

## ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

<b>Date of Meeting</b>	Tuesday 17th September 2019
<b>Report Subject</b>	Bus Lanes in Flintshire – Limitations on Use
<b>Cabinet Member</b>	Deputy Leader and Cabinet Member for Streetscene and Countryside
<b>Report Author</b>	Chief Officer (Streetscene and Transportation)
<b>Type of Report</b>	Strategic

### EXECUTIVE SUMMARY

Flintshire County Council's Streetscene and Transportation portfolio are delivering various bus priority measures as part of its Integrated Transport Strategy. This work has been recognised by Welsh Government (WG) as supporting their own aspirations for a regional 'North East Wales Metro', promoting a sustainable transport solution, which successfully integrates all modes of transport, 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 work also aligns with the high level interventions contained within the Welsh Government approved *North Wales Joint Local Transport Plan 2015-2020* (LTP) which include:

- Encouraging Sustainable Travel,
- Improved Links to Employment and Access to Services.
- Public Transport Infrastructure Improvements
- Quality Partnerships on Key Bus Route Corridors.

As part of this work, Cabinet approved the construction of dedicated bus lanes on the B5129 between Queensferry and Shotton in April 2019 and work on the scheme will now commence in January 2020. This report confirms which vehicle types will be permitted to use the new bus lanes and the enforcement arrangements which will be put in place to manage the usage of the new infrastructure.

### RECOMMENDATIONS

1	To seek a recommendation to Cabinet to approve the limitations on vehicles authorised to utilise the proposed bus lanes on the B5129.
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2	That Scrutiny notes the enforcement arrangements on all other bus lanes and bus priority measures at key locations across the corridor.
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## **REPORT DETAILS**

<b>1.00</b>	<b>PROVIDE PROGRESS ON BUS PRIORITY MEASURES, THE NEED FOR APPROPRIATE ENFORCEMENT OF BUS INFRASTRUCTURE AND CONTINUED DEVELOPMENT OF SUSTAINABLE TRAVEL ARRANGEMENTS ALONG THE FLINTSHIRE CORRIDOR.</b>
1.01	<p>In April 2019, Cabinet approved the proposal to utilise WG Transport Grant funding to construct multiuse bus and cycle lanes on the B5129 between Shotton Lane and Queensferry. Since this date there has been further progress with funding applications for schemes to improve bus journey times by the introduction of bus priority measures along both the A548 and B5129, linking the County boundaries with Cheshire West and Chester in the South and Denbighshire County Council in the North.</p> <p>Additional Bus priority measures have also been highlighted within the Deeside Industrial Park and particularly Northern Gateway which will provide direct and dedicated 'bus only' access routes into Deeside Industrial Park. These proposals align with both the Council's own Integrated Transport Strategy and the Regional Transport Plan.</p> <p>The identified measures equate to a total bus journey time saving of 30 minutes against existing routes into the park and include the following elements:</p> <ol style="list-style-type: none"> <li>1. Zone 1 to Zone 2 - via Park and Ride (proposed) - <b>9 minute saving (peak times)</b></li> <li>2. Zone 2 to Zone 3 - Transportation Link (existing) - <b>6 minute saving</b></li> <li>3. Zone 3 to Zone 4 - underpass at Parkway Station (proposed) - <b>7 minute saving</b></li> <li>4. Northern Gateway to Zone 2 – via bus interchange (proposed) - <b>8 minute saving</b></li> </ol>
1.02	<p>A package of scheme designs for the traffic signals along the A548/B5129 providing bus priority measures have now been completed.</p> <p>The key locations identified for signal modernisation to incorporate cycling and bus priority measures are:</p> <ul style="list-style-type: none"> <li>• Wepre Lane/B5129, Connah's Quay,</li> <li>• Church Street/A548, Flint</li> <li>• B5121/A548 Greenfield</li> </ul> <p>The above improvements have been given indicative funding for completion in financial year 2020/21.</p>
1.03	Funding for construction of the shared bus and cycle lanes has now been awarded with additional funding for the completion of the remaining bus priority measures along the A548/B5129 also receiving indicative grant

	<p>funding commitments for the financial year 2020/21. Streetscene officers, along with the appointed consultants, are working closely to progress a detail design of the multiuse bus and cycle lanes. The design element of this project will be completed during the coming months, with an expected construction start date for the scheme of January 2020.</p>
1.04	<p>The Bus Quality Partnership measure which will operate along the corridor has progressed and will provide travel certainty and user benefit as follows:</p> <ul style="list-style-type: none"> <li>• Integrated ticketing</li> <li>• Regulating timetables</li> <li>• Marketing</li> <li>• Information sharing</li> <li>• Agreement on notice periods for changing timetabling and routes.</li> </ul> <p>This agreement is anticipated to be signed in September 2019, with this being a model for rolling out similar arrangements on all routes on the remainder of the core network in Flintshire.</p>
1.05	<p>The Council requires specific approval from WG to enable the legal powers to enforce on the dedicated bus infrastructure, including the use of the bus lanes by non-authorized vehicles. The Council have formally applied to WG to obtain the necessary authority to carry out such enforcement.</p> <p>Appropriate enforcement will help achieve consistent journey times for buses through congested areas and it will be supported by ANPR cameras fixed along the route. The cameras will ensure only registered bus services, i.e. those within the bus quality partnership, are permitted to use the infrastructure.</p> <p><b>Other authorised users are as follows:</b></p> <p>Cyclists (including electric powered cycles) but not Motorcycles or Scooters</p> <p>School transport vehicles (16 seats and above) will be also able to use the infrastructure.</p> <p>Emergency services on blue light calls are permitted to use the infrastructure, thus improving emergency response times along the corridor.</p> <p><b>Non-authorized vehicles will include:</b></p> <p>Restrictions will apply to all other modes of transport including but not limited to Cars, Motorcycles, Private Hire Vehicles and Hackney Carriages</p> <p>The legal enforcement procedures will be included within the Traffic Regulation Order which will be shortly advertised for the routes.</p>

<b>2.00</b>	<b>RESOURCE IMPLICATIONS</b>
2.01	The construction scheme is WG Capital Grant funded and funding has been granted for 2019/2020 and indicative funding for 2020/2021 for the remaining route improvement work.
2.02	The construction work will be supervised by staff from the Streetscene and Transportation portfolio.
2.03	Enforcement would be via ANPR Camera Technology. All FPN income will be credited to the Council and reinvested into the maintenance on the network.

<b>3.00</b>	<b>CONSULTATIONS REQUIRED / CARRIED OUT</b>
3.01	Public consultation has been completed and was presented within the Cabinet Report dated 2 <sup>nd</sup> April 2019

<b>4.00</b>	<b>RISK MANAGEMENT</b>
4.01	Adoption of clear usage guidelines will ensure the route can be managed appropriately with minimal additional staff time.

<b>5.00</b>	<b>APPENDICES</b>
5.01	None

<b>6.00</b>	<b>LIST OF ACCESSIBLE BACKGROUND DOCUMENTS</b>
6.01	<b>Contact Officer:</b> Ian Bushell – Project manager <b>Telephone:</b> 01352 704780 <b>E-mail:</b> <a href="mailto:ian.bushell@flintshire.gov.uk">ian.bushell@flintshire.gov.uk</a>

<b>7.00</b>	<b>GLOSSARY OF TERMS</b>
7.01	ANPR – Automated Number Plate Recognition – Fixed cameras that recognise and read number plates to allow owner identification.  FPN – Fixed Penalty Notice