

FLINTSHIRE COUNTY COUNCIL

REPORT TO: **CABINET**

DATE: **TUESDAY, 20 JANUARY 2015**

REPORT BY: **CHIEF OFFICER (STREETSCENE AND TRANSPORTATION)**

SUBJECT: **TRANSPORT PRIORITIES AND THE REGIONAL TRANSPORT PLAN**

1.00 PURPOSE OF REPORT

- 1.01 To provide Cabinet with an update on the progress made to refresh the Regional Transport Plan (RTP) and seek a recommendation for the document to be approved by the Taith Board
- 1.02 To inform Cabinet of the local transport priorities within the RTP

2.00 BACKGROUND

- 2.01 Under the Transport Act 2000 each Local Transport Authority must develop and implement a policy for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to/from and within their area. To comply with this requirement, the North Wales Local Authorities had previously prepared a Joint Regional Transport Plan (RTP) which was prepared and overseen by the Taith Board.
- 2.02 Taith ceased its operations on June 30th 2014 however the Taith Board remains as a fully constituted joint committee of the Local Authorities with delegated responsibility for transport matters. The partnering authorities agreed that the Taith Joint Committee should continue to meet as a Board until at least December 2014, when a Ministerial Task Force is due to report on the future of transport delivery for the region.
- 2.03 The Taith Board continues to monitor four key activity areas on behalf of the partnering authorities in respect of regional co-ordination of transport services:
- Close down of the 2013-2014 Taith Programme (FCC Lead - now complete)
 - Public and Community Transport (FCC Lead)
 - Developing a RTP (Gwynedd Lead)
 - The transforming Transport Project (Anglesey Lead)
- 2.04 In respect of RTP work, Gwynedd Council appointed Hyder

Consultancy (UK) to assist in carrying out the necessary assessments and producing the revised document in what is a very short timetable set by the WG. The completed RTP is to be submitted to WG as a Draft document on 31st January 2015 and will cover a programme period from 2015 - 2020, with a further framework for improvement schemes up until 2030.

- 2.05 In line with WG Guidelines, the plan must demonstrate how transport will deliver the Programme for Government, with a focus on maximising the benefits from WG investment. The guidelines state that "Integration between National, Regional and Local priorities is required in order to secure an efficient and effective transport system for Wales. Providing this integrated approach has proved difficult given that WG's National Transport Plan is still not out to consultation.
- 2.06 Once approved, the LTP is a statutory document that will sit alongside the Local Development Plan and other strategic development policies and plans for each of the Local Authorities.
- 2.07 The document has been subjected to a period of consultation between 24th November 2014 and 5th January 2015 which included a stakeholders workshop which was held on the 15th December in Mold Town Hall at which the Councils own priorities were highlighted and open to challenge. All Council members, Town and Community Councils and key local businesses were invited to attend the event.
- 2.08 The finished document has been amended to take account where possible of the comments received during the consultation period.

Objectives of the RTP

- 2.09 WG Guidance states that their focus should be on targeting investment in transport that will:
- Support economic growth and safeguard jobs across Wales, but with a particular focus on the City Regions, Enterprise Zones and Local Growth Zones
 - Reduce economic inactivity by delivering safe and affordable access to employment sites across Wales
 - 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
 - Encourage safer, healthier and sustainable travel.
- 2.10 The LTP responds to these objectives by the development of clear outcomes (i.e. what we want to achieve) and each higher level intervention is then stated in terms of how it links to Welsh Government objectives

Outcomes of the RTP

- 2.11 The draft outcomes were discussed and refined through a series of meetings with Local Authority Officers and in a Stakeholder Workshop. They form a summary of what we want to achieve over the next five years (and up to 2030) and this allowed each Council to develop the interventions and schemes to deliver these outcomes. The outcomes will also form a means of developing monitoring and evaluation indicators for the interventions.

The outcomes are as follows:

1. **Connections to Key Destinations and Markets:** Support for Economic Growth through an improvement in the efficiency, reliability, resilience, and connectivity of movement, including freight, within and between North Wales and other regions and countries (with a particular focus on accessibility to the Enterprise Zones and an improvement in the vitality and viability of towns and other key centres)
2. **Access to Employment:** Providing inclusive and affordable access to employment and training (with a focus on the most deprived communities)
3. **Access to Services:** Promotion of social inclusion and well-being through inclusive and affordable access to education, health services and other key services and facilities (with a focus on the most deprived communities)
4. **Increasing Levels of Walking and Cycling:** for both necessary travel and recreation, by residents and visitors
5. **Improved Safety and Security:** of both actual and perceived safety of travel by all modes
6. **Benefits and Minimised Impacts on the Environment:** the potential for transport improvements to positively affect the local and global natural and built environment will have been maximised and negative impacts minimised, including adaptation to the effects of climate change.

3.00 CONSIDERATIONS

- 3.01 Following the stakeholders workshop the vision for Transport in North Wales was agreed as follows:

The North Wales Local Authorities aim to remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable,

affordable and effective transport networks.

- 3.02 Each authority has been asked to put forward schemes that would achieve the outcomes within their own County for inclusion in the refreshed RTP. The schemes should be restricted to local priorities with the national and trunk road improvements being included in the National Transport Plan.
- 3.03 In order that the schemes could be developed the key local routes (Non Trunk Road) were identified. The were as follows:
- Mold - Wrexham (A541)
 - Mold - Buckley - Dobshell (A541 - A549)
 - Mold - Denbigh (A541)
 - Mold - Northop - Flint (B5119)
 - Queensferry (Deeside Corridor) - Flint - Greenfield - Mostyn - Talacre (A548)
 - Broughton - Saltney - Chester (A5104)
 - Sandycroft - Broughton (B5129)
 - Sealand Road (A548)
 - Mold - Padeswood - Penymynydd (A5118)
 - Broughton - Penymynydd - Penyffordd - Hope - Corwen (A550 / A5104)
- 3.04 By critically assessing each of the routes, key improvements were identified which formed part of the submission.
- 3.05 In addition it was concluded that some Countywide transport priorities which are not route specific, should be included. These include
- Improving access to and the resilience of diversion routes surrounding the Trunk Rd network.
 - Improving Active travel infrastructure
 - Developing Community Transport infrastructure
 - Improving transport links to Schools (including Active travel links)
- 3.06 A full copy of the RTP is shown in **Appendix 1**
- 3.07 A full list of Flintshire County Councils own Transport Priorities is shown on **Appendix 2**
- 3.08 A full list of all of the comments received during the consultation period is included in **Appendix 3**. Where possible, the comments will be taken into account and the local priorities will be modified accordingly. A response will be provided to the individuals or groups making the comment where this is not possible
- 3.09 The finalised RTP will be presented to the Taith Board for approval before submission to Welsh Government at the end of January 2015

4.00 RECOMMENDATIONS

- 4.01 That Cabinet note the progress made to refresh the Regional Transport Plan (RTP) and recommend approval of the document to the Taith Board
- 4.02 That Cabinet approve the local transport priorities within the RTP and note the comments received during the consultation period

5.00 FINANCIAL IMPLICATIONS

- 5.01 The document and priorities will form the basis for future bids to WG for transport funding for the life span of the document

6.00 ANTI POVERTY IMPACT

- 6.01 Full implementation of the plan will reduce poverty by achieving the following
- Reduce economic inactivity by delivering safe and affordable access to employment sites across Wales
 - 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

7.00 ENVIRONMENTAL IMPACT

- 7.01 Full implementation of the plan will protect the Environment by achieving the following outcome
- The potential for transport improvements to positively affect the local and global natural and built environment will have been maximised and negative impacts minimised, including adaptation to the effects of climate change.

8.00 EQUALITIES IMPACT

- 8.01 An equalities impact assessment will be required for each individual scheme once funding has been secured

9.00 PERSONNEL IMPLICATIONS

9.01 None.

10.00 CONSULTATION REQUIRED

10.01 Stakeholders and open meeting to be held Dec 2014

11.00 CONSULTATION UNDERTAKEN

11.01 With Cabinet Member.

11.02 Regional stakeholders meeting has been held

11.03 Local open stakeholders meeting held in Mold during December 2014

12.00 APPENDICES

12.01 Appendix 1 – The draft RTP

Appendix 2 - FCC Local Priorities

Appendix 3 – Comments following consultation period

Appendix 4 – Comments following consultation period

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985
BACKGROUND DOCUMENTS

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