

Public Document Pack

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Chief Officer (Governance)
Prif Swyddog (Llywodraethu)



Contact Officer:
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To: MEMBERS OF THE ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY COMMITTEE

10 May 2023

Dear Sir/Madam

NOTICE OF HYBRID MEETING
ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY COMMITTEE
TUESDAY, 16TH MAY, 2023 at 10.00 AM

Yours faithfully

Steven Goodrum
Democratic Services Manager

Please note: Attendance at this meeting is either in person in the Lord Barry Jones Council Chamber, Flintshire County Council, County Hall, Mold, Flintshire or on a virtual basis.

The meeting will be live streamed onto the Council's website. The live streaming will stop when any confidential items are considered. A recording of the meeting will also be available, shortly after the meeting at <https://flintshire.public-i.tv/core/portal/home>

If you have any queries regarding this, please contact a member of the Democratic Services Team on 01352 702345.

A G E N D A

1 **APPOINTMENT OF CHAIR**

Purpose: At the Annual Meeting, Council determined that the Labour Group will chair this Committee. The Committee is advised that Councillor David Evans is the Chair of the Committee for the municipal year.

2 **APPOINTMENT OF VICE-CHAIR**

Purpose: To appoint a Vice-Chair for the Committee.

3 **APOLOGIES**

Purpose: To receive any apologies.

4 **DECLARATIONS OF INTEREST (INCLUDING WHIPPING DECLARATIONS)**

Purpose: To receive any Declarations and advise Members accordingly.

5 **MINUTES** (Pages 5 - 10)

Purpose: To confirm as a correct record the minutes of the meeting held on 18 April 2023.

6 **FORWARD WORK PROGRAMME AND ACTION TRACKING** (Pages 11 - 18)

Report of Environment and Social Care Overview & Scrutiny Facilitator -

Purpose: To consider the Forward Work Programme of the Environment & Economy Overview & Scrutiny Committee and to inform the Committee of progress against actions from previous meetings.

7 **COMMUNITIES 4 WORK** (Pages 19 - 24)

Report of Chief Officer (Planning, Environment and Economy) - Cabinet Member for Climate Change and Economy

Purpose: To provide an update on the closure of the Communities for Work programme across Wales following the end of the European Structural Fund programmes.

8 TOWN CENTRE REGENERATION LOANS (Pages 25 - 36)

Report of Chief Officer (Planning, Environment and Economy) - Cabinet Member for Climate Change and Economy

Purpose: To provide an update on the Welsh Government Town Centre Loan funding available for the Council to administer as part of Flintshire's town centre regeneration programme.

9 REVIEW OF FLINTSHIRE COUNTY COUNCIL'S INTEGRATED TRANSPORT STRATEGY (Pages 37 - 110)

Report of Chief Officer (Streetscene and Transportation) - Deputy Leader of the Council and Cabinet Member for Streetscene and the Regional Transport Strategy

Purpose: To undertake a review of Flintshire's Integrated Transport Strategy

Please note that there may be a 10 minute adjournment of this meeting if it lasts longer than two hours

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ENVIRONMENT AND ECONOMY OVERVIEW & SCRUTINY COMMITTEE **18 APRIL 2023**

Minutes of the hybrid meeting of the Environment and Economy Overview & Scrutiny Committee of Flintshire County Council held on Tuesday, 18 April 2023.

PRESENT: Councillor David Evans (Chair)

Councillors: Mike Allport, Mel Buckley, Chris Dolphin, Mared Eastwood, Richard Lloyd, Mike Peers, Vicky Perfect, Dan Rose, and Roy Wakelam

SUBSTITUTIONS: Councillor Bernie Attridge for Councillor Ian Hodge and Councillor Teresa Carberry for Councillor Ray Hughes

CONTRIBUTORS:

Councillor Chris Bithell (Cabinet Member for Planning, Public Health and Public Protection), Councillor Dave Hughes (Deputy Leader of the Council and Cabinet Member for Streetscene and the Regional Transport Strategy), Councillor David Healey (Cabinet Member for Climate Change and Economy), Chief Officer (Planning, Environment & Economy), Chief Officer (Streetscene & Transportation), Enterprise and Regeneration Manager, Climate Change Programme Manager, and Regulatory Services Manager

IN ATTENDANCE: Democratic Services Manager and Democratic Services Officers

69. DECLARATIONS OF INTEREST

There were no declarations of interest.

70. MINUTES

The minutes of the meeting held on 7 March 2023, were submitted.

Accuracy

Page 9: Councillor Mike Peers said that the proposed development he had referred to was in the Buckley Mountain Ward and asked that the minutes be amended to correct this

Subject to the above amendment the minutes were approved as an accurate record as moved and seconded by Councillor Roy Wakelam and Councillor Mared Eastwood.

RESOLVED:

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

71. CHANGE IN THE ORDER OF THE AGENDA

The Chair advised that item 6: Council Plan 2023-28 Development, would be brought forward

72. FORWARD WORK PROGRAMME AND ACTION TRACKING

The Democratic Services Manager presented the Forward Work Programme and Action Tracking report. He advised that an additional item on the Integrated Transport Strategy had been scheduled for the next meeting of the Committee to be held on 16 May, and an item on the Ultra Low Emission Vehicle Transition Plan was scheduled for the meeting to be held on 11 July 2023. Members were invited to raise any further items they wished to include on the Programme.

The Democratic Services Manager referred to the Action Tracking report which was appended to the report and advised that work was ongoing to complete the two outstanding actions.

In response to the request by Councillor Mike Peers for an update on the issue of parking outside schools which had been considered jointly with the Education, Youth & Culture Overview & Scrutiny Committee, the Chief Officer (Streetscene and Transportation) advised that work on drafting the terms of reference was in progress and a report would be submitted shortly to both the Environment & Economy, and the Education, Youth & Culture Overview & Scrutiny Committees for approval.

The recommendations in the report were moved and seconded by Councillors Dan Rose and Mike Peers.

RESOLVED:

- (a) That 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

73. COUNCIL PLAN 2023-28 DEVELOPMENT

The Chief Officer (Planning, Environment & Economy) presented the report on the Council Plan 2023-28, Part 1 and Part 2, draft content for review and feedback prior to sign off at Cabinet.

The Chief Officer provided background information and advised that the Council Plan for 2023-28 had been reviewed and refreshed to reflect the key priorities of the Council for the five-year term of the new administration. The 'super-structure' of the Plan comprised seven priorities and relevant sub-priorities. The seven priorities take a long-term view of recovery, projects, and ambitions over the next five years. The Council Plan 2023-28 will be published in a similar format to previous years, identifying actions aimed at achieving the Well-being objectives, priorities, and sub-priorities. National and regional issues/risks which could impact on the achievement of these priorities will be identified and monitored. Part 2 of the Council Plan will be considered by the respective

Overview and Scrutiny committees to ensure full coverage of Part 1 of the Council Plan 2023-28 and its respective measures and their targets.

In co-presenting the report the Chief Officer (Streetscene & Transportation) commented on the long term strategies, ambitions, and Welsh Government priorities, and emphasised that the Plan took a long-term view of recovery over the next 5 years.

The Cabinet Member for Climate Change and Economy spoke in support of the Council Plan which he said was a visionary document that supported the work of the Council up to 2028 and congratulated Officers on their work to develop the Plan. He drew attention to the importance of the new sub priority within the Council Plan to Commission a data review for rural Flintshire and hold community consultation to better understand rural community needs by March 2024..

Councillor Mike Peers referred to Appendix 1 - An overview of the Wellbeing Objectives, Priorities, Sub priorities and their definitions, and commented on the following priorities: phosphate mitigation, net zero council carbon , levelling up, rural regeneration, and town centre regeneration. Councillor Peers also referred to Appendix 2, the sub priority reducing worklessness, and the definition - work with our partners to support individuals to gain employment. Commenting on the achievement actions he asked if the definition applied to all individuals or just disadvantaged groups.

The Chief Officer (Planning Environment & Economy) responded to the questions and points raised by Councillor Peers. He explained that a report to update Members on progress concerning phosphate mitigation would be submitted to a future meeting of the Planning Strategy Group. He referred to the role of the Climate Change Committee and said that an action plan had been developed to address the need to achieve carbon neutrality by 2030 and could be provided to Members if wished. Referring to the question raised by Councillor Peers on the withdrawal of Levelling Up the Chief Officer explained that the future for Levelling Up was currently unknown but projects could be aligned if funding was made available. The Chief Officer also responded to the questions raised by Councillor Peers around rural and semi-rural regeneration, town centre regeneration, redundant buildings, and car parking, and commented on the work being undertaken on 'placemaking' plans.

Regarding the further question by Councillor Peers on the priority Economy in Appendix 2; sub-priority to reduce worklessness, the Chief Officer advised that the overall action applied to everyone but the priority was for disadvantaged groups and said the point made by Councillor Peers would be acknowledged in the revision of the draft Council Plan.

The Chief Officer (Streetscene & Transportation) referred to public transport in rural areas and reiterated that a report on the Integrated Transport Strategy would be submitted to the next meeting of the Committee to be held on 16 May, and was included as a sub-priority in Appendix 1.

The recommendation as set out in the report was moved by Councillor Mike Peers and seconded by Councillor Roy Wakelam.

RESOLVED:

That the Council Plan 2023-28 Part 1 and Part 2 documents that outline the actions, measures and risks that underpin the Priorities, Sub-Priorities and Well-being objectives of the Council Plan 2023-28 be supported.

74. HOUSING REGENERATION GRANTS AND LOANS POLICY

The Enterprise and Regeneration Manager presented a report to review the Housing Regeneration Grants and Loans Policy and recommend approval to Cabinet. He provided background information and advised that the report provided an update on the work of the team, sets out a series of recommended priorities for the team in the future, and proposed that the outdated Private Sector Grants and Loans Policy be replaced with a simple schedule of grants and loans available to householders in Flintshire.

The Enterprise and Regeneration Manager referred to the key considerations as detailed in the report and drew attention to the priorities as set out in section 1.13. The current schedule of grants and loans issued by the service was attached as Appendix 1 to the report.

Referring to the schedule of grants and loans available, Councillor Mike Peers asked for further information on the total amount of funding provided by the Welsh Government, the number of individual grants which had been provided to applicants, and details on the application process. He suggested that further information was needed to advise anyone interested in applying for a loan or grant on how to make an application. Councillor Peers also raised concerns that there were properties which remained unoccupied due to a delay in obtaining 'work guarantees' from developers whilst tenants were being housed in temporary accommodation.

The Enterprise and Regeneration Manager responded to the points raised by Councillor Peers and explained that funding from the Welsh Government for home improvement loans up to £35k in certain circumstances was available to householders and was repayable by 2030. He advised that information on the scheme was available on the Council's website and was also being promoted directly. In response to the concerns raised by Councillor Peers on the issue of 'work guarantees' the Enterprise and Regeneration Manager gave reassurance that this matter was being addressed by Officers.

The recommendations as set out in the report were moved by Councillor Mared Eastwood and seconded by Councillor Dan Rose.

RESOLVED:

- (a) That the update on the work of the Housing Regeneration team is noted and that the future priorities for the service be supported; and
- (b) That the grants and loans schedule be noted and the process for amendment be supported with delegated authority given to the Cabinet Member for Economic Development and Countryside and the Chief Officer (Planning, Environment and Economy) to vary the schedule as funding

availability or requirements change.

75. NORTH WALES ENERGY STRATEGY AND ACTION PLAN AND LOCAL AREA ENERGY PLANNING IN FLINTSHIRE

The Chief Officer (Planning, Environment & Economy) introduced the report to consider and endorse adoption of the Regional Energy Strategy and Action Plan and seek support for development of the Local Area Energy Plans.

The Climate Change Programme Manager presented the report. She provided background information and referred to the North Wales Energy Strategy and Action Plan, and Local Area Energy Planning (LAEP), as detailed in the report. She advised that work on the LAEP commenced in January 2023, and whilst the timeline was to be confirmed it was likely that the Flintshire LAEP should be completed in December 2023. It was proposed that annual updates on progress be provided to the Climate Change Committee and Cabinet to secure effective democratic oversight of progress and to influence and decide on actions going forward. The North Wales Energy Strategy Action Plan and collation of actions where Local Authorities had been identified as the Lead within the North Wales Energy Strategy Action Plan were appended to the report.

Councillor Mike Peers commented on the lack of detail concerning the Flintshire LAEP in the report and referred to the proposed completion by December 2023. The Programme Manager explained that development of the Flintshire LAEP had started only recently and work was progressing on the data to develop the Plan in Flintshire and identify the internal and external stakeholders which needed to be involved. She clarified that the updates on progress referred to in section 1.11 of the report were for the Regional Plan and the LAEP.

Councillor Peers thanked the Programme Manager for the verbal update and asked that a written action plan be submitted which provided details of contacts, timelines, and progress for the Flintshire LEAP. The Programme Manager agreed to provide the information in written format as soon as available. The Chief Officer suggested that the Flintshire LAEP be included as an item on the Committee's Forward Work Programme so that a draft of the local Plan could be considered at a future meeting.

The recommendations in the report were moved and seconded by Councillors Dan Rose and Councillor Mared Eastwood.

RESOLVED:

- (a) That the attached North Wales Energy Strategy and Action Plan be endorsed; and
- (b) The commencement of Local Area Energy Planning in the County be noted.

76. MEMBERS OF THE PRESS IN ATTENDANCE

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

(The meeting started at 10.00am and ended at 10.55 am)

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Chair



ENVIRONMENT & ECONOMY OVERVIEW & SCRUTINY COMMITTEE

| | |
|------------------------|---|
| Date of Meeting | Tuesday 16 th May 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

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| 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

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| 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 | <p>In identifying topics for future consideration, it is useful for a 'test of significance' to be applied. This can be achieved by asking a range of questions as follows:</p> <ol style="list-style-type: none">1. Will the review contribute to the Council's priorities and/or objectives?2. Is it an area of major change or risk?3. Are there issues of concern in performance?4. Is there new Government guidance of legislation?5. Is it prompted by the work carried out by Regulators/Internal Audit?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. |

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

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

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

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

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| 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 |

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| 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. |

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Environment & Economy Overview & Scrutiny Forward Work Programme 2022/23

| Date of Meeting | Subject | Purpose of Report/Presentation | Scrutiny Focus | Responsible/Contact Officer | Submission Deadline |
|--------------------------|--|--|------------------------|--|---------------------|
| 13 June 2023 10.00 am | Welsh Government Deposit Return scheme | To receive an update | Assurance | Chief Officer (Streetscene & Transportation) | |
| | Low carbon Energy Programme (to be confirmed) | To receive an update on the Low Carbon Energy programme of Ambition North Wales. | Assurance | Facilitator | |
| 11 July 2023 10.00 am | Council Plan 2022-23 Year-End Performance | To review the levels of progress in the achievement of activities and performance levels identified in the Council Plan. | Performance monitoring | Chief Officers | |
| | Ultra Low Emission Vehicle Transition Plan | To consider the Ultra Low Emission Vehicle Transition Plan | Assurance | Chief Officer Streetscene & Transportation | |
| 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. | |
| 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 | |
| 14 Nov 23 10.00 am | Flintshire Local Energy Action Plan | To consider the Flintshire Local Energy Action Plan (as agreed on 18 th April 2023) – | 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 |
|------------------------|---------|--------------------------------|----------------|-----------------------------|---------------------|
| 12 Dec 23 10.00 am | | | | | |
| 9 Jan 24 10.00 am | | | | | |
| 6 Feb 24 10.00 am | | | | | |
| 5 March 24 10.00 am | | | | | |
| 11 June 24 10.00 am | | | | | |

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Action tracking from Environment & Economy OSC April 2023

| Item/Date | Discussion | Action | By whom | Status |
|---|---|---|---------------------|---|
| 7 March 2023 Streetscene Standards Review 2022/23 | A proposal from Cllr Bernie Attridge that a Task & Finish group be convened to contribute to the development of the new standards was supported by the committee. | Task & Finish Group to be set up | Christopher Goddard | Ongoing. Request for members circulated. |
| 7 March 2023 Bereavement Services | The Chair commented on the remaining capacity in Hawarden and Buckley cemeteries and asked how many requests for burial were “new requests” or were connected to existing family plots. | Officers agreed to provide the information following the meeting. | Richard Blake | Information provided via email. |
| 18 April 2023 North Wales Energy Strategy and Action Plan & Local Area Energy Planning | Flintshire Local Energy Action Plan - further report to be provided to the Committee. | To be added to Forward Work Programme as item to be scheduled | Facilitator | Completed |

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Environment & Economy Overview & Scrutiny Committee

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|------------------------|---|
| Date of Meeting | Tuesday, 16th May 2023 |
| Report Subject | Communities for Work |
| Cabinet Member | Cabinet Member for Climate Change and Economy |
| Report Author | Chief Officer (Planning, Environment and Economy) |
| Type of Report | Operational |

EXECUTIVE SUMMARY

The Communities for Work programme was created by Welsh Government in 2016. Funded from a mixture of European and Welsh Government resources, it provided local government in Wales with resources to support people furthest from the labour market to overcome barriers to employment and learning through long-term mentoring support. As a European funded programme, it ended on 31 March 2023.

In December 2022 it was announced that Flintshire would receive sufficient Welsh Government funding to continue to provide the Communities for Work support and enable the Council to retain the entire staff team to do so.

This report provides an update on the programme and the changes which have taken place and its future priorities.

RECOMMENDATIONS

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| 1 | That the closure of the Communities for Work programme and the new arrangements to support long term unemployed people are considered and supported. |
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REPORT DETAILS

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| 1.00 | Explaining the Communities for Work programme |
| | <u>Background</u> |
| 1.01 | <p>The Communities for Work programme was created by Welsh Government in 2016. Funded from a mixture of European and Welsh Government resources, it provided local government in Wales with resources to support people furthest from the labour market to overcome barriers to employment and learning through long term mentoring support. The programme was based on the previous Communities First infrastructure locally and nationally and was limited to where it could operate and who it could support due to eligibility constraints. As a European funded programme, it ended on 31 March 2023.</p> |
| 1.02 | <p>The programme was delivered in Flintshire by the Employability team within the Enterprise and Regeneration service. In Flintshire, the programme supported the employment of six members of staff. Since the start of the Communities for Work (C4W) programme, 688 individuals have received support with 244 moving into employment or learning as a result.</p> |
| 1.03 | <p>Welsh Government have also funded a complementary programme that has supported individuals that have not been eligible for C4W. This is Communities for Work Plus (C4W+) and it has operated across all of Flintshire delivered by additional staff located in the same team. The programme has:</p> <ul style="list-style-type: none"> • provided mentoring support to help individuals to overcome barriers to employment and learning; • enabled training activity to help individuals become ready for work in specific sectors, • helped employers to recruit locally; • contributed to the response to redundancy situations; and • co-ordinated local employability support to help ensure individuals get a joined-up service. |
| 1.04 | <p>A number of case studies are provided below to illustrate the work of the service through both the C4W and C4W+ programmes.</p> <p>The service supported Mr. A. who was homeless due to alcoholism and poor mental health. Council staff helped Mr. A. to compile a CV and arranged for him to attend jobs fairs and confidence building training. Through attendance at the jobs fairs, Mr. A. has secured employment locally. Mr. A. is actively managing his health conditions and rebuilding his family relationships.</p> |

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| | <p>Mr. B. was 18 when he was referred to the service with no qualifications and no work history. Mr. B. wanted to work in construction and was supported to enroll on a college course. Unfortunately, he dropped out of the course and has moved from job to job since. His mentor has maintained contact with him to offer support and encouragement and recently provided him with access to an accredited learning in construction opportunity. Now aged 21, Mr. B. has secured work in construction.</p> <p>Ms. C. wanted to set up her own business despite a number of challenging life events and both physical and mental ill-health. Over 12 months, the service has provided support and encouragement and has worked closely with the Department for Work and Pensions and Business Wales to guide Ms. C. through the stages she needed to work through to set up her business. Ms. C has now started her business</p> <p>Ms. D. hadn't worked for three years due to poor mental and physical health. Ms. D. wanted to gain employment and also to write a book about autism, due to her life experiences. Through regular support and local partnerships, the service was able to provide access to IT equipment and training for Ms. D. and with job search help and skills. Ms. D. is now employed in a job that she finds very rewarding and is part-way through writing her book.</p> |
| | <u>Programme changes</u> |
| 1.05 | <p>In 2022, Welsh Government announced that the C4W+ funding would be restructured from April 2023 to move away from the Communities First infrastructure and formula and to take account of the loss of the C4W funding. In December 2022 it was announced that Flintshire would receive sufficient C4W+ funding to continue the scale of service that had been covered by the two programmes together, enabling the Council to retain the entire staff team. The service, as a result of these decisions, now employs:</p> <ul style="list-style-type: none"> • Team Leader • Finance and Monitoring Officer • Triage Support Worker • Two Lead Officers (employer liaison) • 10 Mentors |
| 1.06 | <p>The team is currently in the process of relocating from the Care and Repair centre in Shotton to Ty Dewi Sant, Ewloe. The majority of the work of the service is delivered in community venues across the County and this will remain unchanged.</p> |
| | <u>Future priorities</u> |
| 1.07 | <p>The service, in delivering the C4W+ programme, will focus on:</p> |

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| | <ul style="list-style-type: none"> • engaging and providing long term mentoring support to those furthest from the labour market to enable them to overcome barriers to employment and learning; • support employers in recruiting suitable candidates especially through the provision of jobs fairs; • provide short work-focused learning opportunities to individuals to provide the skills and accreditations they need to enter employment in key sectors including health and social care, construction, retail, and hospitality; • co-ordinate employability support in the County to ensure participants get a joined-up service; and • contribute to the rapid response to redundancy team in Flintshire. |
| 1.08 | <p>Individuals join the programme from a wide range of referral routes and can self-refer themselves. If Members are aware of individuals who might benefit from the programme then they are asked to provide the contact details below.</p> <p>cfwtrriage@flintshire.gov.uk</p> |

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| 2.00 | RESOURCE IMPLICATIONS |
| 2.01 | <p>The programme is 100% funded by Welsh Government so there are no resource implications currently arising from the programme. The Welsh Government funding for 2023/2024 is £865,853.</p> |

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| 3.00 | IMPACT ASSESSMENT AND RISK MANAGEMENT |
| 3.01 | <p>The main risk to the Council is that the programme fails to deliver its profiled targets in terms of people engaged onto the programme and then reaching suitable outcomes; employment, learning or voluntary activity.</p> <p>The mitigation measures for this are:</p> <ul style="list-style-type: none"> • the continued employment of a diverse and highly skilled mentor team to engage and support participants; • the co-ordination of a broad coalition of support agencies to cross-refer participants and to ensure joined-up and effective support packages are provided; • employment of a manager and development officers in the programme to build relationships with partners and employers and to set up specific support initiatives that further improve participants chances to progress; • regular monitoring of programme performance internally and by Welsh Government; and • inclusion of this risk in the Council's strategic risk register for further monitoring. |

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| 4.00 | CONSULTATIONS REQUIRED/CARRIED OUT |
| 4.01 | None. |

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| 5.00 | APPENDICES |
| 5.01 | None. |

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| 6.00 | LIST OF ACCESSIBLE BACKGROUND DOCUMENTS |
| 6.01 | None. |

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| 7.00 | CONTACT OFFICER DETAILS |
| 7.01 | <p>Contact Officer: Niall Waller (Enterprise and Regeneration Manager) Telephone: 01352 702137 E-mail: niall.waller@flintshire.gov.uk</p> |

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| 8.00 | <p>GLOSSARY OF TERMS These are provided corporately on the Infonet (link) and maintained by the Executive Office</p> |
| | <p>Communities First – a Welsh Government funded programme for community development operating from 2001 until 2016. The programme operated only in the most deprived neighbourhoods in Wales.</p> <p>Communities for Work (C4W) – a programme delivering employment support through European Commission and Welsh Government funds.</p> <p>Communities for Work Plus (C4W+) – a programme delivering employment support funded by Welsh Government.</p> |

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Environment & Economy Overview & Scrutiny Committee

| | |
|------------------------|---|
| Date of Meeting | Tuesday, 16th May 2023 |
| Report Subject | Town Centre Regeneration Loans |
| Cabinet Member | Cabinet Member for Climate Change and Economy |
| Report Author | Chief Officer (Planning, Environment and Economy) |
| Type of Report | Operational |

EXECUTIVE SUMMARY

Over the last eight to ten years, alongside traditional non-repayable town centre regeneration grant funding opportunities, Welsh Government has made available repayable capital loan funding to local authorities across Wales. By making repayable loan funding available, Welsh Government's aim is that this will facilitate the delivery of its strategic regeneration policy frameworks which seek to increase footfall and vibrancy, support the growth of the local economy, diversify the use of premises within the town centre, and help breathe new life into land and premises in town centre locations across Wales.

This report provides details of the town centre regeneration repayable loan funding awarded to Flintshire County Council and a proposed criteria to be used to manage and administer the funds to support the delivery of its regeneration work programme across town centres in Flintshire.

RECOMMENDATIONS

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| 1 | That the repayable loan funding awarded for town centre regeneration in Flintshire is noted. |
| 2 | That Members review and support the proposed criteria and approach to administering and managing the town centre repayable loan funding across Flintshire. |

REPORT DETAILS

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| 1.00 | <u>BACKGROUND</u> |
| 1.01 | <p>There are a number of challenges facing all small towns in the United Kingdom including towns across Flintshire:</p> <ul style="list-style-type: none"> • Changing customer behaviours resulting in reduced footfall and towns having more retail units than they can sustain; • Many town centre properties are owned remotely by national or international property finance companies or speculative investors with limited interest in their effective management and no stake beyond their investment in the success of the town centre; • Smaller, more marginal shopping centres are struggling to remain viable with a major collapse of property values and considerable difficulties in attracting tenants; • Vacant retail units and underused space above the ground floor and weak business resilience is believed to mask the true picture which manifests in gradually declining building condition and a lack of investment; • There are a small number of longer-term vacant properties in towns which can have a blighting effect on their locality. |
| 1.02 | <p>Since 2014-15, alongside traditional non-repayable regeneration grant funding opportunities, Welsh Government has made available repayable capital funding across Wales. Repayable regeneration funding was initially made available to local authorities to support the regeneration of their towns via the former Vibrant and Viable Places (VVP) regeneration initiative.</p> |
| | <u>Strategic context</u> |
| 1.03 | <p>In 2020, Welsh Government launched its Town Centres First policy to help breathe new life into town centres by locating services and buildings in town centres wherever possible. It has since launched a national £90million Transforming Towns investment package and encouraged the public sector to support towns through delivering regeneration activity which aims to increase footfall and create or sustain vibrancy.</p> |
| 1.04 | <p>Since the introduction of its Town Centre First Policy, Welsh Government has increasingly focussed on town centre regeneration, and as part of this, tackling empty town centre properties.</p> <p>As part of its Transforming Towns initiative, funding has been made available through a repayable town centre loans programme (delivered through each local authority) to support regeneration of town centres at a county level. Welsh Government has set out a requirement for local authorities to effectively manage and administer repayable loan funding at a local authority level and report periodically on progress regarding the usage of repayable loan funds.</p> |

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| 1.05 | <p>Local authorities including Flintshire County Council have been awarded repayable capital funding from Welsh Government to administer as ‘Town Centre Regeneration Loan Schemes’ at a county level to facilitate:</p> <ul style="list-style-type: none"> i) work with property owners and developers to support investment in their premises, and ii) deliver council-led regeneration projects. |
| | <u>Flintshire town centre regeneration strategic approach</u> |
| 1.06 | <p>Town Centre regeneration priorities are part of the Council Plan 2023-28 and are also supported by key plans and strategies that the Council has already produced (e.g. LDP, Housing Strategy and Action Plan for 2019-2024, Climate Change Strategy 2021-2030, A Well-being Plan for Flintshire 2018-2023). Town centres are also a priority in the North Wales Regional Economic Framework and its delivery programme, which is overseen by the North Wales Economic Ambition Board.</p> |
| 1.07 | <p>The strategic approach to town centre regeneration in Flintshire was approved by Cabinet in May 2019 and subsequently refreshed in March 2020, immediately before the pandemic restrictions came into place. In May 2021, a further Cabinet report provided an update on progress against the regeneration priorities and areas of particular focus and identified the need for additional staff resource to deliver the increased scale of the programme and more property-related regeneration.</p> |
| 1.08 | <p>In October 2022, an update on progress was provided to Cabinet and the approach to developing Place Making Plans for seven towns across Flintshire (Buckley, Connah’s Quay, Flint, Holywell, Mold, Queensferry and Shotton) and criteria and approach for tackling empty properties in town centres was approved.</p> |
| 1.09 | <p>Repayable and non-repayable regeneration investment is to be targeted at schemes which support the regeneration of the seven towns across Flintshire approved by Cabinet in October 2022, so to align to local place making priorities identified for each town as part of the Place Making process.</p> |
| | <u>Repayable Loan Funding awarded to Flintshire</u> |
| 1.10 | <p>In total, £2,450,000 repayable loan funding for town centre regeneration has been awarded to the Council from Welsh Government to administer, this includes:</p> <ul style="list-style-type: none"> • £860,000 from the Vibrant and Viable Places initiative repayable by 31/03/2030; • £840,000 Town Centre Loans (for administering to third parties), repayable by 31/03/2036; and • £750,000 Town Centre Loans (for use by the Council to deliver regeneration projects), repayable by 31/03/2036. |
| 1.11 | <p>Each of the repayable loan funding awards from Welsh Government has a consistent purpose, to reduce the number of vacant, underutilised and</p> |

| | redundant sites and premises in town centres and to support the diversification of the town centres by encouraging more sustainable uses for empty sites and premises, such as residential, leisure and for key services. | | | | | | | | | | |
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| 1.12 | <p>The funding award letters outline three ways in which loan monies can be used, these are:</p> <ul style="list-style-type: none"> i) by the Council to acquire and unlock sites and premises with the intention of packaging and selling a proposal on the open market within an agreed timeframe; ii) by the council to redevelop or refurbish sites and premises within an agreed timeframe; and iii) to provide loans to third parties for repayment within an agreed timeframe. <p>Where possible, it is encouraged by Welsh Government that the repayable loans are recycled to generate maximum impact over the term that the funding award covers.</p> | | | | | | | | | | |
| | <u>Administration of the repayable loan funding</u> | | | | | | | | | | |
| 1.13 | Within the repayable loan funding award letters received from Welsh Government, details of the criterion for how the loan is to be administered are provided. Details of the criteria received from Welsh Government and the proposed details for the implementation of the scheme in Flintshire is outlined in table 1, below | | | | | | | | | | |
| 1.14 | Table 1: Proposed criteria for use in Flintshire | | | | | | | | | | |
| | <table border="1"> <thead> <tr> <th></th> <th>WG funding criteria – pan Wales</th> <th>FCC criteria to be administered to suit local need/ context.</th> </tr> </thead> <tbody> <tr> <td>Maximum Loan charge</td> <td>A discretionary one-off administration fee of up to 15 per cent.</td> <td> <p>£5,001 to £20,000: 2.5% of loan amount subject to a minimum fee of £ 275.00</p> <p>£20,001 to £50,000: 2.0% of loan amount subject to a minimum fee of £500.00</p> <p>£50,001 to £100,000: 1.5% of loan amount subject to a minimum fee of £1,000.00</p> <p>£100,000 to £250,000: 1.0% of loan amount subject to a minimum fee of £1,500.00</p> <p>This is consistent with other local authorities across north Wales.</p> </td> </tr> <tr> <td>Minimum and maximum Loan value</td> <td>£5,000 up to £1 million</td> <td> <p>Minimum of £5,000 and maximum of £250,000 maximum loan to third parties, per project.</p> <p>No maximum loan amount per project for use of funds awarded for projects being led by FCC – to be</p> </td> </tr> </tbody> </table> | | | WG funding criteria – pan Wales | FCC criteria to be administered to suit local need/ context. | Maximum Loan charge | A discretionary one-off administration fee of up to 15 per cent. | <p>£5,001 to £20,000: 2.5% of loan amount subject to a minimum fee of £ 275.00</p> <p>£20,001 to £50,000: 2.0% of loan amount subject to a minimum fee of £500.00</p> <p>£50,001 to £100,000: 1.5% of loan amount subject to a minimum fee of £1,000.00</p> <p>£100,000 to £250,000: 1.0% of loan amount subject to a minimum fee of £1,500.00</p> <p>This is consistent with other local authorities across north Wales.</p> | Minimum and maximum Loan value | £5,000 up to £1 million | <p>Minimum of £5,000 and maximum of £250,000 maximum loan to third parties, per project.</p> <p>No maximum loan amount per project for use of funds awarded for projects being led by FCC – to be</p> |
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| Minimum and maximum Loan value | £5,000 up to £1 million | <p>Minimum of £5,000 and maximum of £250,000 maximum loan to third parties, per project.</p> <p>No maximum loan amount per project for use of funds awarded for projects being led by FCC – to be</p> | | | | | | | | | |

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| | | determined on a case-by-case basis within the available funds awarded to FCC for use on council-led projects. |
| Improvement or redevelopment required | Works which make a residential property safe, warm and/or secure, or unlock a vacant or stalled site | As per WG criteria. |
| Loans can be used to improve a property to/for: | <ul style="list-style-type: none"> • Continued ownership • Sell • Rent • Unlock a vacant or stalled site | As per WG criteria |
| Loan criteria for private rented sector only | Must be free of category 1 hazards. | As per WG criteria |
| Interest | Loans must be interest free | 0% interest in all cases except when repayment of the loan is late. Late repayment will mean that the interest rate on a pro-rata basis from the commencement of the loan until the date of repayment is 6.00% per annum. |
| Maximum Loan Period | 15 years | Maximum of 7 years in exceptional circumstance – in order to recycle funds for re-investment. Expected 2-5 years for most applicants received. |
| Repayment terms | Choice of staged repayments or full repayment at end of loan term or on sale of the property or site, if earlier. | As per WG criteria, to be determined per individual application as part of due diligence role/ administration of loan. No charges for early repayment. You can overpay or repay in full at any time. |
| Eligible applicants | Owners of sub-standard properties e.g. landlords, owner occupiers who pass affordability checks i.e: charities – last 3 years financial accounts, companies/ businesses – evidence of a robust and sustainable business plan. | As per WG criteria |
| Risk mitigation measures | Two or more of the following: loan to value ratio, second property charges, local land charges, staged repayments. | As per WG criteria |
| Other funding options | Other funding options must be explained to the applicant and other funding options can be used in conjunction with the loan as long as they are funding separate works. | As per WG criteria |

Governance arrangements

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| 1.15 | <p>A 7-stage process and suite of loan application documentation has been developed between officers in the Council’s Regeneration Team, Legal team and external legal expertise. The documentation has been informed by best practice from other operational regeneration loan schemes across Wales and all information needed and a full due diligence process designed which is in line with Welsh Government expectations and the repayable funding terms and conditions outlined in the award offer letters received.</p> <p>Details of the proposed 7-stage process for assessing and awarding loans the repayable town centre loan funding is outlined in table 2, below.</p> | |
| 1.16 | Table 2: 7-stage process for assessing and awarding loans | |
| Stage | Action | Responsibility/ Lead |
| Stage 1: | <p>Enquiry from prospective loan applicant (external) Options appraisal/ feasibility study completed (internal projects).</p> | Applicant |
| Stage 2: | <p>Meeting held at the property to receive the investment involving the applicant and Regeneration Officer.</p> <p>Applicant to provide full details of the intended use for the loan funding (Completed application form).</p> | FCC Regeneration Team/ Applicant |
| Stage 3: | <p>For third party loans:</p> <p>Loan Governance Panel held</p> <p>Internal projects only: project considered by Loan Governance panel and the Council’s Programme Asset Board.</p> <p>In addition, approval to proceed to be sought from Chief Officer for Planning, Environment and Economy and Cabinet Member for Climate Change and Economy (delegated authority to do so to be sought from Cabinet at its meeting on 23 May 2023).</p> | <p>FCC Regeneration, Legal and Finance.</p> <p>FCC Regeneration, Legal and Finance.</p> <p>Chief Officer – PEE</p> <p>Cabinet Member</p> |
| Stage 4: | <p>Complete due diligence - to ensure the applicant can afford the repayments; that the proposal has been thought through and that appropriate security can be offered for the loan.</p> | FCC Regeneration and Legal |
| Stage 5: | <p>Award funding via offer letter and instruct formal loan agreement via Legal Services.</p> <p>Legal Service to apply a land charge to premises.</p> | FCC Regeneration and Legal |

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| Stage 6: | Complete agreement and transfer loan funds to applicant (external). Draw down funds for internal projects. | FCC Legal and Finance |
| Stage 7: | Ongoing monitoring of works/ repayments in line with terms outlined in loan agreement. Quarterly reporting to Welsh Government. | Applicant FCC Regeneration |
| 1.17 | <p>To inform the town centre regeneration loan governance process in advance of it being proposed for adoption by the Council, two repayable loans have been administered to date to trial the criteria and process outlined above:</p> <ul style="list-style-type: none"> i) £100,000 loan to Holywell Town Council for town centre improvement works – loan repaid in full by applicant; and ii) £139,776 to an owner of a commercial property (private sector) in Queensferry – due diligence completed and loan agreement issued to applicant – currently at stage 5 of the process outlined above. <p>The second of the above loan agreements detailed above was facilitated by an external solicitor procured via the Council’s Legal Service due to limited staff resource to take on the work. This has worked favourably, as the developed loan agreement templates, and legal content/ wording for use in the future have been produced by experts in the legal sector which are able to be used in future as example documents for use by the Council’s Legal Service in the future.</p> | |
| 1.18 | <p>The Council’s ‘Places Group’, which is part of Economic Recovery Group governance structure will have oversight of the town centre regeneration loan implementation at an operational level. The loans will be accounted for by the Council’s Finance team (Capital) in line with established borrowing processes, procedures, and financial regulations. Existing meetings between Finance and Regeneration teams to manage and monitor the loan funding available will continue.</p> | |

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| 2.00 | RESOURCE IMPLICATIONS | |
| 2.01 | <p>Financial resource As outlined in this 1.10 of this report, a total of £2,450,000 repayable loan funding for town centre regeneration has been awarded to the Council from Welsh Government to administer, this includes:</p> <ul style="list-style-type: none"> • £860,000 from the Vibrant and Viable Places initiative repayable by 31/03/2030; • £840,000 Town Centre Loans (for administering to third parties), repayable by 31/03/2036; and • £750,000 Town Centre Loans (for use by the Council to deliver regeneration projects), repayable by 31/03/2036. | |

In addition, £510,000 non-repayable revenue grant was secured from Welsh Government in March 2022, for use over the next 2-3 years. This funding will support economic development activity and cover costs of additional regeneration staff recruited in 2022 and place making plan development activity in 2023 and 2024.

In addition to the above, the following Welsh Government funding is available for town centre regeneration from 1 April 2023:

- £2.6 million available across North Wales, with up to £250,000 available per application; and
- £150,000 allocation per annum for the delivery of small-scale property development projects in Flintshire -targeting Buckley and Shotton as a pilot.

A town centre investment programme for Flintshire has also been developed and funding application (stage 1) submitted by the Council's Regeneration Team to seek funding from Flintshire's Shared Prosperity Funding allocation. This application was successful at stage 1 and has been invited to submit a stage 2 application, the outcome of which will likely be known in June 2023.

The funding already secured and sought from live funding applications currently as outlined above, provides good opportunities for regeneration projects in Flintshire. There is, however, an amount of the funding either repayable or requires significant match funding. Without capital funds the Council will not be able to take full advantage of these opportunities to regenerate town centres.

Capacity

The regeneration team has recently recruited an additional 3 staff, with the team now comprising 7 officers in total. This temporary growth in the team is because of Cabinet approving extra staff resource in 2021, and the need for prioritising the development of Place Making Plans between 2022 and 2024.

The additional resource brings a broader range of skills, knowledge and experience to the regeneration team particularly in property-related regeneration work and the delivery of loan investments. This resource is needed to successfully deliver the regeneration priorities detailed in the Regeneration Programme including those outlined in this report and to manage risks to the Council.

Specialist advice and expertise

The management and implementation of the repayable town centre loan funding will place demands upon other teams in the Council to deliver specialist advice and support, for example property, legal services and finance. Colleagues within these services has been involved in developing the way forward for the repayable loan scheme in terms of the process and documentation needed. Their input will continue to be needed to deliver the Regeneration Programme.

3.00 IMPACT ASSESSMENT AND RISK MANAGEMENT

3.01

| Identified risk | Action to manage risk |
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| Lack of experience and capacity to deliver programme of work. | Use recently appointed staff resource (which has experience of delivering regeneration loan funding schemes) to deliver repayable loan funding, and continue to work with colleagues in finance, legal and property services for specialist support and expertise. |
| Lack of specialist advice and support internally within the Council. | Procure advice from external specialists. |
| Lack of funding to deliver Regeneration work programme. | <ul style="list-style-type: none"> i) Maintain positive working links with external funding bodies. ii) Ensure future funding requirements/ future regeneration schemes are known to Welsh Government. iii) Consider investing own Council resources into projects that would otherwise not progress/ not deliver benefits. iv) Recycle regeneration loans to maximise impact of funds available. v) Ensure Council funds are used effectively as match contributions. |
| Failure to meet expectations. | <ul style="list-style-type: none"> i) Effective monitoring and management of regeneration activity by the Council's Places Group, Scrutiny Committee and Cabinet. ii) Prioritise work in line with local needs and funding opportunities. iii) Place Plans to be developed in a phased approach over 2 years to manage workload and resource. iii) Engage public and partners to inform content of Place Plans to ensure local needs are met. iv) Deliver Regeneration Communications Action Plan. |
| Loss of funding. | <ul style="list-style-type: none"> i) Adherence to terms and conditions of external funding secured. ii) Effective budget monitoring and financial management. |

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| 4.00 | CONSULTATIONS REQUIRED/CARRIED OUT |
| 4.01 | <p>The repayable town centre loan funds will be used to invest in projects which align to the Council’s regeneration work programme priorities and to deliver emerging priorities which are identified as part of the Place Making Plan development process.</p> <p>In February 2023, a series of public meetings and digital consultations were successfully delivered in relation to Place Making Plans for Buckley, Holywell and Shotton with over 4,400 participants in total.</p> <p>Further consultations are to be carried out as part of the development process for each of the remaining four Place Making Plans for Connah’s Quay, Flint, Mold and Queensferry.</p> <p>Information gathered from consultations with residents, businesses, internal and external colleagues will directly inform the content of Flintshire’s Place Plans over the next two years. Consultation findings will help to influence how repayable loans and non-repayable grant funding should be invested in the future.</p> |

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| 5.00 | APPENDICES |
| 5.01 | None. |

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| 6.00 | LIST OF ACCESSIBLE BACKGROUND DOCUMENTS |
| 6.01 | None. |

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| 7.00 | CONTACT OFFICER DETAILS |
| 7.01 | <p>Contact Officer: Niall Waller (Enterprise and Regeneration Manager) Telephone: 01352 702137 E-mail: niall.waller@flintshire.gov.uk</p> |

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| 8.00 | GLOSSARY OF TERMS |
| | <p>Place Making – a multi-faceted approach to designing, developing and managing public spaces across a range of stakeholder which capitalises on local assets and has people’s health, happiness and well-being at the forefront of decisions made.</p> <p>Place Making Plan – a document which is developed for a defined settlement which identified local needs which are informed by consultation and engagement with the local stakeholders along with a vision for the settlement area and actions to achieve this.</p> |

Places Group – a group of senior officers from across the Council and Lead Member for Climate Change and Economy which is responsible for overseeing the monitoring, management and implementation of Place Making priorities.

Town Centres First – a Welsh Government policy which focuses on town centres being the first consideration for all decisions on the location of workplaces and services.

Transforming Towns – a Welsh Government targeted regeneration investment programme which aims to support the redevelopment and improvement of town centres across Wales.

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ENVIRONMENT AND ECONOMY OVERVIEW AND SCRUTINY

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| Date of Meeting | Tuesday, 16th May 2023 |
| Report Subject | Review of Flintshire County Council's Integrated Transport Strategy |
| Cabinet Member | Deputy Leader of the Council and Cabinet Member for Streetscene and Regional Transport Strategy |
| Report Author | Chief Officer, Streetscene & Transportation |
| Type of Report | Strategic |

EXECUTIVE SUMMARY

Flintshire County Council's Integrated Transport Strategy was last presented to members in February 2020. This explained the transport hierarchy in Wales and detailed the Council's strategic transport priorities in line with national and regional strategies and policy.

In January 2021, a report was presented to members providing an overview of Welsh Government's new transport strategy entitled "*Llwybr Newydd: the Wales Transport Strategy 2021*", which was adopted in March 2021 and sets out WG's vision for an accessible, sustainable and efficient transport system in Wales to help deliver their priorities in terms of responding to climate change, fewer cars on the road, more people using public transport, walking or cycling and creating community cohesion, social justice and inclusive economic growth.

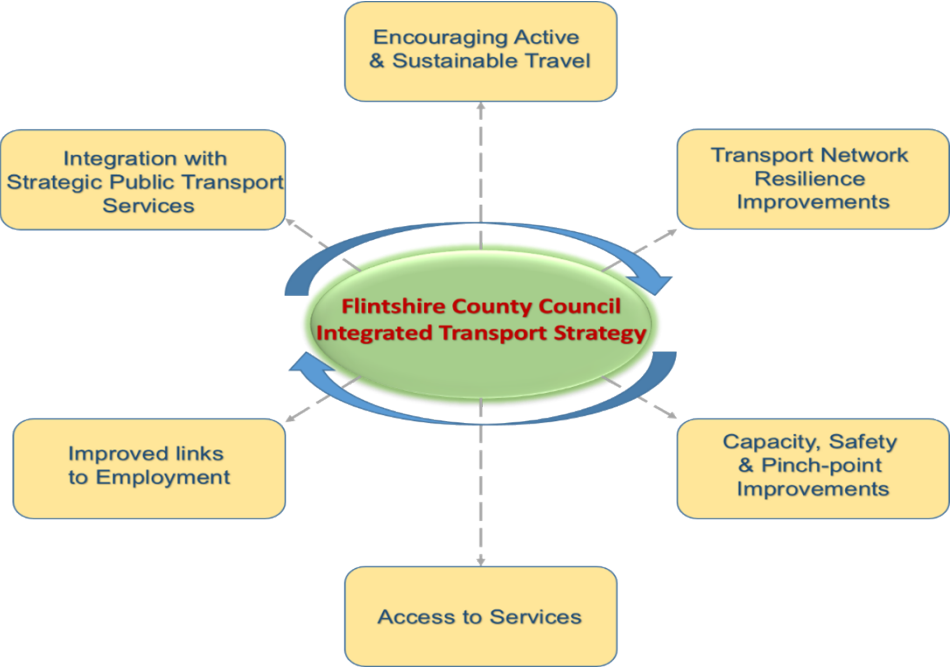
Subsequently, regulations were made by the Welsh Government on 17 March 2021 creating four Corporate Joint Committees in Wales, the North Wales Corporate Joint Committee (CJC) was established on 1 April 2021. The CJC must exercise functions relating to strategic development planning and regional transport planning, as well as being able to promote economic well-being. One of the mandatory functions prescribed to be discharged by the CJC is the development of a Regional Transport Plan (RTP) with policies for regional transport. The RTP shall be prepared by new Corporate Joint Committees (CJCs), or a sub-Committee of the CJC, and delivered by Local Authorities to ensure that planning and transport solutions are tailored to the needs of different communities and different parts of Wales, including rural Wales.

To ensure that Flintshire is best placed to feed into and shape the development of the RTP, it is proposed to undertake a review of the Council's own Integrated Transport Strategy which will help to determine the county's transport priorities for the next five years. The purpose of this report is to provide an overview of the review and an update on the current "state of play" in relation to national and regional transport developments.

| RECOMMENDATIONS | |
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| 1 | That the Scrutiny Committee notes the national and regional developments taking place and supports the proposal to undertake a review of the Council's own Integrated Transport Strategy to help inform the RTP development. |
| 2 | That the Scrutiny Committee supports the proposal to hold a members' workshop to review the Council's Integrated Transport Strategy later this year. |

REPORT DETAILS

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| 1.00 | BACKGROUND FOR REVIEWING FLINTSHIRE COUNTY COUNCIL'S INTEGRATED TRANSPORT STRATEGY |
| 1.01 | Flintshire County Council's Integrated Transport Strategy was last presented to members in February 2020, which explained the transport hierarchy in Wales and detailed the Council's strategic transport priorities in line with national and regional strategies and policy (a copy of the report has been enclosed within Appendix 1 for information). |
| 1.02 | <p>The Council's own Integrated Transport Strategy sits within a hierarchy of transport strategy in Wales. WG's overarching <i>Llwybr Newydd</i> strategy sets the direction of transport at a national level, the Regional Transport Plan (RTP) provides the strategic direction for transport at a regional level with the Council's own Integrated Transport Strategy serving as a local level plan for the county. The following diagram serves as a pictorial representation of the structure in Wales:</p> <div style="text-align: center;"> <pre> graph TD A["Welsh Government Llwybr Newydd: the Wales transport strategy 2021"] --- B["Corporate Joint Committee Regional Transport Plan"] B --- C["Flintshire County Council Integrated Transport Strategy"] </pre> </div> |
| 1.03 | The principles of the Council's approach to transport have always been closely aligned to and deeply rooted within the aims of WG's overarching strategy. The current Flintshire Integrated Transport Strategy aims to "successfully integrate all modes of transport, whilst developing the individual demands of each, and maintaining and promoting a sustainable, affordable and environmentally friendly public transport service, with links to all of Flintshire and the wider region". |

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| 1.04 | <p>The council's existing strategy aims to address the following higher-level aspirations, which are integral to the delivery of an integrated transport solution for the county:</p>  <p>The diagram illustrates the Flintshire County Council Integrated Transport Strategy as a central green oval. It is surrounded by six yellow boxes, each representing a key aspiration: 'Encouraging Active & Sustainable Travel' (top), 'Transport Network Resilience Improvements' (top-right), 'Capacity, Safety & Pinch-point Improvements' (bottom-right), 'Access to Services' (bottom), 'Improved links to Employment' (bottom-left), and 'Integration with Strategic Public Transport Services' (top-left). Dashed lines connect the central strategy to each of these six areas. Additionally, there are blue curved arrows forming a circle around the central strategy, indicating a continuous or cyclical process.</p> |
| 1.05 | <p>The council has made good progress with the delivery of the integrated transport strategy, which is testament to the holistic approach taken for integrated and sustainable transport solutions and a successful track record in obtaining WG funding for the delivery of transport schemes.</p> |
| 1.06 | <p>In January 2021, a report was presented to members providing an overview of WG's new transport strategy entitled "<i>Llwybr Newydd: the Wales transport strategy 2021</i>". At this time, the Council's formal response to the WG consultation on the Llwybr Newydd strategy was also shared with members for comments and a copy of the report has been enclosed within Appendix 2 for information.</p> |
| 1.07 | <p>The <i>Llwybr Newydd: the Wales transport strategy 2021</i> was published in March 2021 and framed WG's vision and long-term, 20-year ambitions for how transport could contribute to the wider social, environmental, economic and cultural well-being of people in Wales. The strategy sets out WG's vision for an accessible, sustainable and efficient transport system in Wales to help deliver their priorities in terms of responding to climate change, fewer cars on the road, more people using public transport, walking or cycling and creating community cohesion, social justice and inclusive economic growth.</p> <p>Beneath the Llwybr Newydd: Wales transport strategy (WTS) is a detailed five-year National Transport Delivery Plan (NTDP), which will tailor delivery of the Wales transport strategy to the needs of every part of Wales. The National Transport Delivery Plan sets out the programmes, projects and new policies that the Welsh Government are intending to deliver over the next five years.</p> |

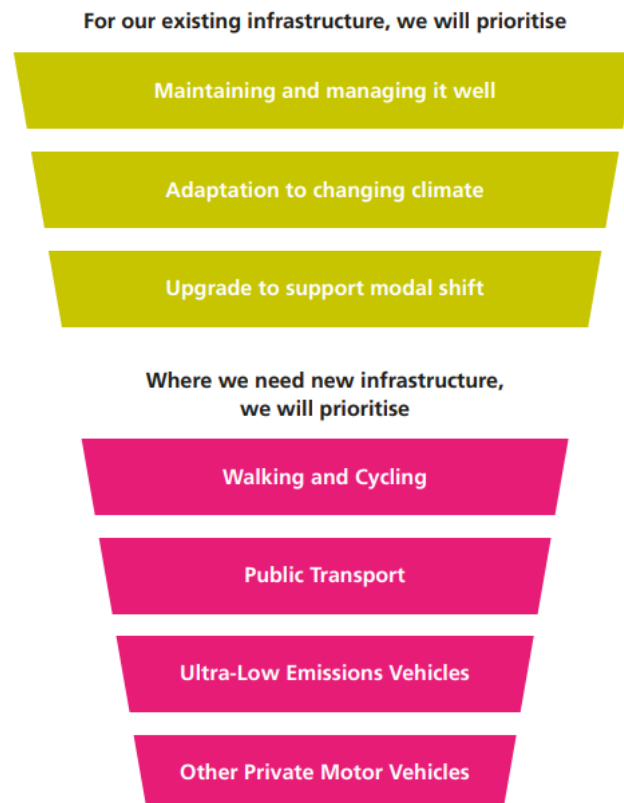
1.08

WG's revised strategy consists of 3 main priorities and aims to provide an accessible, sustainable and efficient transport system that is good for people and communities, good for the environment, good for the economy and places in Wales, and good for culture and the Welsh language, contributing to each of the seven national well-being goals set out in the Well-being of Future Generations (Wales) Act 2015, as outlined in the following diagram.



1.09

WG's revised strategy also identifies a new sustainable transport hierarchy, which reinforces the move towards more sustainable modes of travel, and the RTP will be required to take this into account: -



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| 1.10 | Subsequently, regulations were made by the Welsh Government on 17 March 2021 creating four Corporate Joint Committees in Wales, and the North Wales Corporate Joint Committee (CJC) was established on 1 April 2021. The CJC must exercise functions relating to strategic development planning and regional transport planning, as well as being able to promote economic well-being. One of the mandatory functions prescribed to be discharged by the CJC is the development of a Regional Transport Plan (RTP) with policies for regional transport. The RTP shall be prepared by new Corporate Joint Committees (CJCs), or a sub-Committee of the CJC, and delivered by Local Authorities to ensure that planning and transport solutions are tailored to the needs of different communities and different parts of Wales, including rural Wales. |
| 1.11 | The WTS states that the CJCs will prepare RTPs for transport in their area and that these should be shaped by the WTS and aligned with Future Wales – the National Plan 2040 and the Five Ways of Working principles set out in the Well-being of Future Generations (Wales) Act 2015 for long-term, prevention, integration, collaboration and involvement. The CJC will also be subject to the Equalities Act, language standards under the Welsh Language Measure 2011, and other legislation, in the same way as local authorities. |
| 1.12 | Currently, work is underway to establish the governance and financial structure for the CJC in north Wales and also the delivery model of the statutory functions, in other words, for the ‘immediate duties’ prescribed in the legislation for developing an RTP, which are proposed to be delivered through the CJC and will commence in 2023. WG has already commenced an initial consultation with local authorities across Wales on producing Statutory Guidance for the RTPs, which will lead to an intended implementation timetable. However, the timetable to discharge these ‘immediate duties’ remains challenging with the RTP requirement to be submitted to Welsh Government for approval by the end of March 2024. |
| 1.13 | <p><u>Other National Developments and Considerations:</u></p> <p>When considering the further development of a RTP and indeed the review of our own integrated strategy, we need to be mindful of the development and impact of wider national policies and projects, some of which have yet to be concluded: -</p> <p>a) <u>Ongoing Bus Network Review (TfW):</u></p> <p>Transport for Wales (TfW), the WLGA and Welsh Government have been working with local authorities to review the current local bus network within Wales with an aspiration to have a passenger-focussed, easy-to-understand, better coordinated, consistent and strongly-branded bus network, which gives people confidence in using buses – this includes anything from community transport through to long distance bus services such as the TrawsCymru services – and everything in between. The provision of network improvements will also be reliant upon other elements of the bus system to be in place, including cross-ticketing, infrastructure, information and marketing initiatives, and associated agreements and arrangements with operators.</p> <p>Over the summer period of 2022, a review was undertaken of the Sherpa'r Wyddfa network of bus services to help inform the wider bus network review. The review found that there was duplication of routes and journeys, limited connectivity opportunities, inconsistent fare structure and the marketing offer was undersold and uninspiring. The review has resulted in simplifying and merging of routes, coordinated network and fares, one improved brand and an</p> |

increase in passenger growth on the network. The wider bus network review has yet to be concluded.

b) Bus Reform & Franchising:

In July 2022, a report was presented to Cabinet and the Environment & Economy Overview & Scrutiny Committee outlining the Welsh Government's proposals to essentially change the way that bus services are governed, coordinated and operated in Wales. WG is intent on achieving a bus system that boosts social equity and is capable of delivering the scale of modal shift required by the climate emergency, which is governed and designed to serve the public interest, with the widest possible geographic coverage, fully integrated connections between different services, the highest possible service frequencies, and simple unified easy-to-use ticketing and information under the banner: 'One Network, One Timetable, One Ticket: planning buses as a public service for Wales.'

<https://gov.wales/one-network-one-timetable-one-ticket-planning-buses-publicservice-wales>

WG intends to encourage people to make the change to more sustainable transport by making it more attractive to all parts of society (One Network), adopting innovations that make it easier to use (One Timetable) and making it more affordable (One Ticket). WG is currently developing a five-year plan for bus services in Wales with a vision to achieve a stable and coherent network of bus services that are fully integrated with other modes of public transport, that are reliable, affordable, flexible, easy to use, low-carbon and that encourage more people to use the bus rather than their cars. WG is intending to introduce Primary Legislation that enables the regulation of bus services in Wales and includes franchising of bus services across Wales: powers for franchising would sit with Welsh Ministers in order for TfW to procure and manage franchise contracts for those plans, in close cooperation with local authorities. The legislative proposals have yet to be concluded.

c) Bus Funding

In February 2023, Welsh Government confirmed that the cut to Bus Emergency Scheme (BES) – originally due to end in March 2023 – would be extended to June 2023. Governments across the UK stepped in to provide support to bus companies when passenger numbers collapsed at the start of the Covid pandemic. In Wales, the Bus Emergency Scheme (BES) was set up to help keep bus companies afloat and ensure that vital bus services kept running throughout the pandemic.

An initial extension of three months by WG is intended to give the industry the short-term stability it needs while plans for reviewing and developing the bus network continues to better suit the new travel patterns seen since the end of the pandemic. This funding has now been extended to the end of the school year in July 2023 to ensure that there is no disruption to school transport services; however, there is no further funding for bus companies beyond this time and it is expected that operators will be making decisions on their future commercial network in the near future with a likely knock-on effect on subsidised bus networks anticipated subsequently.

d) Outcome of WG Roads Review:

In June 2021, the Deputy Minister for Climate Change announced a review of new road schemes funded by the Welsh Government, which has been undertaken by an independent panel of experts in transport policy, climate change, highway engineering, and the freight and logistics sector. The review was commissioned by WG Ministers due to concerns that some road investment schemes in development were no longer consistent with Welsh Government's *Llwybr Newydd, the Wales transport strategy* and wider policies, and particularly with the declaration of a climate and nature emergency. The roads review was undertaken to:

- ensure road investment helps the delivery of the Wales Transport Strategy, our Programme for Government commitments and Net Zero Wales
- develop criteria to identify when we should fund new road building
- use the criteria to decide if current road projects should be supported, modified, or have support withdrawn
- provide guidance on reallocating road space on parts of the road network which might in future benefit from enhancement
- consider how any savings might be allocated, to ensure problems on the road network are addressed, and make recommendations on how to tackle the backlog of road maintenance

Following consideration of the panel's advice, WG published its response to a report advising on current road projects across Wales and how to consider future projects. This included the revision of a number of road schemes to take account of the Panel's recommendations in line with the future road building tests and some schemes not progressing at all. Below is a summary of future plans as set out in the National Transport Delivery Plan recommendations made by Roads Review Panel.

New multi-modal corridor level programmes:

- A55, A494 and other SRN routes - In line with any relevant recommendations of North Wales Transport Commission and aligned to the future road building tests
- A494 Aston Hill – The Roads Review Panel will work with the Local Authority to develop options to improve air quality and support modal shift and resilience, aligned to the future road building tests

These multi-modal corridor level programmes supersede the following schemes and studies:

- A55 At-grade crossing review*
- A55 Slow-moving vehicle overtaking restrictions*
- A55 / A494 Network Resilience Study
- A55 Junctions 15 and 16
- A55 Junction 23 to 24 Corridor Study
- A55 Junction 24 to 29 Corridor Study*
- A55 Junctions 29-33b
- A55 Junctions 32-33
- A55 Junction 30 to 32a Corridor Study*
- Flintshire Corridor Improvement
- A55 J33b Ewloe to A494 Queensferry interchange corridor study

* *Early-stage studies not reviewed by Roads Review Panel*

Projects not progressing in any form at this stage

- Chester-Broughton Growth Corridor (North Wales)

A small sample of land development schemes, which included Warren Hall in Flintshire were reviewed due to Welsh Government involvement via land ownership or funding. The Panel did not make recommendations on whether these individual schemes should proceed. Instead, the sample was used to inform the Panel's advice on future road investment.

e) Wales Road Safety Strategy

Welsh Government is developing a new road safety strategy, which will complement the *Llwybr Newydd: the Wales Transport Strategy 2021* and the *National Transport Delivery Plan*, and they believe that road safety should become part of the remit for the new Corporate Joint Committees as part of the regional transport plans.

The new strategy will include new ways of thinking about and understanding of road safety, incorporating latest international thinking, including "Vision Zero" and "The Safe System".

Vision Zero has the long-term goal for a road traffic system, which is eventually free from death and serious injury, based on a guiding 'moral' principle to treat road deaths as unacceptable and avoidable, rather than accidents that we should tolerate. It involves an important shift from trying to prevent all collisions to preventing death and mitigating serious injury in road traffic collisions, a problem which is largely preventable based on current knowledge.

The Safe System is based on a series of important underlying principles which include that people make frequent mistakes that lead to road collisions and that road safety is a shared responsibility between all stakeholders, which includes road users, road managers and vehicle manufacturers. It is increasingly being adopted throughout Europe, Australasia and North America. The Safe System has five pillars of action:

- Safe road use
- Safe vehicles
- Safe speeds
- Safe roads and roadsides
- Post-crash response

A mid-term review of the Road Safety Framework for Wales of 2013 was conducted in 2018, identifying a number of changes around governance, behaviour change, target groups, data, evidence, collision investigation and technology.

Welsh Government has published a final review of the existing Road Safety Framework 2013-2018 and has commenced work to draft a new road safety strategy and delivery plan for Wales with clear targets.

Nationally, the Department for Transport (DfT) is drafting a new road safety framework and the aim is that the devolved governments will develop their own strategies that align with the UK government strategy.

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| | <p>f) <u>Levelling Up:</u> The UK government’s flagship £4.8 billion Levelling Up Fund backs projects across the UK to help communities Level Up. The purpose of Levelling Up is to create opportunities for everyone across the UK by improving jobs, pay and living standards, making streets safer, protecting health and wellbeing, investing in high streets and town centres and improving local transport.</p> <p>Flintshire Council – with the support from other local authorities and business organisations in the cross-border Growth Track 360 / Mersey Dee Alliance jointly submitted an initial bid for Levelling Up Fund (LUF) funding for the Borderlands line in June 2021, aimed at accelerating progress towards higher frequency, faster and more reliable rail services on the Borderlands Line in the hope to attract increased passenger numbers and the construction of a new station on Zone 4 in Deeside Industrial Park. Disappointingly, the bid was unsuccessful.</p> <p>Following feedback from the Department for Transport (DfT), a second, refined LUF application was submitted in July 2022 for the Borderlands Line, which included two major investment schemes: one being a new station with car park in Deeside Industrial Park with a bus interchange and active travel facilities and the other at Padeswood Hanson Cement works for new sidings and improved access arrangements from the main line to address track conflicting capacity demands between passenger and freight trains. Unfortunately, just as with the first application, the LUF Round 2 bid was again unsuccessful; however, following further feedback from the DfT discussions are underway with regard to submitting a LUF Round 3 bid, which is being encouraged.</p> |
| 1.14 | <p><u>Next Steps:</u> In order to ensure that Flintshire is best placed to feed into and shape the RTP (in line with the aspirations of local members and the communities that they serve), it is now proposed to undertake a review of the council’s own Integrated Transport Strategy which will help to determine the council’s transport priorities for the forthcoming 5 years. This approach will ensure that our local strategy will continue to build upon the foundations laid by Welsh Government, whilst also emphasising and reflecting local needs and aspirations.</p> |
| 1.15 | <p>To commence the review, it is proposed to undertake an all-member workshop later in the year to allow members to provide their input on the strengths, weaknesses, and further opportunities for transport within Flintshire. Early engagement at this stage of the process will ensure that Flintshire specific strategic transport requirements are fully recognised and incorporated into the forthcoming regional review.</p> |

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| 2.00 | RESOURCE IMPLICATIONS |
| 2.01 | Flintshire, along with all north Wales authorities, is required to jointly fund the implementation of a Corporate Joint Committee (CJC) and development of the Regional Transport Plan (RTP). |

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| 2.02 | The coordination of the all-member workshop and subsequent collation of feedback and interventions will be undertaken by staff from within Streetscene and Transportation. |
| 2.03 | The subsequent revision of the council's Integrated Transport Strategy will be progressed by the council's in-house Transport Strategy Team. |
| 2.04 | To inform a revised strategy, a series of localised transport studies will be commissioned, which will form part of the Council's annual grant applications to Welsh Government. |

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| 3.00 | IMPACT ASSESSMENT AND RISK MANAGEMENT | | | | | | | | | |
| 3.01 | <p>A full integrated impact assessment will be required as part of the review of the Integrated Transport Strategy. This strategy and the outcome of the review is expected to have a positive differential impact on all protected characteristics.</p> <p>Ways of Working (Sustainable Development) Principles Impact</p> <table border="1"> <tr> <td>Long-term</td> <td>Positive – The move to low carbon sustainable transport options aligns itself with the long-term aspirations of The Environment (Wales) Act, The Well-Being of Future Generations (Wales) Act & The Air Quality Standards (Wales) Regulations. The concept is also strongly endorsed within the Council's Council Plan under the priority of a 'Green Council' for which is reinforced by the Council's approach to integrated and sustainable transport.</td> </tr> <tr> <td>Prevention</td> <td>Positive – The development of a clear strategy for achieving sustainable transport will reinforce the Council's commitment to climate change whilst also facilitating a vision for a zero-carbon future as defined within WG legislation. Development and implementation of the strategy will also boost the Council's status as a 'key player' within the region thus reducing the risk of public abandonment in terms of tourism, residential and business growth.</td> </tr> <tr> <td>Integration</td> <td>Positive – The development of an updated strategy is key to the successful creation of a sustainable, integrated transport network.</td> </tr> <tr> <td>Collaboration</td> <td>Positive – The iterative development of a local Transport Strategy will enable FCC to work with local authorities across the region in order to standardise the provision of infrastructure. The nature of this approach recognises the importance of strategic cross-border movements to the local economy in terms of commuter movements, business and tourism.</td> </tr> </table> | | Long-term | Positive – The move to low carbon sustainable transport options aligns itself with the long-term aspirations of The Environment (Wales) Act, The Well-Being of Future Generations (Wales) Act & The Air Quality Standards (Wales) Regulations. The concept is also strongly endorsed within the Council's Council Plan under the priority of a 'Green Council' for which is reinforced by the Council's approach to integrated and sustainable transport. | Prevention | Positive – The development of a clear strategy for achieving sustainable transport will reinforce the Council's commitment to climate change whilst also facilitating a vision for a zero-carbon future as defined within WG legislation. Development and implementation of the strategy will also boost the Council's status as a 'key player' within the region thus reducing the risk of public abandonment in terms of tourism, residential and business growth. | Integration | Positive – The development of an updated strategy is key to the successful creation of a sustainable, integrated transport network. | Collaboration | Positive – The iterative development of a local Transport Strategy will enable FCC to work with local authorities across the region in order to standardise the provision of infrastructure. The nature of this approach recognises the importance of strategic cross-border movements to the local economy in terms of commuter movements, business and tourism. |
| Long-term | Positive – The move to low carbon sustainable transport options aligns itself with the long-term aspirations of The Environment (Wales) Act, The Well-Being of Future Generations (Wales) Act & The Air Quality Standards (Wales) Regulations. The concept is also strongly endorsed within the Council's Council Plan under the priority of a 'Green Council' for which is reinforced by the Council's approach to integrated and sustainable transport. | | | | | | | | | |
| Prevention | Positive – The development of a clear strategy for achieving sustainable transport will reinforce the Council's commitment to climate change whilst also facilitating a vision for a zero-carbon future as defined within WG legislation. Development and implementation of the strategy will also boost the Council's status as a 'key player' within the region thus reducing the risk of public abandonment in terms of tourism, residential and business growth. | | | | | | | | | |
| Integration | Positive – The development of an updated strategy is key to the successful creation of a sustainable, integrated transport network. | | | | | | | | | |
| Collaboration | Positive – The iterative development of a local Transport Strategy will enable FCC to work with local authorities across the region in order to standardise the provision of infrastructure. The nature of this approach recognises the importance of strategic cross-border movements to the local economy in terms of commuter movements, business and tourism. | | | | | | | | | |

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| Involvement | Positive – Through the proposed key and early involvement of local members in this strategy development process and our on-going completion of studies we can clearly demonstrate the Council’s focus on and recognition of the importance of engagement with key stakeholders locally, cross border and within WG. |
| Well-being Goals Impact | |
| Prosperous Wales | Positive – The iterative and on-going development of a fit for purpose Local Transport Strategy will boost the Council’s status as a ‘key player’ within the region thus supporting the key economic drivers of tourism, residential and business growth. |
| Resilient Wales | Positive - The continual development of a strategy to deliver a sustainable, integrated transport network is key to ensuring the resilience of the county. |
| Healthier Wales | Positive – The development of a local strategy that aligns to WG aspirations around the promotion and utilisation of active and sustainable transport modes provide obvious health benefits including improvements to air quality through the reduction of Co2 emissions. This will also greatly assist the Council to achieve decarbonisation targets set within Central and WG legislation. |
| More Equal Wales | Positive – developing a strategy that enables improved connectivity will benefit economic growth for all. Health benefits obtained from improved air quality and increased levels of exercise will benefit the Council’s most deprived communities. |
| Cohesive Wales | Positive – The visible presence of active and sustainable transport options within the County will have a positive effect on public awareness whilst displaying the Council’s outward commitment to climate change. |
| Vibrant Wales | Positive – A move to active and sustainable transport modes will improve the quality and sustainability of the natural environment whilst providing benefits to the local and regional economy in terms of tourism, residential and business growth. |
| Globally Responsible Wales | Positive - The iterative and on-going development of a local Transport Strategy will reinforce the Council’s commitment to climate change whilst also striving to achieve a zero-carbon future as defined within Central and WG legislation. |

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| 4.00 | CONSULTATIONS REQUIRED/CARRIED OUT |
| 4.01 | Deputy Leader of the Council and Cabinet Member for Streetscene and Regional Transport Strategy |
| 4.02 | All member workshop to be undertaken later this year. |
| 4.03 | Further report to be presented to the Environment & Economy Overview & Scrutiny Committee and Cabinet later in the year. |

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| 5.00 | APPENDICES |
| 5.01 | Appendix 1: Flintshire County Council's Integrated Transport Strategy - February 2020 |
| 5.02 | Appendix 2: Flintshire County Council's formal response to the WG consultation on <i>Llwybr Newydd: the Wales Transport Strategy</i> – January 2021 |

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| 6.00 | LIST OF ACCESSIBLE BACKGROUND DOCUMENTS |
| 6.01 | Llwybr Newydd: the Wales transport strategy 2021 https://www.gov.wales/llwybr-newydd-wales-transport-strategy-2021 |
| 6.01 | Roads Review https://www.gov.wales/roads-review |

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| 7.00 | CONTACT OFFICER DETAILS |
| 7.01 | Contact Officer: Anthony Stanford, Transportation Manager Telephone: 01352 704817 E-mail: anthony.stanford@flintshire.gov.uk |

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| 8.00 | GLOSSARY OF TERMS |
| 8.01 | <ol style="list-style-type: none"> 1) Llwybr Newydd – means ‘new path’ in Welsh. It is the title of the Wales Transport Strategy 2021. 2) National Transport Delivery Plan (NTDP) – after Llwybr Newydd has been published, Transport for Wales (TfW) will develop a National Transport Delivery Plan that sets out specific investment priorities. 3) National well-being goals – the seven national well-being goals are set out in the Well-being of Future Generations (Wales) Act 2015. They are: a prosperous Wales, a resilient Wales, a healthier Wales, a more equal Wales, a Wales of cohesive communities, a Wales of vibrant culture and thriving Welsh Language, and a globally responsible Wales. 4) Corporate joint committees (CJCs) – new local government tier that will take on regional transport planning in Wales. 5) Regional Transport Plans (RTP) – after Llwybr Newydd is published, Corporate Joint Committees will prepare Regional Transport Plans. |

- 6) Senedd – the democratically elected body that represents the interests of Wales and the Welsh people.
- 7) Sustainable transport hierarchy– guides decisions about new infrastructure and gives priority to walking and cycling and public transport, followed by ultralow emissions and finally private vehicles. It is set out in Planning Policy Wales (PPW) 11.
- 8) Transport for Wales (TfW) – the body established by Welsh Government to deliver transport priorities in Wales.
- 9) Ultra-low emissions vehicles – vehicles that emit very few greenhouse gases – technically 75g/km CO₂ or less. They may be electric, hydrogen or hybrid vehicles.
- 10) Active travel – for the purposes of this document ‘active travel’ refers to walking and cycling for everyday journeys – such as to go to work, or education or access services.
- 11) Decarbonisation – the actions needed to cut greenhouse gas emissions and move towards a low-carbon economy. The Welsh Government is committed to net zero carbon emissions by 2050.
- 12) Devolution – this gives Wales the power to pass legislation and transfers some ministerial responsibilities to Wales. For transport this includes responsibility for roads and buses. Other areas such as rail and aviation are not devolved and Welsh Ministers work in collaboration with the UK Government.
- 13) Five ways of working: The Well-being of Future Generations (Wales) Act 2015 sets out five ways of working that public bodies need to think about to show they have applied the sustainable development principle. The five ways of working are long-term prevention, integration, collaboration and involvement.
- 14) Future Wales – the National Plan 2040. This sets out where we think we should try to grow and the types of development we need over the next 20 years to help us be a sustainable and prosperous society.
- 15) Highways Authorities – have a duty to assert and protect the rights of the public to use and enjoy any highway for which they are an authority. As Highways Authority for the motorway and trunk road network in Wales, Welsh Ministers must maintain them at public expense and comply with other regulations.
- 16) Infrastructure – transport infrastructure includes all the things that enable transport services to operate – streets and roads, railway lines and active travel networks such as cycle-paths and footpaths. It also includes associated structures such as stations, bridges, embankments, car parks, signage, signalling, bus stops and transport interchanges and the soft estate – land and greenspace associated with transport. Ports and harbours, airports, and freight and logistics facilities are also important.
- 17) Welsh Transport Appraisal Guidance (WelTAG) – a framework for assessing the impact and benefits of proposed transport interventions such as schemes to upgrade roads. It is aligned with the seven national well-being goals.

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ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

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| Date of Meeting | Tuesday 11th February 2020 |
| Report Subject | Flintshire County Council's Integrated Transport Strategy |
| Cabinet Member | Deputy Leader and Cabinet Member for Streetscene and Countryside |
| Report Author | Chief Officer - Streetscene & Transportation. |
| Type of Report | Strategic |

EXECUTIVE SUMMARY

Environment Overview and Scrutiny Committee have requested an update on the work to develop the Flintshire Integrated Transport Strategy which was last presented to Cabinet in 2018.

The principles of the Council's approach to transport are closely aligned to national transport strategies and deeply rooted within the aims of the North Wales Joint Local Transport Plan (NWJLTP) which frames the vision for an integrated transport infrastructure in North Wales, for the 5 years for which the plan is in place.

Flintshire County Council's own Integrated Transport Strategy also aims to successfully integrate all modes of transport, whilst developing the individual demands of each. The strategy maintains and promotes at its heart, a sustainable, affordable and environmentally friendly public transport service, with links to all of Flintshire and the wider region.

The purpose of this report is to explain the interaction between national and local transport policies which ultimately forms a hierarchy for transport strategies in Wales. The report also updates the Committee on the progress made on the key interventions defined in the NWJLTP in respect to Flintshire's own transport improvement schemes.

RECOMMENDATIONS

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| 1 | That Scrutiny note the hierarchy of transport strategy within Wales and the relationship between national and local policy which help identify the direct interventions needed to deliver key transport improvements. |
| 2 | That Scrutiny note the Council's progress on the key interventions defined within the current North Wales Joint Local Transport Plan (NWJLTP). |

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| 3 | That Scrutiny support the Council's priorities contained with Flintshire County Council's Integrated Transport Strategy. |
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REPORT DETAILS

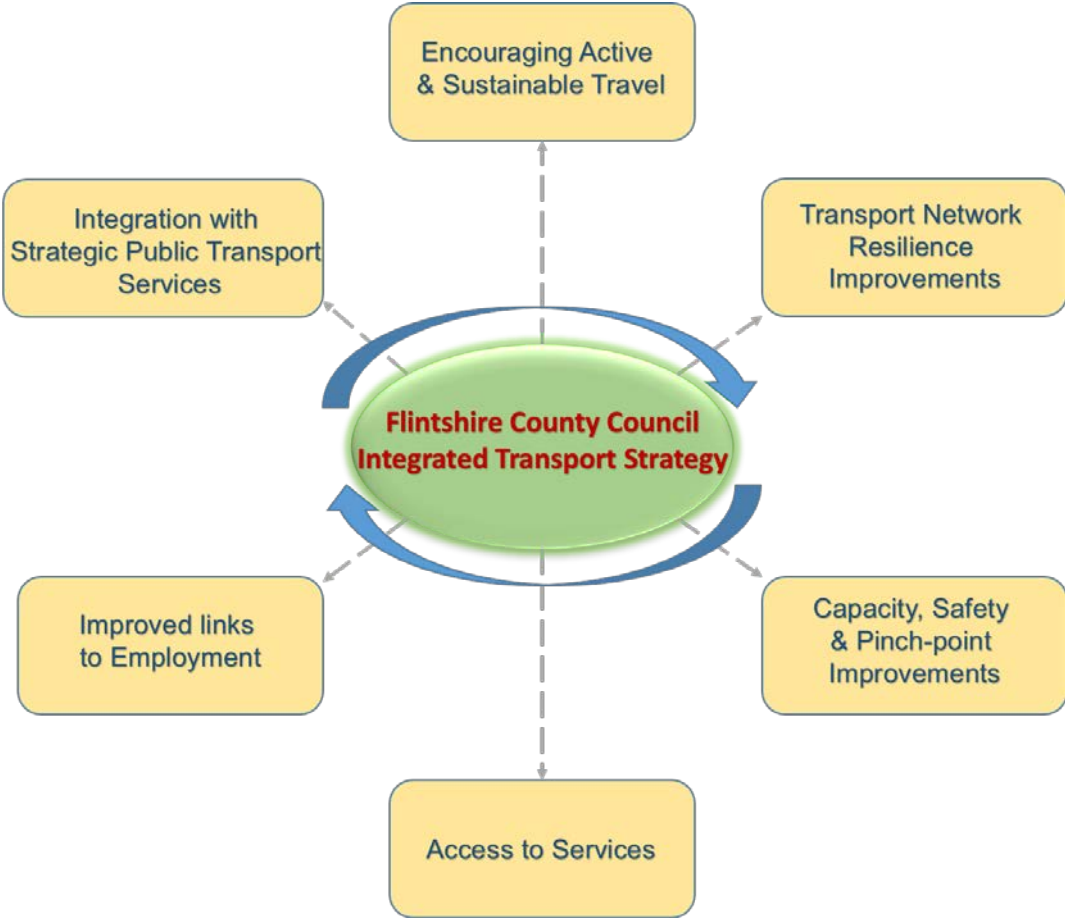
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| 1.00 | The Hierarchy of Integrated Transport in Wales. |
| 1.01 | Responsibility for transport in Wales has been devolved to Welsh Government (WG) however Welsh Councils, Transport for Wales, Network Rail, public and community transport operators and third sector organisations, all have an interest and contribute to transport provisions and facilities across all modes of transport. |
| 1.02 | In order to demonstrate the interaction between national and local level policy, an overview of the current hierarchy of integrated transport strategy in Wales has been provided below; |
| 1.03 | <p><u>Transport Strategy for Wales</u></p> <p>WG's Transport Strategy for Wales, "One Wales – Connecting the Nation" demonstrated how they intend to achieve their social, economic and environmental outcomes with the recognition that adequate and sustainable transport systems are pivotal in achieving a vibrant economy and social justice through equality of access and greater mobility.</p> <p>The strategy seeks to achieve a nation with good access for all, where travelling between communities and accessing services, jobs and facilities in different parts of Wales is both easy and sustainable, thus supporting the growth of the Welsh economy. This was to be achieved through 5 main objectives:</p> <ul style="list-style-type: none"> • Reducing greenhouse gas emissions and other environmental impacts • Improving public transport and better integration between the different types of transport. • Improving links and access between key settlements and sites • Enhancing international connectivity • Increasing safety and security of the networks. <p>WG are currently in the process of updating their transport strategy which will then enable the National Transport Plan to be updated and subsequently Council's in North Wales can then update the North Wales Joint Local Transport Plan (NWJLTP) which expires in 2022 - the coverage of the document having been extended for a further 2 years by WG.</p> |
| 1.04 | <p><u>The National Transport Plan</u></p> <p>The National Transport Plan (NTP) was published in July 2015 and sets out in detail how WG propose to deliver the outcomes detailed within their Transport Strategy from 2015 and beyond. The Plan includes all national transport interventions financed by the WG and is scheduled to be reviewed at the end of this year following a detailed consultation period.</p> |

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| | <p>The key priorities set out within the existing NTP are largely similar to those contained within the North Wales Joint Local Transport Plan (NWJLTP) and include;</p> <ul style="list-style-type: none"> • Economic growth: support economic growth and safeguard jobs with a particular focus on the City Regions, Enterprise Zones and local growth zones; • Improving access to employment: reduce economic inactivity by delivering safe and affordable access to employment; • Tackling poverty: maximise the contribution that effective and affordable transport services can make to tackling poverty and target investment to support improvements in accessibility for the most disadvantaged communities; • Sustainable travel and safety: encourage safer, healthier and sustainable travel; and • Access to services: connect communities and enable access to key services |
| 1.05 | <p><u>North Wales Joint Local Transport Plan</u></p> <p>In January 2015, the North Wales Joint Local Transport Plan (NWJLTP) was jointly produced by the six North Wales Local Authorities of Conwy County Borough Council, Denbighshire County Council, Flintshire County Council, Gwynedd Council, Isle of Anglesey County Council and Wrexham County Borough Council. Each of the respective Local Authorities has a statutory obligation to produce a Local Transport Plan (LTP) every five years and to keep it under review. Whilst the current plan expires in 2020, WG have approved a 2 year extension (until 2022), to allow the content of the regional plan to reflect the national strategy, which will be available by this date.</p> |
| 1.06 | <p>The purpose of the NWJLTP is to facilitate the joint working of the Six North Wales Local Authorities in order to seek economic prosperity, growth and well-being. The Plan serves as a complementary document to the NTFP and sits alongside the Local Development Plans and other policies and plans of each of the Local Authorities and is targeted at responding to the regions transport issues, whilst also complementing those being developed at the national level and across borders.</p> |
| 1.07 | <p>A total of 6 High Level Interventions are contained within the NWJLTP which aim to deliver the vision and outcomes sought by WG through the addressing of barriers and maximisation of potential opportunity.</p> <p>The Higher Level Interventions detailed below are those that are within the remit of the Local Authorities and intend to complement and support the vision of the WG's NTP, thus ensuring the consistent application of transport strategy across Wales. The description column also provides an example of the schemes undertaken in Flintshire to achieve the high level interventions.</p> |

**NORTH WALES JOINT LOCAL TRANSPORT PLAN
2015-20 – Higher Level Interventions:**

| HIGHER LEVEL INTERVENTION | DESCRIPTION |
|---|---|
| Transport network resilience improvements | Improvements to key county corridors to remove/ improve resilience - e.g. <i>Queensferry Roundabout & Asda Signal Improvement.</i> |
| Capacity and safety enhancements/ pinch-point improvements | Schemes to increase network capacity or remove pinch points/ constraints on the County network and/ or address particular road safety issues – eg. <i>A541 Pontblyddyn & Love Lane Mold – Roundabout & Junction enhancement</i> |
| Integration with strategic public transport services | Schemes to improve access to rail stations including road access and bus services and interchange facilities, support for park and ride, walking and cycling routes and facilities e.g. <i>Development of Quality Bus Partnership on Council's Core Bus Network</i> |
| Improved links to Employment | Schemes to provide improved access to EZ's, ports, employment sites and town centres, including car share sites, bus services, active travel measures as well as road improvements.e.g. <i>Mold to Broughton Cycleway</i> |
| Access to services | Range of integrated transport measures to improve access to education, health, community, shopping and other services by public transport, walking and cycling as well as community transport, taxi, car share sites e.g. <i>Flintshire Community Transport Hubs</i> |
| Encouraging sustainable travel | Infrastructure improvements and promotional initiatives to increase levels of walking and cycling both for travel and for leisure as well as public transport. May include road and rail bridges/ crossings, cycle routes, footway/ footpath provision, safe routes to school, travel planning as well as road safety measures to assist vulnerable users e.g. <i>Greenfield Valley Cycleway Improvements</i> |

1.08 In order to demonstrate the Council's progress on the delivery of interventions defined within the NWJLTP, a summary table has been included within [Appendix 1](#) for ease of reference. The table clearly shows that the Council have made great progress during the 5 years for which the Plan has been in operation and it is estimated that 85% of the defined interventions have either been completed or are currently in the process of being delivered.

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| 1.09 | <p><u>Flintshire County Council's Integrated Transport Strategy</u></p> <p>The ideology of the Councils approach is deeply rooted within the aims of WG's overall strategy and the NWJLTP, which frames the Council's vision for integrated transport for the 5 years for which the plan is in place.</p> |
| 1.10 | <p>Building upon the foundations laid by WG, the Council's own Integrated Transport Strategy aims to provide long term sustainable transport solutions through the successful integration of all modes of transport, catering for the demands of each, 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.</p> |
| 1.11 | <p>In 2016, Cabinet approved the Deeside Plan, which included details of an integrated transport strategy for the local area. Whilst the development of the Plan was initially aimed at addressing access to employment issues within the locality of Deeside Industrial Park, the scope and coverage of the plan have been extended to cover the full County area with an aim to improve the transport links to all of the towns and major settlements in Flintshire and neighbouring Counties.</p> <p>The Council's transport strategy now form a key element of the North Wales Metro project, which is being promoted by WG.</p> |
| 1.12 | <p>Flintshire County Council's Integrated Transport Strategy aims to address the following higher level aspirations which are integral to the delivery of an integrated transport solution for the County;</p>  <pre> graph TD A[Encouraging Active & Sustainable Travel] --- B((Flintshire County Council Integrated Transport Strategy)) C[Transport Network Resilience Improvements] --- B D[Capacity, Safety & Pinch-point Improvements] --- B E[Access to Services] --- B F[Improved links to Employment] --- B G[Integration with Strategic Public Transport Services] --- B B --- A B --- C B --- D B --- E B --- F B --- G </pre> |

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| 1.13 | <p>It is clear that not only are the various aspirations intrinsically linked, the concept of integrated transport is a continually evolving process, and therefore requires a flexible and intuitive approach in order to respond to emerging priorities.</p> <p>The Council's Strategy recognises the importance of developing schemes for all modes of travel and aims to improve connections to key destinations and markets, enhance access to employment and services, increase levels of walking and cycling, bring improved safety and security and at the same time, bring benefits and minimised impacts on the environment.</p> |
| 1.14 | <p>Flintshire County Council have made great progress with the delivery of a number of key interventions in the NWJLTP, the success is due to the Council's holistic approach to integrated and sustainable transport options whilst also having developed a successful track record in obtaining WG funding.</p> |
| 1.15 | <p>The following list of proposals have been developed from the Council's transport priorities for the forthcoming years which will be reflected within the Council's scheduled revision to the NWJLTP in September 2022. For ease of reference, a pictorial overview has also been provided in the form of 'Flintshire County Council's Integrated Transport Strategy Drawing' enclosed within <u>Appendix 2</u> for information.</p> |
| 1.16 | <p><u>Active Travel – Key Interventions</u></p> <p>Deeside Industrial Park – Shared use Footway / Cycleway Forming part of the integrated transport solution for Deeside, the provision of Active Travel links to every business on the Deeside Industrial Park will provide sustainable access and improved journey times to a major centre of employment. As well as providing a direct link from the North to the South of the Park, the improvements also complete the missing link to the existing National Cycle Network. A Toucan Crossing facility will also be constructed across Parkway providing a dedicated Cycle crossing thus facilitating safe access to the local amenities.</p> <p>Mold to Broughton Cycle scheme During the statutory consultation period for the Council's INM, the cycle link from Mold to Broughton was identified as a key strategic corridor, receiving high levels of public support. Through the provision of WG's Active Travel funding obtained within 2018/19 financial year, a detailed route appraisal and scheme design has now been completed. The proposal will link the communities of Mold, Buckley, Penyffordd, Broughton, Saltney and Sandycroft, whilst also providing links into existing railway stations at Buckley and Penyffordd as well as major centres of employment.</p> <p>In May 2019, Cabinet approved the progression of the scheme as the Council's Strategic application under the WG Active Travel fund for the forthcoming 2020/21 financial year for which a copy of the report has been enclosed within <u>Appendix 3</u> for information.</p> <p>This proposal represents an exciting opportunity to deliver a major scheme of innovation including landmark cycle themed structures and cycle only streets. This will positively raise the profile of cycling thus encouraging uptake</p> |

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| | of sustainable modes of travel and will therefore be the Council's primary focus for Active Travel for the forthcoming 5 years. |
| 1.17 | <p><u>Highway Network – Key Interventions</u></p> <p>A55 / A494 / A548 Flintshire Corridor into North Wales – ‘Metro’ Red Route Plus (WG Scheme)</p> <p>The existing A494/A55 route between the River Dee and Northop Interchange is a dual 2-lane carriageway which is heavily congested and at times, can be at a complete standstill in the event of a vehicle breakdown or collision. The route experiences traffic volumes far in excess of its intended capacity and as such, is well below modern design standards. In addition to the above, the route is poorly aligned with many On and Off-Slips being of inadequate length as well as many junctions possessing substandard visibility. It is at these junctions that the majority of accidents occur. The proposed scheme, known as the Red Route, consists a new 13km two-lane dual carriageway, linking the A55-A5119 Northop Junction (Junction 33) with the A494 and A550 north of Deeside Parkway Junction, via Kelsterton Interchange and the Flintshire Bridge. This option is partly an online improvement and partly new alignment.</p> <p>The scheme increases capacity along the existing A548, includes modifications and improvements to junctions and provides a new section of road between the A548 and the A55.</p> <p>The aims of the new highway are –</p> <ul style="list-style-type: none"> • To improve capacity, reliability and journey times • Improve safety and connections for businesses • Improve access between residential areas and places of employment • reduce carbon emissions along the route • Make more efficient use of the existing transport infrastructure. • Minimise the impact of these improvements on local residents, the landscape, air quality, biodiversity and pollution. <p>Technical Advisors have now been appointed and the next steps are to prepare a procurement strategy to deliver the next phase of the scheme, allowing design consultants to be procured later in the year. A preliminary design will then be prepared in consultation with stakeholders, which will consider environmental and engineering issues. The scheme could begin within the next 3/4 years</p> <p>Whilst the Council fully appreciate the advantages of improved resilience and capacity improvements for which the proposed Red Route would bring, it must be noted that the Council made representations during the consultation stage that the Red Route should not be progressed in isolation but must also include an number of proposals to the existing A55 / A494 which were highlighted as a result of the proposed Blue Route Option for which the Council have referred to as ‘Red Route Plus’.</p> <p>A548 Connah’s Quay to County Boundary</p> |

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| | <p>Work to improve the resilience and the road infrastructure of this key route are progressing with significant bids already planned to deal with the flooding issues which require regular road closures and have a huge impact on businesses along the route. Ensuring this route links to the new Flintshire corridor will be key to generating the local economy of along the A548 corridor including the communities of Flint, Holywell and Mostyn.</p> |
| 1.18 | <p><u>Bus Network – Key Interventions</u></p> <p>B5129 Queensferry Roundabout to Denbighshire County Boundary - Bus Priority Measures</p> <p>The focus of this proposal consists of 3 main elements which will define a Quality Travel Corridor along the B5129 between Queensferry and the Denbighshire Border.</p> <p>The main scheme elements consist of the following;</p> <p>1). <u>Dedicated Bus Lane from Queensferry Roundabout to Shotton Lane</u></p> <p>A proposed designated Bus Lane extending from Queensferry Roundabout to Shotton Lane (uninhibited by traffic signals), aims to improve journey times along the strategic corridor, thus facilitating sustainable access to sites of employment, leisure facilities and place of residence. The designated Bus Lane will also permit cycle usage and will be regulated via the implementation of fixed enforcement cameras.</p> <p>The scheme includes the signalisation of Deeside Leisure Centre junction, removal of redundant steel footbridge and reconfiguration of Evans Way traffic signals.</p> <p>2). <u>Traffic Management Measures from Shotton railway bridge to Brook Street</u></p> <p>A proposed scheme aimed at improving journey times along this section of strategic corridor consists of localised carriageway realignment, implementation of designated right turn facilities, proposed one way systems and pedestrian crossing upgrades.</p> <p>3). <u>Bus priority measures from Brook Street, Shotton through to the Denbighshire border.</u></p> <p>A proposed scheme consisting of Traffic Regulation Orders aimed at improving traffic flows and vehicle movements at historical pinch points as well the proposed upgrade of existing traffic signals at both Flint and Greenfield which will reduce congestion and provide Bus Priority (by means of transponders).</p> <p>As well as providing an affordable and reliable means of transport, the proposed package of bus priority measures will provide a visual presence of sustainable public transport along the strategic corridor, thus encouraging a modal shift for commuters and residents for whom are otherwise inhibited by congestion associated with a predominant trend of single occupancy private car usage.</p> |

Deeside Industrial Estate - Park and Ride Zone

The proposed 250 space Park & Ride facility on Deeside Industrial Estate will form one of the key elements to the North East Wales METRO. The proposed facility will significantly reduce parking issues and congestion on the DIP by providing a secure area of parking on the edge of the industrial estate. This will provide a car to shuttle bus service which promotes a safe and sustainable access to all the major employment sites within the park whilst linking into the extensive existing cycle network. This provides sustainable access to large deprived urban settlements and cross border links to Cheshire & Wirral.

Parking at the Park and Ride facility will be supported by the businesses on the park and will ensure the sustainability of this in the long term. Shuttle buses will be operating within the park, offering a regular service creating a seamless, intermodal connection, thus offering a viable alternative for employees wishing to access sites of employment and training opportunities.

Funding to construct the facility has recently been awarded by WG which has enabled the commencement of the detailed design with construction scheduled to commence in February 2020.

Bus Shuttle Interchange – Garden City

A proposed Bus Shuttle interchange facility at the junction of Welsh Road and the Northern Gateway access, will provide a cross-platform interchange linking existing Core Bus network to the DIP Shuttle bus service. The new facility will consist of a covered waiting area, passenger information points, disabled access to all bus bays, lighting, safe walking access, good cycling access and secure cycling storage.

The proposed Interchange is linked via a marked cycle lane to both National Cycle Routes 5 and 568 and represents an ideal opportunity to be further developed as an Active Travel hub for DIP.

Provision of an integrated transport hub linking the core bus network with the Deeside Shuttle and the existing Active Travel network, will enable commercial operators to grow their services whilst also enabling users to connect services seamlessly for access to employment on DIP and the core bus network.

Countywide Quality Bus Partnership (QBP) on Core Network.

The Council are working with bus operators to develop a Quality Bus Partnership Scheme (QBP) across the identified core bus network. The purpose of QBP's is to encourage patronage growth through the provision of a high-quality public transport service along key transport / movement corridors, the aim of which is to successfully integrate local bus services with the strategic bus network and national rail services at key bus and rail

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| | <p>hubs through the provision of integrated timetables and integrated ticketing to key destinations.</p> <p>The Council's first (QBP) is currently being developed for use on the Shotton Corridor, and when completed, will serve as a platform for implementing similar arrangements on all routes contained within the County's Core Bus Network, thus providing seamless access to key areas of employment both within County and across key economic boundaries.</p> <p>Although trials within neighbouring County's are currently ongoing, there may also be an opportunity to explore the use of Hydrogen Fuel Cell bus service vehicles as an integral part of future QBP's.</p> <p><u>Demand Responsive Transport (DRT).</u></p> <p>Flintshire County Council are introducing Demand Responsive Transport (DRT) in rural areas of the County where commercial services are not available. DRT will provide residents with valuable links to transport services along Flintshire's Core Network facilitating access to health facilities, education and employment and will operate using one of Flintshire's distinctive, 16 seater wheelchair accessible vehicles. A copy of the Council's DRT information leaflet has been enclosed within <u>Appendix 4</u> for information.</p> |
| 1.19 | <p><u>Rail Network – Key Interventions</u></p> <p>Deeside Parkway Station</p> <p>Construction of the proposed Deeside Parkway Station will enable people to access employment opportunities on the Deeside Industrial Park by train, and at the same time, will also have the ability to serve as a Park & Ride site facilitating rail access to Birkenhead, Liverpool, Wrexham and beyond. The location of the proposed station links directly to the A548 dual Carriageway which forms part of the proposed Flintshire Corridor Improvement.</p> <p>Shotton Station</p> <p>The proposed upgrade of Shotton Station will provide connectivity improvements linking Shotton High Level and the Shotton low level platforms making it easier for people to interchange between the North Wales Coast and the Wrexham and Bidston line.</p> <p>Through the Wales and Borders franchise, service frequency on the Wrexham to Bidston line will be doubled to two trains per hour from 2021, which again, will improve the viability of rail access to employment opportunities in Deeside whilst also facilitating rail access to Birkenhead, Liverpool, Wrexham and beyond.</p> |
| 2.00 | RESOURCE IMPLICATIONS |
| 2.01 | Whist WG Grant funding has been obtained for a number of the Transport Priorities described within, the progression of the Council's transport |

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| | strategy as a whole will be dependent on the future acquisition of WG Grant funding. |
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| 3.00 | | IMPACT ASSESSMENT AND RISK MANAGEMENT |
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| 3.01 | Long-term | Positive – The move to low carbon sustainable transport options aligns itself with the long term aspirations of The Environment (Wales) Act, The Well-Being of Future Generations (Wales) Act & The Air Quality Standards (Wales) Regulations. The concept is also strongly endorsed within the Council’s Council Plan under the priority of a ‘Green Council’ for which is reinforced by the Council’s approach to integrated and sustainable transport. |
| | Prevention | Positive – The development of sustainable transport options will reinforce the Council’s commitment to climate change whilst also facilitating a vision for a zero carbon future as defined within WG legislation. Implementation of the required infrastructure will provide reliance to County’s highway network also boost the Council’s status as a ‘key player’ within the region thus reducing the risk of public abandonment in terms of tourism, residential and business growth. |
| | Integration | Positive – The development of a multimodal integrated transport options is key to the success of a sustainable, integrated transport network. |
| | Collaboration | Positive – The continual development of a fit for purpose Integrated Transport Strategy will enable FCC to work with local authorities across the region in order to standardise the provision of infrastructure. The nature of this approach recognises the importance of strategic cross-border movements to the local economy in terms of commuter movements, business and tourism. |
| | Involvement | Positive – completion of studies thus far demonstrates the Council’s engagement with key stakeholders both cross border and within WG. |
| | | Well-being Goals Impact |

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| Prosperous Wales | The continual development of a fit for purpose Integrated Transport Strategy will boost the Council's status as a 'key player' within the region thus reducing the risk of public abandonment in terms of tourism, residential and business growth. |
| Resilient Wales | Positive - The continual development of a fit for purpose Integrated Transport Strategy is key to the success of a sustainable, integrated transport network. |
| Healthier Wales | Positive - The promotion and utilisation of active and sustainable transport modes provide obvious benefits to air quality through the reduction of Co2 emissions. This will also greatly assist the Council to achieve decarbonisation targets set within Central and WG legislation. |
| More Equal Wales | Positive – Improved connectivity through the implementation of required infrastructure will benefit tourism, residential and business growth. Health benefits obtained from improved air quality and increased levels of exercise will benefit the Council's most deprived communities, often associated with densely populated areas. |
| Cohesive Wales | Positive – The visible presence of active and sustainable transport options within the County will have a positive effect on public awareness whilst displaying the Council's outward commitment to climate change. |
| Vibrant Wales | Positive – A move to active and sustainable transport modes will improve the quality and sustainability of the natural environment whilst providing benefits to the local and regional economy in terms of tourism, residential and business growth. |
| Globally Responsible Wales | Positive - The continual development of a fit for purpose Integrated Transport Strategy will reinforce the Council's commitment to climate change whilst also striving to achieve a zero carbon future as defined within Central and WG legislation. |

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| 4.00 | CONSULTATIONS REQUIRED/CARRIED OUT |
| 4.01 | With Cabinet Member |

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| 5.00 | APPENDICES |
| 5.01 | Appendix 1: Flintshire County Council's progress on the interventions contained within North Wales Joint Local Transport Plan. |
| 5.02 | Appendix 2: Flintshire County Council's Integrated Transport Strategy Drawing |
| 5.03 | Appendix 3: Proposed Active Travel routes between Mold and Broughton and neighbouring settlements. |
| 5.04 | Appendix 4: Flintshire County Council's Demand Responsive Transport (DRT) Information Leaflet. |

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| 6.00 | LIST OF ACCESSIBLE BACKGROUND DOCUMENTS |
| 6.01 | <p>WG - Transport Strategy for Wales – “One Wales – Connecting the Nation”</p> <p>WG - The National Transport Plan</p> <p>WG – The North Wales Joint Local Transport Plan</p> <p>Flintshire County Council – The Deeside Plan</p> |

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| 7.00 | CONTACT OFFICER DETAILS |
| 7.01 | <p>Contact Officer: Anthony Stanford, Transport Manager.</p> <p>Telephone: 01352 704817</p> <p>E-mail: anthony.stanford@flintshire.gov.uk</p> |

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| 8.00 | GLOSSARY OF TERMS These are provided corporately on the Infonet (link) and maintained by the Executive Office |
| 8.01 | <p>(1) Transport Strategy for Wales: A statutory document required by the Transport (Wales) Act 2006. The Act places a duty on the Welsh Ministers to prepare and publish a Wales Transport Strategy (WTS) setting out its policies and how they will be discharged.</p> <p>(2) National Transport Plan: A statutory document detailing how WG propose to deliver the outcomes set out in the Wales Transport Strategy</p> |

from 2015 and beyond. The Plan includes all transport interventions financed by the WG.

(3) **North Wales Joint Local Transport Plan:** A statutory document that will sit alongside the Local Development Plans and other policies and plans of each of the Local Authorities, once adopted. The plan sets out all of the six North Wales Local Authorities vision to 'remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks' and details this Councils specific transport interventions and projects to achieve this aim.

(4) **Flintshire County Council Integrated Transport Strategy:** An integrated strategy aiming to provide long term sustainable transport solutions through the successful integration of all modes of transport, which links to all of Flintshire and the wider region.

(5) **Deeside Plan:** A strategy document introduced in 2016 detailing how the growth aspirations for North Wales and for the Mersey Dee area can be realised and how they can be harnessed for the greatest benefit for local people.

(6) **North East Wales Metro:** North East Wales Metro is an investment in all modes to deliver a modern, high quality transport system that is fundamental to achieving sustainability and climate change objectives and delivering economic growth across North Wales.

(7) **Active Travel (Wales) Act:** A statutory document introduced in 2013, its purpose is to enable more people to undertake active travel for short journeys instead of using motorised vehicles where it is suitable for them to do so. An active travel route must be within a designated locality in a local authority area.

(8) **Park & Ride:** A designated parking facility with public transport connections that allow commuters and other people heading to city centres to leave their vehicles and transfer to a bus, rail system or carpool for the remainder of the journey.

(9) **Quality Bus Partnership:** A partnership between bus operators, often with commitments to investment in new vehicles, and local authorities, with commitments to improve bus stops and other bus infrastructure and to introduce bus priority measures such as bus lanes.

(10) **Demand Responsive Transport:** Provided in rural areas of the County on the request of an individual(s) where commercial services are not available.

Appendix 1

Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

Higher Level Intervention 1 – Transport Network Resilience Improvements

Issues or Opportunities: Increased risks to the resilience of the network through impacts of climate change, including flood risk and risk from high winds

| Scheme Name | Scheme Description | Priority | Date of Imp. (fin.yr) |
|--|---|---------------------------|-----------------------|
| <u>Improve transport connectivity to the A55 Trunk Road Highway Network</u> Queensferry Roundabout & Asda Signal Improvement | <p>The Queensferry Roundabout and ASDA Junction experienced lengthy delays during peak hours and operated in a sub – optimal manner in terms of their signals settings (ASDA Junction in particular). The Council appreciates that the junctions are not operating at their best at present and is concerned about the potential impact that traffic associated with the Northern Gateway development may have on their future operation. The redesign of Queensferry Roundabout will maximise vehicle storage capacity at the junctions and accommodate greater throughput of vehicles.</p> | Regional | 2016 |
| <u>Alleviation of Flood Risk Areas on Strategic Routes</u> | <p>Inspect culverts regularly to ensure free flowing. Undertaken major ditching and culvert cleansing works on identified flood risk areas to enable excessive water the freedom of passage. Ongoing inspections underway identifying areas for capital maintenance and daily operations. These will identify hotspots in which a targeted response and planned maintenance will occur. Such activities in rural areas have included the upgrade to a culvert including working in partnership with a landowner to increase the height of the ditch banding to elevate the escape of water over the fields onto the carriageway thus ensuring the culvert is utilised in its intended manner.</p> | Regional Priority Project | 2015-2016 |
| <u>A494/A55 route into Wales</u> Queensferry Roundabout & Asda Signal Improvement | <p>The Queensferry Roundabout and ASDA Junction experienced lengthy delays during peak hours and operated in a sub – optimal manner in terms of their signals settings (ASDA Junction in particular). The Council appreciates that the junctions are not operating at their best at present and is concerned about the potential impact that traffic associated with the Northern Gateway development may have on their future operation. The redesign of Queensferry Roundabout will maximise vehicle storage capacity at the junctions and accommodate greater throughput of vehicles.</p> | Regional Priority Project | 2016 |

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Higher Level Intervention 2 – Capacity and Safety Enhancements/ Pinch-point Improvements

| Scheme Name | Scheme Description | Priority | Date of Imp. (fin.yr) |
|---|--|----------|-----------------------|
| <u>Safety Enhancement – Collision Cluster Sites</u> | Identified cluster sites have been incorporated within Road Safety Grant Route treatment Schemes, with funding being received in excess of £1.2m funded. | | |
| 1. A548 Deeside Ind. Park Route Improvement | The scheme consisted of a full redesign of the existing carriageway markings, upgraded warning and directional signing, soft Traffic Calming measures on approach to roundabout facilities (calming excessive vehicular speeds), introduction of High Friction Surfacing on approaches to all roundabouts and clear consistent carriageway markings within the court ledge of each roundabout facility thus improving lane discipline whilst eliminating current driver confusion. | Local | 2015/16 |
| 2. A541 Pontblyddyn, Nr Plas Ty | The scheme implemented a Fixed Speed Camera at a strategic location will directly address key point on dual carriageway for which motorists commence this dangerous overtaking manoeuvre. The presence regulated driver behaviour providing a continuous level of enforcement thus eradicating the continuation of this current accident trend. | Local | 2015/16 |
| 3. A548 Sealand Road, Junction Improvement | The scheme delivered a full redesign and refurbishment of all signal equipment and addressed failures of detection. The introduction of ELV (extra low voltage) LED Signals (in place of existing Halogen) also aids the visibility of signal heads. High Friction Surfacing on all approaches to the junction (in advance of all Stop Lines) along with the enhancement of carriageway markings (improved candela value) also greatly enhanced safety. | Local | 2015/16 |
| 4. A5104 Penymynydd to Warren Hall Bank | The route (incorporating a Cross Roads, a staggered cross roads, a T junction and a roundabout) underwent a redesign of existing carriageway markings, upgraded and relocation of warning signs and the introduction of soft traffic calming measures to combat the record of collisions, on both the roundabout and junctions along the route. | Local | 2016/17 |

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Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

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| <p>5. Lloc Junction Improvement</p> | <p>The junction underwent a full redesign, to discourage vehicles from exiting the junction without sufficient time. In essence the junction was simplified, allowing for a single car exit and eliminating the deceleration lane. This then reduced the unnecessary number of factors a driver was contending with at this location. Additionally, the introduction of High Friction Surfacing on the approach to the junction Give Way, added an additional safety aspect, as well as the enhancement of carriageway markings, which will also greatly improve safety.</p> | <p>Local</p> | <p>2016/17</p> |
| <p>6. Installation of traffic signals on Liverpool Road / Alltami</p> | <p>Whilst the trend of collisions was not fully consistent, it was felt that when factoring in the high number of users, parked vehicles and entrances to amenities, the route would benefit from the installation of traffic signals. The installation of traffic signals at the junction provides a more consistent flow of traffic, allowing for sufficient gaps in the traffic flow for vehicles to safely carry out their desired manoeuvre</p> | <p>Local</p> | <p>2016/17</p> |
| <p>7. A5026/A548 Bagillt junction improvements</p> | <p>The scheme consisted of Signalisation of the junction which regulated vehicle movements directly addressing accident trends making the junction significantly more user friendly to both motorists and vulnerable road users.</p> | <p>Local</p> | <p>2017/18</p> |
| <p>8. A541 - Pontblyddyn & Love Lane, Mold</p> | <p>The route, incorporating a series of roundabouts, underwent a redesign of the existing carriageway markings, alignment and upgraded warning and directional signage. Soft traffic calming including the introduction of higher friction surfacing on approach to both facilities will calm excessive vehicular speeds whilst the introduction of clear consistent lane designation markings will improve lane discipline whilst addressing current issues of driver confusion a number of junctions which intersect with the A541 require a full redesign, paying particular attention to improving visibility whilst exiting junctions and also heightening awareness for approaching traffic.</p> | <p>Local</p> | <p>2017/18</p> |
| <p>9. A541 – Afonwen to Hendre</p> | <p>Numerous junctions along the route which intersect with the A541 underwent a redesign, improving visibility whilst exiting junctions and also heightening awareness for approaching traffic. Localised carriageway narrowing by non-physical measures assisted in reducing excessive vehicular speeds. Enhancement of gateways will emphasise existing speed limits whilst heightening awareness of villages / residential areas. The route will also require a full redesign of the existing carriageway markings, existing alignment and upgraded warning and directional signage.</p> | <p>Local</p> | <p>2017/18</p> |

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Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

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| <p>10. Connah's Quay Priorities Route</p> | <p>Implementation of Zebra Crossings and associated footpath links on both Mold Road and Ffordd Llanarth. Provision of school signage at school locations. Implementation of dropped crossings and associated Tactile Paving at side road junctions along the length of Ffordd Llanarth. Lining and signing improvements throughout the route with improved Skid Resistance Surfacing at key locations along the length of Mold road.</p> | <p>Local</p> | <p>2018/19</p> |
| <p>11. B5125 Route treatment</p> | <p>Redesign of existing junction serving B5125 Chester Road / Rake Lane adjacent to Hawarden Farm Shop. Measures include realignment of existing carriageway to permit the installation of a designated Right Turn Facility. Improved Skid Resistance Surfacing at key locations along the length</p> | <p>Local</p> | <p>2018/19</p> |
| <p><u>Wrexham to A55 & Trunk Rd Network Links</u> A550 Hope Motors</p> | <p>Scheme identified and submitted as part of a wider Route treatment Improvement works at the Junction of A550 with B5373 Hope. A Road Safety Grant scheme has previously been submitted to Welsh Government incorporating safety improvement works at the Junction of A550 with B5373 Hope. This scheme is to be resubmitted in an attempt to secure funding for 2020/21.</p> | <p>Local</p> | <p>2020/2021</p> |
| <p><u>Interactive Signing</u></p> | <p>Various types of Interactive signage has been implemented throughout Flintshire in an attempt to reduce speeds and highlight hazards to road users. The Authority has in excess of 100 units of interactive signage.</p> | <p>County priority project</p> | <p>2015-2020</p> |
| <p><u>Safety Enhancement - School 20 mph zones</u> 1. Ysgol Bryn Coch 2. Ysgol Maes Pennant 3. Mountain Lane CP School</p> | <p>20mph zones have been incorporated within Safer Routes in the Community schemes: The 8 zones implemented through Safer Routes Schemes or other funding streams cover the following roads. Victoria Road/Alexander Road, Gas Lane, Mold Ffordd Pennant, Mostyn Knowle Lane, Buckley</p> | <p>Local</p> | <p>2015-2020</p> |

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Flintshire County Councils progress on Higher Level Interventions contained within
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| <p>4. Golftyn CP School</p> <p>5. Venerable Edward Morgan School</p> <p>6. Ysgol Treffynnon</p> <p>7. Broughton Primary School</p> | <p>York Road, Connah's Quay</p> <p>Chester Close, St Davids Drive, Caernarfon Close, Gloucester Avenue, York Avenue, Kensington Avenue, Stanley Place, Kent Avenue, Windsor Avenue, Connaught Avenue and Marina Drive, Shotton</p> <p>Strand Walk, Strand Park, Maes yr Odyn, Hillside Court, Bryn Mawr Road, Ffordd Fer, Strand Crescent, Strand Lane, Heol-Y-Brenin, Bryn-Y-Felin, Deva Walk and Bryn-Y-Coed</p> <p>Broughton Hall Road, Church road, Cledwen Road, Cadnant Court.</p> | | |
| <p><u>Safety Enhancement – Street Lighting Renewal</u></p> | <p>Upgraded in excess of 18,000 lanterns to LED. Remaining lanterns to be replaced during maintenance programme.</p> | <p>Local</p> | <p>2017-2019</p> |
| <p><u>Highway improvements and Casualty Reduction Schemes</u></p> <p>1. A548 Deeside Ind. Park Route Improvement</p> <p>2. A541 Pontblyddyn, Nr Plas Ty</p> | <p>Highway improvements and casualty reduction schemes have been incorporated within Road Safety Grant Route treatment schemes, with funding being received in excess of £1.2m funded.</p> <p>The scheme consisted of a full redesign of the existing carriageway markings, upgraded warning and directional signing, soft Traffic Calming measures on approach to roundabout facilities (calming excessive vehicular speeds), introduction of High Friction Surfacing on approaches to all roundabouts and clear consistent carriageway markings within the court ledge of each roundabout facility thus improving lane discipline whilst eliminating current driver confusion.</p> <p>The scheme implemented a Fixed Speed Camera at a strategic location will directly address key point on dual carriageway for which motorists commence this dangerous overtaking manoeuvre. The presence regulated driver behaviour providing a continuous level of enforcement thus eradicating the continuation of this current accident trend.</p> | <p>Local</p> <p>Local</p> | <p>2015/16</p> <p>2015/16</p> |

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Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

| | | | |
|--|--|--------------|----------------|
| <p>3. A548 Sealand Road, Junction Improvement</p> | <p>The scheme delivered a full redesign and refurbishment of all signal equipment and addressed failures of detection. The introduction of ELV (extra low voltage) LED Signals (in place of existing Halogen) also aids the visibility of signal heads. High Friction Surfacing on all approaches to the junction (in advance of all Stop Lines) along with the enhancement of carriageway markings (improved candela value) also greatly enhanced safety.</p> | <p>Local</p> | <p>2015/16</p> |
| <p>4. A5104 Penymynydd to Warren Hall Bank</p> | <p>The route (incorporating a Cross Roads, a staggered cross roads, a T junction and a roundabout) underwent a redesign of existing carriageway markings, upgraded and relocation of warning signs and the introduction of soft traffic calming measures to combat the record of collisions, on both the roundabout and junctions along the route.</p> | <p>Local</p> | <p>2016/17</p> |
| <p>5. Lloc Junction Improvement</p> | <p>The junction underwent a full redesign, to discourage vehicles from exiting the junction without sufficient time. In essence the junction was simplified, allowing for a single car exit and eliminating the deceleration lane. This then reduced the unnecessary number of factors a driver was contending with at this location. Additionally, the introduction of High Friction Surfacing on the approach to the junction Give Way, added an additional safety aspect, as well as the enhancement of carriageway markings, which will also greatly improve safety.</p> | <p>Local</p> | <p>2016/17</p> |
| <p>6. Installation of traffic signals on Liverpool Road / Alltami</p> | <p>Whilst the trend of collisions was not fully consistent, it was felt that when factoring in the high number of users, parked vehicles and entrances to amenities, the route would benefit from the installation of traffic signals. The installation of traffic signals at the junction provides a more consistent flow of traffic, allowing for sufficient gaps in the traffic flow for vehicles to safely carry out their desired manoeuvre</p> | <p>Local</p> | <p>2016/17</p> |
| <p>7. A5026/A548 Bagillt junction improvements</p> | <p>The scheme consisted of Signalisation of the junction which regulated vehicle movements directly addressing accident trends making the junction significantly more user friendly to both motorists and vulnerable road users.</p> | <p>Local</p> | <p>2017/18</p> |
| <p>8. A541 - Pontblyddyn & Love Lane, Mold</p> | <p>The route, incorporating a series of roundabouts, underwent a redesign of the existing carriageway markings, alignment and upgraded warning and directional signage. Soft traffic calming including the introduction of higher friction surfacing on approach to both facilities will calm excessive vehicular speeds whilst the introduction of clear consistent lane designation markings will improve lane discipline whilst addressing current issues of driver confusion a</p> | <p>Local</p> | <p>2017/18</p> |

Appendix 1

Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

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| <p>9. A541 – Afonwen to Hendre</p> | <p>number of junctions which intersect with the A541 require a full redesign, paying particular attention to improving visibility whilst exiting junctions and also heightening awareness for approaching traffic.</p> <p>Numerous junctions along the route which intersect with the A541 underwent a redesign, improving visibility whilst exiting junctions and also heightening awareness for approaching traffic. Localised carriageway narrowing by non-physical measures assisted in reducing excessive vehicular speeds. Enhancement of gateways will emphasise existing speed limits whilst heightening awareness of villages / residential areas. The route will also require a full redesign of the existing carriageway markings, existing alignment and upgraded warning and directional signage.</p> | <p>Local</p> | <p>2017/18</p> |
| <p>10. Connah’s Quay Priorities Route</p> | <p>Implementation of Zebra Crossings and associated footpath links on both Mold Road and Ffordd Llanarth. Provision of school signage at school locations. Implementation of dropped crossings and associated Tactile Paving at side road junctions along the length of Ffordd Llanarth. Lining and signing improvements throughout the route with improved Skid Resistance Surfacing at key locations along the length of Mold road.</p> | <p>Local</p> | <p>2018/19</p> |
| <p>11. B5125 Route treatment</p> | <p>Redesign of existing junction serving B5125 Chester Road / Rake Lane adjacent to Hawarden Farm Shop. Measures include realignment of existing carriageway to permit the installation of a designated Right Turn Facility. Improved Skid Resistance Surfacing at key locations along the length</p> | <p>Local</p> | <p>2018/19</p> |
| <p><u>Mold to Flint and the A548</u></p> <p>Speed Limit reduction Flint Mountain</p> <p>A5026/A548 Bagillt junction improvements</p> | <p>Reduction of speed limit, with soft traffic calming measures introduced.</p> <p><u>ONGOING PROJECTS</u></p> <p>The scheme consisted of Signalisation of the junction which regulated vehicle movements directly addressing accident trends making the junction significantly more user friendly to both motorists and vulnerable road users.</p> | <p>County Priority Project</p> <p>County Priority Project</p> | <p>2017/18</p> <p>2018</p> <p>2019-20</p> |

Appendix 1

Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

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| A548 Carriageway sleeving | Sleeving down dual lane to single lane to accommodate right turn manoeuvres | County Priority Project | |
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Appendix 1

Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

Higher Level Intervention 3 – Integration with Strategic Public Transport Services

| Scheme Name | Scheme Description | Priority | Date of Imp. (fin.yr) |
|--|--|---|-----------------------------------|
| <p><u>Integrated Ticketing</u></p> <p>Electronic ticket machine replacement initiative</p> <p>Flintshire Bus Alliance and Deeside Quality Partnership Scheme</p> | <p>Development of new ticketing equipment with use of chip technology to allow seamless transfer between modes of travel.</p> <p>Working with bus operators to develop a Quality Bus Partnership Scheme (QPS), initially for bus services in the Deeside area, to encourage patronage growth and a sustainable bus network. Through the Quality Partnership Scheme to develop an integrated multi-operator ticketing scheme, initially for public transport in the Deeside area, building on the existing Tocyn Taith, BwsAbout and Deeside Rover tickets, to encourage patronage growth and a sustainable network and enable people greater flexibility when travelling between different bus services. The QPS would seek to establish a framework on which fares would be set in the future and a new integrated network ticket for the Deeside area. Capital funding is sought for back office infrastructure and upgrading ticket machines for lease to operators</p> | <p>Regional Priority Project</p> <p>Regional Priority Project</p> | <p>Ongoing</p> <p>2018 - 2020</p> |
| <p><u>Connections to Wrexham to Liverpool & borderlands rail line</u></p> <p>Access for All Grants Scheme / Mid-Tier Programme Penyffordd Railway Station</p> | <p>Improving transport integration with a park and ride facility. Railway station entrance improvements allowing improved, simultaneous access/egress from both directions along the A550/A5104 Improved cycling access, disabled parking provision, Improvements for disabled accessibility from car park to platform with (lowered gradient platform ramps) Car park capacity increase in readiness for new rail units.</p> <p>Installation of bus interchange allowing direct local passenger bus service access. Increasing alternative modal choice from private car to sustainable modes</p> | <p>Regional Priority Project</p> | <p>2020</p> |

Appendix 1

Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

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| <p>Bike & Go, Bidston Station Cycle Rail Development</p> | <p>Borderlands Line was the first partner on the Merseyside Cycle Forum, With Bidston station selected as one of 12 stations throughout Merseyside to be included in a £1.3 million scheme to introduce the first UK version of the highly successful Dutch Scheme “OV-Fiets” (Public Passenger Bicycle) provided to card holder members of the scheme. Approval due to the successful Travel Plan at Shotton Station and Deeside Industrial Park to help the unemployed within Wirral and Liverpool access employment.</p> | <p>Regional Priority Project</p> | <p>2014/15</p> |
| <p>Shotton Station Railway Bridge renovation/ Improvements</p> | <p>Renovation of Shotton Railway Bridge, Re-pointing of Brickwork, Resurfacing of pedestrian footway through bridge abutments, Vitrified enamel paneling to resurface pedestrian footway walls and new lighting</p> | <p>Regional Priority Project</p> | <p>2014/15</p> |
| <p><u>Public Transport Infrastructure Improvements</u></p> <p>Developments for Passenger Growth</p> <p>Access to employment opportunities - Deeside Industrial Park</p> | <p>Highway works between Connah’s Quay and Sandycroft, to support the traffic signal optimisation scheme and the cycle route schemes already implemented on the corridor, and promote journey time improvements. Measure may include bus priority measures (bus lanes, bus-only roads, exempting buses from banned turns), Gateway signage, selective right turn bans, relocation of existing bus stops, “floating” bus stops, repositioning of pedestrian refuge islands, adjustments to kerblines, carriageway markings etc.</p> <p>Bus stops within the Park will be upgraded (including hard standing, passenger waiting shelters, information displays, raised kerbs and accessibility improvements) and the creation of some new stops on routes around D.I.P. to strongly promote public transport as a quality option for travellers. It is estimated that 20 new and/or upgraded stop locations will be treated across D.I.P.</p> | <p>County Priority Project</p> <p>County Priority Project</p> | <p>2018 – 20</p> <p>2017-2019</p> |

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Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

Higher Level Intervention 4 – Improved links to Employment

| Scheme Name | Scheme Description | Priority | Date of Imp. (fin.yr) |
|--|---|-------------------------|-----------------------|
| <u>Local strategic links to DIP/EZ</u> Queensferry Roundabout & Asda Signal Improvement | <p>The Queensferry Roundabout and ASDA Junction experienced lengthy delays during peak hours and operated in a sub – optimal manner in terms of their signals settings (ASDA Junction in particular). The Council appreciates that the junctions are not operating at their best at present and is concerned about the potential impact that traffic associated with the Northern Gateway development may have on their future operation. The redesign of Queensferry Roundabout will maximise vehicle storage capacity at the junctions and accommodate greater throughput of vehicles.</p> | Regional Priority | 2015/16 |
| Access to employment opportunities - Deeside Industrial Park (Cycling links Deeside industrial estate) | <p>The Deeside Industrial Park cycle way provision will provide an integrated network of cycle links throughout the park linking to all the main units on the Park. The current routes receive over 100,000 users yearly. The proposals will provide safe and sustainable access to all the major employment sites within the park and link into the extensive existing cycle network, providing sustainable access to large deprived urban settlements and cross border links to Cheshire & Wirral. The interventions will encourage a reduction in car dependency and a more sustainable approach to how people can reach employment and training opportunities</p> | Regional Priority | 2017-2020 |
| <u>Quality Bus Route Corridors</u> B5129 Queensferry roundabout to Denbighshire Border – Bus . . . | <p>Highway works between Connah’s Quay and Sandycroft, to support the traffic signal optimisation scheme and the cycle route schemes already implemented on the corridor, and promote journey time improvements. Measure may include bus priority measures (bus lanes, bus-only roads, exempting buses from banned turns), Gateway signage, selective right turn bans, relocation of . .</p> | County Priority Project | 2018 – 2020 |

Appendix 1

Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

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| <p>Priority Measures & Transport infrastructure</p> <p>Access to employment opportunities - Deeside Industrial Park</p> | <p>existing bus stops, “floating” bus stops, repositioning of pedestrian refuge islands, adjustments to kerblines, carriageway markings etc.</p> <p>Bus stops within the Park will be upgraded (including hard standing, passenger waiting shelters, information displays, raised kerbs and accessibility improvements) and the creation of some new stops on routes around D.I.P. to strongly promote public transport as a quality option for travellers. It is estimated that 20 new and/or upgraded stop locations will be treated across D.I.P.</p> | <p>County Priority Project</p> | <p>2018 - 2020</p> |
| <p><u>Broughton Shopping centre access improvement</u></p> <p>Mold to Broughton cycleway</p> | <p>Local Transport Projects (LTP) were commissioned by Flintshire to undertake route appraisal and design of strategic cycling links into Deeside Enterprise Zones and neighbouring settlements. The cycling links will connect Mold, Broughton, Sandycroft and Saltney as well as providing connecting links to Penyffordd, Buckley and proposed Parkway Station on the DIP. The completion of the detailed design has resulted in successful bid submission for the delivery of sections of overall route.</p> | <p>County Priority Project</p> | <p>2019/20</p> |
| <p><u>B5129 Sandycroft to Chester & Broughton via Airbus</u></p> <p>Mold to Broughton cycleway (including B5129 Sandycroft to Chester & Broughton via Airbus)</p> | <p>Local Transport Projects (LTP) were commissioned by Flintshire to undertake route appraisal and design of strategic cycling links into Deeside Enterprise Zones and neighbouring settlements. The cycling links will connect Mold, Broughton, Sandycroft and Saltney as well as providing connecting links to Penyffordd, Buckley and proposed Parkway Station on the DIP. The completion of the detailed design has resulted in successful bid submission for the delivery of sections of overall route.</p> | <p>County Priority Project</p> | <p>2019/20</p> |

Appendix 1

Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

Higher Level Intervention 5 – Access to Services

| Scheme Name | Scheme Description | Priority | Date of Imp. (fin.yr) |
|--|---|---------------------------|-----------------------|
| <u>Infrastructure to Support Rural and Community Transport Initiatives</u> Flintshire Community Transport Hubs | <p>Development of new community transport schemes within the County, which would provide links to local transport “hubs,” feeding into the core public transport network and enabling access to key service centres for employment, training, education, health, shopping, leisure and social activities. To build and construct 15 accessible transport hubs along two key corridors on the core network in order to support the creation of an integrated transport system that reflects the needs of its communities</p> | Regional Priority Project | 2016/17 |
| <u>Safe Routes in the Community</u> Bryn Road Footpath | <p>The introduction of improved infrastructure in order to encourage the utilisation of active modes of travel for pupils, parents and local residents. A revolutionary School Zone approach has been adopted in Flintshire which includes; Introduction of One Way systems, bi-directional cycling on road, 3 meter shared use facilities 20mph speed limits, Integrated Zebra Crossings on raised tables and Sinusoidal / Round Top humps</p> <p>Conversion of the existing grass verges (running alongside Bryn Road) to create a footpath, with upgrade and relocation of existing lighting columns, whilst maintaining a suitable carriageway width for safe use by vehicles. Completion of the works created a safe walking route to school for pupils as well as benefiting residents of the surrounding area, including those from a new housing development.</p> | Local | 2014/15 |
| London Road Trelawnyd | <p>Upgrade of pre-existing Zebra crossing facility to a Puffin Crossing facility adjacent to the school entrance on A5151 London Road, Trelawnyd. Completion of the works greatly improved safety of the route for which encouraged the utilisation of active modes of travel for pupils, parents and local residents.</p> | Local | 2016/17 |

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Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

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| <p>Ysgol Bryn Coch, Mold</p> | <p>Introduction of Zebra Crossing facilities on raised tables within the immediate vicinity of the School, mandatory 20mph speed limit and associated traffic calming measures, One Way system on Alexandra Road, the use of Traffic Regulation Orders to create sterile areas, footway improvement works, on road cycling measures and improvements to routes identified on the INM. The scheme also included regulated parking accommodating school drop off & pick up whilst also introducing the Authorities first Residents Parking Scheme to assist residents. Completion of the works greatly improved safety of the route for which encouraged a predominant utilisation of active modes of travel for pupils, parents and local residents.</p> | <p>Local</p> | <p>2017/18</p> |
| <p>Golftyn CP School.</p> | <p>Introduction of Zebra Crossing facilities on raised tables within the immediate vicinity of the School, mandatory 20mph speed limit and associated traffic calming measures, restricted vehicular access into the school vicinity, School Zone Gateway signage, Improved Pedestrian links from feeder streets, Improvements to existing Link Footpaths, implementation of pedestrian guardrail and implementation of parking restrictions addressing indiscriminate parking during school peak hours. Completion of the works greatly improved safety of the route for which encouraged a predominant utilisation of active modes of travel for pupils, parents and local residents.</p> | <p>Local</p> | <p>2017/18</p> |
| <p>Mountain Lane CP,</p> | <p>Introduction of Zebra Crossing facilities on raised tables within the immediate vicinity of the School, mandatory 20mph speed limit and associated traffic calming measures, introduction of One Way system and bidirectional designated Cycle facility on Knowle Lane, upgrade of existing track (known locally as The Common) providing a high standard walking and cycling route linking Higher Common Road and surrounding estates to the School, improvements to existing footways and junctions, upgraded bus stop infrastructure and implementation of parking restrictions addressing indiscriminate parking during school peak hours both outside of the school entrance and within surrounding estates. Completion of the works greatly improved safety of the route for which encouraged a predominant utilisation of active modes of travel for pupils, parents and local residents.</p> | <p>Local</p> | <p>2018/19</p> |
| <p>Broughton Hall Road.</p> | <p>Introduction of Zebra Crossing facilities on raised tables within the immediate vicinity of the School, mandatory 20mph speed limit and associated traffic calming measures (sinusoidal humps), implementation of on road cycle facility, improvements to existing Footpaths, installation of pedestrian guardrail and implementation of parking restrictions addressing indiscriminate parking during school peak hours. Completion of the works has encouraged the utilisation of active modes of travel for pupils, parents, local residents and workers accessing Airbus and Broughton Retail Park.</p> | <p>Local</p> | <p>2018/19</p> |

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Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

Higher Level Intervention 6 – Encouraging Sustainable Travel

| Scheme Name | Scheme Description | Priority | Date of Imp. (fin.yr) |
|---|--|----------------------------------|-----------------------|
| <p><u>Active Travel (Wales) Act 2013</u></p> | <p>The Active Travel (Wales) Act 2013 places a duty on local authorities to plan for, improve, and promote routes for walking and cycling for every day journeys. In order to meet this duty, local authorities must publish an Existing Route Map which shows routes which are suitable for walking and cycling and which meet the standards set out in the Welsh Government's Active Travel Design Guidance.</p> <p>Welsh Ministers have now approved Flintshire County Council's Active Travel Integrated Network Map following a public consultation which was held between July and September in 2017. The Integrated Network Map is a 15-year vision to improve infrastructure for walkers and cyclists across the County. The Integrated Network Map has been developed to meet our duties under the Active Travel Act which was passed by the Welsh Assembly in October 2013. The aim of the Act is to encourage people to walk or cycle for short journeys to access a workplace or educational establishment or to access health, leisure or other services or facilities and to ultimately make Wales a walking and cycling nation.</p> | | |
| <p>Active Travel Mapping</p> | <p>Development of Flintshire INM & ENM</p> | <p>Regional Priority Project</p> | <p>2015/18</p> |
| <p>Croes Atti Roundabout to Rockcliffe</p> | <p>Provision of an off road 3m shared use path linking into the National Cycle network (NCN 5). The route provided a missing link between Croes Atti and Rockcliffe</p> | <p>Regional Priority Project</p> | <p>2017/18</p> |
| <p>Mold to</p> | | | |

Appendix 1

Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

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| <p>Gwernaffield Footway</p> | <p>Footway provision along Gwernaffield road primarily to facilitate and encourage active travel journeys from Gwernaffield to Mold, the scheme would also benefit the wider community as it provides a vital link to the Town Centre and places of employment on the Estates. The route will also benefit from additional contributions from future housing developments on the outskirts of Mold.</p> | <p>Regional Priority Project</p> | <p>2017/18</p> |
| <p>Greenfield Valley Phase 1</p> | <p>The upgrade of the existing path through Greenfield Valley to Active Travel Design standard. This includes replacement of narrow footbridge, Localised drainage and provision of signage. The link provides a shared use path linking Holywell Town centre to the A548 Greenfield. The route enables disability users access to services and employment</p> | <p>Regional Priority Project</p> | <p>2018/19</p> |
| <p>Greenfield Valley Phase 2</p> | <p>The scheme incorporates a 3m wide shared use path Linking the Strand to the recently completed Greenfield Valley phase 1 route. The path will run adjacent to Holywell High School linking into Greenfield Valley with an upgrade and regrade of the existing path in the Greenfield Valley</p> | <p>Regional Priority Project</p> | <p>2019/20</p> |
| <p>DIP Parkway – DIP Zone 2.</p> | <p>Provision of shared use paths throughout Zones 2 and 3, to provide active travel routes to every business on the park.</p> | <p>Regional Priority Project</p> | <p>2017-19</p> |
| <p>A5104 Broughton to Saltney</p> | <p>The proposed scheme comprises of an East bound 1.5 km shared use walking / cycling route located along the A5104 between Broughton and Saltney. This is a busy route which links communities such as Saltney, Saltney Ferry, Bretton and Broughton with Chester and major employment and retail sites. The main employer along the route is Airbus with some 6000 employees located on the site.</p> <p>There is currently a 2.5 metre shared use cycle path on the westbound of the A5104 which is suitable as a one way cycle facility only. Construction of the eastbound facility will bring the route up to Active Travel design standards.</p> | <p>Regional Priority Project</p> | <p>2019/20</p> |
| <p><u>Cheshire Border</u></p> | | | |

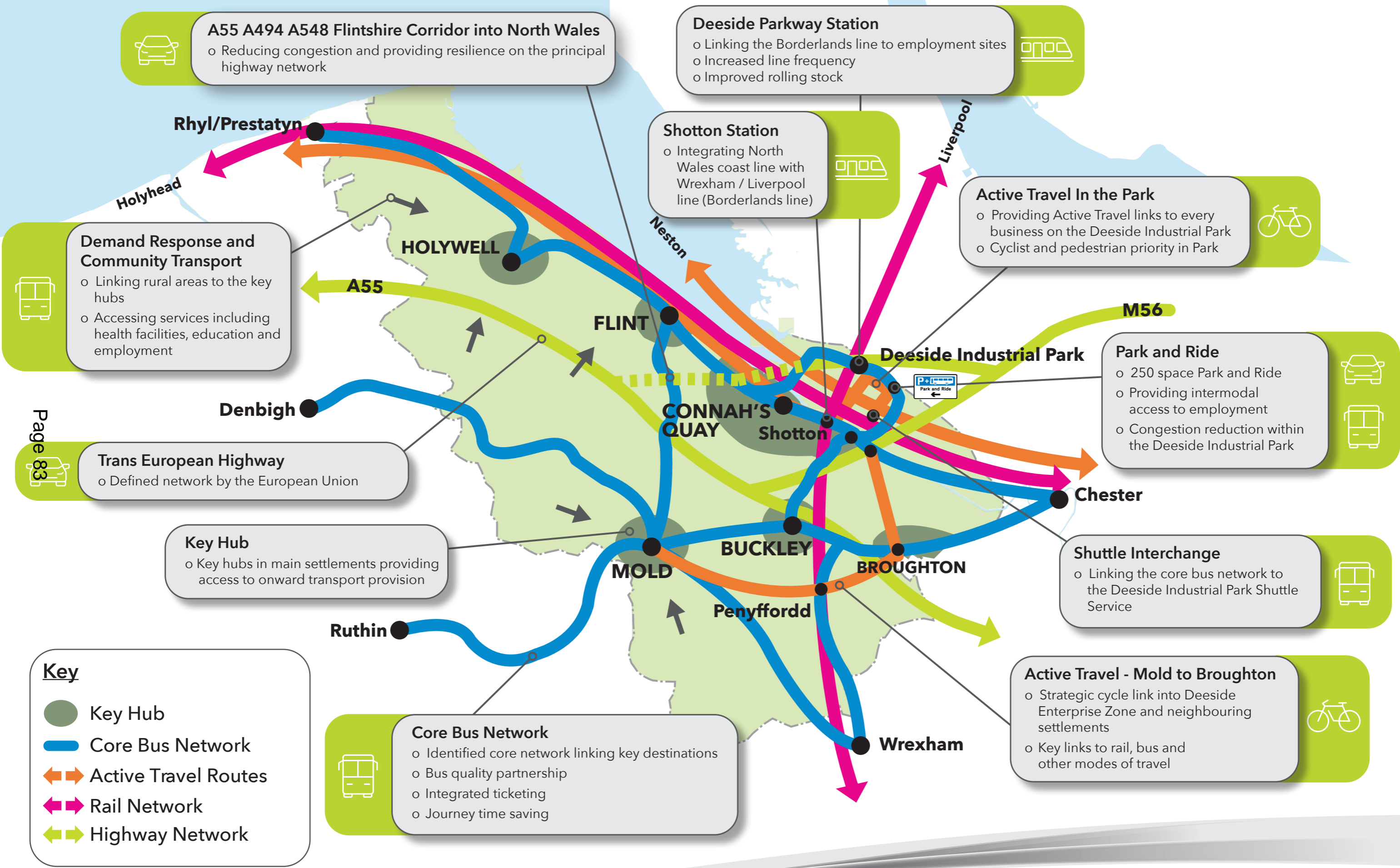
Appendix 1

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North Wales Joint Local Transport Plan (2015-20)

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| <p><u>via Kelsterton College, Flint and the Denbighshire Border</u></p> <p>Croes Atti Roundabout to Rockliffe</p> | <p>Provision of an off road 3m shared use path linking into the National Cycle network (NCN 5). The route provided a missing link between Croes Atti and Rockcliffe</p> | <p>County Priority Project</p> | <p>2018 -</p> |
| <p><u>Mold to Broughton via Buckley</u></p> <p>Mold to Broughton cycleway – Strategic Cycling links</p> | <p>Local Transport Projects (LTP) were commissioned by Flintshire to undertake route appraisal and design of strategic cycling links into Deeside Enterprise Zones and neighbouring settlements. The cycling links will connect Mold, Broughton, Sandycroft and Saltney as well as providing connecting links to Penyffordd, Buckley and proposed Parkway Station on the DIP. The completion of the detailed design has resulted in successful bid submission for the delivery of sections of overall route.</p> | <p>County Priority Project</p> | <p>2018/19</p> |

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FLINTSHIRE COUNTY COUNCIL'S INTEGRATED TRANSPORT STRATEGY



A55 A494 A548 Flintshire Corridor into North Wales
 o Reducing congestion and providing resilience on the principal highway network

Deeside Parkway Station
 o Linking the Borderlands line to employment sites
 o Increased line frequency
 o Improved rolling stock

Shotton Station
 o Integrating North Wales coast line with Wrexham / Liverpool line (Borderlands line)

Active Travel In the Park
 o Providing Active Travel links to every business on the Deeside Industrial Park
 o Cyclist and pedestrian priority in Park

Demand Response and Community Transport
 o Linking rural areas to the key hubs
 o Accessing services including health facilities, education and employment

Park and Ride
 o 250 space Park and Ride
 o Providing intermodal access to employment
 o Congestion reduction within the Deeside Industrial Park

Trans European Highway
 o Defined network by the European Union

Key Hub
 o Key hubs in main settlements providing access to onward transport provision

Shuttle Interchange
 o Linking the core bus network to the Deeside Industrial Park Shuttle Service

Key

- Key Hub
- Core Bus Network
- ⇄ Active Travel Routes
- ⇄ Rail Network
- ⇄ Highway Network

Core Bus Network
 o Identified core network linking key destinations
 o Bus quality partnership
 o Integrated ticketing
 o Journey time saving

Active Travel - Mold to Broughton
 o Strategic cycle link into Deeside Enterprise Zone and neighbouring settlements
 o Key links to rail, bus and other modes of travel

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ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

| | |
|--------------------------------|--|
| Date of Meeting | Tuesday 21 May 2019 |
| Report Subject | Proposed Active Travel routes between Mold and Broughton and neighbouring settlements. |
| Portfolio Holder | Deputy Leader and Cabinet Member for Streetscene, Transportation and Countryside |
| Report By | Chief Officer (Streetscene And Transportation) |
| Strategic / Operational | Strategic |

EXECUTIVE SUMMARY

Flintshire County Council's Integrated Transport Strategy seeks to facilitate the integration of all modes of transport (walking, cycling, bus and rail), in order to enhance access to employment and services, improve connectivity between communities and key destinations whilst minimising the impact on the environment.

The Active Travel (Wales) Act 2013 came into force in September 2014 requiring all Council's to produce an Integrated Network Map (INM) highlighting their proposals for new and improved walking and cycling routes and to demonstrate year on year infrastructure improvements for Active Travel. Flintshire County Councils INM was approved by Welsh Government (WG) in 2017.

During the statutory consultation period for the Council's INM, the cycle link from Mold to Broughton was identified as a key strategic corridor, receiving high levels of public support and consequently, through the provision of WG's Active Travel funding obtained within 2018/19 financial year, the Council commissioned work to undertake route appraisal and scheme design work for the corridor. The proposal will link the communities of Mold, Buckley, Penyffordd, Broughton, Saltney and Sandycroft, whilst also providing links into existing railway stations at Buckley and Penyffordd and major centres of employment. The route option appraisal is now complete with the detailed design work also nearing completion.

The purpose of this report is to raise both the profile and awareness of the proposal and to seek a recommendation for the submission of the scheme for funding under the WG Active Travel fund for the 2020/21 financial year.

Recommendations

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| (a) | That Scrutiny supports the proposals contained in the study and note the opportunity to deliver an exciting and innovative scheme. |
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| (b) | That Scrutiny recommends the submission of the Mold to Broughton Cycle Scheme as the Councils Strategic application under the WG Active Travel fund for the 2020/21 financial year. |
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REPORT DETAILS

| <u>1.00</u> | <u>Background</u> |
|--------------------|--|
| 1.01 | Flintshire County Councils Integrated Transport Strategy seeks to facilitate the integration of transport modes (bus, community transport, walking, cycling, rail), in order to enhancing access to employment and services (health, education, training, shopping, social and leisure facilities), improving connectivity between communities and key destinations whilst minimising the impact on the environment. |
| 1.02 | Cycling is becoming an increasingly important element of transportation strategies in achieving sustainable development and can offer many well documented benefits including health, environmental and economic benefits whilst being a suitable form of transport for many local journeys. |
| 1.03 | The Active Travel (Wales) Act 2013 came into force in September 2014 for which required all local authorities to produce an Integrated Network Map (INM) of proposals for both new and improved walking and cycling routes to facilitate the delivery of year on year infrastructure improvements for Active Travel. The Mold to Broughton corridor was included on the Council's INM as a strategic link and formed part of the stakeholder engagement process and 12 week statutory consultation period during which it received strong support and demand. The INM has since been approved by WG. |
| 1.04 | The objectives for introducing a cycling route between Mold and Broughton can be set in the context of the wider sustainable transportation goals, including reducing the growth of car use and promoting alternative modes of transport. |
| 1.05 | A previously commissioned study undertaken in 2007 investigated the provision of a new Greenway facility linking Mold and Saltney. The aim was to utilise a disused railway line and improve accessibility by removing any barriers that would otherwise discourage any users from cycling or walking, however, the scheme was unfortunately abandoned due to land ownership constraints and is no longer feasible. |
| 1.06 | Through the provision of WG Active Travel funding obtained within 2018/19 financial year, Flintshire County Council commissioned consultants 'Local Transport Projects' to undertake route appraisal and design for a strategic cycling route from Mold to Broughton. |
| 1.07 | The proposals aim to link the communities of Mold, Buckley, Penyffordd, Broughton, Saltney and Sandycroft, investigate links into existing railway stations at Buckley & Penyffordd whilst also facilitating sustainable access to major sites of employment via the connection into the existing cycle network within the Deeside locality. The cycle network within Deeside Industrial Park currently attracts over 11,000 cyclists during peak months. |

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| 1.08 | Due to the constraints identified within previous commissions, this study is therefore seeking to incorporate off road facilities, utilisation of highway verges, road realignment, point closures and other Traffic Management solutions in accordance with WG's Active Travel Design Guidance, thus reducing both the effect and reliance upon landowners. The route option appraisal is now complete with detailed design nearing completion. |
| 1.09 | The proposal also offers the opportunity for new social enterprises or business growth with cafes, bike hire etc. This has been demonstrated already as a result of the Burton Marsh cycle path implementation where businesses such as cafes have set up as a result of increased cyclists in the area. |
| 1.10 | Each year local authorities are invited to submit an application for WG funding for one Strategic Scheme and two Local Schemes under the Active Travel Fund. Streetscene and Transportation view this proposal as an exciting opportunity to deliver a pioneering package of measures thus acting as a catalyst to promote modal shift to alternative sustainable modes of transport. |
| 1.11 | The options for the proposed route of the cycleway has been included within Appendix 1 for information. The plan shows a number of route options along sections of the scheme, which will be shared in greater detail at the committee meeting, with the final alignment reflecting the views of Members following the meeting. |

2.00 RESOURCE IMPLICATIONS

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| 2.01 | Flintshire County Council will be seeking WG Active Travel Funding to deliver the project in a phased programme of works. |
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3.00 CONSULTATIONS REQUIRED / CARRIED OUT

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| 3.01 | In 2015 Flintshire County Council held consultation events on the North Wales Joint Local Transport Plan. There were a number of requests for a safe cycling route to be provided between Mold and Broughton and as such this scheme was included in the Interventions within the North Wales Joint Local Transport Plan. |
| 3.02 | A proposal for a cycling/walking facility between Mold, Broughton and Deeside Enterprise Zone was also included on Flintshire's Integrated Network Map (INM) and Schedule which underwent informal engagement and a public consultation in 2017. |
| 3.03 | Landowner negotiation would be required for some routes options. |
| 3.04 | Consultation events will be programmed with those Town and Community Council's affected by the proposals. |

4.00 KEY RISKS AND MITIGATION

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| 4.01 | Planning Permission will be required for those sections of the proposal that are not within the highway. |
| 4.02 | The Tyddyn Street section is a recorded a Public Footpath on the Definitive Map of Public Rights of Way and as such a Cycle Track Conversion Order will be required. |

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| 5.00 | <u>APPENDICES</u> |
| 5.01 | Appendix 1 - Mold to Broughton (& links) Proposed Cycle Route Overview Map |
| 5.02 | Visualisation images of key route locations. (To be provided at the committee meeting) |

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| 6.00 | <u>LIST OF ACCESSIBLE DOCUMENTS</u> |
| 6.01 | <p>Flintshire's approved Active Travel Integrated Network Map: https://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Connecting-Settlements-Consultation/Revised-Maps/Amended-Maps/Flintshire-Overview-INM.pdf</p> <p>Flintshire's approved Active Travel Schedule: https://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Active-Travel-Docs/INM-Revised-Schedule-2.pdf</p> <p>Contact Officer: Stephen O Jones Telephone: 01352 704700 E-mail: stephen.o.jones@flintshire.gov.uk</p> |

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| 7.00 | <u>GLOSSARY</u> |
| 7.01 | None |



DEMAND RESPONSIVE TRANSPORT (DRT)

01352 704771



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← Sir y Fflint | Flintshire →

What is Demand Responsive Transport?

Flintshire County Council are introducing Demand Responsive Transport (DRT) in rural areas of the County where commercial services are not available. DRT will provide residents with valuable links to transport services along Flintshire's Core Network and will operate using one of Flintshire's distinctive, 16 seater wheelchair accessible vehicles.

Registration and Booking details

The DRT is a prebookable service and passengers must register to use it. The annual registration fee is £10.00 however, passengers registered for the Community Ring and Ride service for medical appointments are registered for free.

Service Registration and Bookings can be made by calling our dedicated booking line on **01352 704771**. If you need to cancel all you need to do is phone on the booking line as soon as you are able. Please note, if you make repeated short notice cancellations you may not be allowed to make further bookings.

What is Demand Responsive Transport?

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Where and how will it operate?

- The DRT will transport passengers from a location convenient to them to a key 'hub' or a bus stop along the core network.
- Journeys may be co-ordinated with other passenger journeys to ensure maximum passenger numbers are accommodated at the cost of £1.70 per journey. Welsh Concessionary Travel Pass Cards are accepted on the service.
- Bookings must be made by 3pm the day before travel to ensure the journey can be accommodated and can also be made up to 14 days in advance of travel.
- The service will be available between the hours of 9am-3pm and 4.30pm-5.30 pm, Monday to Saturday.
- A pick-up point and time are agreed when you pre-book, only pre booked customers can travel.

Where and how will it operate?

- The DRT will transport passengers from a location convenient to them to a key 'hub' or a bus stop along the core network.
- Journeys may be co-ordinated with other passenger journeys to ensure maximum passenger numbers are accommodated at the cost of £1.70 per journey. Welsh Concessionary Travel Pass Cards are accepted on the service.
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- The service will be available between the hours of 9am-3pm and 4.30pm-5.30 pm, Monday to Saturday.
- A pick-up point and time are agreed when you pre-book, only pre booked customers can travel.



WELSH / CORE NETWORK MAP



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CABINET

| | |
|------------------------|--|
| Date of Meeting | Tuesday 19 January 2021 |
| Report Subject | Flintshire County Council Response to Welsh Government's Transport Strategy Consultation |
| Cabinet Member | Deputy Leader of the Council and Cabinet Member for Streetscene and Countryside |
| Report Author | Chief Officer - Streetscene & Transportation. |
| Type of Report | Strategic |

EXECUTIVE SUMMARY

Welsh Government's (WG) overarching Transport Strategy sets out the future direction for transport in Wales. The existing Transport Strategy has now expired and WG have now published their new draft Strategy entitled '*Llwybr Newydd – A New Wales Transport Strategy*', with a request for comments from any interested parties by the 25 January 2021.

The implementation of WG's revised overarching Strategy will require all Welsh authorities to revise their Joint Local Transport Plans (JLTP) in order to reflect WG's desired direction for transport over the next 5 years. This in turn will instigate the revision of the Council's own Integrated Transport Plan, which will define the Council's own aspirations for transport over the same period.

This report provides Cabinet with an overview of the content of WG's revised Transport Strategy whilst also sharing details of the Council's proposed response to the formal consultation process.

RECOMMENDATIONS

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| 1 | That Cabinet notes Welsh Government's revised draft Wales Transport Strategy – ' <i>Llwybr Newydd – A New Wales Transport Strategy</i> '. |
| 2 | That Cabinet consider and approve the Council's response to the formal consultation process, subject to the inclusion of the Environment Overview and Scrutiny comments from their meeting in January. |

REPORT DETAILS

| 1.00 | BACKGROUND |
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| 1.01 | Responsibility for transport in Wales has been devolved to Welsh Government (WG) however, Welsh Councils, Transport for Wales, Network Rail, public and community transport operators and third sector organisations all have an interest and contribute to transport provisions and facilities across all modes of transport in Wales. |
| 1.02 | The WG Transport Strategy serves as the overarching document within the hierarchy of transport and sets the direction for transport in Wales in the coming years. Whilst the existing document is currently outdated, in November 2020, WG published the new draft Wales Transport Strategy entitled “ <i>Llwybr Newydd – A New Wales Transport Strategy</i> ” (WTS) which frames WG’s vision and long-term, 20-year ambitions for how transport can contribute to the wider social, environmental, economic and cultural well-being of people in Wales. |
| 1.03 | <p>The WTS is a statutory document required by the Transport (Wales) Act 2006 (the Act), which places a duty on the Welsh Ministers to prepare and publish a WTS setting out its policies and how they will be discharged.</p> <p>Covering all modes of transport, the WTS sets WG’s strategic priorities and desired outcomes, providing a link to the wider priorities as well as plans at the local authority level. The Act requires the Welsh Ministers to keep the WTS under review and provides the powers to revise it from time to time.</p> |
| 1.04 | The draft Strategy is currently at the consultation stage with responses being sought by WG by the 25 January 2021. A link enabling Members to view the draft strategy document has been enclosed within the accessible background documents for information. |
| 1.05 | Upon adoption of the revised Strategy, all Welsh authorities will have a statutory duty to revise their Joint Local Transport Plans (JLTP) in order to reflect WG’s desired direction for transport for the forthcoming 5 years. This in turn will instigate the subsequent revision of the Council’s own Integrated Transport Plan in which the Council’s own aspirations for transport will be defined. |
| 1.06 | WG’s revised Strategy aims to provide an accessible, sustainable transport system that is good for people and communities, good for the environment, good for the economy and places in Wales, and good for culture and the Welsh language, contributing to each of the seven national well-being goals set out in the Well-being of Future Generations (Wales) Act 2015. |
| 1.07 | <p>In order for WG to deliver their vision and ambition for an accessible sustainable transport system, the following 5 year priorities have been defined;</p> <p>Priority 1: Reduce greenhouse gas emissions by planning ahead for better physical and digital connectivity, more local services, more home</p> |

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| | <p>and remote working and more active travel, so that fewer people need to use their cars on a daily basis.</p> <p>Priority 2: Grow public transport use in Wales by providing services that everyone can use, wants to use, and does use.</p> <p>Priority 3: Safe, accessible, well-maintained and managed transport infrastructure that is also future-proofed to support public transport and electrification especially walking and cycling.</p> <p>Priority 4: Making sustainable transport choices more attractive and affordable to more people and businesses, whilst respecting the fact that many people including those in rural areas or disabled people, may not have options, and</p> <p>Priority 5: Supporting innovations that help more people and businesses adopt more sustainable transport choices.</p> |
| 1.08 | <p>A selection of 'mini-plans' detailing WG's vision and priorities for each mode of travel has been detailed within section 7 of the new Strategy document. This section of the Strategy takes an integrated approach to transport by showing how individual transport sectors and modes can contribute to the shared ambitions and priorities.</p> |
| 1.09 | <p>Following the adoption of a revised Transport Strategy, many of WG's existing guidance and policy documents will need to be reviewed or updated to reflect the ambitions and priorities in Llwybr Newydd. These include TAN (Technical Advice Note) 18: Transport, which was last updated in 2007, as well as WG's guidance on biodiversity, trunk road maintenance standards, the Road Safety Framework and WG's approach to local speed limits.</p> <p>WG also propose to take forward wider reforms designed to improve transport services in Wales, including proposals to reform bus services, road user charging arrangements and practical measures to improve Active Travel, such as pavement parking and lowering local speed limits. It also proposes further devolution of transport powers to Wales.</p> |
| 1.10 | <p>Having reviewed the WTS document, it is evident that WG's approach to transport has evolved from a previously highway dominated focus to the prioritisation of greener, more sustainable modes of travel with an emphasis on Active Travel and Public Transport. This approach is strongly endorsed by the Council's own Integrated Transport Strategy which aims to provide long term sustainable transport solutions through the successful integration of all modes of transport, catering for the demands of each, 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.</p> <p>The Council's Strategy forms a key element of the North Wales Metro project and there is little doubt that the Council's holistic approach to integrated and progression of sustainable transport options has helped shape WG's revised Strategy and on this basis the Council welcomes the new Strategy and its amended priorities.</p> |

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| 1.11 | In order to provide feedback on the current consultation, WG are inviting the views and suggestions of consultees (including local authorities) for which a specified Consultation Response Form has been included within the rear of the draft document. Having reviewed the document, the response form has subsequently been completed and has been enclosed within <u>Appendix 1</u> for information. |
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| 2.00 | RESOURCE IMPLICATIONS |
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| 2.01 | Continued WG financial support to develop both the Council's own Integrated Transport Strategy and the North Wales Metro project will be necessary, if we are to achieve the aims and objectives of the new strategy. |
| 2.02 | WG are undertaking a concurrent consultation exercise on their proposals to introduce Corporate Joint Committees (CJCs). One of the functions the new Committee will undertake is the preparation of the Regional Transport Plan that will replace the JLTP referenced in this report. The Council has prepared a response to these proposals. |

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| 3.00 | IMPACT ASSESSMENT AND RISK MANAGEMENT |
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| 3.01 | Long-term | Positive – The move to low carbon sustainable transport options (as specified within the WTS) aligns itself with the long term aspirations of The Environment (Wales) Act, The Well-Being of Future Generations (Wales) Act & The Air Quality Standards (Wales) Regulations. The concept is also strongly endorsed within the Council's Council Plan under the priority of a 'Green Council' as well as aligning to the Council's Integrated Transport Strategy. |
| | Prevention | Positive – The development of sustainable transport options (as defined within the WTS) will reinforce the Council's commitment to climate change whilst also facilitating a vision for a zero carbon future as defined within WG legislation. Implementation of the required infrastructure will provide resilience to the County's highway network and also boost the Council's status as a 'key player' within the region thus reducing the risk of public abandonment in terms of tourism, residential and business growth. |
| | Integration | Positive – The continued development and delivery of multi-modal integrated |

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| | | transport options are key to the success of a sustainable, integrated transport network. |
| | Collaboration | Positive – The continual development of a fit for purpose Integrated Transport Strategy (as defined within the WTS) will enable FCC to work with local authorities across the region in order to standardise the provision of infrastructure. The nature of this approach recognises the importance of strategic cross-border movements to the local economy in terms of commuter movements, business and tourism. |
| | Involvement | Positive – Within the WTS, WG set out the importance of involving people with an interest in achieving the well-being goals and ensuring that those people reflect the area which the body serves. As part of WG’s wider commitment to equality WG are committed to meaningful engagement, involvement and co-production. By means of the Consultation, WG are actively engaging with a wide range of people in order to understand their experiences of travel, and why they choose particular transport options. |
| Well-being Goals Impact | | |
| | Prosperous Wales | Positive – The continual development of greener, sustainable transport options within a fit for purpose Integrated Transport Strategy (as defined within the WTS) will boost the Council’s status as a ‘key player’ within the region thus reducing the risk of public abandonment in terms of tourism, residential and business growth. |
| | Resilient Wales | Positive – Adoption of the revised WTS will support the progression of the Council’s Integrated Transport Strategy and ability to deliver required infrastructure improvement works (as defined within the Active Travel Act / Road Safety Framework) which is key to the success of a sustainable, integrated transport network and a low carbon future. |
| | Healthier Wales | Positive – The promotion and utilisation of active and sustainable transport modes will |

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| | | provide obvious benefits to air quality through the reduction of Co2 emissions. This will also greatly assist the Council to achieve decarbonisation targets set within Central and WG legislation. |
| | More Equal Wales | Positive – Improved connectivity through the implementation of required infrastructure (as defined within the WTS) will benefit tourism, residential and business growth. Health benefits obtained from improved air quality and increased levels of exercise will benefit the Council's most deprived communities, often associated with densely populated areas. |
| | Cohesive Wales | Positive – The visible presence of active and sustainable transport options within the County will have a positive effect on public awareness whilst displaying the Council's outward commitment to climate change. |
| | Vibrant Wales | Positive – The continued development and implementation of active and sustainable transport modes will improve the quality and sustainability of the natural environment whilst providing benefits to the local and regional economy in terms of tourism, residential and business growth. |
| | Globally Responsible Wales | Positive – The continual development of Active and sustainable transport options (as defined within the WTS) will reinforce the Council's commitment to climate change whilst also striving to achieve a zero carbon future as defined within Central and WG legislation. |

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| 4.00 | CONSULTATIONS REQUIRED/CARRIED OUT |
| 4.01 | With Cabinet Member (Streetscene and Countryside). |
| 4.02 | With Environment Overview and Scrutiny Committee. |

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| 5.00 | APPENDICES |
| 5.01 | Appendix 1: Flintshire County Council's Consultation Response Form. |

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| 6.00 | LIST OF ACCESSIBLE BACKGROUND DOCUMENTS |
| 6.01 | Welsh Governments ‘A New Wales Transport Strategy’ (WTS): https://gov.wales/sites/default/files/consultations/2020-12/consultation-document-llwybr-newydd.pdf |
| 7.00 | CONTACT OFFICER DETAILS |
| 7.01 | Contact Officer: Stephen O Jones, Chief Officer, Streetscene and Transportation Telephone: 01352 704700 E-mail: stephen.o.jones@flintshire.gov.uk |
| 8.00 | GLOSSARY OF TERMS These are provided corporately on the Infonet (link) and maintained by the Executive Office |
| 8.01 | <p>(1) The Wales Transport Strategy: A statutory document required by the Transport (Wales) Act 2006 (The Act). The Act places a duty on the Welsh Ministers to prepare and publish a WTS setting out its policies and how they will be discharged.</p> <p>(2) National Transport Plan: A statutory document detailing how WG propose to deliver the outcomes set out in the Wales Transport Strategy from 2015 and beyond. The Plan includes all transport interventions financed by the WG.</p> <p>(3) North Wales Joint Local Transport Plan: A statutory document that will sit alongside the Local Development Plans and other policies and plans of each of the local authorities, once adopted. The plan sets out all of the six North Wales local authorities vision to ‘remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks’ and details this Council’s specific transport interventions and projects to achieve this aim.</p> <p>(4) Flintshire County Council Integrated Transport Strategy: An integrated strategy aiming to provide long term sustainable transport solutions through the successful integration of all modes of transport, which links to all of Flintshire and the wider region.</p> <p>(5) North East Wales Metro: North East Wales Metro is an investment in all modes to deliver a modern, high quality transport system that is fundamental to achieving sustainability and climate change objectives and delivering economic growth across North Wales.</p> <p>(6) Active Travel (Wales) Act: A statutory document introduced in 2013, its purpose is to enable more people to undertake active travel for short journeys instead of using motorised vehicles where it is suitable for them to do so. An Active Travel route must be within a designated locality in a local authority area.</p> |

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| <p>(7) Well-being of Future Generations (Wales) Act 2015: This act is about improving the social, economic, environmental and cultural well-being of Wales. It requires public bodies listed in the Act think more about the long-term; work better with people, communities and each other; look to prevent problems and take a more joined-up approach.</p> |
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Consultation Response Form

Your name: -

Organisation (if applicable): Flintshire County Council

E-mail / telephone number: stephen.o.jones@flintshire.gov.uk

Your address: Streetscene & Transportation, Alltami Depot, Mold Road, Alltami,
Mold. CH7 6LG

Q1). Do you agree with our long-term vision?

| | | | | | |
|----------------|--------------------------|-------------------|-------------------------------------|----------------------------|--------------------------|
| Strongly agree | <input type="checkbox"/> | Agree | <input checked="" type="checkbox"/> | Neither agree nor disagree | <input type="checkbox"/> |
| Disagree | <input type="checkbox"/> | Strongly disagree | <input type="checkbox"/> | Don't know | <input type="checkbox"/> |
| No Opinion | <input type="checkbox"/> | | | | |

Please provide your comments:

Welsh Government's long term vision for an accessible, sustainable transport system that is good for people and communities, good for the environment, good for the economy and places in Wales, and good for culture and the Welsh language very much aligns to Flintshire County Council's future vision for transport. This approach is strongly endorsed within the Council's own Integrated Transport Plan which aims to provide long term sustainable transport solutions through the successful integration of all modes of transport, catering for the demands of each, 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.

The stated aim should include 'affordable' to ensure the transport network remains accessible to everyone. It should also include 'in every area of the Country' to ensure the Strategy delivers in rural areas as well as in our towns and cities.

Suggested Aim 'An accessible, sustainable and affordable transport system in every area of the Country'.

Q2). Do you agree with our 20-year ambitions?

| | | | | | |
|----------------|--------------------------|-------------------|-------------------------------------|----------------------------|--------------------------|
| Strongly agree | <input type="checkbox"/> | Agree | <input checked="" type="checkbox"/> | Neither agree nor disagree | <input type="checkbox"/> |
| Disagree | <input type="checkbox"/> | Strongly disagree | <input type="checkbox"/> | Don't know | <input type="checkbox"/> |
| No Opinion | <input type="checkbox"/> | | | | |

Please provide your comments:

It is evident that Welsh Government's long term ambitions for transport has evolved from a previously highway dominated focus to the prioritisation of greener, more sustainable modes of travel with an emphasis on Active Travel and Public Transport.

As above, this approach is strongly endorsed by the Council's own Integrated Transport Strategy which aims to provide long term sustainable transport solutions through the successful integration of all modes of transport (walking, cycling, bus and rail), in order to enhance access to employment and services, improve connectivity between communities and key destinations whilst minimising the impact on the environment

The Council's Strategy also forms a key element of the North Wales Metro project for which innovative projects with a clear focus on prioritising Active and sustainable modes of travel have been successfully introduced.

Flintshire County Council are also actively developing their own Electric Charging network, implementing a number of electric buses powered by 'home grown' sustainable energy sources as well as investigating the potential for the use of Hydrogen. As above, the Council's development and investment in greener transport solutions strongly supports Welsh Government's aspirations for a more equal, better connected, healthier and globally responsible Wales.

Q3A). Do you agree with our 5 year priorities?

| | | | | | |
|----------------|--------------------------|-------------------|-------------------------------------|----------------------------|--------------------------|
| Strongly agree | <input type="checkbox"/> | Agree | <input checked="" type="checkbox"/> | Neither agree nor disagree | <input type="checkbox"/> |
| Disagree | <input type="checkbox"/> | Strongly disagree | <input type="checkbox"/> | Don't know | <input type="checkbox"/> |
| No Opinion | <input type="checkbox"/> | | | | |

Please provide your comments:

Flintshire County Council fully support the 5 year priorities and 'sustainable travel hierarchy' contained within the New Wales Transport Strategy with priority being given to walking and cycling, public transport and ultra-low emission vehicles.

Public Transport needs to be reliable and affordable and this should be stated in the priority statement

The development of the Council's electric charging network, implementation of electric buses and the investigation in to the use of Hydrogen, strongly support the concept of reducing greenhouse gas emissions and indicate the Council's commitment to climate change and the need to achieve a zero carbon future. A single, easy to use and consistent charging arrangement across Wales needs to be a priority.

In conjunction with the technological developments stated above, Flintshire also support the development of low emission public transport services whilst also recognising the need to provide safe, sustainable and affordable access to key transport hubs through the provision of active and sustainable travel infrastructure.

The development of key infrastructure to enable the undertaking of seamless multi-modal transport journeys is essential in providing the traveling public with a viable alternative to single vehicle car journeys, thus positively raising the profile of active and sustainable modes of travel.

Welsh Government's 'sustainable travel hierarchy' is engrained within the Council's approach to integrated transport with priority being given to the development and integration of the County's Strategic Core Cycle Network, Core Bus Network and key Rail improvements.

Q3B). Do you think that we have the right number of priorities or should these be further refined? If so, do you agree with the following three priorities?

1. We will reduce the need to travel.
2. We will encourage modal shift – when people need to travel we will encourage them to take fewer car journeys and use sustainable forms instead through supply of better services, and stimulating demand for them through behaviour change measures.

3. We will adapt our infrastructure to meet the challenge of climate change, and ensure our transport system is well-maintained, safe and accessible.

Please provide your comments:

As stated above, Flintshire County Council support the priorities put forward within the New Wales Strategy. The concept of reducing the need to travel should be promoted further with an emphasis placed on working from home wherever possible, thus negating the need to travel.

Q4). We have identified high level measures to aid us to capture our overall progress. Are these the right measures?

Yes No

Can you suggest others?

No further measures identified.

Q5). Do you think we should include specific targets for more people to travel by sustainable transport?

Yes No

Do you have any suggestions for how we should do this?

This may only be appropriate once the required infrastructure is in place as this will be the key driver for behavioral change.

Q6). We have identified a set of actions to deliver the draft strategy. Are they the right Actions?

Yes No

Are there others that you can suggest?

No further actions identified.

Q7). We have set out mini plans for each transport mode and sector. Have we identified the key issues for each of these?

Yes No

Do you have any comments on these?

In respect of Active Travel, there should be an emphasis of the development of strategic cycle links both within county and cross border rather than shorter / more localised routes with poor / irregular connectivity. By enabling the undertaking of 'whole journeys' via cycle to access both employment hubs and key services, will positively raise the profile of active travel as a 'viable alternative' to the single occupancy vehicle journeys, thus achieving the behavioral change that is required.

Consideration should also be given to the development of Quality Bus Partnerships (QBP) across the identified core bus network in order to encourage patronage growth through the provision of a high-quality public transport service along key transport / movement corridors. This will enable the successful integration of local bus services with the strategic bus network and national rail services at key hubs through the provision of integrated timetables and integrated ticketing to key destinations.

A standardised approach to electric vehicle charging infrastructure also needs to be prioritised in order to stimulate electric vehicle uptake and to encourage cross boundary movements in terms of tourism, leisure and business. Initiatives should also be explored to encourage the uptake of electric vehicles for taxi operators and private hire vehicles.

Q8). We have shown how transport will use the 5 ways of working set out in the Wellbeing of Future Generations (Wales) Act 2015. Do you agree with this approach?

Yes No

Do you have any comments?

As stated above, the ideology of WG's New Wales Transport Strategy is deeply rooted within Flintshire County Council's Integrated Transport Plan which is also built upon the 5 ways of working set out in the Wellbeing of Future Generations (Wales) Act 2015.

Q9). If charges for road use were to be introduced to help meet the goals for cleaner air, a safe climate and better health, how can this be done in a way that is fair for everyone?

Yes

No

Do you have any comments on these?

This question needs to be clear as to whether it is referring to charging for road use or specifically car usage?

If the purpose of this question is relating to road usage in the wider context, then any charges will of course have a detrimental effect on the affordability and viability of public transport.

Should the question be relating to specifically car usage, then the introduction of charging would only be ethical provided that the required infrastructure is in place to ensure there are viable alternatives to meet the demands of public need. If not, then this could exacerbate instances of social deprivation with car travel only available to benefit the wealthy in society.

Question on the Integrated Sustainability Appraisal

We have also published an Integrated Sustainability Appraisal (ISA). The aim of this is to ensure that the Wales transport strategy has considered the impact of transport on the environment, health, equalities, Welsh language, rural issues, children and young people, economic development as well as wider sustainability issues, within the context of the national well-being goals in the Well-being of Future Generations (Wales) Act 2015.

Q10A: Do you think the Integrated Sustainability Appraisal Report identifies the most important sustainability effects for transport?

Yes

No

Do you have any comments on these?

No further comments.

Q10B: Are there any gaps?

No gaps identified.

Q10C: Do you have any comments on the findings of the report?

No further comments.

Question A: We are under a duty to consider the effects of our policy decisions on the Welsh language, under the requirements of the Welsh Language (Wales) Measure 2011.

We would like to know your views on the effects that draft strategy would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated

Flintshire County Council endorse the approach of The New Wales Transport Strategy which positively promotes the use of the Welsh Language. Ensuring the equal usage of Welsh and English for purposes of transport information and digital services will effectively promote the Welsh language and culture without being of detriment to non-Welsh speakers.

Question B: Please also explain how you believe the draft strategy could be formulated or changed so as to have positive effects or increased positive effects on opportunities

As above.

for people to use the Welsh language and on treating the Welsh language no less favorably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favorably than the English language.

Question C: We have a duty to consider the impact of our policies on people or groups who share protected characteristics.

Do you think this draft strategy will deliver positive benefits for people who share protected characteristics? If so, which are the most important?

Yes, the effective delivery of an accessible, sustainable transport system that is good for people and communities, good for the environment, good for the economy and places in Wales, and good for culture and the Welsh language will by definition provide positive benefits for people who share protected characteristics.

Question D: Do you think the draft Strategy could have a negative impact on some people or groups who share protected characteristics? If so, what are they and how can we prevent those?

None identified.

Question E: Are there any further comments that you would like to make on Llwybr Newydd: a new Wales transport strategy?

Please enter here:

No further comments.

Responses to consultations are likely to be made public, on the internet or in a report. If you would prefer your response to remain anonymous, please tick here:

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