Pecyn Dogfen Gyhoeddus

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

Swyddog Cyswllt:
Maureen Potter 01352 702322
maureen.potter@flintshire.gov.uk

At: Cyng David Evans (Cadeirydd)

Y Cynghorwyr: Mike Allport, Mel Buckley, Chris Dolphin, Ian Hodge, Ray Hughes, Richard Lloyd, Hilary McGuill, Mike Peers, Vicky Perfect, Dan Rose a Roy Wakelam

Dydd Mercher, 5 Gorffennaf 2023

Annwyl Gynghorydd,

RHYBUDD O GYFARFOD HYBRID
PWYLLGOR TROSOLWG A CHRAFFU'R AMGYLCHEDD A'R ECONOMI
DYDD MAWRTH, 11EG GORFFENNAF, 2023 10.00 AM

Yn gywir

Steven Goodrum
Rheolwr Gwasanaethau Democrataidd

Sylwch: Gellir mynychu'r cyfarfod hwn naill ai wyneb yn wyneb yn Siambr Cyngor yr Arglwydd Barry Jones, Cyngor Sir y Fflint, Yr Wyddgrug, Sir y Fflint neu ar-lein.

Bydd y cyfarfod yn cael ei ffrydio'n fyw ar wefan y Cyngor. Bydd y ffrydio byw yn dod i ben pan fydd unrhyw eitemau cyfrinachol yn cael eu hystyried. Bydd recordiad o'r cyfarfod ar gael yn fuan ar ôl y cyfarfod ar https://flintshire.publici.tv/core/portal/home

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

R H A G L E N

1 YMDDIHEURIADAU

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 5 - 8)

I gadarnhau, fel cofnod cywir gofnodion y cyfarfod ar 13 Mehefin 2023.

4 RHAGLEN GWAITH I'R DYFODOL AC OLRHAIN CAMAU GWEITHREDU (Tudalennau 9 - 18)

Adroddiad Hwylusydd Trosolwg a Chraffu yr Amgylchedd a Gofal Cymdeithasol

Ystyried Rhaglen Gwaith i'r Dyfodol y Pwyllgor Trosolwg a Chraffu'r Amgylchedd a'r Economi a rhoi gwybod i'r Pwyllgor am y cynnydd yn erbyn camau gweithredu o gyfarfodydd blaenorol.

5 CYNLLUN GWASANAETH BWYD (Tudalennau 19 - 64)

Adroddiad Prif Swyddog (Cynllunio, Amgylchedd ac Economi) - Aelod Cabinet Cynllunio, Iechyd y Cyhoedd a Gwarchod y Cyhoedd

Cyflwyno'r Cynllun Gwasanaeth Bwyd 2023/24 i'r Aelodau i'w ystyried a'i arnodi

6 ADOLYGU RHWYSTR MYNEDIAD – LLWYBR ARFORDIR CYMRU (Tudalennau 65 - 152)

Adroddiad Prif Swyddog (Cynllunio, Amgylchedd ac Economi) - Aelod Cabinet Newid Hinsawdd a'r Economi

Hysbysu aelodau am adolygiad diweddar i rwystrau mynediad ar hyd Llwybr Arfordir Cymru (Rhan Caer i Lannau Dyfrdwy) a cheisio eu cymeradwyaeth i weithredu'r argymhellion.

7 ADRODDIAD MONITRO PERFFORMIAD DIWEDD BLWYDDYN (Tudalennau 153 - 196)

Adroddiad Prif Swyddog (Cynllunio, Amgylchedd ac Economi), Prif Swyddog (Stryd a Chludiant) - Aelod Cabinet Newid Hinsawdd a'r Economi, Aelod Cabinet Cynllunio, Iechyd y Cyhoedd a Gwarchod y Cyhoedd, Dirprwy Arweinydd y Cyngor a'r Aelod Cabinet Gwasanaethau Stryd a'r strategaeth cludiant rhanbarthol

Adolygu'r lefelau cynnydd wrth gyflawni gweithgareddau a lefelau perfformiad fel y nodwyd yng Nghynllun y Cyngor.

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

Mae'r dudalen hon yn wag yn bwrpasol

ENVIRONMENT AND ECONOMY OVERVIEW & SCRUTINY COMMITTEE
13 JUNE 2023

Minutes of the hybrid meeting of the Environment and Economy Overview & Scrutiny Committee of Flintshire County Council held on Tuesday, 13 June 2023.

PRESENT: Councillor David Evans (Chair)
Councillors: Mike Allport, Chris Dolphin, Ian Hodge, Ray Hughes, Hilary McGuill, Vicky Perfect, Dan Rose, and Roy Wakelam

SUBSTITUTIONS: Councillor Teresa Carberry for Councillor Richard Lloyd, Councillor Tina Claydon for Councillor Mel Buckley, and Councillor Dennis Hutchinson for Councillor Mike Peers

CONTRIBUTORS:
Councillor Chris Bithell (Cabinet Member for Planning, Public Health and Protection), Councillor Dave Hughes (Deputy Leader of the Council and Cabinet Member for Streetscene and Regional Transport Strategy), Councillor David Healey (Cabinet Member for Climate Change and Economy), Councillor Paul Johnson (Cabinet Member for Finance, Inclusion, Resilient Communities, including Social Value and Procurement, Chief Officer (Planning, Environment & Economy), Chief Officer (Streetscene & Transportation). For minute no.13 Henry Aron, Ambition North Wales, Low Carbon Energy Programme Manager.

N ATTENDANCE: Environment & Economy Overview & Scrutiny Facilitator and Democratic Services Officers

10. **DECLARATIONS OF INTEREST**

There were no declarations of interest.

11. **MINUTES**

The minutes of the meeting held on 16 May 2023, were submitted.

The minutes were approved as an accurate record as moved by Councillor Ian Hodge and seconded by Councillor Dan Rose.

RESOLVED:

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

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

The Environment & Economy Overview & Scrutiny Facilitator presented the Forward Work Programme and Action Tracking report. She advised that an additional item, the Food Service Plan would be considered at the next meeting of the Committee to be held on 11 July 2023.

The Facilitator referred to the Action Tracking report which was appended to the report and advised that both outstanding actions had been completed. She

drew attention to the workshops which would be held on 18 October 2023 on the Review of the Flintshire County Council Integrated Transport Strategy.

Members were invited to raise any further items to include on the Programme.

Councillor Chris Dolphin suggested that an item to provide data on the number of breakdowns of refuse collection vehicles be added to the Programme. The Chief Officer (Streetscene and Transportation) explained there had been some operational issues and said the Service Manager would contact Councillor Dolphin to arrange a meeting to discuss the problems raised. It was agreed that a report on missed collections and fleet reliability would be brought to the October meeting.

The recommendations in the report were moved by Councillor Dennis Hutchinson and seconded by Councillor Hilary McGuill.

RESOLVED:

(a)   That subject to the above amendment the Forward Work Programme be approved;

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

(c)   That the Committee notes the progress made in completing the outstanding actions

13.   **PRESENTATION FROM THE ENERGY PROGRAMME MANAGER AMBITION NORTH WALES**

The Chief Officer (Planning, Environment & Economy) introduced the item to receive an update on the current position on the Low Carbon Energy programme projects. He provided background information and introduced Henry Aron, Low Carbon Energy Programme Manager, Ambition North Wales.
Mr Aron gave a presentation on the Low Carbon energy Programme which covered the following points:

- our Partners
- objectives
- investment
- North Wales Growth Deal - Low Carbon Energy Programme
- Smart Local Energy Fund
- hydrogen sponsor challenge
- Trawsfynydd project
- Cydnerth (Morlais) project
- Egni project

The Low Carbon Energy Programme Manager responded to the comments by Councillor David Healey on the proposals for the Port of Mostyn and advised of the opportunity through recent funding from the Welsh Government to support key schemes. The Programme Manager also advised that there were plans for major off shore wind projects in the Irish sea and

Ambition North Wales was keen to secure a significant role for North Wales ports in the construction, maintenance, and operation of the projects, particularly in the Holyhead and Mostyn ports.

Councillor Bernie Attridge asked for information concerning how the projects would benefit residents in Flintshire. The Programme Manager advised that there were a number of projects within Flintshire and cited the Warren Hall project as an example. He referred to the Energy Programme and explained that the Smart Local Energy Fund could support projects in Flintshire and also commented on the 'People that I can Help project' and provided examples of other schemes which would bring direct and indirect opportunities and benefits for the Flintshire area.

The Chief Officer (Planning, Environment and Economy) advised that whilst a project may not be located within Flintshire under the Regional Programme there was a supply chain to assist with the delivery. He also commented on the direct link with local schools, colleges, and universities to support the work of Ambition North Wales by providing the knowledge and skills required by a future workforce to work on the programmes.

Councillor Hilary McGuill asked if there were any plans to recycle vehicle batteries. The Programme Manager acknowledged the point made by Councillor McGuill and advised that the Smart Local Energy Fund would promote introductions and raise awareness of any potential opportunities as soon as made available.

The Programme Manager responded to the questions raised by Councillor Chris Bithell on tidal energy projects. He also responded to the comments and questions raised by Councillor Dan Rose around Smart Local Energy funding, and the hydrogen hub.

Councillor Hilary McGuill asked if any funding was available to enable homeowners to produce their own domestic electricity through solar panels installed on their property. The Programme Manager advised that the Smart Local Energy Fund would not take applications from individual households due to lack of resources but would consider applications from community projects.

RESOLVED:

That the update be noted.

14. **WELSH GOVERNMENT DEPOSIT RETURN SCHEME**

The Chief Officer (Streetscene and Transportation), presented the report to provide an update to members on the Welsh Government's proposed Deposit Return Scheme (DRS). She provided background information and reported that the proposed Deposit Return Scheme had received strong support as outlined in the government response. The Department for Environment, Food and Rural Affairs (DEFRA) had subsequently confirmed that it would work with industry, the Welsh Government, and the Department of Agriculture, Environment and Rural Affairs (DAERA) in Northern Ireland, to set up the scheme. The expected start date was October 2025. The report provided an overview of the proposals and an update on the next steps for delivery of the scheme in Wales.

Councillor Vicky Perfect spoke in support of the scheme.

The Chief Officer (Streetscene and Transportation) responded to the questions and concerns raised by Councillor Dan Rose regarding recycling rates and explained that the intention was that the scheme would increase recycling in the future. She also referred to the Extended Producer Responsibility (EPR) for Packaging reforms which was being consulted on alongside the DRS and said feedback would be provided to the Committee in the future when more information was made available.

Councillor Hilary McGuill queried whether the DRS was a 'recycle' or a 're-use' scheme and raised questions on how it would be operated and if payment would be credited direct to the consumer when the item was returned. The Chief Officer commented that it was unclear at the present time if the DRS was a 'recycle' or a 're-use' scheme until more information was provided.

The Chair expressed concerns around the current 'unknowns' regarding operation of the scheme, resources required, and willingness of consumers to participate. He suggested that the recommendation in the report be amended to read as follows: that the Committee notes the contents of the report and the proposals to deliver a Deposit Return Scheme (DRS) for Wales. The amendment was duly seconded and was agreed by the Committee.

RESOLVED:

That the Committee notes the contents of the report and the proposals to deliver a Deposit Return Scheme (DRS) for Wales.

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

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

(The meeting started at 10.00 a.m and ended at 11.15 a.m)

....
Chair

ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY COMMITTEE

Date of Meeting	Tuesday 11 July 2023
Report Subject	Forward Work Programme and Action Tracking
Report Author	Environment & Economy 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 & Economy Overview & Scrutiny Committee.

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

RECOMMENDATION	
1	That the Committee considers the draft Forward Work Programme and approve/amend as necessary.
2	That the Facilitator, in consultation with the Chair of the Committee be authorised to vary the Forward Work Programme between meetings, as the need arises.
3	That the Committee notes the progress made in completing the outstanding actions.

REPORT DETAILS

1.00	**EXPLAINING THE FORWARD WORK PROGRAMME AND ACTION TRACKING**
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	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: 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? 6. Is the issue of public or Member concern?
1.03	In previous meetings, requests for information, reports or actions have been made. These have been summarised as action points. Following a meeting of the Corporate Resources Overview & Scrutiny Committee in July 2018, it was recognised that there was a need to formalise such reporting back to Overview & Scrutiny Committees, as 'Matters Arising' was not an item which can feature on an agenda.
1.04	It was suggested that the 'Action tracking' approach be trialled for the Corporate Resources Overview & Scrutiny Committee. Following a successful trial, it was agreed to extend the approach to all Overview & Scrutiny Committees.
1.05	The Action Tracking details including an update on progress is attached at Appendix 2.

2.00	**RESOURCE IMPLICATIONS**
2.01	None as a result of this report.

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

4.00	RISK MANAGEMENT
4.01	None as a result of this report.

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

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

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 & Economy Overview & Scrutiny Forward Work Programme 2023/24

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
12 Sept 23 **10.00 am**	Public Spaces Protection Order (PSPO's) review	To review the current PSPO's prior to consideration by Cabinet.	Pre-decision scrutiny	Chief Officer – Planning, Environment & Economy.	
	Ultra Low Emission Vehicle Transition Plan	To consider the Ultra Low Emission Vehicle Transition Plan	Assurance	Chief Officer Streetscene & Transportation	
10 Oct 23 **10.00 am**	Conversion of the FCC fleet to electric or alternative fuels	To receive a progress report on the implementation of the conversion of the FCC fleet to electric and alternative fuels	Assurance	Chief Officer – Streetscene & Transportation	
	Presentation by the Agri-food and tourism programme manager, Ambition North Wales (to be confirmed).	To receive an overview of the Agri-food and tourism programme.	Awareness raising	Facilitator	
	Missed Collections and fleet reliability	To receive a report as request at the June meeting.	Assurance	Chief Officer Streetscene & Transportation	
	FCC Social Enterprise Update Report	To receive an update	Assurance	Chief Officer – Planning, Environment & Economy	

ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME
APPENDIX 1

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
14 Nov 23 **10.00 am**	Flintshire Local Energy Action Plan	To consider the Flintshire Local Energy Action Plan (as agreed on 18th April 2023)	Assurance	Chief Officer – Planning, Environment & Economy	
	Budget proposals (to be confirmed)	To consider the budget proposals	Pre-decision scrutiny	Chief Executive	
12 Dec 23 **10.00 am**	Domestic Abuse	To receive an overview of the work of Flintshire County Council and partner agencies in relation to Domestic Abuse.		Chief Officer – Planning, Envronment & Economy	
9 Jan 24 **10.00 am**	Budget scrutiny (to be confirmed)				
	Council Plan 2023-24 Mid-Year Performance Reporting	To review the levels of progress in the achievement of activities and performance levels identified in the Council Plan.		Chief Officers	
6 Feb 24 **10.00 am**					
5 March 24 **10.00 am**					
11 June 24 **10.00 am**	Welsh Government Deposit Return Scheme update	As agreed at the meeting on 13th June 2023		Chief officer Streetscene & Transportation	

ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY FORWARD WORK PROGRAMME
APPENDIX 1

Date of Meeting	Subject	Purpose of Report/Presentation	Scrutiny Focus	Responsible/Contact Officer	Submission Deadline
9 July 24 **10.00 am**	End of year performance monitoring report	To review the levels of progress in the achievement of activities and performance levels identified in the Council Plan.	Performance Monitoring	Chief Officers	

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Mae'r dudalen hon yn wag yn bwrpasol

Action tracking from Environment & Economy OSC July 2023

Item/Date	Discussion	Action	By whom	Status
13 June 23 Forward Work Programme	Report on Missed collections & fleet reliability to be added to the Forward Work Programme at the request of Cllr Dolphin.	Add to the Forward Work Programme in the Autumn.	Facilitator	Completed.
13 June 2023 Ambition North Wales	That the Programme Manager for Agri-food & tourism be invited to give the Committee an overview of the programme in the Autumn.	Invitation sent	Facilitator	Response awaited.

Mae'r dudalen hon yn wag yn bwrpasol

	ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY COMMITTEE

Date of Meeting	11 July 2023
Report Subject	Food Service Plan 2023-24
Cabinet Member	Cabinet Member for Planning, Public Health and Public Protection
Report Author	Chief Officer – Planning, Environment & Economy
Type of Report	Operational

EXECUTIVE SUMMARY

The Food Service Plan provides an overview of the Food Service in line with The Framework Agreement on Official Feed and Food Controls by Local Authorities April 2010. The plan sets out the aims and objectives for the Service for the forthcoming year and how these are to be achieved.

RECOMMENDATIONS	
1	To consider and endorse the Food Service Plan 2023-24.

REPORT DETAILS

1.00	EXPLAINING THE FOOD PLAN FOR FLINTSHIRE COUNTY COUNCIL 2023-24
1.01	Local Authorities throughout the UK have been directed by the Food Standards Agency (FSA) to take the necessary action to implement the Framework Agreement on Official Feed and Food Controls by Local Authorities. This Framework Agreement became operational from 1st April 2001. The Framework has been developed to ensure a consistent food law enforcement service throughout the country.

1.02	The Service Plan has been produced by officers of the Food Safety and Standards Team and Animal Health Team within the Planning, Environment and Economy portfolio in line with the model format contained within the Framework Agreement. It outlines the proposals for service delivery for the period 1st April 2023 to 31st March 2024. It also contains a review of the service performance for 2022-23 with overall performance for 2022-23 detailed in Appendix 3 within the Service Plan.
1.03	The elements of the Food Service, namely Food Safety, Food Standards and Animal Feed are managed by the Team Manager – Food Safety and Food Standards, who reports into the Community and Business Protection Manager.
1.04	Key achievements for 2022-23 include: • All Category A – C Food Hygiene and Category A Food Standards premises inspections due or overdue were achieved • Significant progress was made in relation to moving at a faster pace than the minimum requirements set out in the Food Standards Agency COVID-19 Local Authority Recovery Plan: guidance and advice to local authorities for the period from 1 July 2021 to 2023/24 in relation to Category B and Category C Food Standards premises • Further focussed auditing of shellfish registration document completion was undertaken which increased the compliance levels and improved traceability through the food chain • A significant number of Feed inspections were achieved during a year that saw resource for Farm Feed inspections impacted by Avian Influenza virus • The service dealt with several Food Incidents and a Feed incident which impacted on resources • All officers within the Food Safety and Food Standards areas completed the required number of Continuing Professional Development hours required by the Food Law Code of Practice Targets for 2023-24 are: • To complete all Category A - Category C Food Hygiene inspections • To complete all overdue and due in-year Category D Food Hygiene inspections • To complete all Category A and Category B Food Standards inspections • To complete all Category C Food Standards inspections that are due or overdue their Category A – D Food Hygiene inspections • To inspect all Category E Food Hygiene premises that have been prioritised from information gathered in 2022-23 • To inspect all new businesses prioritised for inspection throughout the year • To deliver a regional project on the selling of American Imported Confectionary and Drinks in small retailers • To inspect all Feed businesses as per the Regional Funding model

2.00	RESOURCE IMPLICATIONS
2.01	The cost of implementing the plan will be met within the existing Planning, Environment and Economy portfolio budget.

3.00	IMPACT ASSESSMENT AND RISK MANAGEMENT
3.01	The Plan follows the 'farm to fork' principle to ensure food is safe for consumption by all.

4.00	CONSULTATIONS REQUIRED/CARRIED OUT
4.01	None required

5.00	APPENDICES
5.01	Food Service Plan 2023 - 24

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	None

7.00	CONTACT OFFICER DETAILS
7.01	**Contact Officer:** Helen O'Loughlin, Team Manager – Food Safety and Food Standards **Telephone:** 01352 703390 **E-mail:** helen.o'loughlin@flintshre.gov.uk

8.00	**GLOSSARY OF TERMS** **These are provided corporately on the Infonet (link) and maintained by the Executive Office**
	Food Standards Agency Wales - is a non-ministerial government department supported by seven agencies and public bodies. It is the central competent authority for the UK in relation to European Union food legislation. In Wales, it is responsible for Food Safety and Hygiene and Food Labelling Policy. It works with local authorities to enforce Food Safety, Standards and Feed regulations.

The Framework Agreement on Official Feed and Food Controls by Local Authorities - sets out what the Food Standards Agency expects from local authorities in their delivery of official controls on feed and food law. It was developed in consultation with local authorities, local government associations and the relevant professional bodies.

COVID-19 Local Authority Recovery Plan: guidance and advice to local authorities for the period from 1 July 2021 to 2023/24 – set out the guidance and advice to local authorities with the aim of ensuring that during the period of recovery from the impact of COVID-19, that local authority resources were targeted to where they had greatest value to provide safeguards for public health and consumer protection in relation to food. It also aimed to safeguard the credibility of the Food Hygiene Rating Scheme. The Recovery Plan provided a framework for re-starting the delivery system in line with the relevant Food Law Code of Practice. It focused on new food establishments and high-risk or non-compliant businesses and allowed flexibility to be applied to lower risk premises.

Food Law Code of Practice (Wales) July 2021 - the Food Law Code of Practice is issued under section 40 of the Food Safety Act 1990 (the Act), regulation 24 of the Food Hygiene (Wales) Regulations 2006,1 and regulation 6 of the Official Feed and Food Controls (Wales) Regulations 2007, and sets out the execution and enforcement of that legislation by Food Authorities. It relates to Wales only. The code specifies how a local authority should risk rate a food business following its inspection which determines the frequency of food hygiene and standards inspections of that business. For Food Hygiene there are five risk bands A – E, for Food Standards there are three risk bands, A – C.

Feed Law Code of Practice (Wales) 2014 - sets out instructions and criteria to which local authorities 'the feed authorities' should have regard when engaged in the enforcement of animal feed law. Feed authorities must follow and implement the provisions of the Code that apply to them.

FOOD SERVICE PLAN

2023-2024

FLINTSHIRE COUNTY COUNCIL
FOOD SERVICE PLAN 2023-24

INTRODUCTION

The Service Plan relates to the year commencing 1st April 2023 and ending 31st March 2024.

It covers the service provision for the Food Safety, Food Standards and Feed functions of Flintshire County Council.

The purpose of this Plan is to provide:

- Information about the scope of the Service.

- Information about the services provided.

- Information about the means of Service provision.

- Information about performance of the Food Service against Performance Targets set out in the Plan as well as against national or locally defined Performance Indicators.

- Information relating to reviewing performance in order to address any variance from meeting the requirements of the Service Plan.

Service Plans are usually produced annually to allow for meaningful review and progression, in accordance not only with the requirements of the Food Standards Agency (FSA) "Framework Agreement on Local Authority Food Law Enforcement" but also with the principles of the "Wales Programme for Improvement". In respect to Feed, this function is delivered as part of the FSA Funded North Wales Regional Feed Enforcement Delivery Plan, with all inspection and sampling targets being reviewed and set annually by FSA Wales. The effect of the COVID-19 pandemic on service delivery lead to it being severely impacted through 2021-22 which continued through into 2022-23.

This Service Plan also forms part of the Authority's commitment to delivering the aspirations of the Local Service Board to provide citizen centred services and to work in collaboration and co-operation.

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FLINTSHIRE COUNTY COUNCIL
FOOD SERVICE PLAN 2023-24

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1.0 SERVICE AIMS AND OBJECTIVES

1.1	Aims and Objectives

The <u>aims</u> of the Food Service are to:

1. Promote, through education and enforcement, the sale and/or production of food which is fit and without risk to health.

2. Prevent and control the spread of food borne illness through education and enforcement.

These will be achieved by:

(a) Providing a complete and holistic food law enforcement service covering the areas of food hygiene and safety, food standards and animal feed in accordance with relevant food legislation and Codes of Practice, thereby fulfilling statutory obligations.

(b) Providing a responsive service to demand driven elements such as food safety incidents, outbreaks of food related infectious disease, complaints and request for advice from both businesses and members of the public, in accordance with relevant statutory Codes of Practice

(c) Assisting businesses to comply with all relevant legislation by using a balance of techniques and approaches in order to ensure the safety and well being of the Public and of the environment in line with the Public Protection Enforcement Policy 2010.

(d) Maintaining an up-to-date database of all food establishments in the County so that resources can be effectively defined and utilised to meet statutory, national and locally defined targets of inspection, sampling, specific initiatives and tasks set by FSA Wales, other agencies, or based on local need.

(e) Providing an open and transparent Food Service with clear lines of communication for all service users.

1.2 Links to Corporate Objectives and Plans

The Food Service links to the Council Plan 2023-28. There are seven priority areas which are as follows:

- Poverty

- Affordable and Accessible Housing
- Green Society and Environment
- Economy
- Personal and Community Well-being
- Education and Skills
- A Well-managed Council

Each year, sub-priorities are identified which will receive significant attention over a particular year.

The Food Service sits within the Community and Business Protection Service of the Planning, Environment and Economy Portfolio. Each Service area within Community and Business Protection writes annual Operational Action Plans, which have been informed by a range of external and internal drivers and through a greater focus on robust risk assessment, intelligence led intervention, targeting and performance management. All team members contribute to devising the Operational Action Plans for each Service Area.

Food and Feed Law regulation is a statutory duty of the Council. Targets to be achieved are set in relation to both National Performance Accountability Measures and Service Improvement Data. A Corporate Performance Management System termed InPhase, monitors performance of all services within the Council. The areas reported on are the Performance Accountability Measure, "the percentage of premises Broadly Compliant with Food Hygiene Legislation". This is reported annually.

The following Service Improvement Data is also usually monitored and reported on within the Service Plan:

(a)   Food Safety inspections undertaken
(b)   Food Standards inspections undertaken
(c)   New Food Safety and Standards businesses
          inspected
(e)   Feed inspections carried out
(f)   New Feed businesses inspected

The Food Service will continue to implement performance management systems to improve the efficiency and effectiveness of service delivery in a meaningful way to the citizens of Flintshire.
From July 2021 to the end of March 2023, performance monitoring had focussed on the performance of the service against the Food Standards Agency COVID-19 Local Authority Recovery Plan: guidance and advice to local authorities for the period from 1 July 2021 to 2023-

24. This was to ensure our resources were targeted where they added the greatest value in providing safeguards for public health and consumer protection in relation to food and to maintain the credibility of the Food Hygiene Rating Scheme. For 2023-24, performance will be monitored against the Food Law Code of Practice (Wales) July 2021 for those premises due inspection within this financial year and against Appendix 2 of this plan for those premises that are overdue their inspection.

2.0 BACKGROUND

2.1 Authority Profile

Flintshire is a Unitary Authority. The County has an area of 43,464 hectares and a population of approximately 155,000 as per the 2021 Census. It is made up of a mixture of small towns and conurbations, particularly to the south and predominately rural and agricultural land located in the north. The population is subjected to small seasonal fluctuations due to influx of tourists to the area. It has a number of industrial estates on which many manufacturers including food manufacturers are located, as well as headquarters for several food manufacturers including one large national food retailer. The coastal edge of Flintshire County Council abuts the Dee Estuary upon which cockle and mussel beds are situated and there is a small port located at Mostyn.

2.2 Organisational Structure

The Food Service sits in the Community and Business Protection Service within the Planning, Environment and Economy portfolio area. The responsibility of the Food and Feed service sits under the Team Manager – Food Safety and Food Standards, with the line management of most Feed officers being the responsibility of the Team Manager - Trading Standards Compliance and Animal Health as these Feed officers also undertake other Trading Standards functions such as Animal Health. Both team managers' report in to the Community and Business Protection Manager. The organisation structure of the Food Service is illustrated on the chart detailed in Appendix 1. Appendix 1 also includes the Management and Cabinet structure of the Council.

The Lead Officer for Food Safety is the Team Manager – Food Safety and Food Standards. The Lead Officer for Food Standards is the Specialist Trading Standards Officer (Food Standards) and the Lead Officer for Feed is Specialist Trading Standards Officer (Feed). Specialist services are provided by Public Health Wales and Public Analyst Scientific Services as the Public Analyst.

2.3 Scope of the Food Service	The scope of the respective component parts of the service are detailed below: Food Safety - Enforcement of relevant food safety and food hygiene legislation in all food establishments in Flintshire - Registration of food businesses and approval of premises subject to compliance with product specific legislation such as meat products, fish, shellfish, fishery products and dairy products - Implementation of the Food Hygiene Rating (Wales) Act 2013 - Investigation of food complaints that relate to fitness of food for human consumption and complaints that relate to the nature, substance or microbiological quality of the food, taking appropriate action as necessary - Investigation of all complaints which relate to hygiene matters (premises, practices, personnel) in food businesses - Investigation of sporadic cases of food-related notifiable diseases and suspected cases of food poisoning - Investigation and control of outbreaks of food poisoning and food-related notifiable diseases - Response to Food Alerts and food related incidents taking appropriate action as necessary - Advice to new and existing business, responses to plans, licensing and land charges referrals - Providing relevant export attestations to businesses who are exporting - Act as Home and/or Originating Authority for other companies where necessary - Undertake food sampling in accordance with the Sampling Programme - Educational and promotional initiatives, when appropriate and based on local need Food Standards - Respond to requests for consumer advice in matters regarding food standards, labelling and composition - Undertake a pre-planned programme of visits to food premises within Flintshire

- Investigation of complaints relating to the nature, quality or substance of food and complaints relating to mislabelling of food taking appropriate action as necessary
- Provide advice, information and assistance to food businesses
- Undertake food sampling in accordance with the Sampling Programme and in response to incidents
- Undertake promotional and educational initiatives, when appropriate
- Act as Home Authority and Originating Authority for other food businesses within Flintshire where necessary

Feed

- Undertake a pre-planned programme of visits to feed premises within Flintshire
- Undertake a pre-planned programme of targeted Feed sampling
- Provide advice, information and support to feed business operators, including manufacturers, distributers, and users of feed products
- Investigation of complaints relating to feedstuffs and complaint-based sampling of feed as required as part of complaint investigation

The Service Delivery Point for the Food Safety, Food Standards and Feed Service is Ty Dewi Sant, Ewloe. For all of the above, the Service Delivery Points are usually open during normal office hours of 8.30 a.m. – 5.00 p.m.

During the pandemic service delivery was reviewed to reflect the 'Working from home, wherever possible' steer from Central Government. A new Hybrid Working Policy has been introduced which seeks to assist the Welsh Government target of 30% of the workforce working from home. The team provides a duty system to respond to reactive elements of the service.

There is no official "out of hours" provision. However, there is a call centre who will contact team members should specific scenarios be reported to them which includes Food-related incidents.

| 2.4 | Demands of the Food Service | There are 1399 food premises in Flintshire. A full breakdown by activity type is provided below: |

Table 1 : Breakdown of food premises in Flintshire by FSA activity type

Premises Type	Number
Primary Producer	13
Supermarket / Hypermarket	40
Manufacturers / Packers	45
Retailer – Others	57
Importers / Exporters	0
Distributors / Transporters	50
Small Retailer	255
Restaurant / Café / Canteen	212
Hotel / Guest House	16
Pub Club	145
Takeaway	132
Caring Establishments	171
Schools / Colleges	85
Mobile Food Unit	44
Restaurant and Caterers – Other	134

There are 22 premises approved under EU Regulation 853/2004 as they handle products of animal origin. These regulations place additional control measures on these types of premises and on the Local Authority.

The types of food manufacturers within Flintshire vary greatly in the types of processes they use to produce food. These range from cooked meat and ready meal manufacturers with national distribution, through to an on-farm milk pasteuriser supplying milk locally and shellfish dispatch centre. The diversity in the types of manufacturers operating within the County places a significant demand on the breadth and depth of knowledge required by officers within the Team.

Dee Estuary and Shellfish

The Dee Estuary has one actively fished cockle bed falling within Flintshire's jurisdiction. There had previously been two beds but due to a recent Sanitary Survey undertaken on the Dee, commissioned by the FSA, the two beds were able to be merged to be considered as one bed. The remaining beds fall within Wirral Council's jurisdiction. Given the nature of the estuary, the shellfish bed places significant demands on the Team, particularly

during the six month cockle opening season. The bed has a Class A classification, meaning that cockle harvested from this bed during these months is considered safe to consume without any further processing and can be exported to the EU.

The management of the Dee accounts for a large portion of the Sampling Budget due to the statutory sampling of the water and shellfish for both microbiological classification and for algal biotoxin monitoring.
In addition to the shellfish bed on the Dee, there are several companies operating as buyers, grading yards and / or collection points for cockle harvested elsewhere within the UK at different times throughout the year. This has placed significant demand on the service and it is anticipated this will continue throughout 2023-24. There is also one approved Dispatch Centre under Retained (EC) Regulation 853/2004.

Enforcement on the Dee involves a cross-agency partnership working with National Resources Wales, Wirral Council, the Centre for Environment, Fisheries and Aquaculture Science (CEFAS), other Local Authorities, the North Western Inshore Fisheries and Conservation Authorities and FSA Wales.

There are 53 licensed cockle gatherers for the Dee Estuary with a low number of endorsees. There are also 18 registered fishing vessels spread over 13 fishermen.

Port Health

There is a port at Mostyn. The service has responsibility in relation to ships coming in to port requiring a Ship Sanitation Certificate or a food hygiene inspection.

Food Hygiene Rating (Wales) Act 2013 and associated legislation

Since 28th November 2013, the Food Hygiene Rating (Wales) Act 2013 mandated businesses with a food hygiene rating to display a valid food hygiene rating sticker. The administration of this Act accounts for a considerable volume of work for the Team.
The introduction of the Food Hygiene Rating (Promotion of Food Hygiene Rating) (Wales) Regulations 2016, required takeaway food premises to provide a prescribed bi-lingual phrase on promotional literature which contains a price of the food and a method of ordering it remotely.

The Service is committed to delivering the requirements of the Food Hygiene Rating (Wales) Act 2013 and its associated regulations.

Premises Profile

The premises profile, as defined in the Food Law Code of Practice (Wales) July 2021, is detailed in Table 2:

Table 2: Breakdown of premises profile by risk band for Food Safety and Food Standards – June 2023

FOOD STANDARDS				FOOD SAFETY		
Risk	**Min.**	**No. of**		**Risk**	**Min.**	**No. of**
High	12 months	7		A	6 months	1
			High	B	12 months	27
Medium	2 years	386		C	18 months	327
Low	5 years	931	Low	D	2 years	397
				E	3 years	589
OUTSIDE		12		OUTSIDE		13
UNRATED		63		UNRATED		45
TOTAL		**1399**		**TOTAL**		**1399**

Please note: there are 5 bands of risk for Food Safety, with A to C being deemed to be High Risk and only 3 bands of risk in Food Standards, with only A being deemed High Risk.

Feed

Under the Retained EU Feed Hygiene Regulation (183/2005) feed activities are clearly defined and are broken down in to 'Approved' and 'Registered' feed activities. Activities requiring Approval include any activity involving the manufacture and/or placing on the market of feed additives including zootechnical products (the technology of animal husbandry), with all such activities being classed as high risk. There are currently no businesses in Flintshire that have an Approval under the Regulations.

'Registered' feed activities are all other feed activities that are undertaken of which there are 14 registerable feed activities defined and coded by the FSA these are termed as 'R Codes' and run consecutively from R01 (the highest risk activity) through to R14 (the lowest risk activity).

Table 3: Breakdown of Feed premises by activity type – June 2023

R01 - Manufacturer	3
R04 – Mobile Mixer	0
R05 – Distributor (including 1 Importer)	12
R06 – Pet Food Manufacturer	0
R07 – Supplier of Surplus Food	21
R08 - Transporter	4
R09 - Stores	1
R10 – On-farm mixer (Annex II)	3
R11 – On-farm mixer	31
R12 – Co-product producer	6
R13 – Livestock Farm	398
R14 – Arable Farm	4

The diversity in the types of Feed Businesses operating and activities being undertaken within the County places a significant demand on the breadth and depth of knowledge required by officers within the Team.

Following a review by FSA Wales in 2014 of the delivery of Animal Feeding Stuffs Enforcement across Wales, the system for risk assessing feed activities was simplified with all registerable feed activities across Wales being broken down in to one of two categories based on risk. These two categories are referred to as '*Above the Line'* and '*Below the Line'*. Above the line activities are high risk activities, which include businesses undertaking any 'Approved' feed activity and those engaged in 'Registered' feed activities involving production, processing, storage, transportation, sale of feed, or supply of food co-products, or surplus foods for use in animal feed and ultimately human consumption as part of the human food chain. These activities require a 'qualified' and 'competent' officer to inspect them.

Below the line activities are the low risk activities that include premises that are feeding animal feed stuffs to livestock or growing straight feed crops that are to be consumed in their natural state such as silage. This applies to all of Flintshire's farms. These activities have a lower requirement for officers to be able to perform these activities, requiring that an officer be 'competent' to complete this work.

Since 1st April 2015, the number of inspections of feed premises has been determined by FSA Wales in the form of the 'North Wales Feed Enforcement Delivery Plan'.

The breakdown of the Feed premises profile is detailed below by risk band:

Table 4: Breakdown of the premises profile by risk band for Feed.

FEEDINGSTUFFS		
Risk	Frequency of Inspection	Total no. of registered activities subject to inspection
High	Every 3 years (as per Feed Law Code of Practice)	81
Low / Medium	Every 14 years (as per Feed Law Code of Practice)	400
TOTAL inspectable registered activities		**481**

The vast majority of food business owners are English speaking with a minor requirement for written reports in Welsh. All advisory literature is produced bilingually in accordance with the Welsh Language Standards of the Council which came in to force on 30 March 2016. Approximately 14% of residents in Flintshire are recorded as Welsh speaking.

Approximately 4% of food businesses are of ethnic origin (Asian, Chinese, Turkish and Greek) and once again advisory literature is available in a range of ethnic languages to assist in understanding.

2.5 Enforcement Policy

The Food Service undertakes enforcement in accordance with the Public Protection Enforcement Policy which has been updated and approved by Members in 2010. This policy has been based upon the principles of the Enforcement Concordat adopted by Members in September 2000 and the Regulators Compliance Code.

There is also an Enforcement Policy for residents entitled "Regulation and Enforcement – Involving Local Residents", which was approved by Council in September 2011.

3.0 SERVICE DELIVERY

3.1. Food Premises Inspections	The Food Service carries out inspections in accordance with pre-planned programmes drawn up annually and commencing on 1st April each year to coincide with the reporting requirements for the Service to the Food Standards Agency Wales. These inspection programmes are based on the risk rating of the premises. However, due to the significant impact on service delivery of the pandemic, the usual method of determining and implementing a planned inspection programme had to be suspended.

Food Safety and Food Standards

The performance of the Food Safety and Food Standards Team against the service priorities outlined by the Food Standards Agency recovery plan was excellent. The service inspected all Category A - C premises for Food Hygiene. The FSA Recovery Plan directed local authorities to undertake a prioritisation of new businesses. The service achieved 84% of all new business Food Hygiene inspections, across all priorities – Low to High. Only 14 new businesses prioritised for inspection during 2022-23, were not inspected for Food Hygiene.

For Food Standards, all Category A premises were inspected and 82.2% of new businesses across all priorities were inspected in 2022-23 with 22 premises prioritised as Higher Priority not inspected. A total of 224 Food Standards Category B and C interventions were undertaken. The service had therefore moved at a faster pace than the minimum pace stipulated by the FSA's Recovery Plan.

There is a Public Accountability Measure in place, namely the percentage of businesses which are Broadly Compliant with Food Hygiene legislation. For 2022-23, this figure has reduced slightly from 98.5 to 97.5% of food businesses within Flintshire falling into this category. This was anticipated, given the effect of the pandemic on the number of premises overdue their food hygiene intervention.

The service has prioritised all Category A and Category B Food Standards inspections, equating to 206 inspections and all Category A – C Food Hygiene inspections, equating to 194 inspections to be achieved

by the end of March 2024.

With regards to the remaining premises, there are 254 Category D and 314 Category E Food Hygiene inspections which are overdue from at least 31st March 2023 and 123 Category B and 293 Category C overdue for Food Standards. This gives 668 Category D-E Food Hygiene inspections and 653 Category B-C Food Standards inspections due or overdue.

In recognition of the above volume of overdue inspections in the Medium / Low risk bandings, the FSA have acknowledged that local authorities have a backlog of interventions due in lower risk premises and that it will take some time to fully realign with the Food Law Code of Practice. In our efforts to realign with the Food Law Code of Practice, we are prioritising interventions in Category D Food Hygiene and Category B Food Standards premises over the lowest risk Category E Food Hygiene and Category C Food Standards premises. The service will also inspect all Category C Food Standards premises that are due or overdue their Cat A – Category D Food Hygiene inspections.

From Alternative Enforcement Questionnaires completed in quarter 4 of 2022-23, the service has identified 32 Category E Food Hygiene premises for inspection in 2023-24. The remaining Category E premises will be reviewed in Quarter 3 of 2023-24 when a decision will be made on which individual premises will be subject to an Alternative Enforcement Strategy questionnaire or a physical inspection.

The service will prioritise those new businesses that undertake open food high risk food preparation but will also endeavour to inspect 90% of all of those businesses that begin to trade during the remainder of the year for both Food Hygiene and Food Standards.
The key objectives for the coming year in relation to programmed inspection and enforcement work are:

Food Safety

- New businesses – overdue from 2022-23
- Carry out prioritisation of new businesses we become aware of in 2023-24 and inspect those deemed High priority
- All Category A – Category D premises
- Inspect those Category E food hygiene premises identified as requiring an inspection from AES

questionnaires undertaken in 2022-23
- To follow the requirements of the Food Hygiene Rating (Wales) Act 2013 and associated regulations
- To revisit all premises receiving a Food Hygiene Rating of 2 or lower to assess compliance, in line with the All Wales Revisit Policy
- To inspect any low-risk premises where local intelligence highlights a potential issue with compliance levels

Food Standards

- New businesses – overdue from 2022-23
- Carry out prioritisation of new businesses we become aware of in 2023-24 and inspect those deemed High priority
- All Category A – Category B premises
- Inspect those Category C food standards premises due their Category A – Category D Food Hygiene inspection
- Inspect those Category C Food Standards premises identified as requiring an inspection from AES questionnaires undertaken in 2022-23
- To revisit all premises with major non-compliance with Allergen Information requirements
- To inspect any low risk premises where local intelligence highlights a potential issue with compliance levels

A full breakdown of premises programmed for inspection 2023-2024 by risk band is given in Appendix 2.

There were 27 revisits for Food Hygiene and Food Standards in 2022-23. This was an increase from 9 revisits undertaken in 2021-22. We anticipate that the number of revisits required will increase this year also both due to the increase in number of full inspections undertaken and due to a potential drop in compliance levels found in Category D Food Hygiene and Category B Food Standards premises.

Feed

For 2022-23, the FSA-directed inspection programme allocated 66 inspections to Flintshire, 16 Above the Line, 50 Below the Line. A total of 64 inspections were carried

out.

As there are overdue inspections from last year for the Below the Line premises and inspections due in this year, risk assessment has been applied to prioritise which inspections should be undertaken. As such, all Above the line inspections due / overdue have been prioritised for inspection. For Below the Line premises, the inspections have been prioritised as per:

- Farms that are not registered but are known to keep livestock by other information sources
- Farms that have registered for Feed but have not yet been inspected
- Farms that are significantly overdue their Feed inspection
- Farms that due their Feed inspection this year and are not members of a Farm Assurance Scheme

The target for programmed inspections for 2023-24 is 117 inspections. The breakdown of these by the activity code is detailed in Table C in Appendix 2.

3.1.1 Additional Targeted Inspection/ Enforcement Activity

Additional targeted inspection and enforcement activity due to be undertaken is as follows:

- Shellfish – compliance assessment with the completion of registration documents
- Effective and professional liaison and co-operation with other LA's and Regulatory Delivery relating to Primary Authority (PA) matters.
- Investigation of notified food safety related fraud incidents, such as illegal slaughter of meat, including referrals made anonymously.
- Issue of Ship Sanitation Certificates for incoming vessels to the Port of Mostyn.
- Appropriate response and liaison with other agencies for Civil Contingency matters.

3.1.2 Resources for Inspections and Additional Enforcement Activity

Food Safety and Food Standards

The programmed food hygiene inspections will be undertaken by Environmental Health Officers (EHO) and Food Safety Officers (FSO). A full breakdown of resources is given in 4.2 – Staffing Allocation.

Food Standards work will be carried by our Trading Standards Officer, EHOs and FSOs.

Other areas of Trading Standards work within food premises such as Weights and Measures will be carried out by the Specialist Trading Standards Officer within the Food Team. This places an absolute requirement for a fully competent Trading Standards Officer to be within the Team.

Feed

All aspects of Feed work will be carried out by 0.2 FTE fully qualified Specialist Trading Standards Officers and 0.4 FTE Trading Standards Enforcement Officer. This work is to be distributed across 7 officers who are qualified and/or competent in accordance with FSA Feed Law Code of Practice requirements. 5 of the Feed officers are based in the Trading Standards Compliance and Animal Health Team and 2 officers are based in the Food Safety and Food Standards team.

3.2 Food/Feed Complaints

Food complaints cover the full range relating to fitness for human consumption, presence of extraneous matter in foods, microbial contamination and Food Standards issues such as food labelling, chemical adulteration and spoilage of food.

It is the policy of the Food Service to investigate all food complaints reported including those made anonymously.

Food Safety and Food Standards

All food complaints are dealt with in accordance with the Food Law Code of Practice (Wales) July 2021, having regard to the documented Public Protection Enforcement Policy 2010.

Based on data for previous years, the estimated number of Food Safety and Food Standards complaints is between 110 and 140.

Please note the above figures do not indicate dealing with food complaints referred by other Local Authorities when acting as Home or Originating Authority.

Feed

All feed complaints will be dealt with in accordance with the Feed Law Code of Practice (Wales) 2014, having regard to the documented Public Protection Enforcement Policy 2010.

The number of Feed related complaints received by the service is low, typically no more than 3 a year.

3.3	Primary Authority Principle	Food Safety and Food Standards

Flintshire County Council subscribes to both the Primary and the Home Authority Principle. The Food Service acts as both Home Authority and/or Originating Authority for approximately 50 food businesses.

Flintshire is also committed to improving relationships with business and will continue to develop relationships with business and encourage effective business engagement at all times.

Feed

There is currently no formal Primary Authority relationship between FCC and any Flintshire based Feed Business Operator.

3.4	Advice to Business	The policy of the Food Service is to provide a balanced approach between the provision of advice and enforcement activity. The Service is committed to providing an effective and responsive advice and assistance service, both during inspections or upon request, for all Flintshire businesses, including a service in accordance with the Regulatory Delivery Primary Authority Principle and the Local Government Regulation (previously LACORS) Home Authority Principle.

In addition, the Service provides advisory literature, (either produced nationally or in-house) to businesses to assist them with compliance with relevant legislation.

Food Safety and Food Standards

In order to maximise the use of limited resources, advice

is targeted as follows:

- During inspections and as part of follow up documentation.
- Start-up advice on request.
- Through guidance information available on the Food Team's website pages.
- Distribution of relevant food safety and food standards material to food businesses.
- Advice and information is given to businesses requesting guidance either by telephone, email or post.

Based on data from the last 3 years, the estimated number of requests for advice is anticipated to be approximately 200-230 in relation to Food Safety and Standards. Advice to businesses is provided by all members of the Team.

Feed

Flintshire is committed to supporting feed businesses and working with them to enable compliance with all regulatory and best practice standards, and to protect animal health and welfare, and the human food chain. In order to maximise the use of limited resources, advice is targeted as follows:

- During inspections and as part of follow up documentation.
- Start-up advice on request to new businesses.
- Through sign posting to guidance information available on the Trading Standards Wales and FSA Wales websites.
- Distribution of relevant feed hygiene and standards material to feed businesses.
- Advice and information is normally given to businesses requesting guidance

3.5	Food Inspection and Sampling

Food Safety and Food Standards

Sampling will be carried out in accordance with the documented Sampling Policy for the Food Service which was referred for Member Approval in July 2001. The sampling programme is devised so that the procurement of samples will follow a risk based approach. The

programme takes in to account statutory requirements as well as the requirements of the FSA, the Welsh Food Microbiological Forum and local need.

Samples taken for Food Standards issues are submitted for analysis by the formally appointed and NAMAS accredited Public Analyst for the Council (and Agricultural Analyst for Animal Feed purposes):

Public Analyst Scientific Services
Valiant Way
Wolverhampton
WV9 5GB

Samples taken as part of the Sampling Programme for Food Safety issues are submitted for microbiological examination by the designated and NAMAS accredited laboratory of:
Public Health Wales
Ysbyty Gwynedd
Penrhosgarnedd
Bangor

Each Local Authority is allocated sampling accreditation by Public Health Wales.

The Food Sampling Programme does not preclude the need to undertake reactive sampling e.g. as a result of a food complaint or during food poisoning investigations. Sampling undertaking as part of an Infectious Disease Notification or Outbreak are sent to the laboratory at Ysbyty Gwynedd, Penrhosgarnedd, Bangor.

A member of the team attends the WFMF, which is responsible for devising Food Safety Sampling Surveys across Wales, based on risk assessment and intelligence to better target resources at particular foods or food poisoning organisms of concern within the UK. Samples are taken as part of programmed inspections at manufacturers and premises where product specific legislation applies. The budget for sampling will remain the same as it was in 2022-23.

The anticipated number of samples for Food Standards is around 20 including samples taken for labelling checks, both as planned sampling and as a result of a complaint received.

For 2022-23, the service took part in a regional sampling programme for Acrylamide in fried products and Free

Fatty Acids in oil, in addition to a project based on labelling of Prepacked for Direct Sale food items for lunchtime service which also tested for dairy and egg cross-contamination from an allergen perspective.

The team will take part in the Regional Sampling project for Food Standards, which is targeting American Imported Sweets and Drinks during 2023-24. Samples will be taken as part of programmed inspections at manufacturers, approved premises and premises where product specific legislation applies for analysis.

For Food Safety, there will be statutory sampling for shellfish classification, biotoxin monitoring, in response to any serious food complaints / hygiene concerns and taking part in a WFMF survey. The anticipated number of samples for Food Microbiological examination is around 60 samples including the shellfish classification and biotoxin monitoring samples.

Feed

There will be a minimal amount of sampling work undertaken in relation to Feed. Sampling undertaken in 2022-23 was in relation to a Feed incident. Other than sampling directly funded by FSA Wales any other feed samples taken during 2023-24 will only be done in response to complaints received or feed safety incidents.

3.6	Control and Investigation of Outbreaks and Food Related Infectious Disease	Investigation and control of outbreaks of food related infectious disease will be carried out in accordance with the Communicable Disease Outbreak Plan for Wales was approved by Members in 2011.

Investigations of sporadic notifications of food related infections disease shall follow the existing documented procedure within the Section. Based on data from previous years, it is estimated that there will be approximately between 300 to 350 cases of sporadic notifications and between 0 and 10 outbreaks. Public Health Wales have introduced molecular testing of faecal samples of suspected cases and this has resulted in an increase in the number of positive cases detected for specific organisms.

Campylobacter was the highest incidence of food-borne illness for 2022-2023 in Flintshire, with 263 cases being notified to us out of a total of 355 sporadic cases of

potential food-borne illness notified to us. The notifications for Campylobacter were sent a questionnaire to complete which, when returned to the service, was reviewed by a competent officer to assess for any food-related risk factors.

Outbreaks are characteristically resource intensive but do not follow an annual trend, therefore the anticipated burden on staffing cannot be predicted. However, should they occur the impact on resources cannot be over-estimated and would require rapid contingency planning for maintaining the delivery of the rest of the Service.

3.7	Food/Feed Safety Incidents	**Food Safety and Food Standards** Food Alerts will be initiated and responded to in accordance the Food Law Code of Practice (Wales) July 2021. The contact details for the Team and relevant Agencies (including out of hour's contacts) will be kept up to date. It is difficult to quantify the resource implication of this function as it depends upon the category of Food Alert and the extent of food or businesses affected within Flintshire. There were 9 food incidents during 2022-23. We anticipate we will be involved in 8 to 10 food incidents during 2023-24, using previous food incident data. **Feed** Alerts will be initiated and responded to in accordance with the Feed Law Code of Practice (Wales) 2014. Responses to Feed Alerts will be kept in a centralised documented format and the contact details for the Team and relevant Agencies (including out of hour's contacts) will be kept up to date. It is difficult to quantify the resource implication of this function as it depends upon the nature of the Feed Alert and the source, type, quantity and distribution of feed product involved.
3.8	Liaison with Other Organisations	The Food Service is committed to ensuring effective liaison with other relevant organisations to enforce consistency of approach. This includes liaison with: • FSA Wales • Regulatory Delivery

- Chartered Institute of Environmental Health and Chartered Trading Standards Institute
- Public Health Wales, National Resources Wales, CEFAS, Animal and Plant Health Agency and other relevant advisory/liaison bodies
- Other Local Authorities in Wales as a whole by attending the All Wales Food Safety Expert Group, the All Wales Communicable Disease Expert Group and the WFMF and regionally, by attending the North Wales Food and Communicable Disease Task Group.
- Other relevant local bodies e.g. local fishermen by way of the North Wales and Deeside Shellfish Liaison Group.
- Other Departments within Flintshire County Council, such as the Planning Department, with whom a system of formal consultation with relevant sections of Community and Business Protection

Liaison is also maintained between members of the Food Team by monthly Team Meetings. There is also a weekly management meeting for Team Managers and the Service Manager.

The Feed element of the service is committed to ensuring effective liaison with partners and other relevant organisations to ensure and enforce consistency of approach. This includes liaison with:

- Food Standards Agency Wales (FSA Wales)
- Veterinary Medicines Directorate (VMD)
- Animal and Plant Health Agency (APHA)
- Professional bodies such as the Chartered Trading Standards Institute (CTSI), National Trading Standards (NTS) and the Association of Chief Trading Standards Officers (ACTSO).
- Other Local Authorities across Wales and the UK
- Partner Local Authorities in the North Wales Feed Enforcement Delivery Plan (Wrexham, Denbighshire, Gwynedd, Ynys-Mon, and Conwy).
- Liaison with regional and national panels and expert interest groups including the joint Trading Standards Wales/FSA Feed Working Group, Trading Standards Wales and UK Animal Health and Welfare Panels etc.

Liaison is also maintained within the Feed element of the Trading Standards Compliance and Animal Health Team through regular team meetings with the Team Manager –

		Food Safety and Food Standards. They also have regular one to ones with their line manager. There is also a weekly management meeting for Team Managers and the Service Manager.
3.9	Food Safety/ Food Standards and Feed Promotion	Educational and promotional activities are important components of a comprehensive Food Service.
		<u>Food Safety and Food Standards</u>
		For 2022-23, we had planned to undertake a project on Pre-packed for Direct Sale (PPDS) legislation, to assist micro-businesses in fully understanding the definition of PPDS. This project had to be put on hold due to the requirements of the reactive elements of the service. A review of this project plan will be undertaken in Quarter 4 when there is more information available on the number of premises that are handling PPDS foods following any AES questionnaires completed.
		For 2023-24, the team will be delivering a project on American Imported Sweets and Drinks to address an increase in the number of business stocking American Imported Sweets and Drinks that contain ingredients not permitted in Wales. This project will combine a proactive educative element with follow-up sampling of local small retailers.
		<u>Feed</u>
		Officers of the service work with the trade offering advice and guidance on compliance with legal and best practice standards during routine inspection work and when carrying out routine animal health and welfare and disease control work. Promotion work is usually done as part of routine inspection or in response to enquiries made by business to the service.

4.0 RESOURCES

4.1	Financial Allocation	The financial allocation for the Food Service is split between budgets provided for the Food Safety and Food Standards and for Animal Health. The expected overall level of expenditure providing the Food Safety and Food Standards Service for 2023-24 is detailed in Table 5.

Table 5: Expected Overall Budget for the Food Safety and Food Standards Team 2023-2024

COST ITEM	FINANCIAL ALLOCATION
(a) Staffing (total staff costs)	£611,294
(b) Travel (mileage and rail warrants)	£4,127
(c) Equipment	£4,977
(d) Sampling	£4,177
(e) Shellfish Sampling	£6000
(f) Support Costs for Printing and Translation	£650
(g) Training	Centrally held budget. Accessed via application

The Food Sampling budget covers Food Safety and Food Standards. This is in addition to the allocation provided by Public Health Wales. Additional funding can be made available should there be an incident. There is an income target of £8,000 which is generated by Ship Sanitation Certificate, Food Hygiene re-rating inspections and Export Health Attestations.

Table 6 shows the expected overall level of expenditure for Feed Service delivery:

Table 6: Expected Budget for the Feed Service Delivery 2023-24

COST ITEM	FINANCIAL ALLOCATION
(a) Staffing (total staff costs)	£29,316
(b) Travel (including mileages and Subsistence	£850
(c) Equipment	£500.00
(d) Sampling	Budget is held Regionally
(e) Training	Centrally held budget. Accessed via application

| 4.2 | Staffing Allocation | **Food Safety and Food Standards** |

The Food Safety and Food Standards structure is made up of the Team Manager – Food Safety and Food Standards 1.0 FTE, 6.5 FTE Environmental Health Officers (EHOs), 3.0 FTE Food Safety Officers(FSOs), 1.0 FTE Specialist Trading Standards Officer (STSO) and 1.0 FTE Trading Standards Enforcement Officer (TSEO). All members of the team are permanent positions. EHOs and FSOs undertake Hygiene and Standards work. The STSO undertakes Food Standards, Feed and other TS duties in Food premises. The TSEO undertakes Feed and Animal Health duties predominantly.

Administrative support is provided by 1.0 FTE Administration Officer. This role is situated within Social Services as a central administration function.

All Environmental Health Officers in post are qualified Environmental Health Officers, registered with the Environmental Health Registration Board or subsequent requirements. Food Safety Officers are qualified to the Higher Certificate in Food Premises Inspection and all officers are qualified in HACCP Principles (Hazard Analysis Critical Control Points). All three of the Food Safety Officers hold the Higher Certificate in Food Control.

All staff are authorised appropriately for the duties they perform. One the EHOs is currently being assessed against the Food Law Code of Practice Competency Framework as they have recently returned to Food Law work following a gap of over 10 years. As such, they are not yet authorized to undertake the full range of enforcement activities. Most officers also hold the Lead Auditor qualification.

The Specialist Trading Standards Officer (STSO) holds the Diploma in Trading Standards and has also successfully completed the five day QMS Auditor/Lead Auditor training course. The Trading Standards Enforcement Officer has completed the Higher Certificate in Food Control, following successful completion of the learning portfolio and professional examination during 2022-23. They will predominantly be utilised to undertake Feed and Animal Health interventions. They will undertake a limited amount of Food Hygiene and Food Standards interventions to maintain their competency.

The full breakdown of resources usually required to deliver the Food Safety and Food Standards service is given below:

Table 7: Full Breakdown of Resources by Full Time Equivalent (FTE) to Deliver the Food Safety and Food Standards Service*

Intervention Type	Food Safety FTE	Food Standards FTE
Inspections	5.5	2.5
Revisits	0.3	
Complaints	0.6	
Primary Authority	0.3	
Food Incidents	0.2	
Food Business advice/promotion and other Non-Official Controls Interventions	0.3	
Communicable Disease	0.5	N/A
Sampling	0.2	0.1

* this breakdown of resources includes the 0.2 FTE operational aspect of the Team Manager. The remainder of the Team Manager 0.8 FTE is not taken account of above as this includes the operational management functions of this role including Feed and Corporate matters. A further 0.1 FTE of the Specialist Trading Standards Officer role is spent regulating other Trading Standards legislation in food businesses such as Weights and Measures legislation and Feed work.

The inspection resource requirement is based on completing the majority of inspections as joint inspections i.e. the officer does both a Food Safety and Food Standards audit during the same visit. This flexibility is key to ensuring the service can be delivered based on current resources.

Feed

All aspects of Feed work will be carried out by seven individual officers of the service with the overall management of the area by the Team Manager – Food Safety and Food Standards. The Specialist Trading Standards Officer who reports in to the Team Manager – Trading Standards Compliance and Animal Health is the Lead Feed Officer. All officers involved in the delivery of

the feed service also undertake other duties which are non-Feed related. The Feed component of their roles for this year equates to 0.2 FTE Specialist Trading Standards Officer and 0.4 FTE Trading Standards Enforcement Officer.

The two Specialist Trading Standards Officers within the two teams satisfy all criteria as a 'qualified' and 'competent' feed officer, including holding the Diploma in Trading Standards (or equivalent), successful completion of the five day QMS Auditor/Lead Auditor Training Course, completion of CIEH accredited HACCP training and participation in a FSA programme of Feed Training. Both officers are therefore suitably qualified and competent to undertake all aspects of Feed work.

The five Trading Standards Enforcement Officers satisfy the 'competency' criteria based on experience and training that enables them to perform Below the Line Feed work on both Livestock and Arable Farms.

All seven officers satisfy the FSA requirements re qualification and /or competency to enable them to undertake Feed enforcement work. This includes meeting the requirement to undertake a minimum of 10 hours relevant CPD annually.

All posts within the Food Safety and Food Standards team are filled. For officers undertaking Feed work, there is one TSEO who is on maternity leave until January 2024.

| 4.3 Staff Development Plan | During the forthcoming year the following training is planned: |

During the forthcoming year the following training is planned:

(i)   Support of national and regional seminars on relevant subject matters.

(ii)   In-house training sessions

Each member of the Team will receive the required twenty hours Continuing Professional Development as required by the Food Law Code of Practice (Wales) July 2021 (or thirty hours for officers with Chartered Status). Staff will be subject to annual Staff Appraisals in line with the Corporate policy with a mid-year review which identifies and tracks training and development needs. All staff have monthly one to ones with the Team Manager to identify and monitor areas requiring development.

One EHO was supported to achieve both their Chartered Status and their full professional qualification. The TSEO was also supported to attain the full professional qualification for the Higher Certificate in Food Control.

All officers achieved the required CPD during 2022-23 and they are fully supported to achieve this for 2023-24.

Feed

All authorised officers will take part in training to ensure the meet the CPD requirements for Feed during 2023-24. All feed training is provided regionally across Wales as part of the North Wales Regional Feed Enforcement Delivery Plan that is funded by FSA.

5.0 QUALITY ASSESSMENT

5.1	Quality Assessment	Food Safety and Food Standards

Food Safety and Food Standards

Within the Food Service, quality systems are in place to ensure that work is completed and checked by a competent person in line with the fully documented Quality Monitoring Procedures. Documented procedures and work instructions exist to ensure consistency of approach with various computer report mechanisms to check accuracy on the APP Database. Work Instruction is provided on key areas of work retained within Formal Procedure Manuals.

The Team Manager sits on the North Wales Food and Communicable Disease Task Group, the All Wales Food Safety Expert Group and the All Wales Communicable Disease Expert Group. The Specialist Trading Standards Officer also sits on the North Wales Food and Communicable Disease Task Group. These forums offer the opportunity to discuss a wide range of quality issues relevant to Food Law Enforcement and Food Hygiene incidents and outbreaks.

The service completed and returned End of Year Return questionnaires to the FSA which assessed the service's performance against the FSA-priorities during 2022-23 for Food Hygiene, Food Standards and Feed.

Feed

Quality systems are also in place to ensure that work is completed and checked by a competent person in line

with the fully documented Quality Monitoring Procedures. Documented procedures and work instructions exist to ensure consistency of approach with various computer report mechanisms to check accuracy on the APP Database. Work Instruction is provided on Key Areas of work retained within Formal Procedure Manuals.

In addition, for the whole Food service, external audits including focused audits, are undertaken by the Food Standards Agency Wales (frequency determined by FSA).

The North Wales Regional Feed Delivery was audited by FSA Wales in November 2019.

6.0 REVIEW PROCESS

6.1	Review Against the Service Plan

The Service Plan is subject to annual review. Performance against this Service Plan is monitored by several means:

- Monthly team meetings
- Monthly one to ones with individual team members
- Informal team briefings held on a regular basis
- Quarterly Feed returns to the regional Feed officer

The FSA Recovery Plan which ran until the end of March 2023 provided a timeline in 2 phases. Phase 1 ran from 1 July to 30 September 2021 and Phase 2 runs from 1 October 2021 to 2023-24. The FSA continued to require local authorities to submit a Temperature Check Survey at various points during 2022-23 to monitor Phase 2 expectations and to gauge the local authority's confidence in achieving continued alignment with the recovery plan.

Appendix 3 provides full quantitative analysis of service delivery during 2022-23.

As overarching achievements:

- All Category A - Category C Hygiene inspections were undertaken
- We moved ahead of the Recovery Plan by undertaking 152 Category B inspection
- Alternative Enforcement Strategy questionnaires were completed for 113 low risk businesses which lead to 32 of them being prioritised for inspection this coming year
- The team dealt with 9 Food Incidents and 1 Feed incident which took significant resources at a time

of Avian Influenza Virus and trying to move ahead on the Recovery Plan for the Food Hygiene and Standards officers

- Further focussed auditing of Shellfish Registration documents was undertaken, improving compliance on traceability from shellfish in the food chain
- Submission of a successful business case for the introduction of the Food Standards Agency Register a Food Business platform
- Preparatory work for the move to the new MIS supplier

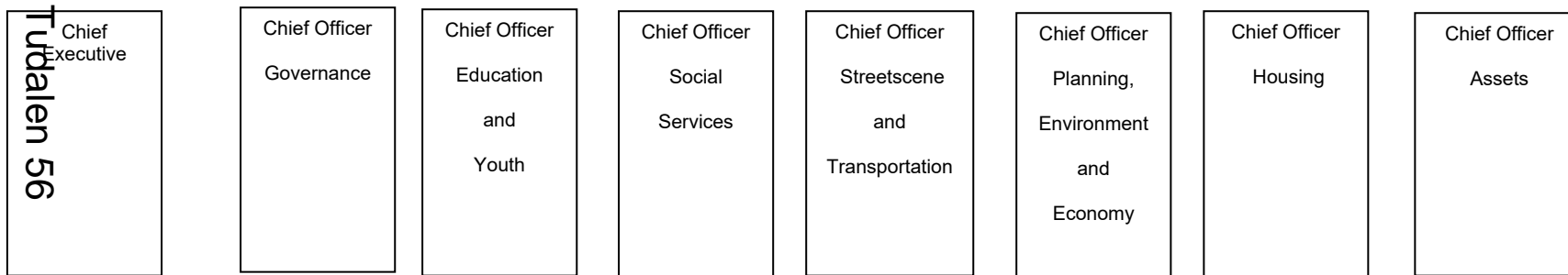|	
6.2 Identification of Any Variation	The main areas where the service deviated from the Service Plan for 2022-23 were: - There was one non-broadly compliant Food Hygiene Category D premises that was not inspected - There were 22 Food premises that had been identified as priority for Food Standards that were not inspected by 1st April 2023 and 14 premises that were identified as a priority for Food Hygiene that were not inspected by 1st April 2023. These have been prioritized for inspection during quarter 1 of 2023-24 - Not all Feed officers received 10 hours of CPD - There were a number of Feed businesses who did not become registered
6.3 Key Areas of Improvement / Development	The main areas for improvement or further development are: - To undertake project work in relation to the sale of Imported American confectionary and drinks - To achieve the inspection of all Feed premises that are Below the Line and funded by the regional model - To register those Feed businesses that have previously not registered with the service - To inspect all new Businesses prioritised for inspection by the end of Quarter 1
6.4 Forthcoming Considerations	- A new Management Information System database is due to go live in Quarter 2. The impact of this move cannot be underestimated has it underpins

all activities, service planning and performance monitoring undertaken by the service. It will also mean that all current procedures and processes will need to be reviewed as a matter of priority. This will directly impact on the service's ability to deliver against the Service Plan, thereby requiring a review of the impact on resources in Quarter 3.

- While the FSA have directed LAs to return to service delivery as per the Code of Practice, the backlog of lower risk premises inspections is significant which means the intervention frequency cannot be undertaken within 28 days of the inspection due date. The impact of this backlog on service delivery as per the code will continue for the next 2-3 years, as a minimum. The prioritisation of interventions will be done based on risk and on any relevant information / intelligence.

- The Food Standards Agency Achieving Business Compliance programme is continuing to be consulted on. We have been advised that the pilot on the new Food Standards Delivery Model will be ran during this financial year in Wales. We are not one of the pilot authorities. The new model has recently been introduced in England Northern Ireland. The proposal for the new Food Hygiene Delivery Model is being consulted on currently.

Chart 1

FLINTSHIRE COUNTY COUNCIL - ORGANISATIONAL STRUCTURE

Tudalen 56 Chief Executive	Chief Officer Governance	Chief Officer Education and Youth	Chief Officer Social Services	Chief Officer Streetscene and Transportation	Chief Officer Planning, Environment and Economy	Chief Officer Housing	Chief Officer Assets

FLINTSHIRE COUNTY COUNCIL – POLITICAL STRUCTURE

Standards Committee	County Council	Cabinet

Children's Services Forum

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Democratic Services Committee	Planning & Development Control Committee	Audit Committee	Licensing Committee	Constitution Committee

Corporate OSC	Community & Enterprise OSC	Education & Youth OSC	Social Care & Health OSC	Environment OSC	Organisational Change OSC
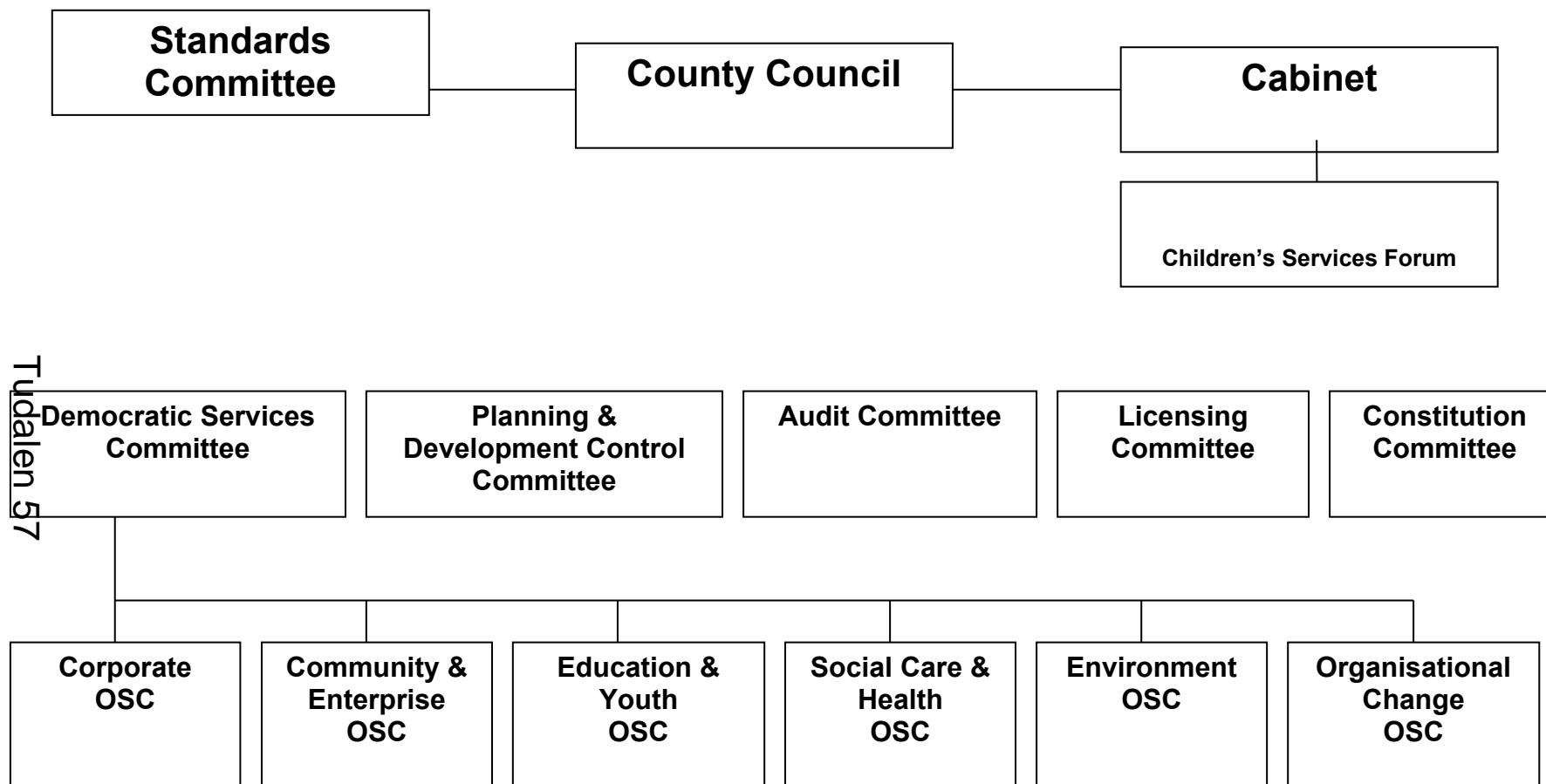
Chart 3

COMMUNITY AND BUSINESS PROTECTION - FOOD SERVICE

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**Chief Officer
(Planning, Environment & Economy)**

**Community and Business
Protection Manager**

**Team Manager – Trading Standards
Compliance and Animal Health
1.0 FTE**

**Team Manager – Food Safety and
Food Standards
1.0 FTE**

**Trading Standards
Enforcement Officer
4.6 FTE**

**Specialist Trading
Standards Officer

1.0 FTE**

**Environmental
Health Officer
x 6.5 FTE**

**Trading
Standards
Enforcement
Officer
x 1.0 FTE**

**Specialist
Trading
Standards
Officer
x 1.0 FTE**

**Food Safety
Officer
x 3.0 FTE**

**Regional
Commissioning and
Development
Officer (Substance
Misuse)

1.0 FTE

Technical Db
Officer**

APPENDIX 2

Please find below a breakdown of the profile of programmed Food Safety and Food Standards inspections for 2023-24 by Risk Rating:

Table A

PROGRAMMED INSPECTIONS - FOOD HYGIENE	
Risk	**Number Due**
A	2
B	28
C	164
D	292
E	32* (344 as AES)
Unrated	52
TOTAL	**570**

Table B

PROGRAMMED INSPECTIONS - FOOD STANDARDS	
Risk	**Number Due**
A	7
B	199
C	32* (422 as AES)
Unrated	55
TOTAL	**293**

The Risk Rating is determined in accordance with the Food Law Code of Practice. It dictates the frequency of which the food premises must receive a full food hygiene or food standards inspection.

For Food Safety High Risk premises are those with a Risk Rating of A - C. For Food Standards High Risk premises are those with a Risk Rating of A.

*denotes the number of physical inspections that have been programmed. The remaining number of premises will be completed as an Alternative Enforcement Strategy (AES) questionnaire.

Please find below a breakdown of the profile of programmed Feed inspections for 2023-24 by Feed Business Activity. The figure in brackets denote the total number of inspections due within the activity code, with the un-bracketed number denoting the actual number of inspections to be achieved

Table C

High Risk (ATL)/Low Risk (BTL)	Registered/Approved Feed Business Activity	Number Due
	PROGRAMMED INSPECTIONS - FEED	
High Risk – R01-4	Manufacturer of Feed	0
High Risk – R12	Co Product Producers	5
High Risk – R09	Feed Stores	0
High Risk – R05	Feed Distributor	2
High Risk – R08	Feed Transporter	1
High Risk – R10 and R11	On Farm Feed Mixers	26 (2 – R10, 24 – R11)
High Risk – R07	Supplier of Surplus Food	8
High Risk – R06	Pet Food Manufacturer	1
Low Risk – R13	Livestock Farms	74
Low Risk – R14	Arable Farms	0
Total		**117**

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Food Safety

Risk	Inspections Achieved
A High Risk	2
B High Risk	15
C High Risk	318
D Low Risk	20
E Low Risk	113
TOTAL	**468**

Food Standards

Risk	Interventions Achieved
A High	6
B Medium	152
C Low	72
TOTAL	**230**

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Feed Inspections (as per requirements of FSA/Trading Standards Wales Regional FLEDP 2022-23)

Risk	Programmed	Achieved
High	16	20
Medium/Low	50	45
TOTAL	**66**	**65**

Food Hygiene Ratings

Profile of Ratings within Flintshire: June 2023

	5	4	3	2	1	0
	Very Good	Good	Generally Satisfactory	Improvement Necessary	Major Improvement Necessary	Urgent Improvement Necessary
% of Premises	82.1	13.1	2.3	1.3	1.2	0.1

Number of Requests for Rescore Visit to be undertaken   -   19

Number of Appeals on Rating   -   1

Number of Fixed Penalty Notices   -   3

Right to Reply   -   0

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Other data in relation to Demands on Food Service

Food and Feeding Stuffs Complaints
Food Safety number of complaints   -   87
Food Standards number of complaints   -   20
Feeding Stuffs number of complaints   -   1
Food Incidents   -   9
Feed Incidents   -   1

Advice to Business

Food Safety   -   215 requests for advice
Food Standards   -   7 requests for advice
Feeding Stuffs   -   2 requests for advice

Food and Feeding Stuffs Inspection and Sampling
Food Safety   -   54 including Shellfish Classification samples
Food Standards   -   15 samples – monitoring for composition and labelling
Feeding Stuffs   -   2

-

Control and Investigation of Outbreaks and Food Related Infectious Disease (Food Safety only)

Sporadic Notifications   -   355 (of which 263 were Campylobacter)
Outbreaks   -   0 Incidents or Outbreaks declared

Other Types of Service Requests (Food Safety only)

Water Disconnections   -   5

Ship Sanitation Certificates   -   0

Export Health Attestations   -   86

Shellfish Registration Document Requests   -   24

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Mae'r dudalen hon yn wag yn bwrpasol

CYNGOR Sir y Fflint Flintshire COUNTY COUNCIL

ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY COMMITTEE

Date of Meeting	11th July 2023
Report Subject	Access Barrier Review – Wales Coast Path
Cabinet Member	Cabinet Member for Climate Change and Economy
Report Author	Chief Officer for Planning, Environment and Economy
Type of Report	Operational

EXECUTIVE SUMMARY

Flintshire County Council appointed a consultant to undertake a review of the existing access control measures in place on a section of the Wales Coast Path (WCP) between Chester and Queensferry.

The access control barriers are in place to protect users of the WCP against the risks posed by illegal vehicle access to the path, however, the existing barriers can cause access issues to users of some mobility scooters & unconventional cycles. The study reviews the background context, legislations, barrier dimensions and user constraints, in order to put forward recommendations for all 14 access points from Chester to Deeside. Recommendations to improve access are balanced against any impact of such amendments on illegal vehicle accessibility.

RECOMMENDATIONS	
1	That Members note the findings of the review and support the recommendations for improved accessibility.

REPORT DETAILS

1.00	EXPLAINING THE ACCESS BARRIER REVIEW
1.01	The area under review has long been an active route for walking and cycling journeys, however the path has also in the past experienced issues as a result of illegal vehicle types (such as motorcycles / dirt bikes) gaining

	access to the path and thereby posing a safety risk to legitimate pedestrian and cycle users
1.02	As a result of this, several access control measures were installed along the path to restrict access to the path for illegal users such as motorcycles, to ensure the safety of legitimate users of the path, and in order to maintain the attractiveness of the route as a walking and cycling facility
1.03	A series of A-Frame and Chicane barriers were installed in 2006 as part of the Wales Coast Path development programme, and the barriers have been effective at reducing instances of illegal ingression (although such instances have not been prevented entirely)
1.04	The barriers are designed to be passable by as many legitimate user types as possible (including Class 2 mobility scooters), whilst prohibiting access to larger vehicles
1.05	Disabled access to the countryside has increased over the last few years, partly due to the availability of mobility aids suited to off road environments. Often the size of these aids is larger than the standard classes of mobility scooter and concerns have been raised by user groups relating to the current access control measures along the coast.
1.06	The Equality Act 2010 provides legal protection to people from discrimination based on a range of characteristics including disability, age, race, sexual orientation. The Act requires service providers to make reasonable adjustments for disabled persons so as they are not disadvantaged either directly or indirectly from using services and facilities when compared to those without disabilities
1.07	It is important to note that improving access for all legitimate users of the path will necessitate the widening of existing openings at access control locations, which in turn reduces the effectiveness of the access control measure in preventing illegal access. As such, it will not be possible for access for all legitimate users to be improved entirely whilst still retaining the same level of access control to prevent use for vehicles such as cars & motorcycles
1.08	The review identifies the various types of vehicle that may be used (legitimately or otherwise) by those wishing to access the WCP and identifies the existing access control barrier types in place, providing an initial analysis of their strengths and limitations
1.09	Several potential alternative solutions have been considered, • Staggered gates (modified chicane feature); • Width Adjustable A Frame Barriers; • Gated A Frame Barriers; • Bollards; and,

	• The complete removal of access control.
1.10	The review carried out 14 individual appraisals of each barrier within the study area. For each barrier, an assessment of fit against the key policy and guidance has been undertaken and the accessibility of each barrier by various modes has also been considered. Where alternative solutions offer the potential to improve the existing provision they have been considered, and recommendations have been made for each barrier regarding any potential improvements
1.11	In summary, there are two main proposed recommendations A frame - upgrade this barrier to a Radar Lock Gated A Frame Barrier. This would offer a cost-effective solution with the potential for improved accessibility by legitimate users holding a radar key (which are readily available online) whilst still maintaining an effective deterrent to illegal vehicle ingress. Chicane - It is recommended that the existing chicane barriers are replaced by a staggered gates solution. This would retain the existing level of permeability for legitimate users (which could be enhanced should the gates be fitted with radar locks which could be opened as required) and would retain the existing level of deterrent to illegal vehicle access.

2.00	RESOURCE IMPLICATIONS
2.01	The Review was funded by Natural Resources Wales WCP grant fund.
2.02	An application for funding from Natural Resources Wales WCP grant has been made to implement these recommendations (subject to Cabinet approval)

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	North Wales Police were consulted as part of this work and their views have fed into the recommendations and are supportive of the approach. The Design Out Crime Officer has also offered additional assistance in any implementation
3.02	Natural Resources Wales (NRW) have also undertaken a pilot study in Gwynedd on WCP accessibility and have fed into this review. NRW Officers (inc. WCP Team) are supportive of these recommendations
3.03	The study has been shared with individual members of the disability community who have expressed an interest or concern in accessing the WCP

4.00	**RISK MANAGEMENT**
4.01	If Flintshire County Council did not consider the issue that access control barriers prevent certain groups of user from accessing the path, then there is a risk to be in contravention of the Equalities Act (2010).
4.02	If Flintshire County Council remove or widen the access to the path there may be an increase in illegal motorbike incursion, and it may lead to an increase in crime associated with County Lines

5.00	**APPENDICES**
5.01	Appendix 1 – Consultant's report – 'Wales Coast Path Barrier Review'

6.00	**LIST OF ACCESSIBLE BACKGROUND DOCUMENTS**
6.01	**Contact Officer: Tom Woodall, Access & Natural Environment Manager** **Telephone: 01352 703902** **E-mail: tom.woodall@flintshire.gov.uk**

7.00	**GLOSSARY OF TERMS**
7.01	**Wales Coast Path** National walking route covering 870miles of the Welsh Coast
7.02	**Natural Resources Wales** Natural Resources Wales is the largest Welsh Government Sponsored Body, formed in April 2013, largely taking over the functions of the Countryside Council for Wales, Forestry Commission Wales and the Environment Agency in Wales

P e l l   F r i s c h m a n n

Wales Coast Path Barrier Review

Report

March 2023

Report Ref.	107138-PEF-XX-XX-TR-RP-0001-B					
File Path	\\rsbgukfs01\WAKEngineer\data\Manchester Office Projects\107000 to 107999\107138 - FCC Wales Coast Path Access Barrier Review\01 - WIP\Documents\Wales Coast Path Report Rev B.docx					
Rev	**Suit**	**Description**	**Date**	**Originator**	**Checker**	**Approver**
A	Draft	1st Draft Issue	21-12-2022	C Ebbrell	P Smith	P Smith
B		2nd Issue	03-03-2022	C Ebbrell	P Smith	P Smith
Ref. reference. Rev revision. Suit suitability.						

Prepared for

Flintshire County Council

Prepared by

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Executive Summary

Scheme Name	Wales Coast Path Access Control Barrier Review
Location	Flintshire

Flintshire County Council (FCC) has appointed Pell Frischmann (PF) to undertake a review of the existing access control measures in place on a section of the Wales Coast Path (WCP) between Chester and Queensferry.

The access control barriers are in place in order to protect users of the study area against the risks posed by illegal vehicle access to the path, and we understand these have been largely effective in preventing illegal access (particularly by motorcycles). However, it has been brought to FCC's attention that the existing chicane and A Frame barriers in particular can cause issues to users of some mobility scooters & unconventional cycles in terms of permeability. Therefore opportunities to amend the existing access control measures to improve permeability have been explored, with potential permeability improvements balanced against any impact of such amendments on illegal vehicle accessibility.

PF have undertaken a site visit to appraise all barriers in situ, and have undertaken a desktop exercise to establish the likely permeability of each barrier by various modes, cognisant of all relevant national and local standards. The results of that appraisal have shown that opportunities exist for improvements to be made to existing measures, or for replacement of existing measures by alternative solutions, to provide enhanced permeability for legitimate users whilst maintaining the existing levels of defence against illegal vehicle ingress.

The report makes recommendations for each individual barrier, and includes a table summarising these recommendations within the concluding section.

Pell Frischmann

1 Introduction

1.1 Introduction

1.1.1 Flintshire County Council (FCC) has appointed Pell Frischmann (PF) to undertake a review of the existing access control barriers on the section of the Wales Coast Path (WCP) between Queensferry and Chester.

1.1.2 The report was commissioned by Flintshire County Council funded by the Welsh Government through the Wales Coast Path scheme as administered by Natural Resources Wales.

1.1.3 The WCP, in the context of Flintshire extends from the border with Chester in the southeast along the northern bank of the River Dee, before crossing the River Dee using the Jubilee Lift Bridge (commonly known as the Blue Bridge) in Garden City. The WCP then routes along the south side of the River Dee, passing through Shotton, Connah's Quay, Flint, Bagillt, Holywell and Mostyn before reaching the northernmost extent of Flintshire at Talacre, The route passes along the coastline with the Irish Sea before passing into Denbighshire between Talacre & Prestatyn. The WCP forms part of the National Cycling Network (NCN) as Route 568.

1.1.4 The study area for this commission is shown in Figure 1-1 below, and consists of the section of the path between the Jubilee Lift Bridge in Garden City, and the Wales/England border, which is located approximately 7.2km to the southeast of the Jubilee bridge. The border is marked by a marker post, which also denotes the border between the FCC and Cheshire West & Chester Council (CWaCC) areas.

Figure 1-1: Study Area

Pell Frischmann
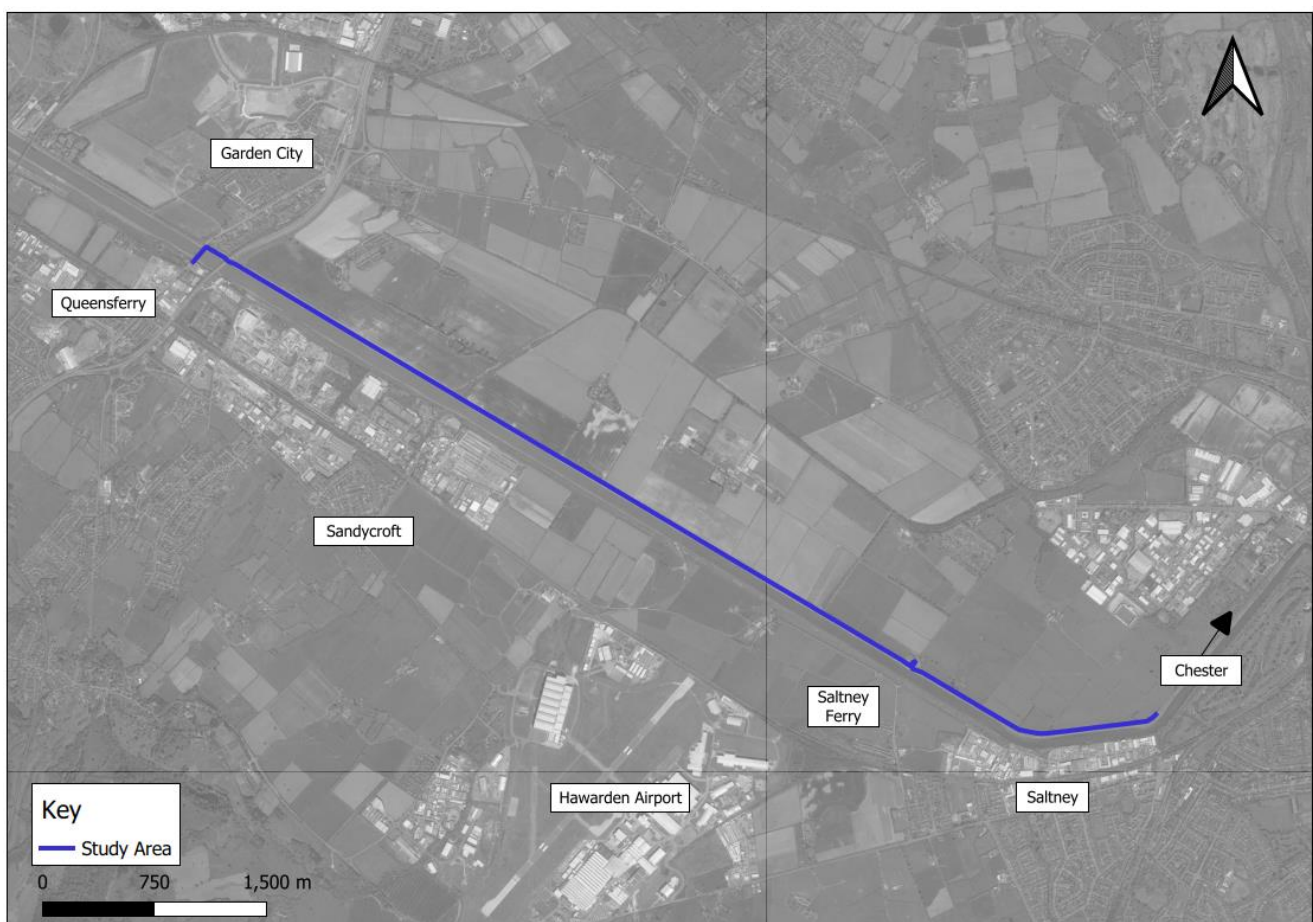
1.2   Study Context

1.2.1   The study area has long been an active route for walking and cycling journeys, however the path has also in the past experienced issues as a result of illegal vehicle types (such as motorcycles / dirt bikes) gaining access to the path and thereby posing a safety risk to legitimate pedestrian and cycle users.

1.2.2   As a result of this, a number of access control measures were installed along the path to restrict access to the path for illegal users such as motorcycles, in order to ensure the safety of legitimate users of the path, and in order to maintain the attractiveness of the route as a walking and cycling facility. A particular issue within the study area has been the illegal use of motorbikes & mopeds on the path, as is evidenced by Figure 1-2 which shows a motorcycle / dirt bike being confiscated by North Wales Police having illegally accessed the study area.

Figure 1-2: Vehicle Seizure from Study Area

1.2.3   A series of A-Frame and Chicane barriers were installed along the path in 2006 to minimise illegal access opportunities, and it is our understanding that the barriers have been effective at reducing instances of illegal ingression within the study area, although such instances have not been prevented entirely. Further details regarding the access control barriers in place within the study area are provided in Sections 4 & 5.

1.2.4   The barriers were designed to be passable by as many legitimate user types as possible (including Class 2 mobility scooters), whilst prohibiting access to larger vehicles.

1.2.5   In addition to the physical access control measures, signs are also in place at access points to the path (see Figure 1-3 below), which serve to make clear that accessing the path using motorised vehicles is an offence under the Police Reform Act 2022.

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Figure 1-3: Example of Motor Vehicle Prohibition Signage

1.2.6   Whilst the measures referenced above have been largely effective at restricting illegal use of the path, it is also our understanding that concerns have been raised by user groups relating to the current access control measures within the study area. Those concerns are that the control measures could make the route difficult to access for some legitimate users, or could even exclude certain user types altogether.

1.2.7   Whilst it is the intention for the study area to be as accessible as possible for all legitimate users, this must be balanced against the need for the safety of users to be protected from the risk posed by illegal vehicle access onto the path. Therefore PF have been commissioned to undertake a review of the existing access control measures within the study area with the intention of providing recommendations for providing improvements to the existing measures within the study area in order to improve accessibility for legitimate users whilst still providing effective protection against illegal access.

1.2.8   It is important to note from the outset that improving access for all legitimate users of the path will necessitate the widening of existing openings at access control locations, which in turn reduces the effectiveness of the access control measure in preventing illegal access. As such, it will not be possible for access for all legitimate users to be improved entirely whilst still retaining the same level of access control to prevent use for vehicles such as cars & motorcycles.

1.2.9   In March 2020, Sustrans undertook a review of all existing barriers on the WCP across Flintshire, including those considered within this report. The report considered the dimensions, positioning and condition of each barrier, and assessed their compliance with key relevant guidance & policy, such as that provided in the Active Travel Wales Design Guidance and the Equalities Act 2010.

1.2.10 The purpose of this commission is to review the section of the WCP from Chester to Queensferry, cognisant of the previous 2020 Sustrans Report, and to recommend a strategy for improvement. This report concludes with a number of recommendations, and it is intended that these will be used to undertake a

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consultation process with the community and key stakeholders to understand their views on the recommendations.

1.2.11   Pending the outcome of that consultation process, it is envisioned that the recommendations made in this report would be used to implement improvements within the study area. The impact of these improvements in terms of increasing access for many legitimate users, whilst restricting illegal ingress onto the path, will be closely monitored post implementation.

1.2.12   Should the implementations prove successful, then it envisioned that similar improvements could be rolled out on other sections of the WCP within Flintshire in due course.

1.3   Report Structure

1.3.1   Following this introductory section, the report is structured as follows:

➢ Section 2: sets out the policy & guidance relevant to this commission;
➢ Section 3: provides details of the likely vehicle and user types which utilise the WCP;
➢ Section 4: reviews the existing access barrier control types in place within the study area, and sets out a number of potential alternative solutions which have the potential to provide an upgrade when compared to the existing provision;
➢ Section 5: appraises each of the existing access control barriers within the study area, and makes individual recommendations for each location;
➢ Section 6: provides a summary of the recommendations made, and identifies potential next steps for the commission.

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2 Relevant Policy & Guidance

2.1 Equality Act (2010)

2.1.1 The Equality Act 2010 became legislation on 6th July 2010, and was revised on 1st October 2010. The act provides legal protection to people from discrimination on the basis of a range of characteristics including disability, age, race, sexual orientation.

2.1.2 The Act requires service providers to make reasonable adjustments for disabled persons so as they are not disadvantaged either directly or indirectly from using services and facilities when compared to those without disabilities. Chapter 20 of the Act covers the duty to make adjustment, and states:

> *"(1) Where this Act imposes a duty to make reasonable adjustments on a person, this section, sections 21 and 22 and the applicable Schedule apply; and for those purposes, a person on whom the duty is imposed is referred to as A.*
>
> *(2)The duty comprises the following three requirements.*
>
> *(3)The first requirement is a requirement, where a provision, criterion or practice of A's puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to avoid the disadvantage.*
>
> *(4)The second requirement is a requirement, where a physical feature puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to avoid the disadvantage.*
>
> *(5)The third requirement is a requirement, where a disabled person would, but for the provision of an auxiliary aid, be put at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to provide the auxiliary aid."*

2.1.3 Paragraph 4) is pertinent to the WCP in this location, as the access control barriers in place within the study area are physical features which could have the potential to put disabled persons at a disadvantage compared to those without disabilities when making use or wishing to make use of the WCP, particularly if barriers block access to such users.

2.2 Welsh Government Active Travel Act Guidance (July 2021)

2.2.1 The Active Travel Act (first introduced in 2013) establishes the provision of high quality active travel infrastructure as a key priority for meeting Welsh Government's aspirations for sustainable travel, including for 45% of all journeys to be made by walking, cycling and public transport by 2040.

2.2.2 In relation to access controls (such as barriers), the Active Travel Act Guidance states the following:

> *"15.3.1 Access controls are sometimes placed on off-carriageway routes to prevent access by unauthorised vehicles, particularly motorcycles.*
>
> *15.3.2 Designers should start with a presumption against the use of any form of access control, installing only in response to evidence of actual problems of abuse of cycle and pedestrian facilities, and never simply in response to perceived problems.*
>
> *15.3.3 Access controls can cause difficulties to many legitimate users and can render routes inaccessible to people who rely on mobility aids. Access controls are often ineffective in addressing the issues they are intended to prevent. Restrictive access controls:*
>
> > *• are inconvenient, can be unsightly and can actively discriminate against some user groups who have legitimate rights to use a path including disabled people and users of non-standard cycles*
> >
> > *• extend the journey time for cyclists and so reduce the utility of a cycle route*

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• add another level of cost, and maintenance concern, to a path; and

• are frequently ineffective because fencing along a traffic free corridor is missing, broken or subsequently vandalised so that the access control can be bypassed

15.3.4 There is also a tendency to install access barriers to stop, or slow, cyclists at the end of a path for safety reasons – whether actual, or perceived. This is often inappropriate, and designers should consider other solutions such as clear signing or other means of slowing cyclists such as changing path geometry.

15.3.5 A single bollard, and clear sight lines will be effective in many locations. Double rows of bollards, with a minimum spacing of 1500mm can reduce cycle speeds and prevent motor vehicle access, whilst retaining better permeability for users than chicane barriers."

2.2.3   Therefore, the Active Travel Guidance advises against the use of access control measures such as barriers where possible due to the negative impacts they have upon all types of legitimate users of active travel routes. In particular, the guidance advises against the use of access control measures as a means of slowing cyclists.

2.2.4   However, the Guidance does recognise the need for access controls to be installed in some circumstances in order to provide a safe environment for legitimate users. In such instances, the access control measures selected should provide as least restriction to legitimate users as possible, whilst protecting all users.

2.3   Quality Standards for National Trails and the Wales Coast Path

2.3.1   Natural Resources Wales produced this document setting out the quality standards for nationals trails and the Wales Coast Path in August 2016. The relevant guidance contained in this document with regards to the study area is summarised below:

"Least restrictive access

Everybody involved with managing the National Trails and Wales Coast Path should work to the principles of 'least restrictive access'. This requires that all work makes access as easy as possible for as many people as possible.

Surface & Surroundings Standard S1 – Ease of Passage

Surfaces and surroundings should be unobstructed so that they are readily passable by users.

Users should expect to find, within the limits of the natural landscape and terrain, weather conditions and seasonal variations, a clear unobstructed route which is well defined and allows easy passage. This should not be inconvenienced by:

- *Poor ground condition, including where the path is unduly wet or muddy or is seriously uneven due to ruts, holes etc.*

- *Vegetation encroachment,*

- *Man-made structures*

- *Other obstructions.*

Surface & Surroundings Standard S4 – Wheelchair Accessibility and Other Special Access

The off-road sections of the routes should be as widely accessible as possible and be suitable for wheelchair users wherever practicable and appropriate.

It is important that the routes are managed according to the principles of Least Restrictive Access and in a manner that complies with the requirements of the Equality Act 2010. All work should seek to make access as easy as possible for as many people as possible whilst being sensitive to locations with

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particular historic, wildlife or landscape value. Generally, provision that is designed and managed for users with special access needs also benefits other users."

2.3.2   The guidance summarised above makes clear that the study area should be provide as least restrictive access to as many users as possible, which includes managing man-made structures such as access control measures to ensure that these are accessible for wheelchair & special access users in accordance with Equality Act 2010. However, the guidance acknowledges that there are legitimate reasons as to why access control measures need to be in place, as is the case within the study area, and therefore the provision of least restrictive access needs to be viewed in the context of such factors (e.g. the risk of illegal vehicle use within the study area).

2.4   FCC Public Rights of Way (PROW) Policy

2.4.1   FCC as Local Highway Authority are responsible for managing and maintaining PROWs within Flintshire, including the study area.

2.4.2   The section of the WCP considered within this report is a classified as a PROW within FCC's definitive PROW map (https://fccmapping.flintshire.gov.uk/connect/analyst/mobile/#/main?mapcfg=publicrightsofway).

2.4.3   FCC's Policies & Procedures document sets out the roles & powers of the LHA with regard to PROWs, including the following:

"To provide footways by carriageways where necessary or desirable for the safety or accommodation of pedestrians [HA80 s66].

To assert and protect the rights of public to the use and enjoyment of any highway including a duty to prevent, as far as possible, the stopping up or obstruction of highways [HA80 s130; amended CROW2000 s63].

To have regard to the needs of disabled and blind persons in executing street works [HA80 s175A].

To have regard to the needs of people with mobility problems when authorising stiles etc.[CROW2000 s69].*

To provide on a footpath safety barriers for safeguarding persons using the   highway [HA80 s66; amended CROW2000 s70].

To require removal or widening of gates [HA80 s145 + s149].

To provide safety barriers on a cycle track [CTA84 s4]."

2.4.4   FCC has also adopted their "Access for All" policy in relation to the PROW network, which states:

*"**Access for All***

In managing and developing the Public Rights of Way network, the needs of all sectors of the community will be considered. In particular the principle of least restrictive access will be implemented, whereby consideration will be given, as appropriate, to replacing stiles with gates, or removing furniture altogether in favour of gaps."

2.4.5   As such, FCC recognise the need for the PROW network to be accessible for all, and therefore seek to adopt a least restrictive access position when adopting access control measures, and where appropriate are open to amending such features when they are affecting legitimate users. However, it is the authority's responsibility to ensure the safety of all users of PROWs, such as the study area, wherever possible. This is the reason the access control measures considered within this report were initially installed, and any alterations to these access controls must not increase risk of potential harm to users posed by illegal vehicle use.

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2.4.6   Subsequent sections of this report appraise the existing access control measures within the study area in the context of the policy above, and make recommendations as to how these measures could potentially be improved to enable enhanced access for all users, whilst protecting against illegal vehicle access.

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3 Potential User Vehicle Types

3.1 Introduction

3.1.1   This section identifies the various type of vehicle that may be used by those wishing to access the WCP within the study area.

3.1.2   It is important to recognise the study area's role not only as a recreational and leisure active travel route, but also as a potential commuting route for those travelling to and from school & work using active travel modes. This is perhaps especially relevant due to the study area having a relatively level longitudinal gradient. As such, a wide range of vehicle and user types are expected to currently use (or seek to use) the study area.

3.1.3   Section 3.2 sets out the legal vehicle types which can be expected to use the study area, and provides approximate dimensions for those vehicles. These dimensions have then been used to appraise the existing barriers in terms of permeability by different vehicle types in Section 5.

3.1.4   The study area is subject to a Traffic Regulation Order (TRO) prohibiting its use by motorised vehicles including cars, motorcycles and mopeds. Therefore any contravention of this TRO is an offence to be enforced by North Wales Police. Section 3.3 identifies typical vehicle types which could conceivably be used to access the study area illegally, and again approximate dimensions for those vehicle types which have been used in the appraisal of the existing barriers in Section 5.

3.2 Legal User Vehicle Types

Wheelchairs, Pushchairs & Mobility Scooters

Type		Width (mm)	Length (mm)
Wheelchair		635	1,067
Pushchair		610	970

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Double Pushchair		1,050	970
Class 2 Mobility Scooter		600	1,250
Class 3 (road legal) Mobility Scooter		850 (Maximum)	1,690

Source: mobilitysmart.co.uk

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Cycles

Type		Width (mm)	Length (mm)
Bicycle		800	1,750
Handcycle		860	2,050
Recumbent Cycle		860	1,800

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Cargo Bike		880	2,140
Bicycle with trailer		870	2,150
Bicycle with towed child bicycle		800	3,500

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Electric Bike		800	1,750

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3.3   Illegal User Vehicle Types

Potential Illegal Users

Type		Width (mm)	Length (mm)
Dirt bike / motocross bike		823	2,100
Motorcycle		770	2,180
Car		1,722	3,950

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Moped		680	1,700
Electric Scooter		430	1,180
Quad Bike		1,220	2,135

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Mini Quad Bike		640	1,110

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4 Access Control Barrier Types

4.1 Introduction

4.1.1   This section of the report identifies the existing access control barrier types in place within the study area and provides an initial analysis of their strengths and limitations. Section 4.3 then identifies some other access control solutions which could potentially offer an improvement to the existing provision.

4.2 Existing Barriers Within the Study Area

4.2.1   The locations of the existing barriers within the study area are shown on Plans 1 & 2 attached at Appendix A.

4.2.2   Barriers are located at all major access points to the path from residential areas & highways along the route, but are focussed on two main areas, firstly in the vicinity of the B5441 Welsh Road and A494 bridges which pass over the WCP, and secondly in the vicinity of the Higher Saltney Ferry footbridge which provides one of the main access points to the WCP.

4.2.3   No access control measures are in place within the study area between Barrier 12 (located approximately 15m to the east of the Higher Saltney Ferry footbridge) and the England / Wales border marker, which forms the easternmost extent of the study area and is located approximately 1.7km to the southeast of Barrier 12.

4.2.4   In addition, there are no physical access control measures in place between the England / Wales border and the next connection to a major highway to the east (A548 Sealand Road) – although prohibition of motor vehicle signage is in place. Whilst this section of the path lies under the control of Cheshire West & Chester Council (CWaCC) rather than FCC, the potential exists for access to the study area to be gained by illegal vehicle types at this location and for those vehicles to then travel unimpeded into the FCC section of the WCP.

4.2.5   Within Flintshire, the WCP is generally between c. 3.00-3.50m wide for the majority of its length, but there are a number of points where the width of the WCP narrows significantly, and in so doing acts as a de-facto access control measure without any additional features being in place. Such locations include the section passing beneath the A494 overbridge, and on the sections of the path passing adjacent to residential properties in the immediate vicinity of the Higher Saltney Ferry footbridge. In both locations the width of the WCP narrows to approximately 1.50m, which is sufficiently narrow to prevent ingression by cars & larger vehicles.

4.2.6   There are two barrier types currently in place within the study area, those being:

➢ A Frame Barriers (with two different variants of A Frame barriers in place within the study area); and,
➢ Chicane Barriers.

A Frame Barriers

4.2.7   A Frame Barriers are steel access control barriers which block the majority of the width of the path, with the exception of an 'A' shaped central gap. The gap is significantly wider at the bottom than at the top, in order to allow bicycles to pass through whilst preventing larger vehicle types from gaining access.

4.2.8   A detailed breakdown of the dimensions of each A frame barrier within the study area is provided in Section 5 of this report, however; most A frame barriers are around 1.5m in height, and vary in width between approximately 1.0m in width at the bottom, and around 0.5m at the top.

4.2.9   There are two variants of the A Frame Barrier in place along the path, firstly fixed A Frame barriers, which cannot be opened and allow no access to larger vehicles, and gated A Frame barriers, which feature an A Frame Barrier either as part of or alongside a steel gate, which can be opened by authorised persons to allow access for maintenance and emergency vehicles.

4.2.10   An example of an existing A Frame barrier within the study area (Barrier 1) is shown in Figure 4-1 below.

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Figure 4-1: Example of A Frame Barrier Type (Barrier 1)
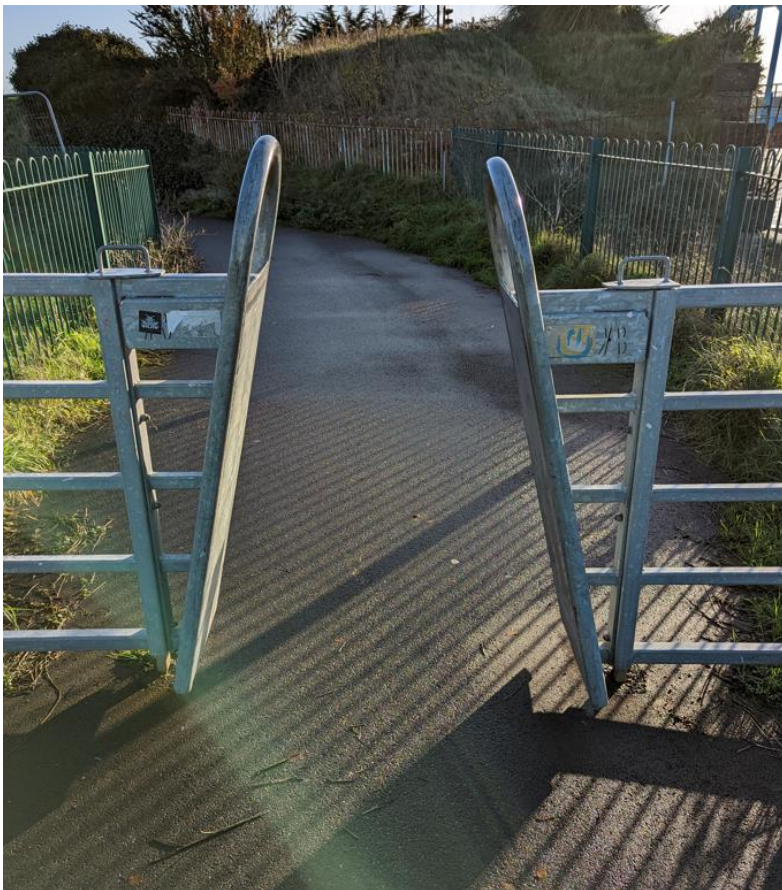
4.2.11   A Frame barriers are largely effective at preventing access to motorcycles, mopeds, cars and larger vehicles, however their limited clearance width could make it difficult or even impossible for those using some types of mobility scooter to pass. They can also make it difficult for cyclists and those using unconventional cycles to pass through.

4.2.12   Whilst pedestrians, cyclists using bicycles and Class 2 mobility scooter (and smaller scooter) users are able to pass through A Frame barriers, their presence can still be inconvenient due to cyclists having to slow considerably, or dismount in order to pass through the barrier, whilst manoeuvring through an A Frame barrier using a Class 2 mobility scooter may be challenging in some instances.

4.2.13   The summary table below provides further analysis of the impact that A Frame barriers are likely to have on different user groups. Green ticks indicate that the barrier can be passed by that vehicle type (although some users may face inconvenience when passing through), whereas the red tick indicates that the barrier prevents passage by those vehicle types.

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Table 4-1: A Frame Barrier - Summary Table

Impact on Legitimate Users		Impact on Illegal Users	
Pedestrians	✔	Dirt / motocross Bikes	✘
Cyclists	✔	Motorcycles	✔
Wheelchair users	✔	Moped	✔
Pushchair User	✔	Car	✘
Double Pushchair User	✘	Electric Scooter	✔
Class 2 Mobility Scooter	✔	Quad Bike	✘
Class 3 Mobility Scooter	✘	Mini Quad Bike	✔
Hand cycle	✘		
Recumbent Cycle	✘		
Cargo Bike	✘		
Bicycle with Trailer	✘		
Bicycle with towed child bicycle	✔		
Electric Bicycle	✔		
Emergency & Maintenance Vehicles*	✔ ✘		

* Gated A Frame Barrier only allow access for emergency & maintenance vehicles (when gate is open). Fixed A Frame Barriers exclude these vehicles.

4.2.14   As such, it is clear that A Frame barriers are effective at excluding a number of illegal vehicle types including dirt bikes, cars & quad bikes, and therefore serve a valuable safety purpose, and when gated can also be opened to allow access to emergency and maintenance vehicles. However, they are not entirely effective at excluding all illegal vehicles, with electric scooters, mopeds and certain types of motorcycle still able to access the path.

4.2.15   The A Frame barrier also excludes some legitimate users, including Class 3 mobility scooter users, some unconventional cycle users, and double pushchair users.

Chicane Barriers

4.2.16   Chicane Barriers are sets of steel barriers, used in pairs to control access to traffic-free routes for larger vehicle types. Each barrier covers off a portion of the total path width, leaving a gap for the remainder of the path width. The barriers are set back from each other, with a typical depth of between 1.2-1.5m, and overlap with each other so that the entire path width is covered by both barriers, requiring users to weave between the barriers in order to pass through.

4.2.17   The width of chicane barriers is variable from location to location to suit the overall path width, and thus the required opening width, however the Chicane Barriers within the study area vary in width between c. 1.2-1.5m, and are generally 1.2m in height.

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4.2.18   An example of a chicane barrier in place within the study area (Barrier 3) is shown in Figure 4-2 below.

Figure 4-2: Example of Chicane Barrier (Barrier 3)

4.2.19   Chicane barriers enable greater permeability for legitimate users when compared to A Frame barriers, but are however less effective at preventing illegal access, especially if the barriers have a setback distance of 3.0m or greater (as recommended) in order to allow easier navigability for cycle & mobility scooter users.

4.2.20   The summary table below provides further analysis of the impact that chicane barriers are likely to have on different user groups:

Table 4-2: Chicane Barrier - Summary Table

Impact on Legitimate Users		Impact on Illegal Users	
Pedestrians	✓	Dirt / motocross Bikes	✓
Cyclists	✓	Motorcycles	✓
Wheelchair users	✓	Moped	✓
Pushchair User	✓	Car	✗
Double Pushchair User	✓	Electric Scooter	✓
Class 2 Mobility Scooter	✓	Quad Bike	✗
Class 3 Mobility Scooter	✓	Mini Quad Bike	✓
Hand cycle	✓		
Recumbent Cycle	✓		
Cargo Bike	✓		
Bicycle with Trailer	✓		

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Bicycle with towed child bicycle	✓		
Electric Bicycle	✓		
Emergency & Maintenance Vehicles	✗		

4.2.21   Table 4-2 shows that chicane barriers can be designed to be highly accessible for legitimate users, however they are not entirely effective at restricting illegal vehicle access, and are likely to only exclude entirely cars and larger quad bikes. Whilst the chicane barriers do not physically restrict access for other illegal vehicle types, they may provide a certain level of psychological deterrent for such vehicle users.

4.2.22   It should be noted that a minimum set back distance of 3.0m for chicane barriers is recommended. The barriers in place within the study area have a typical set back distance of 1.2-1.5m. As such, the chicane barriers within the study area are likely to prove more challenging for users with larger cycles or mobility scooters to navigate.

4.2.23   The benefit of having a reduced set back in barrier spacing is that the barrier becomes less permeable for motorcycle and moped users. Whilst increasing the barrier spacing provides greater permeability for legitimate users, this also has the same effect for illegal motorcycle / moped permeability.

4.2.24   Fixed chicane barriers do not allow access for maintenance or emergency vehicles.

Existing Barriers Summary

4.2.25   It is evident that whilst being largely effective at restricting access for most illegal vehicle types the A Frame barriers in place do not provide permeability for all legitimate users of the WCP. Chicane barriers have the potential to provide a sufficient level of permeability, however their arrangement within the study area in terms of barrier spacing means that users of larger mobility scooters and cycles/pushchairs could find them difficult to pass.

4.2.26   Fixed A Frame Barriers provide no permeability for maintenance and emergency vehicles, as is also the case for chicane barriers, however gated A Frame barriers can be opened to allow access for such vehicles.

4.2.27   It is considered that alternative solutions for access control should be explored within the study area, which may provide a more effective solution.

4.3   Potential Alternative Solutions

4.3.1   This section sets out a number of potential alternative access control solutions which may offer an upgrade when compared to the existing barriers.

4.3.2   A number of potential alternative solutions have been considered, those being:

➢ Staggered gates (modified chicane feature);
➢ Width Adjustable A Frame Barriers;
➢ Gated A Frame Barriers;
➢ K Frame Barriers;
➢ Bollards; and,
➢ The complete removal of access control.

Staggered Gates

4.3.3   The potential staggered gate solution is similar to the chicane barrier concept already in use within the study area, with the exception that the fixed barriers are replaced by gates which can be unlocked and opened

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to leave the entire width of the path unobstructed. This flexibility allows the access control feature to prevent illegal access by cars & larger vehicles when in place, but also allows the access control feature to be opened to enable access for maintenance, emergency & other permissible vehicles.

4.3.4   Whilst this solution would not provide a physical barrier to access for many illegal vehicle types, the staggered gates would provide a psychological barrier to potential illegal users, acting as a "gateway" feature separating the highway (where such vehicles are permissible) from the WCP within the study area (where they are prohibited).

4.3.5   When designed to standard, in that a 1.5m absolute minimum gap between the barrier and edge of path (when the gate is closed) is provided in addition to a desirable minimum depth between the gates of 3.0m, then the feature is comfortably permeable for users with large mobility scooters & cycles. However, the solution as set out above would not prevent motorcycle or moped ingress.

Figure 4-3: Staggered Gate / Chicane Design Geometry
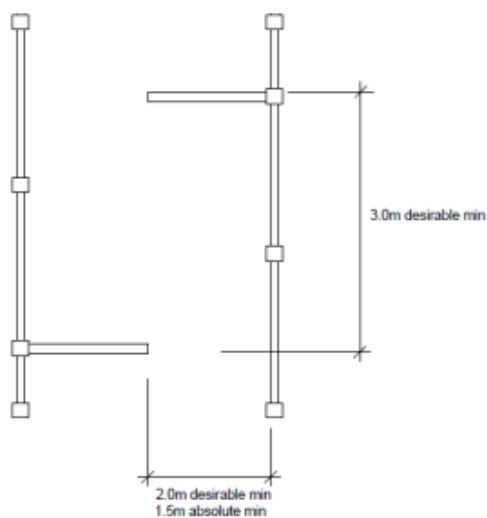
Source: Sustrans Standard Detail SD/24

4.3.6   The solution therefore has the potential to provide an improvement over the existing barriers within the study area through allowing enhanced permeability for users with larger scooters and cycles, and also by offering greater flexibility by effectively allowing access control measures to be temporarily removed when required. The gates could also be fitted with radar locks (similar to those used to access disabled toilets & other facilities) to allow the gates to be opened on demand by key holders, thereby providing greater accessibility for those who require it.

4.3.7   Staggered gates solutions are in place on non-trafficked active travel routes across the UK, including within Flintshire. Figure 4-4 below shows a staggered barrier solution in place in Holywell, Flintshire, whilst Figure 4-5 shows a similar arrangement on the Trans Pennine Trail in Lymm, Cheshire.

4.3.8   The example shown in Holywell also demonstrates that the staggered barrier solution can be designed so as to provide an aesthetic upgrade to the existing barriers in place within the study area. It is envisioned that staggered gates solutions within the study area could incorporate WCP/FCC branding for instance in order to increase the attractiveness and recognition of the route.

4.3.9   The likely impact that the provision of staggered gates as an access control measure could have on different users is summarised in Table 4-3.

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Figure 4-4: Staggered Gates Example 1 - Holywell, Flintshire

Figure 4-5: Staggered Gates Example 2 - Trans Pennine Trail, Lymm, Cheshire

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Table 4-3: Staggered Gates – Summary Table

Impact on Legitimate Users		Impact on Illegal Users	
Pedestrians	✔	Dirt / motocross Bikes	✔
Cyclists	✔	Motorcycles	✔
Wheelchair users	✔	Moped	✔
Pushchair User	✔	Car	✖
Double Pushchair User	✔	Electric Scooter	✔
Class 2 Mobility Scooter	✔	Quad Bike	✔
Class 3 Mobility Scooter	✔	Mini Quad Bike	✔
Hand cycle	✔		
Recumbent Cycle	✔		
Cargo Bike	✔		
Bicycle with Trailer	✔		
Bicycle with towed child bicycle	✔		
Electric Bicycle	✔		
Emergency & Maintenance Vehicles	✔		

Width Adjustable A Frame Barriers & K Barriers

4.3.10   Width adjustable A Frame & K Frame Barriers are variants of a standard A Frame barrier as seen within the study area. As their name suggests, width adjustable A Frame barriers can be opened or closed, and have two or more pre-set widths which they can be set to.

4.3.11   For instance, the default position could be set to a width similar to that provided by the existing A Frame barriers within the study area, with a second wider position also provided which could provide permeability for additional users. Therefore, the opportunity exists for adjustable A Frame barriers to be introduced to replace the existing fixed A Frame barriers – however it is not envisioned that adjustable A Frame barriers could be provided which would provide sufficient width to allow all legitimate users to pass whilst still avoiding illegal vehicle ingress. As such, the provision of adjustable A Frame barriers is not likely to provide a significant enhancement when compared to the existing provision.

4.3.12   Whilst the adjustable A Frame barriers can be set to have a wider opening than the existing A Frame Barriers within the study area, it is not expected that the adjustable A Frame barriers could be opened to such an extent to allow permeability to maintenance and emergency vehicles.

4.3.13   An example of an adjustable A Frame Barrier is shown on Figure 4-7.

4.3.14   K Frame barriers are similar to A Frame Barriers but also feature adjustable steel plates on each internal facing side of the barrier. The clearance width between each side of the frame of a K Frame barrier are generally wider than those of an A Frame barrier, but the steel plates which cover only a portion of the total barrier height are used to narrow the clearance width to avoid motorcycle ingress. Therefore, K Frame barriers are in theory

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better for cyclists and users of smaller mobility scooters than typical A Frame barriers, however they are still likely to pose an obstacle to those with larger cycles and mobility scooters.

4.3.15   An example of a K Barrier is shown on Figure 4-6.

Figure 4-7: Adjustable A Frame Barrier Example – Point of Ayr

Figure 4-6: K Frame Barrier Example

4.3.16   The impacts that the provision of Adjustable A Frame & K Barriers is likely to have on different user groups are summarised in Table 4-4 below:

Table 4-4: Adjustable A Frame Barriers & K Barriers - Summary Table

Impact on Legitimate Users		Impact on Illegal Users	
Pedestrians	✓	Dirt / motocross Bikes	✓
Cyclists	✓	Motorcycles	✓
Wheelchair users	✓	Moped	✓
Pushchair User	✓	Car	✗
Double Pushchair User	✗	Electric Scooter	✓
Class 2 Mobility Scooter	✓	Quad Bike	✗
Class 3 Mobility Scooter	✗	Mini Quad Bike	✓
Hand cycle	✓		
Recumbent Cycle	✓		

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Cargo Bike	✗		
Bicycle with Trailer	✓		
Bicycle with towed child bicycle	✓		
Electric Bicycle	✓		
Emergency & Maintenance Vehicles	✗		

Gated A Frame Barriers

4.3.17   A number of the existing barriers within the study area are Gated A Frame Barriers. These barriers are comprised of two gates, which meet at the midpoint form an A Frame Barrier. These barriers offer additional flexibility compared to fixed A Frame barriers in that they can be opened when required to allow unrestricted access across the entire path width, whilst still providing an effective illegal vehicle access preventative measure when closed.

4.3.18   It is considered that the existing fixed A Frame barriers within the study area could potentially be upgraded to Gated A Frame barriers in order to allow enhanced accessibility for emergency and maintenance vehicles where required. The Gated A Frame barriers could also be fitted with radar locks, which would enable key holders (with keys being readily available online) to open the barriers when required to enable easier access. This could allow all legitimate user types to pass.

4.3.19   If considered appropriate by FCC in the future, the gated system would also allow for some or all barriers of this type to be left open. If issues relating to illegal access arise again then the barriers can simply be closed again to combat the issue.

4.3.20   The impact that the provision of Gated A Frame Barriers would likely have on different user groups is summarised in Table 4-5.

Table 4-5: Gated A Frame Barrier - Summary Table

Impact on Legitimate Users		Impact on Illegal Users	
Pedestrians	✓	Dirt / motocross Bikes	✓
Cyclists	✓	Motorcycles	✓
Wheelchair users	✓	Moped	✓
Pushchair User	✓	Car	✗
Double Pushchair User*	✓ ✗	Electric Scooter	✓
Class 2 Mobility Scooter	✓	Quad Bike	✓
Class 3 Mobility Scooter*	✓ ✗	Mini Quad Bike	✓
Hand cycle	✓		
Recumbent Cycle	✓		

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Cargo Bike	✓ ✗			✓
Bicycle with Trailer	✓			
Bicycle with towed child bicycle	✓			
Electric Bicycle	✓			
Emergency & Maintenance Vehicles*	✓ ✗			

* Unable to pass when barriers are closed, but could gain access using RADAR key system to open gates.

Bollards

4.3.21   Bollards are a commonly used solution to control access on traffic-free active travel routes across the UK. A single bollard is usually placed centrally on an active travel route, leaving a minimum clearance width of 1.5m on either side of the bollard to enable unrestricted permeability for pedestrians, cyclists and users of mobility scooters to either side.

4.3.22   Bollards should be a minimum of 1.00m in height, and are effective at preventing ingress of cars and larger vehicles. Where paths are sufficiently wide whereby the provision of a single bollard would leave a wide enough gap on one or both sides for cars to pass through, multiple bollards can be used, usually in a staggered formation. This could possibly be required on some sections of the study area where the path width exceeds 3.0m.

4.3.23   Bollards provide no impediment to legitimate users, and when designed in accordance with recommended guidance are effective at preventing motor vehicle ingress. They are however ineffective at excluding other illegal vehicle types such as motorcycles and mopeds, which has been identified as a particular issue within the study area.

4.3.24   Removable and hinged bollard solutions can be used to allow permeability for maintenance and emergency vehicles where required, however it is possible that this would require maintenance staff to physically move the bollards which may not be as attractive as gated solutions which can be opened more easily.

4.3.25   Bollards are fully compliant with Active Travel Wales guidance, and are in adherence with the principles of the Equality Act 2010, however they would provide a less effective illegal access preventive measure when compared to the existing measures.

4.3.26   The summary table below, provides further analysis of the impact that bollards are likely to have on different user groups:

Table 4-6: Bollard - Summary Table

Impact on Legitimate Users		Impact on Illegal Users	
Pedestrians	✓	Dirt / motocross Bikes	✓
Cyclists	✓	Motorcycles	✓
Wheelchair users	✓	Moped	✓
Pushchair User	✓	Car	✗
Double Pushchair User	✓	Electric Scooter	✓

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Class 2 Mobility Scooter	✓	Quad Bike	✓
Class 3 Mobility Scooter	✓	Mini Quad Bike	✓
Hand cycle	✓		
Recumbent Cycle	✓		
Cargo Bike	✓		
Bicycle with Trailer	✓		
Bicycle with towed child bicycle	✓		
Electric Bicycle	✓		
Emergency & Maintenance Vehicles*	✗ ✓		

*Removeable / hinged bollards would be needed to facilitate Emergency & Maintenance Vehicle access.

4.3.27   An example of the use of bollards on a traffic free active travel route is shown on Figure 4-8.

Figure 4-8: Example of Bollard Use on Active Travel Route

Removal of Access Control

4.3.28   Perhaps the most radical option when considering alternative access control measures within the study area would be to remove existing access controls, and to not replace them with an alternative solution.

4.3.29   This would have the effect of providing completely uninhibited permeability for all users of the WCP within the study area. This offers significant benefit for active travel users and those using mobility scooters, however this approach would offer no physical barrier to illegal ingress by prohibited vehicle types, which poses a potential safety risk to users of the path.

4.3.30   Whilst not the primary purpose of the existing access control measures within the study area, they also serve a purpose as speed control measures to further ensure the safety of users, and this needs to be balanced against any betterments achieved by removing any existing measures. It is acknowledged that alternative speed control measures could be provided in their place.

4.3.31   The likely impact that the removal of all access control measures would have on different user groups is summarised in Table 4-7.

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Table 4-7: Removal of Access Control - Summary Table

Impact on Legitimate Users		Impact on Illegal Users	
Pedestrians	✓	Dirt / motocross Bikes	✓
Cyclists	✓	Motorcycles	✓
Wheelchair users	✓	Moped	✓
Pushchair User	✓	Car	✓
Double Pushchair User	✓	Electric Scooter	✓
Class 2 Mobility Scooter	✓	Quad Bike	✓
Class 3 Mobility Scooter	✓	Mini Quad Bike	✓
Hand cycle	✓		
Recumbent Cycle	✓		
Cargo Bike	✓		
Bicycle with Trailer	✓		
Bicycle with towed child bicycle	✓		
Electric Bicycle	✓		
Emergency & Maintenance Vehicles	✓		

4.3.32   Making use of the study area using motorised vehicles is an offence enforced by the police, a fact which is well advertised at key access points to the path through clear signage. The existing access control measures act as a physical restriction, and removing them would require a greater level of enforcement of the restrictions by North Wales Police, likely in partnership with Cheshire Constabulary, in order to reduce risk to users of the study area. At the time of writing it is uncertain as to whether resources are available to make this achievable, and whilst formal consultation is yet to take place, it is possible that North Wales Police may have concerns regarding the removal of some or all of the existing access control measures in place within the study area.

4.3.33   As such, it is likely that the retention of existing, or provision of alternative physical barriers will be required in order to substantially mitigate the risk of illegal vehicle types accessing the WCP.

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5   Appraisal of Existing Barriers

5.1   Introduction

5.1.1   This section sets out an individual appraisal of each barrier within the study area. Each barrier has been measured and observed during a site visit undertaken on Friday 25th November 2022, with the information gathered from that site visit summarised within this section.

5.1.2   For each barrier, an assessment of fit against the key policy and guidance has been undertaken, and the permeability of each barrier by various modes has also been considered. Where alternative solutions offer the potential to improve the existing provision they have been considered, and recommendations have been made for each barrier regarding any potential improvements.

5.1.3   The location and type of each existing barrier is shown on Plans 1 & 2 in Appendix A.

5.2   Barrier 1

Barrier Reference	Location
1	Approximately 62m west of B5441 Welsh Rd
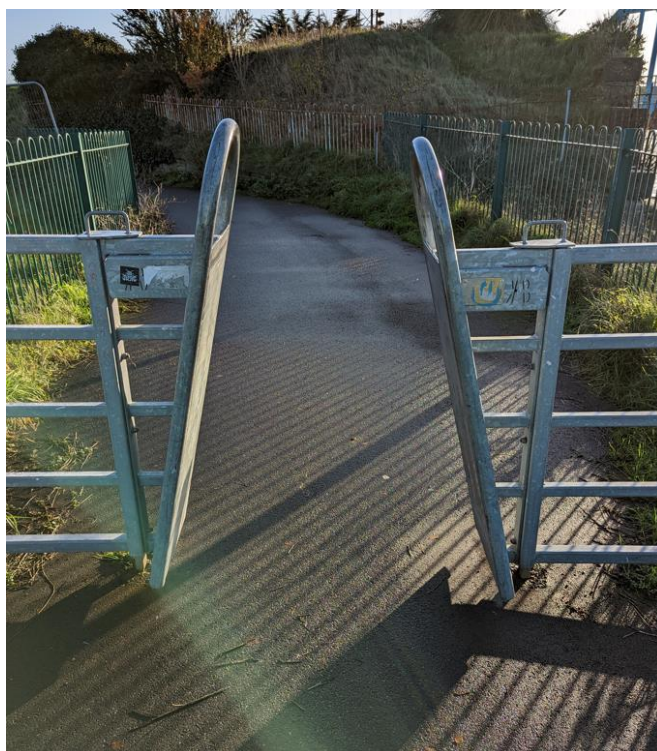
Barrier Type: Gated A Frame

Description:

5.2.1   Barrier 1 is a Gated A Frame Barrier located approximately 62m to the west of Welsh Road, in Garden City.

5.2.2   It is our understanding that the barrier serves as both an access control measure and speed control purpose for cyclists on the approach to a bend in the path and on the approach to Welsh Road.

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Table 5-1: Barrier 1 - Appraisal

		Comment
Height (mm)	1,500	
Clearance Width Top (mm)	490	
Clearance Width Bottom (mm)	1,050	
Gap to side of barrier	No	Fence covering remaining path width on each side.
Total path width (mm)	3,280	
Compliance with Sustrans Design Guidance?	No	Minimum clearance width is below 1.5m.
Compliance with Equality Act?	No	Has the potential to disadvantage disabled users.

Legal User Types		Comment	Illegal User Types		Comment
Pedestrian	✔		Dirt / Motocross Bikes	✖	
Bicycle	✔	Large bicycles unable to pass through without dismounting.	Motorcycle	✔	
Wheelchair	✔		Moped	✔	
Pushchair	✔		Car	✖	
Double pushchair	✖		Electric Scooter	✔	
Class 2 mobility scooter	✔		Quad Bike	✖	
Class 3 mobility scooter	✖		Mini Quad Bike	✔	
Hand Cycle	✖				
Recumbent Cycle	✖				
Cargo Bike	✖				
Bicycle with Trailer	✖				
Bicycle with Towed Child Bicycle	✔				
Electric Bicycle	✔				
Emergency & Maintenance Vehicles	✔				

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Potential Alternative Solutions

Table 5-2: Barrier 1 - Potential Alternative Solutions

Alternative Solution	Feasible?	Comment
Radar Key Gated A Frame Barrier	Yes	Radar lock system has the potential to enhance legitimate user permeability, and would allow emergency & maintenance vehicle access.
Staggered Gates	Yes	Would allow accessibility by all legitimate users, but less effective at restricting illegal vehicle access.
		Would enable maintenance / emergency vehicle access.
		Potential aesthetic upgrade compared to existing barrier.
		Potentially unnecessary given presence of Barrier 2 between barrier & highway network.
Adjustable A Frame	Yes (not recommended)	Would not significantly improve accessibility for all legitimate users or increase resilience against illegal vehicle ingress. Would not allow access for maintenance / emergency vehicles.
K Frame	Yes (not recommended)	Would not significantly improve accessibility for all legitimate users or increase resilience against illegal vehicle ingress. Would not allow access for maintenance / emergency vehicles.
Bollard	Yes	Would allow accessibility by all legitimate users, but would provide less effective illegal ingress solution.
		Potentially unnecessary given presence of Barrier 2 between barrier & highway network.
Removal of access control	Yes	Would allow accessibility by all legitimate users. Would not physically prevent moped, motorcycle or car ingress. Greater level of police enforcement required.

Recommendation:

5.2.3   It is considered that the upgrade of this barrier to a Radar Lock Gated A Frame Barrier would provide the best solution. This would offer a cost effective solution with the potential for improved accessibility by legitimate users holding a radar key (which are readily available online) whilst still maintaining an effective deterrent to illegal vehicle ingress.

5.2.4   This upgrade would allow flexibility in terms of allowing the barrier to be opened when considered appropriate, and will enable permeability for maintenance and emergency vehicles to the study area.

5.2.5   In order to make the upgrade as effective as possible to legitimate users, promotion of the upgrade to user groups following a thorough consultation process is recommended.

5.2.6   Whilst other alternative solutions are considered to be achievable, such as the staggered gates solution, they would not provide the same level of access control for illegal vehicles when compared to the proposed solution.

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5.3   Barrier 2

Barrier Reference	Location
2	Approximately 15m west of B5441 Welsh Rd

Barrier Type: Chicane

Description:

5.3.1   Barrier 2 is a chicane barrier located approximately 15m to the west of Welsh Road, in Garden City. The barrier serves as an inhibiter to illegal access to the study area from Welsh Road and also serves a secondary purpose as a speed control measure for cyclists approaching Welsh Road.

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Table 5-3: Barrier 2 - Appraisal

		Comment
Height (mm)	1,200	
Minimum Opening Width (mm)	1,200	
Barrier width (mm)	1,500	
Depth between barriers (mm)	1,300	
Gap to side of barrier	Yes	Fence covering remaining path width on western side but bank present between barrier and Welsh Road to the east, which could be used to gain illegal access to the WCP on motorcycles.
Total path width (mm)	3,100	
Compliance with Sustrans Design Guidance?	No	Minimum clearance width is below 1.5m.
Compliance with Equality Act?	Yes	

Legal User Types		Comment	Illegal User Types		Comment
Pedestrian	✔		Dirt / Motocross Bikes	✔	
Bicycle	✔		Motorcycle	✔	
Wheelchair	✔		Moped	✔	
Pushchair	✔		Car	✘	
Double pushchair	✔		Electric Scooter	✔	
Class 2 mobility scooter	✔		Quad Bike	✘	
Class 3 mobility scooter	✔		Mini Quad Bike	✔	
Hand Cycle	✔				
Recumbent Cycle	✔				
Cargo Bike	✔				
Bicycle with Trailer	✔				
Bicycle with Towed Child Bicycle	✔				
Electric Bicycle	✔				
Emergency & Maintenance Vehicles	✘				

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Potential Alternative Solutions

Table 5-4: Barrier 2 - Potential Alternative Solutions

Alternative Solution	Feasible?	Comment
Radar Key Gated A Frame Barrier	Yes	Would reduce permeability for legitimate users who do not hold radar key (when gates closed). Would allow emergency & maintenance vehicle access.
Staggered Gates	Yes	Level of permeability for both legal and illegal vehicle types would remain as existing. Provision of gates would allow access control to be temporarily removed to allow maintenance vehicles to access path if required.
Adjustable A Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression.
K Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression.
Bollard	Yes	Would allow accessibility by all legitimate users, but would provide less effective illegal ingress solution.
Removal of access control	Yes	Would allow accessibility by all legitimate users. Would not physically prevent moped, motorcycle or car ingression. Greater level of police enforcement required.

Recommendation:

5.3.2   It is recommended that the existing chicane barriers are replaced by a staggered gates solution. This would retain the existing level of permeability for legitimate users (which could be enhanced should the gates be fitted with radar locks which could be opened as required), and would retain the existing level of deterrent to illegal vehicle access.

5.3.3   The gates could be designed to provide a clear gateway feature, demarking the separation of the WCP from the highway network, and could incorporate WCP / FCC branding to provide an aesthetic upgrade compared to the existing solution. The staggered gates solution would also allow the gates to be opened to allow emergency and maintenance access to the study area, something which is not possible in this location currently.

5.3.4   The presence of Barrier 1 to the west, where upgraded A Frame barriers are recommended, would also provide a further restraint against illegal vehicle access to the path.

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5.4   Barrier 3

Barrier Reference	Location
3	Approximately 15m south-east of B5441 Welsh Rd

Barrier Type: Chicane

Description:

5.4.1   Barrier 3 is a chicane barrier located approximately 15m to the south-east of Welsh Road, in Garden City. Barrier 3 is the first barrier within the study area to the east of Welsh Road and therefore its primary purpose is to prevent illegal vehicle ingression onto the path from Welsh Road.

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Table 5-5: Barrier 3 - Appraisal

		Comment
Height (mm)	1,200	
Minimum Opening Width (mm)	1,700	
Barrier width (mm)	1,500	
Depth between barriers (mm)	1,300	
Gap to side of barrier	No	Barrier abutted immediately by fence to both sides.
Total path width (mm)	3,200	
Compliance with Sustrans Design Guidance?	No	Minimum clearance width is above minimum standard of 1.5m, however depth between barriers is below desirable minimum standard of 3.0m.
Compliance with Equality Act?	Yes	

Legal User Types		Comment	Illegal User Types		Comment
Pedestrian	✔		Dirt / Motocross Bikes	✔	
Bicycle	✔		Motorcycle	✔	
Wheelchair	✔		Moped	✔	
Pushchair	✔		Car	✘	
Double pushchair	✔		Electric Scooter	✔	
Class 2 mobility scooter	✔		Quad Bike	✔	
Class 3 mobility scooter	✔		Mini Quad Bike	✔	
Hand Cycle	✔				
Recumbent Cycle	✔				
Cargo Bike	✔				
Bicycle with Trailer	✔				
Bicycle with Towed Child Bicycle	✔				
Electric Bicycle	✔				
Emergency & Maintenance Vehicles	✘				

Tudalen 110

Potential Alternative Solutions

Table 5-6: Barrier 3 - Potential Alternative Solutions

Alternative Solution	Feasible?	Comment
Radar Key Gated A Frame Barrier	Yes	Would reduce permeability for legitimate users who do not hold radar key (when gates closed). Would allow emergency & maintenance vehicle access.
Staggered Gates	Yes	Level of permeability for both legal and illegal vehicle types would remain as existing. Provision of gates would allow access control to be temporarily removed to allow maintenance vehicles to access path if required.
Adjustable A Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression.
K Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression.
Bollard	Yes	Would allow accessibility by all legitimate users, but would provide less effective illegal ingress solution.
Removal of access control	Yes	Would allow accessibility by all legitimate users. Would not physically prevent moped, motorcycle or car ingression. Greater level of police enforcement required.

Recommendation:

5.4.2   It is recommended that the existing chicane barrier be replaced by a staggered gates solution. This would retain the existing levels of permeability for legitimate users and the same level of restriction to illegal user access when compared to the existing solution, but would offer benefits in terms of allowing emergency & maintenance vehicle access to the path (which is not currently possible in this location), and could be designed to provide an aesthetic upgrade compared to the existing barriers.

5.4.3   Given that this barrier is located immediately to the east of Welsh Road, the design of the staggered gates solution could be designed so as to provide a clear gateway feature, separating the path from the highway network, and therefore providing a psychological access control measure as well as a physical one.

5.4.4   The proposed solution is expected to be permeable by all legitimate user types.

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5.5   Barrier 4

Barrier Reference	Location
4	Approximately 50m south-west of Claremont Avenue
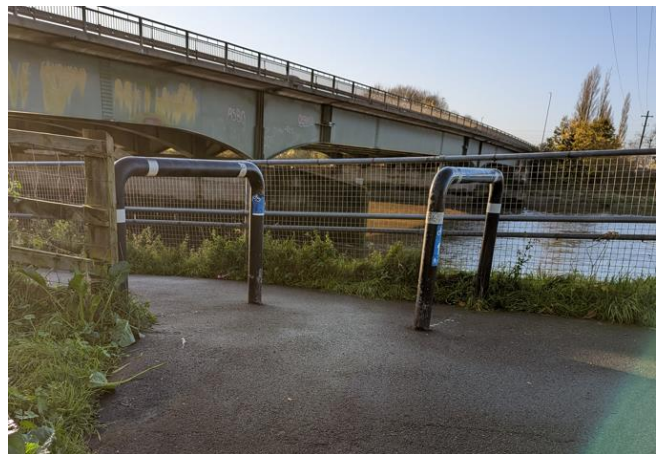
Barrier Type: Chicane

Description:

5.5.1   Barrier 4 is a chicane barrier located approximately 50m to the south-west of Claremont Avenue. The access control barrier also appears to serve a purpose as a speed control measure for active travel users on the approach to the section of the WCP which passes under the A494. This section of the path narrows significantly to a width of approximately 1.5m.

5.5.2   Barrier 5 is located approximately 45m to the northeast of this barrier, which also serves to prevent motorised vehicle ingression onto the path from Claremont Avenue.

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Table 5-7: Barrier 4 - Appraisal

		Comment
Height (mm)	1,200	
Minimum Opening Width (mm)	1,500	
Barrier width (mm)	1,500	
Depth between barriers (mm)	1,300	
Gap to side of barrier	No	Barrier abutted immediately by fences to both sides.
Total path width (mm)	3,000	
Compliance with Sustrans Design Guidance?	No	Minimum clearance width is above minimum standard of 1.5m, however depth between barriers is below desirable minimum standard of 3.0m.
Compliance with Equality Act?	Yes	

Legal User Types		Comment	Illegal User Types		Comment
Pedestrian	✔		Dirt / Motocross Bikes	✔	
Bicycle	✔		Motorcycle	✔	
Wheelchair	✔		Moped	✔	
Pushchair	✔		Car	✘	
Double pushchair	✔		Electric Scooter	✔	
Class 2 mobility scooter	✔		Quad Bike	✔	
Class 3 mobility scooter	✔		Mini Quad Bike	✔	
Hand Cycle	✔				
Recumbent Cycle	✔				
Cargo Bike	✔				
Bicycle with Trailer	✔				
Bicycle with Towed Child Bicycle	✔				
Electric Bicycle	✔				
Emergency & Maintenance Vehicles	✘				

Tudalen 113

Potential Alternative Solutions

Table 5-8: Barrier 4 - Potential Alternative Solutions

Alternative Solution	Feasible?	Comment
Radar Key Gated A Frame Barrier	Yes	Would reduce permeability for legitimate users who do not hold radar key (when gates closed). Would allow emergency & maintenance vehicle access.
Staggered Gates	Yes	Level of permeability for both legal and illegal vehicle types would remain as existing. Provision of gates would allow access control to be temporarily removed to allow maintenance vehicles to access path if required.
Adjustable A Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression.
K Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression.
Bollard	Yes	Would allow accessibility by all legitimate users, but would provide less effective illegal ingress solution.
Removal of access control	Yes	Would allow accessibility by all legitimate users. Would not physically prevent moped, motorcycle or car ingression. Greater level of police enforcement required.

Recommendation:

5.5.3   It is recommended that the existing chicane barrier in this location be replaced by a staggered gates solution. This will retain the existing level of permeability for legal users, and the same level of restriction to illegal vehicle users, but will be openable to allow access to emergency and maintenance vehicles where required (although it is noted that the narrow path width on the section under the A494 would exclude such vehicles from passing to the east of the A494 from this position). The staggered gates will also act as a psychological barrier against illegal vehicle ingression, and could be a potential aesthetic upgrade.

5.5.4   The existing barrier serves as an important speed control measure in the interest of user safety given the limited visibility and potential high speeds on the approach to the constrained underpass section. It is therefore important that a speed calming feature remains in place in this position. Whilst guidance recommends against the use of access control measures for speed control purposes, it is considered that this measure would serve primarily as a necessary vehicle restraint feature, in order to protect the narrow underpass section of the path, with a secondary purpose as a speed control measure.

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5.6   Barrier 5

Barrier Reference	Location
5	Approximately 10m south of Claremont Avenue

Barrier Type: Gated A Frame Barrier

Description:

5.6.1   Barrier 5 is a Gated A frame barrier located approximately 10m to the south of Claremont Avenue on a section of off-road cycle route connecting to the WCP. The primary purpose of the barrier appears to be to prevent motorised vehicular access to the path from the WCP, with a secondary purpose to act as a speed control measure for cyclists as they exit the WCP onto the highway network at Claremont Avenue.

5.6.2   Barrier 4 is located approximately 40m to the south-west of this barrier.

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Table 5-9: Barrier 5 - Appraisal

		Comment
Height (mm)	1,500	
Clearance Width Top (mm)	350	
Clearance Width Bottom (mm)	900	
Gap to side of barrier	No	Fence covering remaining path width on each side.
Total path width (mm)	3,900	
Compliance with Sustrans Design Guidance?	No	Minimum clearance width is below 1.5m.
Compliance with Equality Act?	No	Has the potential to disadvantage disabled users.

Legal User Types		Comment	Illegal User Types		Comment
Pedestrian	✓		Dirt / Motocross Bikes	✗	
Bicycle	✓	Large bicycles unable to pass through without dismounting.	Motorcycle	✓	
Wheelchair	✓		Moped	✓	
Pushchair	✓		Car	✗	
Double pushchair	✗		Electric Scooter	✓	
Class 2 mobility scooter	✓		Quad Bike	✗	
Class 3 mobility scooter	✗		Mini Quad Bike	✓	
Hand Cycle	✗				
Recumbent Cycle	✗				
Cargo Bike	✗				
Bicycle with Trailer	✗				
Bicycle with Towed Child Bicycle	✓				
Electric Bicycle	✓				
Emergency & Maintenance Vehicles	✓				

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Potential Alternative Solutions

Table 5-10: Barrier 5 - Potential Alternative Solutions

Alternative Solution	Feasible?	Comment
Radar Key Gated A Frame Barrier	Yes	Radar lock system has the potential to enhance legitimate user permeability.
Staggered Gates	Yes	Would allow accessibility by all legitimate users, but less effective at restricting illegal vehicle access. Potential aesthetic upgrade compared to existing barrier.
Adjustable A Frame	Yes (not recommended)	Would not significantly improve accessibility for all legitimate users or increase resilience against illegal vehicle ingress. Would not allow access for maintenance / emergency vehicles.
K Frame	Yes (not recommended)	Would not significantly improve accessibility for all legitimate users or increase resilience against illegal vehicle ingress. Would not allow access for maintenance / emergency vehicles.
Bollard	Yes	Would allow accessibility by all legitimate users, but would provide less effective illegal ingress solution.
Removal of access control	Yes	Would allow accessibility by all legitimate users. Would not physically prevent moped, motorcycle or car ingression. Greater level of police enforcement required.

Recommendation:

5.6.3   The existing Gated A Frame barrier provides a good level of restriction against illegal vehicle access, and whilst the barriers can be opened to allow access to emergency & maintenance vehicles, there is no ability for legitimate users travelling in Class 3 mobility scooters or larger unconventional cycles to open the barriers when required to gain access. Therefore, it is recommended that the barrier be adapted to be fitted with RADAR locks.

5.6.4   This would offer a cost effective solution which would improve accessibility by legitimate users holding a radar key (which are readily available online) whilst still maintaining an effective deterrent to illegal vehicle ingress. Promotion of this measure with key user groups following a consultation process is recommended.

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5.7 Barrier 6

Barrier Reference	Location
6	Approximately 30m east of the A494 underpass

Barrier Type: Chicane Barrier

Description:

5.7.1   Barrier 6 is a chicane barrier located approximately 30m to the south-east of the A494 underpass. The barrier appears to serve as a speed control measure primarily for cyclists travelling in a westbound direction towards the A494 underpass (which narrows to approximately 1.5m in width).

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Table 5-11: Barrier 6 - Appraisal

		Comment
Height (mm)	1,200	
Minimum Opening Width (mm)	1,500	
Barrier width (mm)	1,400	
Depth between barriers (mm)	1,400	
Gap to side of barrier	Yes	Grassed area to the north of existing barrier, which could be used to bypass barrier on motorised two-wheel vehicles.
Total path width (mm)	3,000	
Compliance with Sustrans Design Guidance?	No	Minimum clearance width is above minimum standard of 1.5m, however depth between barriers is below desirable minimum standard of 3.0m.
Compliance with Equality Act?	Yes	

Legal User Types		Comment	Illegal User Types		Comment
Pedestrian	✔		Dirt / Motocross Bikes	✔	
Bicycle	✔		Motorcycle	✔	
Wheelchair	✔		Moped	✔	
Pushchair	✔		Car	✘	
Double pushchair	✔		Electric Scooter	✔	
Class 2 mobility scooter	✔		Quad Bike	✔	
Class 3 mobility scooter	✔		Mini Quad Bike	✔	
Hand Cycle	✔				
Recumbent Cycle	✔				
Cargo Bike	✔				
Bicycle with Trailer	✔				
Bicycle with Towed Child Bicycle	✔				
Electric Bicycle	✔				
Emergency & Maintenance Vehicles	✘				

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Potential Alternative Solutions

Table 5-12: Barrier 6 - Potential Alternative Solutions

Alternative Solution	Feasible?	Comment
Radar Key Gated A Frame Barrier	Yes	Would reduce permeability for legitimate users who do not hold radar key (when gates closed). Would allow emergency & maintenance vehicle access. Potential for barrier to be bypassed.
Staggered Gates	Yes	Level of permeability for both legal and illegal vehicle types would remain as existing. Provision of gates would allow access control to be temporarily removed to allow maintenance vehicles to access path if required. Potential for gates to be bypassed.
Adjustable A Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression. Potential for barrier to be bypassed.
K Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression. Potential for barrier to be bypassed.
Bollard	Yes	Would allow accessibility by all legitimate users, but would provide less effective illegal ingress solution. Potential to be bypassed.
Removal of access control	Yes	Would allow accessibility by all legitimate users. Would not physically prevent moped, motorcycle or car ingression. Greater level of police enforcement required.

Recommendation:

5.7.2   It is recommended that the existing chicane barrier in this location be replaced by a staggered gates solution in order to retain the existing level of accessibility for legal users, whilst maintaining the same level of restriction to illegal vehicle users. This would also allow access to emergency and maintenance vehicles where required (although it is noted that the narrow path width on the section under the A494 would exclude such vehicles from passing to the west of the A494 from this position). The staggered gates will also act as a psychological barrier against illegal vehicle ingression, and could be a potential aesthetic upgrade.

5.7.3   The existing barrier serves as an important speed control measure in the interest of user safety given the limited visibility and potential high speeds on the approach to the constrained underpass section. It is therefore important that a speed calming feature remains in place in this position. Whilst guidance recommends against the use of access control measures for speed control purposes, it is considered that this measure would serve primarily as a necessary vehicle restraint feature, in order to protect the narrow underpass section of the path, with a secondary purpose as a speed control measure.

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5.8   Barrier 7

Barrier Reference	Location
7	Approximately 65m east of the A494 underpass

Barrier Type: Chicane Barrier

Description:

5.8.1   Barrier 7 is a chicane barrier located approximately 65m to the east of the A494 underpass. The barrier serves its primary purpose as an access control feature at the connection between the WCP and a separate off-road active travel route which routes to the north, connecting to Sealand Road.

5.8.2   The barrier is abutted by fencing which was damaged at the time that the site visit was undertaken. The fencing serves to remove the possibility of illegal access being gained to the path through bypassing the barrier, and it is our understanding that plans are in place for the fencing to be repaired so as to continue this purpose.

Tudalen 121

Table 5-13: Barrier 7 - Appraisal

		Comment
Height (mm)	1,200	
Minimum Opening Width (mm)	1,500	
Barrier width (mm)	1,200	
Depth between barriers (mm)	1,500	
Gap to side of barrier	Yes	Grassed area to the west of existing barrier, which could be used to bypass barrier due to existing fencing being damaged, however it is expected that repair works will be undertaken in due course.
Total path width (mm)	2,900	
Compliance with Sustrans Design Guidance?	No	Minimum clearance width is above minimum standard of 1.5m, however depth between barriers is below desirable minimum standard of 3.0m.
Compliance with Equality Act?	Yes	

Legal User Types		Comment	Illegal User Types		Comment
Pedestrian	✔		Dirt / Motocross Bikes	✔	
Bicycle	✔		Motorcycle	✔	
Wheelchair	✔		Moped	✔	
Pushchair	✔		Car	✘	
Double pushchair	✔		Electric Scooter	✔	
Class 2 mobility scooter	✔		Quad Bike	✔	
Class 3 mobility scooter	✔		Mini Quad Bike	✔	
Hand Cycle	✔				
Recumbent Cycle	✔				
Cargo Bike	✔				
Bicycle with Trailer	✔				
Bicycle with Towed Child Bicycle	✔				
Electric Bicycle	✔				
Emergency & Maintenance Vehicles	✘				

Tudalen 122

Potential Alternative Solutions

Table 5-14: Barrier 7 - Potential Alternative Solution

| Alternative Solution	Feasible?	Comment
Radar Key Gated A Frame Barrier	Yes	Would reduce permeability for legitimate users who do not hold radar key (when gates closed). Would allow emergency & maintenance vehicle access.
Staggered Gates	Yes	Level of permeability for both legal and illegal vehicle types would remain as existing. Provision of gates would allow access control to be temporarily removed to allow maintenance vehicles to access path if required.
Adjustable A Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression.
K Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression.
Bollard	Yes	Would allow accessibility by all legitimate users, but would provide less effective illegal ingress solution.
Removal of access control	Yes	Would allow accessibility by all legitimate users. Would not physically prevent moped, motorcycle or car ingression. Greater level of police enforcement required.

Recommendation:

5.8.3   It is recommended that the existing chicane barrier in this location be replaced by a staggered gates solution. This will retain the existing level of permeability for legal users, and the same level of restriction to illegal vehicle users, but will be openable to allow access to emergency and maintenance vehicles where required. The staggered gates will also act as a psychological barrier against illegal vehicle ingression, and could be a potential aesthetic upgrade.

5.8.4   It is noted that the grassed area immediately adjacent to this barrier could potentially be used to bypass the barrier currently due to the existing fencing being in a state of disrepair. It is therefore recommended that this is repaired as soon as possible to minimise this risk.

Tudalen 123

5.9   Barrier 8

Barrier Reference	Location
8	Approximately 65m south-west of Ferry Lane
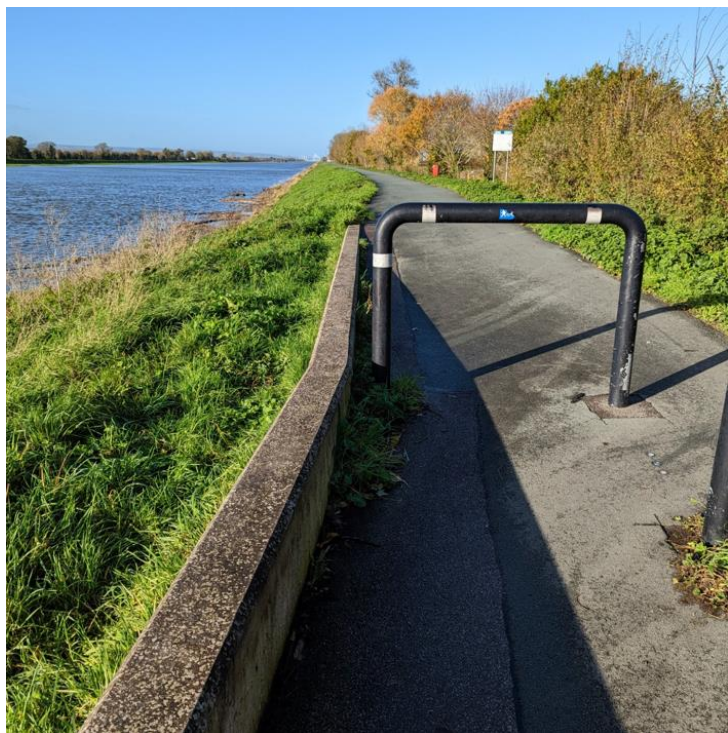
Barrier Type: Chicane Barrier

Description:

5.9.1   Barrier 8 is a chicane barrier located approximately 65m to the south-west of Ferry Lane. The barrier forms an access control measure and also acts as a speed calming feature for users of the path approaching a bend as the WCP meets Ferry Lane.

5.9.2   Barrier 9 is located approximately 35m to the east of Barrier 8, with Barrier 9 acting as the primary vehicular access control measure between the WCP to the west of Ferry Lane, and Ferry Lane itself.

Tudalen 124

Table 5-15: Barrier 8 - Appraisal

			Comment
Height (mm)	1,200		
Minimum Opening Width (mm)	1,500		
Barrier width (mm)	1,500		
Depth between barriers (mm)	1,300		
Gap to side of barrier	Yes		Barrier abutted by a residential property fence to the north and by a small wall to south, however the wall measures only approx. 300m in height and so potential exists for smaller motorcycles to be lifted over this wall in order to gain illegal access to WCP through bypassing the barrier.
Total path width (mm)	3,000		
Compliance with Sustrans Design Guidance?	No		Minimum clearance width is above minimum standard of 1.5m, however depth between barriers is below desirable minimum standard of 3.0m.
Compliance with Equality Act?	Yes		

Legal User Types		Comment	Illegal User Types		Comment
Pedestrian	✓		Dirt / Motocross Bikes	✓	
Bicycle	✓		Motorcycle	✓	
Wheelchair	✓		Moped	✓	
Pushchair	✓		Car	✗	
Double pushchair	✓		Electric Scooter	✓	
Class 2 mobility scooter	✓		Quad Bike	✓	
Class 3 mobility scooter	✓		Mini Quad Bike	✓	
Hand Cycle	✓				
Recumbent Cycle	✓				
Cargo Bike	✓				
Bicycle with Trailer	✓				
Bicycle with Towed Child Bicycle	✓				
Electric Bicycle	✓				
Emergency & Maintenance Vehicles	✗				

Tudalen 125

Potential Alternative Solutions

Table 5-16: Barrier 8 - Potential Alternative Solutions

Alternative Solution	Feasible?	Comment
Radar Key Gated A Frame Barrier	Yes	Would reduce permeability for legitimate users who do not hold radar key (when gates closed). Would allow emergency & maintenance vehicle access. Potential bypass issue would still exist.
Staggered Gates	Yes	Level of permeability for both legal and illegal vehicle types would remain as existing. Provision of gates would allow access control to be temporarily removed to allow maintenance vehicles to access path if required. Potential bypass issue would still exist.
Adjustable A Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression. Potential bypass issue would still exist.
K Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression. Potential bypass issue would still exist.
Bollard	Yes	Would allow accessibility by all legitimate users, but would provide less effective illegal ingress solution. Potential bypass issue would still exist.
Removal of access control	Yes	Would allow accessibility by all legitimate users. Would not physically prevent moped, motorcycle or car ingression. Greater level of police enforcement required.

Recommendation:

5.9.3   It is recommended that the existing chicane barrier is replaced by a staggered gates solution. This will retain the existing level of permeability for legal users, and the same level of restriction to illegal vehicle users, but will be openable to allow access to emergency and maintenance vehicles where required. The staggered gates will also act as a psychological barrier against illegal vehicle ingression, and could be a potential aesthetic upgrade.

5.9.4   It is considered that the proposed staggered gates solution in this location would provide a very effective vehicle restraint measure working in combination with the nearby Barrier 9, whilst offering enhanced permeability for some legitimate user types through the proposed implementation of a radar lock system, which will enable both Barriers 9 and 10 to be opened when required.

5.9.5   It should also be noted that the grassed area/river bank immediately adjacent to this barrier could potentially be used to bypass the barrier when using powered two-wheel vehicles if these can be lifted over a small wall. This could potentially be addressed by either increasing the wall height or adding an additional feature such as a short section of fencing in this location.

Tudalen 126

5.10 Barrier 9

Barrier Reference	Location
9	Approximately 30m south-west of Ferry Lane

Barrier Type: Fixed A Frame Barrier

Description:

5.10.1   Barrier 9 is a fixed A frame barrier located approximately 30m to the south-west of Ferry Lane. The barrier is located on a bend in the WCP as the route diverts away from its general NW-SE orientation in order to connect with Ferry Lane. The main purpose of the barrier appears to be to provide an access control measure to prevent motorised vehicles accessing the WCP from Ferry Lane.

5.10.2   Immediately adjacent to the existing A Frame barrier is a kissing gate which provides pedestrian access to the study area.

Tudalen 127

Table 5-17: Barrier 9 - Appraisal

		Comment
Height (mm)	1,500	
Clearance Width Top (mm)	360	
Clearance Width Bottom (mm)	900	
Gap to side of barrier	No	Fences covering remaining path width on each side.
Total path width (mm)	2,800	
Compliance with Sustrans Design Guidance?	No	Minimum clearance width is below 1.5m.
Compliance with Equality Act?	No	Has the potential to disadvantage disabled users.

Legal User Types		Comment	Illegal User Types		Comment
Pedestrian	✔		Dirt / Motocross Bikes	✘	
Bicycle	✔	Large bicycles unable to pass through without dismounting.	Motorcycle	✘	
Wheelchair	✔		Moped	✔	
Pushchair	✔		Car	✘	
Double pushchair	✘		Electric Scooter	✔	
Class 2 mobility scooter	✔		Quad Bike	✘	
Class 3 mobility scooter	✘		Mini Quad Bike	✔	
Hand Cycle	✘				
Recumbent Cycle	✘				
Cargo Bike	✘				
Bicycle with Trailer	✘				
Bicycle with Towed Child Bicycle	✔				
Electric Bicycle	✔				
Emergency & Maintenance Vehicles	✘				

Tudalen 128

Potential Alternative Solutions

Table 5-18: Barrier 9 - Potential Alternative Solutions

Alternative Solution	Feasible?	Comment
Radar Key Gated A Frame Barrier	Yes	Gated radar lock system has the potential to enhance legitimate user permeability & would enable emergency / maintenance vehicle access.
Staggered Gates	Yes	Would allow accessibility by all legitimate users, but less effective at restricting illegal vehicle access. Potential aesthetic upgrade compared to existing barrier.
Adjustable A Frame	Yes (not recommended)	Would not significantly improve accessibility for all legitimate users or increase resilience against illegal vehicle ingress. Would not allow access for maintenance / emergency vehicles.
K Frame	Yes (not recommended)	Would not significantly improve accessibility for all legitimate users or increase resilience against illegal vehicle ingress. Would not allow access for maintenance / emergency vehicles.
Bollard	Yes	Would allow accessibility by all legitimate users, but would provide less effective illegal ingress solution. Limited path width in this location may not allow standard 1.5m opening to be provided on each side of the bollard in the location of the existing barrier.
Removal of access control	Yes	Would allow accessibility by all legitimate users. Would not physically prevent moped, motorcycle or car ingression. Greater level of police enforcement required.

Recommendation:

5.10.3   The existing fixed A Frame barrier provides a good level of restriction against illegal vehicle access, but cannot be opened to allow access to emergency & maintenance vehicles, there is no ability for legitimate users travelling in Class 3 mobility scooters or larger unconventional cycles to open the barriers when required to gain access. Therefore, it is recommended that the barrier be upgraded to a gated A Frame barrier compatible with RADAR locks & keys.

5.10.4   This would offer a cost effective solution which would improve accessibility by legitimate users holding a radar key (which are readily available online) whilst still maintaining an effective deterrent to illegal vehicle ingress. Promotion of this measure with key user groups following a consultation process is recommended.

5.10.5   It is recommended that the existing pedestrian kissing gate be retained as existing, as this provides good access for pedestrians whilst restricting illegal ingress to the study area.

Tudalen 129

5.11 Barrier 10

Barrier Reference	Location
10	Between Ferry Lane & Higher Saltney Ferry Footbridge

Barrier Type: Chicane Barrier

Description:

5.11.1 Barrier 10 is a chicane barrier located on the Wales Coast Path between Ferry Lane and the Higher Saltney Ferry Footbridge. The barrier is located at the north-eastern end of the footbridge, and appears to serve as a means of both access and speed control.

Tudalen 130

Table 5-19: Barrier 10 - Appraisal

		Comment
Height (mm)	1,000	
Minimum Opening Width (mm)	1,200	
Barrier width (mm)	1,300	
Depth between barriers (mm)	1,300	
Gap to side of barrier	No	Barrier abutted by fence on both sides.
Total path width (mm)	2,600	
Compliance with Sustrans Design Guidance?	No	Minimum clearance width below minimum standard of 1.5m, and depth between barriers is below desirable minimum standard of 3.0m.
Compliance with Equality Act?	Yes	

Legal User Types		Comment	Illegal User Types		Comment
Pedestrian	✔️		Dirt / Motocross Bikes	✔️	
Bicycle	✔️		Motorcycle	✔️	
Wheelchair	✔️		Moped	✔️	
Pushchair	✔️		Car	❌	
Double pushchair	✔️		Electric Scooter	✔️	
Class 2 mobility scooter	✔️		Quad Bike	❌	
Class 3 mobility scooter	✔️		Mini Quad Bike	✔️	
Hand Cycle	✔️				
Recumbent Cycle	✔️				
Cargo Bike	✔️				
Bicycle with Trailer	✔️				
Bicycle with Towed Child Bicycle	✔️				
Electric Bicycle	✔️				
Emergency & Maintenance Vehicles	❌				

Tudalen 131

Pell Frischmann

Potential Alternative Solutions

Table 5-20: Barrier 10 - Potential Alternative Solutions

Alternative Solution	Feasible?	Comment
Radar Key Gated A Frame Barrier	Yes	Would reduce permeability for legitimate users who do not hold radar key (when gates closed). Potential to allow maintenance / emergency vehicle access, however the limited footbridge width / weight restriction likely to prohibit their access.
Staggered Gates	Yes	Level of permeability for both legal and illegal vehicle types would remain as existing. Would allow maintenance / emergency vehicle access, however the limited footbridge width / weight restriction likely to prohibit their access.
Adjustable A Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression.
K Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression.
Bollard	Yes	Would allow accessibility by all legitimate users, but would provide less effective illegal ingress solution.
Removal of access control	Yes	Would allow accessibility by all legitimate users. Would not physically prevent moped, motorcycle or car ingression. Greater level of police enforcement required.

Recommendation:

5.11.2   It is recommended that the existing chicane barrier be replaced by a staggered gates solution. This will retain the existing level of permeability for legal users, and if the proposed solution is provided with the recommended 3.0m setback distance between gates would provide easier navigation compared to the existing solution.

5.11.3   The gates would also restrict illegal ingress in the same way as the existing barriers, but it is recommended that the gates be fitted with radar locks to allow key holders to open the gates for easier access where required. The gates could also be opened to allow emergency / maintenance vehicle access, however it is expected that the restricted width and weight bearing capacity of the footbridge would rule out such movements.

5.11.4   The staggered gates will also act as a psychological barrier against illegal vehicle ingression, and could be a potential aesthetic upgrade compared to the existing barriers, and could feature FCC/WCP branding. In addition, the gates would also serve a secondary purpose as a speed control measure to reduce risk to users of the path and footbridge.

Tudalen 132

5.12 Barrier 11

Barrier Reference	Location
11	Approximately 20m south-east of Ferry Lane

Barrier Type: Fixed A Frame Barrier

Description:

5.12.1   Barrier 11 is an A frame barrier located approximately 20m to the south-east of Ferry Lane. The barrier serves a purpose as both an access control and speed control measure at a point where the WCP meets Ferry Lane.

Tudalen 133

Table 5-21: Barrier 11 - Appraisal

			Comment	
Height (mm)	1,450			
Clearance Width Top (mm)	350			
Clearance Width Bottom (mm)	960			
Gap to side of barrier	No		Walls covering remaining path width on each side.	
Total path width (mm)	1,660			
Compliance with Sustrans Design Guidance?	No		Minimum clearance width is below 1.5m.	
Compliance with Equality Act?	No		Has the potential to disadvantage disabled users.	

Legal User Types		Comment	Illegal User Types		Comment
Pedestrian	✓		Dirt / Motocross Bikes	✗	
Bicycle	✓	Large bicycles unable to pass through without dismounting.	Motorcycle	✗	
Wheelchair	✓		Moped	✓	
Pushchair	✓		Car	✗	
Double pushchair	✗		Electric Scooter	✓	
Class 2 mobility scooter	✓		Quad Bike	✗	
Class 3 mobility scooter	✗		Mini Quad Bike	✓	
Hand Cycle	✗				
Recumbent Cycle	✗				
Cargo Bike	✗				
Bicycle with Trailer	✗				
Bicycle with Towed Child Bicycle	✓				
Electric Bicycle	✓				
Emergency & Maintenance Vehicles	✗				

Tudalen 134

Potential Alternative Solutions

Table 5-22: Barrier 11 - Potential Alternative Solutions

Alternative Solution	Feasible?	Comment
Radar Key Gated A Frame Barrier	Yes	Gated radar lock system has the potential to enhance legitimate user permeability & would enable emergency / maintenance vehicle access (however constrained path width likely to rule out this location as emergency access point).
Staggered Gates	Yes	Would allow accessibility by all legitimate users, but less effective at restricting illegal vehicle access. Potential aesthetic upgrade compared to existing barrier. Limited path width may require minor repositioning of control measure.
Adjustable A Frame	Yes (not recommended)	Would not significantly improve accessibility for all legitimate users or increase resilience against illegal vehicle ingress. Would not allow access for maintenance / emergency vehicles.
K Frame	Yes (not recommended)	Would not significantly improve accessibility for all legitimate users or increase resilience against illegal vehicle ingress. Would not allow access for maintenance / emergency vehicles.
Bollard	Yes	Would allow accessibility by all legitimate users, but would provide less effective illegal ingress solution. Limited path width in this location may not allow standard 1.5m opening to be provided on each side of the bollard in the location of the existing barrier.
Removal of access control	Yes	Would allow accessibility by all legitimate users. Would not physically prevent moped, motorcycle or car ingression. Greater level of police enforcement required.

Recommendation:

5.12.2   It is recommended that the existing fixed A Frame barrier be replaced by a gated A Frame barrier alternative to feature radar lock functionality, to allow the barrier to be opened for easier access by key holders (which can be purchased online). Given the constrained position of the existing barrier on a relatively narrow section of the path, it may be appropriate to reposition the proposed barrier slightly further north where the path is less constrained.

5.12.3   Promotion of this measure with key user groups following a consultation process is recommended.

Table 5-22: Barrier 11 - Potential Alternative Solutions

Tudalen 135

5.13 Barrier 12

Barrier Reference	Location
12	Approximately 50m south-east of Ferry Lane

Barrier Type: Chicane Barrier

Description:

5.13.1   Barrier 12 is a chicane barrier located approximately 70m to the south-east of Ferry Lane. The barrier is an access control measure but also appears to serve a purpose as a speed control measure for users approaching a sharp bend in the path on the approach to Ferry Lane. At a point approximately 20m to the west of Barrier 12 the WCP narrows to approximately 1.6m in width, and therefore there is no potential for cars or larger vehicles to gain access to this section of the WCP from Ferry Lane.

Tudalen 136

Table 5-23: Barrier 12 - Appraisal

			Comment
Height (mm)	1,200		
Minimum Opening Width (mm)	1,200		
Barrier width (mm)	1,500		
Depth between barriers (mm)	1,200		
Gap to side of barrier	No		Barrier abutted by walls on both sides.
Total path width (mm)	3,000		
Compliance with Sustrans Design Guidance?	No		Minimum clearance width below minimum standard of 1.5m, and depth between barriers is below desirable minimum standard of 3.0m.
Compliance with Equality Act?	Yes		

Legal User Types		Comment	Illegal User Types		Comment
Pedestrian	✓		Dirt / Motocross Bikes	✓	
Bicycle	✓		Motorcycle	✓	
Wheelchair	✓		Moped	✓	
Pushchair	✓		Car	✗	
Double pushchair	✓		Electric Scooter	✓	
Class 2 mobility scooter	✓		Quad Bike	✗	
Class 3 mobility scooter	✓		Mini Quad Bike	✓	
Hand Cycle	✓				
Recumbent Cycle	✓				
Cargo Bike	✓				
Bicycle with Trailer	✓				
Bicycle with Towed Child Bicycle	✓				
Electric Bicycle	✓				
Emergency & Maintenance Vehicles	✗				

Tudalen 137

Potential Alternative Solutions

Table 5-24: Barrier 12 - Potential Alternative Solutions

Alternative Solution	Feasible?	Comment
Radar Key Gated A Frame Barrier	Yes	Would reduce permeability for legitimate users who do not hold radar key (when gates closed). Potential to allow maintenance / emergency vehicle access, however the limited path width to west of barrier likely to prohibit their access.
Staggered Gates	Yes	Level of permeability for both legal and illegal vehicle types would remain as existing. Would allow maintenance / emergency vehicle access, however the limited path width to west of barrier likely to prohibit their access.
Adjustable A Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression.
K Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression.
Bollard	Yes	Would allow accessibility by all legitimate users, but would provide less effective illegal ingress solution.
Removal of access control	Yes	Would allow accessibility by all legitimate users. Would not physically prevent moped, motorcycle or car ingression. Greater level of police enforcement required.

Recommendation:

5.13.2 It is recommended that the existing chicane barrier in this location be replaced by a staggered gates solution in order to improve the existing level of accessibility for legal users, (if constructed with the recommended 3.0m setback distance) whilst maintaining the same level of restriction to illegal vehicle users.

5.13.3 The gates would allow access to emergency and maintenance vehicles where required (although it is noted that the narrow path width immediately to the west of the barrier would exclude such vehicles from passing to the west of this position). The staggered gates will also act as a psychological barrier against illegal vehicle ingression, and could be a potential aesthetic upgrade.

5.13.4 The existing barrier serves as an important speed control measure in the interest of user safety given the limited visibility and potential high speeds on the approach to a bend. It is important that a speed calming feature remains in place in this position.

Tudalen 138

5.14 Barrier 13

Barrier Reference	Location
13	South side of Higher Saltney Ferry Footbridge – approx. 50m north of B5129

Barrier Type: Fixed A Frame Barrier adjacent to Gate

Description:

5.14.1   Barrier 13 is a fixed A frame barrier located at the southern end of the Higher Saltney Ferry Footbridge at a point approximately 50m to the north of the B5129. The barrier acts as both an access and speed control measure at a point where the WCP meets the footbridge and the access to the B5129.

5.14.2   A gate sufficiently wide to enable vehicular access is located immediately adjacent to the A Frame Barrier, however at the time the site visit was undertaken, the gate was locked closed with a padlock.

5.14.3   It is our understanding that the barrier and gate were initially installed on behalf of the Environment Agency Wales (now Natural Resources Wales) as an access control measure which enables access when required for maintenance vehicles.

Tudalen 139

Table 5-25: Barrier 13 - Appraisal

			Comment
Height (mm)	1,470		
Clearance Width Top (mm)	350		
Clearance Width Bottom (mm)	1,000		
Gap to side of barrier	No		Abutted by fencing on both sides.
Total path width (mm)	4,750		
Compliance with Sustrans Design Guidance?	No		Minimum clearance width is below 1.5m.
Compliance with Equality Act?	No		Has the potential to disadvantage disabled users.

Legal User Types		Comment	Illegal User Types		Comment
Pedestrian	✓		Dirt / Motocross Bikes	✗	
Bicycle	✓	Large bicycles unable to pass through without dismounting.	Motorcycle	✗	
Wheelchair	✓		Moped	✓	
Pushchair	✓		Car	✗	
Double pushchair	✗		Electric Scooter	✓	
Class 2 mobility scooter	✓		Quad Bike	✗	
Class 3 mobility scooter	✗		Mini Quad Bike	✓	
Hand Cycle	✗				
Recumbent Cycle	✗				
Cargo Bike	✗				
Bicycle with Trailer	✗				
Bicycle with Towed Child Bicycle	✓				
Electric Bicycle	✓				
Emergency & Maintenance Vehicles	✓				

Tudalen 140

Potential Alternative Solutions

Table 5-26: Barrier 13 - Potential Alternative Solutions

Alternative Solution	Feasible?	Comment
Radar Key Gated A Frame Barrier	Yes	Gated radar lock system has the potential to enhance legitimate user permeability. Better solution may be to convert existing gate to radar lock system (subject to NRW approval).
Staggered Gates	Yes	Would allow accessibility by all legitimate users, but less effective at restricting illegal vehicle access. Potential aesthetic upgrade compared to existing barrier. Would require removal of existing gate.
Adjustable A Frame	Yes (not recommended)	Would not significantly improve accessibility for all legitimate users or increase resilience against illegal vehicle ingress. Would not allow access for maintenance / emergency vehicles. Would require removal of existing gate.
K Frame	Yes (not recommended)	Would not significantly improve accessibility for all legitimate users or increase resilience against illegal vehicle ingress. Would not allow access for maintenance / emergency vehicles. Would require removal of existing gate.
Bollard	Yes	Would allow accessibility by all legitimate users, but would provide less effective illegal ingress solution. Would require removal of existing gate.
Removal of access control	Yes	Would allow accessibility by all legitimate users. Would not physically prevent moped, motorcycle or car ingression. Greater level of police enforcement required.

Recommendation:

5.14.4   As the most cost effective solution, it is recommended that the existing A Frame barrier is retained, but that the adjacent gate is upgraded to work with radar locks, which would enable key holders the ability to open the gate when they are unable to pass through the A Frame barrier. However, the feasibility of this solution would need to be explored through liaison with Natural Resources Wales, and their access to the study area would need to be retained by any solution.

Tudalen 141

5.15 Barrier 14

Barrier Reference	Location
14	South side of Higher Saltney Ferry Footbridge – approx. 50m north of B5129
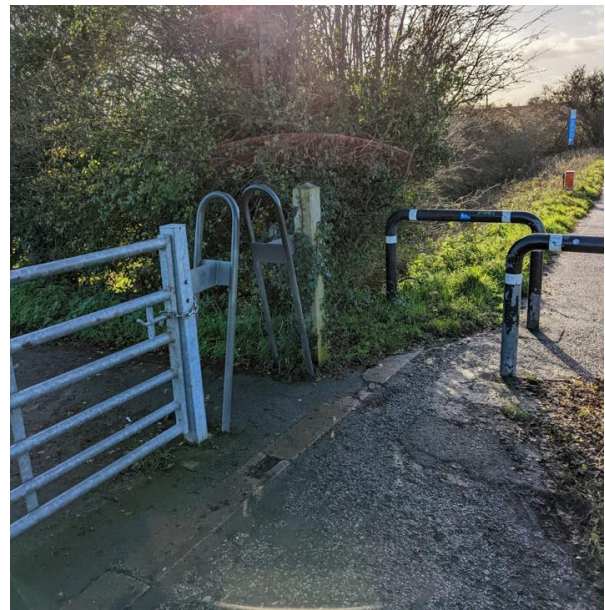
Barrier Type: Chicane Barrier

Description:

5.15.1   Barrier 14 is a chicane barrier located at the southern end of the Higher Saltney Ferry Footbridge at a point approximately 50m to the north of the B5129. The barrier acts as both an access and speed control measure at a point where the WCP meets the footbridge and the access to the B5129.

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Table 5-27: Barrier 14 - Appraisal

		Comment
Height (mm)	1,100	
Minimum Opening Width (mm)	1,100	
Barrier width (mm)	1,300	
Depth between barriers (mm)	1,300	
Gap to side of barrier	No	Barrier abutted by fences on both sides.
Total path width (mm)	2,650	
Compliance with Sustrans Design Guidance?	No	Minimum clearance width below minimum standard of 1.5m, and depth between barriers is below desirable minimum standard of 3.0m.
Compliance with Equality Act?	Yes	

Legal User Types		Comment	Illegal User Types		Comment
Pedestrian	✔		Dirt / Motocross Bikes	✔	
Bicycle	✔		Motorcycle	✔	
Wheelchair	✔		Moped	✔	
Pushchair	✔		Car	✘	
Double pushchair	✔		Electric Scooter	✔	
Class 2 mobility scooter	✔		Quad Bike	✘	
Class 3 mobility scooter	✔		Mini Quad Bike	✔	
Hand Cycle	✔				
Recumbent Cycle	✔				
Cargo Bike	✔				
Bicycle with Trailer	✔				
Bicycle with Towed Child Bicycle	✔				
Electric Bicycle	✔				
Emergency & Maintenance Vehicles	✘				

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Potential Alternative Solutions

Table 5-28: Barrier 14 - Potential Alternative Solutions

Alternative Solution	Feasible?	Comment
Radar Key Gated A Frame Barrier	Yes	Would reduce permeability for legitimate users who do not hold radar key (when gates closed). Potential to allow maintenance / emergency vehicle access.
Staggered Gates	Yes	Level of permeability for both legal and illegal vehicle types would remain as existing. Would allow maintenance / emergency vehicle access.
Adjustable A Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression.
K Frame	Yes (not recommended)	Not compliant with ATW & Sustrans guidance. Would not improve accessibility for all legitimate users & would not physically prevent moped / motorcycle ingression.
Bollard	Yes	Would allow accessibility by all legitimate users, but would provide less effective illegal ingress solution.
Removal of access control	Yes	Would allow accessibility by all legitimate users. Would not physically prevent moped, motorcycle or car ingression. Greater level of police enforcement required.

Recommendation:

5.15.2   It is recommended that the existing chicane barrier is replaced by a staggered gates solution. This would provide the same level of permeability for legitimate users, and would allow maintenance and emergency vehicle access to the path whilst still blocking access for other vehicles.

5.15.3   The proposed access control measure could be located slightly further to the south when compared to the existing solution in order to increase separation from the existing infrastructure in place at the end of the footbridge so as to reduce clutter in that location whilst maintaining a level of access control.

Tudalen 144

6 Summary of Recommendations & Recommended Next Steps

6.1 Recommendation Summary Table

6.1.1 Table 6-1 below provides a summary of the recommendations made within the report, which are also shown on Plans 3 & 4 in Appendix A.

Table 6-1: Summary of Recommendations

Barrier Reference	Existing Barrier Type	Recommendation	Recommended Solution
1	Gated A Frame	Upgrade Existing Access Control Measure	Gated A Frame Barrier with Radar Lock Capability
2	Chicane	Replace Access Control Measure with Alternative Solution	Staggered Gates
3	Chicane	Replace Access Control Measure with Alternative Solution	Staggered Gates
4	Chicane	Replace Access Control Measure with Alternative Solution	Staggered Gates
5	Gated A Frame	Upgrade Existing Access Control Measure	Gated A Frame Barrier with Radar Lock Capability
6	Chicane	Replace Access Control Measure with Alternative Solution	Staggered Gates
7	Chicane	Replace Access Control Measure with Alternative Solution	Staggered Gates
8	Chicane	Replace Access Control Measure with Alternative Solution	Staggered Gates
9	Fixed A Frame	Upgrade Existing Access Control Measure	Gated A Frame Barrier with Radar Lock Capability
10	Chicane	Replace Access Control Measure with Alternative Solution	Staggered Gates
11	Fixed A Frame	Upgrade Existing Access Control Measure	Gated A Frame Barrier with Radar Lock Capability
12	Chicane	Replace Access Control Measure with Alternative Solution	Staggered Gates
13	Fixed A Frame / Vehicle Gate	Retain / Upgrade Existing Access Control Measure	Retain existing A Frame Barrier & fit adjacent vehicle gate with Radar Lock Capability (subject to necessary approvals)
14	Chicane	Replace Access Control Measure with Alternative Solution	Staggered Gates

Tudalen 145

Pell Frischmann

6.2   Recommended Next Steps

6.2.1   It is anticipated that following further discussions regarding the recommendations of this report with FCC officers, a wide-ranging consultation exercise will be undertaken with key stakeholders.

6.2.2   PF will be guided by FCC with regard to the consultation process, but will assist FCC officers with the delivery and organisation of that consultation exercise.

6.2.3   Following the consultation process, any comments from key stakeholders will be addressed and if suitable, used to refine the recommendations made in this report. Following this, it is anticipated that the recommended changes will be agreed with FCC, with a view to those changes being implemented within the study area in the near future.

6.2   Recommended Next Steps

Tudalen 146

Pell Frischmann

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Key

◆ Chicane

● Gated A Frame Barrier

● Fixed A Frame Barrier

— Study Area

0   50   100 m

Plan 1 - Existing Access Control Measures
(Garden City Area)
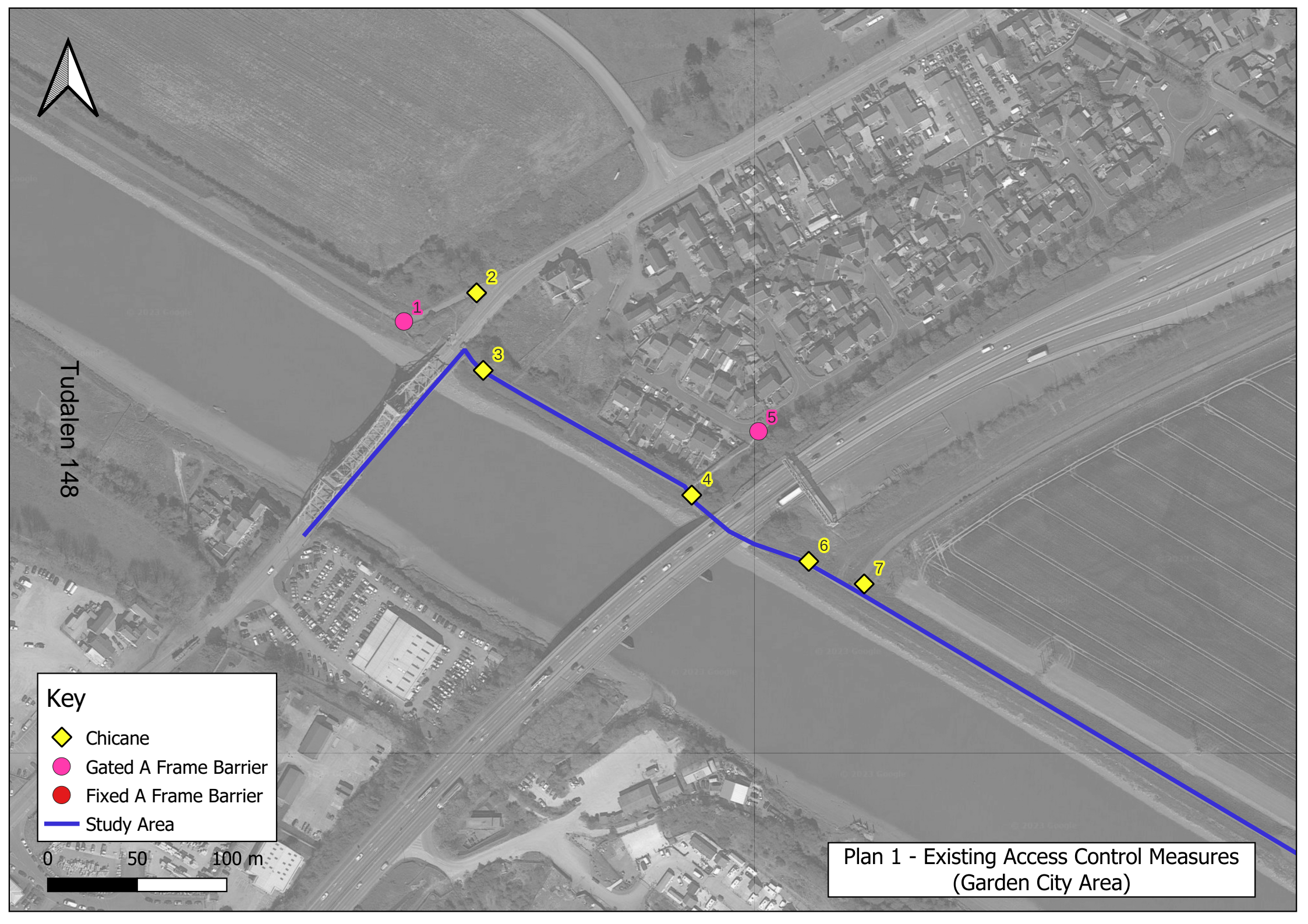
Key

◇ Chicane
● Gated A Frame Barrier
● Fixed A Frame Barrier
— Study Area

0   50   100 m

Tudalen 149

Plan 2 - Existing Access Control Measures
(Higher Saltney Ferry Area)

Key

- 🟦 Upgrade Existing Gate to Incorporate Radar Lock Capability
- 🔺 Convert to Staggered Gates
- 🟩 Upgrade to Gated A Frame Barrier with Radar Lock Capability
- ▬ Study Area

Tudalen 150

Plan 3 - Recommended Access Control Measures (Garden City Area)

0   50   100 m

Key

🟦 Upgrade Existing Gate to Incorporate Radar Lock Capability

🔺 Convert to Staggered Gates

🟩 Upgrade to Gated A Frame Barrier with Radar Lock Capability

━━ Study Area

Tudalen 151

Plan 4 - Recommended Access Control
Measures (Higher Saltney Ferry Area)

0   50   100 m

Mae'r dudalen hon yn wag yn bwrpasol

CYNGOR Sir y Fflint Flintshire COUNTY COUNCIL

ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY COMMITTEE

Date of Meeting	Tuesday 11th July, 2023
Report Subject	End of Year Performance Monitoring Report
Cabinet Member	Deputy Leader of the Council and Cabinet Member for Streetscene and the Regional Transport Strategy; Cabinet Member for Climate Change and Economy; and Cabinet Member for Planning, Public Health and Public Protection
Report Author	Chief Officer (Planning, Environment and Economy); and Chief Officer (Streetscene and Transportation)
Type of Report	Strategic

EXECUTIVE SUMMARY

The Council Plan 2022/23 was adopted by the Council in July 2022. This report presents a summary of performance of progress against the Council Plan priorities identified for 2022-23 at year end (Q4) position relevant to the Environment & Economy Overview & Scrutiny Committee.

This out-turn report for the Council Plan 2022/23 shows 78% of activities are making good progress. 61% of the performance indicators have met or exceeded their targets, 11% are being closely monitored and 25% are currently not meeting target.

This report is an exception-based report and concentrates on those areas of performance which are not currently achieving their target.

RECOMMENDATIONS	
1.	To support the levels of progress and have confidence in the achievement of priorities as detailed within the Council Plan 2022/23.
2.	To support overall performance against Council Plan 2022/23 performance indicators/measures.

3.	To be assured by explanations given for those areas of underperformance.

REPORT DETAILS

1.00	**EXPLAINING THE PERFORMANCE AT YEAR END 2022/2023**
1.01	The Council Plan End of Year Performance Report provides an explanation of the progress made towards the delivery of the priorities set out in the 2022/23 Council Plan. The narrative is supported by information on performance indicators and/or milestones.
1.02	This report is an exception-based report and concentrates on those areas of performance which are not currently achieving their target.
1.03	**Monitoring Activities** Each of the sub-priorities under each theme within the Plan have high level activities which are monitored over time. 'Progress' shows action against scheduled activity and is categorised as: • **RED**: Limited Progress – delay in scheduled activity and not on track • **AMBER:** Satisfactory Progress – some delay in scheduled activity, but broadly on track • **GREEN:** Good Progress – activities completed on schedule and on track
1.04	In summary our overall progress against activities at year end was: **Progress RAG** • Good (green) progress was achieved in 78% (124) of activities • Satisfactory (amber) progress was achieved in 19% (31) of activities • Limited (red) progress was made in 3% (5) of activities
1.05	The activities which show a red RAG status for current performance against target relevant to the Environment & Economy Overview & Scrutiny Committee are: - **PRIORITY: GREEN SOCIETY AND ENVIRONMENT** Sub Priority: Circular Economy *Achieving Welsh Government recycling targets* While the statutory recycling target for 2022/23 is 64%, we aspire to meet the target of 70% ahead of 2024/25. Following the impact of the pandemic we had started seeing residual waste tonnages decrease closer to pre-pandemic levels, along with some recycling materials such as glass and food waste. This is improving our overall recycling performance in comparison to 2021/22; however, further improvement needs to be made to achieve national targets (64% 2021/22 and 70% 2024/25) as the current waste strategy is not supporting this. A review of the Waste Strategy is currently ongoing as recent compositional analysis of the residual waste bins shows that a high proportion of waste put in them could be collected via the weekly recycling service. Residents of Flintshire have been asked to support the Council in achieving

	these targets by making use of the recycling containers provided. Evaluation of any improvement will be reviewed in September 2023.
	Sub Priority: Circular Economy ***Developing and extending the Standard Yard Waste and Recycling Transfer Station*** The project to redevelop the Standard Yard materials recovery facility (MRF) in Buckley is ongoing and currently subject to review following a recent tendering exercise to procure the construction of the facility. Due to the commercial sensitivities around the tenders, the details of the procurement exercise cannot be shared publicly. However, there are a number of national issues in the construction industry, which are impacting the project, including supply chain delays and shortages, costs of materials, inflation costs and energy prices. Additionally, and although planning consent for the site was granted over 12 months ago, there are also still a number of outstanding matters to resolve with the site in relation to environmental permitting, utilities, SUDS (Sustainable Drainage Systems), and legal traffic regulation orders, all of which are likely to take some time to resolve. The review will involve an independent assessment of the options available to the Council for future operational depots and examine all aspects of the project, including technical, economic, financial, legal, and environmental considerations. In the meantime, arrangements are in place with a third-party contractor to provide a bulking and storage facility for the local authority for recyclable material and material recovery. **PRIORITY: ECONOMY** **Sub Priority: Business** ***Supporting small and/or local businesses to engage with public sector procurement opportunities*** Opportunities to deliver supply chain events did not present themselves during 2022/23. However, the planning and development of the supply chain and social responsibility events are progressing well with Flintshire County Council capital works and Theatr Clwyd to deliver a series of 'Meet the Buyer' sessions in 2023/24.
1.06	**Monitoring our Performance** Analysis of performance against the performance indicators is undertaken using the RAG status. This is defined as: **RED** - under-performance against target. **AMBER** - where improvement may have been made but performance has missed the target. **GREEN** - positive performance against target.
1.07	Analysis of the end of year performance against the targets set for 2022/23 shows the following: 68 (61%) measures have a green RAG status 12 (11%) measures have an amber RAG status 28 (25%) measures have a red RAG status

	• 3 (3%) measures have not been fully updated for End of Year (Q4)
1.08	The performance indicators (PIs) /measures which show a red RAG status for performance against the target set for 2022/23, relevant to the Environment & Economy OSC are:-

PRIORITY: GREEN SOCIETY AND ENVIRONMENT
<u>**Sub Priority: Carbon Neutrality / Renewable Energy**</u>
Council greenhouse gas emissions
As detailed in the Climate Change Programme Progress Report, all emissions targets were exceeded except supply chain which saw a fair increase due to the rise in cost of goods and services. This has skewed the progress made to reduce emissions over this financial year and does not give a clear picture of the progress made within other areas of the decarbonisation programme. Work is being carried out over 2023 to better understand our emissions from supply chain.

<u>**Sub Priority: Active and Sustainable Travel Options**</u>
Develop a multi-modal transport hub at Garden City
The ability to progress the Garden City bus interchange has been prohibited due to time constraints within the grant conditions, along with the lack of progression relating to the 'Bus Only' link and land purchase. This resulted in the funding having to be returned to Welsh Government, however the funding to complete the land purchase has verbally been agreed to be carried forward.

<u>**Sub Priority: Circular Economy**</u>
Percentage of waste reused, recycled, or composted
Our overall recycling performance for Q4 has reduced since Q3 due to the reduced tonnage of waste streams such as garden waste which decreases during the winter months. The figure reported is the estimated year end recycling performance. Data will be submitted to Welsh Government for validation.

Following a second stage waste compositional analysis work completed in Q3 it has been identified that over 50% of waste in the residual bin is recyclable waste, with 30% being food waste. Due to this we are not able to achieve the national statutory target of 64% and are not on target to meet 70% by 2024/25. The Council's Waste Strategy is currently under review with the decision of implementing the most effective intervention of restricting the amount of residual waste permitted to be disposed of per week deferred to a later date.

Average recycling rate across Household Recycling Centres (HRCs)
Q4 recycling performance across HRCs has gone below 80% due to the reduced tonnages of garden waste and DIY materials which are typically higher during the spring and summer months. The overall recycling performance across the sites remains above 80% when calculated for the whole year.

PRIORITY: ECONOMY
<u>**Sub Priority: Transport connectivity**</u> |

| | *Number of bus quality partnerships on the core network*
The ongoing development of the Quality Bus Partnership has been put on hold. Transport For Wales are undertaking a Network review across North Wales and whilst the initial report was due in May 2021 this piece of work is delayed due to the consultation of the white paper produced by Welsh Government. This white paper sets out proposals for public transport bus services to better plan and grow the bus network. This will ensure it meets public needs, maximise the value we get for our investment in bus services and break our reliance on private cars.

Sub Priority: Reducing worklessness
Number of individuals entering employment, learning, or volunteering
Into employment figures have remained below target in the final quarter but consistent with the previous quarter. Client engagement has begun to improve between January and March and the uptake in training and pathways has slowly started to improve, meaning that there has been a shift of people moving closer towards the labour market. There does, however, remain a cohort of clients who continue to require a great amount of support with their confidence and anxieties. These clients will continue to be supported with confidence building, volunteering, and employability skills courses to help them move forward. Going forward into the new CFW+ (Communities for Work Plus) programme, large scale job fairs and local recruitment events are planned to bring the labour market opportunities direct to the people of Flintshire with opportunities in their locality.

Number of individuals receiving support
50 individuals received support from the C4W (Communities for Work) programme and were assigned an employment mentor. Referrals have continued to filter through from Youth Justice, Social and Children's Services. Plans to engage with family liaison workers in school establishments have started with a pilot in Ysgol Gwynedd in Flint. Engagements are picking up slowly after the COVID pandemic and workshops have now been developed for confidence building and interview skills, working with Theatr Clwyd to enable individuals on their journey into employment. |

2.00	RESOURCE IMPLICATIONS
2.01	There are no specific resource implications for this report.

3.00	IMPACT ASSESSMENT AND RISK MANAGEMENT
3.01	**Ways of Working (Sustainable Development) Principles Impact**

Long-term	Throughout the End of Year Monitoring Report there are demonstrable actions and activities which relate to all the Sustainable Development Principles. Specific case studies will be included in the Annual Performance Report for 2022/23.
Prevention	
Integration	
Collaboration	
Involvement	

Well-being Goals Impact

Prosperous Wales Resilient Wales Healthier Wales More equal Wales Cohesive Wales Vibrant Wales Globally responsible Wales	Throughout the End of Year Monitoring Report there is evidence of alignment with the Well-being Goals. Specific strategic and policy reports include impact and risk assessments.

Council's Well-being Objectives

The Council undertook a review of its Well-being Objectives during the development of the Council Plan. The updated set of Well-being Objectives are a more focused set of six. The Well-being Objectives identified have associated priorities for which they resonate. See the full list below.

Priority	Well-being Objective
Poverty	Protecting people from poverty by supporting them to meet their basic needs
Affordable and Accessible Housing	Housing in Flintshire meeting the needs of our residents and supporting safer communities
Green Society and Environment	Limiting the impact of the Council's services on the natural environment and supporting the wider communities of Flintshire to reduce their own carbon footprint
Economy	Enabling a sustainable economic recovery and growth
Personal and Community Well-being	Supporting people in need to live as well as they can
Education and Skills	Enabling and Supporting Learning Communities

4.00	CONSULTATIONS REQUIRED / CARRIED OUT
4.01	The actions/measures detailed within the Council Plan are monitored by the respective Overview and Scrutiny Committees according to the priority area of interest.
4.02	Chief Officers and Senior Managers have contributed towards reporting of relevant information.

5.00	APPENDICES
5.01	Appendix 1 - Council Plan 2022-23 End of Year Performance Monitoring Report.

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	Council Plan 2022/23.

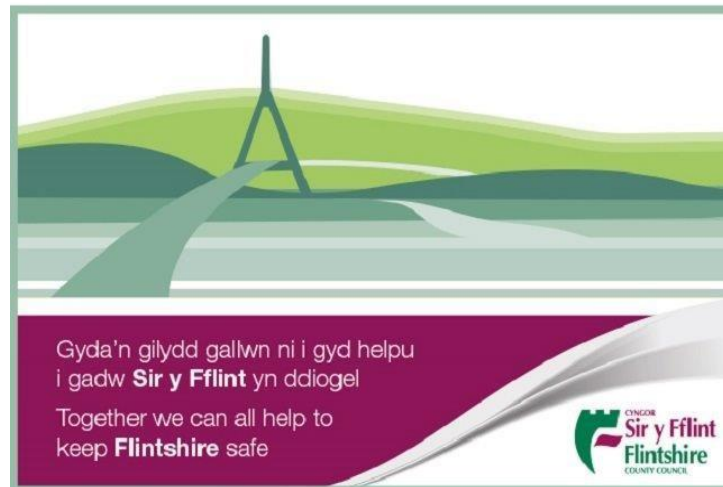| 7.00	CONTACT OFFICER DETAILS
7.01	**Contact Officer:** Margaret Parry-Jones, Overview & Scrutiny Facilitator **Telephone:** 01352 702427 **E-mail:** Margaret.parry-jones@flintshire.gov.uk

8.00	GLOSSARY OF TERMS
8.01	**Council Plan:** the document which sets out the annual priorities of the Council. It is a requirement of the Local Government and Elections (Wales) Act 2021 for organisations to 'set out any actions to increase the extent to which the council is meeting the performance requirements.' Plans for organisations should be robust; be clear on where it wants to go; and how it will get there. **An explanation of the report headings** **Measures (Key Performance Indicators - KPIs)** **Actual (YTD)** – the year-to-date performance identified i.e. by numbers, percentages, etc **Target (YTD)** – The target for the year to date which is set at the beginning of the year. **Current RAG Rating** – This measures performance for the year against the target. It is automatically generated according to the data. • **Red** = a position of under performance against target • **Amber** = a mid-position where improvement may have been made but performance has missed the target; and • **Green** = a position of positive performance against the target.

Mae'r dudalen hon yn wag yn bwrpasol

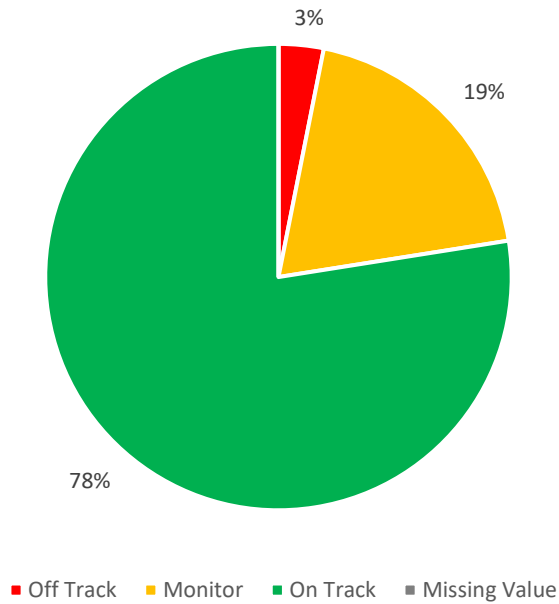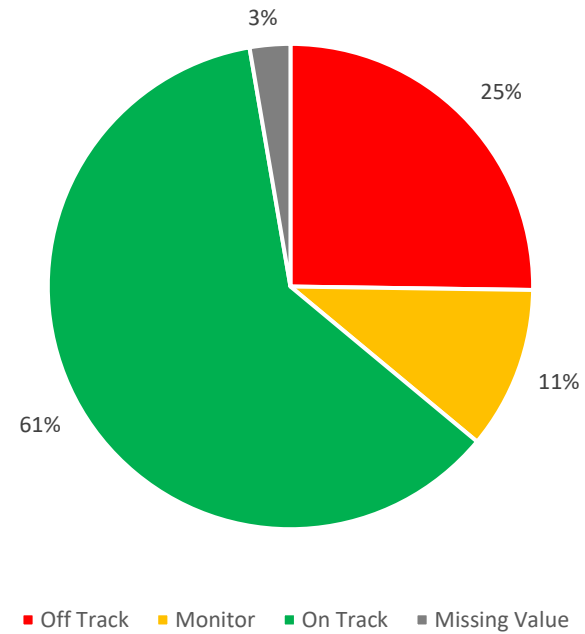# Council Plan End of Year Performance Monitoring Report 2022/23

Analysis

Council Plan - Action RAG Status

3%

19%

78%

■ Off Track ■ Monitor ■ On Track ■ Missing Value

Council Plan - Measure RAG Status

3%

25%

11%

61%

■ Off Track ■ Monitor ■ On Track ■ Missing Value

Key

▲ Red: Limited Progress – delay in scheduled activity and, not on track.

● Amber: Satisfactory Progress – some delay in scheduled activity, but broadly on track.

★ Green: Good Progress – activities completed on schedule and on track.

◆ Grey: Not Reported / Part Reported

Green Society and Environment

Green Society and Environment Overall Performance

Green Society and Environment - Action RAG Status

0%   8%

31%

61%

■ Off Track   ■ Monitor   ■ On Track   ■ Missing Value
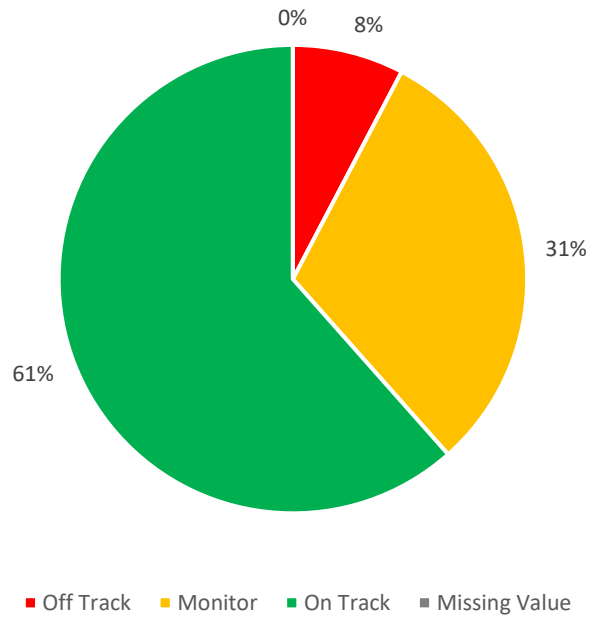
Green Society and Environment - Measure RAG Status

45%

55%

■ Off Track   ■ Monitor   ■ On Track   ■ Missing Value

Tudalen 164
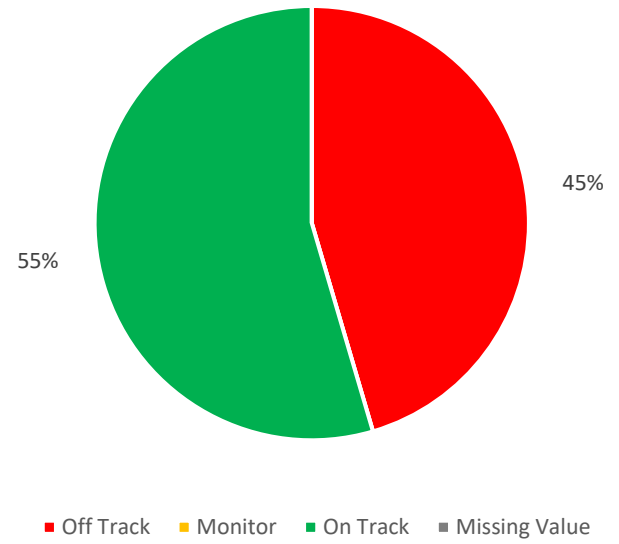
Carbon Neutrality 2022/23

Action	Percentage Complete	RAG	Comment
Developing plans towards net zero carbon for our assets in line with Welsh Government guidance	100%	✔	Non-domestic Energy team continue to build plans and business cases for building assets to improve energy efficiency and further reduce carbon emissions.
Gathering information on annual Council greenhouse gas emissions to submit to Welsh Government and the Carbon Programme Board	100%	✔	Data has been submitted to Welsh Government, and the latest progress report has been presented to Climate Change Committee, Governance & Audit Committee, Environment & Economy Overview & Scrutiny Committee and Cabinet.
Reviewing the procurement policy to reduce greenhouse gas emissions from suppliers	60%	★	A draft procurement policy to map ambitions from 2023 to 2027 is scheduled for Cabinet approval in Q1 of 2023/24. Contained with the new procurement policy is a key objective for Procurement to work with contractors, partners and service providers to support them to reduce their carbon footprint and to become carbon neutral by 2030. To ensure carbon reduction is embedded into future Procurements, a new role has been created in the Procurement service to lead on carbon reduction. The vacancy is currently being advertised.
Working with Flintshire's leisure and culture trust partners to reduce carbon emissions	100%	✔	Partners are involved in relevant Climate Change Programme Working groups. Meetings have been scheduled with both Aura and Newydd to calculate carbon footprints and develop carbon reduction plans.

Tudalen 165

Carbon Neutrality 2022/23

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CPE004M	Council Greenhouse gas emissions	44,980.00	36,960.00		36,960 / 44,980.00	.

As detailed in the Climate change programme progress report, all emissions targets were exceeded except supply chain which saw an increase due to the rise in cost of goods and services. This has skewed the progress made to reduce emissions over this financial year and does not give a clear picture of the progress made within other areas of the decarbonisation programme. Work is being carried out over 2023 to better understand our emissions from supply chain.

Tudalen 166

Climate Change and Adaption 2022/23

Action	Percentage Complete	RAG	Comment
Assessing the feasibility of schemes within land assets for resisting flood and drought while enhancing biodiversity and increasing carbon storage	60%	★	Non-domestic Energy team continue to build plans and business cases for building assets to improve energy efficiency and further reduce carbon emissions.
Carrying out flood investigations and alleviation works where appropriate	50%	●	First phase reports have been received on both of the flood investigation priority projects and these will inform the scoping and commissioni9ng of the next phases.
Reviewing the Council's Flood Risk Management Strategy	25%	●	Welsh Government have confirmed that the deadline for updating Flood Risk Management Strategies has been put back to spring 2024. Consultants Waterco have been commissioned to assist the Council in producing its strategy, and the scoping meeting took place on 20.04.23. An initial engagement plan will be put together to gain insights into the flood risk priorities to be addressed through the strategy, involving workshops with Members and key stakeholders
Reviewing the Council's Strategic Flood Consequences Assessment	95%	●	Further consultation on revisions to Technical Advice Note 15 (TAN15) Development and Flood Risk have resulted in the need to review the draft SFCA already produced to see if there is any further implications or work required. Consultation comments on the latest changes to the TAN were submitted to Welsh Government on 17th March 2023, following consideration of the comments at the Planning Strategy Group. Final consideration will be given to the draft SFCA prior to its finalisation and submission to Welsh Government

Tudalen 167

Fleet Strategy 2022/23

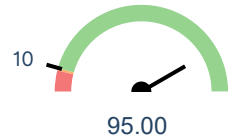| Action	Percentage Complete	RAG	Comment
Converting the authority's fleet to electric and alternative fuels (hydrogen etc)	10%	★	We continue to explore the feasibility of the electric vehicle charging infrastructure across our assets. Further to the 2 EV buses already delivered, and the 2 EV recycling vehicles that are due imminently, we have recently taken delivery of 3 medium-sized electric cars which have been deployed to children's services. The service area has subsequently requested a further 3 additional vehicles to support their service. The fleet workshop team are due to complete EV/HYBRID vehicle Maintenance courses which will be delivered locally by Deeside college.

Tudalen 168

Fleet Strategy 2022/23

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CST001M	Introduce electric vehicles into the recycling fleet	5.00	2.00			

Further to the 2 EV buses already delivered, and the 2 EV recycling vehicles that are due imminently, we have recently taken delivery of 3 medium-sized electric cars which have been deployed to Children's Services. The service area has subsequently requested a further 3 additional vehicles to support their service. The fleet workshop team are due to complete EV/HYBRID Vehicle Maintenance courses which will be delivered locally by Deeside college.

Tudalen 169

Green Environment 2022/23

Action	Percentage Complete	RAG	Comment
Delivering an increase in canopy cover as part of the Urban Tree and Woodland Plan	100%	✔	Progressing well against key objectives in the plan with 22/23 targets met: Tree planting: 118 standard trees and 2482 whips (creating over 500m of new hedgerows) across 16 sites in Flintshire
Delivery of green infrastructure projects under the Local Places for Nature grant funding stream	100%	✔	All grant aided targets under the local places for nature scheme have been delivered. Over £500k of funding applied for and delivered with a total of 95 GI (Green Infrastructure) interventions with wildflower sites and tree sites combined.
Enhancing the natural environment through the delivery of the Section 6 Environment Act Wales biodiversity duty	100%	✔	The 2022/23 actions within the Section 6 Plan were delivered. Highlights include: • Greener development conference hosted in November 2022 with approximately 150 delegates • Approximately 30 Flintshire County Council members attended a biodiversity training session in January 2023 • 79 new wildflower sites created spring 2023 which equates to 3.9Ha • 3 Town Centre Green Infrastructure Masterplans were developed • Collaboration with 17 schools for biodiversity improvements • Flintshire swift recovery project: a total of 126 nest chambers were erected • A total of 95 Green Infrastructure (GI) interventions with wildflower sites and tree sites combined • Conservation grazing enabled at Bettisfied, Greenfield valley • Community growing space created, 2 Ponds restored. • Habitat management works 5 + sites

Tudalen 170

Green Environment 2022/23						
Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CPE005M	Number of Green infrastructure improvement projects and planting	95.00	10.00		10 95.00	

95 GI intervention projects completed

Tudalen 171

Green Access 2022/23

Action	Percentage Complete	RAG	Comment
Delivering the Rights of Way Improvement Plan with a focus to ensure improved access for all and the promotions of Walking for Health	100%	✔	All targets for 2022/23 have been delivered. Key highlights include: • Delivered the WG Access Improvement Grant - £64K. Completed 3,000 sqm of surface improvements • Supported the Ramblers Association Cymru and their Path for People Project to work with Llanfynydd local community to improve their local path network and environment • Improved the Rural Walks booklet with new accessible routes • Intergenerational/educational walks with Mountain Lane C.P. School undertaken • Achieved the target of 5 LEMO's (Legal Event Modification Orders) for 2022/23 in the Annual Delivery Plan • 77 New Footpath signs were installed on the roadside over the last 12 months • 33 new kissing gates installed as part of the Access Improvement Grant • 704 issues resolved in 2022/23, a 59% increase on 2021/22
Exploring opportunities to develop the Flintshire Coast Park through the production of a scoping study	100%	✔	Scoping study has been completed and was reported to Cabinet in November 2022.

Green Access 2022/23

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CPE006M	Completion of the Coast park Scoping Study	100.00	100.00		100.00	
Completed study and reported to Cabinet in Nov 22						
CPE007M	Number of Kissing Gates and barriers removed from Public Rights of Way	33.00	30.00		33.00	
Completed 33 kissing gate installations and resolved 704 issues on the network						
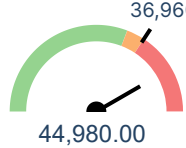
Tudalen 173

Renewable Energy 2022/23

Action	Percentage Complete	RAG	Comment
Agreeing appropriate investment strategy for future renewable energy developments	40%	🟠	Welsh Government Energy Service have provided guidance on next step renewable energy schemes on our land assets. The feasibility of these needs to be assessed on a site-by-site basis in conjunction with the Capital Works programme. Resource to progress and manage this has been approved within MTFS (Medium Term Financial Strategy) and a vacancy business case is being developed to progress this action within 2023.
Assessing the feasibility of renewable energy and land assets and link to wider carbon ambitions	40%	🟠	Welsh Government Energy Service have provided guidance on next step renewable energy schemes on our land assets. The feasibility of these needs to be assessed on a site-by-site basis in conjunction with the Capital Works programme. Resource to progress and manage this has been approved within MTFS (Medium Term Financial Strategy) and a vacancy business case is being developed to progress this action within 2023.

Renewable Energy 2022/23

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CPE004M	Council Greenhouse gas emissions	44,980.00	36,960.00		36,960 / 44,980.00	.

As detailed in the Climate change programme progress report, all emissions targets were exceeded except supply chain which saw an increase due to the rise in cost of goods and services. This has skewed the progress made to reduce emissions over this financial year and does not give a clear picture of the progress made within other areas of the decarbonisation programme. Work is being carried out over 2023 to better understand our emissions from supply chain.

Tudalen 175

Active and Sustainable Travel Options 2022/23

Action	Percentage Complete	RAG	Comment
Developing the County's electric car charging network	100%	✅	A total of four electric charge points have been installed on the recently constructed Park & Ride facility on Zone 2 Deeside Industrial Park. A further 17 publicly accessible charging points have now been implemented within nine Flintshire car parks. This work is now complete and charge points are fully operational. Welsh Government annual grant application submitted for purposes of identifying future economically viable sites - conformation of funding awaited. Completion of study will enable the Council to quantify funding required to expand strategic network of chargers.
Promoting active travel and further develop the Council's cycleway network	100%	✅	The Active Travel Core allocation has been fully spent and all the initiatives have now been delivered.
Promoting multi modal transport journeys and the development of strategic transport hubs	80%	🟠	Works to progress multi-modal transport projects have progressed throughout the year which incorporates a programme of Active Travel schemes, including the A550 Penyffordd to Hope shared use path, a shared use facility in the Wepre Ward of Connah's Quay, A further shared use facility in Buckley (linking into previously delivered Safer Routes Scheme) and a significant shared use facility along the A5104 Saltney. In addition, a number of feasibility studies have been completed to support future funding applications. The Active travel schemes and studies implemented calculate to £1.2million pounds of funding. Two electric bus vehicles have now been delivered and arrangements are currently being progressed for their use. Attempts to secure funding for the construction of Deeside Station have been unsuccessful, for the second time. Locations of strategic transport Hubs are currently being reviewed as part the Council's integrated transport strategy review. Consideration will also need to be given to the outcome of the ongoing Welsh Government Bus Reform.
Promoting the use of public transport through the further development of the Council's core bus network	75%	🟠	A number of improvement schemes have been undertaken aimed at improving journey times on the Council's Core Bus Network. Welsh Government funding has been secured this financial year to undertake further infrastructure improvements. The progression of a multi-modal transport infrastructure scheme from Queensferry roundabout to Shotton is currently underway. The '1 Bws' ticket has also been introduced in North Wales in partnership with Local Authorities, Operators and Transport for Wales (TfW). Viability of the Core Network has also been promoted via the introduction of Local Travel Arrangements (LTA's) and Flecsi Services.

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Active and Sustainable Travel Options 2022/23

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CST002M	Introduce Electric Charging points at key locations across the County	21.00	17.00	4.00	17 / 21.00	

A total of four electric charge points have been installed on the recently constructed Park & Ride facility on Zone 2 Deeside Industrial Park. A further 17 publicly accessible charging points have now been implemented within nine Flintshire car parks. This work is now complete and charge points are fully operational. Welsh Government annual grant application submitted for purposes of identifying future economically viable sites - conformation of funding awaited. Completion of study will enable the Council to quantify funding required to expand strategic network of chargers

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CST003M	Develop multi- modal transport hub at Garden City	0.00	1.00	0.00	1 / 0.00	

The ability to progress the Garden City bus interchange has been prohibited due to time constraints within the grant conditions, along with the lack of progression relating to the Bus Only link and land purchase. This resulted in the funding having to be returned to Welsh Government, however the funding to complete the land purchase has verbally been agreed to be carried forward.

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Circular Economy 2022/23

Action	Percentage Complete	RAG	Comment
Achieving Welsh Government recycling targets	75%	▲	While the statutory recycling target for 2022/23 is 64%, we aspire to meet the target of 70% ahead of 2024/25. Following the impact of the pandemic we had started seeing residual waste tonnages decrease closer to pre-pandemic levels, along with some recycling materials such as glass and food waste. This is improving our overall recycling performance in comparison to 2021/22; however, further improvement needs to be made to achieve national targets (64% 2021/22 & 70% 2024/25) as the current waste strategy is not supporting this. A review of the waste strategy is currently ongoing as recent compositional analysis of the residual waste bins shows that a high proportion of waste put in them could be collected via the weekly recycling service. Residents of Flintshire have been asked to support the Council in achieving these targets by making use of the recycling containers provided. Evaluation of any improvement will be reviewed in September 2023.
Developing and extending the Standard Yard Waste & Recycling Transfer Station	50%	▲	The project to redevelop the Standard Yard materials recovery facility (MRF) in Buckley is ongoing and currently subject to review following a recent tendering exercise to procure the construction of the facility. Due to the commercial sensitivities around the tenders, the details of the procurement exercise cannot be shared publicly. However, there are a number of national issues in the construction industry, which are impacting the project, including supply chain delays and shortages, costs of materials, inflation costs and energy prices. Additionally, and although planning consent for the site was granted over 12 months ago, there are also still a number of outstanding matters to resolve with the site in relation to environmental permitting, utilities, SUDS (Sustainable Drainage Systems), and legal traffic regulation orders, all of which are likely to take some time to resolve. The review will involve an independent assessment of the options available to the Council for future operational depots and examine all aspects of the project, including technical, economic, financial, legal, and environmental considerations. In the meantime, arrangements are in place with a third-party contractor to provide a bulking and storage facility for the local authority for recyclable material and material recovery.
Promoting the option to reuse and repair unwanted items at Household Recycling Centres by partnering with local Charities or social enterprises	25%	🟠	A funding bid to introduce a reuse initiative across all Household Recycling Centers was submitted to Welsh Government for Circular Economy Funding in June 2022 following an unsuccessful bid to the Landfill Tax Communities Fund. The outcome of that bid is still yet to be determined; however, working with Welsh Government colleagues we are hopeful of a positive outcome in 2022/23
Support and promote Re-Use and Repair initiatives in pertnership with Refurbs Flintshire	100%	✅	The Repair and Reuse Centre, with café, was successfully opened in 2021. Since that time the café has become well established with customer throughput increasing. A comprehensive programme of upcycling workshops, repair sessions and reuse initiatives are in place each month and are well attended. Further session such as developing IT skills and energy efficiency workshops have also taken place to further benefit the community. A designated webpage is being created on the councils' website to promote these, along with promotion via social media
Support local businesses in their efforts to reduce their carbon footprint and become more resource efficient	100%	✅	In partnership with FCC, Deeside Decarbonisation Forum delivered 5 network events throughout the year and engaged with 210 business delegates. The events are designed to share best practice within private sector decarbonisation work programmes and encourage business collaboration across Flintshire.

Tudalen 178

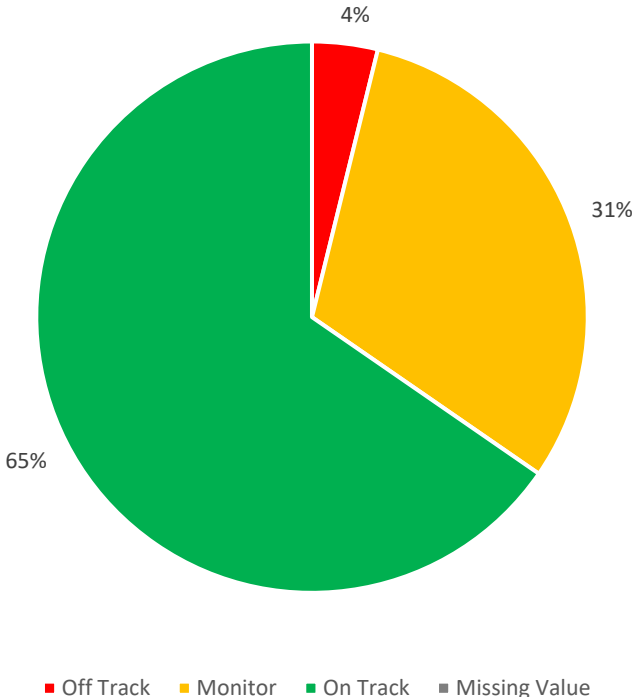| Action	Percentage Complete	RAG	Comment
Working in partnership, actively support and engage with community led groups by developing recycling initiatives	50%	⭐	Options are being developed to undertake a pilot scheme introducing a recycling initiative whereby if a specified community could improve their recycling performance, then the benefits seen, such as financial savings, would be invested back into community groups to develop environmental improvements. The service undertook a food waste minimisation campaign into the new year and supported the national 'Be Mighty, Recycle' food waste campaign, which is being extended with grant funding to increase awareness. A leaflet with the council tax bill went out in March informing residents of the 70% target for recycling to be achieved, along with the financial impacts if it is not.

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Circular Economy 2022/23

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CST004M	Percentage of waste reused, recycled or composted	60.00	70.00	62.00	70 / 60.00	

Our overall recycling performance for Q4 has reduced since Q3 due to the reduced tonnage of waste streams such as garden waste which decreases during the winter months. The figure reported is the estimated year end recycling performance. Data will be submitted to Welsh Government for validation.
Following a second stage waste compositional analysis work completed in Q3 it has been identified that over 50% of waste in the residual bin is recyclable waste, with 30% being food waste. Due to this we are not able to achieve the national statutory target of 64% and are not on target to meet 70% by 2024/25. The council's waste strategy is currently under review with the decision of implementing the most effective intervention of restricting the amount of residual waste permitted to be disposed of per week deferred to a later date.

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CST005M	Average Recycling rate across Household Recycling Centres (HRCs)	76.00	80.00	80.02	80 / 76.00	

Q4 recycling performance across HRC has gone below 80% due to reduced tonnages of garden waste and DIY materials which are typically higher during the spring and summer months. The overall recycling performance across the sites remains above 80% when calculated for the whole year.

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CST006M	Introduce an electronic labeling system for waste collection services	1.00	1.00		1 / 1.00	

An electronic labelling system (known as RFID) has been fully introduced on the garden waste subscription service. This allows data to be gathered on which bin has subscribed to the service, when the bins have been emptied and where they are located within the county with the purpose of improving vehicle efficiencies and identify bin presentation rates, amongst other benefits.
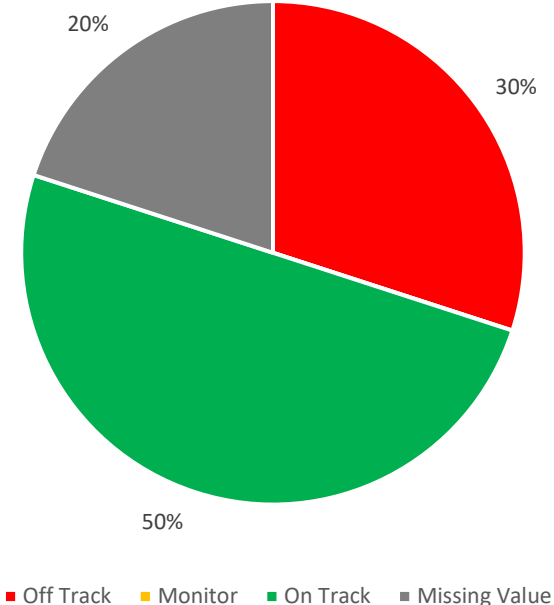
Economy

Economy Overall Performance

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Economy - Action RAG Status

4%

31%

65%

- Off Track
- Monitor
- On Track
- Missing Value

Economy - Measure RAG Status

20%

30%

50%

- Off Track
- Monitor
- On Track
- Missing Value

Town Centre Regeneration 2022/23

Action	Percentage Complete	RAG	Comment
Encouraging and supporting investment in town centre properties especially to facilitate more sustainable uses	100%	✔	Enquiries for property owners and developers for grant and loan investment have been received throughout the last quarter (January - March 2023). Site meetings have been held with all individuals who enquired and are eligible for Welsh Governments' Transforming Towns 'Place Making Grant' and 'Property Development Grant', to discuss project development and application criteria/ process. There has been a good number of enquiries from services looking to have a presence in the high street in the future which would help to diversify the use of town centre high streets - most noticeably for Holywell town centre. The council's regeneration team has facilitated these enquiries and fed in the needs of service users/ service providers to the Place Making Plan development work being undertaken currently.
Improving the environment in town centres	100%	✔	A number of actions have been completed over the last quarter (January - March 2023) which contribute towards improving the environment in town centres, these include: 1) Consulting local people in Buckley, Holywell and Shotton about their town centre environment/ future needs and improvements (as part of Place Making Plan development work); 2) Securing funds for new regeneration projects and continuing to deliver existing town centre regeneration projects; 3) Development of 3 town centre 'Green Infrastructure Audits' commissioned, 2 of which have been fully completed and 1 to be completed by May 2023; 4) Development of a project to target improvements to green and blue spaces within Flintshire town centre - submitted as part of a stage 1 funding application to seeking Shared Prosperity Funding application. 5) Environmental Quality Audits completed for Buckley, Holywell and Shotton (as part of a wider Commercial Assessment piece of work) to inform emerging Place Making Plans.
Monitoring the health and vitality of town centres to support effective management and business investment decisions	100%	✔	A number of datasets/ information have been monitored and analysed as part of the Council's monitoring of the health and vitality of town centres these include: 1) Annual vacant property data (derived from non-domestic rates records) was fully analysed in March 2023, 2) Footfall in the town centres where footfall devices are installed and operational, and reports completed using online dashboards/ statistics; 3) Number of empty properties added to the council's vacant property enforcement action plan amongst other data which has been analysed for the emerging Place Making Plans for the towns of Buckley, Holywell and Shotton. A SWOT analysis and commercial assessment for each town centre using data such as rental yields, property sale prices, spend data for people shopping in the town centre has been included. The findings of the data gathering and analysis will feature on the Council's website (regeneration pages) within the coming months - as part of new information that will be shared and communicated. The information gathered throughout 2022-23 regarding the health and vitality of town centres has been communicated to Welsh Government and also informed the 'evidence of need' for a funding application developed to seek UK Government's Shared Prosperity Funding for a town centre investment programme.
Supporting the growth of community enterprises in town centre locations	90%	★	Enquiries about investment in community buildings/ facilities have continued to be received during the last quarter (January - March 2023). Interested parties have been supported to explore funding opportunities and support available to them directly via the Council's Regeneration Team as well as being signposted to other colleagues and external organisations for support. The growth and diversification of community enterprises is part of the proposed T own Centre Investment Programme, a funding application for which has been submitted to seek Shared Prosperity Funding, and one of eight strands to the proposed programme specifically aims to support businesses and community enterprises to develop and grow including areas of support such as reviewing their business performance, development and business plans, skills development and communications/ marketing. It is anticipated the outcome of this fun application will be known by the end of June / early July 2023.

Business 2022/23

Action	Percentage Complete	RAG	Comment
Engaging town centre small businesses and improve support packages available to them	100%	✔	18 enquiries were received from town centre small businesses during the last quarter from across a number of towns in Flintshire, all of which were related to available funding and investment opportunities. 7 of these enquiries are interested in potentially pursuing an application for the new Welsh Government pilot 'Property Development Grant' and 2 have progressed applications via the Welsh Government Transforming Towns Place Making Grant funding scheme. A number of town centre business owners in Buckley, Holywell and Shotton participated in the online and face-to-face consultation events held in February and March 2023 in relation to town centre Place Making Plans. More engagement with businesses is planned for May and June 2023, relating to sharing emerging consultation findings/data relating to Place Making activity and funding and investment opportunities available to them.
Increasing the scale and impact of the social business sector	100%	✔	During the reporting period, the Social Enterprise (SE) Officer, supported 11 organisations to register as Social Enterprises within the county working in partnership with the Flintshire Social Enterprise Stakeholder group which consists of 7 Flintshire based Social Enterprises. The SE Officer has developed an innovative online based Social Impact Toolkit which has identified £2,807,122.27 worth of social impact within Flintshire.
Supporting growth of the local and regional food and drink business sector through marketing and collaborative projects	100%	✔	Support has been provided to local food and drink groups by hosting a series of networking events such as Meet the Producer and Taste North East Wales Programme, strengthening links between food and drink producers and the tourism sector. Support has been provided to the Mold Food and Drink Festival organisation committee with a successful return of the festival after a two-year break due to the pandemic. The event attracted thousands of people over the weekend and over 100 exhibitors showcased their products with the the majority being from North East Wales (a focus was on local this year). A range of Flintshire County Council services played a pivotal role in supporting the festival organisers. Food and Drink Sector Readiness for National Park Status – Scoping and feasibility study. A development project which gave opportunities for food and drink businesses, networks and relevant organisations to contribute to some early research that may shape the future of support for the food and drink sector in North East Wales. This engagement with the food and drink sector made the research more accurate and reflective of both the current situation and their development needs for the future.
Supporting local businesses in their efforts to reduce their carbon footprint and become more resource efficient	100%	✔	In partnership with FCC, Deeside Decarbonisation Forum delivered 5 network events throughout the year and engaged with 210 business delegates. The events are designed to share best practice within private sector decarbonisation work programmes and encourage business collaboration across Flintshire.
Supporting recovery of the County's street and indoor markets	100%	✔	A weekly average of 70 regular street traders attended Mold (64) and Holywell (6). In addition, 60 casual traders were accommodated throughout the year around the towns. Mold indoor market has an average occupancy rate of 80% with regular enquiries to occupy the Market Hall. The service successfully delivered Mold and Holywell Easter and Festive Markets drawing hundreds of visitors on each occasion. In addition, the Market Team developed and delivered a range of attractions during school and bank holidays (children's characters; musicians; face-painters etc.) bringing footfall in to the towns and encouraging families to attend the markets.

Action	Percentage Complete	RAG	Comment
Supporting recovery of the tourism and hospitality sectors and rebuild confidence in the industry	100%	✔	Development of a Flintshire Tourism Ambassador Scheme which provides a series of online learning modules to enhance knowledge of the visitor offer has been offered in Flintshire and the wider North Wales region, free of charge. This includes walking and great outdoors, heritage and culture, towns and shopping, sustainable and food tourism. There are 3 levels of awards – bronze, silver, and gold, depending on the number of modules completed. Support has been provided to local tourism business groups with their programme of networking activities. Flintshire County Council was involved in organising a series of 6 familiarization trips for the tourism sector in North East Wales. These were designed to highlight interesting and key destinations to local tourism businesses. The trips enabled businesses to share the knowledge and encourage visitors to delve deeper into local history, culture, landscapes, attractions and hospitality venues. Over 60 businesses and 170 people attended in total. The overall aim of the North East Wales Heritage Audit project was to highlight the vast amount of interpretative material that has been produced and to make it easily accessible to tourism providers, local communities and business who want to strengthen their sense of place. This project has strengthened links between heritage and the tourism sector. A Heritage Showcase event was held at Ruthin Gaol on 28 March 2023. Over 120 people attended the event with 19 stalls representing 22 groups and societies.
Supporting small and/or local businesses to engage with public sector procurement opportunities	25%	▲	Opportunities to deliver supply chain events did not present themselves during 2022/23. However, the planning and development of the supply chain and social responsibility events are progressing well with Flintshire County Council capital works and Theatr Clwyd to deliver a series of 'Meet the Buyer' sessions in 2023/24.

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Business 2022/23

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CPE008M	Number of small or micro businesses receiving support	352.00	300.00	2,495.00	300 / 352.00	

352 businesses were supported with general advice, expansion, work force development, finance finding and signposting to relevant organisations.

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CPE009M	Number of social enterprises receiving support	71.00	45.00	41.00	45 / 71.00	

71 businesses were supported (60 existing businesses plus 11 new businesses started during 2022/23) Delivered 146 businesses support advisory sessions.

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CPE010M	Number of local businesses supported to reduce their carbon footprint and become more resource efficient	78.00	30.00	10.00	30 / 78.00	

78 businesses supported via Deeside Decarbonisation Network. 5 sessions delivered throughout 2022/23 engaging 210 delegates.
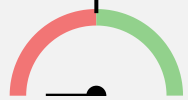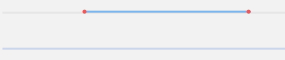
Tudalen 186

Transport Connectivity 2022/23

Action	Percentage Complete	RAG	Comment
Developing and delivering transport infrastructure improvements as part of North Wales Metro programme and the Council's Integrated Transport Strategy	60%	🟠	Progression of the North Wales Metro and in-year transport schemes have been restricted due to ongoing land negotiations, supplier availability and restrictions associated with the pandemic. In particular, concerns regarding the ability to progress the Garden City bus interchange, have now been raised with Welsh Government due to unresolved land issues and due to time constraints within the grant conditions, funding had to be returned to Welsh Government. The progression of a multi-modal transport infrastructure scheme from Queensferry roundabout to Shotton is currently ongoing for which consultation is now complete. Internal review of feedback received has been completed, however due to the change in 20mph legislation, discussions with Transport for Wales (TFW)and Sustrans are being held to ensure that no further scheme amendments are required prior to construction starting.
Ensuring Flintshire strategic transport priorities are well-represented in the Regional Transport Plan from the forthcoming Corporate Joint Committee development	35%	🟠	Following the publication of Welsh Government's New Wales Transport Plan, we are in the process of reviewing our own Integrated Transport Strategy. Once complete, this will form the basis of Flintshire's forthcoming Regional Transport Plan submission which will be undertaken by a North Wales Corporate Joint Committee (CJC). Local Member Workshops are scheduled for later this year to commence the process of review. A paper is scheduled to go to Informal Cabinet on 9th May 2023

Transport Connectivity 2022/23

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CST008M	Number of schemes delivered through the Welsh Government Active Travel Fund	3.00	3.00	3.00	3.00	

All three Active Travel schemes have now been delivered

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CST009M	Number of bus quality partnerships on the core network	0.00	1.00	0.00	0.00	

The ongoing development of the Quality Bus Partnership has been put on hold. Transport For Wales are undertaking a Network review across North Wales and whilst the initial report was due in May 2021 this piece of work is delayed due to the consultation of the white paper produced by Welsh Government. This white paper sets out proposals for public transport bus services to better plan and grow the bus network. This will ensure it meets public needs, maximise the value we get for our investment in bus services and break our reliance on private cars.

Tudalen 188

Digital Infrastructure 2022/23

Action	Percentage Complete	RAG	Comment
Connecting further rural communities to improved digital infrastructure	25%	🟠	The service lost its sole specialist officer delivering this work stream and was unsuccessful in recruiting a replacement before the external funding for the role expired. Following a successful budget pressure bid for 2023/24 onwards the role of Digital Connectivity Project Officer has been designed and awaits evaluation. The new role will be the operational lead for encouraging the development of digital connectivity infrastructure (outside of Council business operations) and in encouraging greater adoption of new technologies by communities and businesses.
Starting delivery of the local plans within the North Wales Growth Deal for digital infrastructure	100%	✔	The digital projects with the Growth Deal capital portfolio are progressing through the Treasury Green Book development process as planned. Market engagement is underway for the Last Few Percent project, Outline Business Cases have been drafted for investment in mobile and fibre infrastructure and a Business Justification Case has been drafted for investment in new wireless connectivity infrastructure. Extensive business and stakeholder engagement is underway and the project leads are liaising closely with UK and Welsh Government and telecommunications companies to ensure investment is effective and dovetails with wider plans.

Local Development Plan (LDP) Targets 2022/23

Action	Percentage Complete	RAG	Comment
Ensuring timely adoption of the LDP once Inspector's Report received	100%	✔	The final binding Inspectors' Report was received on 15 December 2022 which marks the close of the Examination of the Local Development Plan (LDP) by the Inspectors. The LDP was adopted by formal Council resolution at County Council on 24 January 2023 which was well within the required 8 week period.
Maintaining and updating the LDP Housing Trajectory in line with planning decisions made	100%	✔	The adoption of the Local Development Plan (LDP) enables the Council to maintain and update the housing trajectory. Officers are continuing to undertake annual housing land monitoring each April in order to inform future updates of the housing trajectory as part of the first Annual Monitoring Report to be submitted to Welsh Government in October 2024.
Making decisions at Planning Committee in line with the adopted LDP	100%	✔	The Local Development Plan (LDP) was adopted on 24 January 2023 and now forms the statutory development plan for making decisions at Planning Committee or delegated decisions. From the date of adoption the Unitary Development Plan (UDP) ceased to have effect and decisions on all planning applications have been made in line with the LDP.
Monitoring overall Plan performance via the Annual Monitoring Report (AMR) and submit to Welsh Government	100%	✔	The adopted Local Development Plan (LDP) contains a monitoring chapter which provides the basis for monitoring plan performance through an Annual Monitoring Report (AMR). The first AMR will be prepared and submitted to Welsh Government in October 2024, a full 12 month period following adoption.
Referencing the Local Development Plan growth strategy in early work on a North Wales Strategic Development Plan (SDP)	75%	🟠	The North Wales Corporate Joint Committee has been convened and has met on several occasions with the Council represented by the Leader and Chief Executive. Much of the early work has been to agree staffing, procedures and governance structures as well as establishing the requirements for various sub committees, one of which will oversee the development of an Strategic Development Plan (SDP). Adoption of the Flintshire Local Development Plan at County Council on 24 January 2023, aligns with the stage reached by the CJC and with the SDP, and as such can make an early input into the consideration of the structure and format of an SDP, and what the main sub regional issues are that the plan needs to deal with.

Local Development Plan (LDP) Targets 2022/23

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CPE011M	Number of calendar weeks for the adoption of the Local Development Plan following receipt of the Inspector's report	8.00	8.00		8 / 8.00	.

The LDP (Local Development Plan) was adopted on 24 January 2023 by the Council, within the 8 week period specified following receipt of the Inspector's Report.

Tudalen 191

Spending Money for the Benefit of Flintshire 2022/23

Action	Percentage Complete	RAG	Comment
Continuing to generate social value outcomes through the Council's procurement activities	50%	★	Generating social value outcomes through the Council's procurement activities is standard practice and remains a key priority. The performance data for the remaining six months (Q3 and Q4) of the financial year 2022/23 is under review and will be provided upon completion.
Generating local spend to support economic growth through the inclusion of social value measures in procurement activity	50%	★	In the financial year 2022/23, for the remaining six months of the year including Q3 and Q4, approximately £1,816,460 of local spend was generated subject to verification. For the total financial year, the total spend is approximately £4,014,022. NB: Flintshire define 'Local' as the area of Flintshire and also the Mersey Dee Alliance which includes Wrexham, Wirral, Cheshire West and Chester.
Reviewing the Social Value Strategy to identify further opportunities to maximise social value across the Council, its services and expenditure	25%	●	The core priority for generating social value remains on the Council's commissioning and procurement activity. In the reporting period, there have been no further opportunities identified to maximise social value across the Council owing to insufficient capacity and resource. A recent Social Value Performance Report for 2021/22 and the first six months of 2022/23 was presented to Cabinet in January 2023. As part of the recent report to Cabinet, an action plan has been endorsed by Members, which sets out to secure a sustainable programme work. The action plan that will be actioned in 2023/24 will cover areas of policy and process that will be reviewed with a view to making improvements, for example, by simplifying the social value commissioning and procurement process, developing new ways of working that embed social value across the organisation, and developing resources to support commissioning officers and contract managers. The action plan will ease capacity within the service and allow other opportunities to generate social value to be explored, as highlighted within the strategy. A Social Value Leads Implementation Group with Members representing each of the authorities' service areas has been developed since the report presented to Chief Officer Teams and Cabinet Members in January 2023 to progress the action plan.

Tudalen 192

Action	Percentage Complete	RAG	Comment
Supporting supply chain partners to measure and convert their social value offerings through procurement commitments, into real and tangible benefits for local residents and communities.	50%	🟠	Supporting the Council's supply chain partners to measure and convert their social value offerings through procurement commitments is standard practice. The programme continues to experience a high number of delays in receiving social value performance updates from suppliers delivering goods, works and services across the Council's service areas. For many contracts registered on the Councils social value performance reporting system named Impact Reporting, suppliers have provided little or no updates despite being prompted to do so by the programme and or relevant contract management team. In some instances, these contracts have ended leaving the authority open to legal challenge. Though the risk of this is relatively minor, the programme team are challenged with both capacity and the resource required to make contact with suppliers in efforts to backdate performance data. This will continue to be reflected in the quarterly and annual performance reports. The main challenge of this is insufficient contract management and limited capacity within the programme to prompt suppliers to provide updates given the high number of contracts which now include social value. In the recent Social Value Performance Report for 2021/22 and the first six months of 2022/23 presented to Cabinet in January 2023, the Council Plan target for the number of pounds of social value generated has already been surpassed for the financial year 2023 in the first and second quarters. This provides reassurance that despite the challenges highlighted, the Council Plan targets continue to be fulfilled with support from the service. As part of the recent report to Cabinet an action plan has been endorsed by Members which sets to secure a sustainable programme of work. The action plan will cover areas of policy and process that will be reviewed with a view of making improvements which include contract management, in efforts to ensure commissioning and contracts officers are accountable for monitoring social value performance as part of their own contracts where applicable. This will further support the challenges which have been detailed. A Social Value Leads Implementation Group with Members representing each of the authorities' service areas has been developed since the report presented to Chief Officer Teams and Cabinet Members in January 2023 to progress the action plan.

Tudalen 193

Spending Money for the Benefit of Flintshire 2022/23

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CGV004M	Number of contracts delivering community benefits		8.00	13.00	8	.
	The performance data for the remaining six months (Q3 and Q4) of the financial year 2022/23 is unavailable but efforts will be made to provide this for a future update.					
CGV005M	Monetary value of community benefits as measured against the Flintshire Themes Outcomes and Measures (TOMs) Framework		2,400,000.00	1,949,258.56	2.4M	.
	The performance data for the remaining six months (Q3 and Q4) of the financial year 2022/23 is unavailable but efforts will be made to provide this for a future update.					

Tudalen 194

Reducing Worklessness 2022/23

Action	Percentage Complete	RAG	Comment
Co-ordinating a multi-agency approach to support businesses to recruit people from disadvantaged groups	75%	🟠	During the final quarter of the year, employment pathways took place which was determined by the current need in the labour market. The demand for CSCS (Construction Skills Certification Scheme) training from both clients and employers was high and a Health and Safety Level 1 in construction took place along with a Social Care and Support worker pathway in partnership with Flintshire County Council and DASU (Domestic Abuse Safety Unit). The number of vacancies in these sectors remains extremely high and with the offer of bespoke training for clients it is hoped that they will go on to fill employment opportunities in these sectors. Supporting recruitment and engagement events continued during quarter 4 with a Communities For Work presence at a Parent and Carer event in Connah's Quay. The purpose of the event was to support parents, grandparents and guardians who require work to fit around their childcare commitments. A mini job fair was also held at Mold Jobcentre.
Delivering mentoring and wider support programmes to assist disadvantaged people to re-engage with the labour market	80%	🟠	During Quarter 4 a number of events and employment pathways took place to encourage the engagements of participants to the programme. For example Health and Safety in construction, CSCS card initiative developed to encourage people into this sector as there is a demand in the local labour market. Recruitment and engagement events took place during this quarter targeting parents/carers also a mini job fair held at Mold Jobcentre.

Tudalen 195

Reducing Worklessness 2022/23

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CPE012M	Number of individuals entering employment, learning or volunteering	19.00	247.00	39.00	247 / 19.00	

Into employment figures have remained below target in the final quarter but consistent with the previous quarter. Client engagement has begun to improve between January and March and the uptake in training and pathways has slowly started to improve meaning that there has been a shift of people moving closer towards the labour market. There does remain a cohort however, of clients who continue to require a great amount of support with their confidence and anxieties, these clients will continue to be supported with confidence building, volunteering, and employability skills courses to help them move forward. Going forward into the new CFW+ (Communities for Work Plus) programme, large scale job fairs and local recruitment events are planned to bring the labour market opportunities direct to the people of Flintshire with opportunities in their locality.

Measure	Measure Description	Actual	Target	Last Year	Performance	Performance Trend
CPE013M	Number of individuals receiving support	50.00	600.00	86.00	600 / 50.00	

50 individuals received support from the C4W (Communities for Work) programme and were assigned an employment mentor. Referrals have continued to filter through from Youth Justice, Social and Children's Services. Plans to engage with family liaison workers in school establishments have started with a pilot in Ysgol Gwynedd in Flint. Engagements are picking up slowly after the COVID pandemic and workshops have now been developed for confidence building and interview skills working with Theatr Clwyd to enable individuals on their journey into employment.