



Environment Overview and Scrutiny Committee

Flintshire County Council's Integrated Transport Strategy

13th March 2018

Key Drivers – Why Now?

- “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.
- Increasing congestion on Deeside Industrial Park (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.
- Highway parking issues on DIP, preventing access to businesses.
- Development of Northern Gateway
- ASB on DIP and along the North Wales A55 corridor.



A Fully Integrated Solution

Key interventions are required across all modes of transport - linking key employment sites with residential areas throughout Flintshire.

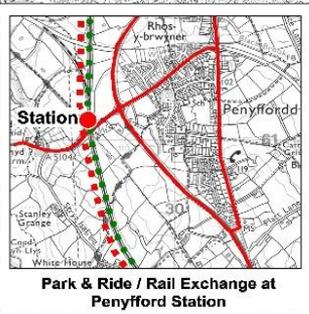
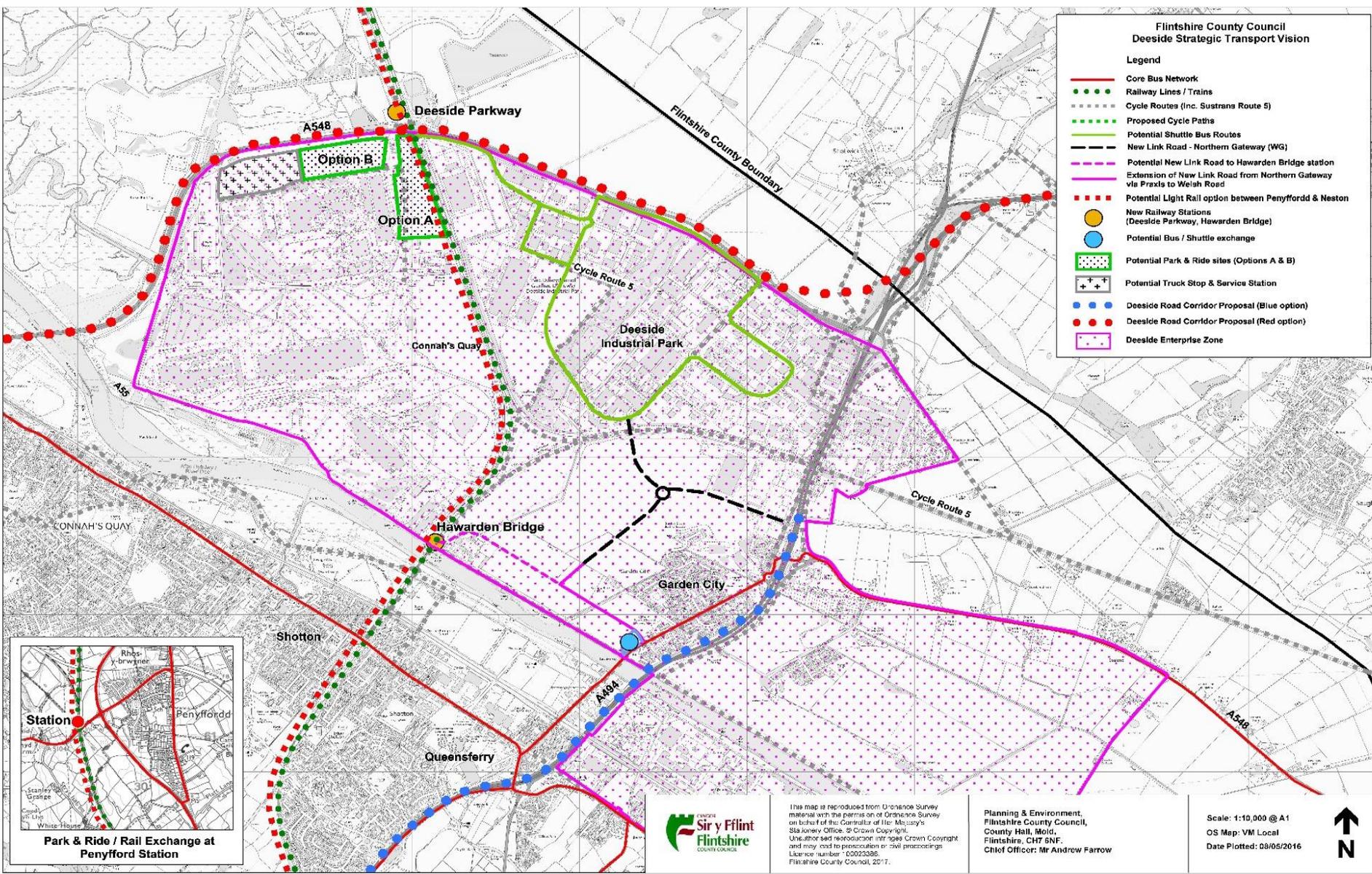
Includes:

- Cycleway and Active Travel arrangements
- Highway Improvements
- Bus Network improvements
- Rail Improvements

Flintshire County Council Deeside Strategic Transport Vision

Legend

- Core Bus Network
- - - Railway Lines / Trains
- - - Cycle Routes (inc. Sustrans Route 5)
- - - Proposed Cycle Paths
- Potential Shuttle Bus Routes
- - - New Link Road - Northern Gateway (WG)
- - - Potential New Link Road to Hawarden Bridge station
- Extension of New Link Road from Northern Gateway via Praxla to Welsh Road
- - - Potential Light Rail option between Penyffordd & Neaston
- New Railway Stations (Deeside Parkway, Hawarden Bridge)
- Potential Bus / Shuttle exchange
- + Potential Park & Ride sites (Options A & B)
- + Potential Truck Stop & Service Station
- Deeside Road Corridor Proposal (Blue option)
- Deeside Road Corridor Proposal (Red option)
- + Deeside Enterprise Zone



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County Hall, Mold,
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Chief Officer: Mr Andrew Farrow

Scale: 1:10,000 @ A1
OS Map: VM Local
Date Plotted: 08/05/2016



Cycleway and Active Travel – Key Interventions

- 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
- Easy access from rural Flintshire into all Active travel routes





Highway Improvements – Key Interventions

- 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. (Provides a key link into the Northern areas of the County.)
- Potential Truck Stop and Service Station at the same location on the existing A548 (A55 or A494).
- Introduce Traffic Regulation Orders within DIP to restrict on-street parking– improving road safety and maintaining access to businesses

Bus Network – Key Interventions (1)

- Significantly improved bus journey times along the Flint to Chester bus 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.

Bus Network – Key Interventions (2)

- Fully Integrated Ticketing arrangement across all bus operators and a legally supported Bus Quality Partnership on the Strategic Flint to Chester Bus corridor
- Extension of the Quality Partnership to all routes on the Councils strategic Core Bus network
- The provision of a regular, scheduled Shuttle Bus Service operating (where possible) on dedicated 'Bus Only' routes into the Park.

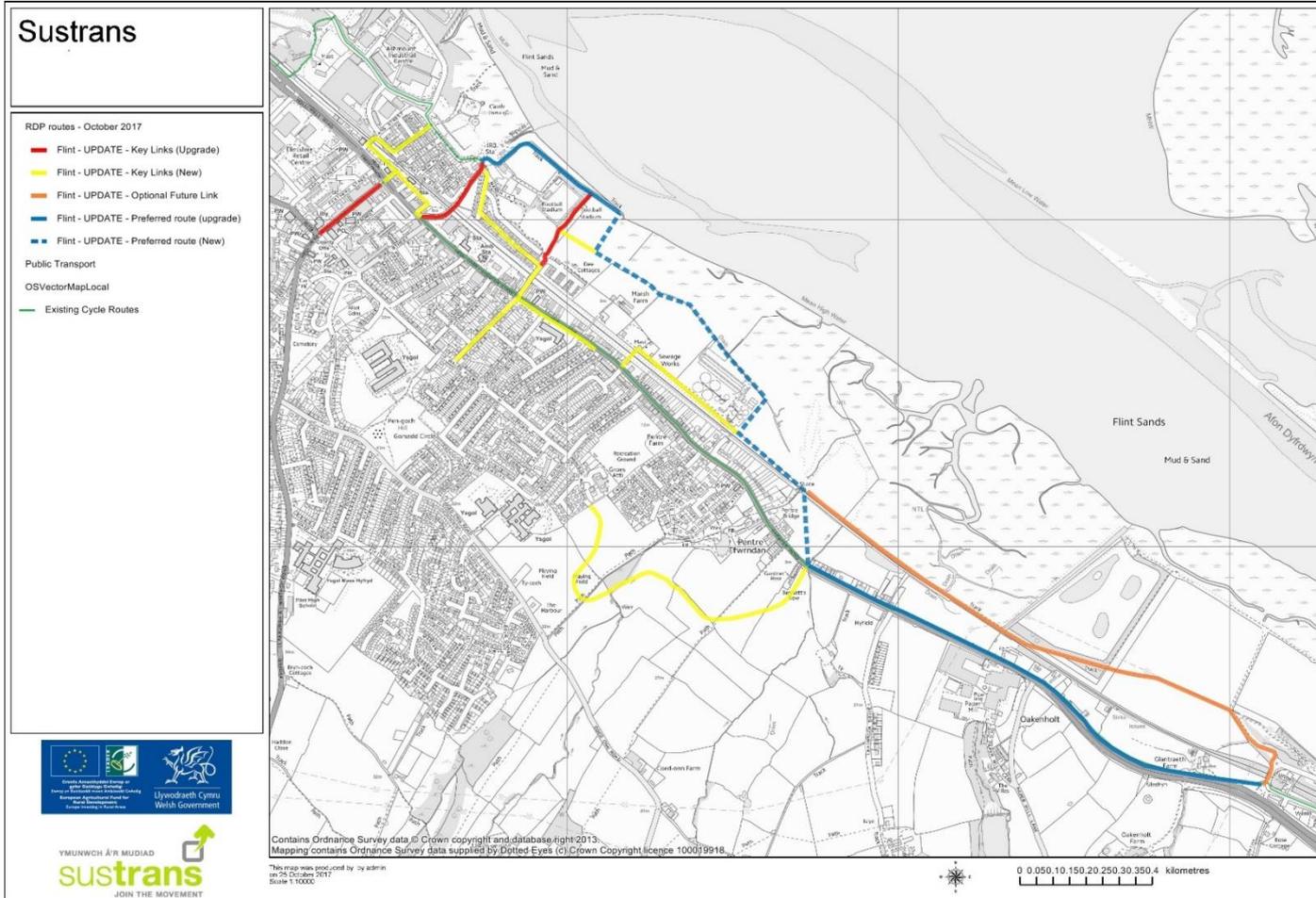
Rail Improvements – Key Interventions

- 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 and links to the cycleway network

Rail Improvements – Key Interventions (cont)

- Significantly improved frequency and quality of service on Wrexham -Bidston Line through the new rail franchise for the service.
- In future...Tram Trains, Light Rail or Battery powered train option into the area - provided by the extension of the Merseryrail services currently operating from Bidston.

Linking Flintshire



Progress to-date (1)

- Zone 3 DIP is now adopted and work on the fully integrated cycle/walking network has commenced (£1m contract).
- ‘Grip’ study for Deeside Parkway and Shotton commissioned by WG
- Site of Bus Hub in Garden City agreed and design in progress – funding for land approved.
- ‘Bus only’ access to DIP in final stages of design

Progress to-date (2)

- Park and Ride option on park – land acquisition on going
- Bus shuttle service around park – New buses ordered
- Discussions with operators on the Quality Alliance are progressing well.
- Funding bids for feasibility studies and design drawings for the Mold – Sandycroft and Flint – Chester cycleways submitted.
- FCC's Active Travel plans approved by WG