

CABINET

Date of Meeting	Tuesday 24 th October 2017
Report Subject	Adoption of Zone 3 Deeside Industrial Park
Cabinet Member	Cabinet Member for Streetscene & Countryside
Report Author	Chief Officer (Streetscene & Transportation)
Type of Report	Strategic

EXECUTIVE SUMMARY

Zone 3 of Deeside Industrial Estate (DIP) was constructed in the 1990's by Welsh Government however the roads around the estate still remain un-adopted by the Council, due to land ownership issues. Over the past 6 months the land issues have been resolved and the Council is now in a position to adopt the roads and footways in the area into the Adopted Highway Network.

On adoption, Welsh Government (WG) has committed to provide the Council with a commuted sum, which is equivalent to the cost of reconstructing some of the carriageways and footways in the area up to an adoptable standard. This report recommends reallocation of the funding in a more constructive manner in order to upgrade the footpaths to provide a dedicated cycle network around Zone 3, which is in line with the Council's aspiration to improve Active Travel Links throughout the DIP. The proposal is also aligned with the aspirations of the Deeside Plan and the wider vision for a North East Wales integrated transport "Metro" concept.

There are significant parking issues within Zone 3, which have created access problems and incidents of antisocial behaviour which are associated with the drivers of heavy goods vehicles, which park on some of the roads overnight. The proposals suggested in this report will help provide a solution to both of these issues.

RECOMMENDATIONS

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| 1. | That Cabinet approves using Section 228 of the Highways Act as a mechanism to adopt the highways within Zone 3 of Deeside Industrial Park |
| 2. | That Cabinet approves reallocating the commuted sum funding which is being proposed by WG, to improve the footways to provide a fully integrated cycle network serving each business located within Zone 3. |

REPORT DETAILS

1.00	BACKGROUND TO THE ADOPTION OF ZONE 3
1.01	Zone 3 on DIP was constructed by Welsh Government in the 1990's and is now occupied by a number of large businesses and many local people are employed in this area of the Industrial Park.
1.02	The roads serving the site have remained un-adopted, due to land ownership issues particularly relating to the fact that ownership details (in respect of a number of parcels of land within the zone) could not be identified. This matter has now been resolved, following direct contact with the businesses and land owners by staff from FCC and WG.
1.03	Consequently the Council as Highway Authority can now use Section 228 Highways Act 1980 to adopt the roads within Zone 3 as "Highways maintainable at the public expense". This will involve posting notices on site, inviting any objection from interested parties to the proposal. If the Council does not receive any valid objections within one month of posting the notices, the roads will become adopted.
1.04	There are significant issues and concerns created by inconsiderate on street parking around Zone 3, to the extent that some of the larger businesses have been unable to gain access into their sites for delivery of their raw materials and to dispatch their finished products. There are also safety concerns at some key junctions which have also been created by uncontrolled parking.
1.05	There is a significant stretch of the strategic cycle network missing through the zone and cyclists are currently required to travel on the road network or to use footpaths through this busy area in order to link the two "ends" of the existing strategic cycleway network. Businesses have reported a number of 'near misses' between cyclists and motor vehicles at the entrances to their plants.
1.06	<p>The carriageway is in a reasonable condition and whilst it requires some remedial work to the signage, kerbing and footways, the majority of the area is in an acceptable condition, from a future maintenance liability perspective. The commuted sum is intended to bring the road to a standard which is required for adoption) however, it is recommended that the funding should be reallocated to the following:</p> <ul style="list-style-type: none">• Undertaking the essential remedial works on the kerbing, signage and street lighting - to ensure the road is at an adoptable standard.• Upgrading all of the footways around Zone 3 to include a cycle provision, which will provide a complete Active Travel network around the zone. This will also then complete the missing link on the strategic cycle network through this area of DIP.• Providing a one way system around the zone, which will allow the Council to introduce a series of Traffic Orders to regulate on-street parking and remove the current congestion and safety concerns.
1.07	Once the road has been adopted the Traffic Orders can be advertised following a local consultation event with the businesses on the park.

1.08	The route of the missing section of the cycle link will pass through the area currently being used as an overnight parking area for heavy goods vehicles visiting the estate. The implementation of the Traffic Order and the provision of a cycleway through the area will prevent the vehicles from parking in the areas intended for adoption and this will assist in removing some of the antisocial behaviour which is currently being experienced in the area.
1.09	The heavy goods vehicles which currently park in this area will obviously be displaced to other locations and this will require further action, if the parking becomes a problem. The proposal for a 'Truck stop' on the line of the preferred route of the A494/A55 will provide a long term solution to this problem.
1.10	<p>The total cost of the improvement works on Zone 3 are estimated to be in the region of £731k.</p> <p>The total value of the commuted sum to be provided by WG for the adoption works is estimated to be £470,814.26.</p> <p>The balance of the funding will be provided from WG Transport Grant funding which has been received by the Council following the successful "Community Transport Hubs" and "Access to employment opportunities bids" in 2017–18.</p>

2.00	RESOURCE IMPLICATIONS
2.01	The highway network within Zone 3 will become the responsibility of Flintshire County Council, once the network has been adopted.
2.02	Staff from the S&T portfolio will design and manage the construction of the new facilities.

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	With Businesses - in respect of land ownership issues. (completed)
3.02	Formal notification of the Councils intention to adopt the highway network will be advertised on the site and in the local press.
3.03	Further consultation is required in respect of the Traffic Order which will be undertaken in the form of a local drop in event for all businesses.
3.04	A formal consultation process will be required prior to the introduction of the Traffic Order.

4.00	RISK MANAGEMENT
4.01	The Council will take responsibility for the maintenance of the highway network, once the adoption has been completed.

4.02	In the event that objections are received which cannot be overcome under delegations, the road will remain un-adopted and will remain the responsibility of WG. In this event WG will not provide FCC with the commuted sum for the adoption works.
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5.00	APPENDICES
5.01	None.

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	<p>Contact Officer: Stephen O Jones – Chief Officer – Streetscene & Transportation</p> <p>Telephone: 01352 704700</p> <p>E-mail: Stephen.o.jones@flintshire.gov.uk</p>

7.00	GLOSSARY OF TERMS
7.01	<p>DIP – Deeside Industrial Park</p> <p>WG – Welsh Government</p>