

ENVIRONMENT OVERVIEW AND SCRUTINY

Date of Meeting	Tuesday 13 March 2018
Report Subject	Flintshire County Council's Integrated Transport Strategy
Cabinet Member	Cabinet Member for Streetscene and Countryside
Report Author	Chief Officer – Streetscene and Transportation
Type of Report	Operational

EXECUTIVE SUMMARY

Cabinet approved the Deeside Plan in 2016 which included details of an integrated transport solution for the area. The transport arrangements now form a key element of the North East Wales Metro, which is being promoted by Welsh Government (WG) and this report is intended to update Scrutiny on the progress of the overall integrated transport strategy for Flintshire.

Deeside Industrial Park (DIP) is one of the largest industrial estates in Wales with approximately 400 businesses employing in the region of 9,000 people and the Park has become one of the key economic driving forces within the region. The immediate area has been the subject of a number of recent studies, all of which concluded that one of the main factors limiting further growth is the poor transport links into and around the Park.

In order to provide a long term sustainable transport solution, it must successfully integrate all modes of transport and cater 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.

RECOMMENDATIONS

1	That Scrutiny notes the work on Flintshire County Council's Integrated Transport solution and its links to the wider NE Wales Metro plans by Welsh Government.
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REPORT DETAILS

1.00	BACKGROUND
1.01	Cabinet approved the Deeside Plan in 2016, which included details of an integrated transport solution for the area. The transport arrangements now form a key element of the North East Wales Metro project, which is being promoted by Welsh Government and the proposals are being extended to provide an Integrated Transport Strategy for the County.
1.02	<p>The Main Drivers for Change</p> <ul style="list-style-type: none"> • “Critical point in time” in terms of National Infrastructure decisions e.g. WG’s Red/Blue route consultation outcome, National Rail Franchise, emerging Regional Bus Strategy etc. • Worsening traffic congestion in DIP and along the Deeside corridor. • Staff recruitment and retention issues for businesses within DIP with one of the reasons being quoted as the lack of an effective transport system into the Park. • Opportunities arising from the development of the Northern Gateway Scheme. • On-Highway parking issues on DIP, creating both safety and access/egress problems for businesses. • Anti-Social Behaviour from truck parking on both DIP and along the North Wales, A55 Corridor.
1.02	<p>A Fully Integrated Transportation Solution</p> <p>The solution must successfully integrate all modes of transport and cater for the demands of each whilst maintaining and promoting at its heart, a sustainable, affordable and environmentally friendly Public Transport Service. (Appendix 1)</p> <p>The Solution includes the following key interventions which will improve transport within the DIP and, importantly, will link the DIP to the rest of Flintshire enabling residents to easily travel to work on the park.</p>
1.03	<p>Cycleway and Active Travel – Key Interventions</p> <ul style="list-style-type: none"> • A complete network of dedicated cycle-ways - on all roads within DIP. • Seamless links to the proposed Deeside Parkway Railway Station and Garden City Bus Hub. • Secure cycle parking at all Hubs and within businesses on DIP. • Clear links to National Cycleway Network
1.04	<p>Highway Improvements – Key Interventions</p> <ul style="list-style-type: none"> • FCC preferred - Red Route construction • Rail/Road/Bus Hub including ‘Park/Rail and Ride’ facility - providing DIP access from the proposed Deeside Parkway station adjacent to the existing A548. • Potential Truck Stop and Service Station at the same location on the A548. • Introduce Traffic Regulation Orders within DIP to restrict on-street parking– improving road safety and maintaining access to businesses.

1.05	<p>Bus Network – Key Interventions</p> <ul style="list-style-type: none"> • Significantly improved bus journey times along the Deeside corridor through the introduction of bus prioritisation measures and the provision of a dedicated Bus Lane from Queensferry to Shotton Bridge. • The provision of a dedicated Bus/Train Hub at Shotton Station • The provision of a Bus/Shuttle Bus interchange (Hub) at Garden City. • The provision of a regular, scheduled Shuttle Bus Service operating where possible on dedicated ‘Bus Only’ routes into the Park – utilising Electrically Powered Buses, charged from sustainable energy sources and potentially funded by Flintshire County Council. • Fully Integrated Ticketing arrangement across all bus operators and a legally supported Bus Quality Partnership on the Strategic North Wales Bus route through to Chester.
1.06	<p>Rail Improvements – Key Interventions</p> <ul style="list-style-type: none"> • Rail improvements at Shotton Station – linking the High Level and Low Level stations • Road improvements at Shotton Station – provision of Shuttle Bus/Train Hub • The provision of a new railway Station - Deeside Parkway on the Borderlands, Wrexham/Bidston line. • Main East – West Coast line stop at Shotton, providing an improved business link from DIP into the North West of England and London. • Improved parking infrastructure along Borderlands line, particularly Penyffordd Station – providing the option for a Park and Train link into DIP. • Significantly improved frequency and quality of service on Wrexham - Bidston Line • Tram Trains, Light Rail or Battery powered train option into the area - provided by the extension of the Merseryrail services currently operating from Bidston (potential removal of the line from the Franchise)
1.06	<p>The overall proposals provide a platform which can be widened in scope to provide a transport solution for other local key areas of employment, particularly Broughton and the nearby Airbus site, thus providing seamless access for people wishing to work in the area whilst living in other Counties in North/Mid Wales and North West England.</p>
1.07	<p>The proposals for DIP will result in promotional benefits of a “Green Park” as a Unique Selling Point for the area. In addition the links to Penyffordd and other stations along the Wrexham to Bidston line will link large rural areas of Flintshire to the main employment hub on Deeside.</p>
1.08	<p>WG funds have been awarded through the Local Transport Fund (LTF) for the following schemes:</p> <p>Access to employment – Bus stop infrastructure throughout Park and dedicated cycle-ways in Zone 3</p> <p>Developments for passenger growth – Deeside Corridor. Legal cost of Bus framework, Highway infrastructure improvements etc.</p>
1.09	<p>A senior officer from the Streetscene and Transportation Portfolio has been</p>

	nominated as Project Manager for the scheme and has been appointed to oversee the individual programmes within it. A Project Team, including Officers from WG, meet on a regular basis to monitor progress.
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2.00	RESOURCE IMPLICATIONS
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2.01	Flintshire funding for the DIP bus shuttle service has been the subject of a capital bid.
2.02	Project Manager salary costs from WG funding and service budgets

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
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3.01	<p>Consultation has taken place with:</p> <ul style="list-style-type: none"> • Deeside Business Forum • DIP businesses • Local Members • Cabinet Member • Local Town and Community Councils • Welsh Government
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4.00	RISK MANAGEMENT
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4.01	The Project Plan has reviewed and logged the risks associate with the project.
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5.00	APPENDICES
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5.01	Appendix 1 – Plan of Flintshire County Council’s Integrated Transport Solution
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6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
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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>
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7.00	GLOSSARY OF TERMS
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7.01	None
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