

## Appendix D

### Summary of responses to Consultation 3<sup>rd</sup> July – 24<sup>th</sup> September 2017

Comment/Request	Response
<b>Mold Town Council 20<sup>th</sup> July</b>	
Request for cycling provision between Mold and Wrexham	Added to INM and Schedule for future feasibility study.
Strong support for the link between Mold and Connahs Quay as there are a number of cyclists using the B5126 and the A5119 to travel between Mold and Connahs Quay which is a dangerous route.	Acknowledged.
A Frames on cycling routes are preventing access for many mobility users.	Flintshire County Council's Rights of Way Improvement Plan sets out the approach for dealing with furniture on the Public Rights of Way Network and the same approach is applied in dealing with cycle paths.
Appreciation of the aspirational proposals.	Acknowledged.
Request for cycle path between Mold and Deeside Industrial Park.	The INM includes proposals between Ewloe to DIP. Added a route to connect Mold to Ewloe to enable onward travel to DIP. However, the precise alignment and design options will need further investigation.
General support for proposals in Mold area specifically the proposal to link the Upper Bryn Coch area via Maes Gwern to Mold Alun School and into Town.	Acknowledged.
Investigate cycling route between Alltami and Sychdyn utilising bridleways.	Could be looked at with wider proposals to link settlements.
<b>Holywell Connects Offices 3<sup>rd</sup> August</b>	
Support for Greenfield Valley Cycle route	Acknowledged.
Request for connecting Greenfield Valley route to the Strand.	Added to INM, however, the precise alignment and design options will need further investigation.
Request for a pdf of Holwyell	Sent
Request for background issues on Greenfield to Funship cycle proposal.	Supplied.
Make HO 1/ 2 a priority.	Remains in the Medium timescale as this is a more realistic timeframe. All schemes are subject to funding availability.
Request for a route from new housing through LDP candidate site to join Nant y Coed.	Added a route through potential development site for LDP.
Request for improvements to Penymaes Road as it is a bus route.	Added a route through potential development site for LDP which will provide access from

## Appendix D

### Summary of responses to Consultation 3<sup>rd</sup> July – 24<sup>th</sup> September 2017

	Penymaes to coast road.
Request for footpath between Gorsedd and Carmel School.	Unable to achieve footway provision to Active Travel Design Standards.
<b>Deeside Leisure Centre 8<sup>th</sup> August</b>	
Upgrade Warwick path to cycle path.	This can be looked at when developing missing sections of the Dee Cycle Path.
Request for a route from Kent Road to Morrison's	Existing links already in situ.
Provide cycle access via side street into Morrison's	Dedicated cycle provision is proposed along Ffordd Llanarth. There are two side roads that carry low traffic speed and levels that can be used safely by cyclists.
General support for the proposals, particularly into DIP and between settlements.	Acknowledged.
Request to bring in a phased pedestrian crossing at New Brighton Traffic Lights as Sychdyn residents cross at this point to travel into Mynydd Isa for basic service needs.	The existing Active Travel Route BUC 12 through Mynydd Isa has been extended into New Brighton as it is a key route to access services and provisions in Mynydd Isa. This will be reviewed as part of this scheme – subject to funding.
Shotton 15 is missing from Schedule	Added to schedule.
<b>Flint Pavilion 5<sup>th</sup> September</b>	
FL1/1 Concerns of cycling proposals for Castle Dyke Street as it is the only route to the Castle and is used by vehicles over 7ft 6 inches. The improvement proposals at the Castle is expected to quadruple traffic on this road.	At present the design proposals are within the criteria for Active Travel Routes. Before implementing the measures a further analysis will be carried out to ensure the proposals still meet statutory design standards.
FL2 Incorrect reference to High Street in Schedule. It should read Church Street.	Amended in schedule.
Clarity required for proposals on Coleshill Street.	The description for FL2 in the schedule has been amended to include provision of shared use facility along Coleshill street.
Suggest traffic lanes on Coleshill Street at signals could be reduced in width to provide additional width for A548 bound traffic.	We will require additional road space and changes to traffic lanes to provide the shared use facility along this section. However, this can be looked at detailed scheme design.
Any proposal to remove cycle lane in Church street is negative for Active Travel Plans. Concerns about safety of alternative route along Earl Street, particularly as new development proposals will increase traffic in this area. Concerns how cyclists will connect with formal facility at Aber	Aspirations to make improvements for cycling in Church Street have been added to the INM and schedule. The existing contraflow needs to be widened with removal of the advisory cycle lane. Junction improvements will also be required for cyclists to cross the A548. Scheme need consideration within the wider Flint

## Appendix D

### Summary of responses to Consultation 3<sup>rd</sup> July – 24<sup>th</sup> September 2017

Road and A548/ Church Street signals. <i>NB* This is in reference to previous discussions with Flint Town Council and does not form part of the Integrated Network Map proposals.</i>	Regeneration Plan
What parking restrictions are envisaged for FL 3/3	Reference to parking restrictions removed from schedule.
FL 4/1 Advisory cycle lane will continually be filled with vehicles given the width of Chapel Street. The traffic lane width on Chapel Street for the signals could be reduced as it is too wide for present usage.	This can be looked into at detailed design stage.
FL 6/1 This will presumably reduce width of Duke Street thus the present 2 lane exit format will have to disappear, thus affecting junction exit throughout. Whilst acknowledging this plan is to discourage motorised users, the same level and more traffic will require road space and thus find less acceptable alternatives like Borough Grove and other side roads onto the A548. Few will use signposted route to Chester unless strangers to the area.	The two lane exit format will remain with on road cycling. The contraflow will be along one way system only. The route down Duke Street provides a more direct route onto Castle Dyke Street cycling proposals (current NCN route 5). The specifics of the scheme will be at detailed design stage.
Require dropped crossings at the former Rainbow Public House in Gwernymynydd as it is near impossible for mobility users to cross side road safely.	The request has been forwarded to the Trunk Road Agency as they are responsible for this route.
<b>Email Responses</b>	
Request for footway link between Gorsedd and Pantasaph	Unable to achieve footway provision to Active Travel Design Standards.
First of all I very much welcome some of the new cycle paths that are proposed especially that link in the new proposed housing development at Maes Gwern in Mold with the local secondary schools. Traffic around Mold Alun and Maes Garmon schools is chaotic in the morning and afternoons when the schools open and close and the addition of another 160 homes would exasperate already congested roads around the schools and increase pollution levels. These are marked as MO3/3, MO3/1, MO3/2, MO3/5 on the map. MO3/3 is already	Acknowledged.

## Appendix D

### Summary of responses to Consultation 3<sup>rd</sup> July – 24<sup>th</sup> September 2017

being used as a footpath to the schools by the pupils and members of the public to access the Sports Centre and has been for very many years.	
The big weakness in the plan is that there are no or very few cycle paths between the towns in Flintshire in the consultation. For example there is no cycle path or footpath linking Mold to Buckley, Sychdyn, New Brighton and Mynydd Isa	The proposals connecting settlements were shown on a separate Map which was available on the consultation page. These routes have now been added to the Active Travel Mapping system ready for submission to Welsh Government. The proposals are not detailed with no specific alignment as feasibility studies will be required to identify route options.
Request for path across Holywell High School field for residents of the Strand. Prior to construction of the new Holywell High School the public crossed the land to access Greenfield Valley and the coast.	This request has been ongoing since the new High School was built. Education have refused a formal path through the school grounds on safeguarding issues. A route connecting Penymaes to the Greenfield Valley has been added to the INM, however the precise line and design details needs to be investigated.
Request for a path from the Holway to Holywell	A route across open space has been added to the INM. The precise alignment and design will need further investigation.
Support for Greenfield Valley Path. Request for bridge over railway to connect railway path direct to Dock.	Unlikely to be able to provide a bridge over railway due to high costs and constraint issues. The current proposal is to link the cycle path to the coastal path along Dock Road.
Support for Greenfield Valley Path link to Coastal Path	Acknowledged.
Request for a link path between Rayon Road/ Glan Y Don Estate and new housing estate on the roundabout to link through proposed LDP candidate site up to Penymaes, Holywell for access to school and work.	Added a route through potential development site for LDP.
Support for BU14	Acknowledged
Request to amend Ffynnongroew spelling in schedule to Ffynnongroyw	Amended schedule.
Request for Greenfield Valley to remain as a nature trail and remove proposal from INM.	Through this consultation process there has been a lot of support for the proposal. Prior to the consultation we received many requests for cycling provision through the Valley to link the Coast with Holywell. It will also serve to improve disabled access through the valley.

## Appendix D

### Summary of responses to Consultation 3<sup>rd</sup> July – 24<sup>th</sup> September 2017

<p>Routes shown on Mold INM are generally welcomed. Especially inclusion of Mold railway path, and linked route around east (rear) of Synthite works from Maes y Dre – this will require a new (multi-user) bridge over the River Alyn (near stepping stones) to link to Blackbrook, but does open up possibility of future Mold –Sychdyn -? Flint cycle route via back lanes.</p>	<p>Acknowledged.</p>
<p>Near Mold Community Hospital –path 1 from Parkfields Centre to Pwill Glas is tarmacked, but steep and not street lit. It is however very well used as a link to town centre. (Not for bikes).</p>	<p>It is appreciated that this is well used, however, in order to promote it as an Active Travel Route we would need to improve it to the required standards set out in the Active Travel Design Guidance. In this instance due to land constraints we are unable to improve the route to meet the safety and comfort requirements due to steepness and restricted widths.</p>
<p>From Clayton Road, Mold via new footbridge at rear of Bowling Green new houses – construct new tarmac path/ cyclepath to link across recreation ground to skate park, perhaps also right angle link to Maes Bodlanfa (and route through lock up garages site to West View).</p>	<p>There is already a proposal on the INM from Clayton Road along the recreation field to link with Maes Bodlonfa and the Ruthin Rd.</p>
<p>Hendy road, Mold (lower southern part near Preswylfa Health offices to Ruthin Road) – already blocked off to through traffic and suitable as cycle route.</p>	<p>As traffic flows and speeds are low on many residential streets/ roads it is expected that people will utilise these to connect onto promoted cycle routes that are part of a network.</p>
<p>Add a side link into Nant y Coed, Mold to suggested route Ruthin Road south into Ffordd Dolgoed and St Mary’s area (path 10) - open space already there, needs gap in fence creating and path.</p>	<p>It is appreciated that the link path from Ffordd Dolgoed to Ruthin Road is well used, however, in order to promote it as an Active Travel Route we would need to improve it to the required standards set out in the Active Travel Design Guidance. In this instance due to land constraints we are unable to improve the route to meet the safety and comfort requirements due to steepness and restricted widths.</p>
<p>Upgrade and publicise path at extreme west edge of Mold Town from Ruthin Road up to Lon Cae Del and its spurs roads, and on to Hendy Road.</p>	<p>Added to INM.</p>
<p>Upgrade and publicise paths from Ruthin</p>	<p>Agreed this will be a good link. Once FCC has</p>

## Appendix D

### Summary of responses to Consultation 3<sup>rd</sup> July – 24<sup>th</sup> September 2017

<p>Road in Mold south through St Mary's park estate and open spaces to Old gaol and Upper Bryn Coch – to link to Maes Gwern as a "South Western Fringe Route".</p>	<p>its Deposit Plan for the emerging LDP we will look at developing a south western fringe shared use route taking into consideration future development proposals in this area. This should be achieved in time for the resubmission of the INM in 2020.</p>
<p>Add path link from Ffordd Tywod, Mold (Stewart Milne recent development) into future Maes Gwern housing site, and cycle link to Maes Gwern turning roundel – see current planning application comments.</p>	<p>Included on INM.</p>
<p>If Kwiksave/Sainsburys/Rugby Club site in Mold is redeveloped, include a cycle path between Chester Road and riverside path 5 (and if possible across river and marshland eastwards to Bryn Awelon).</p>	<p>Added route along Leadmills between Bryn Awelon and Wylfa Roundabout to INM. A link across the former Kwiksave site to link with the cycling network proposals along Love Lane Car Park can be developed once FCC has its Deposit Plan for the LDP, we can explore more fully on how to develop the route utilising development sites. This should be achieved in time for the resubmission of the INM in 2020.</p>
<p>At Wylfa roundabout, Mold consider use of underpass (under A494 bypass) serving Dolgoed Hospital (footpath 45) to provide tarmac cycle link to new Starbucks site on petrol station and perhaps onto towards Buckley. (Private land agreement required for tiny section near bridge abutment, plus use of Trunk Road verge.) Crossing bypass at roundabout is currently dangerous for both walkers and cyclists!</p>	<p>A proposal to connect Mold to Ewloe has been included on the INM and Schedule. Reference F6. The precise route and design will be investigated as part of any feasibility study. Your suggestion will be considered as part of future feasibility work.(A494 is a trunk road)</p>
<p>Consider uphill cycle lane on Ruthin Road west of St Marys Park junction, Mold (with link into Bryn Coch Lane), then use of blocked off old road to avoid roundabout and uphill cycle lane or path on Gwernymynydd hill A494 (T).</p>	<p>As the A494 is a trunk road which carries high volumes of traffic and speeds it is not possible to introduce cycle lanes as this would not meet the statutory guidance for Active Travel. An off road facility would have to be provided. A link to Gwernymynydd can be looked into when a Mold South Western Fringe route is being considered.</p>
<p>Consider publicising "Wearie Willie" back lane from top of Hendy Road, Mold towards Plas Hafod hotel area as a "Quiet lane" (already restricted – " no motors except for access only"; also linking side</p>	<p>Would not satisfy Active Travel Criteria due to gradient of road.</p>

## Appendix D

### Summary of responses to Consultation 3<sup>rd</sup> July – 24<sup>th</sup> September 2017

track to Maes Garmon lane.	
Provide footway all way along Gwernaffield Road.	Added to INM.
Try, once again, to open up old railway line as a “Greenway” – north to Rhydymwyn, south to Padeswood and Penyffordd /Chester?	Added a route between Mold and Rhydymwyn to the INM. The proposal to connect Mold with Penymynydd, Ref F7 will look at various options including the dismantled railway.
Publicise path links that run from new Redrow estate, Penymynydd (Waters Green-former White Lion site) via path 9, estate path links running through eastern estates, (and to link to any development that might be allowed on appeal on eastern fringe eg Redrow recent site).	We can only promote as Active Travel Routes if they meet the Active Travel Design Standards. When the development was completed Public Footpath No.9 was not constructed to the required standards and is therefore not suitable to be promoted as an Active Travel Route. Bridleway No. 24 will be added onto the INM to be improved as a multi user route connecting to the cycle network proposals along Penymynydd Road.
There is now a spine path through the recent Taylor Wimpey estate “The Groves”, Penyffordd that extends further north than shown on “existing” map. Estate very nearly complete. A surfaced path diversion will link via bypass verge to Wood Lane – and then back into village centre. Promote use of this route.  Also if any development occurs on next field north, secure spine path through middle to emerge near Spar shop.	Once the Estate is complete we can add the links to the Existing Route Map if they are constructed to the appropriate standards.  Once FCC has its Deposit Plan for the emerging LDP we will look at developing a south western fringe shared use route taking into consideration future development proposals in this area. This should be achieved in time for the resubmission of the INM in 2020.
Improve safety for walkers/cyclists crossing bypass roundabout (A550) to railway station in Penyffordd.	Included on INM. Ref BU 7/1
Promote Alltami Road, across A494 at traffic Lights, then country lane to Sychdyn as cycle route.	Does not meet Active Travel Design Standards due to National Speed Limit on the lane.
Promote north – south walking route near Southdown school, Buckley parallel to and west Elfed Road (BUC15)	Route added to INM to investigate upgrading to cyclepath.

## Appendix D

### Summary of responses to Consultation 3<sup>rd</sup> July – 24<sup>th</sup> September 2017

Promote use of track from Flint Mountain to Flint (Coed Onn area) via Accra y Fan (long outstanding claim as bridleway since 1996) as a cycle/walking route between settlements	We need to undertake a feasibility study for a cycle route between Mold and Flint as large parts of the route are no longer compliant with Active Travel Design Standards. The route suggestion can be looked at as part of any feasibility for F4.
Consider promoting the use of existing path at rear of Tudor Court, Hope which links to new housing behind. (Currently rather narrow and some steps at south end, ongoing legal problem here - paths not correctly diverted at time of previous development.	Does not meet Active Travel design principles in terms of safety.
Promote use of Shotton Lane as an inter-settlement cycle route.	Included on the INM.
I thought there was an old railway line link from Ewloe to Aston Hall lane?	This is included on the INM.
I would have thought there could be more links promoted between the various estates in Ewloe area – to avoid Wood Lane and the spine road?	The Spine Road has wide verges, is well lit, attractive and provides access into employment sites. The proposal on the INM is to provide hybrid cycle track utilising the verge areas.
At Mold Road Ewloe A55/A494 junction improve links to cycle crossing of this junction to Ewloe Green etc. (especially if road improvement scheme?)	Due to the high speeds and flows along the A494/A55 careful consideration needs to be given to providing cycling links in this area. This can be looked at as part of future feasibility to link Mold to Ewloe, reference F6.
Promote use of existing path/cycle way at rear of Cherry Dale Road (near A55 bypass) and link to Community centre, shops and playing fields by a small bridge over stream	An alternative route is proposed to link Penyffordd to Broughton through the Warren and through the residential estates roads and playing fields to shops and beyond along Broughton Hall Road to Airbus.
MO 1/1 and MO 1/2- As Bromfield Lane already has outline planning permission for housing development this route should be a medium term objective.	According to Planning records the land has been put forward as a candidate site for the emerging Local Development Plan. FCC is not as Deposit Plan stage yet therefore there is no certainty of any candidate site at this stage. It may be some years before the site is developed, if at all.
MO 1/3 - This should be linked with routes	Agreed, the INM and schedule has now been



## Appendix D

### Summary of responses to Consultation 3<sup>rd</sup> July – 24<sup>th</sup> September 2017

MO 2/2, MO 2/3 and MO 3/1	amended.
MO 1/4 - Good	Acknowledged.
MO 1/5 - There should be a formal crossing point, not informal.	Amended schedule to remove the word informal.
MO 1/6 - Really welcome this measure as it links with the Town Councils Town Plan, but suggest it should be a medium term objective as it is linked with the Mold Green Band.	Amended.
MO 2/1, 2/2, 2/3 – All Good	Acknowledged.
MO 3/1 - This should read Upper Bryn Coch	Amended.
MO 3/2 - Good	Acknowledged.
MO 3/3 - This should be a short term objective to link with developers and encouraging developer to complete the work.	Amended in schedule.
MO 3/ 4 - Good	Acknowledged.
MO 3/5 - This should be a medium term objective as it links with the Green Band	Amended to short term in schedule.
MO 4 - This should be a medium term objective to link with the new development	Requires Trunk Road approval and there are planning and environmental issues to resolve. The INM is an aspirational strategy with no funding allocated to it. All proposals are subject to securing appropriate funding over a 15 year plan period. As such it is more realistic to keep this within the long term proposals.
MO 5/ 1- Good	Acknowledged.
MO 5/ 2 - Should be medium term objective	This proposal would be delivered with MO 5/1 as a link from the existing cycle facility at the bottom of Raikes Lane to the Bovril Path. Requires landowner approval and funding sources. As such it is more realistic to keep this within the long term proposals.
MO 6/ 1 - Good	Acknowledged.
MO 6/ 2 - Good	Acknowledged.
MO 6/ 3 - Good	As a result of the consultation response from Sustrans regarding too many proposals being in the short term which is unrealistic given that funding needs to be sourced together with more detailed planning, the scheme priority has been reviewed for all settlements. MO 6/3 has now been placed in the Medium timeframe.
MO 6/ 4 - Should be short term objective	The INM is an aspirational strategy with no

## Appendix D

### Summary of responses to Consultation 3<sup>rd</sup> July – 24<sup>th</sup> September 2017

	<p>funding allocated to it. All proposals are subject to securing appropriate funding over a 15 year plan period. Due to the need to source funding it is more realistic to place this in medium term.</p>
MO 6/ 5 - Good	<p>As a result of the consultation response from Sustrans regarding too many proposals being in the short term which is unrealistic given that funding needs to be sourced together with more detailed planning, the scheme priority has been reviewed for all settlements. MO 6/5 has now been placed in the Medium timeframe.</p>
MO 6/ 6 - Good	<p>Acknowledged.</p>
MO 6/ 7 - Good, but need to liaise with Streetscene services on existing walkway improvements already in hand.	<p>The proposal on the INM is in a different location to the scheme currently being looked at.</p>
MO 6/ 8 - Agree, but could consider the road being one way.	<p>Can be considered at detailed design stage. As a result of the consultation response from Sustrans regarding too many proposals being in the short term which is unrealistic given that funding needs to be sourced together with more detailed planning, the scheme priority has been reviewed for all settlements. MO 6/8 has now been placed in the Medium timeframe.</p>
MO 7/ 1 - Agree but needs re-prioritising	<p>Refer to MO 1/1 response as this proposal is in the same parcel of land.</p>
MO 7/ 2 - This should be a short term objective because of the existing parking problems.	<p>The INM is an aspirational strategy with no funding allocated to it. All proposals are subject to securing appropriate funding over a 15 year plan period. Due to the need to source funding and obtain landowner agreement it is more realistic to place this in long term.</p>
MO 8 - Very good	<p>Acknowledged.</p>
MO 9 - Good	<p>As a result of the consultation response from Sustrans regarding too many proposals being in the short term which is unrealistic given that funding needs to be sourced together with more detailed planning, the scheme priority has been reviewed for all settlements. MO 9 has now been placed in the Medium timeframe.</p>
MO 10 - Would be good if Tyddyn Street could be adopted.	<p>Acknowledged.</p>

## Appendix D

### Summary of responses to Consultation 3<sup>rd</sup> July – 24<sup>th</sup> September 2017

MO 11 - The Town Council believed this was not possible due to the amount of traffic, but would welcome options.	The schedule has been revised to take account of other safe cycling options such as 20 mph limits.
MO 12 - Good	Acknowledged.
Gwernaffield Road – Look at traffic flow to see if cycling measures into the town are feasible.	Any road with speeds above 40mph require cycle tracks to be built to meet Active Travel Standards. In this instances there is not enough available verge width for a cycle track. A proposal to improve the route for walking will be added to the INM.
Ruthin Road – Wider parts link to Kendrick's Field give way into town	Acknowledged
Consider pedestrian crossing above entrance into Bryn Coch Lane.	Road Safety will assess, score and prioritise any potential scheme in accordance with the Authorities Safety Scheme Matrix with the highest scoring schemes being put forward within the Authorities annual grant submission to Welsh Government for Safer Routes in the Community Funding.
Need safer routes into Broughton which is not via Buckley, but via Llong and Padeswood. Also needed are access routes to train stations for work.	A proposal to connect Mold to Broughton via Penymynydd is now included on the INM. The precise route will be determined at feasibility stage.