

20 mph Speed limit PILOT SCHEMES

APPLICATION FORM

*Local Authorities should complete a separate form per candidate settlement/scheme, with a maximum of **four** submissions, only **two** of which can be **Pilot Schemes**.*

Please refer to the attached Guidance to Applicants.

Complete all sections applicable for the level of involvement.

All Applications	Process Testing Settlements	Monitoring Settlements	Pilot Schemes
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Local Authority	Flintshire County Council
Settlement Name	Buckley & Mynydd Isa
Population	15,665.
Settlement Type	Urban
Application for Process Testing Settlement	Yes/No
Application for Monitoring Settlement	Yes/No
Consultation Costs (TfW will assist)	-
Cost of Data Provision to TfW	-
Application for Pilot Scheme	Yes/No
Pilot Scheme Name	Buckley Town 20mph Pilot Scheme.
Funding required <u>this</u> financial year for setting up the Pilot Scheme (from financial case)	138k
Consultation costs for lifetime of the scheme allow 5 years	5k (for purposes of TRO's)

Data costs for the lifetime of the scheme allow 5 years	48k (Purchase of Radar Survey Equipment)
Total Funding required for lifetime of the scheme allow 5 years (from Financial case)	188k – (this is based on the provision of an addition sum of 50k in the event that signage or gateway markings may require changing upon the adoption of a regional design).
Contact Name	[REDACTED]
Contact Telephone	[REDACTED]
Contact email	[REDACTED]
Bid authorised by (e.g. Head of Finance or Transport Services) <i>*In authorising this application you are confirming that the information given is correct to the best of your knowledge. You are also confirming that any match funding identified is in place</i>	Name: [REDACTED] Job Title: Chief Officer Streetscene & Transportation Signature: [REDACTED]

1. Description.

Provide a brief description of the process testing settlement	Provide a brief description of the monitoring settlement	Provide a brief description of the pilot scheme
<p><u>Overview:</u></p> <p>Buckley (Welsh: Bwcle) is a densely populated residential town and community in Flintshire, north-east Wales, two miles (3 km) from the county town of Mold and contiguous with the villages of Ewloe, Alltami and Mynydd Isa. Buckley is the second-largest town in Flintshire in terms of population. At the 2011 Census, its community had a population of 15,665. When the contiguous Argoed community is included, Buckley has a population of 21,502.</p> <p>Buckley is home to four Primary Schools: Westwood County Primary (Formerly known as West Lea infants and Buckley CP – juniors) which is on Tabernacle Street, Southdown Primary School on Linderick Avenue, Mountain Lane Primary School on Knowle Lane, and Drury County Primary on Beech Road, Drury.</p> <p>Buckley has one Secondary School, the Elfed High School, located near the Common on Mill Lane. The school includes a Sports Centre and a swimming pool for use of both the students and the public. Many students from Buckley also attend Argoed High School, located in nearby Bryn-y-Baal, or the Alun School, in Mold.</p> <p>Other amenities in Buckley consist of a Shopping Precinct, as well as three supermarkets, Aldi, Iceland and Home Bargains. The town contains a wide variety of public houses, which includes the local Working Men's Club. Buckley is also home to a number of religious establishments including St John's United Reformed Church, Our Lady of the Rosary Catholic church, Bistre Methodist, Pentrobin Methodist, Buckley Cross Methodist, Bryn Methodist, and Drury Lane Methodist.</p> <p>Buckley also has a large area of common land, known simply as 'The Common' which serves as a large playground for children, as well as a duck pond.</p> <p><u>Scheme Description:</u></p> <p>The purpose of this application is to implement a 20mph Pilot Scheme across the entire inventory of residential roads within Buckley and Mynydd Isa, with the exception of the main distributor roads for which will remain 30mph as per the recommendation of the proposed legislation.</p> <p>The area of the Pilot scheme has been detailed within the enclosed drawing entitled 'Buckley and Mynydd Isa 20mph Pilot Scheme – General arrangement' which has been included within Appendix 1 for information.</p> <p>The scheme will consist of 20mph Gateway Signage, Gateway Carriageway markings (required at all entry points to the Pilot Area) and regular repeater signage, thus creating a consistent and recognisable approach, effectively alerting drivers to the change in nature of the Pilot Zone. In advance of any Pilot Scheme being implemented, Flintshire County Council (FCC) propose to develop a standardised Gateway Arrangement for approval / consideration by Welsh Government (WG) for</p>		

use within the County of Flintshire and also across Wales should it be deemed appropriate.

The implementation of a 20mph Pilot Scheme would not only bring the obvious benefits of improving road safety within the wider residential area of Buckley, but would also act as an 'enabler' to both facilitate and complement the implementation of key Active Travel infrastructure for which WG funding has been successfully obtained under the Transforming Towns initiative earlier this year. The proposals aim to provide sustainable connectivity into the Town Centre whilst also improving the vibrancy and environment of Buckley. Development of the local cycle network within the Town will also provide a critical link to the Authorities Mold to Chester strategic Cycle Scheme which forms a key element of the Councils Core Cycle Network. For details on how this application will support the implementation of Active Travel Measures, please refer to Section 4 –Strategic Case below;

2. Please describe how you propose to undertake the following:

For a Monitoring Settlements - Community engagement for consultation and data gathering

Application for Pilot Scheme only & therefore not applicable.

Provide a brief description of the Pilot scheme and outline why it is being put forward. (Attach A4 location maps, and any project drawings separately)

Please Note: Details of the proposed Pilot Scheme have already been detailed within Section 1 of this application (above).

Scheme Background:

In 2018, Flintshire County Council were successful in receiving Welsh Government Grant funding under the Safer Routes in the Community initiative for the implementation of Active Travel and Road Safety improvements at Mountain Lane Primary School in Buckley.

Building upon the successful implementation of the above, the Buckley Town Centre Working Group was established in 2019 to review opportunities to improve the footfall and general vitality in Buckley Town Centre and the surrounding area.

The group is made up of Local Traders, County Councillors, and representatives from the Town Council, supported by officers from the County Council and the Councils Deputy Leader, in her role as portfolio holder for Streetscene and Countryside. The group have met regularly throughout 2020 and have made some excellent progress in bringing new opportunities to the Buckley area.

Following detailed investigations and associated consultation with Key Stakeholders, Flintshire County Council were successful in receiving Transforming Towns funding this financial year for purposes of expanding the current Active Travel infrastructure within Buckley. The scheme aims to provide sustainable links from Mountain Lane Primary School, Elfed High School, Southdown Primary School & Westwood Primary School in to Buckley Town Centre as well as facilitating the connection of the local cycle network to the Mold to Broughton (now Mold to Chester) cycle scheme which forms a key part of the Councils Core Strategic Cycle network.

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 was completed. The proposal aims to 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.

In May 2019, Cabinet approved the progression of the scheme as the Council's No 1 strategic Active Travel priority and as such, the scheme was subsequently included within the Councils Integrated Transport Strategy for which a copy of the report has been enclosed within [Appendix 2](#) for information.

Interest raised during recent Scrutiny sessions in relation to the Councils wider strategic Active Travel aspirations has since led to the expansion of this scheme to extend the route as far as Chester, thus promoting sustainable cross border travel

for purposes of employment, leisure and retail. A copy of Flintshire County Council's Strategic Core Cycle Network Drawing' has been enclosed within [Appendix 3](#) for information as well as described within Section 4 –Strategic Case below;

As well as facilitating active and sustainable modes of travel, Road Safety is also a key driver for the implementation of a 20mph Pilot Scheme. This is largely due to the number of Primary and Secondary Schools within the locality for which attract a large number of school related journeys every day.

Within recent years, Flintshire County Council have received a large number of concerns from residents, Pupils, Parents, Teaching staff and Local Members in relation to both increasing volumes and speed of traffic in the vicinity of Elfed High School, Southdown Primary School & Westwood Primary School Schools in Buckley. Whilst 20 mph Advisory speed limits are in place across all of Flintshire's Schools, particular concern was raised in relation to motorists ignoring the advisory speed limits with many residents concerned for the safety of the children who utilise these routes on a daily basis.

Many of the problems identified along the route relate to high levels of vehicle usage and associated congestion at the start and end of the school day - both within the immediate court ledge of the schools as well as along a number of access routes in to the vicinity. The predominant use of vehicles for those journeys often results in indiscriminately parked vehicles along the routes to school resulting in restricted carriageway width, parking on the footways and localised congestion, all of which act as a barrier to the uptake of Active modes of travel.

The implementation of the proposed 20mph Pilot scheme will therefore not only be effective in reducing vehicle speeds and improve safety generally in the locality, it will also act as an enabler to introduce 'Shared Space' and 'Quiet Street ' initiatives which were otherwise prohibited by the existing 30mph speed limit.

Whilst a detailed investigation has been conducted by Officers who have investigated opportunities for introducing mandatory 20mph speed limits within the identified scheme extents, the requirement for the provision of physical traffic calming measures (as required by the existing legislation) would be massively cost probative given the size of the settlement area requiring treatment and would therefore be unlikely to receive WG grant funding given the anticipate change in legislation in 2023.

Therefore, until the opportunity arose for the implementation of a 20mph Pilot Scheme and until such time whereby the revised legislation was implemented, the Council had resigned themselves to rely solely upon the presence of North Wales Police to ensure traffic speeds were reduced and maintained at an acceptable level.

In addition to the above and linking in to the principles of the Transforming Towns initiative, an exciting application to Welsh Government for Circular Economy Funding has also been submitted to provide a community Café and repair shop in the centre Buckley. This community facility will provide a welcome hub for local

people in the town and will bring to life one of the buildings in the town centre that is currently empty. The outcome of the bid will be received early in the New Year.

Explain how you proposed to undertake the required community engagement for consultations, and data collection, and how you would include all stakeholders including the public, third sector and commercial organisations?

Community & Key Stakeholder Engagement:

As referenced above within the scheme background, the process of consultation is already well established following the creation of a Working Group consisting of Local Traders, County Councillors, and representatives from the Town Council, supported by officers from the County Council and the Councils Deputy Leader, in her role as portfolio holder for Streetscene and Countryside which was established in 2019. The group have met regularly throughout 2020 and have made some excellent progress in bringing new opportunities to the Buckley area. The opportunity to implement a 20mph Pilot Scheme to compliment the measures already in place has recently been discussed with the Group for which has received overwhelming support.

Engagement exercises aimed at involving Pupils with speed reduction schemes and the uptake of alternative Active and Sustainable travel options are also being scheduled with Mountain Lane Primary School, Elfed High School, Southdown Primary School & Westwood Primary School in order to both raise the profile and achieve the change in culture required.

In relation to the progression of the Buckley Active Travel Measures as a result of the proposed 20mph Pilot Scheme, the proposals recently received the unanimous support of the Councils Environment Overview and Scrutiny Committee in December of this year. The implementation of a 20mph Pilot Scheme to support the introduction of the proposed Buckley Active Travel measures has also received the support of Transport for Wales (TFW) Active Travel Network Development and Partnerships Manager, (North & Mid Wales).

Whilst not the norm or a legal requirement for the advertisement of TRO's, the Council also propose to utilise their revised consultation procedure (which received Cabinet approval in May of this year) to further promote the 20mph Pilot Schemes on a dedicated page within the Councils Website. This method would be particularly useful for local business engagement for which standard electronic consultation forms have been developed in order to inform of feedback. For those for whom are not technologically gifted or do not have access to the internet, the Council will offer a call back option or video conference in order to communicate effectively with all corners of the community.

Process for implementing the required Traffic Regulation Order (TRO).

During working group sessions held with WG and Local Authorities in December of this year, 3 potential options for the implementation of the required 20mph Pilot

Schemes were considered, namely an Experimental Order, a Temporary Order (TTRO) and a Permanent Order (Section 84).

Flintshire County Council have raised concern that the use of either Experimental Orders or TTRO's would not be permitted and as such, have sought professional legal advice on the matter both to inform the Authorities preferred approach (as required by WG's supplementary email dated 17.12.20 including associated timescales) as well as assisting WG and TFW colleagues with the delivery of Pilot Schemes across Wales.

The receipt of formal legal advice (for which has been enclosed within Appendix 4 for information) has confirmed that the use of either an Experimental Order or TTRO would not be lawful or appropriate, and therefore, the only method for which can be utilised for the advertisement and implementation of the proposed 20mph Pilot Schemes is via a Permanent Traffic Order under Section 84 of the Road Traffic Regulation Act 1984, however, as detailed within the legal advice enclosed, WG would firstly be required to either revoke or amend the Welsh Assembly Government's Circular 24/2009 in order to enable this process to commence.

Whilst Local Authorities have been invited to express their preferred TRO process for the progression of the proposed 20mph Pilot Schemes, in light of the above advice, and in order to avoid the potential for legal challenge, it is the recommendation of Flintshire County Council that all local authorities participating in the Pilot Scheme should utilise the same recommended process whilst also establishing a standardised Statement of Reasons (SOR) for the publication of their respective Traffic Orders.

In light of the above, the following indicative timeline for the progression of a Permanent Traffic Order under Section 84 of the Road Traffic Regulation Act 1984 has been provided below for information;

Indicative Timeline for progression of a Permanent TRO under Section 84 Road Traffic Regulation Act 1984:	
Action:	Duration:
Complete a Notice of Proposal, a Statement of Reasons, Draft Order, translation & completion of all associated Map Schedule plans.	4 weeks.
Proof - read Notice and authorise to coincide with publication dates	4 days.
Notice of Proposal to be placed in the local press, on the Councils website, and in the office windows of the Alltami depot (as per the requirements of the relaxed legislation during the Covid 19 pandemic) for a statutory minimum period of 21 days for which formal objections may be lodged against the proposals.	21 days
Letters to be written to all parties on the Councils statutory Consultee list informing of the proposals.	Included within the above 21 day duration.

Impartial review of any objections that may be received during the objection period, for which a Delegation Report will be subsequently completed outlining the Authorities decision as to whether to overrule or uphold individual objections received with a decision being actioned via delegated powers.	4 weeks
Finalise draft Order, Notice of Making, subsequent translation and completion of all associated Map Schedule plans with enforceable dates etc.	2 weeks.
Order to be sealed by the Legal Department.	3 days.
Notice of Making & the Sealed Order to be placed in the local press, on the Councils website, and in the office windows of the Alltami depot. Proof read Notice and authorise.	4 days.
Full written responses to be provided to Objectors within 14 days of the Order being sealed	2 weeks
Total duration of required Order process:	16 weeks / 4 days

Whist consultation has already taken place with Key stakeholders as part of the Working Group exercise, meetings prior to the statutory consultation process will also be undertaken with North Wales Police and local bus operators.

Data Collection:

For purposes of effective monitoring for the duration of the Pilot scheme, Flintshire County Council propose to purchase 15 Radar Road Traffic Counters which will enable the Council to remotely monitor vehicle speeds, volumes and vehicle classification (in real time & at key strategic locations) in order to ascertain the effectiveness of the Pilot. In addition to the above, the Council will also investigate to feasibility of conducting Air Quality surveys at appropriate locations, however, due to the limited timescales stipulated for the submission of applications, suitable locations have yet to be identified.

The Council also propose to utilise their revised consultation procedure (which received Cabinet approval in May of this year) to further promote the 20mph Pilot Schemes on a dedicated page within the Councils Website. This method would be particularly useful for local business engagement for which standard electronic consultation forms have been developed in order to inform of feedback. Any data obtained via the formal and informal consultation process can also be shared in order to inform of the support and likely success of the project.

Local Authority Influence:

Flintshire County Council are a well-respected longstanding member of the North Wales Strategic Casualty Reduction Group taking a lead role in providing direction to other local authorities and NWP on scheme development and new innovation in relation to road safety schemes and initiatives. The Councils standing within the

group will enable FCC to influence other North Wales Authorities in both the adoption and 'buy in' to this approach and would plan to undertake presentations to the group on the zones effectiveness for which Officers of both WG and TfW would be invited to attend.

3. Sustainable Development Principle & Contribution to Well-being Goals (Pilot Settlement Schemes applications only)

The Well-being of Future Generations (Wales) Act 2015 requires public bodies to think more about the long-term, to work better with people, communities and each other, look to prevent problems and take a more joined-up approach.

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to seek to achieve the well-being goals and objectives in everything they do.

<https://gov.wales/well-being-future-generations-wales-act-2015-guidance>

Please describe how you have followed the five ways of working in the development of your proposal.

The Five Ways of Working	
<p>Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?</p>	<p>Implementation of a proposed 20mph Pilot scheme which will facilitate the subsequent implementation of improved walking and cycling opportunities in accordance with the Active Travel design guidance, will deliver the safety improvements required to ensure increased usage of active modes of travel and reduce the number of vehicles travelling short distances for purposes of accessing sites of education, commuting, access to key services and for recreational activities. This will mean quieter, safer and more appealing roads, encouraging more people to walk and cycle. In turn, this can result in less congestion and therefore less pollution and assist with the target of a 60% CO2 reduction by 2030 – thus greatly aligning with the New Wales Transport Strategy as well as meeting the long term aspirations of the Councils Integrated Transport Plan.</p> <p>UK transport CO2 emissions are expected to rise by 35% between 1990 and 2030. It is therefore critical that we transform our behaviour in order to achieve our emission reduction targets, and one of the easiest</p>

ways we can do this is by making changes to the way we travel.

The Department for Transport says that it's possible to achieve a 60% CO2 reduction in the UK's domestic transport sector by 2030, but only with real and early change in travel behaviour. At the moment there is one car for every two people in the UK, and CO2 emissions from cars make up 13% of the UK total.

Passenger cars account for more than half of all CO2 emissions from the road transport sector. If the amount of mileage cycled in Britain were doubled by decreasing car use, this would reduce CO2 emissions by 0.6 million tonnes per year. By switching from driving to cycling for a four mile each-way commute, an individual could save half a tonne of CO2 per year – or 6% of their personal carbon footprint.

Wales is facing a physical activity crisis. Only 35% of Welsh children are achieving the recommended hour of physical activity that they need every day. 26.5% of four and five year olds are now overweight or obese. Just enabling and encouraging children to walk, cycle or scoot to school would make a major difference to these figures and also their future way of life.

With average distances for school journeys increasing, busier lifestyles and fears over safety, the number of 5-16 year olds travelling to school by car has doubled since 1985. By creating a safe environment to enable pupils to walk and cycle to and from school, a great opportunity exists to reverse this current trend.

With 1 in 5 cars on the road during the morning rush hour participate in journeys to School, Safe Routes to Schools have a real impact on local air quality and traffic volume. The average School journey is 2.7miles, a distance that could easily be cycled. For many it is less and could therefore be conducted on foot.

	<p>Identifying dangerous streets or parts of young peoples' journey is the first step in creating a Safe Route to School. Busy roads with no safe places to cross, streets with inadequate pavements and routes with no cycle lanes are common problems but can be resolved with the implementation of appropriate infrastructure which can be greatly assisted both in terms of engineering possibility and safety with the introduction of 20mph speed limits.</p> <p>Obesity however is only part of the problem. Physical inactivity increases risk of heart disease; type II diabetes; many forms of cancer and mental illnesses. According to the National Assembly for Wales Health and Social Care Committee, type II diabetes, a preventable disease with close links to physical inactivity and sedentary lifestyles could cost the Welsh NHS £1billion a year by 2025. This further highlights the promotion of active travel as a preventative measure which is something the Well-being of Future Generations Act requires. Investment in active travel also improves air quality, a major cause of premature deaths, and reduces road traffic accidents associated with other more traditional methods of travel.</p>
<p>Prevention – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.</p>	<p>In 2018, Flintshire County Council were successful in receiving Welsh Government Grant funding under the Safer Routes in the Community initiative for the implementation of Active Travel and Road Safety improvements at Mountain Lane Primary School in Buckley.</p> <p>As detailed within the scheme background, and building upon the successful implementation of the above, the Buckley Town Centre Working Group was established in 2019 to review opportunities to improve the footfall and general vitality in Buckley Town Centre and the surrounding area. The group have met regularly throughout 2020 and have made some excellent progress in bringing new opportunities to the Buckley area.</p>

	<p>Following a detailed investigation which included detailed site surveys Officers investigated opportunities for introducing mandatory 20mph speed limits within the identified scheme extents for which a number of scheme options aimed at achieving both 20mph limits and 20mph Zones were subsequently explored, however, the requirement for the provision of physical traffic calming measures (as required by the existing legislation) would be massively cost probative given the size of the settlement area requiring treatment and would therefore be unlikely to receive WG grant funding given the anticipate change in legislation in 2023.</p> <p>The study therefore concluded that until such time whereby the revised legislation was implemented, the Council would have to rely solely upon the presence of North Wales Police to ensure traffic speeds were reduced and maintained at an acceptable level.</p> <p>Other initiatives such as Community Speed Watch have also been explored but again, as per the option of Police enforcement, the effectiveness of this campaign relies solely on the availability of willing volunteers.</p> <p>In relation to the Active travel proposals for which would be enabled by the Pilot Scheme, FCC have engaged with consultants who are currently in the process of developing detailed scheme designs in time for the new year.</p>
<p>Integration – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>Flintshire Public Service Board is a statutory body which was established on 1st April 2016 following the introduction of the Well-being of Future Generations (Wales) Act 2015. The primary purpose of the Board is to protect, sustain and improve the economic, social, environmental and cultural well-being of Flintshire through collaborative working as a single public service. One of the priorities identified by the Flintshire PSB for 2016/17 is “Inspiring Community Resilience including Physical Activity and</p>

	<p>Sedentary Behaviour” which supports some of the goals of the Well-Being of Future Generations (Wales) Act.</p> <p>Betsi Cadwaladr University Health Board is the largest health organisation in Wales, providing a full range of primary, community, mental health and acute hospital services for a population of around 678,000 people across the six counties of North Wales (Anglesey, Gwynedd, Conwy, Denbighshire, Flintshire, and Wrexham). One of the corporate goals is to improve health and wellbeing for all and reduce health inequalities. The provision of this shared use facility to enable more active travel journeys supports this corporate goal as it is known that walking and cycling improves health and well-being</p>
<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your proposal.</p>	<p>As detailed within the scheme background, the Buckley Town Centre Working Group was established in 2019 to review opportunities to improve the footfall and general vitality in Buckley Town Centre and the surrounding area</p> <p>The group have met regularly throughout 2020 and have made some excellent progress in bringing new opportunities to the Buckley area. The opportunity to implement a 20mph Pilot Scheme to compliment the measures already in place has recently been discussed with the Group for which has received overwhelming support.</p> <p>Discussions have also been held between Road Safety Officers and the local Schools in order to develop and support the need for a 20mph speed limit and acceptable driving behaviour within the locality. It had been proposed to commence a competition scheme within the schools in order to develop ideas for innovative signage in an attempt to raise driver awareness of the impacts of indiscriminate driver behaviour.</p> <p>This principle could also be explored for the development of Gateway features for which it is the Authorities intention to develop a standardised Gateway arrangement.</p>

	<p>In respect of the identified Active Travel measures which would be facilitated by the implementation of a proposed 20mph Pilot Scheme, the Mold to Broughton (now Mold to Chester) Active travel scheme which includes key cycle infrastructure in Buckley Town, was identified during the statutory consultation period for the Council's INM as a key strategic corridor, receiving high levels of public support.</p> <p>In May 2019, Cabinet approved the progression of the Mold to Broughton cycle scheme as the Council's No 1 strategic Active Travel priority and as such, the scheme was subsequently included within the Councils Integrated Transport Strategy.</p> <p>Interest raised during recent Scrutiny sessions in relation to the Councils wider strategic Active Travel aspirations has since led to the expansion of the Mold to Broughton Cycle Scheme to extend the route as far as Chester. The expansion of the route received the unanimous support of the Councils Environment Scrutiny Committee and as such, the Council will be exploring WG funding opportunities to construct key areas of infrastructure within the locality of Saltney for the new financial year.</p> <p>In addition to the above and in anticipation of this application, FCC have shared the proposals for a 20mph Pilot Scheme with TfW for whom fully support this approach recognising the benefits such a scheme will provide to the progression of key active travel infrastructure.</p>
<p>Involvement – please describe who you have involved and how, in the development and appraisal of your proposal</p>	<p>As detailed within the Collaboration section above, and within the scheme background, the process of consultation is already well established following the creation of a Working Group consisting of Local Traders, County Councillors, and representatives from the Town Council, supported by officers from the County Council and the Councils Deputy Leader, in her role as portfolio holder for Streetscene and Countryside which was</p>

established in 2019. The group have met regularly throughout 2020 and have made some excellent progress in bringing new opportunities to the Buckley area. The opportunity to implement a 20mph Pilot Scheme to compliment the measures already in place has recently been discussed with the Group for which has received overwhelming support.

The Council have also actively engaged with colleagues in TfW in order to ascertain support for the proposed Active Travel measures for which will be made possible by the implementation of the proposed Pilot Scheme.

The proposed cycle measures were also approved by Cabinet in May 2019, as the Council's No 1 strategic Active Travel priority and as such, the scheme was subsequently included within the Councils Integrated Transport Strategy which also received Cabinet approval in February of this year.

Further Interest raised during recent Scrutiny sessions in relation to the Councils wider strategic Active Travel aspirations has since led to the expansion of the Mold to Broughton Cycle Scheme to extend the route as far as Chester via the identification of key Active Travel links within the area of Saltney for which also received the unanimous support of the Councils Environment Scrutiny Committee in December of this year.

From an engineering design perspective, an Internal Project Review Board was established in March 2017 with monthly meetings undertaken up until the present day. The purpose of the group was to provide an independent panel of professionals to challenge both the benefits and diss- benefits of various scheme options in line with current legislation. This 'critical friend' approach has helped shape the detail of the scheme submitted within this application and follows the same principles of the WELTAG process.

Transport schemes must seek to maximise their contribution to the well-being goals. Please provide a summary of the impacts of the scheme to the well-being goals. This should be informed by the statutory and non-statutory impact assessments of the scheme.

Well-being Goal	Impact (select one for each goal)
A prosperous Wales	Positive / neutral / negative
	The continual development of a fit for purpose Integrated Transport Strategy with an emphasis on Active and Sustainable modes of travel 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.
A resilient Wales	Positive / neutral / negative
	The continual development of a fit for purpose Integrated Transport Strategy with an emphasis on Active and Sustainable modes of travel will secure the Councils place in a zero carbon future to ensure that it provides an accessible, sustainable transport system, one that is good for people and communities, good for the environment, good for the economy and places in Wales, and good for culture and the Welsh language, contributing to each of the seven national well-being goals set out in the Well-being of Future Generations (Wales) Act 2015. .
A healthier Wales	Positive / neutral / negative
	The promotion and utilisation of active and sustainable transport modes provide obvious benefits to air quality through the reduction of Co2 emissions as well as improving people's fitness and mental wellbeing. This approach will also greatly assist the Council to achieve decarbonisation targets set within Central and WG legislation.
A more equal Wales	Positive / neutral / negative

	Improved connectivity through the implementation of required infrastructure will benefit tourism, residential, business growth and inequality amongst deprived communities. 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.
A Wales of cohesive communities	Positive / neutral / negative
	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.
A Wales of vibrant culture and thriving Welsh language	Positive / neutral / negative
	The development and promotion of active and sustainable transport options will be delivered in a way that promotes the equal use of the Welsh language as well as English. The development of a fit for purpose Integrated Transport Strategy with an emphasis on Active and Sustainable modes of travel will secure Wales' future as a key tourism destination, benefiting the local economy whilst enabling the promotion of the Welsh culture.
A globally responsible Wales	Positive / neutral / negative
	The continual development of a fit for purpose Integrated Transport Strategy with an emphasis on active and sustainable transport options 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.

4. Strategic Case (Pilot Scheme application only)

Please explain the benefits of choosing this candidate Pilot Scheme. For example, will it enable the increased uptake of active travel, public transport or casualty reduction?

Research indicates that for many people the biggest barrier to walking and cycling is the concern of safety. The implementation of a 20mph Pilot Scheme across the wider area of Buckley would improve the safety of all road users and would provide High Risk and Vulnerable users with the confidence required to utilise active modes of travel thus supporting the vision and objectives of the Active Travel Act to make Wales a 'Walking and Cycling Nation'.

As detailed above, The implementation of a 20mph Pilot Scheme would not only bring the obvious benefits of improving the overall road safety of the residential area of Buckley, but would also act as an 'enabler' to facilitate the implementation of key Active Travel infrastructure for which is proposed as a result of recent award of WG Transforming Towns funding. The Pilot Scheme will allow for 'shared space' initiatives to be developed in accordance with WG Active Travel Design Guidance which are otherwise constrained by the existing speed limits. Should this application be successful, there will be further opportunity to develop strategic Active Travel links which include a proposed link to Buckley Station. An overview of both the proposed Transforming Towns Active Travel measures along with further identified Active Travel improvements are displayed with [Appendix 5](#) for information

As referenced previously, the development of the local cycle network within the Town (of the proposed Pilot Scheme) will also provide a critical link to the Authorities Mold to Chester strategic Cycle Scheme which forms a key element of the Councils Core Cycle Network.

The Mold to Chester Strategic Cycle scheme aims to link the communities of Mold, Buckley, Penyffordd, Broughton, Saltney, Sandycroft and Chester as well as investigating links into existing railway stations at Hope, Buckley & Penyffordd. The scheme received Cabinet approval in December of this year as the Authorities No 1 Strategic Active Travel priority and also forms a key element of the Councils Integrated Transport Strategy. A copy of FCC's Strategic Core Cycle Network drawing has been enclosed within [Appendix 2](#) for information.

In addition to the schemes identified above, the implementation of a 20mph Pilot scheme would also facilitate the further Safer Routes in Communities (SRIC) and Active Travel applications for the implementation of Active travel infrastructure to facilitate the use of walking and cycling as a means to access Schools, employment and facilities.

Description of how it will improve the place-making and liveability of communities, including improving community benefits particularly for those living in disadvantaged communities and how this scheme links to other Welsh Government initiatives such as the Transforming Towns Initiative.

Improved road safety and the promotion of Active and Sustainable travel will promote social equality through amenable access and will provide safe and affordable access to educational facilities, local services and retailers and employment with an emphasis on supporting deprived communities - all of which strongly support the ideology of the Transforming Towns initiative. Additionally, improving access to employment for pedestrians and cyclists will help fill a gap where other transport services are not meeting, thus helping employers with recruitment retention.

The scheme will provide an opportunity for everyone, to participate in and enjoy the outdoor environment. Increasing the number of people of all ages who are out in their communities make public spaces seem more welcoming and provides opportunities for social interaction.

Getting more people out and about on foot and bicycles will encourage economic activity and will reduce the number of unnecessary short journeys by car. Additionally, an increase in active travel journeys will improve health and fitness. Research shows that interventions that support walking and cycling enable people to become more active and increases in physical activity levels are observed throughout the community. The significant health and wellbeing benefits from an increase in walking apply not only to the young but to the wider community as a whole.

Increasing how much someone walks or cycles may increase their overall level of physical activity, leading to associated health benefits. These include:

- Reducing the risk of coronary heart disease, stroke, cancer, obesity and type 2 diabetes
- Keeping the musculoskeletal system healthy
- Regular cycling improves balance and co-ordination
- Promoting mental wellbeing

The effects of the scheme would have a positive impact on WIMD Rankings, particularly for those wards in the most deprived areas.

The proposal will promote healthy, affordable and sustainable travel by contributing to the Councils Active Travel Core Cycle Network thus facilitating safe sustainable access into major employment sites as far as Deeside Enterprise Zone, Airbus, Broughton Retail Park and Chester industrial Estate and Retail Park.

Please describe how you propose to undertake community engagement for consultation and data gathering, and how that engagement could be extended to include other possible stakeholders e.g. local businesses, bus operators.

Please Note: this question has already been detailed and responded to within Section 2 of this application (above) and is therefore presumed to be an error.












Please outline how you could provide assistance with any communication or marketing trials.


Flintshire County Council would welcome the opportunity to work closely with TfW Communication and Marketing Manager through the delivery of local and national campaigns, coordinated press releases, linking of social media platforms and consistent material being uploaded on to a dedicated page on the Councils website. In addition, and as stated above, FCC would actively engage with Local Businesses and Schools (providing marketing material for display within shop frontages and within premises), building upon the work already undertaken with the Working Group in order gain support and to provide feedback on the effectiveness of the trials. FCC recognise that 'consistency of approach' is key to the success of this project and also propose to educate and influence both parents & pupils through the provision of school & parent communications

As detailed above, the Council would also use their influence within the North Wales Strategic Casualty Reduction Group to direct other North Wales Authorities in both the adoption and 'buy in' to this approach and would plan to undertake presentations to the group on the zones effectiveness for which Officers of both WG and TfW would be invited to attend.

5. Financial Case (Complete only as applicable for **all** applications)

£000s, Outturn prices (gross of grant / contributions shown separately below)

	20-21	21-22	22-23	23-24*	24-25	25-26	Total
Input to Process and Guidance 	5k *(Expert Legal advice)	-	-	-	-	-	*5k
Consultation 	-						-
Data Collection 	-						-
Signs and markings 	85k	-	-	50k (to allow for modification)	-	-	135k
Gateway features 	Included above						-
TROs 	5k	-	-	-	-	-	5k
Data Collection 	-	1k *(ongoing data collection)	1k *(ongoing data collection)	1k *(ongoing data collection)	1k *(ongoing data collection)	1k *(ongoing data collection)	*5k
Surveys 	8k *(FCC site surveys)	-	-	-	-	-	*8k
Equipment 	48k (Purchase of Radar Survey Equip)	-	-	-	-	-	48k
Other 	25k *staff time for Legal Order making process & FCC workforce to implement signage & site supervision)						*25k
GROSS TOTAL 	176k	1k	1k	51k	1k	1k	231k

<i>Any match funding amount, percentage contribution and sources</i>	38k (21%) FCC Match funding elements indicated by *	1k (100%) FCC Match funding elements indicated by *	1k (100%) FCC Match funding elements indicated by *	1k (2%) FCC Match funding elements indicated by *	1k (100%) FCC Match funding elements indicated by *	1k (100%) FCC Match funding elements indicated by *	43k (18%) FCC Match funding elements indicated by *
NET TOTAL 	138k	-	-	50k	-	-	188k

***Allow for signs and lines to be modified when the Statutory Instrument for a National Default 20 mph speed limit comes into force.**

Note: Actual costs should be provided for this financial year, and indicative costs for future financial years.

Value for money – Please explain what steps have been taken to ensure costs have been kept as low as possible

Feasibility Study, Traffic Surveys, site surveys and inspections have all been funded by Flintshire County Council whilst also utilising in-house Officer resource wherever possible.

Project Management, supervision, scheme implementation & monitoring and evaluation of the scheme will all be undertaken by Flintshire County Council helping to keep the overall cost of the scheme to a minimum.

Flintshire County Council have appointed a specialist Legal Advisor as well as having invested considerable Officer time for the purposes of obtaining legal advice for the lawful implementation of 20mph Pilot Schemes. Not only will the acquisition of legal advice reduce the initial costs borne to WG, it will also limit the potential unlimited cost associated with a legal challenge –both financially and reputationally.

Flintshire County Council also propose to undertake the Order Making process entirely in house utilising the resource of specialist skilled Officers.

Whilst WG have highlighted the possibility of having to remove any Orders and associated infrastructure when the Trial draws to a close, Flintshire County Council propose to adopt the approach whereby the Traffic Orders will be made on a permanent basis (utilising S84 RTA) and therefore, there will not be a need to revoke or remove.

For purposes of effective monitoring for the duration of the Pilot scheme, Flintshire County Council propose to purchase 25 Radar Road Traffic Counters which will enable the Council to remotely monitor vehicle speeds, volumes and classification (in real time & at key strategic locations) in order to ascertain the effectiveness of the Pilot. Not only will this method provide the accurate and regular delivery of information, the initial one off cost of £33k will offer substantial savings when

compared to a cost of £650,000 associated with the permanent installation of conventional traffic surveys for the 5 year duration of the required monitoring.

A reduction / prevention of collisions will result in a change in public perception thus providing increased confidence and usage of both sustainable and active modes of transport maximising benefits to the local environment (climate change) through the reduction of CO2 emissions generated from private car usage.

It has been shown that on average each 1mph reduction in mean vehicle speed results in an average RTI reduction of 5 per cent. Hence a 10 mph speed reduction may give a 50 per cent RTI saving. This result has been confirmed by a number of studies. RTIs were reduced by 71 per cent at 34 sites and by 60 per cent in 20 mph zones, which comprised mainly humps. (DfT 2007)

Improved Road Safety of the area will achieve cost savings associated with accident reductions and will significantly improve the safety of School pupils, and residents within the Saltney locality. Improving school and community routes through the provision of Safer Routes provides environmental, social and tourism benefits.

This scheme will benefit not only the local community to access the wide and varied services and facilities including education, employment and retail but it will also benefit the outer lying settlements. As such, the scheme represents value for money in that it supports not only local policy but regional and national transport policies. The objectives of the scheme supports the aims and objectives of the Active Travel Act to make Wales a walking and cycling nation. Introduction of the scheme will have social, economic and environmental benefits and thus supports the aims and objectives of the Well Being of Future Generations Act.

6. Monitoring & Evaluation

Monitoring Settlements	Pilot Schemes
What data you can make available to TfW?	
Existing data for which includes existing traffic surveys and Accident statistics can be provided upon request.	
Should this application be successful, The Council also propose to implement a series of intelligent traffic surveys for the duration of the Pilot Scheme in order to be able to demonstrate the effect on driver behaviour. The implementation of Radar Road Traffic Counters which will enable the Council to remotely monitor vehicle speeds, volumes and classification (in real time) in order to ascertain the effectiveness of the Pilot which will enable regular and accurate information to be provided to TfW.	
In addition to the above, the Council will also investigate to feasibility of conducting Air Quality surveys at appropriate locations with ongoing data being supplied to TfW throughout the duration of the project.	

Any data obtained via the formal and informal consultation process can also be shared in order to inform of the support and likely success of the project.