

CABINET

Date of Meeting	Tuesday, 16 th April 2019
Report Subject	Improvements to the A548/B5129 Between the Denbighshire and Chester West and Cheshire County Council Borders in Order to Improve Bus Journey Times
Cabinet Member	Cabinet Member for Streetscene and Countryside
Report Author	Chief Officer (Streetscene and Transportation)
Type of Report	Strategic

EXECUTIVE SUMMARY

Flintshire County Council's Streetscene and Transportation portfolio are currently delivering various elements of the Flintshire Integrated Transport Strategy which supports Welsh Government's (WG) North Wales Metro Project. The project includes works to improve bus journey times along the A548/B5129 which is a key bus route through the County, linking to both Denbighshire and Cheshire West and Chester. There are a number of improvements planned as part of this project which include bus priority measures at key signalised junctions.

A public consultation process has recently ended in respect the proposal to construct multiuse bus and cycle lanes along a stretch of B5129 in Deeside (Appendix 1) which forms part of the overall project. As part of the preparation works, traffic modelling studies have been completed which indicate a significant reduction in bus journey times (of up to 8 minutes in each direction) can be achieved during peak times, whilst having little detrimental impact on the existing car journey times along the route.

The proposed bus priority measures will also improve the emergency services response times through the area because emergency vehicles will be able to utilise the bus lane in these situations. The lanes would however incorporate an automated enforcement process to deter use by non-eligible vehicles.

Other projects along this critical bus corridor are being evaluated and will be brought forward as WG funding becomes available.

RECOMMENDATIONS

1	That Cabinet approves utilising WG Transport Grant funding to construct the proposed multiuse bus and cycle lanes on the B5129 between Shotton Lane and Queensferry.
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REPORT DETAILS

1.00	THE NEED FOR THE DESIGNATED BUS AND CYCLE LANES TO BE IMPLEMENTED
1.01	Following the approval of the Deeside Plan and the Flintshire Integrated Transport Strategy, a number of transport related projects have progressed across the County. The work has been recognised by WG as supporting their own aspirations for a regional 'North East Wales Metro' arrangement which aims to provide a sustainable transport solution, which successfully integrates all modes of transport, whilst maintaining and promoting at its heart, a sustainable, affordable and environmentally friendly public transport service with links to all of Flintshire and the wider region.
1.02	The strategy recognises the importance of Deeside Industrial Park as a major centre of employment and seeks to improve access to the Park for potential employees, both from Flintshire and across the wider region.
1.03	<p>The bus lane measure is the first of a series of measures along the A548 and B5129 which will improve both the bus experience and bus journey times.</p> <p>These include:</p> <ul style="list-style-type: none"> • Introducing a Quality Bus Partnership for operators. This will regulate timetables and introduce shared ticketing arrangements. • Introducing Traffic Orders along the route to reduce the congestion created by parked vehicles • Reviewing the number of stops along the route. • Construction of a Bus Hub in Garden City, to link to the Deeside Shuttle service which will provide direct access into the industrial park. • Upgrading traffic signals along the route to give buses priority. • Improving sustainable access to sites of employment and services for future generations.
1.04	<p>Traffic Modelling studies indicate that there is little detrimental impact to other road users but that the proposal would provide the following benefits:</p> <ul style="list-style-type: none"> • Improved Journey times for bus users. • Improve emergency services response times. • Provide cyclists with a safer environment.
1.05	The costs of constructing the scheme will be funded from WG Transport Grants, with the scheme expected to commence in Autumn 2019 and be operational by Summer 2020.
1.06	A full public consultation exercise has been undertaken on the proposal with public 'drop in' events held along the proposed route and an on-line survey has been made available for public comment. A summary of the responses is shown in Appendix 2.

2.00	RESOURCE IMPLICATIONS
2.01	The scheme would be WG Capital Grant funded for which indicative funding has been granted for 2019 / 2020
2.02	The design and consultation work have been undertaken by staff from the Streetscene and Transportation portfolio.
2.03	The construction work will be supervised by staff from the Streetscene and Transportation portfolio.

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	Appendix 1- Plan of proposed bus lanes Appendix 2 - Copies of responses to consultation

4.00	RISK MANAGEMENT
4.01	Any concerns relating to road safety along the extents of the proposal will be addressed during the detailed design stage. An initial Road Safety Audit Stage 1 has been undertaken and does not show any issues which cannot be addressed.

5.00	APPENDICES
5.01	Link to consultation documents https://www.flintshire.gov.uk/en/Resident/Streetscene/B5129-%E2%80%93-Shotton-and-Queensferry-Journey-Time-Savings-and-Proposed-Bus-Lanes.aspx

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	Contact Officer: Lee Shone – Road Safety Officer Telephone: 01352 704497 E-mail: Lee_shone@flintshire.gov.uk

7.00	GLOSSARY OF TERMS
7.01	ITS - Integrated Transport Strategy