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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

Scheme Name	Scheme Description	Priority	Date of Imp. (fin.yr)
<p><u>Improve transport connectivity to the A55 Trunk Road Highway Network</u></p> <p>Queensferry Roundabout & Asda Signal Improvement</p>	<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
<p><u>Alleviation of Flood Risk Areas on Strategic Routes</u></p>	<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
<p><u>A494/A55 route into Wales</u></p> <p>Queensferry Roundabout & Asda Signal Improvement</p>	<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

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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></p> <p>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.</p> <p>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></p> <p>1. Ysgol Bryn Coch</p> <p>2. Ysgol Maes Pennant</p> <p>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.</p> <p>Victoria Road/Alexander Road, Gas Lane, Mold</p> <p>Ffordd Pennant, Mostyn</p> <p>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)
<p><u>Local strategic links to DIP/EZ</u></p> <p>Queensferry Roundabout & Asda Signal Improvement</p> <p>Access to employment opportunities - Deeside Industrial Park (Cycling links Deeside industrial estate)</p>	<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> <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>	<p>Regional Priority</p> <p>Regional Priority</p>	<p>2015/16</p> <p>2017-2020</p>
<p><u>Quality Bus Route Corridors</u></p> <p>B5129 Queensferry roundabout to Denbighshire Border – Bus . . .</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 . . .</p>	<p>County Priority Project</p>	<p>2018 – 2020</p>

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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

Scheme Name	Scheme Description	Priority	Date of Imp. (fin.yr)
<p><u>Infrastructure to Support Rural and Community Transport Initiatives</u></p> <p>Flintshire Community Transport Hubs</p>	<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>	<p>Regional Priority Project</p>	<p>2016/17</p>
<p><u>Safe Routes in the Community</u></p> <p>Bryn Road Footpath</p> <p>London Road Trelawnyd</p>	<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> <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>	<p>Local</p> <p>Local</p>	<p>2014/15</p> <p>2016/17</p>

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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

Scheme Name	Scheme Description	Priority	Date of Imp. (fin.yr)
<p><u>Active Travel (Wales) Act 2013</u></p>	<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>		
<p>Active Travel Mapping</p>	<p>Development of Flintshire INM & ENM</p>	<p>Regional Priority Project</p>	<p>2015/18</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 Rockliffe</p>	<p>Regional Priority Project</p>	<p>2017/18</p>
<p>Mold to</p>			

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

Gwernaffield Footway	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.	Regional Priority Project	2017/18
Greenfield Valley Phase 1	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	Regional Priority Project	2018/19
Greenfield Valley Phase 2	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	Regional Priority Project	2019/20
DIP Parkway – DIP Zone 2.	Provision of shared use paths throughout Zones 2 and 3, to provide active travel routes to every business on the park.	Regional Priority Project	2017-19
A5104 Broughton to Saltney	<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>	Regional Priority Project	2019/20
<u>Cheshire Border</u>			

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<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>