

Pecyn Dogfen Gyhoeddus



Swyddog Cyswllt:
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At: Cyng Patrick Heesom (Cadeirydd)

Y Cynghorwyr: Mike Allport, Sean Bibby, Chris Dolphin, Andy Dunbobbin, David Evans, Veronica Gay, George Hardcastle, Cindy Hinds, Ray Hughes, Dennis Hutchinson, Joe Johnson, Vicky Perfect, Paul Shotton a Owen Thomas

Dydd Mercher, 5 Chwefror 2020

Annwyl Gynghorydd,

Fe'ch gwahoddir i fynychu cyfarfod Pwyllgor Trosolwg a Chraffu yr Amgylchedd a fydd yn cael ei gynnal am 2.00 pm Dydd Mawrth, 11eg Chwefror, 2020 yn Ystafell Bwyllgor Delyn, Neuadd y Sir, Yr Wyddgrug CH7 6NA i ystyried yr eitemau canlynol

R H A G L E N

1 YMDDIHEURIADAU

Pwrpas: I dderbyn unrhyw ymddiheuriadau.

2 DATGAN CYSYLLTIAD (GAN GYNNWYS DATGANIADAU CHWIPIO)

Pwrpas: I dderbyn unrhyw ddatganiad o gysylltiad a chynghori'r Aelodau yn unol a hynny.

3 STRATEGAETH TRAFNIDIAETH INTEGREDIG SIR Y FFLINT (Tudalennau 3 - 44)

Adroddiad Prif Swyddog (Stryd a Chludliant) - Dirprwy Arweinydd ac Aelod Cabinet dros Strydlun a Chefn Gwlad

Pwrpas: Derbyn trosolwg o'r datblygiadau presennol

4 ADENNILL COSTAU YN DILYN DIFROD I'R RHWYDWAITH PRIFFYRDD (Tudalennau 45 - 56)

Adroddiad Prif Swyddog (Stryd a Chludliant) - Dirprwy Arweinydd ac Aelod Cabinet dros Strydlun a Chefn Gwlad

Pwrpas: Hysbysu Craffu o'r broses i adennill costau yn dilyn difrod i'r rhwydwaith priffyrdd.

5 **STORFEYDD DEPO ALLTAMI** (Tudalennau 57 - 62)

Adroddiad Prif Swyddog (Stryd a Chludliant) - Dirprwy Arweinydd ac Aelod Cabinet dros Strydlun a Chefn Gwlad

Pwrpas: Hysbysu Craffu o'r rheolyddion sydd mewn lle i reoli'r storfa depo yn Alltami.

Yn gywir



Robert Robins
Rheolwr Gwasanaethau Democraidd

Eitem ar gyfer y Rhaglen 3



ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

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

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).

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

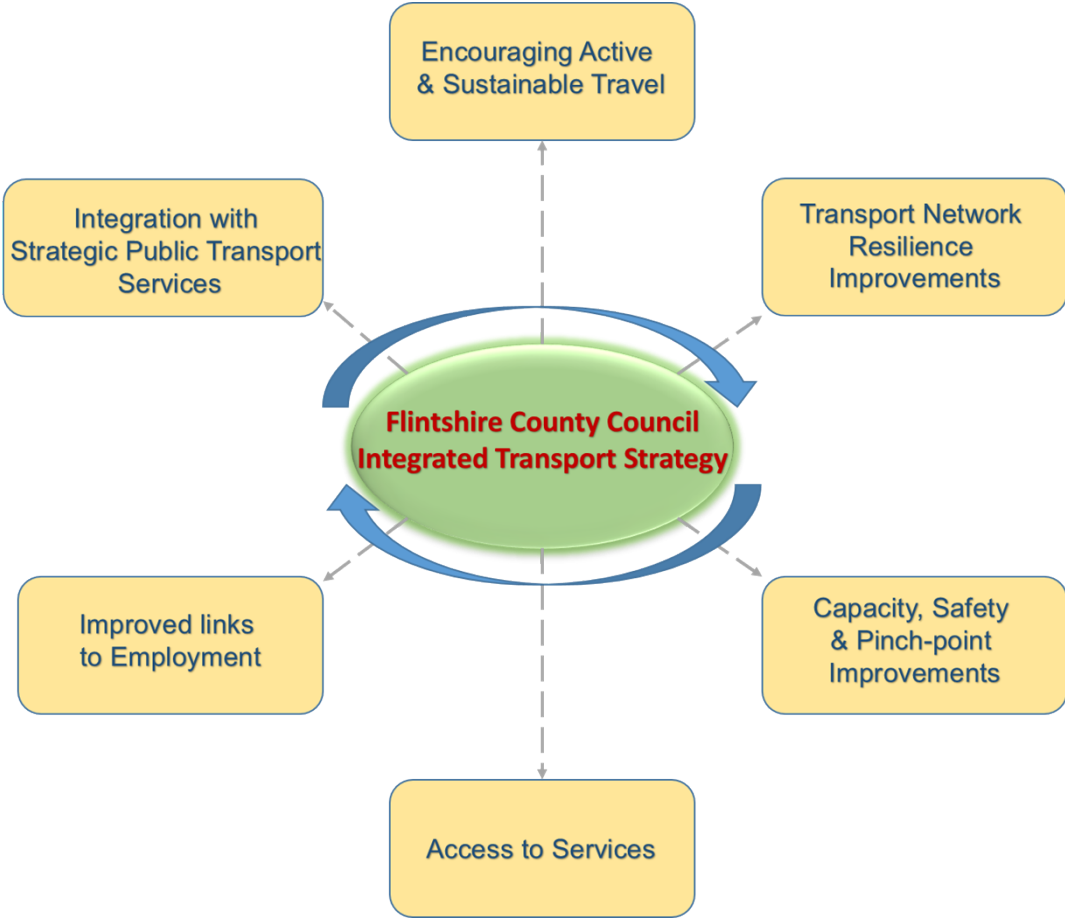
1.00	THE HIERARCHY OF INTEGRATED TRANSPORT IN WALES
1.01	Responsibility for transport in Wales has been devolved to Welsh Government (WG) however Welsh Councils, Transport for Wales, Network Rail, public and community transport operators and third sector organisations, all have an interest and contribute 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>

	<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
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.

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> 

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>

	<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

	<p>hubs through the provision of integrated timetables and integrated ticketing to key destinations.</p> <p>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.</p> <p>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.</p> <p><u>Demand Responsive Transport (DRT).</u></p> <p>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 <u>Appendix 4</u> for information.</p>
1.19	<p><u>Rail Network – Key Interventions</u></p> <p>Deeside Parkway Station</p> <p>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.</p> <p>Shotton Station</p> <p>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.</p> <p>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.</p>

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.

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.

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.

	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.

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.

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>

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

8.00	GLOSSARY OF TERMS
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>

Appendix 1

Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

Higher Level Intervention 1 – Transport Network Resilience Improvements

Issues or Opportunities: Increased risks to the resilience of the network through impacts of climate change, including flood risk and risk from high winds

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Scheme Name	Scheme Description	Priority	Date of Imp. (fin.yr)
<u>Improve transport connectivity to the A55 Trunk Road Highway Network</u> Queensferry Roundabout & Asda Signal Improvement	<p>The Queensferry Roundabout and ASDA Junction experienced lengthy delays during peak hours and operated in a sub – optimal manner in terms of their signals settings (ASDA Junction in particular). The Council appreciates that the junctions are not operating at their best at present and is concerned about the potential impact that traffic associated with the Northern Gateway development may have on their future operation. The redesign of Queensferry Roundabout will maximise vehicle storage capacity at the junctions and accommodate greater throughput of vehicles.</p>	Regional	2016
<u>Alleviation of Flood Risk Areas on Strategic Routes</u>	<p>Inspect culverts regularly to ensure free flowing. Undertaken major ditching and culvert cleansing works on identified flood risk areas to enable excessive water the freedom of passage. Ongoing inspections underway identifying areas for capital maintenance and daily operations. These will identify hotspots in which a targeted response and planned maintenance will occur. Such activities in rural areas have included the upgrade to a culvert including working in partnership with a landowner to increase the height of the ditch banding to elevate the escape of water over the fields onto the carriageway thus ensuring the culvert is utilised in its intended manner.</p>	Regional Priority Project	2015-2016
<u>A494/A55 route into Wales</u> Queensferry Roundabout & Asda Signal Improvement	<p>The Queensferry Roundabout and ASDA Junction experienced lengthy delays during peak hours and operated in a sub – optimal manner in terms of their signals settings (ASDA Junction in particular). The Council appreciates that the junctions are not operating at their best at present and is concerned about the potential impact that traffic associated with the Northern Gateway development may have on their future operation. The redesign of Queensferry Roundabout will maximise vehicle storage capacity at the junctions and accommodate greater throughput of vehicles.</p>	Regional Priority Project	2016

Appendix 1

Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

Higher Level Intervention 2 – Capacity and Safety Enhancements/ Pinch-point Improvements

Scheme Name	Scheme Description	Priority	Date of Imp. (fin.yr)
<u>Safety Enhancement – Collision Cluster Sites</u>	Identified cluster sites have been incorporated within Road Safety Grant Route treatment Schemes, with funding being received in excess of £1.2m funded.		
1. A548 Deeside Ind. Park Route Improvement	The scheme consisted of a full redesign of the existing carriageway markings, upgraded warning and directional signing, soft Traffic Calming measures on approach to roundabout facilities (calming excessive vehicular speeds), introduction of High Friction Surfacing on approaches to all roundabouts and clear consistent carriageway markings within the court ledge of each roundabout facility thus improving lane discipline whilst eliminating current driver confusion.	Local	2015/16
2. A541 Pontblyddyn, Nr Plas Ty	The scheme implemented a Fixed Speed Camera at a strategic location will directly address key point on dual carriageway for which motorists commence this dangerous overtaking manoeuvre. The presence regulated driver behaviour providing a continuous level of enforcement thus eradicating the continuation of this current accident trend.	Local	2015/16
3. A548 Sealand Road, Junction Improvement	The scheme delivered a full redesign and refurbishment of all signal equipment and addressed failures of detection. The introduction of ELV (extra low voltage) LED Signals (in place of existing Halogen) also aids the visibility of signal heads. High Friction Surfacing on all approaches to the junction (in advance of all Stop Lines) along with the enhancement of carriageway markings (improved candela value) also greatly enhanced safety.	Local	2015/16
4. A5104 Penymynydd to Warren Hall Bank	The route (incorporating a Cross Roads, a staggered cross roads, a T junction and a roundabout) underwent a redesign of existing carriageway markings, upgraded and relocation of warning signs and the introduction of soft traffic calming measures to combat the record of collisions, on both the roundabout and junctions along the route.	Local	2016/17

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<p>5. Lloc Junction Improvement</p>	<p>The junction underwent a full redesign, to discourage vehicles from exiting the junction without sufficient time. In essence the junction was simplified, allowing for a single car exit and eliminating the deceleration lane. This then reduced the unnecessary number of factors a driver was contending with at this location. Additionally, the introduction of High Friction Surfacing on the approach to the junction Give Way, added an additional safety aspect, as well as the enhancement of carriageway markings, which will also greatly improve safety.</p>	<p>Local</p>	<p>2016/17</p>
<p>6. Installation of traffic signals on Liverpool Road / Alltami</p>	<p>Whilst the trend of collisions was not fully consistent, it was felt that when factoring in the high number of users, parked vehicles and entrances to amenities, the route would benefit from the installation of traffic signals. The installation of traffic signals at the junction provides a more consistent flow of traffic, allowing for sufficient gaps in the traffic flow for vehicles to safely carry out their desired manoeuvre</p>	<p>Local</p>	<p>2016/17</p>
<p>7. A5026/A548 Bagillt junction improvements</p>	<p>The scheme consisted of Signalisation of the junction which regulated vehicle movements directly addressing accident trends making the junction significantly more user friendly to both motorists and vulnerable road users.</p>	<p>Local</p>	<p>2017/18</p>
<p>8. A541 - Pontblyddyn & Love Lane, Mold</p>	<p>The route, incorporating a series of roundabouts, underwent a redesign of the existing carriageway markings, alignment and upgraded warning and directional signage. Soft traffic calming including the introduction of higher friction surfacing on approach to both facilities will calm excessive vehicular speeds whilst the introduction of clear consistent lane designation markings will improve lane discipline whilst addressing current issues of driver confusion a number of junctions which intersect with the A541 require a full redesign, paying particular attention to improving visibility whilst exiting junctions and also heightening awareness for approaching traffic.</p>	<p>Local</p>	<p>2017/18</p>
<p>9. A541 – Afonwen to Hendre</p>	<p>Numerous junctions along the route which intersect with the A541 underwent a redesign, improving visibility whilst exiting junctions and also heightening awareness for approaching traffic. Localised carriageway narrowing by non-physical measures assisted in reducing excessive vehicular speeds. Enhancement of gateways will emphasise existing speed limits whilst heightening awareness of villages / residential areas. The route will also require a full redesign of the existing carriageway markings, existing alignment and upgraded warning and directional signage.</p>	<p>Local</p>	<p>2017/18</p>

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<p>10. Connah's Quay Priorities Route</p>	<p>Implementation of Zebra Crossings and associated footpath links on both Mold Road and Ffordd Llanarth. Provision of school signage at school locations. Implementation of dropped crossings and associated Tactile Paving at side road junctions along the length of Ffordd Llanarth. Lining and signing improvements throughout the route with improved Skid Resistance Surfacing at key locations along the length of Mold road.</p>	<p>Local</p>	<p>2018/19</p>
<p>11. B5125 Route treatment</p>	<p>Redesign of existing junction serving B5125 Chester Road / Rake Lane adjacent to Hawarden Farm Shop. Measures include realignment of existing carriageway to permit the installation of a designated Right Turn Facility. Improved Skid Resistance Surfacing at key locations along the length</p>	<p>Local</p>	<p>2018/19</p>
<p><u>Wrexham to A55 & Trunk Rd Network Links</u> A550 Hope Motors</p>	<p>Scheme identified and submitted as part of a wider Route treatment Improvement works at the Junction of A550 with B5373 Hope. A Road Safety Grant scheme has previously been submitted to Welsh Government incorporating safety improvement works at the Junction of A550 with B5373 Hope. This scheme is to be resubmitted in an attempt to secure funding for 2020/21.</p>	<p>Local</p>	<p>2020/2021</p>
<p><u>Interactive Signing</u></p>	<p>Various types of Interactive signage has been implemented throughout Flintshire in an attempt to reduce speeds and highlight hazards to road users. The Authority has in excess of 100 units of interactive signage.</p>	<p>County priority project</p>	<p>2015-2020</p>
<p><u>Safety Enhancement - School 20 mph zones</u> 1. Ysgol Bryn Coch 2. Ysgol Maes Pennant 3. Mountain Lane CP School</p>	<p>20mph zones have been incorporated within Safer Routes in the Community schemes: The 8 zones implemented through Safer Routes Schemes or other funding streams cover the following roads. Victoria Road/Alexander Road, Gas Lane, Mold Ffordd Pennant, Mostyn Knowle Lane, Buckley</p>	<p>Local</p>	<p>2015-2020</p>

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<p>4. Golftyn CP School</p> <p>5. Venerable Edward Morgan School</p> <p>6. Ysgol Treffynnon</p> <p>7. Broughton Primary School</p>	<p>York Road, Connah's Quay</p> <p>Chester Close, St Davids Drive, Caernarfon Close, Gloucester Avenue, York Avenue, Kensington Avenue, Stanley Place, Kent Avenue, Windsor Avenue, Connaught Avenue and Marina Drive, Shotton</p> <p>Strand Walk, Strand Park, Maes yr Odyn, Hillside Court, Bryn Mawr Road, Ffordd Fer, Strand Crescent, Strand Lane, Heol-Y-Brenin, Bryn-Y-Felin, Deva Walk and Bryn-Y-Coed</p> <p>Broughton Hall Road, Church road, Cledwen Road, Cadnant Court.</p>		
<p><u>Safety Enhancement – Street Lighting Renewal</u></p>	<p>Upgraded in excess of 18,000 lanterns to LED. Remaining lanterns to be replaced during maintenance programme.</p>	<p>Local</p>	<p>2017-2019</p>
<p><u>Highway improvements and Casualty Reduction Schemes</u></p> <p>1. A548 Deeside Ind. Park Route Improvement</p> <p>2. A541 Pontblyddyn, Nr Plas Ty</p>	<p>Highway improvements and casualty reduction schemes have been incorporated within Road Safety Grant Route treatment schemes, with funding being received in excess of £1.2m funded.</p> <p>The scheme consisted of a full redesign of the existing carriageway markings, upgraded warning and directional signing, soft Traffic Calming measures on approach to roundabout facilities (calming excessive vehicular speeds), introduction of High Friction Surfacing on approaches to all roundabouts and clear consistent carriageway markings within the court ledge of each roundabout facility thus improving lane discipline whilst eliminating current driver confusion.</p> <p>The scheme implemented a Fixed Speed Camera at a strategic location will directly address key point on dual carriageway for which motorists commence this dangerous overtaking manoeuvre. The presence regulated driver behaviour providing a continuous level of enforcement thus eradicating the continuation of this current accident trend.</p>	<p>Local</p> <p>Local</p>	<p>2015/16</p> <p>2015/16</p>

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<p>3. A548 Sealand Road, Junction Improvement</p>	<p>The scheme delivered a full redesign and refurbishment of all signal equipment and addressed failures of detection. The introduction of ELV (extra low voltage) LED Signals (in place of existing Halogen) also aids the visibility of signal heads. High Friction Surfacing on all approaches to the junction (in advance of all Stop Lines) along with the enhancement of carriageway markings (improved candela value) also greatly enhanced safety.</p>	<p>Local</p>	<p>2015/16</p>
<p>4. A5104 Penymynydd to Warren Hall Bank</p>	<p>The route (incorporating a Cross Roads, a staggered cross roads, a T junction and a roundabout) underwent a redesign of existing carriageway markings, upgraded and relocation of warning signs and the introduction of soft traffic calming measures to combat the record of collisions, on both the roundabout and junctions along the route.</p>	<p>Local</p>	<p>2016/17</p>
<p>5. Lloc Junction Improvement</p>	<p>The junction underwent a full redesign, to discourage vehicles from exiting the junction without sufficient time. In essence the junction was simplified, allowing for a single car exit and eliminating the deceleration lane. This then reduced the unnecessary number of factors a driver was contending with at this location. Additionally, the introduction of High Friction Surfacing on the approach to the junction Give Way, added an additional safety aspect, as well as the enhancement of carriageway markings, which will also greatly improve safety.</p>	<p>Local</p>	<p>2016/17</p>
<p>6. Installation of traffic signals on Liverpool Road / Alltami</p>	<p>Whilst the trend of collisions was not fully consistent, it was felt that when factoring in the high number of users, parked vehicles and entrances to amenities, the route would benefit from the installation of traffic signals. The installation of traffic signals at the junction provides a more consistent flow of traffic, allowing for sufficient gaps in the traffic flow for vehicles to safely carry out their desired manoeuvre</p>	<p>Local</p>	<p>2016/17</p>
<p>7. A5026/A548 Bagillt junction improvements</p>	<p>The scheme consisted of Signalisation of the junction which regulated vehicle movements directly addressing accident trends making the junction significantly more user friendly to both motorists and vulnerable road users.</p>	<p>Local</p>	<p>2017/18</p>
<p>8. A541 - Pontblyddyn & Love Lane, Mold</p>	<p>The route, incorporating a series of roundabouts, underwent a redesign of the existing carriageway markings, alignment and upgraded warning and directional signage. Soft traffic calming including the introduction of higher friction surfacing on approach to both facilities will calm excessive vehicular speeds whilst the introduction of clear consistent lane designation markings will improve lane discipline whilst addressing current issues of driver confusion a</p>	<p>Local</p>	<p>2017/18</p>

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<p>9. A541 – Afonwen to Hendre</p>	<p>number of junctions which intersect with the A541 require a full redesign, paying particular attention to improving visibility whilst exiting junctions and also heightening awareness for approaching traffic.</p> <p>Numerous junctions along the route which intersect with the A541 underwent a redesign, improving visibility whilst exiting junctions and also heightening awareness for approaching traffic. Localised carriageway narrowing by non-physical measures assisted in reducing excessive vehicular speeds. Enhancement of gateways will emphasise existing speed limits whilst heightening awareness of villages / residential areas. The route will also require a full redesign of the existing carriageway markings, existing alignment and upgraded warning and directional signage.</p>	<p>Local</p>	<p>2017/18</p>
<p>10. Connah’s Quay Priorities Route</p>	<p>Implementation of Zebra Crossings and associated footpath links on both Mold Road and Ffordd Llanarth. Provision of school signage at school locations. Implementation of dropped crossings and associated Tactile Paving at side road junctions along the length of Ffordd Llanarth. Lining and signing improvements throughout the route with improved Skid Resistance Surfacing at key locations along the length of Mold road.</p>	<p>Local</p>	<p>2018/19</p>
<p>11. B5125 Route treatment</p>	<p>Redesign of existing junction serving B5125 Chester Road / Rake Lane adjacent to Hawarden Farm Shop. Measures include realignment of existing carriageway to permit the installation of a designated Right Turn Facility. Improved Skid Resistance Surfacing at key locations along the length</p>	<p>Local</p>	<p>2018/19</p>
<p><u>Mold to Flint and the A548</u></p> <p>Speed Limit reduction Flint Mountain</p> <p>A5026/A548 Bagillt junction improvements</p>	<p>Reduction of speed limit, with soft traffic calming measures introduced.</p> <p><u>ONGOING PROJECTS</u></p> <p>The scheme consisted of Signalisation of the junction which regulated vehicle movements directly addressing accident trends making the junction significantly more user friendly to both motorists and vulnerable road users.</p>	<p>County Priority Project</p> <p>County Priority Project</p>	<p>2017/18</p> <p>2018</p> <p>2019-20</p>

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A548 Carriageway sleeving	Sleeving down dual lane to single lane to accommodate right turn manoeuvres	County Priority Project	
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Higher Level Intervention 3 – Integration with Strategic Public Transport Services

Scheme Name	Scheme Description	Priority	Date of Imp. (fin.yr)
<p><u>Integrated Ticketing</u></p> <p>Electronic ticket machine replacement initiative</p> <p>Flintshire Bus Alliance and Deeside Quality Partnership Scheme</p>	<p>Development of new ticketing equipment with use of chip technology to allow seamless transfer between modes of travel.</p> <p>Working with bus operators to develop a Quality Bus Partnership Scheme (QPS), initially for bus services in the Deeside area, to encourage patronage growth and a sustainable bus network. Through the Quality Partnership Scheme to develop an integrated multi-operator ticketing scheme, initially for public transport in the Deeside area, building on the existing Tocyn Taith, BwsAbout and Deeside Rover tickets, to encourage patronage growth and a sustainable network and enable people greater flexibility when travelling between different bus services. The QPS would seek to establish a framework on which fares would be set in the future and a new integrated network ticket for the Deeside area. Capital funding is sought for back office infrastructure and upgrading ticket machines for lease to operators</p>	<p>Regional Priority Project</p> <p>Regional Priority Project</p>	<p>Ongoing</p> <p>2018 - 2020</p>
<p><u>Connections to Wrexham to Liverpool & borderlands rail line</u></p> <p>Access for All Grants Scheme / Mid-Tier Programme Penyffordd Railway Station</p>	<p>Improving transport integration with a park and ride facility. Railway station entrance improvements allowing improved, simultaneous access/egress from both directions along the A550/A5104 Improved cycling access, disabled parking provision, Improvements for disabled accessibility from car park to platform with (lowered gradient platform ramps) Car park capacity increase in readiness for new rail units.</p> <p>Installation of bus interchange allowing direct local passenger bus service access. Increasing alternative modal choice from private car to sustainable modes</p>	<p>Regional Priority Project</p>	<p>2020</p>

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<p>Bike & Go, Bidston Station Cycle Rail Development</p>	<p>Borderlands Line was the first partner on the Merseyside Cycle Forum, With Bidston station selected as one of 12 stations throughout Merseyside to be included in a £1.3 million scheme to introduce the first UK version of the highly successful Dutch Scheme “OV-Fiets” (Public Passenger Bicycle) provided to card holder members of the scheme. Approval due to the successful Travel Plan at Shotton Station and Deeside Industrial Park to help the unemployed within Wirral and Liverpool access employment.</p>	<p>Regional Priority Project</p>	<p>2014/15</p>
<p>Shotton Station Railway Bridge renovation/ Improvements</p>	<p>Renovation of Shotton Railway Bridge, Re-pointing of Brickwork, Resurfacing of pedestrian footway through bridge abutments, Vitrified enamel paneling to resurface pedestrian footway walls and new lighting</p>	<p>Regional Priority Project</p>	<p>2014/15</p>
<p><u>Public Transport Infrastructure Improvements</u></p> <p>Developments for Passenger Growth</p>	<p>Highway works between Connah’s Quay and Sandycroft, to support the traffic signal optimisation scheme and the cycle route schemes already implemented on the corridor, and promote journey time improvements. Measure may include bus priority measures (bus lanes, bus-only roads, exempting buses from banned turns), Gateway signage, selective right turn bans, relocation of existing bus stops, “floating” bus stops, repositioning of pedestrian refuge islands, adjustments to kerblines, carriageway markings etc.</p>	<p>County Priority Project</p>	<p>2018 – 20</p>
<p>Access to employment opportunities - Deeside Industrial Park</p>	<p>Bus stops within the Park will be upgraded (including hard standing, passenger waiting shelters, information displays, raised kerbs and accessibility improvements) and the creation of some new stops on routes around D.I.P. to strongly promote public transport as a quality option for travellers. It is estimated that 20 new and/or upgraded stop locations will be treated across D.I.P.</p>	<p>County Priority Project</p>	<p>2017-2019</p>

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Higher Level Intervention 4 – Improved links to Employment

Scheme Name	Scheme Description	Priority	Date of Imp. (fin.yr)
<u>Local strategic links to DIP/EZ</u> Queensferry Roundabout & Asda Signal Improvement	<p>The Queensferry Roundabout and ASDA Junction experienced lengthy delays during peak hours and operated in a sub – optimal manner in terms of their signals settings (ASDA Junction in particular). The Council appreciates that the junctions are not operating at their best at present and is concerned about the potential impact that traffic associated with the Northern Gateway development may have on their future operation. The redesign of Queensferry Roundabout will maximise vehicle storage capacity at the junctions and accommodate greater throughput of vehicles.</p>	Regional Priority	2015/16
Access to employment opportunities - Deeside Industrial Park (Cycling links Deeside industrial estate)	<p>The Deeside Industrial Park cycle way provision will provide an integrated network of cycle links throughout the park linking to all the main units on the Park. The current routes receive over 100,000 users yearly. The proposals will provide safe and sustainable access to all the major employment sites within the park and link into the extensive existing cycle network, providing sustainable access to large deprived urban settlements and cross border links to Cheshire & Wirral. The interventions will encourage a reduction in car dependency and a more sustainable approach to how people can reach employment and training opportunities</p>	Regional Priority	2017-2020
<u>Quality Bus Route Corridors</u> B5129 Queensferry roundabout to Denbighshire Border – Bus . . .	<p>Highway works between Connah’s Quay and Sandycroft, to support the traffic signal optimisation scheme and the cycle route schemes already implemented on the corridor, and promote journey time improvements. Measure may include bus priority measures (bus lanes, bus-only roads, exempting buses from banned turns), Gateway signage, selective right turn bans, relocation of . . .</p>	County Priority Project	2018 – 2020

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<p>Priority Measures & Transport infrastructure</p> <p>Access to employment opportunities - Deeside Industrial Park</p>	<p>existing bus stops, “floating” bus stops, repositioning of pedestrian refuge islands, adjustments to kerblines, carriageway markings etc.</p> <p>Bus stops within the Park will be upgraded (including hard standing, passenger waiting shelters, information displays, raised kerbs and accessibility improvements) and the creation of some new stops on routes around D.I.P. to strongly promote public transport as a quality option for travellers. It is estimated that 20 new and/or upgraded stop locations will be treated across D.I.P.</p>	<p>County Priority Project</p>	<p>2018 - 2020</p>
<p><u>Broughton Shopping centre access improvement</u></p> <p>Mold to Broughton cycleway</p>	<p>Local Transport Projects (LTP) were commissioned by Flintshire to undertake route appraisal and design of strategic cycling links into Deeside Enterprise Zones and neighbouring settlements. The cycling links will connect Mold, Broughton, Sandycroft and Saltney as well as providing connecting links to Penyffordd, Buckley and proposed Parkway Station on the DIP. The completion of the detailed design has resulted in successful bid submission for the delivery of sections of overall route.</p>	<p>County Priority Project</p>	<p>2019/20</p>
<p><u>B5129 Sandycroft to Chester & Broughton via Airbus</u></p> <p>Mold to Broughton cycleway (including B5129 Sandycroft to Chester & Broughton via Airbus)</p>	<p>Local Transport Projects (LTP) were commissioned by Flintshire to undertake route appraisal and design of strategic cycling links into Deeside Enterprise Zones and neighbouring settlements. The cycling links will connect Mold, Broughton, Sandycroft and Saltney as well as providing connecting links to Penyffordd, Buckley and proposed Parkway Station on the DIP. The completion of the detailed design has resulted in successful bid submission for the delivery of sections of overall route.</p>	<p>County Priority Project</p>	<p>2019/20</p>

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Higher Level Intervention 5 – Access to Services

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Scheme Name	Scheme Description	Priority	Date of Imp. (fin.yr)
<u>Infrastructure to Support Rural and Community Transport Initiatives</u> Flintshire Community Transport Hubs	<p>Development of new community transport schemes within the County, which would provide links to local transport “hubs,” feeding into the core public transport network and enabling access to key service centres for employment, training, education, health, shopping, leisure and social activities. To build and construct 15 accessible transport hubs along two key corridors on the core network in order to support the creation of an integrated transport system that reflects the needs of its communities</p>	Regional Priority Project	2016/17
<u>Safe Routes in the Community</u> Bryn Road Footpath	<p>The introduction of improved infrastructure in order to encourage the utilisation of active modes of travel for pupils, parents and local residents. A revolutionary School Zone approach has been adopted in Flintshire which includes; Introduction of One Way systems, bi-directional cycling on road, 3 meter shared use facilities 20mph speed limits, Integrated Zebra Crossings on raised tables and Sinusoidal / Round Top humps</p> <p>Conversion of the existing grass verges (running alongside Bryn Road) to create a footpath, with upgrade and relocation of existing lighting columns, whilst maintaining a suitable carriageway width for safe use by vehicles. Completion of the works created a safe walking route to school for pupils as well as benefiting residents of the surrounding area, including those from a new housing development.</p>	Local	2014/15
London Road Trelawnyd	<p>Upgrade of pre-existing Zebra crossing facility to a Puffin Crossing facility adjacent to the school entrance on A5151 London Road, Trelawnyd. Completion of the works greatly improved safety of the route for which encouraged the utilisation of active modes of travel for pupils, parents and local residents.</p>	Local	2016/17

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<p>Ysgol Bryn Coch, Mold</p>	<p>Introduction of Zebra Crossing facilities on raised tables within the immediate vicinity of the School, mandatory 20mph speed limit and associated traffic calming measures, One Way system on Alexandra Road, the use of Traffic Regulation Orders to create sterile areas, footway improvement works, on road cycling measures and improvements to routes identified on the INM. The scheme also included regulated parking accommodating school drop off & pick up whilst also introducing the Authorities first Residents Parking Scheme to assist residents. Completion of the works greatly improved safety of the route for which encouraged a predominant utilisation of active modes of travel for pupils, parents and local residents.</p>	<p>Local</p>	<p>2017/18</p>
<p>Golftyn CP School.</p>	<p>Introduction of Zebra Crossing facilities on raised tables within the immediate vicinity of the School, mandatory 20mph speed limit and associated traffic calming measures, restricted vehicular access into the school vicinity, School Zone Gateway signage, Improved Pedestrian links from feeder streets, Improvements to existing Link Footpaths, implementation of pedestrian guardrail and implementation of parking restrictions addressing indiscriminate parking during school peak hours. Completion of the works greatly improved safety of the route for which encouraged a predominant utilisation of active modes of travel for pupils, parents and local residents.</p>	<p>Local</p>	<p>2017/18</p>
<p>Mountain Lane CP,</p>	<p>Introduction of Zebra Crossing facilities on raised tables within the immediate vicinity of the School, mandatory 20mph speed limit and associated traffic calming measures, introduction of One Way system and bidirectional designated Cycle facility on Knowle Lane, upgrade of existing track (known locally as The Common) providing a high standard walking and cycling route linking Higher Common Road and surrounding estates to the School, improvements to existing footways and junctions, upgraded bus stop infrastructure and implementation of parking restrictions addressing indiscriminate parking during school peak hours both outside of the school entrance and within surrounding estates. Completion of the works greatly improved safety of the route for which encouraged a predominant utilisation of active modes of travel for pupils, parents and local residents.</p>	<p>Local</p>	<p>2018/19</p>
<p>Broughton Hall Road.</p>	<p>Introduction of Zebra Crossing facilities on raised tables within the immediate vicinity of the School, mandatory 20mph speed limit and associated traffic calming measures (sinusoidal humps), implementation of on road cycle facility, improvements to existing Footpaths, installation of pedestrian guardrail and implementation of parking restrictions addressing indiscriminate parking during school peak hours. Completion of the works has encouraged the utilisation of active modes of travel for pupils, parents, local residents and workers accessing Airbus and Broughton Retail Park.</p>	<p>Local</p>	<p>2018/19</p>

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Higher Level Intervention 6 – Encouraging Sustainable Travel

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Scheme Name	Scheme Description	Priority	Date of Imp. (fin.yr)
<u>Active Travel (Wales) Act 2013</u>	<p>The Active Travel (Wales) Act 2013 places a duty on local authorities to plan for, improve, and promote routes for walking and cycling for every day journeys. In order to meet this duty, local authorities must publish an Existing Route Map which shows routes which are suitable for walking and cycling and which meet the standards set out in the Welsh Government's Active Travel Design Guidance.</p> <p>Welsh Ministers have now approved Flintshire County Council's Active Travel Integrated Network Map following a public consultation which was held between July and September in 2017. The Integrated Network Map is a 15-year vision to improve infrastructure for walkers and cyclists across the County. The Integrated Network Map has been developed to meet our duties under the Active Travel Act which was passed by the Welsh Assembly in October 2013. The aim of the Act is to encourage people to walk or cycle for short journeys to access a workplace or educational establishment or to access health, leisure or other services or facilities and to ultimately make Wales a walking and cycling nation.</p>		
Active Travel Mapping	Development of Flintshire INM & ENM	Regional Priority Project	2015/18
Croes Atti Roundabout to Rockliffe	Provision of an off road 3m shared use path linking into the National Cycle network (NCN 5). The route provided a missing link between Croes Atti and Rockcliffe	Regional Priority Project	2017/18
Mold to			

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<p>Gwernaffield Footway</p>	<p>Footway provision along Gwernaffield road primarily to facilitate and encourage active travel journeys from Gwernaffield to Mold, the scheme would also benefit the wider community as it provides a vital link to the Town Centre and places of employment on the Estates. The route will also benefit from additional contributions from future housing developments on the outskirts of Mold.</p>	<p>Regional Priority Project</p>	<p>2017/18</p>
<p>Greenfield Valley Phase 1</p>	<p>The upgrade of the existing path through Greenfield Valley to Active Travel Design standard. This includes replacement of narrow footbridge, Localised drainage and provision of signage. The link provides a shared use path linking Holywell Town centre to the A548 Greenfield. The route enables disability users access to services and employment</p>	<p>Regional Priority Project</p>	<p>2018/19</p>
<p>Greenfield Valley Phase 2</p>	<p>The scheme incorporates a 3m wide shared use path Linking the Strand to the recently completed Greenfield Valley phase 1 route. The path will run adjacent to Holywell High School linking into Greenfield Valley with an upgrade and regrade of the existing path in the Greenfield Valley</p>	<p>Regional Priority Project</p>	<p>2019/20</p>
<p>DIP Parkway – DIP Zone 2.</p>	<p>Provision of shared use paths throughout Zones 2 and 3, to provide active travel routes to every business on the park.</p>	<p>Regional Priority Project</p>	<p>2017-19</p>
<p>A5104 Broughton to Saltney</p>	<p>The proposed scheme comprises of an East bound 1.5 km shared use walking / cycling route located along the A5104 between Broughton and Saltney. This is a busy route which links communities such as Saltney, Saltney Ferry, Bretton and Broughton with Chester and major employment and retail sites. The main employer along the route is Airbus with some 6000 employees located on the site.</p> <p>There is currently a 2.5 metre shared use cycle path on the westbound of the A5104 which is suitable as a one way cycle facility only. Construction of the eastbound facility will bring the route up to Active Travel design standards.</p>	<p>Regional Priority Project</p>	<p>2019/20</p>
<p><u>Cheshire Border</u></p>			

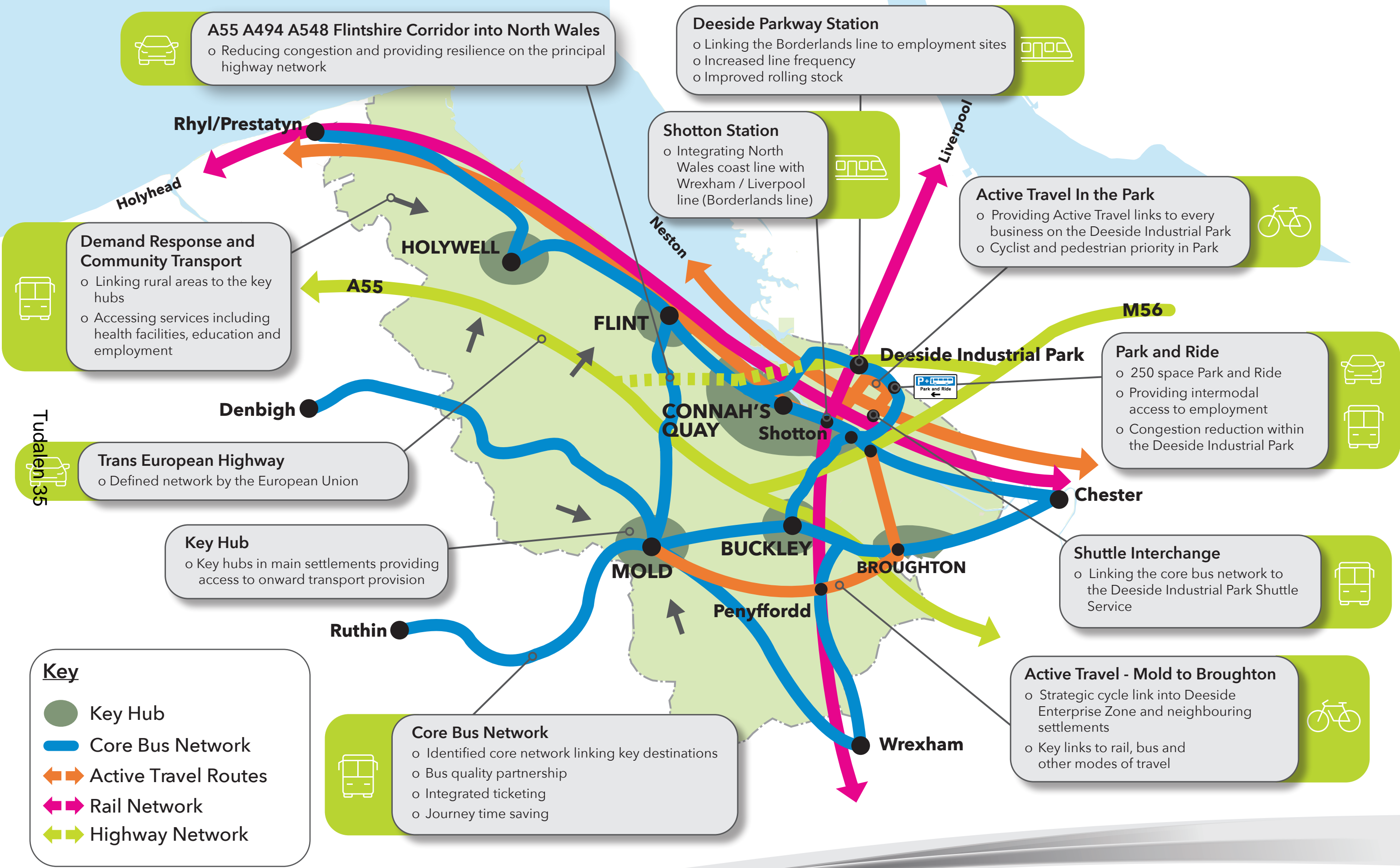
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Flintshire County Councils progress on Higher Level Interventions contained within
North Wales Joint Local Transport Plan (2015-20)

<p><u>via Kelsterton College, Flint and the Denbighshire Border</u></p> <p>Croes Atti Roundabout to Rockliffe</p>	<p>Provision of an off road 3m shared use path linking into the National Cycle network (NCN 5). The route provided a missing link between Croes Atti and Rockcliffe</p>	<p>County Priority Project</p>	<p>2018 -</p>
<p><u>Mold to Broughton via Buckley</u></p> <p>Mold to Broughton cycleway – Strategic Cycling links</p>	<p>Local Transport Projects (LTP) were commissioned by Flintshire to undertake route appraisal and design of strategic cycling links into Deeside Enterprise Zones and neighbouring settlements. The cycling links will connect Mold, Broughton, Sandycroft and Saltney as well as providing connecting links to Penyffordd, Buckley and proposed Parkway Station on the DIP. The completion of the detailed design has resulted in successful bid submission for the delivery of sections of overall route.</p>	<p>County Priority Project</p>	<p>2018/19</p>

Mae'r dudalen hon yn wag yn bwrpasol

FLINTSHIRE COUNTY COUNCIL'S INTEGRATED TRANSPORT STRATEGY



A55 A494 A548 Flintshire Corridor into North Wales
 o Reducing congestion and providing resilience on the principal highway network

Deeside Parkway Station
 o Linking the Borderlands line to employment sites
 o Increased line frequency
 o Improved rolling stock

Shotton Station
 o Integrating North Wales coast line with Wrexham / Liverpool line (Borderlands line)

Active Travel In the Park
 o Providing Active Travel links to every business on the Deeside Industrial Park
 o Cyclist and pedestrian priority in Park

Demand Response and Community Transport
 o Linking rural areas to the key hubs
 o Accessing services including health facilities, education and employment

Park and Ride
 o 250 space Park and Ride
 o Providing intermodal access to employment
 o Congestion reduction within the Deeside Industrial Park

Trans European Highway
 o Defined network by the European Union

Key Hub
 o Key hubs in main settlements providing access to onward transport provision

Shuttle Interchange
 o Linking the core bus network to the Deeside Industrial Park Shuttle Service

Key
 ● Key Hub
 — Core Bus Network
 ⇄ Active Travel Routes
 ⇄ Rail Network
 ⇄ Highway Network

Core Bus Network
 o Identified core network linking key destinations
 o Bus quality partnership
 o Integrated ticketing
 o Journey time saving

Active Travel - Mold to Broughton
 o Strategic cycle link into Deeside Enterprise Zone and neighbouring settlements
 o Key links to rail, bus and other modes of travel

Mae'r dudalen hon yn wag yn bwrpasol

ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Date of Meeting	Tuesday 21 May 2019
Report Subject	Proposed Active Travel routes between Mold and Broughton and neighbouring settlements.
Portfolio Holder	Deputy Leader and Cabinet Member for Streetscene, Transportation and Countryside
Report By	Chief Officer (Streetscene And Transportation)
Strategic / Operational	Strategic

EXECUTIVE SUMMARY

Flintshire County Council's Integrated Transport Strategy seeks to facilitate the 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 Active Travel (Wales) Act 2013 came into force in September 2014 requiring all Council's to produce an Integrated Network Map (INM) highlighting their proposals for new and improved walking and cycling routes and to demonstrate year on year infrastructure improvements for Active Travel. Flintshire County Councils INM was approved by Welsh Government (WG) in 2017.

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 and consequently, through the provision of WG's Active Travel funding obtained within 2018/19 financial year, the Council commissioned work to undertake route appraisal and scheme design work for the corridor. 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 and major centres of employment. The route option appraisal is now complete with the detailed design work also nearing completion.

The purpose of this report is to raise both the profile and awareness of the proposal and to seek a recommendation for the submission of the scheme for funding under the WG Active Travel fund for the 2020/21 financial year.

Recommendations

(a)	That Scrutiny supports the proposals contained in the study and note the opportunity to deliver an exciting and innovative scheme.
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(b)	That Scrutiny recommends the submission of the Mold to Broughton Cycle Scheme as the Councils Strategic application under the WG Active Travel fund for the 2020/21 financial year.
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REPORT DETAILS

<u>1.00</u>	<u>Background</u>
1.01	Flintshire County Councils Integrated Transport Strategy seeks to facilitate the integration of transport modes (bus, community transport, walking, cycling, rail), in order to enhancing access to employment and services (health, education, training, shopping, social and leisure facilities), improving connectivity between communities and key destinations whilst minimising the impact on the environment.
1.02	Cycling is becoming an increasingly important element of transportation strategies in achieving sustainable development and can offer many well documented benefits including health, environmental and economic benefits whilst being a suitable form of transport for many local journeys.
1.03	The Active Travel (Wales) Act 2013 came into force in September 2014 for which required all local authorities to produce an Integrated Network Map (INM) of proposals for both new and improved walking and cycling routes to facilitate the delivery of year on year infrastructure improvements for Active Travel. The Mold to Broughton corridor was included on the Council's INM as a strategic link and formed part of the stakeholder engagement process and 12 week statutory consultation period during which it received strong support and demand. The INM has since been approved by WG.
1.04	The objectives for introducing a cycling route between Mold and Broughton can be set in the context of the wider sustainable transportation goals, including reducing the growth of car use and promoting alternative modes of transport.
1.05	A previously commissioned study undertaken in 2007 investigated the provision of a new Greenway facility linking Mold and Saltney. The aim was to utilise a disused railway line and improve accessibility by removing any barriers that would otherwise discourage any users from cycling or walking, however, the scheme was unfortunately abandoned due to land ownership constraints and is no longer feasible.
1.06	Through the provision of WG Active Travel funding obtained within 2018/19 financial year, Flintshire County Council commissioned consultants 'Local Transport Projects' to undertake route appraisal and design for a strategic cycling route from Mold to Broughton.
1.07	The proposals aim to link the communities of Mold, Buckley, Penyffordd, Broughton, Saltney and Sandycroft, investigate links into existing railway stations at Buckley & Penyffordd whilst also facilitating sustainable access to major sites of employment via the connection into the existing cycle network within the Deeside locality. The cycle network within Deeside Industrial Park currently attracts over 11,000 cyclists during peak months.

1.08	Due to the constraints identified within previous commissions, this study is therefore seeking to incorporate off road facilities, utilisation of highway verges, road realignment, point closures and other Traffic Management solutions in accordance with WG's Active Travel Design Guidance, thus reducing both the effect and reliance upon landowners. The route option appraisal is now complete with detailed design nearing completion.
1.09	The proposal also offers the opportunity for new social enterprises or business growth with cafes, bike hire etc. This has been demonstrated already as a result of the Burton Marsh cycle path implementation where businesses such as cafes have set up as a result of increased cyclists in the area.
1.10	Each year local authorities are invited to submit an application for WG funding for one Strategic Scheme and two Local Schemes under the Active Travel Fund. Streetscene and Transportation view this proposal as an exciting opportunity to deliver a pioneering package of measures thus acting as a catalyst to promote modal shift to alternative sustainable modes of transport.
1.11	The options for the proposed route of the cycleway has been included within Appendix 1 for information. The plan shows a number of route options along sections of the scheme, which will be shared in greater detail at the committee meeting, with the final alignment reflecting the views of Members following the meeting.

2.00 RESOURCE IMPLICATIONS

2.01	Flintshire County Council will be seeking WG Active Travel Funding to deliver the project in a phased programme of works.
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3.00 CONSULTATIONS REQUIRED / CARRIED OUT

3.01	In 2015 Flintshire County Council held consultation events on the North Wales Joint Local Transport Plan. There were a number of requests for a safe cycling route to be provided between Mold and Broughton and as such this scheme was included in the Interventions within the North Wales Joint Local Transport Plan.
3.02	A proposal for a cycling/walking facility between Mold, Broughton and Deeside Enterprise Zone was also included on Flintshire's Integrated Network Map (INM) and Schedule which underwent informal engagement and a public consultation in 2017.
3.03	Landowner negotiation would be required for some routes options.
3.04	Consultation events will be programmed with those Town and Community Council's affected by the proposals.

4.00 KEY RISKS AND MITIGATION

4.01	Planning Permission will be required for those sections of the proposal that are not within the highway.
4.02	The Tyddyn Street section is a recorded a Public Footpath on the Definitive Map of Public Rights of Way and as such a Cycle Track Conversion Order will be required.

5.00	<u>APPENDICES</u>
5.01	Appendix 1 - Mold to Broughton (& links) Proposed Cycle Route Overview Map
5.02	Visualisation images of key route locations. (To be provided at the committee meeting)

6.00	<u>LIST OF ACCESSIBLE DOCUMENTS</u>
6.01	<p>Flintshire's approved Active Travel Integrated Network Map: https://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Connecting-Settlements-Consultation/Revised-Maps/Amended-Maps/Flintshire-Overview-INM.pdf</p> <p>Flintshire's approved Active Travel Schedule: https://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Active-Travel-Docs/INM-Revised-Schedule-2.pdf</p> <p>Contact Officer: Stephen O Jones Telephone: 01352 704700 E-mail: stephen.o.jones@flintshire.gov.uk</p>

7.00	<u>GLOSSARY</u>
7.01	None



DEMAND RESPONSIVE TRANSPORT (DRT)

01352 704771



Tudalen 41

What is Demand Responsive Transport?

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 and will operate using one of Flintshire's distinctive, 16 seater wheelchair accessible vehicles.

Registration and Booking details

The DRT is a prebookable service and passengers must register to use it. The annual registration fee is £10.00 however, passengers registered for the Community Ring and Ride service for medical appointments are registered for free.

Service Registration and Bookings can be made by calling our dedicated booking line on **01352 704771**. If you need to cancel all you need to do is phone on the booking line as soon as you are able. Please note, if you make repeated short notice cancellations you may not be allowed to make further bookings.

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Where and how will it operate?

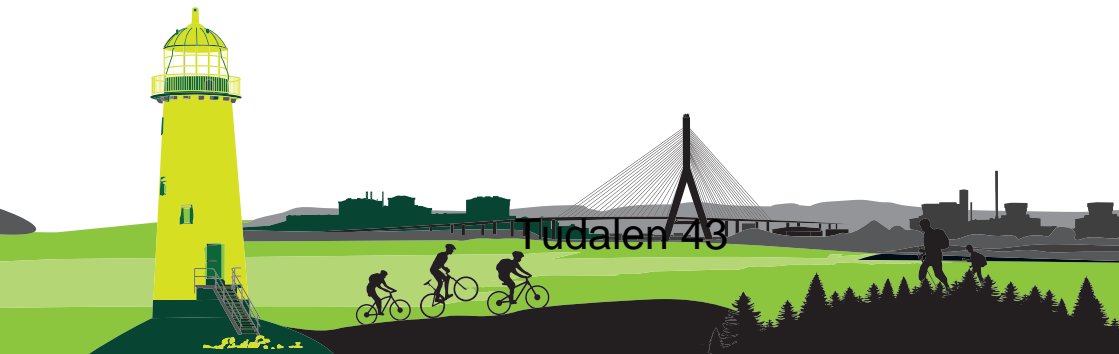
- The DRT will transport passengers from a location convenient to them to a key 'hub' or a bus stop along the core network.
- Journeys may be co-ordinated with other passenger journeys to ensure maximum passenger numbers are accommodated at the cost of £1.70 per journey. Welsh Concessionary Travel Pass Cards are accepted on the service.
- Bookings must be made by 3pm the day before travel to ensure the journey can be accommodated and can also be made up to 14 days in advance of travel.
- The service will be available between the hours of 9am-3pm and 4.30pm-5.30 pm, Monday to Saturday.
- A pick-up point and time are agreed when you pre-book, only pre booked customers can travel.

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WELSH / CORE NETWORK MAP



Mae'r dudalen hon yn wag yn bwrpasol

Eitem ar gyfer y Rhaglen 4



ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE

Date of Meeting	Tuesday, 11 th February 2020
Report Subject	Recovery of Costs Following Damage to the Highway Network
Cabinet Member	Deputy Leader and Cabinet Member for the Streetscene and Countryside
Report Author	Chief Officer (Streetscene and Transportation)
Type of Report	Operational

EXECUTIVE SUMMARY

The Streetscene & Transportation service is regularly requested to attend traffic accidents and other incidents to clear debris or make repairs to the carriageway when accidents and incidents occur on the highway network.

On these occasions, the highway network team look to record costs, and identify those responsible for the incident by working with North Wales Police and the Driver and Vehicle Licensing Agency (DVLA), in an effort to recover costs from the individual or their insurers.

The purpose of this report is to make the Environment Overview & Scrutiny Committee aware of the process involved in reclaiming costs incurred by Council and to provide assurance to the Committee that agreed procedures are being followed.

An audit of the "Highways - Cost Recovery 18/19" was undertaken by Internal Audit in October 2019.

RECOMMENDATIONS

1	That Scrutiny notes and support the process of recovering costs for repairs following damage to the highway network.
2	That Environment Overview and Scrutiny support the arrangement for incidents involving fatalities on the Highway Network, which are currently undertaken on a non-rechargeable basis.

REPORT DETAILS

1.00	EXPLAINING THE BACKGROUND TO THE REPORT
1.01	The County is often requested to attend traffic accidents to clean debris or make repairs to the highway network and this includes an out-of-hours emergency response service. In these instances, the County will make every effort to liaise with police and/or drivers involved to collect insurance details to recharge the costs involved with attendance and repairs at accidents. Sensitivity to the families concerned in the incident will always be paramount in the minds of highways officers when undertaking this role.
1.02	We are legally entitled to recover from the driver/owner of the vehicle causing the damage (or more usually the relevant insurer) for the reasonable cost of repair so as to restore the network to its state before it was damaged.
1.03	Many incidents take place out-of-hours and we are regularly requested to attend such incidents by North Wales Police. We look to record the out-of-hours costs, including road closures, diversions and road sweeping of any debris that is a result of a road traffic accident.
1.04	When damage to the network infrastructure occurs, such as damaged Street lighting columns, signs, or fire damage to the road surface, we would also look to recover these costs from the driver or their insurer.
1.05	We do not currently follow up the recovery of costs for incidents that involve fatalities due to the sensitivities of such action. The cost of these incidents is often high and roads remain closed for many hours following such an incident to allow the Police to investigate the cause of the incident.
1.06	A recent internal audit of this process was requested by the service area as part of the scheduled internal audit programme. This audit took place in October 2019, and identified that the written procedures in place were acceptable and covered the process for recovering costs of rechargeable works. However, the internal audit identified that these were not being consistently followed and inaccuracies were apparent in the recorded information against claims held.
1.07	The audit also identified that the process was not consistently being progressed through the claim, and delays existed in issuing of invoices, which resulted in outstanding recovery of costs in some instances. It was suggested that the calculations used for recovering costs are out of date resulting in the Council not recovering the full costs for work undertaken.
1.08	The audit report also noted that clarity of non-recoverable costs is required, when dealing with sensitive matters such as fatalities.
1.09	Significant work has been undertaken by the service area since the audit report, to refresh the process and respond to the areas identified for improvement. Areas of concern have been reviewed with all parties involved in the process to embed the agreed processes. A full data cleanse of the database and filing system has been undertaken to ensure accuracy.

1.10	The schedule of rates used to identify costs incurred, which is the basis for the rechargeable works, has been simplified and discussions are on-going to include this schedule in the Council's 'Fees and Charges', which will result in the schedule being reviewed annually going forward.
1.11	The process of communication with those responsible for the incident has also been streamlined to prevent delays and has resulted in invoices be issued in a timely manner.
1.12	A recent audit by the DVLA looking at the processes in place to allow us to use their data base to identify drivers and owners of vehicles was undertaken in December 2019, and resulted in a 'Green' outcome. This will improve identification process which currently relies on the Police to provide the information.
1.13	Regular reviews are scheduled by the Network Manager to ensure that the process is being followed in a timely manner and strictly adhered to with reconciliations between the original call-out by the Area Coordinator and income accounts being undertaken.

2.00	RESOURCE IMPLICATIONS
2.01	<p>There are no revenue or capital implications as a result of this report, with the recovery of costs incurred is monitored within the service's budgets.</p> <p>There are no implications for additional capacity or for any change to current workforce structures or role, as this element of the service is covered usually through existing on-call and maintenance response arrangements.</p>

3.00	IMPACT ASSESSMENT AND RISK MANAGEMENT
3.01	The Streetscene and Transportation service undertakes specific risk assessments for the provision of these related activities.

4.00	CONSULTATIONS REQUIRED/CARRIED OUT
4.01	None.

5.00	APPENDICES
5.01	Appendix 1 - Standard Procedure - County Roads RWO Recording and Recharge

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	None.

7.00	CONTACT OFFICER DETAILS
7.01	Contact Officer: Stephen Jones Telephone: 01352 704700 E-mail: stephen.o.jones@flintshire.gov.uk

8.00	GLOSSARY OF TERMS
8.01	None.

STREETSCENE

Standard Procedures

Section	SF001
Issue No.	4
Issue Date	Oct 2018
Page	1 of 7

Title:

County Roads RWO Recording and Recharge

Objective:

To define the sequence of events and personal involvement in the:

1. Recording information at source of the incidents
2. Completion of relevant forms at various stages
3. Input into financial template including documentation and escalation

Scope:

A standard procedure for the Streetscene and Transportation services to collect information relevant to incidents on the highway or adopted land where we believe costs can be recovered or where costs are to be captured.

Prepared By: Darell Jones – Operational North and Street Lighting Manager

Approved By:

Name	Signature	Job Title	Date
Steve Jones		Chief Officer	
Barry Wilkinson		Highways Network Manager	
Katie Wilby		Business Manager	

STREETSCENE

Standard Procedures

Section	SF001
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Date	Change Details	New Issue Date:	New Issue No:
05/12/2012			1
01/06/2013		01/06/2013	2
28/12/2016		28/12/2016	3
25/10/2018		25/10/2018	4




Person(s) Actioned	Activity	KEY POINTS IN BOXES
Supervisor / Co Ordinator / Out of hours Operative	Record all details of the incident on the Emergency Response Record / RWO1 form (RWO 1). Complete ALL the fields on the form with as much detail as possible including photos taken.	<p>KEY POINT 1. Once Completed pass to Admin team for processing. The Admin team will then record and allocate out this form to the relevant Area Supervisor / Coordinator.</p>
Supervisor / Coordinator	Complete the electronic RWO 2 form transposing ALL relevant information from the RWO 1 form and include all proposed actions including proposed (estimate) costings. Once the form has been completed return to the Admin Team to allow them to inform the relevant insurance companies.	<p>KEY POINT 2. The Description of Works section needs to be completed to show the different Asset Groups that will have an input in the total RWO claim or works to be undertaken. For example: If damage has been caused to Street Lighting and Safety Fence, indicate this on two separate lines so that the completed box can be ticked when each individual asset data has been recorded.</p>
Administration	As part of the above process a Unique RWO ref No will have been obtained from the Admin Team which is included on the Form.	<p>KEY POINT 3. RWO Number Schedule and copies of the RWO forms are located in the admin office. Only the admin team are to allocate numbers. (Template saved in SF001 procedure folder)</p>
Supervisor / Coordinator / Manager	Supervisor / Coordinator to submit the final works undertaken during the RWO for processing to the relevant Manager who will confirm that all rates to hours are correct and placed onto RWO 2 form.	<p>KEY POINT 4. Supervisor / Coordinator are responsible for ensuring all items of works are included with Managers will be responsible for ensuring that all rates for items of work are correct.</p>


Person(s) Actioned	Activity	KEY POINTS IN BOXES
		Flow diagram for RWO 2:
Administration		Open the RWO Form TEMPLATE @: L:\RDrive\ALLTAMI GENERAL\#STREETSCENE - RWO CONTRACT \ RWO County Roads
Administration		↓
Administration		Create a copy of template and SAVE AS the respective RWO number. Ensure that photos of the RWO have been transferred. If no photos then contact the relevant Manager.
Administration		↓
Administration		Copy the information from the hard copy RWO 2 form onto the electronic copy and transfer any relevant information.
Administration		↓
Administration		Once all fields are completed SAVE file and update dashboard.
Administration		↓
Administration		Ensure a letter has been sent to the relevant parties informing them of a recharge including estimate costs. If no parties are evident then a chase of the relevant parties is to begin. Ie Police, VRN etc.
Administration		↓
Administration		Confirm final costs from the RWO 2 form for further processing.
Administration		↓
Administration		Administration to allocate actual costs into dashboard / budget and process financial aspect of RWO.
Administration		↓
Administration		Once RWO complete and final costings available Administration are to send final letter and invoice to the relevant parties.
		Administration and Operational North & Street Lighting Manager to meet monthly to discuss RWO's.

STREETSCENE

Standard Procedures

Section	SF001
Issue No.	4
Issue Date	Oct 2018
Page	5 of 7

Person(s) Actioned	Activity	KEY POINTS IN BOXES																																																																					
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STREETSCENE

Standard Procedures

Section	SF001
Issue No.	4
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Records:

1. RWO 1 Form
2. RWO 2 Form

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Eitem ar gyfer y Rhaglen 5



ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE

Date of Meeting	Tuesday, 11 th February 2020
Report Subject	Alltami Depot Stores
Cabinet Member	Deputy Leader and Cabinet Member for the Streetscene and Countryside
Report Author	Chief Officer (Streetscene and Transportation)
Type of Report	Operational

EXECUTIVE SUMMARY

The Alltami depot stores is responsible for the safe and secure storage of all stock items and materials used at the depot. Additionally, the Stores team are responsible for ensuring that all plant and machinery used by the service is operated, inspected and serviced in accordance with planned schedules and legal requirements.

Internal audits of the Alltami depot stores were undertaken in July 2016, with a follow-up audit conducted in May 2019. The overall findings from the audits were that the controls in operation at the time provided some assurance that key risks were being managed and controlled effectively, but that more could be done.

This report provides the Committee with assurances regarding the controls now in place within the stores in Alltami depot.

RECOMMENDATIONS

1	That Environment Overview & Scrutiny Committee notes the working arrangements within the Streetscene and Transportation depot stores and supports the actions undertaken to control material and equipment held within the stores.
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REPORT DETAILS

1.00	EXPLAINING THE BACKGROUND TO THE REPORT
1.01	The Alltami Depot Stores is responsible for the safe and secure storage of all stock items and materials at the depot, inventory control, issuing and despatching stock in order to maintain demand and supply, timely and accurate replenishment of stock, receipting goods, reviewing obsolete stock and arranging appropriate disposal, as well as accurate stores accounting for recording details of stock movements and balances in terms of financial value.
1.02	Additionally, the Stores team is responsible for ensuring that all plant, machinery is operated, inspected and serviced in accordance with planned schedules and legal requirements, including fault and defect reporting, calibration, operational problems and ensuring that records in support of the activities undertaken are maintained and monitored for compliance.
1.03	The Stores team in Alltami has been utilising a stock control system developed from the fleet management system, Tranman, which was previously operated by the Council's in-house fleet team to order parts for vehicles. Prior to this and before the commencement of the Streetscene Service, stock had been managed through a paper based system.
1.04	Following the outsourcing of the Council's fleet management in 2016, the level of support for the fleet management system reduced and there are now significant gaps in its functionality, such as being unable to return unused items into the stock, no bar coding of stock and lack of integration with other Council systems such as P2P / Proactis for the ordering of goods and services, and contract management.
1.05	Staff from the service are working with colleagues from ICT to identify and install a basic stock control system, which will simplify stock management issues and provide greater accountability and reporting functions. Whilst ICT clearly have a backlog of service demands from across all of the Portfolios, work has progressed with the project and a number of potential options have been identified. It is intended that the new system will be in place and operational by June 2020 and that it will include a simple electronic barcode scanning system. The intention is that scanning both the stock item and employees' identity card will improve accountability and provide an audit trail for all issued goods.
1.06	In the interim period, the level of physical stock checks have been increased and a full inventory stock check is now carried out every 6 months, rather than annually. A paper based system is in place to ensure that all stock items are issued against the employee's employment reference and recorded on the Tranman system to ensure an audit trail is maintained and minimum stock levels are set on the Tranman system to ensure timely replenishment of stock items. Access to the stores has also been restricted to only allow only 'authorised' personnel. Previously, due to the ID card management system in place for the Council, a number of different staffing groups, such as the cleaners, had full access to the Stores. The groups have now been reviewed on the system and strictly only authorised personnel now have access.

1.07	<p>The follow-up audit identified several outstanding actions in relation to small plant and equipment: -</p> <ul style="list-style-type: none"> • Plant Record to be established • Plant inspection register to be completed • Electronic record of activity to be completed • Write-off process to be agreed
1.08	<p>A central plant inventory is in place for the control and monitoring of all plant and equipment for the depot, including hired plant, which is managed through the Stores Supervisor. A significant amount of work has been undertaken to identify the location of every item of plant and equipment, including those held at remote sites, and the inventory is monitored and updated daily, with all items of plant and equipment registered and booked out / in each day by the Supervisors. A write-off pro-forma has been produced to record items that are either beyond economical repair or have reached the end of their useful life, as well as document any items that are sent to auction, and the disposal process now links to the plant inventory, recording the method of disposal and auction / scrappage value.</p>
1.09	<p>Additionally, an operational procedures booklet was issued to all relevant staff in June 2019 via a tool box talk. The booklet outlines the procedures to be followed for plant and equipment, including procurement / hiring of plant, asset management and inventory control, risk assessments and safe systems of work, servicing, repairs and maintenance, defect reporting, inspection and monitoring, disposal and renewal / replacement, training and instruction. Subsequent tool box talks and updated versions of the booklet have also been delivered to relevant staff over the last six months.</p>
1.10	<p>The follow-up audit identified that the action in relation to the formalisation of issuing personal protective equipment (PPE) against individual staff had not been introduced and was not being monitored at the time of the review, and there was no record of returned items. Additionally, there was no formal agreement or process for the return of clothing by agency staff. Agency staff are treated no differently to FCC staff and are issued with the same bundle of high visibility clothing when their employment commences. All agency providers are required to provide basic PPE for their staff, such as steel toe cap boots, and have been instructed to return clothing by agency staff if the items are economically viable to be returned. Issuing of PPE is currently recorded manually against each individual employee's payroll reference, but the intention is for this is to be recorded electronically via a bar code on the new stores system and records of returned items maintained.</p>
1.11	<p>A stock of van ladders, which were purchased by Housing in 2014 and stored at the Alltami depot have now been transferred to Housing and deployed on the vehicles where required. Therefore, this outstanding action within the audit can now be closed.</p>
1.12	<p>The Alltami depot employs an Emergency Store for the out-of-hours highways team, which is used in cases of road traffic collisions or emergency call-outs. In response to the follow-up audit, a daily inventory</p>

	check is now maintained to ensure that the store is fully stocked at all times and that items are booked in and out.
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2.00	RESOURCE IMPLICATIONS
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2.01	<p>Revenue: there are no implications for the approved revenue budget for this service for either the current financial year or for future financial years. The replacement stores system is not intended to incur any additional revenue expenditure within the service. However, it is anticipated that efficiencies may be achieved through improved day-to-day stock management and control using electronic bar coding.</p> <p>Capital: there are no implications for the approved capital programme for either the current financial year or for future financial years</p> <p>Human Resources: there are no implications for additional capacity or for any change to current workforce structures or roles.</p>
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3.00	IMPACT ASSESSMENT AND RISK MANAGEMENT
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3.01	The Internal Audit reports have highlighted that changes to the current ways of working and stock control system are required in order to provide assurance that key risks are being managed and controlled effectively.
3.02	A delivery project team will be established to monitor the delivery of the new stores system, which will report on a monthly basis to the Senior Management Team meetings.

4.00	CONSULTATIONS REQUIRED/CARRIED OUT
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4.01	Consultation is ongoing with ICT services in relation to support and implementation of new stores system
4.02	Consultation is ongoing with existing Stores staff on most appropriate solution
4.03	Further reporting via future Internal Audit reports

5.00	APPENDICES
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5.01	None
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6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
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6.01	None.
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7.00	CONTACT OFFICER DETAILS
7.01	Contact Officer: Stephen Jones Telephone: 01352 704700 E-mail: stephen.o.jones@flintshire.gov.uk

8.00	GLOSSARY OF TERMS
8.01	None.

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