

ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Date of Meeting	Tuesday 15 th January 2019
Report Subject	North East Wales Metro
Cabinet Member	Cabinet Member for Streetscene and Countryside
Report Author	Chief Officer – Streetscene and Transportation
Type of Report	Operational

EXECUTIVE SUMMARY

Following Cabinet approval of the Deeside Plan in 2016, a report to Scrutiny in March 2018 updated Members on the progress of the overall integrated transport strategy for Flintshire, which forms a key element of the North East Wales Metro proposals which are supported and promoted by Welsh Government (WG).

Eight months on, this report seeks to update Scrutiny on the progress of a number of ongoing schemes within the wider project whilst also informing Members on the recent award of additional Welsh Government funding following the Authorities successful grant applications under the Local Transport Fund.

RECOMMENDATIONS

1	That Scrutiny note the progress made to date on Flintshire County Council's Integrated Transport solution and its links to the wider NE Wales Metro plans supported by Welsh Government.
2	That Scrutiny acknowledges the recent award of Welsh Government Local Transport Funding.

REPORT DETAILS

1.00	BACKGROUND TO THE SCHEME
1.01	Cabinet approved the Deeside Plan in 2016, which included details of an integrated transport solution for the area. The transport arrangements 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 wider County area.
1.02	In order to provide a long term sustainable transport solution, it is essential that all modes of transport are successfully integrated 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.
1.03	The 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 areas of North/Mid Wales and North West England.
1.04	Since the last update to Scrutiny in March 2018, work has progressed at pace and funding has been received from WG from a number of funding areas. Further bids have recently been submitted to the WG 'Local Transport Fund' (LTF) for funding in the 2018 – 2021 period. As a result of the above process, Flintshire County Council have been successful in securing £1,373,500 Welsh Government funding in year (2018/19) with a further commitment of £2.675m in 2019/20 and £1.6025m in 2020/21 for the delivery of the schemes outlined below:
1.05	<p>Access to employment – Active Travel & Bus stop infrastructure throughout Deeside Industrial Park.</p> <p>WG funding received during 2017/2018 enabled the construction of Active Travel Routes on Zone 3 of the Deeside Industrial Park. This not only completed the missing link to the National Cycle Route but also provided every business with a direct Active Travel link into their premises. This scheme was completed in September 2018.</p> <p>Following on from the completion of Active Travel Routes on Zone 3, proposals to continue this principle within Zone 2 consist of the following scheme elements;</p> <p><u>Priority 1:</u> £1.2m WG funding was received during 2018/2019 for the construction of an off-road footway / cycleway facility along the length of Parkway on Zone 2, thus creating a direct link from the north of the park to the south whilst also connecting into existing Active Travel Routes along its length.</p> <p><u>Priority 2:</u> The focus of this bid consists of an Active Travel facility along the length of Fourth Avenue. The proposed route will facilitate access to Parkway via the route of Second Avenue (Priority 1). The proposal will also provide southerly access to the National Cycle Network via the existing combined Bus / Cycle only link to Zone 3.</p>

	<p>£1.008m secured funding will enable construction within 2018/19 financial year.</p> <p><u>Priority 3:</u> To construct active travel and bus stop infrastructure around the loop of First Avenue within Zone 2. This section connects to an existing Active Travel link from Zone 1 which currently enters First Avenue and directs cyclists onto the existing carriageway. - Funding to be sought within 2019/20 financial year.</p>
1.06	<p>Developments for passenger growth – Deeside Corridor. Legal cost of a formal bus framework (Quality Partnership), The provision of a new fleet of energy efficient Shuttle Buses, Highway infrastructure improvements etc.</p> <p>£100k WG funding was received during 2017/2018 to facilitate the preparation of Legal Documents (and associated Legal process) for the introduction of the Quality Bus Partnership for which is expected to be implemented early in 2019. Development of the Quality Bus Partnership Framework agreement with transport operators has been ongoing throughout 2018.</p> <p>The draft agreement has been presented to the operators in October and once agreed, this framework will provide an integrated ticketing system allowing seamless movement of passengers between multiple operators throughout the coastal corridor. This in-turn will provide a more affordable, convenient service allowing increased accessibility whilst removing barriers to transport that have previously been experienced (i.e. 20% of job seekers could not access work within Deeside due to prohibitive costs and the inconvenience of movement between operators with multiple tickets.</p> <p>£651k WG funding has also been received for the purchase of 5 new Euro 6 standard buses to upgrade of the existing vehicle provision for the Deeside Shuttle service. Following operator discussions and passenger monitoring, minor timetable adjustments will create a more integrated approach to the service provided. The new shuttle buses will be in operation from January 2019 and the enhancement of the vehicles will provide a much improved passenger experience.</p>
1.07	<p>B5129 Queensferry Roundabout to Denbighshire County Boundary. The focus of this bid comprises of 3 main elements which will define a Quality Travel Corridor along the B5129 between Queensferry and the Denbighshire Border.</p> <p>Main Scheme elements consist of the following;</p> <ol style="list-style-type: none"> 1). Dedicated Bus Lane from Queensferry Roundabout to Shotton Lane. 2). Bus Priority & Traffic Management Measures from Shotton railway bridge to Brook Street 3). Bus priority measures and improvements to public transport infrastructure from Brook Street, Shotton through to the Denbighshire border. <p>£107,500 secured funding within 2018/19 financial year will enable a thorough process of Consultation to be undertaken through the engagement</p>

	<p>with key stakeholders for the proposed bus lanes and other features along the route (to include; businesses, residents, political representatives, emergency services, statutory bodies & service users). Detailed design will also be achieved through the provision of in year funding.</p> <p>A further indicative award of £2.675m for 2019/20 and £1.6025m for 2020/21 (subject to satisfactory progress and provision of updated business cases), will facilitate the construction of the quality corridor.</p>
1.08	<p>Partial signalisation of Parkway Roundabout - Zone 2 DIP.</p> <p>The bid comprises of a partial signalisation of Parkway Roundabout on Zone 2 of the Deeside Industrial Park which is targeted at providing direct management of traffic exiting Parkway without unduly impacting upon eastbound traffic flows. The proposed improvements will reduce congestion, improve journey times & accessibility to employment opportunities whilst also addressing the current accident history experienced at this location.</p> <p>The above proposals complement the recent award of Welsh Government funding for the implementation of Active Travel and Bus Stop Infrastructure improvements on Zone 2.</p> <p>£243,000 secured funding will enable construction within 2018/19 financial year.</p>
1.09	<p>A5104 Broughton to Saltney Cycleway Phase 2.</p> <p>The focus of this application comprises of a proposed 1.5 km shared use walking / cycling route located along the East bound side of the A5104 between Broughton and Saltney. Formalisation of this well utilised route will link communities such as Saltney, Saltney Ferry, Bretton and Broughton with Chester and major employment and retail sites.</p> <p>This proposal forms an integral part of the Welsh Government funded Mold to Broughton Cycleway feasibility study currently underway.</p> <p>Completion of this route would complement the existing West bound Shared use facility implemented in 2015.</p> <p>£15,000 has been secured for completion of the detailed design within this financial year which will enable construction within 2019/20 subject to available funding.</p>

2.00	RESOURCE IMPLICATIONS
2.01	The schemes will managed by in-house resources in the Streetscene and Transportation portfolio
2.02	The financial details of the various projects are detailed in the report.

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
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

4.00	RISK MANAGEMENT
4.01	The projects are managed following the corporate Project Management template.

5.00	APPENDICES
5.01	Appendix 1 – Plan of Flintshire County Council’s Integrated Transport proposal

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	None