

ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

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| Date of Meeting | Tuesday 11 th February 2020 |
| Report Subject | Flintshire County Council's Integrated Transport Strategy |
| Cabinet Member | Deputy Leader and Cabinet Member for Streetscene and Countryside |
| Report Author | Chief Officer (Streetscene & Transportation) |
| Type of Report | Strategic |

EXECUTIVE SUMMARY

Environment Overview and Scrutiny Committee have requested an update on the work to develop the Flintshire Integrated Transport Strategy which was last presented to Cabinet in 2018.

The principles of the Council's approach to transport are closely aligned to national transport strategies and deeply rooted within the aims of the North Wales Joint Local Transport Plan (NWJLTP) which frames the vision for an integrated transport infrastructure in North Wales, for the 5 years for which the plan is in place.

Flintshire County Council's own Integrated Transport Strategy also aims to successfully integrate all modes of transport, whilst developing the individual demands of each. The strategy maintains and promotes at its heart, a sustainable, affordable and environmentally friendly public transport service, with links to all of Flintshire and the wider region.

The purpose of this report is to explain the interaction between national and local transport policies which ultimately forms a hierarchy for transport strategies in Wales. The report also updates the Committee on the progress made on the key interventions defined in the NWJLTP in respect to Flintshire's own transport improvement schemes.

RECOMMENDATIONS

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| 1 | That Scrutiny note the hierarchy of transport strategy within Wales and the relationship between national and local policy which help identify the direct interventions needed to deliver key transport improvements. |
| 2 | That Scrutiny note the Council's progress on the key interventions defined within the current North Wales Joint Local Transport Plan (NWJLTP). |

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| 3 | That Scrutiny support the Council's priorities contained with Flintshire County Council's Integrated Transport Strategy. |
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REPORT DETAILS

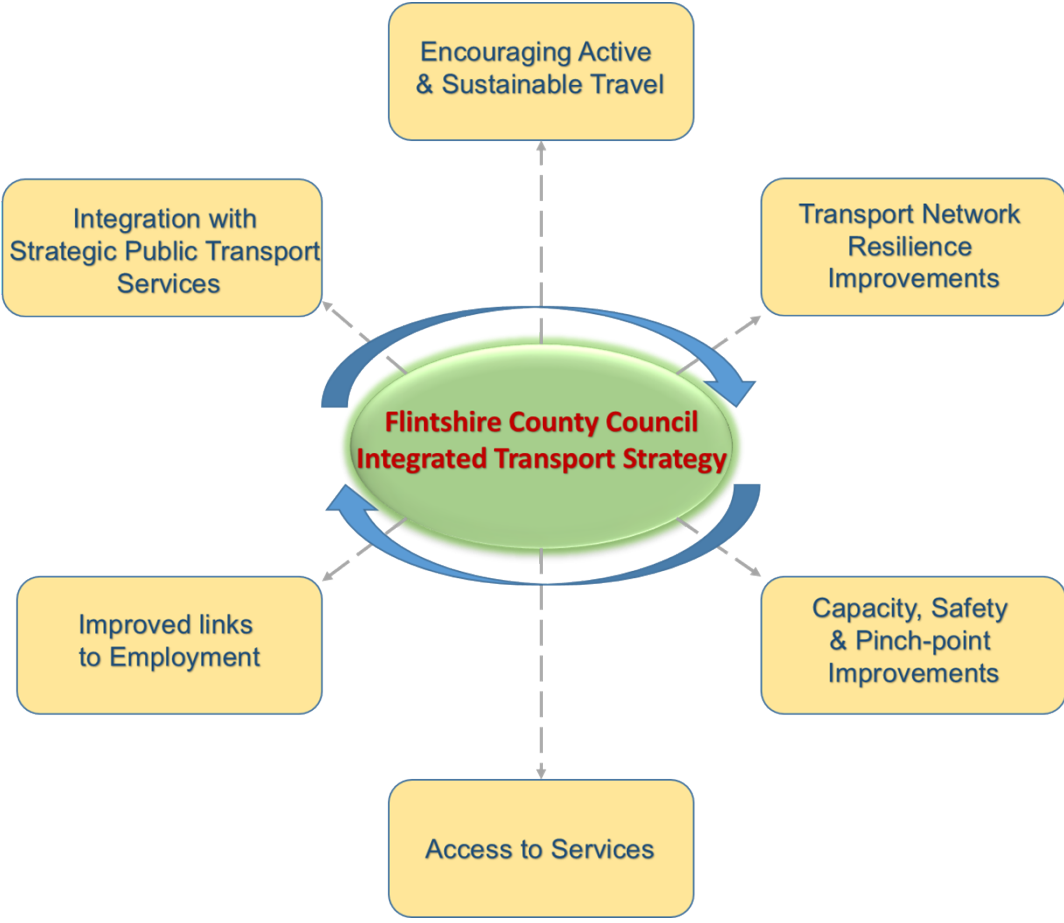
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| 1.00 | THE HIERARCHY OF INTEGRATED TRANSPORT IN WALES |
| 1.01 | Responsibility for transport in Wales has been devolved to Welsh Government (WG) however Welsh Councils, Transport for Wales, Network Rail, public and community transport operators and third sector organisations, all have an interest and contribute to transport provisions and facilities across all modes of transport. |
| 1.02 | In order to demonstrate the interaction between national and local level policy, an overview of the current hierarchy of integrated transport strategy in Wales has been provided below; |
| 1.03 | <p><u>Transport Strategy for Wales</u></p> <p>WG's Transport Strategy for Wales, "One Wales – Connecting the Nation" demonstrated how they intend to achieve their social, economic and environmental outcomes with the recognition that adequate and sustainable transport systems are pivotal in achieving a vibrant economy and social justice through equality of access and greater mobility.</p> <p>The strategy seeks to achieve a nation with good access for all, where travelling between communities and accessing services, jobs and facilities in different parts of Wales is both easy and sustainable, thus supporting the growth of the Welsh economy. This was to be achieved through 5 main objectives:</p> <ul style="list-style-type: none"> • Reducing greenhouse gas emissions and other environmental impacts • Improving public transport and better integration between the different types of transport. • Improving links and access between key settlements and sites • Enhancing international connectivity • Increasing safety and security of the networks. <p>WG are currently in the process of updating their transport strategy which will then enable the National Transport Plan to be updated and subsequently Council's in North Wales can then update the North Wales Joint Local Transport Plan (NWJLTP) which expires in 2022 - the coverage of the document having been extended for a further 2 years by WG.</p> |
| 1.04 | <p><u>The National Transport Plan</u></p> <p>The National Transport Plan (NTP) was last updated in 2018 and sets out in detail how WG propose to deliver the outcomes detailed within their Transport Strategy from 2015 and beyond. The Plan includes all national transport interventions financed by the WG and is scheduled to be reviewed at the end of this year following a detailed consultation period.</p> |

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| | <p>The key priorities set out within the existing NTP are largely similar to those contained within the North Wales Joint Local Transport Plan (NWJLTP) and include;</p> <ul style="list-style-type: none"> • Economic growth: support economic growth and safeguard jobs with a particular focus on the City Regions, Enterprise Zones and local growth zones; • Improving access to employment: reduce economic inactivity by delivering safe and affordable access to employment; • Tackling poverty: 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; • Sustainable travel and safety: encourage safer, healthier and sustainable travel; and • Access to services: connect communities and enable access to key services |
| 1.05 | <p><u>North Wales Joint Local Transport Plan</u></p> <p>In January 2015, the North Wales Joint Local Transport Plan (NWJLTP) was jointly produced by the six North Wales Local Authorities of Conwy County Borough Council, Denbighshire County Council, Flintshire County Council, Gwynedd Council, Isle of Anglesey County Council and Wrexham County Borough Council. Each of the respective Local Authorities has a statutory obligation to produce a Local Transport Plan (LTP) every five years and to keep it under review. Whilst the current plan expires in 2020, WG have approved a 2 year extension (until 2022), to allow the content of the regional plan to reflect the national strategy, which will be available by this date.</p> |
| 1.06 | <p>The purpose of the NWJLTP is to facilitate the joint working of the Six North Wales Local Authorities in order to seek economic prosperity, growth and well-being. The Plan serves as a complementary document to the NTFP and sits alongside the Local Development Plans and other policies and plans of each of the Local Authorities and is targeted at responding to the regions transport issues, whilst also complementing those being developed at the national level and across borders.</p> |
| 1.07 | <p>A total of 6 High Level Interventions are contained within the NWJLTP which aim to deliver the vision and outcomes sought by WG through the addressing of barriers and maximisation of potential opportunity.</p> <p>The Higher Level Interventions detailed below are those that are within the remit of the Local Authorities and intend to complement and support the vision of the WG's NTP, thus ensuring the consistent application of transport strategy across Wales. The description column also provides an example of the schemes undertaken in Flintshire to achieve the high level interventions.</p> |

**NORTH WALES JOINT LOCAL TRANSPORT PLAN
2015-20 – Higher Level Interventions:**

| HIGHER LEVEL INTERVENTION | DESCRIPTION |
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| Transport network resilience improvements | Improvements to key county corridors to remove/ improve resilience - e.g. <i>Queensferry Roundabout & Asda Signal Improvement.</i> |
| Capacity and safety enhancements/ pinch-point improvements | Schemes to increase network capacity or remove pinch points/ constraints on the County network and/ or address particular road safety issues – e.g. <i>A541 Pontblyddyn & Love Lane Mold – Roundabout & Junction enhancement</i> |
| Integration with strategic public transport services | Schemes to improve access to rail stations including road access and bus services and interchange facilities, support for park and ride, walking and cycling routes and facilities e.g. <i>Development of Quality Bus Partnership on Council's Core Bus Network</i> |
| Improved links to Employment | Schemes to provide improved access to EZ's, ports, employment sites and town centres, including car share sites, bus services, active travel measures as well as road improvements e.g. <i>Mold to Broughton Cycleway</i> |
| Access to services | Range of integrated transport measures to improve access to education, health, community, shopping and other services by public transport, walking and cycling as well as community transport, taxi, car share sites e.g. <i>Flintshire Community Transport Hubs</i> |
| Encouraging sustainable travel | Infrastructure improvements and promotional initiatives to increase levels of walking and cycling both for travel and for leisure as well as public transport. May include road and rail bridges/ crossings, cycle routes, footway/ footpath provision, safe routes to school, travel planning as well as road safety measures to assist vulnerable users e.g. <i>Greenfield Valley Cycleway Improvements</i> |

1.08 In order to demonstrate the Council's progress on the delivery of interventions defined within the NWJLTP, a summary table has been included within [Appendix 1](#) for ease of reference. The table clearly shows that the Council have made great progress during the 5 years for which the Plan has been in operation and it is estimated that 85% of the defined interventions have either been completed or are currently in the process of being delivered.

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| 1.09 | <p><u>Flintshire County Council’s Integrated Transport Strategy</u></p> <p>The ideology of the Councils approach is deeply rooted within the aims of WG’s overall strategy and the NWJLTP, which frames the Council’s vision for integrated transport for the 5 years for which the plan is in place.</p> |
| 1.10 | <p>Building upon the foundations laid by WG, the Council’s own Integrated Transport Strategy aims to provide long term sustainable transport solutions through the successful integration of all modes of transport, catering 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.</p> |
| 1.11 | <p>In 2016, Cabinet approved the Deeside Plan, which included details of an integrated transport strategy for the local area. Whilst the development of the Plan was initially aimed at addressing access to employment issues within the locality of Deeside Industrial Park, the scope and coverage of the plan have been extended to cover the full County area with an aim to improve the transport links to all of the towns and major settlements in Flintshire and neighbouring Counties.</p> <p>The Council’s transport strategy now form a key element of the North Wales Metro project, which is being promoted by WG.</p> |
| 1.12 | <p>Flintshire County Council’s Integrated Transport Strategy aims to address the following higher level aspirations which are integral to the delivery of an integrated transport solution for the County;</p>  <pre> graph TD A[Encouraging Active & Sustainable Travel] --- B((Flintshire County Council Integrated Transport Strategy)) B --- C[Transport Network Resilience Improvements] B --- D[Capacity, Safety & Pinch-point Improvements] B --- E[Access to Services] B --- F[Improved links to Employment] B --- G[Integration with Strategic Public Transport Services] </pre> |

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| 1.13 | <p>It is clear that not only are the various aspirations intrinsically linked, the concept of integrated transport is a continually evolving process, and therefore requires a flexible and intuitive approach in order to respond to emerging priorities.</p> <p>The Council's Strategy recognises the importance of developing schemes for all modes of travel and aims to improve connections to key destinations and markets, enhance access to employment and services, increase levels of walking and cycling, bring improved safety and security and at the same time, bring benefits and minimised impacts on the environment.</p> |
| 1.14 | <p>Flintshire County Council have made great progress with the delivery of a number of key interventions in the NWJLTP, the success is due to the Council's holistic approach to integrated and sustainable transport options whilst also having developed a successful track record in obtaining WG funding.</p> |
| 1.15 | <p>The following list of proposals have been developed from the Council's transport priorities for the forthcoming years which will be reflected within the Council's scheduled revision to the NWJLTP in September 2022. For ease of reference, a pictorial overview has also been provided in the form of 'Flintshire County Council's Integrated Transport Strategy Drawing' enclosed within Appendix 2 for information.</p> |
| 1.16 | <p><u>Active Travel – Key Interventions</u></p> <p>Deeside Industrial Park – Shared use Footway / Cycleway Forming part of the integrated transport solution for Deeside, the provision of Active Travel links to every business on the Deeside Industrial Park will provide sustainable access and improved journey times to a major centre of employment. As well as providing a direct link from the North to the South of the Park, the improvements also complete the missing link to the existing National Cycle Network. A Toucan Crossing facility will also be constructed across Parkway providing a dedicated Cycle crossing thus facilitating safe access to the local amenities.</p> <p>Mold to Broughton Cycle scheme During the statutory consultation period for the Council's INM, the cycle link from Mold to Broughton was identified as a key strategic corridor, receiving high levels of public support. Through the provision of WG's Active Travel funding obtained within 2018/19 financial year, a detailed route appraisal and scheme design has now been completed. The proposal will link the communities of Mold, Buckley, Penyffordd, Broughton, Saltney and Sandycroft, whilst also providing links into existing railway stations at Buckley and Penyffordd as well as major centres of employment.</p> <p>In May 2019, Cabinet approved the progression of the scheme as the Council's Strategic application under the WG Active Travel fund for the forthcoming 2020/21 financial year for which a copy of the report has been enclosed within Appendix 3 for information.</p> <p>This proposal represents an exciting opportunity to deliver a major scheme of innovation including landmark cycle themed structures and cycle only streets. This will positively raise the profile of cycling thus encouraging uptake</p> |

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| | <p>of sustainable modes of travel and will therefore be the Council's primary focus for Active Travel for the forthcoming 5 years.</p> |
| <p>1.17</p> | <p><u>Highway Network – Key Interventions</u></p> <p>A55 / A494 / A548 Flintshire Corridor into North Wales – ‘Metro’ Red Route Plus (WG Scheme)</p> <p>The existing A494/A55 route between the River Dee and Northop Interchange is a dual 2-lane carriageway which is heavily congested and at times, can be at a complete standstill in the event of a vehicle breakdown or collision. The route experiences traffic volumes far in excess of its intended capacity and as such, is well below modern design standards. In addition to the above, the route is poorly aligned with many On and Off-Slips being of inadequate length as well as many junctions possessing substandard visibility. It is at these junctions that the majority of accidents occur. The proposed scheme, known as the Red Route, consists a new 13km two-lane dual carriageway, linking the A55-A5119 Northop Junction (Junction 33) with the A494 and A550 north of Deeside Parkway Junction, via Kelsterton Interchange and the Flintshire Bridge. This option is partly an online improvement and partly new alignment.</p> <p>The scheme increases capacity along the existing A548, includes modifications and improvements to junctions and provides a new section of road between the A548 and the A55.</p> <p>The aims of the new highway are –</p> <ul style="list-style-type: none"> • To improve capacity, reliability and journey times • Improve safety and connections for businesses • Improve access between residential areas and places of employment • reduce carbon emissions along the route • Make more efficient use of the existing transport infrastructure. • Minimise the impact of these improvements on local residents, the landscape, air quality, biodiversity and pollution. <p>Technical Advisors have now been appointed and the next steps are to prepare a procurement strategy to deliver the next phase of the scheme, allowing design consultants to be procured later in the year. A preliminary design will then be prepared in consultation with stakeholders, which will consider environmental and engineering issues. The scheme could begin within the next 3/4 years</p> <p>Whilst the Council fully appreciate the advantages of improved resilience and capacity improvements for which the proposed Red Route would bring, it must be noted that the Council made representations during the consultation stage that the Red Route should not be progressed in isolation but must also include an number of proposals to the existing A55 / A494 which were highlighted as a result of the proposed Blue Route Option for which the Council have referred to as ‘Red Route Plus’.</p> |

A548 Connah's Quay to County Boundary

Work to improve the resilience and the road infrastructure of this key route are progressing with significant bids already planned to deal with the flooding issues which require regular road closures and have a huge impact on businesses along the route. Ensuring this route links to the new Flintshire corridor will be key to generating the local economy of along the A548 corridor including the communities of Flint, Holywell and Mostyn.

1.18 **Bus Network – Key Interventions**

B5129 Queensferry Roundabout to Denbighshire County Boundary - Bus Priority Measures

The focus of this proposal consists of 3 main elements which will define a Quality Travel Corridor along the B5129 between Queensferry and the Denbighshire Border.

The main scheme elements consist of the following;

1). Dedicated Bus Lane from Queensferry Roundabout to Shotton Lane

A proposed designated Bus Lane extending from Queensferry Roundabout to Shotton Lane (uninhibited by traffic signals), aims to improve journey times along the strategic corridor, thus facilitating sustainable access to sites of employment, leisure facilities and place of residence. The designated Bus Lane will also permit cycle usage and will be regulated via the implementation of fixed enforcement cameras.

The scheme includes the signalisation of Deeside Leisure Centre junction, removal of redundant steel footbridge and reconfiguration of Evans Way traffic signals.

2). Traffic Management Measures from Shotton railway bridge to Brook Street

A proposed scheme aimed at improving journey times along this section of strategic corridor consists of localised carriageway realignment, implementation of designated right turn facilities, proposed one way systems and pedestrian crossing upgrades.

3). Bus priority measures from Brook Street, Shotton through to the Denbighshire border.

A proposed scheme consisting of Traffic Regulation Orders aimed at improving traffic flows and vehicle movements at historical pinch points as well the proposed upgrade of existing traffic signals at both Flint and Greenfield which will reduce congestion and provide Bus Priority (by means of transponders).

As well as providing an affordable and reliable means of transport, the proposed package of bus priority measures will provide a visual presence of sustainable public transport along the strategic corridor, thus encouraging a modal shift for commuters and residents for whom are

otherwise inhibited by congestion associated with a predominant trend of single occupancy private car usage.

Deeside Industrial Estate - Park and Ride Zone

The proposed 250 space Park & Ride facility on Deeside Industrial Estate will form one of the key elements to the North East Wales METRO. The proposed facility will significantly reduce parking issues and congestion on the DIP by providing a secure area of parking on the edge of the industrial estate. This will provide a car to shuttle bus service which promotes a safe and sustainable access to all the major employment sites within the park whilst linking into the extensive existing cycle network. This provides sustainable access to large deprived urban settlements and cross border links to Cheshire & Wirral.

Parking at the Park and Ride facility will be supported by the businesses on the park and will ensure the sustainability of this in the long term. Shuttle buses will be operating within the park, offering a regular service creating a seamless, intermodal connection, thus offering a viable alternative for employees wishing to access sites of employment and training opportunities.

Funding to construct the facility has recently been awarded by WG which has enabled the commencement of the detailed design with construction scheduled to commence in February 2020.

Bus Shuttle Interchange – Garden City

A proposed Bus Shuttle interchange facility at the junction of Welsh Road and the Northern Gateway access, will provide a cross-platform interchange linking existing Core Bus network to the DIP Shuttle bus service. The new facility will consist of a covered waiting area, passenger information points, disabled access to all bus bays, lighting, safe walking access, good cycling access and secure cycling storage.

The proposed Interchange is linked via a marked cycle lane to both National Cycle Routes 5 and 568 and represents an ideal opportunity to be further developed as an Active Travel hub for DIP.

Provision of an integrated transport hub linking the core bus network with the Deeside Shuttle and the existing Active Travel network, will enable commercial operators to grow their services whilst also enabling users to connect services seamlessly for access to employment on DIP and the core bus network.

Countywide Quality Bus Partnership (QBP) on Core Network.

The Council are working with bus operators to develop a Quality Bus Partnership Scheme (QBP) across the identified core bus network. The purpose of QBP's is to encourage patronage growth through the provision of a high-quality public transport service along key transport / movement corridors, the aim of which is to successfully integrate local bus services with the strategic bus network and national rail services at key bus and rail

hubs through the provision of integrated timetables and integrated ticketing to key destinations.

The Council's first (QBP) is currently being developed for use on the Shotton Corridor, and when completed, will serve as a platform for implementing similar arrangements on all routes contained within the County's Core Bus Network, thus providing seamless access to key areas of employment both within County and across key economic boundaries.

Although trials within neighbouring County's are currently ongoing, there may also be an opportunity to explore the use of Hydrogen Fuel Cell bus service vehicles as an integral part of future QBP's.

Demand Responsive Transport (DRT).

Flintshire County Council are introducing Demand Responsive Transport (DRT) in rural areas of the County where commercial services are not available. DRT will provide residents with valuable links to transport services along Flintshire's Core Network facilitating access to health facilities, education and employment and will operate using one of Flintshire's distinctive, 16 seater wheelchair accessible vehicles. A copy of the Councils DRT information leaflet has been enclosed within Appendix 4 for information.

1.19 **Rail Network – Key Interventions**

Deeside Parkway Station

Construction of the proposed Deeside Parkway Station will enable people to access employment opportunities on the Deeside Industrial Park by train, and at the same time, will also have the ability to serve as a Park & Ride site facilitating rail access to Birkenhead, Liverpool, Wrexham and beyond. The location of the proposed station links directly to the A548 dual Carriageway which forms part of the proposed Flintshire Corridor Improvement.

Shotton Station

The proposed upgrade of Shotton Station will provide connectivity improvements linking Shotton High Level and the Shotton low level platforms making it easier for people to interchange between the North Wales Coast and the Wrexham and Bidston line.

Through the Wales and Borders franchise, service frequency on the Wrexham to Bidston line will be doubled to two trains per hour from 2021, which again, will improve the viability of rail access to employment opportunities in Deeside whilst also facilitating rail access to Birkenhead, Liverpool, Wrexham and beyond.

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| 2.00 | RESOURCE IMPLICATIONS |
| 2.01 | Whist WG Grant funding has been obtained for a number of the Transport Priorities described within, the progression of the Council's transport strategy as a whole will be dependent on the future acquisition of WG Grant funding. |

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| 3.00 | IMPACT ASSESSMENT AND RISK MANAGEMENT | |
| 3.01 | Long-term | Positive – The move to low carbon sustainable transport options aligns itself with the long term aspirations of The Environment (Wales) Act, The Well-Being of Future Generations (Wales) Act & The Air Quality Standards (Wales) Regulations. The concept is also strongly endorsed within the Council's Council Plan under the priority of a 'Green Council' for which is reinforced by the Council's approach to integrated and sustainable transport. |
| | Prevention | Positive – The development of sustainable transport options will reinforce the Council's commitment to climate change whilst also facilitating a vision for a zero carbon future as defined within WG legislation. Implementation of the required infrastructure will provide reliance to County's highway network also boost the Council's status as a 'key player' within the region thus reducing the risk of public abandonment in terms of tourism, residential and business growth. |
| | Integration | Positive – The development of a multimodal integrated transport options is key to the success of a sustainable, integrated transport network. |
| | Collaboration | Positive – The continual development of a fit for purpose Integrated Transport Strategy will enable FCC to work with local authorities across the region in order to standardise the provision of infrastructure. The nature of this approach recognises the importance of strategic cross-border movements to the local economy in terms of commuter movements, business and tourism. |

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| Involvement | Positive – completion of studies thus far demonstrates the Council’s engagement with key stakeholders both cross border and within WG. |
| Well-being Goals Impact | |
| Prosperous Wales | The continual development of a fit for purpose Integrated Transport Strategy will boost the Council’s status as a ‘key player’ within the region thus reducing the risk of public abandonment in terms of tourism, residential and business growth. |
| Resilient Wales | Positive - The continual development of a fit for purpose Integrated Transport Strategy is key to the success of a sustainable, integrated transport network. |
| Healthier Wales | Positive - The promotion and utilisation of active and sustainable transport modes provide obvious benefits to air quality through the reduction of Co2 emissions. This will also greatly assist the Council to achieve decarbonisation targets set within Central and WG legislation. |
| More Equal Wales | Positive – Improved connectivity through the implementation of required infrastructure will benefit tourism, residential and business growth. Health benefits obtained from improved air quality and increased levels of exercise will benefit the Council’s most deprived communities, often associated with densely populated areas. |
| Cohesive Wales | Positive – The visible presence of active and sustainable transport options within the County will have a positive effect on public awareness whilst displaying the Council’s outward commitment to climate change. |
| Vibrant Wales | Positive – A move to active and sustainable transport modes will improve the quality and sustainability of the natural environment whilst providing benefits to the local and regional economy in terms of tourism, residential and business growth. |

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| | Globally Responsible Wales | Positive - The continual development of a fit for purpose Integrated Transport Strategy will reinforce the Council's commitment to climate change whilst also striving to achieve a zero carbon future as defined within Central and WG legislation. |
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| 4.00 | CONSULTATIONS REQUIRED/CARRIED OUT |
| 4.01 | With Cabinet Member. |

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| 5.00 | APPENDICES |
| 5.01 | Appendix 1: Flintshire County Council's progress on the interventions contained within North Wales Joint Local Transport Plan. |
| 5.02 | Appendix 2: Flintshire County Council's Integrated Transport Strategy Drawing |
| 5.03 | Appendix 3: Proposed Active Travel routes between Mold and Broughton and neighbouring settlements. |
| 5.04 | Appendix 4: Flintshire County Council's Demand Responsive Transport (DRT) Information Leaflet. |

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| 6.00 | LIST OF ACCESSIBLE BACKGROUND DOCUMENTS |
| 6.01 | <p>WG - Transport Strategy for Wales – "One Wales – Connecting the Nation"</p> <p>WG - The National Transport Plan</p> <p>WG – The North Wales Joint Local Transport Plan</p> <p>Flintshire County Council – The Deeside Plan</p> |

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| 7.00 | CONTACT OFFICER DETAILS |
| 7.01 | <p>Contact Officer: Anthony Stanford, Transport Manager.</p> <p>Telephone: 01352 704817</p> <p>E-mail: anthony.stanford@flintshire.gov.uk</p> |

| 8.00 | GLOSSARY OF TERMS |
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| 8.01 | <p>(1) Transport Strategy for Wales: A statutory document required by the Transport (Wales) Act 2006. The Act places a duty on the Welsh Ministers to prepare and publish a Wales Transport Strategy (WTS) setting out its policies and how they will be discharged.</p> <p>(2) National Transport Plan: A statutory document detailing how WG propose to deliver the outcomes set out in the Wales Transport Strategy from 2015 and beyond. The Plan includes all transport interventions financed by the WG.</p> <p>(3) North Wales Joint Local Transport Plan: A statutory document that will sit alongside the Local Development Plans and other policies and plans of each of the Local Authorities, once adopted. The plan sets out all of the six North Wales Local Authorities vision to 'remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks' and details this Councils specific transport interventions and projects to achieve this aim.</p> <p>(4) Flintshire County Council Integrated Transport Strategy: An integrated strategy aiming to provide long term sustainable transport solutions through the successful integration of all modes of transport, which links to all of Flintshire and the wider region.</p> <p>(5) Deeside Plan: A strategy document introduced in 2016 detailing how the growth aspirations for North Wales and for the Mersey Dee area can be realised and how they can be harnessed for the greatest benefit for local people.</p> <p>(6) North East Wales Metro: North East Wales Metro is an investment in all modes to deliver a modern, high quality transport system that is fundamental to achieving sustainability and climate change objectives and delivering economic growth across North Wales.</p> <p>(7) Active Travel (Wales) Act: A statutory document introduced in 2013, its purpose is to enable more people to undertake active travel for short journeys instead of using motorised vehicles where it is suitable for them to do so. An active travel route must be within a designated locality in a local authority area.</p> <p>(8) Park & Ride: A designated parking facility with public transport connections that allow commuters and other people heading to city centres to leave their vehicles and transfer to a bus, rail system or carpool for the remainder of the journey.</p> <p>(9) Quality Bus Partnership: A partnership between bus operators, often with commitments to investment in new vehicles, and local authorities, with commitments to improve bus stops and other bus infrastructure and to introduce bus priority measures such as bus lanes.</p> <p>(10) Demand Responsive Transport: Provided in rural areas of the County on the request of an individual(s) where commercial services are not available.</p> |