed and only recruited to on an exceptional basis when fully supported by Business Case. This secured £175 000 saving in 15/16.

The Planning function is now scrutinised via the Annual Performance Reporting process introduced by Welsh Government in 2015. This allows the Council to compare itself against other local authorities in Wales based on a series of efficiency targets.

Resilience Statements 2017 - 2019

Service	Current Operating Model	Preferred Operating Model	Mandatory (M) or Discretionary (D)	Current VFM Assessment	2017/18 Resilience levels	2018/19 Resilience levels if Green and Amber options are taken OR/ No Change (N/C)	WORKING NOTES Resilience level statement a) Service scale and quality b) Capability c) Service sustainability
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Tudalen 30</p> <p>Development Management including Highways DC, land charges and Building Control</p>	In house provision – delivered by frontline workforce	Council with some collaboration to initially support EAB Growth bid and then potential Phase 2 of NW DM project. Some collaboration with other North Wales authorities such as Wrexham or Denbighshire	M	A	A	A	<p>Some areas of the DM service are poorly performing when nationally benchmarked, or have immediate local issues which need addressing.</p> <p>This is a high profile area – subject to WG Annual Performance Reporting system</p> <p>Further reductions in staffing levels will directly impact on service provision against national benchmarks and our ability to deliver Local Development Plan to the agreed timetable.</p> <p>Further efficiencies would result in potential failure to determine applications within specified timescales leading to the refund of planning fees</p> <p>Expected VFM to move to green after completion of restructure.</p>

Resilience Statements 2017 - 2019

Planning Strategy and Built Environment	Council in house provision – delivered by frontline workforce. Some topic - based collaboration with neighbouring authorities.	Council with some collaborative potential. Potential to support possible Strategic Development Plan for EAB area, followed by a lighter touch LDP review	M	G	A	NC	High profile area – subject to WG Annual Performance Reporting system. Progress on the LDP must be maintained to allow the potential to address the position of being unable to demonstrate of five year supply of housing land. Further reductions in staffing levels will directly impact on our ability to deliver the Local Development Plan (a Council Plan priority) which has already slipped.
Flood Risk and Strategy	In house provision – delivered by frontline workforce	Full collaborative with commercial potential	M / D	A	A	A	Further reductions in staffing levels will directly impact on our ability to deliver the Flood Risk Management Plans which we have a statutory duty to complete. This would lead to an increased inability to plan for future flooding events and mitigate against them. Flood prevention has been acknowledged as a priority of the Public Services Board. Expected VFM to move to green following completion of restructure.
Energy	In house provision – delivered by front line workforce	Council with some collaborative potential	D	G	A	A	Reductions in staffing levels would result in the Council being unable to procure the most energy efficient products and advise residents accordingly. Green Council ambitions now a Council Plan priority. Further reductions would lead to an Increased risk of the number of residents in fuel poverty increasing.

Resilience Statements 2017 - 2019

Tudalen 32

							The Council Plan seeks to reduce this.
Minerals and Waste	Collaborative. Provides a consultancy style service for minerals and waste planning to Councils across North Wales.	Collaborative	M	G	A	A	Further reductions in staffing levels will directly impact on ability to deliver standards expected by our funding partners and may result in the partnership's demise. FCC would no longer be able to justify employment of the full team leading to potential exit costs.
Access and Countryside including Countryside, Natural Environment, Rights of Way and Greenfield Valley	In house provision delivered by frontline workforce with an increasing use of volunteers	Council with some collaborative potential	M / D	G	A	NC	Further reductions would lead to a failure to meet our statutory requirements in relation to the management of ecologically important sites and habitats. Environmental protection has been acknowledged as a priority of the Public Services Board and forms part of the Green Council priority.
Trading Standards and Animal Health	Council. In house provision – delivered by front line workforce with some regional collaboration.	Council Voluntary regional collaboration through work streams identified by the North Wales Heads of Public Protection	M	G	A	NC	Further reductions would lead to a failure to meet our statutory requirements; an increased risk to consumers and an increased risk to animal welfare
Trading Standards Investigations and Community Safety	Council. In house provision – delivered by front line workforce with some regional collaboration	Council Voluntary regional collaboration through work streams	M	G	A	NC	Further reductions would lead to a failure to meet our statutory requirements; an increased risk to consumers and reduction in community safety and cohesion. Safer Communities are

Resilience Statements 2017 - 2019

							acknowledged as a priority within the Council and the work of the Public Service Board.
Licensing and Pest Control	Council. In house provision – delivered by front line workforce	Council Voluntary regional collaboration through work streams where appropriate	M / D	G	A	NC	Further reductions would lead to a failure to meet our statutory requirements, an increased risk to consumers, public health and service users.
Food Safety and Standards	Council. In house provision – delivered by front line workforce Some voluntary regional collaboration where appropriate	Council Voluntary regional collaboration through work streams identified by the North Wales Heads of Public Protection	M	G	A	NC	Further reductions would lead to a failure to meet our statutory requirements, an increased risk to consumers, public health and service users and an increased risk to consumers
Public Health and Housing Enforcement	Council Voluntary regional collaboration through the work streams and projects identified by the North Wales Heads of Public Protection	Council Voluntary regional collaboration through work streams	M	G	A	NC	Further reductions would lead to a failure to meet our statutory requirements, an increased risk to consumers, public health and service users and an increased risk to consumers.
Corporate Health and Safety	Council	Council	M	G	A	NC	Further reductions would lead to a failure to meet our statutory requirements and an increased, unacceptable risk to our staff and the public.

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Future Operating Models and Projected Efficiencies 2018/19 and onwards

Planning and Environment Summary

2018-19 Projected Efficiencies – Ranked by Risk

Risk	Efficiencies
Green - Moderate	£50k
Amber - Medium	£110k
TOTAL POTENTIAL SAVINGS	£160k

PORTFOLIO	PLANNING AND ENVIRONMENT								
Service Area / Function	Statutory Status	Operating Model:	Level of Service	Commercial Opportunities	Savings potential / Income generation - description	Range of Efficiencies 2018/19 and Organisational Change support (if required)	Estimated Efficiency 2018/19	Financial Confidence Grading	Risk Rating
	* Mandatory * Council Discretion * Historical	* Council * Collaborative * Commissioned * Cease	* Reduce *Protect *Develop *National Resolution		2018-19	Minimum £ Maximum £	£	Low (L) Medium (M) High (H)	Confidence in delivery
Development Management Togalen 36	Mandatory	Council with some collaboration to initially support EAB Growth Bid and then potential phase 2 of North Wales DM project	Protect and develop	Limited scope to produce planning statements or carry out appeals for private market or neighbouring authorities but this would have to be matched by sufficient resource	Limited Current budget is largely staffing and therefore any reduction would impact on number of staff and therefore service delivery.	Support on collaborative work Minimum £0 Maximum £15k	£15k	M	
Highways DC	Mandatory	Council and possible Collaboration with other North Wales authorities such as Wrexham or Denbighshire	Protect and develop	Introduce further charges. Review current charges. Retain supervisory function of highway works in the team.	Limited Current budget is largely staffing and therefore any reduction would impact on number of staff and therefore service delivery.	Minimum - £10K Maximum -£50K	£15k	M	
Building Control	Council Discretion	Council and collaboration with a whole North Wales Local Authority Building Control lead model or	Protect and develop	Review charges. Introduce charges. Increase partnership working. Increase authorized	Limited Current budget is largely staffing and therefore any reduction would impact on number of staff and	Minimum - £10K Maximum -£50K	£30k	M	

PORTFOLIO	PLANNING AND ENVIRONMENT								
Service Area / Function	Statutory Status	Operating Model:	Level of Service	Commercial Opportunities	Savings potential / Income generation - description	Range of Efficiencies 2018/19 and Organisational Change support (if required)	Estimated Efficiency 2018/19	Financial Confidence Grading	Risk Rating
	* Mandatory * Council Discretion * Historical	* Council * Collaborative * Commissioned * Cease	* Reduce *Protect *Develop *National Resolution		2018-19	Minimum £ Maximum £	£	Low (L) Medium (M) High (H)	Confidence in delivery
		smaller bespoke collaboration with neighbouring authorities such as Wrexham or Denbighshire		commencements inspections.	therefore service delivery.				
Land Charges	Mandatory	Council	Protect and develop	None	None				
Planning Strategy	Mandatory	Council with some collaborative potential. Potential to support Strategic Development Plan for EAB area followed by a lighter touch LDP review	Protect and develop	Very limited/none	None				
Built Environment	Mandatory	Council with some collaborative potential On-going	Protect and Develop	Charging for pre-app advice	None but some income potential to offset	Minimum - £10K Maximum -£50K	£10k	M	
Flooding and Drainage	Mandatory/ Council Discretion	Full collaborative potential	Protect and Develop	Fees for capital project work	Moderate. Evaluate shared service model potential with	Minimum - £10K Maximum -£50K	£10k	M	

PORTFOLIO	PLANNING AND ENVIRONMENT								
Service Area / Function	Statutory Status	Operating Model:	Level of Service	Commercial Opportunities	Savings potential / Income generation - description	Range of Efficiencies 2018/19 and Organisational Change support (if required)	Estimated Efficiency 2018/19	Financial Confidence Grading	Risk Rating
Tudalen	<ul style="list-style-type: none"> * Mandatory * Council Discretion * Historical 	<ul style="list-style-type: none"> * Council * Collaborative * Commissioned * Cease 	<ul style="list-style-type: none"> * Reduce *Protect *Develop *National Resolution 		WCBC and DCC Income potential for collaborative work	Savings from service review Support on review/ADM	£	Low (L) Medium (M) High (H)	Confidence in delivery
Energy	Council Discretion	Council with some collaborative potential	Protect	Fees for energy efficiency assessment (eg DEC)	None but some income potential to offset Income potential for collaborative work	Savings from service review Support on review/ADM	£10k	M	
Minerals and Waste	Mandatory	Collaborative. Provides a consultancy style service for minerals and waste planning to Councils across North Wales.	Protect and develop	Yes. Long term, retained service, or bespoke one-off contracts with other Councils within a reasonable travel distance. Potential to maximize regulatory compliance income. Review day rate charging	Moderate but dependent upon market conditions and availability of work in other Council areas.	Minimum - £10K Maximum -£50K	£50k	M	

PORTFOLIO	PLANNING AND ENVIRONMENT								
Service Area / Function	Statutory Status	Operating Model:	Level of Service	Commercial Opportunities	Savings potential / Income generation - description	Range of Efficiencies 2018/19 and Organisational Change support (if required)	Estimated Efficiency 2018/19	Financial Confidence Grading	Risk Rating
Countryside	Council Discretion	Council with some collaborative potential	Protect	Limited Room Hire and Car parking charges	None	Minimum £ Maximum £			Confidence in delivery
Rights of Way	Mandatory	Council with some collaborative potential	Protect	Increase in charging, and reduction in expenditure e.g. strimming contract	Moderate Increase income target	Minimum - £10K Maximum -£50K	£20k	L	
Natural Environment	Mandatory	Council with some collaborative potential	Protect	Potential charging through the tree team	None				
Greenfield Valley	Council Discretion	Trust with delivery through Management Agreement with FCC	Protect and potentially develop	Yes, managed as an entry fee attraction. Income used for site expenditure	None				
Trading Standards and Animal Health	Mandatory	Council Voluntary regional collaboration through the work streams and projects identified by the North Wales Heads of Public Protection	Protect	No	None				

PORTFOLIO	PLANNING AND ENVIRONMENT								
Service Area / Function	Statutory Status	Operating Model:	Level of Service	Commercial Opportunities	Savings potential / Income generation - description	Range of Efficiencies 2018/19 and Organisational Change support (if required)	Estimated Efficiency 2018/19	Financial Confidence Grading	Risk Rating
Trading Standards Investigations and Community Safety Safedalen 40	Mandatory	Council Voluntary regional collaboration through the work streams and projects identified by the North Wales Heads of Public Protection	Protect	No	None				
Licensing	Mandatory	Council Voluntary regional collaboration through the work streams and projects identified by the North Wales Heads of Public Protection	Protect		None				
Pest Control	Council Discretion	Council	Protect	Yes – the commercial opportunities have been identified and quantified in the P&E Business	None				

PORTFOLIO	PLANNING AND ENVIRONMENT								
Service Area / Function	Statutory Status	Operating Model:	Level of Service	Commercial Opportunities	Savings potential / Income generation - description	Range of Efficiencies 2018/19 and Organisational Change support (if required)	Estimated Efficiency 2018/19	Financial Confidence Grading	Risk Rating
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				Plan					
Food Safety and Standards Tudalen 4	Mandatory	Council Voluntary regional collaboration through the work streams and projects identified by the North Wales Heads of Public Protection	Protect	Yes – but limited incomes in terms of charging for advice.	None				
Public Health and Housing Enforcement	Mandatory	Council Voluntary regional collaboration through the work streams and projects identified by the North Wales Heads of Public Protection	Develop – Due to increasing demands on the section dealing with private sector housing enforcement	No	None				
Corporate Health and Safety	Mandatory	Council	Protect	No	None				

Mae'r dudalen hon yn wag yn bwrpasol

Eitem ar gyfer y Rhaglen 5



ENVIRONMENT OVERVIEW & SCRUTINY

Date of Meeting	Tuesday 17 October 2017
Report Subject	Bereavement Services
Cabinet Member	Cabinet Member for Streetscene and Countryside
Report Author	Chief Officer for Streetscene and Transportation
Type of Report	Strategic

EXECUTIVE SUMMARY

Bereavement Services currently manage 15 Cemeteries and 8 Closed Churchyards located throughout Flintshire. Within these Cemeteries the Council undertakes approximately 400 interments annually, both full body and cremated remains. The service is staffed by 2 full time officers (Bereavement Services Manager and Bereavement Services Officer) and 6 Streetscene Operatives who undertake the cemetery maintenance and grave digging operations. The service also manages a team of 6 seasonal operatives who undertake grass cutting duties during the season (April to October).

Within the cemeteries, the service has 2 Gardens of Remembrance located at Hawarden and Kelsterton and has recently established a woodland burial area and dedicated child / baby memorial at Kelsterton Cemetery. The service is responsible for approximately 17,500 memorials of varying shapes and sizes, approximately 400m² of shrub and flower beds, 140,000m² of grass to be mowed, 100,000m of strimming around memorials, 4500m of hedging, 450 trees, 250 memorial benches and 12 buildings of various sizes and uses, including the chapel located in Hawarden No 1 Cemetery.

There are a number of future challenges and risks facing the service that need addressing and this report sets out proposals to deal with these. These being:

- Memorial safety
- Increasing grounds maintenance costs
- The increasing number of Public Health Burials
- Future Burial Space in Council owned cemeteries

Child Burial Fees have also recently been brought into the public domain, and Welsh Government are now in the process of writing a Memorandum of

Understanding (MoU) to standardise child burial and associated fees across Wales. Subsequently, the service is seeking a recommendation to cabinet to sign up to this MoU.

RECOMMENDATIONS

1.	That Scrutiny recommends Cabinet approves the changes to the current inspection and management arrangement for memorials within Council owned cemeteries.
2.	That Scrutiny recommends Cabinet approves plans to investigate partnership agreements with local communities to deliver grounds maintenance for cemeteries and closed churchyards.
3.	That Scrutiny recommends Cabinet approves the new arrangements for house searches, in respect of Public Health burials.
4.	That Scrutiny notes the current capacity within the Council owned cemeteries.
5.	That Scrutiny recommends Cabinet approves the adoption of the Memorandum of Understanding being developed by Welsh Government to standardise Child Burial Fees across Wales.

REPORT DETAILS

1.00	EXPLAINING THE BACKGROUND TO THE BURIAL STRATEGY																																
1.01	<p>Bereavement Services currently manage 15 Cemeteries and 8 Closed Churchyards located throughout Flintshire as follows:</p> <table border="1"> <thead> <tr> <th>Cemetery</th> <th>Closed Churchyards</th> </tr> </thead> <tbody> <tr> <td><i>Bagillt</i></td> <td><i>Ddol Chapel, Afonwen</i></td> </tr> <tr> <td><i>Bryn Road Connahs Quay</i></td> <td><i>Ffordd y Llan, Cilcain</i></td> </tr> <tr> <td><i>Buckley</i></td> <td><i>Old Churchyard, Halkyn</i></td> </tr> <tr> <td><i>Flint - London Road</i></td> <td><i>St James, Holywell</i></td> </tr> <tr> <td><i>Flint - Northop Road</i></td> <td><i>St Peters, Holywell</i></td> </tr> <tr> <td><i>Greenfield No 1</i></td> <td><i>Trelawnydd</i></td> </tr> <tr> <td><i>Greenfield No 2</i></td> <td><i>Tyddyn Street, Mold</i></td> </tr> <tr> <td><i>Hawarden No 1</i></td> <td><i>Vownog Road, Sychdyn</i></td> </tr> <tr> <td><i>Hawarden No 2</i></td> <td></td> </tr> <tr> <td><i>Holywell</i></td> <td></td> </tr> <tr> <td><i>Hope - Bryn y Grog</i></td> <td></td> </tr> <tr> <td><i>Hope - Old</i></td> <td></td> </tr> <tr> <td><i>Kelsterton</i></td> <td></td> </tr> <tr> <td><i>Rhewl</i></td> <td></td> </tr> <tr> <td><i>Treuddyn</i></td> <td></td> </tr> </tbody> </table>	Cemetery	Closed Churchyards	<i>Bagillt</i>	<i>Ddol Chapel, Afonwen</i>	<i>Bryn Road Connahs Quay</i>	<i>Ffordd y Llan, Cilcain</i>	<i>Buckley</i>	<i>Old Churchyard, Halkyn</i>	<i>Flint - London Road</i>	<i>St James, Holywell</i>	<i>Flint - Northop Road</i>	<i>St Peters, Holywell</i>	<i>Greenfield No 1</i>	<i>Trelawnydd</i>	<i>Greenfield No 2</i>	<i>Tyddyn Street, Mold</i>	<i>Hawarden No 1</i>	<i>Vownog Road, Sychdyn</i>	<i>Hawarden No 2</i>		<i>Holywell</i>		<i>Hope - Bryn y Grog</i>		<i>Hope - Old</i>		<i>Kelsterton</i>		<i>Rhewl</i>		<i>Treuddyn</i>	
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1.02	The management of cemeteries is in the main covered by the Local Authorities Cemetery Order 1977 (LACO) The Authority also has a statutory duty under the Public Health (Control of Disease) Act 1974 to undertake the funeral arrangements for those residents of Flintshire who are unable to fund their own funeral.
1.03	As members of the Association of Public Service Excellence (APSE) Performance Network for Cemeteries and Crematoria, the service is bench marked against other similar Authorities on key performance indicators. Our performance compared to those in our peer group for 2015 / 2016 financial year shows the service to be expensive but improving and moving forward in the right direction.
1.04	<p><u>Memorial Safety Policy</u></p> <p>Flintshire County Council currently undertake Memorial Safety inspections in all 15 of its Cemeteries on a rolling three year programme. The current programme does not include memorials within closed churchyards but this situation has been addressed and all memorials in these locations will in future be inspected at the same frequency, with the initial inspection completed at all churchyards by 1st April 2018. The current practice does also not address those memorials that fail the inspection and are never repaired as a registered grave owner cannot be traced.</p>
1.05	In these circumstances, the memorial has two wooden stakes placed behind it and is strapped to these stakes. The memorial is then subject to ongoing inspection and re staking when required, which all has an associated cost. The proposed policy would seek to use an alternate form of metal fabricated support, which would not rot, and then if after a set period (12 months) the registered grave owner had not been traced or come forward, the memorial would be laid flat in the body of the grave, with the grave being levelled etc. and any associated broken kerb sets or memorial items removed from the Cemetery.
1.06	This arrangement will improve the safety of the Councils cemeteries, reducing ongoing inspection costs and make grounds maintenance easier and more efficient.
1.07	<p><u>Grounds Maintenance</u></p> <p>The service is responsible for approximately 17,500 memorials of varying shapes and sizes, approximately 400m² of shrub and flower beds, 140,000m² of grass to be mowed, 100,000m of strimming around memorials, 4500m of hedging, 450 trees, 250 memorial benches and 12 buildings of various sizes and uses, including the chapel located in Hawarden No 1 Cemetery.</p>
1.08	When visiting the Councils cemeteries and closed church yards the public rightly expect the grounds to be well presented and when this is not the case we are subject to criticism. Grounds maintenance is one of the largest costs incurred by the service and we need to explore ways to manage these costs in the future with increasing pressure on budgets. The current cost of maintaining the grounds across all of the cemeteries and closed churchyards is £124,085 (total) = £112,827 (cemeteries) and

	£11,258 (closed churchyards).
1.09	<p>There are two ways in which the Council can reduce this cost:</p> <ol style="list-style-type: none"> 1. Reduce the standard – (currently 16 cuts in total per season, 14 during the growing season and 1 prior to Christmas, 1 prior to Mothering Sunday if ground conditions allow). Or 2. Investigate the possibility of Community Volunteer groups taking on the maintenance responsibility at particular sites. <p>Reducing the standard would not be popular and is not being considered at this stage however faced with this approach in future years, local groups may be prepared to take on the responsibility - with our support. It is proposed that we look to develop a policy of working more closely with the local communities by establishing local volunteer groups to undertake maintenance works within the cemeteries.</p>
1.10	<p><u>Public Health burials</u></p> <p>Under the terms of the Public Health Act (Control of Diseases) 1984 (Section 46) Flintshire County Council has a statutory duty to undertake the funeral arrangements for those residents of Flintshire who are unable to finance it themselves or have no relatives able or willing to make the arrangements. On average we arrange up to 8 funerals of this nature each year at an average cost of £1,500 to include Funeral Director disbursements and FRCC Investigation Costs to the Council, the trend is increasing annually.</p>
1.11	<p>As part of these duties Flintshire have powers to attempt to recover all costs incurred from the estate of the deceased. To assist with this function officers from Bereavement Services currently undertake property searches in an attempt to try to ascertain any personal and or financial information contained within the property. Whilst processes are in place to protect the staff and corroborate and record any information found or removed, it is felt that this risk is unacceptably high for those officers concerned, in terms of the potential allegations that could be put forward following the search.</p>
1.12	<p>It is therefore proposed that the current policy be amended to ensure that when this process is undertaken, a suitable, independent person from outside of the Streetscene and Transportation Portfolio is also present at the property searches with the Flintshire County Council Bereavement officer. It is proposed that the independent officer comes from Legal or Internal Audit services.</p>
1.13	<p><u>Burial space</u></p> <p>Appendix 1 provides the estimated time (in years) that all of the Council cemeteries have left in relation to burial space. In particular the cemeteries at Hope with only 4 years and Hawarden with 5, have the least amount of existing burial space. Buckley Cemetery is the third in line with 9 years of capacity available.</p>

1.14	As land negotiations and purchase can be a lengthy process consideration now needs to be given to look at the possibility of extending the cemeteries in Hope and Hawarden into adjacent agricultural land. There is no such option at Buckley as there is no adjacent land to develop so alternative sites would need to be explored in the Buckley area. This work will under taken by the Council's Asset Team and will be the subject of a further report before any extension is taken forward.
1.15	Clearly the purchase of additional land, creation of infrastructure and the extensive ground investigation works required would involve significant investment from capital funds. However the investment would secure future income from burial fees applied, which would be lost should extensions not be provided.
1.16	<u>Child Burial Fees</u> Welsh Government are currently working with all Welsh Local Authorities to standardise Child Burial Fees in Wales, through the development of a Memorandum of Understanding. Flintshire County Council currently do not charge for a child / baby funeral for someone up to the age of 16 in a dedicated Child Grave.
1.17	The MoU would standardise the age to 18 years of age and also ensure that no fee is applied to burials in child graves across Wales. It will also determine a consistent approach to burials of children in graves that will subsequently be used by the parents in such terms as whether the Exclusive Rights of Burial fee is applied and the Interment fee and also what fees are applied in terms of other services such as Memorials.
1.18	It is recommended that we adopt of the Memorandum of Understanding being proposed by Welsh Government to standardise Child Burial Fees across Wales.

2.00	RESOURCE IMPLICATIONS
2.01	Staff from the Bereavement Service, supplemented by Technical Officers from Streetscene and Transportation will undertake the memorial inspections.
2.02	Capital funding would be required to purchase land and develop new burial sites.

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	The registered grave owner, surviving family members or friends of the interred would be informed of the condition of any memorial found to be in a dangerous condition. In the event that records are not held regarding ownership, a notice will be attached to the memorial for a period of 1 year following the inspection, asking the owner or person responsible for the memorial to make contact with the Council or to make the memorial safe.

4.00	RISK MANAGEMENT
4.01	Approval of the recommendations made within this report will assist the Bereavement Services in managing and reducing the level of risk associated with this highly sensitive service.
4.02	Development of the Bereavement Strategy will also ensure that the service remains fit for purpose and is always able to meet the needs of the ever changing local demographic and is able to provide its services to a multi faith community ensuring we meet our equality targets. Also through the promotion of the natural burial option in our woodland burial option we are also addressing our responsibilities towards protecting the environment.
4.03	One of the main operational risks to the service is Health and Safety. By their nature cemeteries can be dangerous places to visit, through the development of a more robust Memorial Safety Policy and Closed Churchyard Policy, these risks to staff and visitors to the cemeteries will be reduced through improved maintenance and management.

5.00	APPENDICES
5.01	Appendix 1 – Burial Space

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	<p>Flintshire County Council – Internal Audit Report – Bereavement Services</p> <p>Contact Officer: Jan Harty, Senior Auditor, Flintshire CC</p> <p>Telephone: 01352 702234</p> <p>E-mail: jan.harty@flintshire.gov.uk</p>

7.00	GLOSSARY OF TERMS
7.01	<p>Exclusive Rights of Burial (EROB):- Purchased by the Registered Grave Owner at the time of first interment in a grave of when the grave is purchased for future use. EROB give burials rights in a grave plot for 100 years currently.</p> <p>Closed Churchyard:- A churchyard which is owned by the Church which has been closed to all burials under order and passed to the Local Authority to manage in terms of grounds maintenance, memorial safety, and boundaries</p> <p>Memorandum of Understanding (MoU):- Formal agreement between two or more parties. Not legally binding</p>

Mae'r dudalen hon yn wag yn bwrpasol

Appendix 1 - Flintshire CC Cemeteries Average Years Left

Cemetery	Plots Available	Current Average Number New Graves per year	Average Years Usage Available
<i>Bagillt</i>	129	8	16
<i>Bryn Road Connahs Quay</i>	0	0	0
<i>Buckley</i>	45	5	9
<i>Flint - London Road</i>	792	33	24
<i>Flint - Northop Road</i>	0	0	0
<i>Greenfield No 1</i>	0	0	0
<i>Greenfield No 2</i>	1039	5	208
<i>Hawarden No 1</i>	0	0	0
<i>Hawarden No 2</i>	250	50	5
<i>Holywell</i>	387	14	28
<i>Hope - Bryn y Grog</i>	40	10	4
<i>Hope - Old</i>	0	0	0
<i>Kelsterton</i>	1943	11	177
<i>Rhewl</i>	250	3	83
<i>Treuddyn</i>	397	3	132
Closed Churchyards			
<i>Ddol Chapel, Afonwen</i>	0	0	0
<i>Ffordd y Llan, Cilcain</i>	0	0	0
<i>Old Churchyard, Halkyn</i>	0	0	0
<i>St James, Holywell</i>	0	0	0
<i>St Peters, Holywell</i>	0	0	0
<i>Trelawnydd</i>	0	0	0
<i>Tyddyn Street, Mold</i>	0	0	0
<i>Vownog Road, Sychdyn</i>	0	0	0

Mae'r dudalen hon yn wag yn bwrpasol

Eitem ar gyfer y Rhaglen 6



ENVIRONMENT OVERVIEW & SCRUTINY

Date of Meeting	Tuesday 17 October 2017
Report Subject	Highway Maintenance and Emergency Repairs.
Cabinet Member	Cabinet Member for Streetscene & Countryside
Report Author	Chief Officer – Streetscene & Transportation
Type of Report	Operational

EXECUTIVE SUMMARY

Environment Overview and Scrutiny requested an update on the processes used to identify resurfacing programmes and the preferred methods of repairing and maintaining the highway network.

This report outlines the approach to defect identification, including the inspection regime and the intervention levels operated by the Council. The report also provides details on capital expenditure and investment levels on the various highway assets, the preferred treatment option for carriageways such as patching, surface dressing or resurfacing and the cost benefit of temporary pot holes repairs.

RECOMMENDATIONS

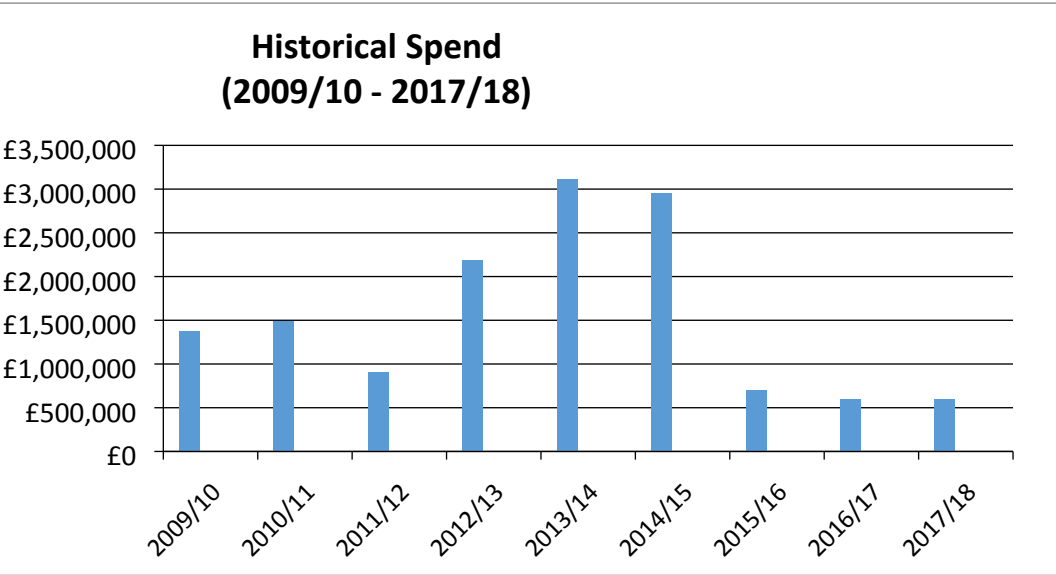
1	That Scrutiny notes the information contained within this report.
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REPORT DETAILS

1.00	BACKGROUND OF HIGHWAY MAINTENANCE AND REPAIR REPORT
1.01	Flintshire County Council as Highway Authority has responsibility for the maintenance of all adopted highways (except Trunk Roads) within the County. The Council has a statutory duty to maintain the highway and may be responsible for any claims which result from injury or loss to members of the public who may use them.
1.02	The Gross Replacement Cost for the highway network in 2015/16 was estimated at £1,215,359,000.00 (£1.215bn) and remains the most valuable asset in the Councils ownership.
1.03	Flintshire County Council receives numerous claims from highway users

	following trips, falls or personnel loss/damage to property and vehicles on the public highway. The Authority endeavours to ensure that the highway network is in a fit-for-purpose and safe condition, which then provides the Council with a defence against any claims it may receive.																								
1.04	By virtue of Section 58 of the Highways Act 1980 (England and Wales), if an Authority can prove it had in place adequate policies and procedures to maintain the highway, and that the policies and procedures were being followed - providing there was no prior knowledge of 'the defect' before the incident date, a claim for damages against the Authority as a result of a trip, fall or personnel loss can be repudiated.																								
1.05	Regular safety inspections are therefore carried out on all elements of the network which involve visiting each section of the highway infrastructure at an approved frequency. During the visit any defects present are noted and the required maintenance repair work arranged. Safety inspections are carried out on all carriageways (roads), footways and cycle-ways and on all publically accessible car parks operated by the Council.																								
1.06	The Councils "Policy for Highway and Car Park Safety Inspections, Intervention Criteria and Response times" adopted in September 2016, contains the frequency of inspections that will be undertaken in respect of each road classification. The frequency is based on a risk assessment of each classification and by reference to the recommendations contained in the National Guidance document "Well Maintained Highways – A Code of Practice for Highway Maintenance Management (July 2005)".																								
1.07	The National Guidance document has been updated in 2017, and the recommendation is that the revised guidance should be adopted in existing local policies by September 2018. The Council reviews its inspection policy every 2 years and it is the intention that a revised "Policy for Highway and Car Park Safety Inspections, Intervention Criteria and Response times" will be submitted for Cabinet approval by July 2018.																								
1.08	From the policy, the following table sets out the inspection frequency for carriageway inspections: <table border="1" data-bbox="316 1487 1394 2072"> <thead> <tr> <th><u>Description</u></th> <th><u>National Guidelines Category</u></th> <th><u>Code Frequency</u></th> <th><u>FCC Freq.</u></th> </tr> </thead> <tbody> <tr> <td>Strategic Route – Class A</td> <td>2</td> <td>1 month</td> <td>1 month</td> </tr> <tr> <td>Main Distributor – Class B</td> <td>3(a)</td> <td>1 month</td> <td>1 month</td> </tr> <tr> <td>Secondary Distributor – Class C</td> <td>3(b)</td> <td>1 month</td> <td>1 month</td> </tr> <tr> <td>Link Road – U/C</td> <td>4(a)</td> <td>3 months</td> <td>3 months</td> </tr> <tr> <td>Local Access – U/C</td> <td>4(b)</td> <td>1 year</td> <td>Urban 6 months Rural 6 months</td> </tr> </tbody> </table>	<u>Description</u>	<u>National Guidelines Category</u>	<u>Code Frequency</u>	<u>FCC Freq.</u>	Strategic Route – Class A	2	1 month	1 month	Main Distributor – Class B	3(a)	1 month	1 month	Secondary Distributor – Class C	3(b)	1 month	1 month	Link Road – U/C	4(a)	3 months	3 months	Local Access – U/C	4(b)	1 year	Urban 6 months Rural 6 months
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1.09	During the carriageway inspection any defects are identified by the																								

	<p>Streetscene Area Coordinator. The defect will fall into one of the following categories:</p> <ol style="list-style-type: none"> 1. A situation with potential to cause serious injury or accident. 2. Defect above 40mm (above/below the mean level of the carriageway) 3. Defect below 40mm 								
1.10	<p>Defects which are considered to require urgent attention are corrected or made safe at the time of the inspection - if reasonably practicable to do so. In this context, making safe may constitute displaying warning notices, coning off or fencing off the area to protect the public from the defect. If it is not possible to correct or make safe the defect at the time of inspection, repairs of a permanent or temporary nature should be carried out as soon as possible afterwards.</p>								
1.11	<p>Defects that do not represent an immediate hazard or risk are programmed for repairs within the times defined within the policy set out in the table below:</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;"><u>Defect</u></th> <th style="text-align: left;"><u>Response Time</u></th> </tr> </thead> <tbody> <tr> <td>A situation with potential to cause serious injury or accident</td> <td>Immediate or closure</td> </tr> <tr> <td>Defect above 40mm</td> <td>Rectify within 3 working days</td> </tr> <tr> <td>Defect below 40mm</td> <td>Review at next inspection</td> </tr> </tbody> </table>	<u>Defect</u>	<u>Response Time</u>	A situation with potential to cause serious injury or accident	Immediate or closure	Defect above 40mm	Rectify within 3 working days	Defect below 40mm	Review at next inspection
<u>Defect</u>	<u>Response Time</u>								
A situation with potential to cause serious injury or accident	Immediate or closure								
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Defect below 40mm	Review at next inspection								
1.12	<p>Asset management is a strategic approach to highway maintenance that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers.</p>								
1.13	<p>The Highway Assets within Flintshire requiring capital investment and preventative maintenance are as follows:</p> <ul style="list-style-type: none"> • Carriageways – 1056kms • Footways – 938kms • Street lighting – ~23,000 units • Bridges, Culverts and Retaining walls, Subways – 300 units • Gullies - ~30,000 units • Traffic Signals – 99 locations • Signs & bollards • Road markings 								
1.14	<p>Historical Spend on Planned Highway Maintenance is as follows:</p>								

	<p style="text-align: center;">Historical Spend (2009/10 - 2017/18)</p>  <table border="1" data-bbox="319 156 1380 728"> <caption>Historical Spend Data (Estimated)</caption> <thead> <tr> <th>Financial Year</th> <th>Spend (£)</th> </tr> </thead> <tbody> <tr> <td>2009/10</td> <td>1,400,000</td> </tr> <tr> <td>2010/11</td> <td>1,500,000</td> </tr> <tr> <td>2011/12</td> <td>950,000</td> </tr> <tr> <td>2012/13</td> <td>2,200,000</td> </tr> <tr> <td>2013/14</td> <td>3,100,000</td> </tr> <tr> <td>2014/15</td> <td>3,000,000</td> </tr> <tr> <td>2015/16</td> <td>750,000</td> </tr> <tr> <td>2016/17</td> <td>650,000</td> </tr> <tr> <td>2017/18</td> <td>650,000</td> </tr> </tbody> </table> <p>Note: The graph shows the increase in investment from 2012/13 for a 3 year period due to the Local Government Prudential Borrowing Initiative (LGPBI) funding.</p>	Financial Year	Spend (£)	2009/10	1,400,000	2010/11	1,500,000	2011/12	950,000	2012/13	2,200,000	2013/14	3,100,000	2014/15	3,000,000	2015/16	750,000	2016/17	650,000	2017/18	650,000
Financial Year	Spend (£)																				
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1.15	Investment in the highway network has been a priority for the Council over the past 5 years and as a result independent data, which was arranged by Welsh Government, on the condition of the Councils classified network (A, B & C roads) - ranks Flintshire's highways as the best maintained in Wales..																				
1.16	This is measured by the condition of the classified network however this position can very quickly worsen, particularly after a severe winter period.																				
1.17	As difficult decisions on the reducing finances available to the Council have been made, due the period of austerity in recent years, the level of investment has reduced and this has impacted significantly on road condition and led to an increasing backlog of deteriorating roads across the network, notably unclassified roads in both urban, and particularly, rural areas.																				
1.18	<p>Ideally the Authority would like to achieve a continuance of the current condition level – this is known as “Steady State”.</p> <p>The level of Capital investment required to achieve this position, which was calculated in 2016, was £2,745,680 per year. This level of investment would simply maintain the condition of the carriageways at the current level.</p> <p>Given the current financial climate this position is not possible to invest at this level and the current level of Capital Funding received for all planned highway maintenance operations across all assets types is £600k per year.</p>																				

1.19	When considering the annual resurfacing programme, Area Coordinators provide a Condition Visual Inspection (CVI) score for each road which rates the condition of every road between 1 and 10. Those roads with the highest scores (i.e. worse condition) are consistency checked by the Streetscene Technical team and added to the previously approved Matrix, which also considers the surrounding infrastructure and strategic importance of the road. This includes considerations for any hospitals, schools, retail, business and bus routes which are on or adjacent to the road.
1.20	Cost estimates for the most appropriate repair works necessary on each of the highest scoring roads are then produced by the Streetscene service. By comparing the cost estimates to the available budget, the overall resurfacing programmes and patching programmes for each year are developed. Resurfacing schemes are funded through capital allocations.
1.21	Filling potholes is the cheapest option to remove defects and provide a defence against any claims, and the work is funded through maintenance (revenue) budgets. The costs comprise of mainly of labour (FCC employees) and a small amount of materials used to fill the potholes.
1.22	The Council is also required to continue to respond to defects reported on the network either following the Area Coordinator safety inspections or reports from members of the public. This requirement demands that maintenance (revenue) budgets remain available for reactive works of this nature.
1.23	Potholes repairs are an effective option to immediately deal with defects on the network and they are undertaken to remove the hazard in the most expedient manner. This reduces the risk of damage and injury to third parties and protects the Authority against litigation and damages.
1.24	Potholes are most prevalent during the winter period and this coincides with the time of year when it is least suitable to undertake structural maintenance work, such as patching and resurfacing work. Therefore pothole work is often the only option to remove the hazard and in many cases, even if the repair is undertaken as effectively as possible, the repair often fails and a repeat visit is required.
1.25	There is a clear link between investment in planned maintenance operations and reactive maintenance. The more that is invested in resurfacing and full patching operations, the less potholes will form and therefore less will be spent on reactive pot hole filling. If the potholes are not filled then the Council is liable for third party claims and this expenditure further reduces the funding available for resurfacing.

2.00	RESOURCE IMPLICATIONS
2.01	Capital Budgets for Highway Maintenance – FY 2017/18 - £600k
2.02	The cost of pothole repairs to the Authority can be averaged to approximately £4k per week, and this is based on 2 teams of 2 operatives with plant and machinery to repair potholes working 37 hours per week. The service operates for approximately 8 months of the year at an approximate

	cost of £128k. A single road could cost £10 - £20k to patch and up to £50 - £100k to resurface depending on the size and location of the road.
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3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	Not applicable

4.00	RISK MANAGEMENT
4.01	The highway maintenance service has undertaken various risk assessments on the provision of road surface treatments.
4.02	Good highway asset management aligns with the principles of the Future Generation and Well Being Act.

5.00	APPENDICES
5.01	None

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

7.00	GLOSSARY OF TERMS
7.01	Financial Year (FY): the period of 12 months commencing on 1 April
7.02	Budget: a statement expressing the Council's policies and service levels in financial terms for a particular financial year. In its broadest sense it includes both the revenue budget and capital programme and any authorised amendments to them.
7.03	HAMP: Highway Asset Management Plan.

Eitem ar gyfer y Rhaglen 7



Environment Overview and Scrutiny Committee

Date of Meeting	17 October 2017
Report Subject	North Wales Residual Waste Treatment Project (NWRWTP) Update
Cabinet Member	Cabinet Member for Streetscene and Countryside
Report Author	NWRWTP Contract Manager
Type of Report	Operational

EXECUTIVE SUMMARY

Following the successful award of the North Wales Residual Waste Treatment Project contract to Wheelabrator Technologies Inc (WTI), the Parc Adfer waste treatment facility on Deeside Industrial Park is now under construction.

Parc Adfer will process the non-recyclable domestic waste collected by Conwy, Denbighshire, Flintshire, Gwynedd and Ynys Mon councils. The facility will provide a modern, safe and cost-effective process for treating non-recyclable waste in accordance with national environmental policy. The facility will help the five councils to meet their waste diversion and recycling targets and avoid the punitive costs of Landfill Tax charges.

The contract term with Wheelabrator Technologies Inc is 25 years. The five partner authorities have also signed an Inter Authority Agreement which formalises their partnership for the duration of the contract.

Parc Adfer will be fully operational by 2020.

WTI have already been engaging with the local community and this will continue throughout the construction process and beyond.

RECOMMENDATIONS

1.	That Scrutiny notes the progress of the construction of Parc Adfer.
2.	That Scrutiny notes the scheduled operational date for Parc Adfer.

REPORT DETAILS

1.00	Background to the Project
1.01	<p>The North Wales Residual Waste Treatment Project (NWRWTP) procurement process came to a successful conclusion in December 2016 with a contract being awarded to Wheelabrator Technologies Inc (WTI) and Financial Close being reached.</p>
1.02	<p>The formal Contact Award to WTI represents the conclusion of a six year procurement process. Parc Adfer will process the non-recyclable domestic waste collected by Conwy, Denbighshire, Flintshire, Gwynedd and Ynys Môn councils.</p> <p>The facility will provide a modern, safe and cost-effective process for treating non-recyclable waste in accordance with national environmental policy. The facility will help the five councils to meet their waste diversion and recycling targets and avoid the punitive costs of Landfill Tax charges. Members have been advised previously that the final gate fee payable by the partner authorities would only be confirmed and set at Financial Close. It can now be confirmed that the final gate fees payable are lower than the guideline or 'bid' price set at the outset. There is therefore a financial benefit to the partner authorities as a consequence of the competitiveness of the procurement process and the robustness of the client position during commercial negotiations.</p>
1.03	<p>The project has been supported by the Welsh Government throughout. Following the submission of a detailed Final Business Case, Welsh Government has committed financial support for the contract of a value to the partnership of £140m over the 25 year contract term.</p>
1.04	<p>As the gate fees and the Welsh Government contribution are now set the partner authorities have certainty of costs for longer-term budget planning.</p>
1.05	<p>WTI began construction of Parc Adfer in early 2017 and is due to be commissioned in late spring 2019 reaching full operational capacity by 2020.</p> <p>At the time of writing this report the ground works, offices and welfare facilities are completed and the main site works are still focused on the civil works with some preparation work for the process engineering works (steel work pre-fabrication) being undertaken.</p> <p>The civil works have been focused on the waste bunker walls and these are now very near the completed elevation. Works are also underway on the foundation works, walls and structure for the process element of the facility (e.g. boiler and turbine hall foundations, turbine walls).</p> <p>Conditions on site are good and the works are progressing as per programme, with currently around 25% of the works completed.</p>

1.06	WTI have been working with their subcontractors to identify supply chain opportunities which are estimated to be valued at more than £40 million over the life of the contract. Around 30 local companies' are already supplying goods or services to the Parc Adfer construction.
1.07	<p>When Parc Adfer becomes operational a Community Benefit Fund will become available. This fund will have a value of £230k per annum, with £180k coming from the partner authorities and £50k from Wheelabrator themselves. The fund will be available for community projects in the Deeside area and the grant conditions and criteria are currently being developed in time for the start of Parc Adfer's operations.</p> <p>As well as the Community Benefit Fund noted above, WTI have now launched their own construction phase community fund of £50k over the construction period. This is now live and details of the application process are available on the www.parcadfer.com website.</p>
1.08	<p>One area of work where the Partnership is working with WTI is commissioning a specialist feasibility study to investigate the possibility of utilising the heat from the Parc Adfer facility. This would involve piping the steam / hot water from Parc Adfer's process as a heat source to neighbouring commercial or domestic buildings.</p> <p>Using the heat in this way can have environmental benefits by not only increasing the efficiency of Parc Adfer itself but also provide a localised low carbon heat source for nearby buildings. It could also bring economic benefits through sales of the heat.</p> <p>The Government's Department for Business, Energy and Industrial Strategy offer funding to such studies and an application for the costs and the scope for the feasibility study is currently being drawn up.</p>

2.00	RESOURCE IMPLICATIONS
2.01	The gate fees for the five partner authorities are now known. Therefore, the authorities are now able to forecast budgets based on estimated tonnes of waste collected annually. The confirmed gate fees are lower than first forecast and the charges for use of the facility will therefore be within budget estimates.

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	The North Wales Residual Waste Joint Committee (on which all five partner authorities are represented) have overseen the procurement process and has engaged the cabinets and scrutiny committees of the partner authorities

	at key stages of the process. The Environment Overview and Scrutiny Committee has received regular updates on the project throughout the process including a most recent briefing in December.
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4.00	RISK MANAGEMENT
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4.01	The North Wales Residual Waste Joint Committee has directly and successfully managed the project risks supported by a Project Board (represented by a senior officer from each partner authority and chaired by Flintshire's Chief Executive).
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5.00	APPENDICES
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5.01	None
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6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
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6.01	Contact Officer: Steffan Owen Telephone: 01352 704915 E-mail: steffan.r.owen@flintshire.gov.uk
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7.00	GLOSSARY OF TERMS
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7.01	<p>Gate fee: a set fee payable to the contractor (WTI) for the treatment of each tonne of residual waste (waste that is left over after recyclable and compostable waste has been collected).</p> <p>Financial Close: the process of setting the final rates of borrowing for the capital expenditure for the build. The rates of borrowing have had no impact on the cost to the authority as it was risk borne by WTI. Also at this point exchange rates are also set (a proportion of the capital expenditure is in Euros). This process is only carried out once the contract is signed so final figures can only be confirmed at this point.</p> <p>Commissioning: the process whereby a facility is tested to ensure it will operate as it should and safely. Waste is put through the facility in varying amounts and throughputs to test its equipment and systems. The facility must be validated by a specialist technical expert that is independent of the contractor - known as an Independent Certifier - before it can be operational.</p>
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Eitem ar gyfer y Rhaglen 8



ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE

Date of Meeting	Tuesday 17 October 2017
Report Subject	Forward Work Programme
Cabinet Member	Not applicable
Report Author	Environment Overview & Scrutiny Facilitator
Type of Report	Operational

EXECUTIVE SUMMARY

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

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

RECOMMENDATION

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

REPORT DETAILS

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

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

Mae'r dudalen hon yn wag yn bwrpasol

ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

Draft Forward Work Programme

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
Tuesday 12 th December 2017 10.00 am	Quarter 1 & 2 Improvement Plan monitoring	To enable members to fulfil their scrutiny role in relation to performance monitoring.	Performance Monitoring/ Assurance	Facilitator	
	Pest Control	To receive a report outlining the services provided to Flintshire residents by the Pest Control Team.	Service Delivery	Chief Officer Planning and Environment	
	Mold Flood Defences Scheme	To receive a progress report on the proposed scheme	Information	Chief Officer Planning and Environment	
	½ hour information session prior to meeting (food safety team)				
Tuesday 16 th January 2018 10.00 am – Greenfield TBC	Greenfield Valley Museum Heritage Park visit and presentation	To receive an update on the developments at Greenfield Valley Heritage	Assurance	Chief Officer Planning and Environment	
	Review of Grass Cutting Policy	To review the Policy and provide comments to Cabinet.	Options Appraisal	Chief Officer Streetscene and Transportation	
Tuesday 13 th March 2018 10.00 am	Q3 Improvement Plan Monitoring Fly Tipping on Public and Private land (development session prior to meeting)	To enable members to fulfil their scrutiny role in relation to performance monitoring.	Performance Monitoring/ Assurance	Facilitator	

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ENVIRONMENT OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME

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

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Items to be scheduled

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