

Appendix 2 - Feedback Review – A548/B5129 Bus Journey Time Improvements (Bus Lanes and Shotton High Street)

Below is an overview of the feedback received in relation to the B5129 Bus lanes and Shotton High Street proposals.

3 consultation events – Attended by approximately 120 people

Consultation period – From 27th February 2019 to 22nd March 2019

Notes:

The timing of the events and consultation period coincided with the Council Tax rise and Arriva's decision to cut some existing routes – this has led to initial negativity towards the proposals.

North Wales Police, North Wales Fire and rescue have been consulted with, and no concerns raised with the Proposed Bus lanes. The emergency services were positive the impact the proposal would have on emergency response times.

Businesses fronting the proposed bus lanes have been consulted with further positive discussions taking place. Additional meetings scheduled to look at individual needs (should approval be given) for consideration within final design.

Communication has been undertaken with residents directly impacted by the proposal. 10% of residents have contacted FCC with some concerns, of which could be alleviated with accommodation works, in detail design.

Queensferry Primary School consulted with, particular reference to the removal of the pedestrian footbridge and provisions for future access for pupils to Leisure Centre services can be considered.

Bus Lane's feedback (Consultation events)

The general feedback received at the consultation events is that approximately 95% of attendees understood the overarching scheme and its links to the wider integrated transport plans following discussions with Flintshire Officers.

- Fairfield road proposals raised by Local member appeared well supported by residents whom attended, however businesses have concerns regarding access – collaboration with LM, Residents and businesses needed during final design – may prove difficult to satisfy all parties
- Longstanding practice of residents currently parking on footways – Traffic offence is driving on footways where there are no parking restrictions – issues of displacement, albeit majority (not all) would, with some accommodation works appear to have alternate off road facility.
- Congestion during works a concern – Traffic management can be a significant element of scoring within the tender process

Shotton High Street (Consultation events)

The proposals were well received by the majority of attendees

- Some issues relating to existing TRO's and Enforcement need addressing
- Some suggestions received can be considered in final design

- Concerns of speeding along side streets to be reviewed
- Existing Pedestrian Guardrails/Street furniture is one which splits opinion
- Number of pedestrian crossings a believed factor in congestion by attendees

Feedback (outside of the events)

Of the 57 feedback forms received (outside of the events) – the majority appear to have some reservations relating to the scheme – however having studied the feedback, the majority appear to be looking at it solely as a bus lane, not as part of the Integrated Transport Plans

Bus Lane Feedback

- Some comments received appear to indicate that the associated documents have not been read (i.e. saying there is no space for a bus lane, outside of the proposed extents of the bus lane)
- 10 people fed back that they deem it a waste of money (with no substance to the feedback)
- Negative responses with no substance (i.e. not needed)
- Concerns regarding impact during construction of scheme
- Road Safety concerns can be addressed within Road Safety Audit (completed – Officers to raise concerns identified to Road Safety Audit Team for comment)

Shotton High Street Feedback

- No consistent issue identified within feedback
- No significant resistance
- Some measures suggested can be considered during final design

We are currently in discussions with a couple of residents whose properties/businesses front on to the bus lane, and whilst difficult discussions, a lot of the issues will be addressed during final design and under the Road Safety Audits.

We have received detailed feedback from one resident with whom we have met on site to discuss.

Online/Social Media Comments

Having monitored social media during the consultation process there is negativity relating to the proposals. An informal online poll arranged by a resident directly affected by the proposals has been conducted upon Facebook. The online poll gave two options of solve the traffic issue or install the bus lane, this allegedly has had over 700 responses with 93% in favor of the solve the traffic issues option.

A video of the fly through on Deeside.com has been viewed in excess of 10,000 times. The link to the consultation document was also shared, however the number of people concerned enough to respond is significantly lower (57).

Bus Lane comments received from the 57 forms received.

Nature of comments	Number	Response
Not value for money/Waste of money	10	Cost benefit analysis shows a positive return
Travel times for general motorists	2	Traffic modeling shows no detrimental impact on current vehicle journey times
Make sure buses have proper pull ins	2	Bus stops would be within bus lane.
Pull ins should have camera enforcement	1	Camera enforcement being considered
Giving priority to bus users over cars (20 people over hundreds)	4	Integrated transport plan and policies support bus priority measures.
Bus cuts – Only useful when bus service covers whole area – Wepre etc	3	Alternate services provided by authority ensure access to core network is maintained where possible
Not needed/ No existing problem	1	The existing transport barriers that impede access to employment services and education need to be addressed. The Local and National Integrated Transport Policies support these measures.
Length of bus lane pointless	1	Traffic modeling indicates significant bus journey time saving
Public transport needs to be cheaper	1	Bus Quality Partnership currently being developed
Won't reduce traffic	2	Improving bus journey times to sites of employment would encourage a modal shift to public transport. Optimistic that with the other integrated transport measures coming online a reduction in existing traffic levels can be achieved.
Add more time to signal phase from Shotton both straight on and r.t	1	Can be reviewed during final design
Sheer volume causes congestion/general existing traffic issues	4	Traffic modeling shows no detrimental impact on current vehicle journey times
Bus lane won't solve anything	1	The existing transport barriers that impede access to employment services and education need to be addressed. The Local and National Integrated Transport Policies support these measures.
Cars wanting to turn left at Shotton lane will have to wait	1	Traffic modeling shows no detrimental impact on current vehicle journey times
Buses filtering causing issues	1	Traffic modeling shows no detrimental impact on current vehicle journey times
Fantastic proposal	1	No comment necessary
Bus lanes too close to property	1	Minimum footway width will be maintained throughout.
Think of the pedestrians (narrower paths)	3	Minimum footway width will be maintained throughout
Having to park in retail and cross 4 grandchildren across 4 roads.	1	Road Safety Audit and other facilities nearby (less than 400m)
Bus Journey saving not enough to attract people to leave cars and use buses	1	Long term aspiration / modal shift – Compliments the Wider Integrated transport strategy within Flintshire
Counterproductive if people use bus as due to more people loading and unloading from bus	1	Traffic modeling shows no detrimental impact on current vehicle journey times
Bus lane means removal of green verges – degradation of environment	1	Proposal would have impact on current carbon emissions - complying with FCC environmental targets
Additional lights at Leisure in place of ped bridge would increase bus and car times	1	Traffic modeling shows no detrimental impact on current vehicle journey times
Ideal location for laser sensor for vehicles over height limit for Shotton rail bridge	1	Can be considered in line with other policies/processes
Red Route & river Crossing may	1	Future proofing against increasing traffic volumes

render this scheme redundant		
Amazing idea	2	No comment necessary
Removal of unofficial rt lane into check comms will cause back up	3	Will be considered in final design
30mph dual carriageway	4	This would lead to an increase in traffic volume.
Lack of ppe n cyclist	1	Cyclists decision – area is well lit and cyclists would be in bus lanes
Reduce number of traffic signals	3	Traffic modeling shows no detrimental impact on current vehicle journey times
Traffic study to identify end destination of vehicles	1	Considered under transport planning of wider integrated transport scheme
4 lanes of traffic to cross	1	Will be addressed within Road safety Audit
No space, bus will overhang footway(mirrors)	1	Will be addressed within Road safety Audit
Maintain footway width outside Checkcomms & bellmouth	3	Final design considerations
Traffic light sync	3	Can be reviewed during final design
Address traffic congestion	1	Future proofing against increasing traffic volumes
Clean the back streets instead	1	FAO Area supervisor
Cyclists issues	2	Police enforcement
Fairfield road issues	1	Separate TRO – no relevant impact on bus lanes
Resident parking car/accessing drive	1	Offence to drive on Footway
Bus lane will only reduce queue by 1 bus length	1	Traffic modeling indicates significant bus journey time saving with no detrimental impact on current vehicle journey times
Road from Dock Road to Blue Bridge in Queensferry	1	Not feasible