

Consultation Response Form

Your name: -

Organisation (if applicable): Flintshire County Council

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Your address: Streetscene & Transportation, Alltami Depot, Mold Road, Alltami,
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Q1). Do you agree with our long-term vision?

Strongly agree	<input type="checkbox"/>	Agree	<input checked="" type="checkbox"/>	Neither agree nor disagree	<input type="checkbox"/>
Disagree	<input type="checkbox"/>	Strongly disagree	<input type="checkbox"/>	Don't know	<input type="checkbox"/>
No Opinion	<input type="checkbox"/>				

Please provide your comments:

Welsh Government's long term vision for an accessible, sustainable transport system that is good for people and communities, good for the environment, good for the economy and places in Wales, and good for culture and the Welsh language very much aligns to Flintshire County Council's future vision for transport. This approach is strongly endorsed within the Council's own Integrated Transport Plan which 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.

The stated aim should include 'affordable' to ensure the transport network remains accessible to everyone. It should also include 'in every area of the Country' to ensure the Strategy delivers in rural areas as well as in our towns and cities.

Suggested Aim 'An accessible, sustainable and affordable transport system in every area of the Country'.

Q2). Do you agree with our 20-year ambitions?

Strongly agree	<input type="checkbox"/>	Agree	<input checked="" type="checkbox"/>	Neither agree nor disagree	<input type="checkbox"/>
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Disagree ☐ Strongly disagree ☐ Don't know ☐
 No Opinion ☐

Please provide your comments:

It is evident that Welsh Government's long term ambitions for transport has evolved from a previously highway dominated focus to the prioritisation of greener, more sustainable modes of travel with an emphasis on Active Travel and Public Transport.

As above, this approach is strongly endorsed by the Council's own Integrated Transport Strategy which aims to provide long term sustainable transport solutions through the successful integration of all modes of transport (walking, cycling, bus and rail), in order to enhance access to employment and services, improve connectivity between communities and key destinations whilst minimising the impact on the environment

The Council's Strategy also forms a key element of the North Wales Metro project for which innovative projects with a clear focus on prioritising Active and sustainable modes of travel have been successfully introduced.

Flintshire County Council are also actively developing their own Electric Charging network, implementing a number of electric buses powered by 'home grown' sustainable energy sources as well as investigating the potential for the use of Hydrogen. As above, the Council's development and investment in greener transport solutions strongly supports Welsh Government's aspirations for a more equal, better connected, healthier and globally responsible Wales.

Q3A). Do you agree with our 5 year priorities?

Strongly agree ☐ Agree ☒ Neither agree nor disagree ☐
 Disagree ☐ Strongly disagree ☐ Don't know ☐
 No Opinion ☐

Please provide your comments:

Flintshire County Council fully support the 5 year priorities and 'sustainable travel hierarchy' contained within the New Wales Transport Strategy with priority being given to walking and cycling, public transport and ultra-low emission vehicles.

Public Transport needs to be reliable and affordable and this should be stated in the priority statement

The development of the Council's electric charging network, implementation of electric buses and the investigation in to the use of Hydrogen, strongly support the concept of reducing greenhouse gas emissions and indicate the Council's commitment to climate change and the need to achieve a zero carbon future. A single, easy to use and consistent charging arrangement across Wales needs to be a priority.

In conjunction with the technological developments stated above, Flintshire also support the development of low emission public transport services whilst also recognising the need to provide safe, sustainable and affordable access to key transport hubs through the provision of active and sustainable travel infrastructure.

The development of key infrastructure to enable the undertaking of seamless multi-modal transport journeys is essential in providing the traveling public with a viable alternative to single vehicle car journeys, thus positively raising the profile of active and sustainable modes of travel.

Welsh Government's 'sustainable travel hierarchy' is engrained within the Council's approach to integrated transport with priority being given to the development and integration of the County's Strategic Core Cycle Network, Core Bus Network and key Rail improvements.

Q3B). Do you think that we have the right number of priorities or should these be further refined? If so, do you agree with the following three priorities?

1. We will reduce the need to travel.
2. We will encourage modal shift – when people need to travel we will encourage them to take fewer car journeys and use sustainable forms instead through supply of better services, and stimulating demand for them through behaviour change measures.

3. We will adapt our infrastructure to meet the challenge of climate change, and ensure our transport system is well-maintained, safe and accessible.

Please provide your comments:

As stated above, Flintshire County Council support the priorities put forward within the New Wales Strategy. The concept of reducing the need to travel should be promoted further with an emphasis placed on working from home wherever possible, thus negating the need to travel.

It is important that any transport infrastructure, both new Active Travel infrastructure and the existing predominantly highway orientated infrastructure is well maintained. This will require significant revenue funding which will may not be available to local authorities if support funding is not made available from WG.

Q4). We have identified high level measures to aid us to capture our overall progress. Are these the right measures?

Yes ☒ No ☐

Can you suggest others?

No further measures identified.

Q5). Do you think we should include specific targets for more people to travel by sustainable transport?

Yes ☐ No ☒

Do you have any suggestions for how we should do this?

This may only be appropriate once the required infrastructure is in place as this will be the key driver for behavioral change.

Q6). We have identified a set of actions to deliver the draft strategy. Are they the right Actions?

Yes

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No

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Are there others that you can suggest?

No further actions identified.

Q7). We have set out mini plans for each transport mode and sector. Have we identified the key issues for each of these?

Yes

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No

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Do you have any comments on these?

In respect of Active Travel, there should be an emphasis of the development of strategic cycle links both within county and cross border rather than shorter / more localised routes with poor / irregular connectivity. By enabling the undertaking of 'whole journeys' via cycle to access both employment hubs and key services, will positively raise the profile of active travel as a 'viable alternative' to the single occupancy vehicle journeys, thus achieving the behavioral change that is required.

Consideration should also be given to the development of Quality Bus Partnerships (QBP) across the identified core bus network in order to encourage patronage growth through the provision of a high-quality public transport service along key transport / movement corridors. This will enable the successful integration of local bus services with the strategic bus network and national rail services at key hubs through the provision of integrated timetables and integrated ticketing to key destinations.

A standardised approach to electric vehicle charging infrastructure also needs to be prioritised in order to stimulate electric vehicle uptake and to encourage cross boundary movements in terms of tourism, leisure and business. Initiatives should also be explored to encourage the uptake of electric vehicles for taxi operators and private hire vehicles.

Q8). We have shown how transport will use the 5 ways of working set out in the Wellbeing of Future Generations (Wales) Act 2015. Do you agree with this approach?

Yes

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No

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Do you have any comments?

As stated above, the ideology of WG's New Wales Transport Strategy is deeply rooted within Flintshire County Council's Integrated Transport Plan which is also built upon the 5 ways of working set out in the Wellbeing of Future Generations (Wales) Act 2015.

Q9). If charges for road use were to be introduced to help meet the goals for cleaner air, a safe climate and better health, how can this be done in a way that is fair for everyone?

Yes

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No

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Do you have any comments on these?

This question needs to be clear as to whether it is referring to charging for road use or specifically car usage?

If the purpose of this question is relating to road usage in the wider context, then any charges will of course have a detrimental effect on the affordability and viability of public transport.

Should the question be relating to specifically car usage, then the introduction of charging would only be ethical provided that the required infrastructure is in place to ensure there are viable alternatives to meet the demands of public need. If not, then this could exacerbate instances of social deprivation with car travel only available to benefit the wealthy in society.

A substantial portion of the income from any road charges should be set aside for maintaining the infrastructure.

Question on the Integrated Sustainability Appraisal

We have also published an Integrated Sustainability Appraisal (ISA). The aim of this is to ensure that the Wales transport strategy has considered the impact of transport on the environment, health, equalities, Welsh language, rural issues, children and young

people, economic development as well as wider sustainability issues, within the context of the national well-being goals in the Well-being of Future Generations (Wales) Act 2015.

Q10A: Do you think the Integrated Sustainability Appraisal Report identifies the most important sustainability effects for transport?

Yes

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No

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Do you have any comments on these?

The impact on budgets of long term maintenance liabilities needs to be considered and built into the model.

Q10B: Are there any gaps?

Other than long term maintenance – no gaps identified

Q10C: Do you have any comments on the findings of the report?

No further comments.

Question A: We are under a duty to consider the effects of our policy decisions on the Welsh language, under the requirements of the Welsh Language (Wales) Measure 2011.

We would like to know your views on the effects that draft strategy would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated

Flintshire County Council endorse the approach of The New Wales Transport Strategy which positively promotes the use of the Welsh Language. Ensuring the equal usage of Welsh and English for purposes of transport information and digital services will effectively promote the Welsh language and culture without being of detriment to non-Welsh speakers.

Question B: Please also explain how you believe the draft strategy could be formulated or changed so as to have positive effects or increased positive effects on opportunities

As above.

for people to use the Welsh language and on treating the Welsh language no less favorably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favorably than the English language.

Question C: We have a duty to consider the impact of our policies on people or groups who share protected characteristics.

Do you think this draft strategy will deliver positive benefits for people who share protected characteristics? If so, which are the most important?

Yes, the effective delivery of an accessible, sustainable transport system that is good for people and communities, good for the environment, good for the economy and places in Wales, and good for culture and the Welsh language will by definition provide positive benefits for people who share protected characteristics.

Question D: Do you think the draft Strategy could have a negative impact on some people or groups who share protected characteristics? If so, what are they and how can we prevent those?

None identified.

Question E: Are there any further comments that you would like to make on Llwybr Newydd: a new Wales transport strategy?

Please enter here:

Constructing an extensive Active Travel network will create an additional maintenance liability for local authorities in future years as the network deteriorates. This needs addressing at the outset to avoid building a maintenance backlog which is present in the predominantly highway network.

Responses to consultations are likely to be made public, on the internet or in a report. If you would prefer your response to remain anonymous, please tick here:

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