

HOLYWELL TOWN COUNCIL

CYNGOR TREF TREFFYNNON

Minutes of the **Meeting of the Transport & Local Development Committee** held remotely on Wednesday 15th July 2020 at 11.00am.

PRESENT: Councillor L.A. Carter (Acting Chair).

Councillors: I. Hodge, J.M. Johnson, P.A. Johnson, E.B. Palmer, B. Scragg and P.A. York.

APOLOGIES FOR ABSENCE were received from Councillor R. Dolphin.

IN ATTENDANCE: J. Baker (Clerk), M.G. Fearnley (Projects & Development Officer), C.S. Lowry (Support Officer).

TLD1. **ELECTION OF CHAIRMAN – 2020/21**

RESOLVED:

That Councillor R. Dolphin is elected Chair of the Transport & Local Development Committee for 2020/21.

TLD2. **APPOINTMENT OF VICE-CHAIR - 2020/21**

RESOLVED:

That Councillor B. Scragg is appointed Vice-Chair of the Transport & Local Development Committee for 2020/21.

TLD3. **DECLARATIONS OF INTEREST – MEMBERS' CODE OF CONDUCT**

None to report.

TLD4. **DEPOSIT FLINTSHIRE LOCAL DEVELOPMENT PLAN (LDP)**

Andy Roberts, Flintshire County Council, attended the meeting and updated members on the status of the LDP. The deposit plan was agreed last September with 1,300 comments made. The final submission was to be made in the 3rd quarter of this year.

Members requested a formal response to the council's letter submitted in November 2019. The plan was to be reviewed by the Planning Inspectorate in January 2021.

Members referred to the impact of Covid, and how this could affect the plan. Some applications were in the pipeline, some already had permission and others were speculative, and had reduced with the Covid situation.

The plan was confirmed as being up to 2030 (10 year plan). Members were concerned at the lack of development in Holywell and the wider West Delyn area of the county.

The consultation process had not included Holywell as a location due to the lack of development included in the plan. No solar farm had been included at the Holway Levels.

Members queried why a previously identified development at Pen-y-Maes on 34 hectares of land had not been included. This potential development had been identified as part of the business case for active travel funding.

RESOLVED:

- 1) That Andy Roberts be thanked for attending.
- 2) That a formal response be returned to the council to their letter at the appropriate time, together with clarification on the status of the Pen-y-Maes site.

TLD5. HOLYWELL & GREENFIELD AREA RAILWAY STATION PROJECT

The Projects & Development Officer provided an update. There was a meeting arranged with the County Council's Streetscene Department to discuss the recent funding award for a transport study and feasibility report, connected to the council's aspiration for a railway station located at Greenfield. Members also referred to the importance of local UK and Welsh Government politicians being involved in meetings to discuss this project.

RESOLVED:

That the Clerk writes to Rob Roberts MP to invite him to future meetings of the Railway Forum.

TLD6. HOLYWELL & GREENFIELD BUS ROUTE PROPOSAL

The Projects & Development Officer provided a position statement. Members considered requirements in light of the Covid situation.

RESOLVED:

That the Projects & Development Officer contacts:

- i) Sarah Blake, Flintshire County Council to meet with members about the proposal.
- ii) P&O Lloyd and Townlinks to explain the proposal and evaluate any interest.

Councillor B. Scragg left the meeting at this point.

TLD7. PEN-Y-MAES TRAFFIC CALMING MEASURES

Item from Councillor I. Hodge. Members reported there was to be a site meeting held shortly to discuss the proposals. Members noted there was cross party support for the 20s Plenty campaign across Wales. A number of prior proposals across all wards were still outstanding from previous meetings with the County Council.

RESOLVED:

That the Clerk follows up with Darell Jones, Flintshire County Council, on the status of the proposals.

TLD8. WELSH INDEX OF MULTIPLE DEPRIVATION

Item from Councillor P.A. Johnson. There was nothing new to report.

RESOLVED:

That Councillor P.A. Johnson sends on the statistical data/information to the Mayor.

TLD9. ASSET TRANSFER – HOLWAY COMMUNITY CENTRE

Item from Councillor P.A. Johnson. There were issues to be resolved around ownership, and the committees and constitution governing the centre, before this project can be taken forward.

TLD10. COMMUNITY NOTICEBOARDS

Members considered any requirements for additional noticeboards within the four wards. Current board usage was as follows:

Holywell Central = 3 (Town Centre)

Greenfield = 1 (Trinity Church)

Several ideas were discussed by members. Any additional noticeboards would be subject to funding being identified.

RESOLVED:

That members inform the Projects & Development Officer of any requests confirming the exact locations. The final report and recommendations would be subject to approval of full council.

TLD11. ACTIVE TRAVEL

11.1. Link to Greenfield Dock/Coastal Path

The Projects & Development Officer, along with the Mayor and Councillor R. Dolphin, were to convene a meeting with Stenprop, Land Owners, to discuss the potential route of the active travel path from the former railway line, down the embankment, and back onto the main road adjacent to Greenfield Industrial Estate. Members had also queried the linkages associated with the Pen-Y-Maes pathways, where work was currently underway.

RESOLVED:

That the Projects & Development Officer contact the County Council's Streetscene Department for some clarification on the intended works.

11.2. Public Bike Stand

Item from Councillor J.M. Johnson. Members considered the installation of a bike stand station at an appropriate place on the local active travel cycle pathway. The stand was installed with basic bike tools and could also include an air supply. The stand provided a sturdy workstation for cyclists to make self service repairs and tune their bicycles when they were out and about.

RESOLVED:

Projects & Development Officer to contact the County Council's Streetscene Department to raise the idea in the first instance, and check if there is any available funding.

TLD12. CLOSE OF MEETING

The Chair closed the meeting at 1.00pm.

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Chair

SCHEME DESCRIPTION

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year. Applications for a package of schemes should contain a costed list of the associated projects in priority order.

Attach A4 location maps, project(s) drawing(s) and any other supporting information separately.

OS GB grid reference: Centre Point 3195 3762

The scheme is a package of local improvements to be delivered over a 3 year phased programme. Improving walking and cycling links through the Greenfield Valley to link Holywell with the coast has been an aspiration of the Town and Community Council and local residents for a number of years. The scheme has been selected following on from a recent meeting with Holywell Town Council, Assembly Member Ken Skates and the Chief Officer for Streetscene and Transportation who met to discuss a potential new train station at Greenfield. The improvements would add value to the business case for a Train Station at Greenfield and would ensure an Integrated Sustainable Transport approach to meet the needs of the local residents. Assembly Member Ken Skates expressed support for the Greenfield Valley walking and cycling improvements and recommended it should be put forward for 2018/19 Active Travel funding. As such a three year rolling programme bid was submitted and Flintshire County Council were successful in obtaining funding in 2018/19. Sustrans has now completed the feasibility study for the project with a revised programme.

Please refer to general arrangement drawing HT/18/0001/201

The revised phased programme of works are as follows:

Phase 1 In Progress – Welsh Government Funded in 2018/19

Greenfield Valley – Section 1

Upgrade existing access track to Active Travel Design Standard for shared use facility

Widen path on ramps

Cycle parking at Tesco Car Park and Greenfield Valley Car Park

Localised drainage works

Vegetation clearance

Access to Dee Coast shared use facility – Section 2b

Provision of shared use facility adjacent to the A548 and crossing facility leading to Dock Road
Provision of cycle lanes on Dock Road

Greenfield Valley (Abbey Smallholding access) to Heritage Park (Museum access) Link – Section 5

Upgrade to existing access track to Active Travel Design Standard for shared use facility.
Replacement of narrow footbridge at Abby Farm crossing
Vegetation clearance and tree removal

Basingwerk Abbey to Heritage Park (Museum access) Link – Section 6

Upgrade to existing access track to Active Travel Design Standard for shared use facility.

General

Provision of localised lighting
Fencing and access controls
Signage
Related facilities to include seating and bins

Phase 2 – 2019/20 (This bid application)

Topographical surveys and detailed design for Phase 2 & 3

The Strand to Greenfield Valley Link – Section 3

Regrade existing path and resurface
Vegetation clearance
New access controls
Provision of lighting

Penymaes Estate to the Greenfield Valley Link – Section 4

All new build construction
Vegetation trimming
New access controls

Realign security fencing within school site
Provision of lighting

Link into Greenfield Business park – Part section 2A
Undertake earthworks for access into Greenfield Business Park (To be constructed in phase 3)

Negotiations with landowners to secure phase 3 works

Phase 3 – 2020/21
North of A548 disused railway bridge link into Business Park and beyond onto to Dock Road - Section 2A
Topographical surveys vegetation clearance
All new build construction
Palisade fences
Provision of lighting

Safe Routes in Communities Schemes ONLY

Name of school/s on which the scheme is focused	Number of pupils

Is the scheme included in your Existing Routes Map or your Integrated Network Map? If yes, please show the route reference, taken from the Active Travel Mapping System and describe how the scheme fits into your existing or planned active travel network.

Route Reference:

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If the scheme does not fall within a designated locality, as per the Active Travel (Wales) Act 2013, does it serve one or more schools that were included in the list of schools which required improvements to routes, as submitted by your local authority in July 2014?

Yes

If neither of the above apply, please provide evidence why your scheme should be considered for funding:

Sustainable Development Principle

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to apply the sustainable development principle in everything they do, through the five ways of working. Please describe how you have followed the five ways of working in the development and appraisal of your scheme. Please use the Future Generations Framework <https://futuregenerations.wales/wp-content/uploads/2017/12/FGCW-Framework.pdf>

PLEASE ONLY PROVIDE INFORMATION RELATED TO YOUR SCHEME

The Five Ways of Working	
<p>Long Term – please describe how you have considered long term needs related to your scheme. What are the impacts of your scheme on future generations?</p>	<p>Flintshire is currently developing its Local Development Plan 2015-30 (LDP). The LDP is about people and places. It seeks to achieve a sustainable and lasting balance which provides for the economic, social and environmental needs of Flintshire and its residents, through realising its unique position as a regional gateway and area for economic investment whilst protecting its strong historic and cultural identity.</p> <p>The Preferred Strategy is the first part of the Flintshire LDP. It sets out the fact that Flintshire needs to plan for opportunities for the people in our communities to lead active, healthy, safe and secure lives. It also sets out the broad approach that the LDP intends to take in order to ensure that development in the County takes place in a sustainable way. A more detailed second part of the plan (the Deposit Plan) will follow at a later date. The preferred strategy proposes a housing growth of between 6,550 and 7,350 up to 2030. Holywell and Greenfield will be providing a percentage of this growth with a number of housing site allocations. The proposal includes a link from the Penymaes Estate into the Greenfield Valley. There is a proposed housing allocation adjacent to Penymaes Estate consisting of 34 hectares which will provide approximately 1000 houses.</p> <p>Therefore, the proposed link into the Greenfield Valley will not only provide a much shorter route for the residents of the existing estate but will serve future resident's needs also. It will encourage more Active Travel journeys rather than residents travelling by car into the Greenfield Valley which is a tourist destination.</p>

	<p>This growth will undoubtedly put extra pressure on the road traffic network so we must take action now to encourage and make provision for the residents of Greenfield and Holywell to travel by Active Travel modes now and in the future as the settlement population grows.</p> <p>UK transport CO2 emissions are expected to rise by 35% between 1990 and 2030. So it's critical that we transform our behaviour in order to achieve our emissions reduction targets, and one of the easiest ways we can do this is by making changes to the way we travel.</p> <p>The provision of cycle way will help to address specific local issues, such as the lack of access to transport services to key service centres and connectivity within urban and coastal communities. This in turn will help to promote social inclusion, poverty reduction, and economic development in the areas (Holywell and Greenfield). Therefore enabling people without access to a private car, or those with special access requirements to have equal access to opportunities for work, health, education, training, social and leisure activities, supporting economic growth in the region.</p>
<p>Prevention – please describe how you considered options to prevent the problems that your scheme is addressing, from getting worse or occurring in the first place.</p>	<p>Increased traffic levels over recent years has contributed to congestion and air pollution and the decline in physical activity has contributed to health issues within communities. There are a number of bodies working collaboratively to address these issues including this Council. Over a number of years Flintshire County Council has implemented a number of schemes to enable and encourage more walking and cycling.</p> <p>Improving access through the Greenfield Valley with links to enable people to reach tourism and employment opportunities has been an objective of a number of service areas within this Council and there has been a high demand for these improvements from local residents. The proposed improvements will address accessibility issues currently being experienced by the local residents.</p> <p>Proposals in the draft Local Development Plan to significantly increase housing numbers adjacent to the Penymaes Estate will only further exacerbate accessibility issues. Providing these much needed improvements and new links will help prevent problems such as air pollution and health inequalities within Holywell and Greenfield Communities from getting worse.</p> <p>Greenfield and Holywell Central ranks within the most deprived in terms of Health (WIMD). Provision of new and improved links to encourage more Active Travel journeys will help prevent this situation from declining further and improve the rankings in WIMD.</p>

<p>Integration – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>FPSB 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. The Flintshire Public Service Board has developed “A Well- being Plan for Flintshire 2017-2023. The five PSB priorities are:</p> <ul style="list-style-type: none"> • Community Safety • Economy and Skills • Environment • Healthy and Independent Living • Resilient Communities <p>The proposal supports a number of priorities in this Plan such as developing greater access opportunities to the Green Infrastructure and reducing the impacts of Climate Change.</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>A number of meetings, including site visits have been carried out with the Chair of the Greenfield Valley Trust, Countryside Services, Holywell Town Council, Regeneration, Sustrans and the Leader of St Beunos Heritage Trail which runs through parts of the Valley. Discussions included resolving drainage issues, aesthetically acceptable surfacing materials, signage prevention of vehicular access methods. During the feasibility work and outline design and survey work undertaken for Phase 1 Flintshire County Council have been meeting regularly with the Town Councils and the Greenfield Valley Trust to keep them informed of progress. Both the Town Councils and the Greenfield Valley Trust have helped shape the feasibility and scheme proposal. The Town Council requested direct access from the disused railway track down into Greenfield Business Park. Negotiations are ongoing in respect of acquiring the land to facilitate this and at present it is looking quite promising in terms of delivering a link directly into the Park. Sustrans have completed the feasibility study which has been shared with stakeholders. A Stakeholder Engagement meeting is arranged for January 2019 to discuss the forward work programme.</p>
<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your scheme.</p>	<p>A number of meetings, including site visits have been carried out with the Chair of the Greenfield Valley Trust, Countryside Services, Holywell Town Council, Regeneration, Sustrans and the Leader of St Beunos Heritage Trail which runs through parts of the Valley. Discussions included resolving drainage issues, aesthetically acceptable surfacing materials, signage prevention of vehicular access methods. During the feasibility work and outline design and survey work undertaken for Phase 1 Flintshire County Council have been meeting regularly with the Town Councils and the Greenfield Valley Trust to keep them informed of progress. Both the Town Councils and the Greenfield Valley Trust have helped shape the feasibility and scheme proposal. The Town Council requested direct access from the disused railway track down into Greenfield Business Park. Negotiations are ongoing in respect of acquiring the land to facilitate this and at present it is looking quite promising in terms of delivering a link directly into the Park. Sustrans have completed the feasibility study which has been shared with stakeholders. A Stakeholder Engagement meeting is arranged for January 2019 to discuss the forward work programme.</p>

Involvement – please describe who you have involved and how, in the development and appraisal of your scheme

Through the consultation for developing the Flintshire's Rights of Way Improvement Plan, it was identified that there was a need to develop and extend the rights of way network. This included the need for sustainable links within and between coastal communities to towns and facilities serving coastal communities. The consultation also highlighted the need to link coastal routes such as the Dee Coast Cycle Path and the All Wales Coastal Path to Communities.

The consultation included all Community and Town Councils, as well as individuals and interested organisations. The plan highlighted the need to develop the infrastructure to enable greater accessibility, which was fully supported within the comments received back.

A proposal for a cycling/walking facility through the Greenfield Valley with links was also included on Flintshire's Integrated Network Map (INM) and Schedule which underwent informal engagement and a public consultation in 2017 which included the following:

- An informal engagement event was held with the Local Access Forum on 5th May at Wepre Visitor Centre. Members were shown the draft INM and the proposals were received positively.
- Drop in Events were arranged specifically for Local Members and Community and Town Councillors to view and comment on the draft INM prior to formal consultation. These were held at County Hall on the 30th and 31st May 2017.
- The statutory consultation ran between 3rd July and 24th September 2017 and was made available on the Council's website.
- A Drop in session was held at the Connects Office at Holywell Town Centre.

The proposals for the Greenfield Valley and links was positively supported throughout the consultation and the drop in event at Holywell Connects Office.

SCHEME BUSINESS CASE

1. STRATEGIC CASE

The case for change, fit with policies and objectives.

The Case for Change	
<p>Current and Future Situation and Issues What are the local and wider issues that this scheme will address? Include baseline data where available. What will happen if no action is taken?</p>	<p>Flintshire County Council operates in accordance with its Environment Policy which underpins the requirement to work with local partners and stakeholders. The Council has achieved Green Dragon Level 3 and signed the Welsh Declaration for Climate Change. Environment is a theme of the Community Plan and an initial project is looking at carbon mitigation and adaptation. Provision of alternative sustainable transport corridors supports Flintshire's Environment Policy.</p> <p>The project will provide a much requested sustainable transport corridor linking Holywell Town Centre and residential areas into major employment sites at Greenfield Business Park which is an established industrial location strategically positioned alongside the A548 – North Wales Coast Road. WIMD (2014) - Holywell Central is ranked among the 10% most deprived for employment and among the 10-20% most deprived for Health. Provision of a cycling facility between Holywell and Greenfield Business Park would provide access to employment opportunities. Improving access between the various services and facilities will encourage more local people to walk and cycle to local attractions, services and facilities and employment thus improving their mental and physical wellbeing and improving community cohesion both of which supports goals within the Well Being of Future Generations Act.</p> <p>The scheme has a dual purpose as it provides access to Tourism Destinations such as the Greenfield Heritage Park, Basingwerk Abbey, St Beunos Nature Trail and St Winifrede's Well. Promoting the tourism destinations within this area to cyclists and walkers using the coastal paths will promote the growth and sustainability of the economy in these communities.</p> <p>The director of Tourism Partnership North Wales, said: "The visitor economy is a key component of North Wales' economy, accounting for around 8% of the GDP. The income generated is £2.4 billion per annum and 26.6 million people visit North Wales annually. In Flintshire tourism is currently estimated to be worth £160.6m annually to the economy, generated by 2.7 million visitors each year.</p>

	<p>North Wales Tourism Partnership aims to make North Wales one of the top 5 UK tourism destinations.</p> <p>Statistics show a long-term increase in the percentage of overweight people in the county. In 2014, over 25% of 4 to 5 year olds and approximately 57.5% of Flintshire adults were found to be obese or overweight. Opportunities to take part in outdoor activity has a significant role to play in reversing this long-term increase and as such provision of high quality Active Travel Routes to link people to places they want to visit such as the Greenfield Valley, Greenfield Business Park and the Dee Coast Paths will help reverse this trend.</p>
<p>Scheme outputs What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<p>Year 1 2018/19 2.3km Upgraded shared use cycle route throughout the Greenfield Valley Cycle parking provision at Tesco Car Park and Greenfield Valley Car Park New footbridge 515 metres of cycle lanes on Dock Road 136m of upgraded shared use cycle path adjacent to the A548 New Crossing facility on the A548 New Seating and bins Localised lighting</p> <p>Year 2 2019/20 600 metres Upgraded shared use cycle route from the Strand into the Valley 400 metres new build shared use route from Penymaes Estate into the Valley New lighting Columns</p> <p>Year 3 – 2020/21 800 metres of new build shared use route from the valley to link into Business Park and beyond onto to Dock Road New lighting</p> <p>Increased No's of walkers and cyclists to be measured with data loggers Improved health and well-being within Greenfield and Holywell Communities</p>

<p>Fit with Policies and Plans Please indicate where this scheme fits with local policies and plans such as the Local Transport Plan and any other related policies and plans. Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</p>	<p>The North Wales Joint Local Transport Plan sets out the following vision: “The North Wales Local Authorities aim to remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks”.</p> <p>Issues identified in the Plan include:</p> <ul style="list-style-type: none"> • Existing and planned out of centre employment sites may be poorly served by public transport; • People without access to a car may be excluded from accessing some job and leisure opportunities; • There is a lack of evening and weekend bus provision, which leads to difficulties in accessing employment opportunities and reliance on private car; • Lack of available affordable transport for some communities; • Need to tackle the problems many people encounter in accessing work, education and healthcare; <p>The cycle way provision will enable modal shift and support active travel. The infrastructure improvements planned as part of these Cycle Way proposals will address:</p> <p>Higher Level Intervention - Integration with Strategic Public Transport Services The A548 Coast Road through Greenfield forms part of Flintshire’s Core Network Bus Route. The provision of the walking and cycling links from Holywell Town Centre and surrounding residential estate will link to the Core Bus Network on the A548 and improvements for cycling and walking will be extended to the Bus Stops near Dock Road.</p> <p>Higher Level Intervention – Improved links to Employment The provision of the walking and cycling links from Holywell Town Centre and surrounding residential estates will link to Greenfield Business Park which encompasses Westbridge Furniture (approx.300 employees) and Kingspan (approx. 500 employees). These are the biggest employers in the area. Unifrax Emissions control is also at the site with approximately 150 employees.</p> <p>Higher Level Intervention – Access to Services The provision of the walking and cycling links to Holywell Town Centre from surrounding residential estates and Greenfield will provide new and improved access to supermarkets, banks, a range of shops, library, leisure centre and several other facilities in the Town.</p>
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	<p>Higher Level Intervention – Encouraging Sustainable Travel Improving accessibility to key services and facilities and providing new links will encourage the local residents to choose to walk and cycle for their everyday short journeys as the links will make it more convenient to travel actively than travel by motor vehicle.</p> <p>INM References</p> <table border="1"><tr><td>HO1/1</td><td>HO 1/3</td><td>HO 1/2</td></tr><tr><td>HO 2/1</td><td>HO 4/1</td><td>HO 4/2</td></tr></table>	HO1/1	HO 1/3	HO 1/2	HO 2/1	HO 4/1	HO 4/2
HO1/1	HO 1/3	HO 1/2					
HO 2/1	HO 4/1	HO 4/2					

Fit with Well-being Objectives

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. Please outline below how your scheme fits with the Welsh Government's Well-being Objectives:

<http://gov.wales/docs/dsjlg/publications/150623-guide-to-the-fg-act-en.pdf>
<http://gov.wales/docs/strategies/170919-prosperity-for-all-en.pdf>

Prosperity for All	Well-being Objectives	Scheme contribution
<p>Prosperous & Secure</p>	<ul style="list-style-type: none"> • Support People and businesses to drive prosperity • Tackle regional inequality and promote fair work • Drive sustainable growth and combat climate change 	<p>At present the Greenfield Valley Path experiences drainage problems in wet weather and is not suitable for cycling. Upgrading this path will encourage modal shift from the motor vehicle to walking and cycling journeys for residents in Holywell accessing employment at Greenfield Business Park and beyond to other coastal Towns. Also for the residents of Greenfield who wish to access employment in Holywell Town.</p> <p>Providing a much needed link from Penymaes Estate into the Valley and beyond to Greenfield Business Park will also support modal shift objectives. The Council has received a number of requests for this link over the years. Prior to the development of the 21st Century school on the former Holywell High School Site residents from Penymaes Estate used to be able to cut across the school field to access the valley and beyond. However, the route was not a recorded public right of way and the development of the school provided fencing for safeguarding issues. The residents now have a very circuitous route to access the Valley and Business Park resulting in them choosing to drive. The proposal for this link will be outside the school boundary perimeter. Achieving modal shift will reduce carbon emissions in the area and thus improve air quality.</p> <p>Greenfield ranks in the most deprived for Physical Environment, reduction in car use will improve air quality and thus improve the physical environment</p>

<p>Healthy & Active</p>	<ul style="list-style-type: none"> • Deliver quality health and care services fit for the future • Promote good health and well-being for everyone • Build healthier communities and better environments 	<p>Provision of these walking and cycling links will help to reduce a significant number of car journeys currently being made to access Tourism and employment in the area and other services and facilities in Holywell Town.</p> <p>Enabling these communities to be able to make more Active Travel journeys will help the local population burn calories, get their hearts pumping and work their legs and abs. Making Active Travel journeys can also lift mood and improve general health and wellbeing. Being inactive is a serious threat to our collective health – research shows that keeping physically active can reduce the risk of heart and circulatory disease by as much as 35% and risk of early death by as much as 30%.</p> <p>It's recommended that adults take part in 2.5 hours of moderate activity per week. But current physical activity levels in the UK are low: only 40% of men and 28% of women meet these minimum recommendations.</p> <p>One way to achieve this target is to do 30 minutes' exercise at least five times a week. This proposal will provide the perfect opportunity to achieve this as it will provide the perfect length of time for short, local journeys to be made on foot or by bike. If residents could swap short car journeys with cycling or walking, they will easily build exercise into their day and reap the health benefits. Research shows adults who cycle regularly have fitness levels of someone up to 10 years younger.</p> <p>Provision of the Greenfield Valley Path with links will encourage more exercise within the Communities and thus help prevent serious illness. Physical activity isn't a guarantee against all disease, but it has been shown to greatly reduce the chances of several serious illnesses. For example:</p> <p>Heart disease Heart disease is the number one cause of death in the UK. According to the Chief Medical Officer, inactive and unfit people have almost double the risk of dying from heart disease compared to more active and fit people.</p> <p>Asthma</p>
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<p>Ambitious & Learning</p>	<ul style="list-style-type: none"> • Support young people to make the most of their potential • Build ambition and encourage learning for life • Equip everyone with the right skills for a changing world 	
<p>United & Connected</p>	<ul style="list-style-type: none"> • Build resilient communities, culture and language • Deliver modern and connected infrastructure • Promote and protect Wales' place in the world 	<p>The upgrade of the Greenfield Valley path to shared use walking and cycling facility will provide a safe sustainable transport corridor to connect Holywell to Greenfield.</p> <p>The scheme will provide improved active travel access as follows:</p>

	<ul style="list-style-type: none">• Integrated transport corridor to connect with the Core Bus Network running along the A548.• Active Travel access for residents of Holywell to Greenfield Business Park• Active Travel access for residents of Greenfield to Holywell Town Centre with its range of retail, eateries and leisure centre• Active Travel access for residents of both Greenfield and Holywell to Greenfield Heritage Park which houses a number of tourist attractions such as St Winifrede's Well, Basingwerk Abbey and The Mill on the Hill Tea Rooms and the Heritage Trail• Active Travel access to the Coastal Paths and the Dee Estuary which is designated as a world heritage site and also a European marine site and SPA and RSPB site• Potential access to a new Train Station at Greenfield (Not committed at present)
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Scheme Objectives

Please outline below how your scheme fits with the relevant grant objectives. Please only fill in for the grant that you are applying for and leave the other blank.

Grant name	Grant objectives	Scheme Contribution
Local Transport Fund	<ul style="list-style-type: none"> • Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas • Reduce economic inactivity by delivering safe and affordable access to employment sites • Encourage active and sustainable travel • Improve quality of life particularly those living in disadvantaged and rural communities by delivering safe and easy to use transport to key facilities and services • Connect communities and enable access to key services 	
Local Transport Network Fund	<ul style="list-style-type: none"> • Improve public transport journey time reliability • Reduce public transport journey times • Connect communities and enable access to employment, education and key services 	

<p>Active Travel Fund</p>	<ul style="list-style-type: none"> • Improve active travel access to employment, education, key services, destinations and public transport • Increase levels of active travel • Connect communities 	<p>The A548 Coast Road through Greenfield forms part of Flintshire's Core Network Bus Route. The provision of the walking and cycling links from Holywell Town Centre and surrounding residential estate will link to the Core Bus Network on the A548 and improvements for cycling and walking will be extended to the Bus Stops near Dock Road.</p> <p>The provision of the walking and cycling links from Holywell Town Centre and surrounding residential estates will link to Greenfield Business Park which encompasses Westbridge Furniture (approx.300 employees) and Kingspan (approx. 500 employees). These are the biggest employers in the area. Unifrax Emissions control is also at the site with approximately 150 employees.</p> <p>The provision of the walking and cycling links to Holywell Town Centre from surrounding residential estates and Greenfield will provide new and improved access to supermarkets, banks, a range of shops, library, leisure centre and several other facilities in the Town.</p> <p>Improving accessibility to key services and facilities and providing new links will encourage the local residents to choose to walk and cycle for their everyday short journeys as the links will make it more convenient to travel actively than travel by motor vehicle.</p> <p>The provision of these shared use Active Travel Routes will not only connect Greenfield to Holywell they will also connect residential areas to the places people need to make every day journeys to.</p>
<p>Safe Routes in Communities</p>	<ul style="list-style-type: none"> • Increase levels of active travel among children travelling to school • Increase levels of active travel in the wider community (Please indicate the position of the community in the Welsh Index of Multiple Deprivation) 	

2. TRANSPORT CASE

Contribution to Well-being Goals

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	Neutral
A resilient Wales	Positive The route along Broncoed lane has a wide verge with overgrown vegetation. This verge will not be disturbed by the provision of the shared use facility. We will look to work with our Ecologist to see if any new planting along the verge would enhance biodiversity in the area.
A healthier Wales	Positive Provision of a safe shared use walking and cycling facility will encourage both children and adults to participate physical activity which will not only improve their physical well-being but also their mental well-being.
A more equal Wales	Positive

	<p>For those members of the community who do not have access to a car the shared use facility will provide a sustainable transport corridor therefore providing equal opportunity to access services, facilities and employment. Additionally, the shared use facility will provide improved access for mobility users therefore allowing a more cohesive and inclusive community.</p>
<p>A Wales of cohesive communities</p>	<p>Positive The walking and cycling infrastructure improvements will encourage more people to make active journeys instead of travelling by car thus creating healthier communities. Walkers and cyclists are more likely to visit shops on their travel journey than motorists, this will help the local economy and increase the vibrancy in the area.</p>
<p>A Wales of vibrant culture and thriving Welsh language</p>	<p>Neutral</p>
<p>A globally responsible Wales</p>	<p>Positive The scheme will deliver the infrastructure to encourage physical Activity resulting in modal shift from the motor vehicles to walking and cycling thus helping to reduce carbon emissions in the locality.</p>

Value for Money

Please explain what steps have been taken to ensure costs have been kept as low as possible and to quantify if the funding requested will represent value for money. Include Benefit Cost Ratio (BCR) if known:

<p>Project Management, supervision, 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.</p>
<p>Provision of this shared use walking and cycling facility benefits the local environment as the objective is to encourage walking and cycling and reduce car journeys, thus reducing CO2 emissions.</p>
<p>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</p>

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.

Impact Assessment

Please provide a summary of the social, cultural, environmental, and economic impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence.

<p>Social Impacts Please consider physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance.</p>	Welsh Index of Multiple Deprivation (WIMD) 2014 NB* LSOA overall rank 1 is the most deprived and 1909 is the least deprived.				
	Lower Super Output Area				
		Holywell Central	Holywell West	Greenfield 1	Greenfield 2
	Overall Rank	155	636	239	1078
	Deprivation	Among the 10% most deprived of LSOA's	Among the 30-50% most deprived of LSOA's	Among the 10 - 20% Most deprived of LSOA's	Among the 50% least deprived of LSOA's
<p>The provision of a shared use walking and cycling facility will provide sustainable access between the settlements of Holywell and Greenfield. The link will provide safe and affordable access to educational facilities, local services, retail and employment between both communities. Some of the wards within these settlements are currently in deprived areas, shown in the table above. The path provides direct and affordable access to areas of employment i.e. Greenfield Valley Heritage park, Greenfield Business Park, and Holywell Town Centre.</p> <p>The scheme will provide an opportunity for everyone, including people with an impairment, to participate in and enjoy the outdoor environment. Increasing the number of people of all ages who are</p>					

	<p>out on the streets, making public spaces seem more welcoming and providing opportunities for social interaction.</p> <p>Employment</p> <p>Greenfield 1 is ranked 564 out of 1909 which places it among the 20- 30% most deprived Greenfield 2 is ranked 1132 out of 1909 which places it among 50% least deprived Holywell Central is ranked 102 out of 1909 which places it among the 10% most deprived Holywell West is ranked 622 out of 1909 which places it among the 30-50% most deprived</p> <p>Providing new and improved sustainable access to key employment sites at Greenfield, along the coastal towns and beyond into the Deeside Enterprise Zone will support people without access to a motor vehicle to gain employment where transport is an issue. It is also an affordable transport choice and thus the effects of the scheme could have a positive impact on the Employment Rank Score for these Super Lower Output Areas.</p> <p>Health</p> <p>Greenfield 1 is ranked 124 out of 1909 which places it among the 10% most deprived Greenfield 2 is ranked 841 out of 1909 which places it among the 30-50% most deprived Holywell Central is ranked 293 out of 1909 which places it among 10 - 20% most deprived Holywell Central is ranked 764 out of 1909 which places it among the 30-50% most deprived</p> <p>Implementation of the walking and cycling links between the specified destinations will encourage more walking and cycling trips which will in turn increase physical fitness of residents within these communities.</p> <p>Creating a safer walking and cycling environment for the journey to school and reinforcing the attractiveness is key to encouraging children, either alone or with an adult to walk or cycle to school. An increase in active travel journeys to school arising from the scheme would increase alertness, fitness and improved health for children and adults.</p> <p>The scheme will also encourage residents to get to local services and facilities by active travel modes. Research shows that interventions that support walking and cycling enable people to become more</p>
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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.

The effects of the scheme would have a positive impact on the Health Rank Score for these Super Lower Output Areas.

Access to Services

Greenfield 1 is ranked 755 out of 1909 which places it among the 30-50% most deprived
Greenfield 2 is ranked 1302 out of 1909 which places it among the 50% least deprived
Holywell Central is ranked 1411 out of 1909 which places it among the 50% least deprived
Holywell West is ranked 621 out of 1909 which places it among the 30-50% most deprived

Greenfield has a population of 2,741 and has 1 primary school with pre-nursery provision. There are no secondary schools, public swimming pool, supermarket, banking facilities, cash points, hospital facilities, doctors or dentist surgeries or civic offices facility. There is employment opportunities at Greenfield Business Park and at the Greenfield Business Centre. W Hall & Sons is a long established soft drinks works. Key employers include Kingspan and Westbridge Furniture. Holywell has a population of 5,998 and has 1 primary school with pre-nursery provision and a high School (21st Century School). Holywell does have an Indoor Leisure Centre with public swimming pool a community centre with hall, civic offices facility, Hospital, library, dentist surgery, pharmacy, bank/building societies, Supermarket, a post office and a host of retail outlets.

Providing new and improved sustainable linkages between these communities and residential area has benefits for both communities, for the residents of Greenfield they can access everyday services such as shopping, banks health care and leisure facilities in Holywell Town. For those residents in Holywell they will be able to access employment opportunities at Greenfield via the shared use cycle facility, it is of significant value to those residents who don't have access to a car and or cannot afford public transport.

The effects of the scheme would have a positive impact on the Access to Services Rank Score for these Super Lower Output Areas particularly for Greenfield 1 and Holywell West.

	<p>Community Safety Greenfield 1 is ranked 554 out of 1909 which places it among the 20-30% most deprived Greenfield 2 is ranked 830 out of 1909 which places it among the 30-50% most deprived Holywell Central is ranked 61 out of 1909 which places it among the 10% most deprived Holywell West is ranked 351 out of 1909 which places it among the 10%-20% most deprived</p> <p>The scheme will provide an opportunity for everyone, including people with an impairment, to participate in and enjoy the outdoor environment. Increasing the number of people of all ages who are out on the streets, making public spaces seem more welcoming and providing opportunities for social interaction.</p> <p>The effects of the scheme would have a positive impact on the Community Safety Rank Score for these Super Lower Output Areas.</p> <p>Physical Environment Greenfield 1 is ranked 180 out of 1909 which places it among 10% most deprived Greenfield 2 is ranked 781 out of 1909 which places it among 30-50% most deprived Holywell Central is ranked 1762 out of 1909 which places it among the 50% least deprived Holywell West is ranked 1814 out of 1909 which places it among the 50% least deprived</p> <p>The proposed scheme will enhance the physical environment by providing better access with upgraded facilities that will be sympathetic to the nature of the area.</p> <p>The effects of the scheme would have a positive impact on the Physical Environment Rank Score for these Super Lower Output Areas.</p>
<p>Cultural Impacts Please consider cultural impacts including welsh language.</p>	<p>All signage & promotional material and consultations will be undertaken bilingually.</p>

UK transport CO2 emissions are expected to rise by 35% between 1990 and 2030. So it's critical that we transform our behaviour in order to achieve our emissions reduction targets, and one of the easiest 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.

Sustrans commissioned Eunomia to construct a model that enables the quantification of the potential contribution of walking and cycling in the context of air quality, in relation to PM10 and NOx. The model measures the air quality benefits in a monetary value. The air quality benefits are a result of avoided car emissions as a result of a reduction in car journeys due to modal shift to active travel; and the health impacts from a route user's changed exposure to pollution. The model is the first of its kind to quantify the contribution of walking and cycling to improving air quality and can be used as evidence for investment in the delivery of cycling links from the settlements outlined in this document into services and employment. It found that:

1. Savings to the economy of £567m each year would be realised from improved air quality alone, by delivering and meeting the targets to double cycling and increase walking set out in the Government's Cycling and Walking Investment Strategy in England. It would also mean more than 8300 premature deaths from air pollution would be prevented over ten years.
2. Savings of £364 million would be realised in Scotland from improved air quality alone if the vision of 10% of every day journeys by bike set out in Scotland's Cycling Action Plan were achieved. It would also mean nearly 4000 premature deaths would be avoided over a decade.
3. Increasing levels of cycling and walking by delivering the Cycling and Walking Investment Strategy would achieve over five times more savings to the economy through improved air quality over a ten year period than the Government's planned Clean Air Zones in England and must form part of the wider strategy to meet our air quality targets.

Environmental Impacts

Please consider noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.

	<p>4. Investing in cycling and walking would further improve air quality by mitigating the 45% of particulate matter that comes from tyre and brake wear.</p> <p>5. Area case study: Our area wide intervention model in Southampton using a conservative figure of a 10% drop in car use found air quality benefits to all residents of £477,000 per year from a reduction in nitrogen dioxide. This value would be even higher if particulate matter were also factored in.</p>
<p>Economic Impacts Please consider journey time, journey time reliability, transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created.</p>	<p>Greenfield is located close to Holywell and has developed historically from the industrialisation of the Greenfield Valley. The B5121 runs the length of Greenfield Valley connecting Greenfield and Holywell. This area is semi-urban in character with loose and sometimes fragmented built pattern of development running along its length. Greenfield benefits from services and facilities primarily along the B5121 but also in nearby Holywell Town Centre which includes supermarkets, banks, a range of shops, library, leisure centre and several other facilities. The Greenfield Valley is also home to a 2km linear heritage park which attracts thousands of visitors each year between the months of March and October and is a valuable local community asset for the residents of Holywell and Greenfield. Greenfield benefits from lying near key coastal employment areas such as Greenfield Business Park and Holywell Town Centre. Regular bus services also mean that other coastal employment areas and towns are conveniently accessed from Greenfield (e.g. Flint & DEZ).</p> <p>The initiative contained within this bid will significantly enhance accessibility to employment centres in Coastal Towns along the Dee Coastal path once this stretch of cycle network is complete, this will eventually give access into Deeside Enterprise Zone. By enhancing sustainable integrated transport services and enabling those without access to car to more easily take up employment and training opportunities across the area</p> <p>Cycling UK reports that on average, cycle commuting employees take one less sick day p.a. than non-cyclists and save the UK economy almost £83m</p> <p>Excessive dependence on motorized road transport imposes significant economic costs on society which include: congestion; road casualties; physical inactivity and the ill health caused by it (e.g. obesity); pollution (and the associated damage to buildings, ecosystems, agriculture and health); as well as the geopolitical costs of maintaining fossil fuel supplies in an increasingly unstable global</p>

environment. Providing the infrastructure to enable modal shift from the car could substantially reduce these risks, while strengthening local economies in both urban and rural areas; supporting local businesses and property values; boosting the economic productivity of a healthy and satisfied workforce; and enabling disadvantaged groups to gain skills and access employment opportunities.

The economic contribution to Wales from cycling is worth £54m and from the Coastal Path is worth £32m. Extending the cycling network will also boost the tourism economy for Flintshire, particularly for the coastal element which currently attracts over 9,000 cyclists in peak months and over 5,000 walkers.

3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme. Where key stages / milestones have been reached / completed, give date when reached where applicable. As a minimum, information should be provided on design; timing of statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion where these apply to the scheme.

Information on risks to delivery and mitigation measures in place or proposed must be included.

The feasibility study is now complete and stakeholder engagement with the Greenfield Valley trust and the Town Councils have also been undertaken. Due to a number of factors that have arisen from the study and also from the engagement process the phased programme of works has now changed.

Phase 1-2018/19 – Current year delivery

Site clearance works in progressed it anticipated that construction works will commence in the valley late January and will be complete within 8 weeks. Works along the A548 and Dock road will commence mid-January and will be complete within 4 weeks.

Phases 2 – 2019/20 (This bid)

All works proposed are within Council owned land and partly within School grounds. To facilitate the construction of a shared use facility the school security fencing will need to be realigned. The Assets and Education department have given their consent for the scheme. The proposal will be presented to the School Governors in the January. Please find attached the Gantt chart outlining the programme of works and timescales.

Phase 3 – 2020/21

Delivery of this section is dependent on land acquisition. Negotiations with affected landowners will be progressed alongside delivery of Year 2 works. Greenfield Town Council have made some initial contact with one of the affected landowners.

4. FINANCIAL CASE

Financial expenditure profile

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

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys		£10,000	£10,000				
Design		£10,000	£10,000				
Land Purchase							
Accommodation Works	£24,500	£30,000	£30,000				
Construction	£697,000	£200,000	£180,000				
Project Management	£30000	£30,000	£25,000				
Monitoring and Evaluation	£15,000	£15,000	£15,000				
Promotion		£5,000	£5,000				
GROSS TOTAL	£766,500	£300,000	£275,000				
Match funding amount, percentage contribution and funding source(s) (insert name of organisation)	Flintshire County Council 10% = £69700	Flintshire County Council 10% =30000	Flintshire County Council 10% = £27,500				
NET TOTAL	£697,000	£270,000	£247,500				

Quarterly Expenditure Profile

(Expenditure should be planned as early as possible in the financial year to ensure confidence in a full spend. Expenditure planned for Quarter 4 should be limited to minimise the risk of underspend)

	Forecast FY2019-20 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys	£10,000			
Design	£10,000			
Land Purchase				
Accommodation Works		£30,000		
Construction			£200,000	
Project Management		£3,000	£20,000	
Monitoring and Evaluation				£15,000
Promotion				£5,000
GROSS TOTAL		£33,000	£220,000	
Match funding amount, percentage contribution and source(s) (insert name of organisation)		FCC 10% = £3,000	FCC 10% = £20,000	
NET TOTAL	£20,000	£30,000	£200,000	£20,000

5. COMMERCIAL CASE

How will the scheme be procured? What is the number and experience of the likely suppliers? What are the key contractual arrangements, what is the contract length?

FCC will undertake the procurement of the scheme which will include the Tender process and the selection of possible suppliers/contractors who have over 10 years' experience working with Local Government.

The scheme will be designed in house by a Flintshire County Council Technical Officers who are experienced in both the design and delivery of traffic management and engineering solutions.

As of April 1st 2017, Flintshire County Council have been utilising contractors procured via internal contract procedures to undertake works such as resurfacing, surface dressing, lining and anti-skid. This contractual agreement has proven to be successful with proven benefits in relation to value for money and improving timescales associated with scheme implementation.

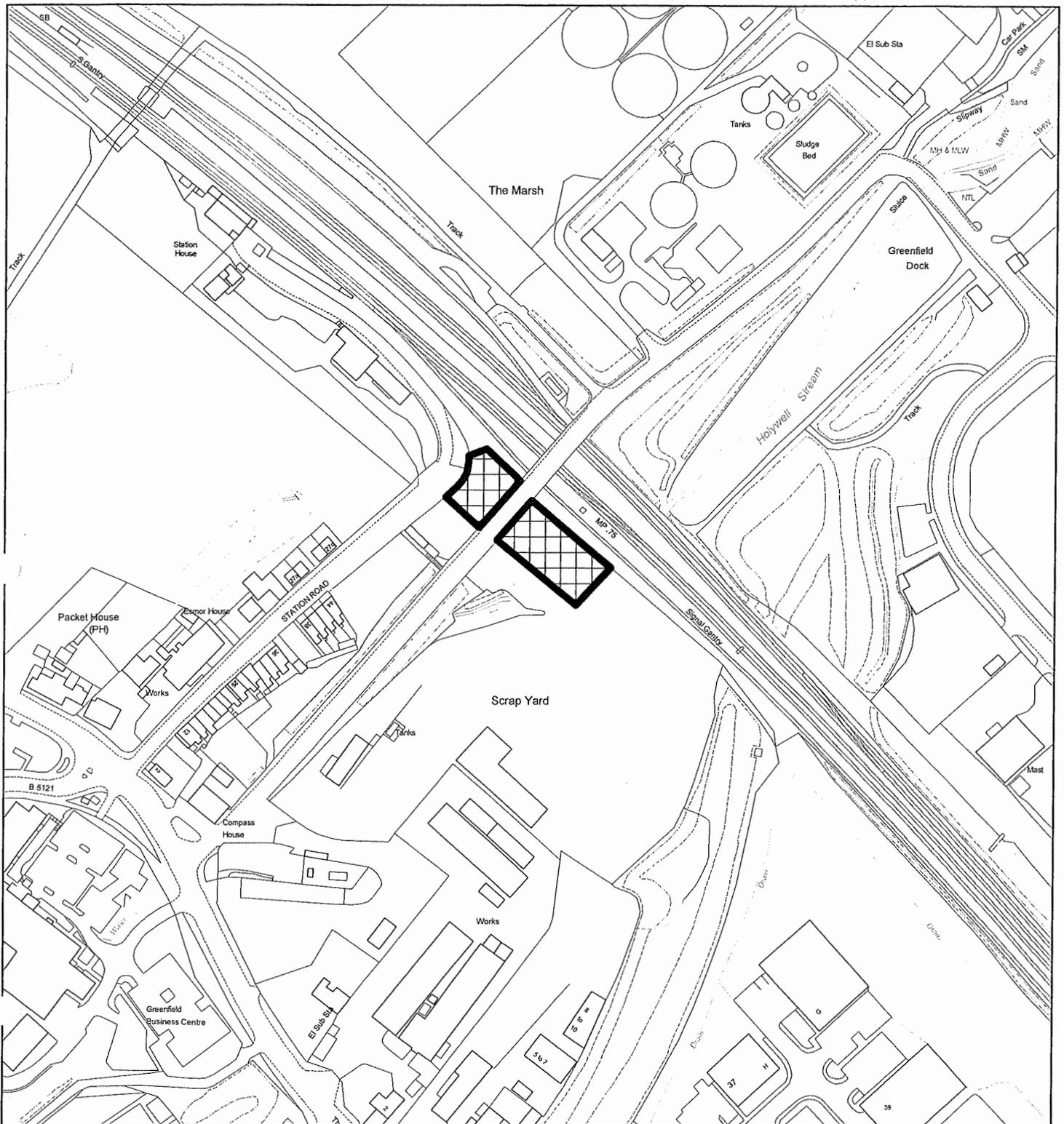
For all works, a 12 month maintenance period ensures any defects that may arise will be remedied by contractor.

The contract preparation, tender process and on site works are estimated at 19 weeks. (Gantt chart attached)

MONITORING AND EVALUATION

How and when will you measure if the scheme has been successful? Post delivery monitoring plan, data collection, and relevant targets?

A system of continual monitoring through means of travel surveys would be put in place. Expected reduction in vehicular traffic due to increase in alternative modes of travel i.e. walking and cycling. 3 years pre & post scheme implementation comparison including. The installation of cycle / pedestrian data loggers, Traffic Counts, flow surveys and monitoring of public usage, in particular, the use of the route by high risk and vulnerable users.



Flintshire Local Development Plan: Candidate Site

Site Reference : GRE004
Name / Location of Site : Land south side railway line, adj Dock Road, Greenfield
Settlement : Greenfield
Current Use of Site : Trees / Industrial
Proposed Use of Site : Railway Station
Development or Protection : Development
Area (Hectares) : 0.169564
OS Reference : E319771 N377791





Flintshire Local Development Plan

Candidate Site Submission Form

Please use this form to provide details of the Candidate Site you are proposing for inclusion within the Flintshire Local Development Plan.

You may photocopy this form or obtain copies from the Planning Reception at County Hall or the Council's website www.flintshire.gov.uk/ldp Please complete the form in black ink, clear writing or typescript. Any continuation sheets or additional documentation should be securely attached and referenced.

The 3 month submission period commences Friday 28th February 2014 and representations must be received by the deadline of 5.00pm on Friday 30th May 2014. Submissions received after this date will not be considered. Submissions may be forwarded either by post, fax or electronically as detailed below.

By providing as much information as possible it will help the Council in processing and assessing your Candidate Site. The submission of a site does not guarantee that the site will be considered and allocated for development by the Council.

If you have any queries relating to the submission LDP helpline on 01352 703213.

Please note: all candidate site submissions will be entered into the Candidate Site Register and cannot therefore be treated as a planning application.

Please note it is also important to read the accompanying information pack.

Acknowledged

AW 02-06-14

Need to clarify exactly which land.

For further information, please contact the

Planning Policy Officer in the form of a

Please return this form by 5.00pm on Friday 30th May 2014 to:

Andrew Farrow
Head of Planning
Environment Directorate
Flintshire County Council
County Hall, Mold, Flintshire
CH7 6NF

LDP helpline: 01352 703213
Fax: 01352 756444
E-mail: developmentplans@flintshire.gov.uk

For office use only:

Date of receipt: 30/5/14	Date acknowledged:
Community: Holywell	Settlement: GREENFIELD
Site ref: QRE004	Officer:

Contact Details - Proposer

Agent Details (if applicable)

Title: First Name:

Title: First Name:

Last Name:

Last Name:

Organisation (if applicable):
HOLYWELL TOWN COUNCIL

Organisation (if applicable):

Address: *BANK PLACE OFFICES
HOLYWELL*
Post code: *CH8 7TS*

Address:
Post code:

Telephone: *01352 711757*

Telephone:

Fax: *— No. —*

Fax:

Email: *hollywelltown@btconnect.com*

Email:

Should correspondence be sent to the proposer and agent? (please tick)

Proposer Agent

Preferred means of contact (please tick)

E-mail Letter

Site Details

Site Address/Location/Post Code
Grid reference (if known): *LOWER GREENFIELD VALLEY
TWO POSSIBLE SITES Ref 6.*

Site size (hectares):

Proposed use of site e.g Housing – number of units, Employment/Commercial – floorspace area, community or mixed use. N.B if other please state.
MIXED - COMMUNITY / TOURISM USES.

Please note that the Council will not accept submissions which are not accompanied by a recognised scale plan clearly identifying the exact location of the site and its boundaries.

Land Use/Planning History

Existing or previous use of the site:

Are there any buildings on the site and are they in use or vacant?

NO

Was the site promoted as an omission site as part of the preparation of the UDP. If yes, please give details:

Has the site been the subject of previous planning applications if so please give reference numbers:

If you wish to propose that the site is protected from development please explain how and why:

SUGGESTION THAT IDENTIFIED LAND IS CONSIDERED TO ESTABLISH A RAIL HALT WITH SUITABLE ACCESS.

Any additional comments relating to land use please add below:

FACILITY TO ENCOURAGE "STOP" AT GREENFIELD DOCK WITH OPTIONS TO EXPLORE WALKS COASTAL PATH / CONTINUE INLAND (SUBJECT TO LINK) THROUGH GREENFIELD VALLEY HERITAGE PARK TO HOLYWELL AND RETURN (X of Application)

Site Ownership

Are you the sole owner of the site? Yes No

If not, what is your interest in the site?

If not, has the owner(s) been contacted? – please give contact details of other owner(s).

SITE WITHIN COUNCIL AREA.
FLINTSHIRE CC BELIEVED TO BE LAND OWNER.

Do you own, control or have an interest in any land adjoining the site? Yes No

If yes, please explain the interest and identify clearly on an OS plan.

Are there any restrictive covenants relating to the site? Yes No

If yes, please give brief details or attach any supporting documentation:

Any additional comments relating to ownership / control please add below:

Accessibility

Is the site accessible from the existing public (adopted) highway? Yes No

If a new access is proposed, please indicate clearly on a scaled plan.

Do any public rights of way adjoin or cross the site? Yes No

If yes, please give details:

Are there any schools or other community facilities in the locality? Yes No

If yes, please explain what facilities and where located:

PRIMARY SCHOOL, GREENFIELD).
YOUTH / COMMUNITY CENTRE, SCHOOL LANE, GREENFIELD).
GREENFIELD VALLEY HERITAGE PARK.

Would development of the site encourage walking and cycling? Yes No

If yes, please explain how: DIRECT ROUTE FROM
HOLYWELL TO GREENFIELD DOCK VIA GREENFIELD
VALLEY HERITAGE PARK. HOLYWELL IS A "WALKERS
ARE WELCOME TOWN".

Where is the nearest public transport stop and how far from the site is it?

MAIN ROAD, APPROX 100 YARDS

Where is the nearest commercial facility (e.g. shop or post office) and how far from the site is it?

GREENFIELD, APPROX 400 YARDS.

Where is the nearest useable open space and how far from the site is it?

GREENFIELD VALLEY HERITAGE PARK NEARBY

Any additional comments relating to accessibility please add below:

Environmental

Is the site previously developed (brownfield) land or is it a greenfield site? Yes No

If yes, please state previous use:

Does the site contain a watercourse or pond? Yes No

If yes, please give details and distance from the site?

Is the site located in an area of flood risk? Yes No

If yes, what category of flood risk is it as defined in TAN 15:

Has the site ever flooded? Yes No

If yes, please give details of frequency and extent:

Are there any landscape, wildlife, historic or archaeological features or designations affecting the site?

Yes No

If yes, please give details and explain how features within the site could be retained or enhanced:

Is there a risk that the site could be contaminated?

Yes No

If yes, please give details such as land contaminants:

Would development of the site result in the loss of 'best and most versatile' agricultural land i.e. grade 1, 2 or 3a?

Yes No

If yes, please give Agricultural Land Classification of the site:

Would development of the site lead to the loss of any trees or hedgerows?

Yes No

If yes, please give details:

Is there any history of subsidence on the site or in the locality?

Yes No

If yes, please give details:

Any additional comments relating to environmental considerations please add below:

Infrastructure, Utilities and Deliverability

Is the site within 100m of existing services i.e. water supply, sewerage, electricity, gas and telecommunications.

Yes No

If no, describe how access to these services will be obtained:

Are you aware of any abnormal costs that would affect the deliverability or viability of the site?

Yes No

If yes, please give details:

How and when do you intend to bring the site forward for development?

MATTER FOR DETERMINATION BY FLINTSHIRE CC

Any additional comments relating to infrastructure, utilities and deliverability please add below:

Site Sustainability

How would the proposed use result in a sustainable form of development and logical extension to a settlement?

Any additional comments relating to site sustainability please add below:

Community Issues

Has development of the site been discussed with the ~~Community~~/Town Council?

Yes

No

If yes, please give details:

COUNCIL SUPPORTIVE OF PROPOSAL

Would development of the site result in the loss of community facilities?

Yes

No

If yes, please give details:

ENHANCEMENT FEATURE

How will development of your site benefit the community e.g. affordable/local housing needs?

ENCOURAGE MORE PEOPLE (LOCAL AND VISITORS) TO "STOP" IN THIS LOCAL AREA TO EXPLORE AND ENJOY WHAT IT HAS TO OFFER AND HOPEFULLY INFORM OTHERS AND RETURN.

Any additional comments relating to community issues please add below:

Other Comments

If you have any further comments to make in support of the proposed site please set out below and / or use a separate sheet which is securely attached to the form.



Future Stages

Do you wish to be kept informed regarding future stages of the Plan's preparation?

Yes No

Do you wish to correspond in English or Welsh?

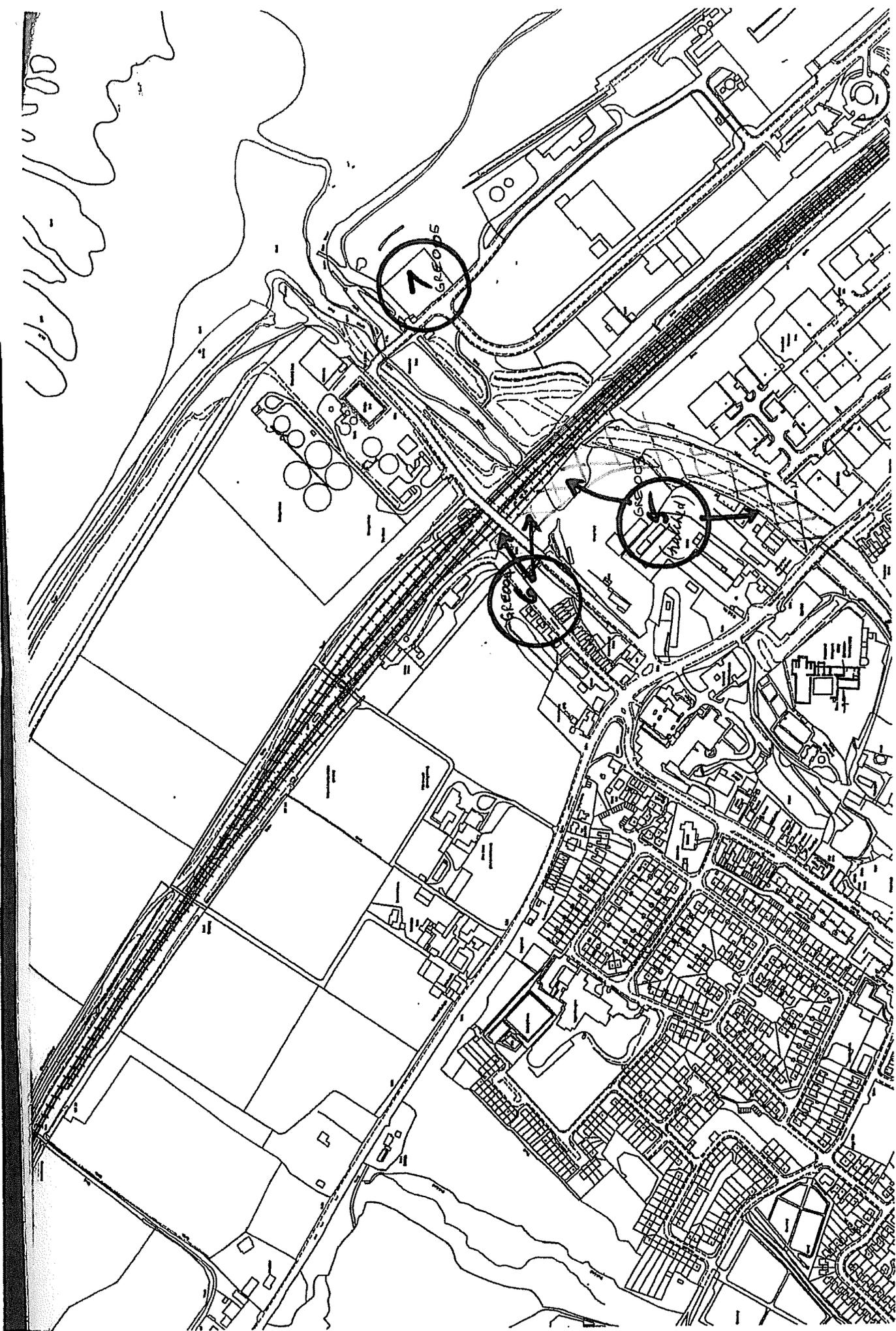
English Welsh Other

Signed:



Dated:

29/5/14
/ Financial Office





25th January 2018

Holywell Town Council,
Bank Place,
Holywell,
CH8 7TJ
FAO Martin Fearnley

Dear Martin,

Proposed Railway Station at Greenfield.

We are delighted to hear about the proposal to provide a new railway station at Greenfield on the site of the old Holywell Junction station. We wholeheartedly support the proposal.

We employ around 500 people at our site in Greenfield which is located very close, within easy walking distance, to the proposed station. We have no doubt that the lack of suitable public transport to our site has a material effect on our ability to attract labour. This labour supply issue is a particularly problematic in relation to short term contract labour – the agencies that we work with tell us that the lack of public transport is a major issue in attracting temporary workers in the right numbers and of the right calibre.

Furthermore, as I'm sure you are aware, Kingspan is a leading global company in addressing climate change – we are one of only 100 or so companies in the world that are on the Carbon Disclosure Project's Climate A List – a huge accolade for Kingspan and our employees' efforts to reduce our impact. The environmental impact of our employees travelling to work is an area where there are very few options other than cars – we have a car share scheme and cycle to work scheme but the lack of public transport is a major drawback. Improved connectivity with other areas of North Wales and beyond could be a major boost to the whole area, making it more attractive as a residential location, encouraging home grown talent to stay in the area and encouraging industry to locate / expand locally.

Kingspan Limited

Greenfield Business Park, No.2, Greenfield, Holywell, Flintshire, North Wales CH8 7GJ
T: +44 (0) 1352 716100 F: +44 (0) 1352 710161 www.kingspanpanels.com

Registered Office: Greenfield Business Park, No.2, Greenfield, Holywell, Flintshire, N. Wales CH8 7GJ. Company Reg. No. 1037468



In addition to the benefits we see as an employer it's clear that the potential for increased tourism to boost the economy of the area cannot be underestimated. Greenfield Dock, the coastal path, Greenfield Valley, St Winefride's Well, Holywell Town and Talacre are highlights that would undoubtedly benefit.

In conclusion I'd like to reiterate that we fully support the proposals and we are happy to support the Town Council's efforts to make a railway station at Greenfield a reality.



Mark Harris,
Director

An Integrated Transport Solution for Holywell and North Flintshire

644 Responses 02:45 Average time to complete Active Status

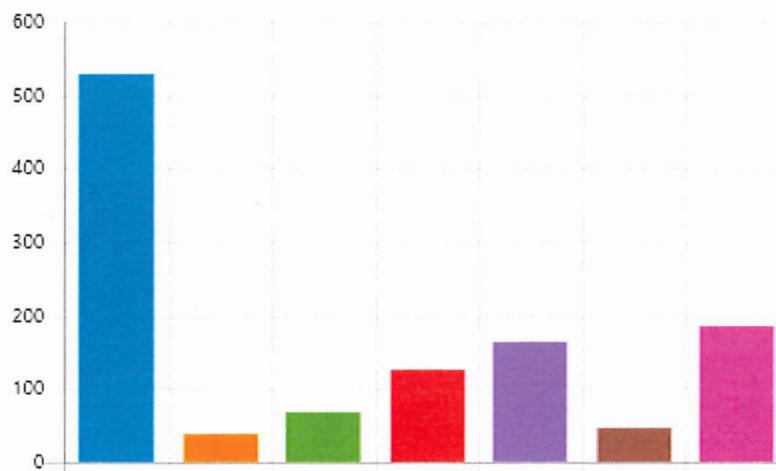
1. Please provide the name of the area where you live, including postcode.

644
Responses

Latest Responses
 "Greenfield CH8 7QQ"
 "Holywell CH8 7RG"
 "Greenfield. Ch87hz"

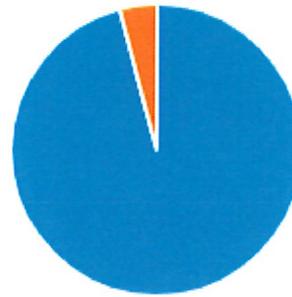
2. Which mode of transport do you use on a regular basis?

Own Car	528
Car Share	37
Taxi	68
Bus	125
Train	163
Cycle	46
Walk	185



6. If the Train Station in Greenfield was reopened with park and ride and cycle facilities which was connected to an improved bus network, would you consider using it?

Yes	617
No	27



7. Any other comments / improvements you would like to see regarding local travel arrangements?

288
Responses

Latest Responses

"I travel to Manchester for work and would love to use the tr..."

Benefits of Railway Links in Holywell for Young People - Project by Holywell Youth Councillors

Introduction

Holywell has been without a train station for over 50 years, with the closure of Holywell Junction station in Greenfield in 1966, residents now have to travel five miles to their nearest station in Flint. The station is on the main line on the North Wales coast which runs from Holyhead to Crewe and the reopening of the station (which would not include the original stationhouse as this is now a private residence) could be very beneficial to the town itself, allowing a more direct route into and out of Holywell to more populated areas such as Chester, making transport to work and education quicker for young people, for example The University of Chester, Bangor University or large employers in the city.

Questionnaire

I created the questionnaire below to assess the benefits of railway links in Holywell, concentrating on young people, I shared the questionnaire on Facebook and Twitter, hoping to target more young people through using social media.

Benefits of Railway Links in Holywell for Young People

Holywell Youth Councillors would like to assess the potential benefits of providing a station serving Holywell on the North Wales Coast railway line.

*Required

How often do you currently use public transport? *

Daily

Weekly

Monthly

Never

What do you use public transport for? *

Leisure

Work

Education

Other: _____

How long is your average journey? *

Less than 2 miles

2-5 miles

6-10 miles

More than 10 miles

Other: _____

How often do you currently travel by rail? *

Daily

Weekly

Monthly

Yearly

Never

Is travelling in an environmentally friendly manner important to you? *

Yes

No

What would make you use public transport more often? *

More convenience

Better prices

Faster journey

More comfortable

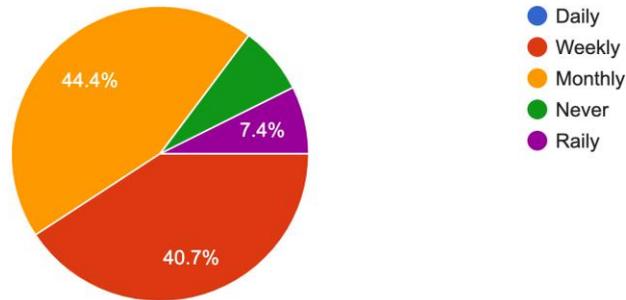
Other: _____

Would having a train station in Holywell make public transport more appealing to you? Why? *

Short-answer text

How often do you currently use public transport?

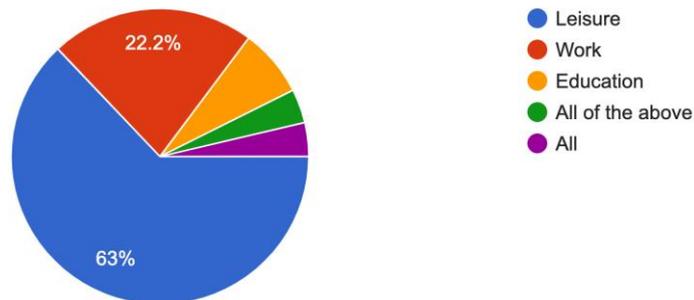
27 responses



A large percentage of young people use public transport either monthly or weekly, which is rather often. In the graph below, we can see that the majority use public transport mainly for leisure, which would suggest why many only use it monthly instead of daily for education and work. However, a large proportion use public transport to get to work, this could be because they work for larger businesses such as McDonald's in Flint or in retail in Broughton or Chester, therefore the erection of a station serving Holywell would allow young people to have more employment opportunities across a wider area, with transport links making these areas more accessible.

What do you use public transport for?

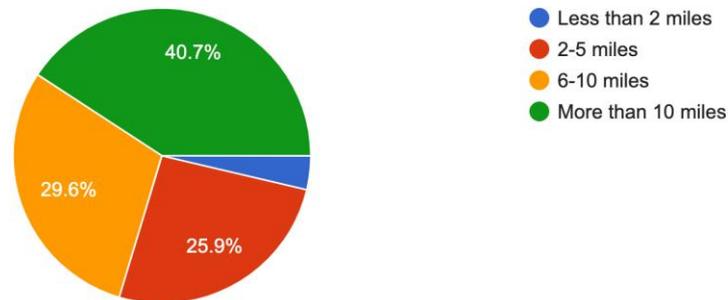
27 responses



We can see from the graph below that most journeys made by local young people are further than 10 miles. From looking at the Arriva 11A bus timetable which travels between Holywell and Chester, it takes 1 hour and 16 minutes to reach Chester, which is a relatively long time compared to the train from Flint which takes around 15 minutes. Rail links between Holywell and Chester could shave almost an hour off the travel time, saving people time and money as they would not have to use two forms of public transport to reach Chester quickly as the fastest route to Chester via public transport is 30 minutes, getting a bus to Flint and then a train to Chester.

How long is your average journey?

27 responses

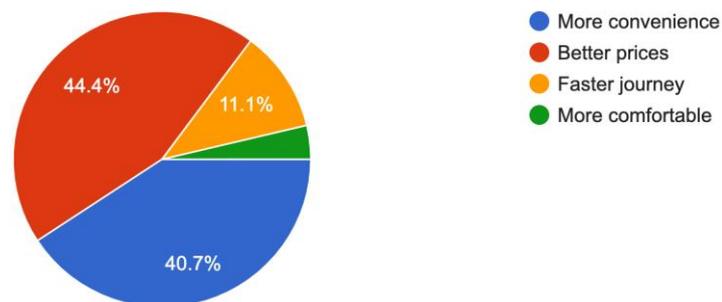


59% of young people currently travel by train on a monthly basis and 22% on a weekly basis, and this could increase with better transport links, reducing the amount of carbon emissions and making the area more environmentally friendly.

According to the questionnaire, a large percentage of young people said that better prices and more convenience would make them use public transport more often. Although the train is much more convenient as it is quicker, it can be quite expensive with a single journey ticket from Chester to Flint costing £7.20 and a single from Bangor costing £19.80. Young people typically have a rather low income, with minimum wage for under 18s being £4.55 they would have to work hours to cover transport alone.

What would make you use public transport more often?

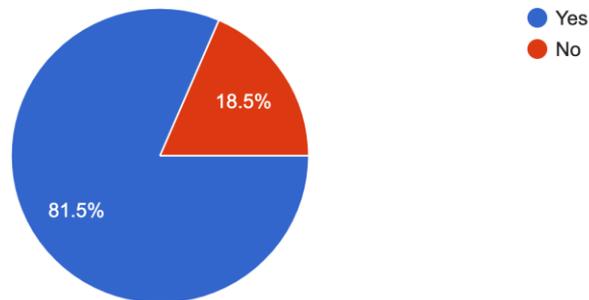
27 responses



It is well known that many young people are passionate about living in an environmentally friendly way, as we see in the graph below. A large majority of the young people who answered the questionnaire said that travelling in an environmentally friendly manner is important to them. A train station in Holywell could increase the use of public transport which would reduce traffic in the town, therefore decreasing pollution and making Holywell a greener place to live. The erection of electric car chargers in Holywell is a step forward in this movement but many young people cannot drive and cannot afford an electric car if they do drive, so better public transport routes that are accessible for young people would be a further help.

Is travelling in an environmentally friendly manner important to you?

27 responses



Finally, we asked young people why a train station in Holywell would be appealing to them, here are some of the responses;

It would allow me to travel on the train without having to think about getting a bus or taxi to Flint which just add inconvenience and cost.

Yes. I currently have to either get a lift from my parents which isn't always available or get a bus and they are very unpredictable and I have been late on several occasions using the bus from flint to holywell

Saves travelling to Flint especially if people can't walk very far and it would boost tourism into Holywell with a direct train link into a certain part and then have bus services to help boost tourism into Holywell

Yes since it would help connect holywell to many other places in a more environmentally friendly way!

It would be a lot quicker for me to get to work and if I wanted to travel somewhere by train I wouldn't have to go to flint first

Yes, I work in holywell and this is a much faster and effective way of travelling especially surrounding cost

It is clear to see from the responses above that convenience is important to local young people and they would rather get a train directly from Holywell instead of having to travel via Flint and rely on either their parents or a bus. There is evidence also that travelling in an environmentally friendly way for leisure is something that young people think about. Another response mentioned bringing tourists into Holywell using a bus from the train station and creating a direct transport link to the town centre and other attractions.

Conclusion

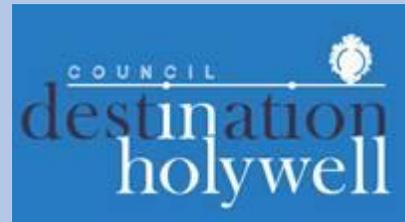
After analyzing the above data, we have come to the conclusion that young people would benefit greatly from a train station in Holywell. From looking at the answers to the questionnaire it is clear that young people would use trains more often for leisure and work if they were available as they are considered more convenient because they are quicker. Travelling by train is also more environmentally friendly which is appealing to young people however the high prices might put young people off using trains as often.

Holywell Town Council

M10.12F



Proposed Holywell Community Bus Route (The Holywell Hoppa)



Holywell

The market town of Holywell takes its name from the St Winefride's Well, a holy well surrounded by a chapel. The well has been known since at least the Roman period. It has been a site of Christian pilgrimage since about 660, dedicated to Saint Winefride who, according to legend, was beheaded there by Caradog who attempted to attack her. The well is one of the Seven Wonders of Wales and the town bills itself as The Lourdes of Wales. Many pilgrims from all over the world continue to visit Holywell and the Well.

Holywell

Holywell is separated into four council wards each with it's own amenities and points of interest. Whilst there is adequate public transport connecting Holywell Town Centre with Chester and Rhyl, the same cannot be said within the Holywell Town Boundaries.

Access for both residents and tourists alike, to visit all the attractions and points of interest that Holywell has to offer, is very poor.

Residents frequently raise the problem of getting to work, with no service timed to connect residents with their local employment

This shortfall has been further highlighted with the opening of a Centre of Education Excellence in Holywell and the opening of the new Community Hospital. Both suffer from suitable public transport not being available.

Objectives

- Provide safe transport during the morning and afternoon for school children to attend the Holywell Education Complex.
- Provide a bus route within the Holywell town council boundaries, connecting the wards directly.
- Provide a scheduled route throughout the day for residents to attend Holywell's medical centres and amenities.
- Tourism, to provide visitors to Holywell with convenient and suitable public transport between the attractions and amenities Holywell has to offer.
- Provide access to the Greenfield Business Park, allowing staff and employees to use public transport to and from work.
 - Promoting the Green Agenda, promoting the use of Public Transport.

Provide safe transport during the morning and afternoon for school children to attend the Holywell Education Complex.

The Holywell education complex is situated on Pen-y-Maes Road for all stages of children's education, for Infant, through Junior to Senior school.

Pen-Y-Maes Road is an uncategorised road with a large section having no pedestrian access, children walking to and from school on the road.

There are no scheduled service connections at school times.

To re-iterate we need to reduce the dangers of school children of having to walking to school, especially in in clement weather and dark nights.

Suitable connections for the Further Education Centre in Deeside.

Provide a bus route within the Holywell Town Council boundaries, connecting the wards directly

- Many parts of Holywell have no service.
- Areas that do are still inaccessible for elderly and vulnerable people to be able to walk to a bus stop.
 - Those that do only connect to the town centre.
- There is no facility for residents to visit amenities or areas of recreation outside their own ward.
- Many residents have family and friends in other wards, but are restricted due to a lack of public transport.
 - Public Transport, promotes social interaction, allowing people to meet, providing a passive mental therapy between residents.

Provide a scheduled route throughout the day for residents to attend Holywell's medical centres and amenities.

- There is no access for all residents to be able to undertake doctors and hospital appointments throughout the day.
- When a bus service is available the times preclude being able to attend without a long delay, either before the appointment or afterwards.

Tourism, to provide visitors to Holywell with convenient and suitable public transport between the attractions and amenities Holywell has to offer.

- Holywell has a wide range of amenities ranging from historical attractions to country walks using our active travel route.
 - Tourists have limited opportunity to travel between them without using their own transport or utilising private hire.
- Coupling the service with the re-opening of Greenfield railway station would greatly enhance the attraction to tourism

Provide access to the Greenfield Business Park, allowing staff and employees to use public transport to and from work

- Residents who would like to use public transport to get to and from work are unable to do so.
- Many have to use private transport which fills up the carpark and dramatically increases the carbon foot print.
- Providing a service between the industrial park and residential areas would make the Holywell more attractive to new investment.

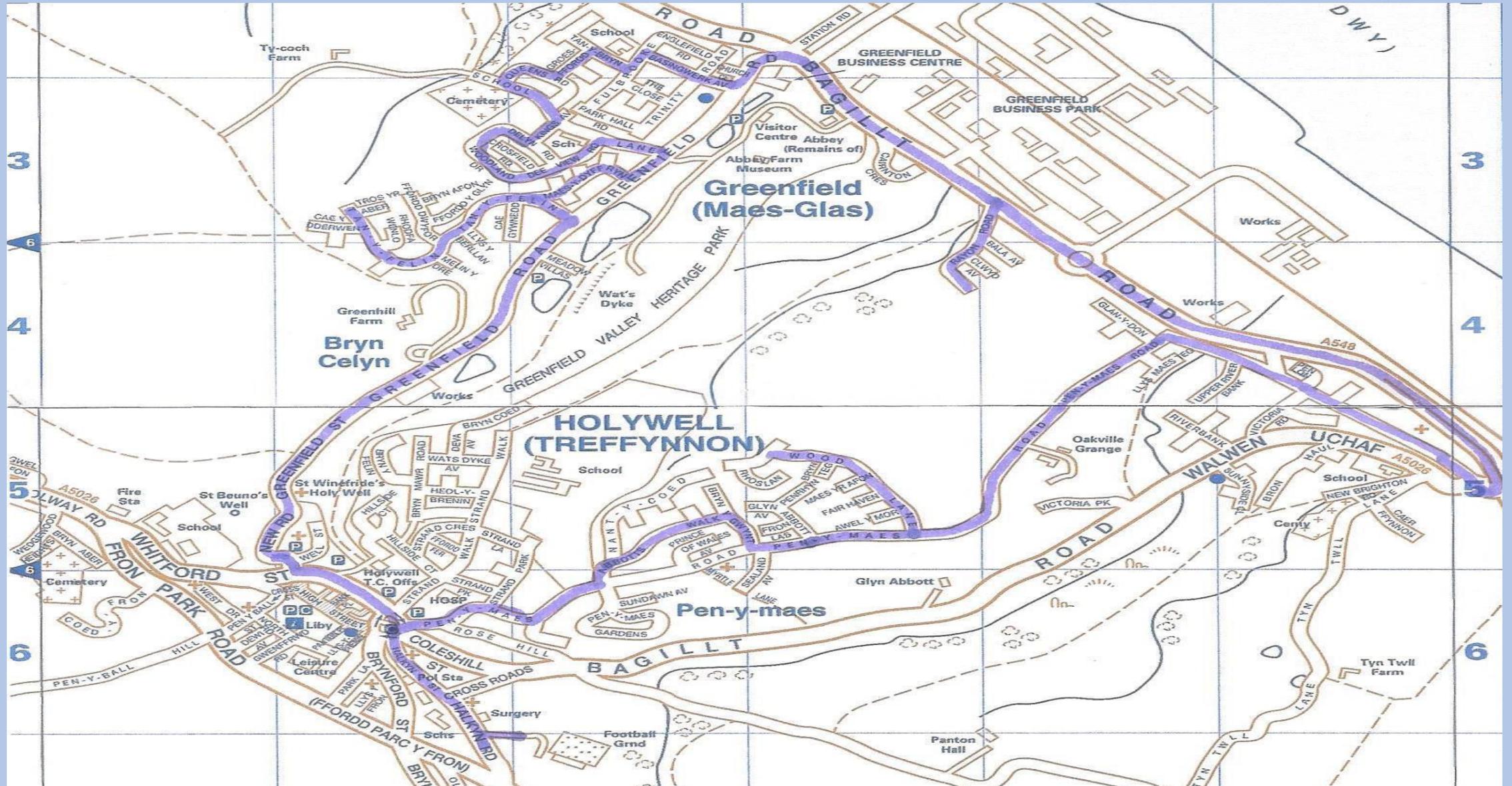
Promoting the Green Agenda, promoting the use of Public Transport.

- The Green Agenda is something we all believe in passionately.
- Providing a community public transport is integral part of promoting the Green Agenda.

Present Scheduled Services

- At present there are two local bus services which cover Holywell East Ward and Greenfield, No.22 and No.23.
 - No.22 only covers the route to Wood Lane.
 - No.22 provides no schedule beyond 16.13, before people finish work.
 - The No.23 could be replaced by any new “Holywell Hoppa”!
- No.23 provides a two hourly service in the morning from Rayon Road to Holywell Hospital.
 - No.23 service only operates after schools have begun.
 - No.23 Does NOT provide a afternoon service.
 - NEITHER service provides an evening service.

Proposed Route Map



The Routes and Timings

Holywell Hoppa Well Route	
Time	Bus Stop
0.00	Jardinaire Bus Stop
	Tower Gardens
	St Winifred's Well
	Royal Oak
	Bottom Of Tan-Y-Felin
	Tan-Y-Felin Play Area
+ 08	Top of Tan-Y-Felin
	Maes-Y-Dyffyn Post Box
+ 13	Community Centre
	Crossfields Road
+ 14	Top Corner of Woodlands
	Delyn Road
	Queen's Road
	Groesffordd 2
	Groesffordd 2
	Greenfield Infant's School
+ 24	Basingwerk Avenue
	Greenfield Business Park
	Cairnton Crescent
	Bottom Of Rayon Road
+ 29	Top Of Rayon Road
	The Ship
+ 34	Dragon's Den
	The Boot and Shippe
	Victoria Road
	Bottom of Upper Riverbank
	Glan-Y-Don
	Bagillt Hall Farm
+ 40	Wood Lane Terminus
	Pen-Y-Maes Field
	Pen-Y-Maes Shops
	Nant-Y-Coed
+ 45	Holywell Hospital
+ 50	Jardinaire Bus Stop

Holywell Hoppa Pen-Y-Maes Route	
Time	Bus Stop
00:00	Jardinaire Bus Stop
	Nant-Y-Coed
	Pen-Y-Maes Shops
	Pen-Y-Maes Road Field
+ 07	Wood Lane Terminus
	Corbett Farm
	Glan-Y-Don
	Bottom of Upper River Bank
	Bottom of Victoria road
	Boot and Shippe
+ 13	Dragon's Den
	Ship Inn
	Bottom Of Rayon Road
+ 18	Top Of Rayon road
	Cairnton Crescent
	Greenfield Business Park
+ 23	Basingwerk Avenue
	Greenfield Infant's School
	Groesfford
	Groesfford 2
	Queen's Road
	Delyn Road
+ 29	Top Corner of Woodlands
	Crossfields Road
+ 35	Community Centre
	Maes-Y-Dyffyn Post Box
	Tan-Y-Felin Play Area
+ 40	Top of Tan-Y-Felin
	Bottom Of Tan-Y-Felin
	Royal Oak
+ 42	St Winifred's Well
+ 45	Tescos
+ 48	Holywell Hospital
+ 50	Jardinaire Bus Stop

Logistics

- It is anticipated one bus, 25 seats will be needed.
- The route would be paused to allow the driver to take lunch, alleviating the use of a support vehicle.
- The route is adaptable, it could cover Greenfield Business Park morning and evening.
 - This adaptability will serve for people using the bus to go to and from work.
- The route is reversable to cover taking children to school in the morning with the reverse bringing them home at night.
- Any redundancy on the No.22 could be utilised covering the Strand area.

Jason Baker

From: Andy Roberts <andy.roberts@flintshire.gov.uk>
Sent: 04 February 2021 16:05
To: Martin Fearnley
Cc: Jason Baker; Cllr Barry Scragg
Subject: RE: Greenfield Station

Hello Martin

Thank you for your email.

I have only just been made aware of the proposal to carry out the transport study you mention but I am not aware that it has yet been undertaken or that there are any outcomes.

When you refer to the LDP Plan document of 2017 I am not sure what you are referring to, especially when you state that candidate site GRE004 was "incorporated".

The main document published in late 2017 was the Preferred Strategy, and at that time no decisions had been made on whether candidate sites should be included in the plan, as that only came with the finalisation of the Deposit Plan in 2019 which was then publicly consulted on. The Town Council were consulted at that time and you would have been able to see whether candidate sites you had suggested were included or not, and to make further representations if they weren't.

The only reference to candidates sites at the time the Preferred Strategy was published in 2017 was a broad indication given as to whether a candidate site was in broad conformity with the preferred strategy, but as all candidate sites were assessed in this way, this did not confer any indication that any particular candidate site would be included in the final plan.

When we published the Deposit LDP in 2019 we also published an updated version of the candidate site Register which set out whether sites were included or not, and the reasons why. For candidate site GRE004 the register stated that the site was not included because:

Small Site - The site comprises part of an existing scrapyard adjacent to the railway line. It is accessed off Station Road on its western boundary whilst to the north is vegetation alongside the railway. The site is dissected by a railway bridge which carries Dock Road. The site is used as a scrapyard and there is no indication that it is either available or suitable for a railway station. There is also no evidence that a railway station at Greenfield is necessary or feasible in terms of funding, customer numbers, impact on journey times /speeds etc.

The former railway station lies to the west of the proposed site, at the end of Station Lane and could also provide an option for a future station. However, although some discussions have taken place in regard to a new station at Greenfield, in the absence of evidence, justification and established proposals for a new station, it would be inappropriate to make an allocation in the Plan. Only sites which are realistic and likely to be delivered within the Plan period should be allocated in a development plan. The site is within the settlement boundary and proposals for a new station could be considered against national and local planning policies.

Highways Officers consider that this is potentially suitable subject to a Transport Assessment. Access is available from Station Road however capacity on Station Road is limited. Appropriate car / bus /cycle parking / waiting / turning facilities would need to be provided.

As the above sets out, we can only allocate sites in the development plan if there is certainty that the proposed land use is appropriate for the location, and also that it will go ahead within the plan period. There wasn't (and still isn't) anything to say a station is appropriate, needed, can be accommodated, has suitable highways access, is in an approved strategy, and has identified funding to deliver it, within the plan period of the LDP i.e. by 2030.

That said, and as the response above points out, the land in question is in the settlement boundary and so a proposal for a new station could be brought forward as an application and considered under existing national and local planning policies without the need for the land to be allocated for that purpose.

I hope this helps clarify your query.

Regards Andy

Andy Roberts
Service Manager Strategy
Environment Directorate
Tel 01352 703211
Mob 07920 701241
Fax 01352 756444
email andy.roberts@flintshire.gov.uk

From: Martin Fearnley [mailto:martin.fearnley@holywell.wales]
Sent: 04 February 2021 13:52
To: Andy Roberts <andy.roberts@flintshire.gov.uk>
Cc: Jason Baker <town.clerk@holywell.wales>; Cllr Barry Scragg <barry.scragg@holywell.wales>
Subject: Greenfield Station

Hi Andy – hope well

As you may or may not be aware there is funded North Flintshire area transport study being carried out by through a consultant on behalf of FCC in partnership with the Town Council .

When looking at the original preferred LDP PLAN Document 2017 the following was incorporated -
Greenfield Local Service Centre GRE004 Land south side railway line, adj Dock Road, Greenfield 0.17 Railway Station

Can you please confirm this was included in the September 2019 Deposit plan as we look to move the project forward. I can see reference to Mostyn docks but not the land at Greenfield. I am sure it's there but it's probably me being thick 😊

Cheers and look forward to receiving your confirmation.

Martin

Martin Fearnley
Projects & Development Officer
Cyngor Tref Treffynnon/Holywell Town Council
Ffôn/Tel: (01352) 711757
e-bost/e-mail: martin.fearnley@holywell.wales



This email may contain personal or sensitive information, and the information provided should only be used for its intended purpose.

Cyngor Tref Treffynnon Holywell Town Council

Swyddfeydd Bank Place,
Treffynnon,
Sir y Fflint, CH8 7TJ

Tel: (01352) 711757



Bank Place Offices,
Holywell,
Flintshire, CH8 7TJ

Tel: (01352) 711757

e-bost/e-mail: town.clerk@holywell.wales
Gwefan/Website: www.holywell.wales

17th February 2021

Hannah Blythyn MS
Assembly Member For Delyn
Welsh Parliament
Cardiff Bay
Cardiff
CF99 1SN

Dear Hannah,

Bus Service Regulation in Wales

As you are aware public transport is the devolved responsibility of the Welsh Government. The Town Council wish to request the introduction of regulation into the bus service. Areas such as Holywell and its surrounding communities do not have a fit for purpose bus service and the present situation leaves many people isolated. This is directly related to the deregulation of the bus service. Holywell Town Council aspires to an integrated transport system incorporating trains, buses, and active transport.

A proper regulated bus service is important if we are to have a metro service in our area. The proposed re-opening of the railway station at Greenfield will connect local people to the main employment centres at Deeside and beyond.

Local industries in Greenfield have no public transport service, and a regulated service for both bus and train would mitigate the problem this creates for the companies and their workforce. Without a modern transport service it would be challenging to attract industry, tourism, and visitors to our area.

Within the next nine years, as the Welsh Government continue on its pathway with the green agenda, petrol and diesel cars are going to become less available and electric cars may not be affordable for many residents. The transition period from petrol to electric cars is likely to result in second-hand cars becoming rare and harder to source. Regulation in the public transport system would mitigate these concerns and provide support for this important global matter going forward.

Members are also aware of the new Public Transport Bill legislation, designed to reform the planning and delivery of local bus services and are pleased that it will seek to reverse some of the negative impacts of de-regulation by enabling local authorities to franchise or run bus services directly. Members share the Welsh Government's concerns that bus services are not co-ordinated with train services, some communities have little or no public transport provision, and passenger information is often inconsistent. The regulation of the bus service for Holywell and West Delyn is seen as crucial to the implementation of an integrated public transport network in North Wales.

Yours sincerely



Jason Baker
Town Clerk & Responsible Finance Officer

cc. Ken Skates MS – Minister for Economy, Transport & North Wales



A Railway Station to serve Holywell and North Flintshire

A report prepared by the Railway Station Working Group of Holywell Town Council

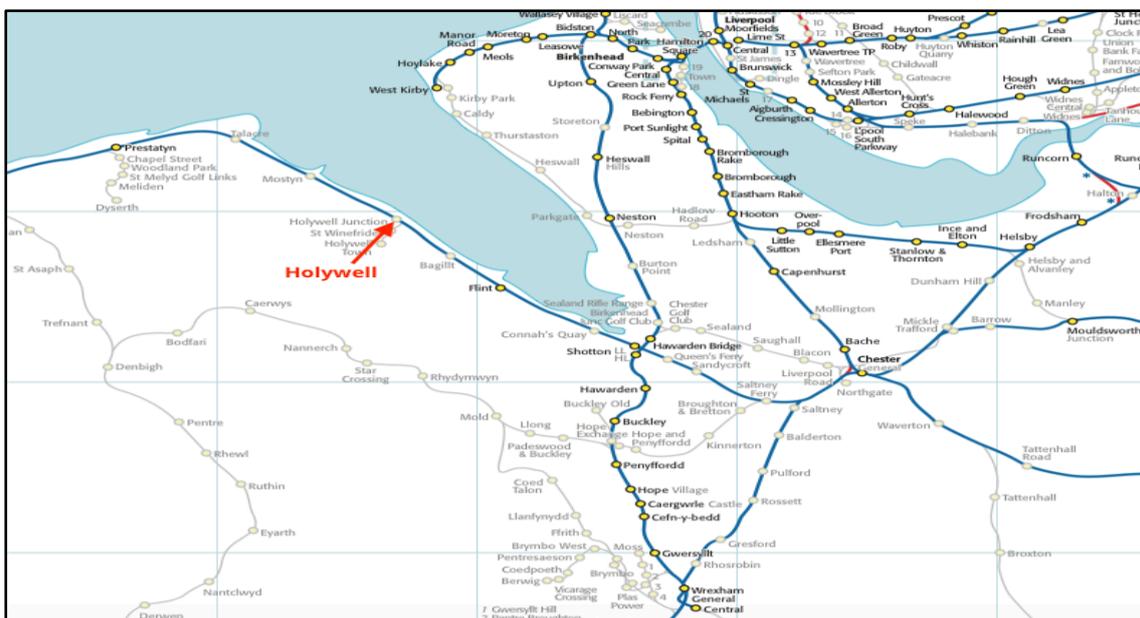
Summary:

- A railway station serving Holywell and North Flintshire, located on the old Holywell Junction station site in Greenfield would provide a long term and sustainable driver for the future economic wellbeing of Holywell and North Flintshire. The locations, capacity and parking facilities of the closest stations, Flint and Prestatyn mean they are inadequate to effectively serve the communities of North Flintshire.
- Complimentary to existing programmes of economic and transport infrastructure development, a station in this location would provide the area with hugely improved transport connections to the North Wales Coast, Deeside Industrial Park, Wrexham, Chester and North West England enabling more Holywell residents to work and attend Further Education in these places by public transport.
- Having a station would make the historic town of Holywell and its surrounding area, a more accessible place to live and work. It would enable more visitor to come to the many tourist attractions in the area and consolidate Holywell’s position as a tourism growth point for Flintshire.

The Proposals

1. Location of the project:

Our proposed station would be at or adjacent to the site of the 1848 -1965 Holywell Junction railway station at Greenfield on the North Wales Main Line.

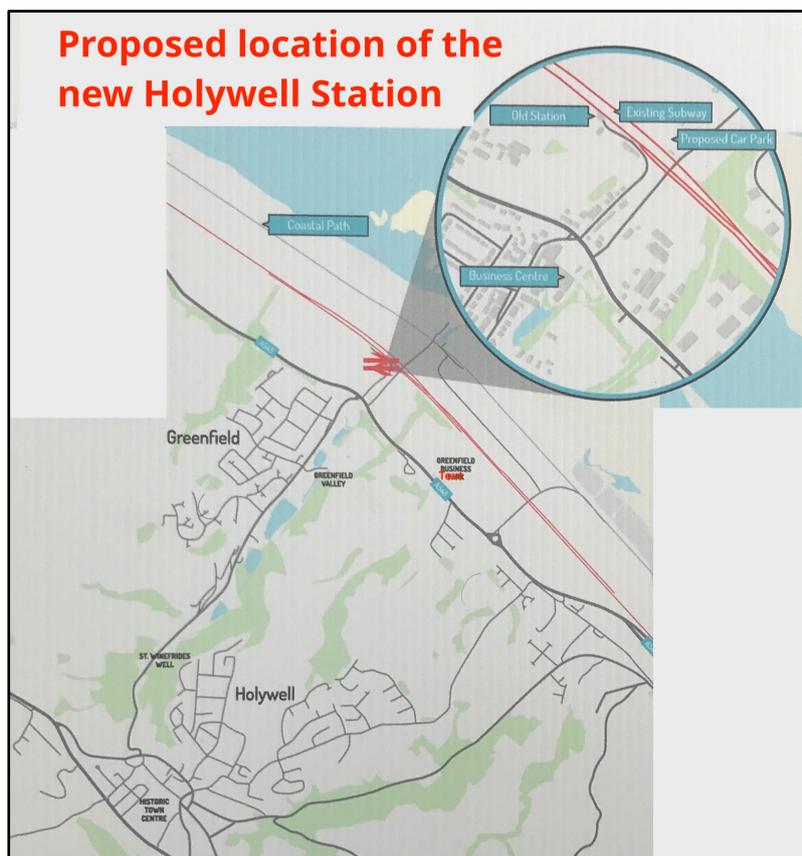


There are currently no stations between Flint and Prestatyn, the longest stretch without a station on that line at 16 miles. The map below shows the location of Holywell compared to other stations and lines in North Wales. Holywell / Greenfield is the largest urban area adjacent to the North Wales Main Line without a station.

2. The Case for a Railway Station for Holywell.

While there has been talk of re-opening Holywell Railway Station for many years, it was only been since the proposals for a Deeside Parkway serving the Deeside Industrial Park (DIP) that plans have been investigated in some detail. While Holywell Town Council supports the development of a successful industrial park in Deeside, it was concerned that the rail infrastructure to support this favoured developing railway links along the Wrexham-Bidston line (Wrexham-Bidston Line), to the exclusion of Holywell and North Flintshire.

The site location, near Greenfield Dock, is ideal for access to the town, local industrial parks, business centres and major tourist attraction. Its location adjacent to the A548 and A5026 would make it a focal hub for an integrated transport system for North Flintshire. Network Rail are currently in the process of upgrading signalling on the North Wales Main Line, involving removing the outside lines and sidings at the old station site, providing a large brownfield area that could be used.



Holywell Town Council originally looked at developing a small railway halt, but following discussions with Network Rail, Arriva Trains Wales and GrowthTrack360, they indicated is that a transport interchange with 'park and ride' would also be a realistic option given the size and location of the site combined with the potential economic benefits.

3. The Current Position in Holywell and North Flintshire

The main access to Holywell by long and medium distance traffic is along the A55. More local traffic, including the bus service to Chester uses the A548 Coast Road.

There is poor access from the area to the key places of employment for identified for development by public transport – takes an hour or more by bus to Chester and slightly less to Deeside. Access to Chester is considered important because of its important commercial and retail sector and expanding university. Similarly access to Manchester and Liverpool and their airports is poor by public transport.

Holywell remains a town with unacceptable levels of child poverty and in the past year, three banks have closed leaving it with only one. Action is being taken to revive its High Street, but increasing tourism and making the town a more accessible and vibrant place to live continues to be one of the Town Council’s Priority and features heavily in our business plan.

While Improvements in Deeside are welcomed – we recognise that a strong industrial Deeside can provide the jobs that will help revive Holywell – there is only so much housing can be built in Deeside towns, that the quality of life – countryside, ethos is identified as better in North Flintshire and the Town Council is focussed on making the town an attractive destination for tourists and residents.

The Flintshire Local Development Plan identified area of Holywell as a tourist hub for county. Currently the main route for tourists into Holywell is by the A55, and not by public transport. Tourist attractions in the area include: St Winifrede’s Well (about 40,000 visitors per year), the Greenfield Valley Heritage Park (over 30,000 visitors per), Greenfield Dock, Holywell’s Historic Town Centre, The Wales Coastal Path (Flintshire section is used by 304,000 visitors per year) and Talacre beach and resort.

Holywell is the centre of an area that could support a railway station. In comparison with other towns and villages with stations on the North Wales Main Line:

Holywell* (including adjacent villages making up the urban area) c. 13,000.
(*Holywell, Greenfield, Carmel, West Bagillt, and Mostyn, Pentre Halkyn and Brynford.)

The potential catchment area in North Flintshire indicates a population of 20-25,000.

Flint:	12935	Station use per year:	266000
Prestatyn:	18,849	Station use per year:	349,000
Rhyl:	25,149	Station use per year:	537,000
Abergele:	10,577	Station use per year:	70932
Colwyn Bay:	31,353	Station use per year:	286000
Penmaenmawr:	4353	Station use per year:	14,152
Llanfairfechan:	3637	Station use per year:	13022

4. Developing Deeside

The rail aspects of the Integrated Transport Plan for Deeside focus upon the Wrexham-Bidston Line.

1. Opening a new station called Deeside Parkway to support the Deeside Industry Park
2. Developing Shotton Interchange between the North Wales Main Line and the Wrexham-Bidston Line
3. Developing a park and ride station at Penyffordd.

The development of Deeside Parkway will be important for the future of the Deeside Industrial Park. Those who will benefit will be communities on the Wrexham-Bidston Line

in South Flintshire, Wrexham BC and Wirral MBC. There is no direct rail connection to this station from Holywell or the communities of North Flintshire. While we support the development of this station, we believe that the current rail plan does not enable to serve significant areas of the county and a station at Holywell will address this.

Improvements to the railway interchange at Shotton would increase that station's usage, but those using the interchange would principally come from

- a. Stations on the Wrexham-Bidston Line,
- b. Chester and West Cheshire (Ellesmere Port etc.)
- c. The Coastal Towns of Denbighshire

There would be little traffic generated within North Flintshire as there is only one station, Flint. Its proximity to Shotton and the Deeside Industrial Park suggests such traffic would be destined for the Wrexham area or Merseyside rather than the DIP. Consequently, a large area of Flintshire will not be able to benefit from the money being invested in Shotton or Deeside Parkway. As a destination, Shotton Interchange will be more accessible to Abergele, Rhyl and Prestatyn than North Flintshire.

The proposed Integrated Transport Plan for Deeside puts forward developing a 'park and ride' station at Penyffordd. HTC believes that there is the same potential at the proposed Greenfield station site for a similar 'park and ride'.

If such investment in the rail infrastructure is considered to bring clear economic benefits to the Wirral, South Flintshire and Wrexham, then extending this by delivering a station for Holywell at Greenfield would also bring clear economic benefits to all of North Flintshire.

5. Developing Holywell and North Flintshire

A railway station at Greenfield will provide better access between North Flintshire to the Deeside Industrial Park, Chester and North West England. Better access will have the following benefits that will promote the long-term economic sustainability of Holywell and the surrounding area:

A place where people want to come and live and work:

- Make Holywell and North Flintshire more economically attractive to medium-distance and commuters (e.g. DIP, Chester, Ellesmere Port, Crewe) as journey times are reduced and there is an alternative to driving the car along an increasingly congested A55.
- Make Holywell and North Flintshire a potential residential destination for long distance commuting – e.g. Liverpool in the same way that areas of the Peak District acts for Manchester, Derby and Sheffield, the Yorkshire Dales for Leeds and Bradford.
- Make Holywell a more attractive place to live and work to people currently living outside the area but looking for a place to live and work with a better quality of life.
- The growth of house prices in Chester makes Holywell and North Flintshire a more desirable area for families with a high quality of life, low crime, and access to amenities.
- By enabling a fast connections to the Deeside Industrial Park, companies based there have the opportunity to expand into areas such as Greenfield, Mostyn Dock and Bagillt.

Attract greater local investment with greater accessibility

- Make the area more attractive for new companies to locate to and for existing ones to expand into, providing more employment and better-paid jobs for local residents.

- Better access for residents in the area to higher paid and more varied employment at the DIP and the vibrant financial services sector in Chester.
- Make Holywell and North Flintshire a destination of choice to live for people from out of the area getting jobs on the Deeside Industrial Park and Chester.
- The industrial strategy for Deeside, which encourages employers in high-tech and highly skilled industries, would mean that local people with skills in these areas would not have to leave the area.
- Stimulate the housing market in the town and local area and develop local demand.
- Ensure that young people would want to remain in the area, if they can see that there are accessible job opportunities.
- Provide improved access to NW England and make Holywell and North Flintshire an integral part of the Mersey-Dee Alliance project
- Ensuring that the area is able to engage with the North Wales Growth Bid by becoming a potential area for growth.
- Become the hub for an integrated transport system for North Flintshire.

Support and Drive Tourism

- Enable better access to tourism sites in the area – especially as Holywell is identified as a tourism hub for Flintshire.
- Extend the distance that visitors could come to the area from so increasing overall visitor numbers.

6. Creating a more sustainable and cohesive community

- Enable students to more easily commute to Chester and Glyndwr (Wrexham) Universities while staying at home and enabling them to contribute to the local community as students and graduate.
- Enhance employment opportunities for women who wish to work part-time outside the Holywell area, but who are unable to, given the existing poor public transport.
- Reduce the number of cars using the roads in the area and reduce traffic stress at busy (rush-hour) on the A55. There are currently an average 14,555 vehicles using the A55 per day.

7. A Complimentary Development

There are currently several other programmes for rail and transport development in Flintshire and West Cheshire. The Greenfield station proposal does not seek to draw funds away from these projects but is complimentary to them and would support and enhance their proposed outcomes:

1. **The development of Chester Station** – a station at Greenfield would provide extra passenger growth.
2. **The Halton Curve.** Through trains to Liverpool from Chester - Holywell would feed passengers into this, making Liverpool a possible destination for workers commuting from Holywell and the surrounding areas including the five villages and along the coast from Mostyn Bagillt etc. (Currently takes over two hours by train)
3. **The Wrexham-Bidston Line, Shotton Interchange and Deeside Parkway** – Holywell would be a centre for passenger growth. There is currently no easy or direct access from Holywell to Wrexham, the largest town in North Wales.
4. **Deeside Integrated Transport** - Holywell can become a part of this
5. **North East Wales Metro** – the original proposals suggested a park and ride bus interchange for North Flintshire at Northrop. Given the 'red route' proposals for the

A55, moving the interchange to Holywell would reduce the environmental impact on Northop of these changes and use 'brownfield' land rather than agricultural.

8. Description of our preferred location:

Holywell Town Council has identified a preferred local on the site of the Holywell Junction Station at Greenfield closed in 1965. This has good access to major roads (A548 and A5026), the Greenfield Valley and the Coastal Path, the Greenfield Business Park and is just over a mile from Holywell town centre.



View towards Mostyn, from Dock Road Bridge. The two running lines next to the wide green strip (former platform) will be kept and all other

The site has excellent road access for cars and buses and has been welcomed by local employers as a convenient site for employees commuting to the Business Park. It is a large site with the potential for a 'park and ride' and bus interchange. The substantial size of the old station gives it the potential to take eight coach trains.

The existing road bridge over the railway was built for heavy traffic to the former Courtaulds works. An existing subway could be quickly and cost effectively be used for access to either an island platform or platforms adjacent to the running lines and has the potential for excellent disabled access. The preferred site would allow parking for several hundred cars, which would easily be able to access the station.

An alternative site has been identified adjacent to the Greenfield Business Park.

9. Our Progress

Meetings and consultations have been held with:

- Network Rail,
- GrowthTrack 360,
- Arriva Trains Wales,
- David Hanson MP,
- Hannah Blythyn AM,
- KIngspar,
- Holywell Business Group,
- Holywell Tourist Group.

We have indications of support from Community Councils across North Flintshire and from County Councillors.

Our meetings with Network Rail, Arriva Trains and GrowthTrack360 indicated the cost, difficulties, challenges of this project, but each agreed there was a strong and compelling case that should be explored further.

10. Actions Needed:

Holywell Town Council have established a Task and Finish Railway Station Working Group to take the project forward. The Railway Station is a key ambition of the Town Council's Business Plan. The Group are currently working on:

1. Developing a Business Plan
2. Getting Welsh Government Transport Minister Ken Skates to a site visit.
3. Getting the support of Flintshire County Council (non-financial)
4. Funding for a Feasibility Study (£20,000) and
5. Identifying where grants can be applied for.
6. Learning from other station reopening projects, (both successful and unsuccessful) such as Bow Street, Kenilworth
7. Looking at employment patterns in the town and local area.
8. Building community support and engagement in the project.

11. Challenges

Short- Term:

1. Establishing land ownership
2. Cost of Feasibility Study
3. Involving Welsh Government
4. Getting acceptance for the project so it is included
 - a. North Wales Growth Bid
 - b. North Wales Metro
 - c. Mersey Dee Alliance development plans
 - d. Network Rail Strategic Infrastructure Planning
 - e. Flintshire County Plan

Discussions with Network Rail, Arriva Trains and GrowthTrack360, indicated that a transport interchange with 'park and ride' would also be a realistic option given the size and location of the site combined with the economic benefits. However, this would have to be explored further in a fully funded professional Feasibility Study, which would cost around £20,000 which would examine in detail the proposals and recommendations required to make this ambitious scheme a reality.

The Feasibility Study would consider:

- The overall context of the station within local and national (Welsh Government) rail strategies
- Engineering issues involved with the construction and operation of the station.
- The site location details
- The economic and financial business case including demand and revenue forecasting (using MOIRA – Model of Income and Revenue Allocation)
- The costs including station specification, capital costs, station operating costs and train operating costs.
- Capacity issues on the North Wales Main Line by adding an extra station.

This report was prepared and written by the Railway Station Working Group of Holywell Town Council on the direction of the Town Council

Group Members:

Cllr Paul Johnson,
Cllr Peter Yorke,

Cllr Barry Scragg,
Martin Fearnley, Community Engagement Officer.

Letters of Support:



THE RT HON DAVID HANSON MP

Member of Parliament for Delyn

HOUSE OF COMMONS
LONDON SW1A 0AA

Tel: 020 7219 5064

Fax: 020 7219 2671

Clare Budden
Chief Officer Community and Enterprise
Flintshire County Council
County Hall
Mold
Flintshire
CH7 6NB

26 January 2018

Investing in infrastructure is one of the key tools available to decision makers to bring about noticeable, and long lasting, improvements to communities. That is why I support the campaign for Holywell and Greenfield to see its train station re-opened.

Holywell and Greenfield are communities with a huge amount of potential and a positive way to unlock it is for better connectivity with surrounding towns. Not only that but reconnecting Holywell and Greenfield with the North Wales mainline will be a tremendous boon for the towns in linking them with the major urban areas of Greater Manchester and Merseyside. This will allow the towns to demonstrate their key tourism offers and help renew confidence for local business owners.

Only recently child poverty figures were released showing that Holywell Central ward had the highest poverty rates in the whole of Delyn. I know that local authorities and charities are working tirelessly to turn this around. A perfect way to tackle these dismaying figures would be a direct economic investment. Improved connectivity will drive growth and enable families to escape poverty.

The investment will not only bring a monetary value to the town, but will ensure that constituents feel that the two towns are being supported by external actors. This cannot be understated. If we can renew a self-belief and confidence we will see the wellbeing of the towns improve.

In short, reopening Holywell and Greenfield station will drive economic growth and secure a new sense of purpose for the towns.

I am more than happy for anyone to contact me further on this matter.

Yours sincerely,

David Hanson MP
Delyn

Constituency

4 Trelawny Square, Flint, Flintshire CH6 5NN Tel: 01352 763159 Fax: 01352 730140

E-Mail: david.hanson.mp@parliament.uk Website: www.davidhanson.org.uk

Twitter: David Hanson MP Facebook: David Hanson



25th January 2018

Holywell Town Council,
Bank Place,
Holywell,
CH8 7TJ
FAO Martin Fearnley.

Dear Martin,

Proposed Railway Station at Greenfield.

We are delighted to hear about the proposal to provide a new railway station at Greenfield on the site of the old Holywell Junction station. We wholeheartedly support the proposal.

We employ around 500 people at our site in Greenfield which is located very close, within easy walking distance, to the proposed station. We have no doubt that the lack of suitable public transport to our site has a material effect on our ability to attract labour. This labour supply issue is a particularly problematic in relation to short term contract labour – the agencies that we work with tell us that the lack of public transport is a major issue in attracting temporary workers in the right numbers and of the right calibre.

Furthermore, as I'm sure you are aware, Kingspan is a leading global company in addressing climate change – we are one of only 100 or so companies in the world that are on the Carbon Disclosure Project's Climate A List – a huge accolade for Kingspan and our employees' efforts to reduce our impact. The environmental impact of our employees travelling to work is an area where there are very few options other than cars – we have a car share scheme and cycle to work scheme but the lack of public transport is a major drawback. Improved connectivity with other areas of North Wales and beyond could be a major boost to the whole area, making it more attractive as a residential location, encouraging home grown talent to stay in the area and encouraging industry to locate / expand locally.

Kingspan Limited

Greenfield Business Park No.2, Greenfield, Holywell, Flintshire, North Wales CH8 7GJ
t: +44 (0) 1352 716100 f: +44 (0) 1352 710161 www.kingspanpanels.com

Registered Office at Greenfield Business Park No.2, Greenfield, Holywell, Flintshire, N. Wales CH8 7GJ. Company Reg. No. 1037468



In addition to the benefits we see as an employer it's clear that the potential for increased tourism to boost the economy of the area cannot be underestimated. Greenfield Dock, the coastal path, Greenfield Valley, St Winefride's Well, Holywell Town and Talacre are highlights that would undoubtedly benefit.

In conclusion I'd like to reiterate that we fully support the proposals and we are happy to support the Town Council's efforts to make a railway station at Greenfield a reality.



Mark Harris.
Director

Martin Fearnley
Community Engagement Officer
Holywell Town Council
Bank Place Offices
Holywell
CH8 7TJ

Network Rail
5 Callaghan Square
Cardiff
CF10 5BT

30 October 2017

Proposed Greenfield Railway Halt

Dear Martin,

I write following our recent meeting in Holywell. I very much enjoyed our discussion and it was fantastic to see the enthusiasm amongst local stakeholders for improving rail connectivity in Holywell and the surrounding area. Network Rail are only funded to maintain and renew the existing network but we welcome investment in rail and would be delighted to work with funders should they wish to pursue a scheme at Greenfield in the future.

It is important to stress from the outset that there are a range of factors which can influence the cost of delivering a new station. One pertinent example would be Energlyn and Churchill Park station which was opened in 2014, and was covered in the [Welsh media](#). This station has some obvious similarities to Greenfield in that an existing public underpass was used for station access, negating the need to build an accessible footbridge.

While this provides an indicative view of the potential cost of a recently commissioned new station, as we have discussed, detailed planning, feasibility and development work would need to be committed to by the promoters of any new station to enable cost certainty to be achieved.

It is also worth highlighting the Department for Transport's recent New Stations Fund announcement. This is the second time a fund of this type has been made available to new station bids and will also give you an indication of potential station costs as well as the typical level of contribution from the UK Government towards successful schemes.

To date, we have had no confirmation of a third round of New Stations Funding however this a funding source worth considering in the future as you progress with your proposals. Further information on the current scheme can be found via the links below.

<https://www.gov.uk/government/news/new-station-boost-for-passengers-thanks-to-16-million-government-investment>

<https://www.networkrail.co.uk/communities/passengers/station-improvements/new-stations-fund/>

Please also find below a link to the Network Rail guide for promoters of new stations. This is the document we provided in hard copy during our visit and sets out the key considerations in terms of the construction of a new station or the upgrade of an existing station. It also provides advice and guidance on working with the wider rail industry.

<https://www.networkrail.co.uk/wp-content/uploads/2017/01/Investment-in-Stations-2017.pdf>

Finally, we would recommend you involve Welsh Government in your discussions and your proposed working group. Earlier in the year, Welsh Government announced a shortlist of 12 new stations for future consideration. We are supporting Welsh Government in their initial assessments of these stations and providing initial feedback on operational, performance and affordability considerations. As requested, I have also enclosed an aerial view showing Network Rail land ownership around the former Holywell Junction station (land shaded light green).

I hope this is a helpful response. If I can be of any further assistance as you define next steps for your proposal, please do not hesitate to get in touch.

Yours sincerely



Sam Hadley
Senior Public Affairs Manager – Wales Route



**WRITTEN ASSEMBLY QUESTION
FOR ANSWER BY MINISTER FOR
ECONOMY AND TRANSPORT
ON 07 AUGUST 2019**

Mark Isherwood (North Wales): What action is the Welsh Government taking to take forward proposals to re-open Holywell Junction Station in Greenfield, Flintshire in order to maximise benefits for local business, tourism and active travel? WAQ78670 (e)

Ken Skates: The Welsh Government has established a 3 stage new station assessment process. The assessment process aims to establish which proposals are feasible and warrant further detailed study work. This will ensure a pipeline of new schemes is available to take advantage of future funding opportunities that may come from UK Government.

From an original list of 46 possible new stations considered by the assessment process, twelve were prioritised for stage 2 assessment and four of these 12 have been selected to be taken forward to a Stage 3 assessment. This will include undertaking a WelTAG Stage One Report, business case and Network Rail's Governance for Railway Investment Projects (GRIP) process. The four locations are:

- Mid Wales – Carno
- South East Wales – Ely Mill
- South West Wales – St Clears
- North Wales - Deeside Industrial Park/Northern Gateway

Holywell Junction has been added to the list of potential new stations. Subject to new station funding being obtained to deliver the stage 3 stations listed above, the intention is to review the list of outstanding stations to decide which of these should be taken through the next phase of the new station assessment process.

MARK ISHERWOOD MS|AS

Member of the Welsh Parliament for **North Wales**
Aelod Senedd Cymru dros **Ogled Cymru**



Senedd Cymru
Welsh Parliament



Welsh
Conservatives

Ceidwadwyr
Cymreig

Holywell Town Council
Bank Place Offices
Holywell
Flintshire
CH8 7TJ

M10.12K

Monday 1st March 2021

To who it may concern,

Re: Letter of Support for Holywell/Greenfield Station

As a Member of the Senedd/Welsh Parliament for North Wales, I am pleased to write this letter in support of the proposed development of Holywell/Greenfield railway station.

The key issue here is connectivity, where the proposed station would connect Holywell and Greenfield with the major employment areas.

This proposal is also supported by local industry.

Holywell has amongst the highest poverty rates for children and the station would act as a driving force for economic investment.

It would also open up the area to increased tourism, renew confidence and drive economic growth.

To put matter in context, I wrote to the Minister For Economy And Transport in August 2019 asking "What action is the Welsh Government taking to take forward proposals to re-open Holywell Junction Station in Greenfield, Flintshire in order to maximise benefits for local business, tourism and active travel."

In his response, the minister stated "Holywell Junction has been added to the list of potential new stations."

I therefore hope that you will give your favourable attention to this matter.

Thank you.

[Redacted signature]

[Redacted signature]

[Redacted signature] Isherwood MS/AS

**Shadow Minister for Finance, North Wales
and Chief Whip**

**Gweinidog yr Wrthblaid dros Gyllid a Gogledd Cymru
a'r Prif Chwip**

0300 200 7217 | 01352 710232

mark.isherwood@senedd.wales | mark.isherwood@senedd.cymru

Welsh Parliament, Cardiff Bay CF99 1SN
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8 Chester Street, Mold, Flintshire CH7 1EG
8 Stryd Gaer, Yr Wyddgrug, Sir y Fflint CH7 1EG



MarkIsherwoodMS



MarkIsherwood

Flintshire County Council – Project Brief for Consultants

Study Name:	North Flintshire Transport Study
Date of Study	Earliest start: October 2020 Completion deadline: March 2021
Project Manager	Richard Flood – Transport Strategy Manager
Contact Telephone	01352 704816 / 07786 313745
Contact email	richard.flood@flintshire.gov.uk

Scheme Background

The Council's Integrated Transport Strategy was approved by Cabinet in February 2020. Whilst the origins of the Council's Integrated Transport Strategy (contained within the Deeside Plan) were focused around improving access to employment, health, leisure and educational opportunities via sustainable modes of transport within the Deeside locality, this strategy has since been expanded to include a sustainable transport vision for the County as a whole for which the opportunities contained within the scope of this application forms an integral part.

The concept of undertaking a detailed transport study within the north of Flintshire has gained great momentum in Holywell Town Council within recent years. The Town Council's Business Plan sets out the strategic importance and vision for improved sustainable transport links which includes aspirations to reopen the former Holywell Junction Railway Station in Greenfield. Community engagement (including dialogue with local businesses) is already well established and both Ken Skates MS and Hannah Blythyn MS attended a meeting of the Town Council's Railway Station Working Group in February 2020 where the suggestion for reopening the station was made.

A successful funding application for the study was subsequently made to the Welsh Government's Local Transport Fund for 2020/2021.

Study Requirements

The purpose of this transport study for North Flintshire is to effectively complement previous strategic regional development work associated with the North Wales Metro concept whilst also greatly contributing to the Council's Integrated Transport Strategy. It needs to examine the potential to promote intermodality and enhanced accessibility to employment opportunities in Holywell, Greenfield, Bagillt, Mostyn Docks (a rail-connected port) and the surrounding area. In addition to the enhanced employment opportunities within this area, the study also needs to examine accessibility opportunities to the West (Rhyl and Prestatyn) and towards the East (Flint, Deeside, Chester and the Wirral peninsula).

The study output will assist future decision-making processes relating to transport in North Flintshire. Particular attention needs to be given to the potential for reopening the former Holywell Junction Railway Station in Greenfield, as this may have the potential to serve as a means of access to employment opportunities as far as Liverpool and for services to link into HS2. Transport for Wales will be a key stakeholder for the study.

In the late 1990's, Mostyn Docks received £17m of Welsh Assembly RSA grant funding to develop the port facilities. This development enabled a new P&O Dublin ferry service and provided a berth for a purpose-built vessel to transport Airbus A380 wings to Toulouse. The Dublin ferry service closed in 2004 and the last A380 wings left the port in February 2020 after being taken out of production. This study needs to re-examine the potential for promoting new ferry, cargo and port services which, in turn, may aid the development of tourism, thus facilitating access to a number of key landmarks within the locality.

The study also needs to link to a previously submitted application. In 2018, Flintshire County Council were successful in receiving indicative Welsh Government funding for the implementation of a Quality Travel Corridor along the A548 / B5129 between Queensferry and the Denbighshire border, which is to be delivered over a period of 3 years. Works associated with both Year 1 and Year 2 funding applications have now been completed.

In addition to the above, Flintshire County Council was also successful in the award of Welsh Government slippage funding in 2019 which enabled the acceleration of the installation of traffic signals at both Flint & Greenfield (measures previously programmed within Year 3 allocated funding). Working collaboratively with Denbighshire County Council, the acceleration of the above works has enabled Flintshire County Council to enhance the scope of the original scheme through the identification of further bus priority measures from the Flintshire county boundary at Gronant to Rhyl Bus Station.

Interlinking the above interventions with the potential for further infrastructure improvements within the north of Flintshire will significantly enhance the co-ordination and integration of the existing public transport network and will greatly improve accessibility for those without access to a car. Coupled with the provision of new and rebranded shuttle bus links to Deeside Industrial Park, this cohesive and integrated approach will ensure that those living in the areas of deprivation along the North Wales coast have the ability to access employment and training opportunities as well as essential healthcare and other lifestyle facilities.

The role of Holywell as a town centre is evolving steadily over time and this may be intensified post-Covid. There has been significant public sector investment in the fabric of the town centre over time; most recently including the reopening of the town centre to traffic to increase footfall. An effective transport network may help to strengthen the role of the town as a focus for service provision, access to transport and social contact as well as retail.

Study Objectives

The study will be WeITAG-compliant with resource split approximately as follows:

- The potential for reopening the former Holywell Junction Railway Station – 60%
- The growth potential for Mostyn Docks – 20%
- The remaining objectives – 20%

The study objectives are to examine the viability and potential benefits of the following:

- The provision and installation of bus / rail infrastructure
- Improved sustainable transport network
- A shift to multi-modal journeys
- Improved access to employment and services (health, education, training, shopping, social and leisure facilities)
- Growth potential for Mostyn Docks
- Inclusive and affordable access to employment and training (with a focus on the most deprived communities)
- Improved journey times
- Maximising the benefits of regional transport infrastructure investment - including links to HS2
- Using transport infrastructure investments to unlock further economic growth opportunities
- Modal shift from the private car to more sustainable patterns of movement
- Solutions to reduce current congestion and ensure that transport, economic growth and housing are considered in parallel to reduce negative impacts from future growth
- Active travel through green infrastructure corridors and investment in cycling and pedestrian infrastructure

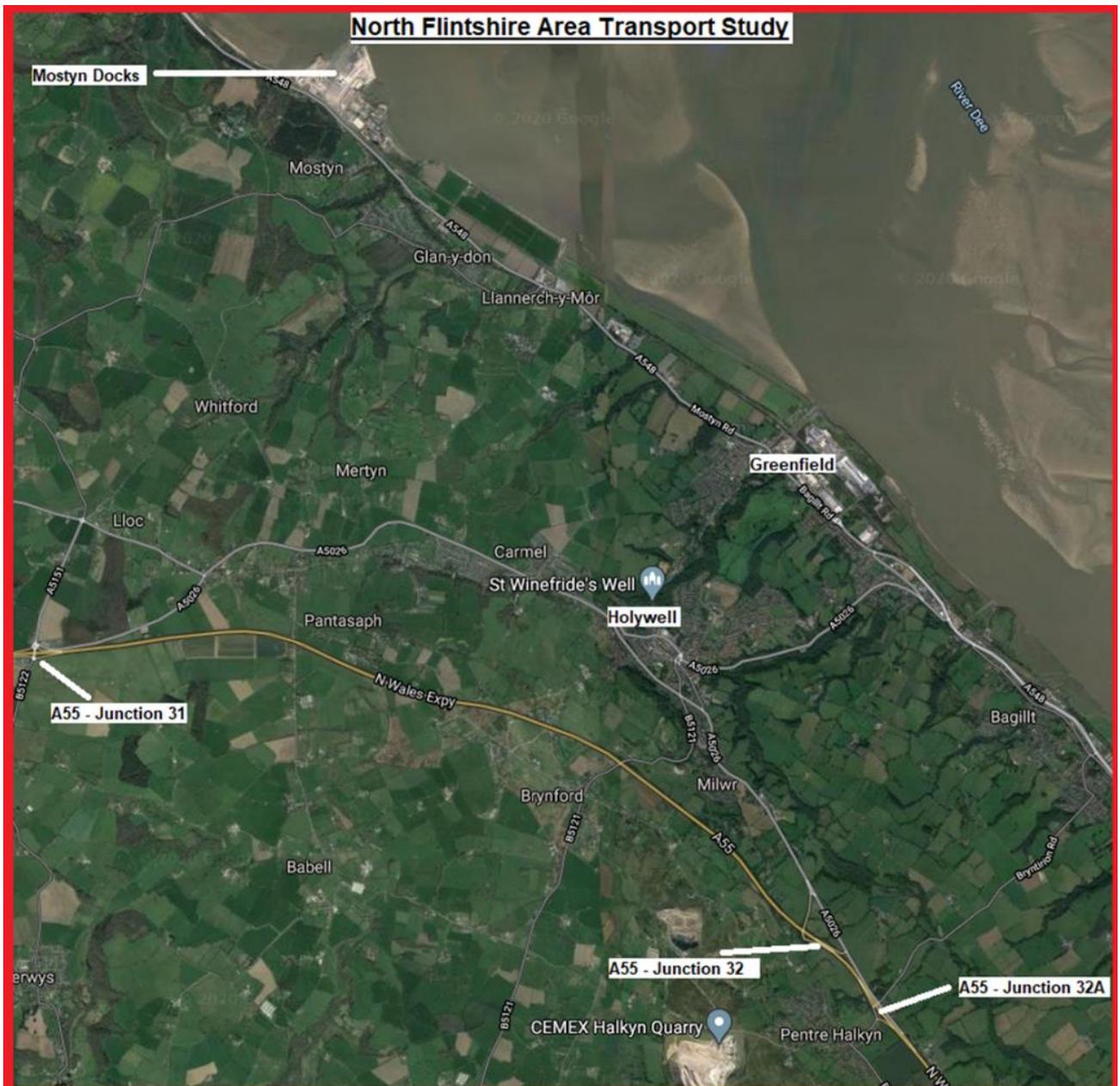
- Consideration of how the role of Holywell town centre can be strengthened through improved transport connectivity

Study Extents

The study extents are shown on the plan below and include:

- Holywell
- Greenfield
- Bagillt
- Caerwys
- Whitford
- Pentre Halkyn
- Mostyn Docks

The study area extends southwards to Halkyn Mountain and includes the 5 villages and the three A55 junctions.



Study Outputs

The study will deliver a document to support future bids for feasibility studies, strategic outline business cases and potential infrastructure / services.

A non-technical summary will also be required as the study needs to be easily understood by Councillors and members of the public.

It will include the following specific outputs:

- Potential and future investment opportunities for each mode of transport and likely delivery options, namely:
 - Active Travel network
 - Bus services
 - Rail network and new station feasibility
 - Ferry / Port services
 - Road network
- Mapping of the existing provision
- Identifying constraints, restrictions and blockages to the existing service and an assessment of impact
- Demand and current utilisation levels
- Scheme identification – including modelling work of current and future usage levels
- Growth potential - local and regional developments (commercial and residential)
- Connectivity / Integration - options and benefits
- Opportunities for wider economic growth and regeneration including reinforcing the role of Holywell town centre and building upon the tourism offer of the area
- Arranging public consultation, in accordance with FCC's Covid-19 amended consultation process, and producing a summary report
- Hosting virtual consultation meetings with stakeholders such as Local Members, Town / Community Councils, Transport for Wales, the train operating companies, the Welsh Government lead for Ports and Freight and employers such as Kingspan and The Port of Mostyn Ltd
- Hosting three virtual progress meetings with the internal officer's working group – at start, mid-point and near the end of the contract.
- Hosting a virtual presentation to the officers' working group, TfW, Cabinet Member, Town and Community Councils and other stakeholders.
- Clear recommendations on future options – including a decisive recommendation on whether the case for a new railway station should progress to the next stage.
- Outline Feasibility Study for any interventions identified in study

(Note that the requirement for virtual meetings rather than face-to-face reflects current social-distancing legislation that may change.)

Available Baseline Data

The North Wales Transport Model

Transport for Wales commissioned the North Wales Transport Model and discussions have taken place for Flintshire's appointed consultant to access the model demand data for the purposes of scenario testing. TfW will be a key stakeholder for the study and their Terms and Conditions for the working arrangements can be seen on the access request form at Appendix 1.

Transport for Wales appointed Jacobs / Atkins to complete their model and the current position (late-September 2020) is that the 2019 base model is at first 'design freeze', the LMVR is due to be submitted to the client in late Autumn 2020 and Core Forecast models for scheme testing will follow soon after. The full model completion is due early 2021.

The appointed consultant will be expected to work closely with TfW to achieve the study outputs.

There are three components:

- Variable Demand Model
- Highway Assignment Model
- Public Transport Assignment Model

The Public Transport Assignment Model uses network data sourced from Traveline and NapTAN databases and the matrix build is from several datasets namely:

- Station passenger interviews and boarding and alighting counts - including Flint.
- MOIRA model flows derived from ticket purchases.
- Synthetic matrices using the Variable Demand Model.

As of mid-August, TfW report that the model is in a good, useable state and is passing the criteria set out within DfT guidance. It shows the highway journey time validation results for each modelled time period. Well over 85% of routes are within the guidance criteria, with only a very small proportion of routes not achieving the pass or near pass criteria.

Key Points:

- Public Transport – General calibration is considered reasonable for Design Freeze 1.0, with bus achieving excellent calibration, but rail is weaker.
- Highway – Generally very good – replicating free flow and delay well. The lower validating areas are in the periphery of the modelled area, in locations such as Chester.
- Variable Demand Model – Matching comparator data well in terms of mode share, trip length distributions and sector to sector movements. Also meeting realism test criteria.
- Forecasting - TfW will be creating two core forecast years, 2027 and 2042, which will be finished in late autumn.
- Model Validation Report - An initial draft of the report has been produced and the final report will be available towards the start of autumn.

Holywell Town Council - Employer Surveys

Following a discussion with the Town Council in early-September, it will make available results from surveys undertaken with Kingspan, a major employer in the area. A 'stated preference' survey, including

home postcode data, has been conducted with over 600 employees at Kingspan and the Town Council has offered its assistance in arranging further consultation events. The appointed consultant will be expected to review the results and undertake additional survey work if deemed necessary.

Community Engagement

There are numerous town and community councils in the study area but for the purposes of this report, consultation will be limited to those communities on the A road network between and alongside the A55 and A548 with significant areas of housing and employment. These are:

- Holywell Town Council
- Mostyn Community Council
- Bagillt Community Council
- Caerwys Town Council
- Brynford Community Council
- Halkyn Community Council
- Whitford Community Council

Engagement is already established with Holywell Town Council and it is very supportive of a study to examine sustainable transport measures in the area, particularly the reopening of the former Holywell Junction Railway Station in Greenfield.

The Town Council sees the railway station as vital to the future success of the Holywell and Greenfield area and an important part of the overall integrated transport strategy for North East Wales.

The Town Council has subsequently secured letters of support for the railway station project, including those from the local MP and MS.

If reopening the station is not economically viable, then other public transport options need to be examined to connect settlements within the study area to Flint Railway Station.

The Strategic Case

Current Issues

In recent years, Flintshire has developed successfully as a major economic centre. Manufacturing remains at the heart of the local economy, providing more than 28% of all jobs (the figure for the rest of Wales is 12% and 8.3% for Great Britain as a whole).

Flintshire has areas of significant deprivation and inequality. Some of these are located in close proximity to the major employment opportunities. There is poor transport connectivity in the study area and, in the case of Holywell, the areas of deprivation surround the town and rely upon it for access to services and shopping as well as for it contributing to employment opportunities. Reduced vitality and viability of the town has a disproportionate impact on these communities.

This is also reflected in various other deprivation-related issues, such as high levels of crime. Poor accessibility, especially by non-car means, can act as a barrier to reaching a range of job and educational opportunities, ultimately affecting the ability of people to find the right job for them and limiting their potential.

The risk of crime, and perceptions of personal safety, are also likely to impact on the transport network, particularly in terms of the use of more sustainable and active modes such as walking, cycling and public transport.

The bus network in Flintshire is characterised by some strong core daytime routes, largely along the east-west coastal corridor, and a large number of weaker, but socially necessary, services linking smaller communities and rural settlements.

Operators have shown that there is a role for commercial market segmentation within the network, with investment in high frequency services, operated by top quality vehicles, supplemented by lower frequency routes, operated by older, standard vehicles, but offering lower fares.

Fit with Policies and Plans

The study will consider the following policies and plans:

- WG North Wales Metro proposals
- Holywell Town Council Business Plan
- FCC Local Development Plan
- FCC Council Plan (Climate Emergency and Economic sections)
- FCC Integrated Transport Strategy
- North Wales Regional Transport Plan
- Growth Track 360 Rail Prospectus

Flintshire is one of the six local authorities who collaborated to produce the North Wales Joint Local Transport Plan (LTP) in 2015. The Local Transport Plan reflects Welsh Government priorities and draws together the policy linkages between the National Transport Plan 2015, the adopted Regional Transport Plan for North Wales 2009 and the aspirations of the North East Wales Integrated Transport Task Force.

The LTP also sought to reflect other relevant national and local policies and plans, in particular the requirements of the Active Travel (Wales) Act 2013.

As a result, the Joint LTP places a strong policy emphasis on addressing issues related to economic growth, promotion of social inclusion and the reduction of poverty.

The vision of the Local Transport Plan is to *“remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks”*.

The principal issues identified in the LTP are:

- The need for good access to and between the three Enterprise Zones in North Wales.
- Increased congestion on the strategic road network, increased journey times and reduced journey time reliability for the movement of people and goods (WG 12)
- There is an increased need to travel and for longer distances to access job opportunities (WG 11)
- Existing and planned out-of-centre employment sites may be poorly served by public transport (WG 1)
- People without access to a car may be excluded from accessing some job and leisure opportunities (WG 4)

- Bus access to existing and emerging employment sites requires interchange and multiple operator trips making journeys more complex and less attractive (WG 3)
- A high proportion of commuter trips are less than 5km and could potentially be undertaken by active travel modes (WG 8)
- There are opportunities to increase mode share by public transport and active travel (WG 10)
- The lack of viable and affordable alternatives to the car to access key employment sites and other services
- There is a lack of evening and weekend bus provision, which leads to difficulties in accessing employment opportunities and reliance on private car (WG 2)
- Lack of available and affordable transport for some communities. Need to tackle the problems many people encounter in accessing work, education and healthcare (WG 7)
- The opportunity to improve social inclusion through Communities First projects
- Lack of accessible public transport and taxis can lead to increased social isolation in some communities
- Lack of accessible and seamless ticketing hinders encouragement of modal shift and limits travel horizons, particularly for more deprived communities (WG 14)

In Flintshire 79.5% of people travel to work by car. This is significantly higher than the average for Wales of 74.2%. Analysis shows that even where journey distances are short there is a large proportion of car use. There is an opportunity through the LTP to reduce the short commuter trips by improving the quality and provision of sustainable transport provision and promoting modal shift.

Across much of Flintshire, limited evening and weekend bus provision is incompatible with employment sites with shift working, which generates a greater reliance on car-borne trips. Whilst the urban areas generally have links with neighbouring towns, journeys to key employment areas are often missing, which can explain the very low level of public transport usage for the journey to work.

The LTP identifies a number of outcomes which aim to remove barriers to economic growth. The outcomes focus on the development of interventions and schemes to deliver sustainable change. They also form a means of developing monitoring and evaluation indicators to measure the benefits and success of each of the interventions.

North Wales Joint Local Transport Plan 2015: Expected outcomes:

1. Connections to Key Destinations and Markets - Support for Economic Growth through an improvement in the efficiency, reliability, resilience, and connectivity of movement, including freight, within and between North Wales and other regions and countries (with a particular focus on accessibility to the Enterprise Zones and an improvement in the vitality and viability of towns and other key centres)
2. Access to Employment - Providing inclusive and affordable access to employment and training (with a focus on the most deprived communities)
3. Access to Services - Promotion of social inclusion and well-being through inclusive and affordable access to education, health services and other key services and facilities (with a focus on the most deprived communities)

4. Increasing Levels of Walking and Cycling - Encouraging active travel for both necessary travel and recreation, by residents and visitors
5. Improved Safety and Security - Increasing both actual and perceived safety of travel by all modes
6. Benefits and Minimised Impacts on the Environment - Realising the potential for transport improvements to positively affect the local and global natural and built environment will have been maximised and negative impacts minimised, including adaptation to the effects of climate change.

The proposals for the new A494/A55 European Highway Route Alignment scheme, which will invest in a new strategic route to link the A55 North Wales Expressway and A494 Welsh Road will significantly improve accessibility to the A548 within the study area.

The proposals also fit with the Authority's 'Council Plan 2019 - 2023' within the 'Priorities of Safe and Sustainable Travel Services' and 'Business Sector Growth and Regeneration' sections.

The Transport Case

Assessing the impact and the relationship with existing national policies

A prosperous Wales

The study will consider the Well-being of Future Generations (Wales) Act 2015 and The Wales Freight Strategy.

It will potentially lead to a significant improvement in the co-ordination and integration of the public transport network and with the aim of greatly improving accessibility for those without access to a car.

This cohesive and integrated approach will ensure that those living in the areas of deprivation along the North Wales coast have the ability to access employment, training opportunities, healthcare and other lifestyle facilities.

Travel times will be improved, both through a reduction in in-vehicle time, but also through minimising interchange time through better co-ordination of connecting services.

The development of approaches to Partnership working will deliver an improved, co-ordinated and stable transport network, which will enhance access to key facilities and opportunities, and offer a realistic alternative to greater car use.

A resilient Wales

The study will consider the Environmental Protection Act 1990.

The study will potentially lead to improved and strengthened links between communities, incorporating active travel opportunities and build resilience against transport poverty, inactivity, health and well-being and potential accidents.

Creating a safer road system will, therefore, greatly assist with safe, strong and resilient communities

The study will potentially lead to improvements to help build resilience in the community where people can access employment and the coast by modern sustainable transport modes.

A healthier Wales

The study will consider the Active Travel (Wales) Act 2013.

Improved access to opportunity would encourage greater economic activity, which, in turn, would lead to better health and well-being. In addition, the measures identified through the study would support active travel and the promotion of alternatives to the car, leading to health benefits amongst the population of the region.

In Flintshire 79.5% of people travel to work by car. This is significantly higher than the average for Wales of 74.2%.

The study will potentially lead to measures to reduce car journeys which would, in turn, improve air quality, quality of life, health and well-being, the environment and opportunities for prosperity.

Improved air quality in deprived communities would contribute to better quality of life and community cohesion.

A more equal Wales

The study output will potentially lead to an enhancement of public transport services by improving opportunities for interchange, reducing travel time, increasing the quality of service provision and increasing stability and resilience of the bus network. This would make public transport more attractive for all sectors of society and would enable those without access to car to more easily take up employment and training opportunities across the area.

A Wales of cohesive communities

The development of partnership working between public transport providers and the Council will realise greater benefits of a co-ordinated network, resulting in improved links across the area, to regional centres such as Manchester, Liverpool, Chester and Wrexham and other community facilities such as the Countess of Chester, Glan Clwyd and Wrexham Maelor Hospitals.

The study output will potentially lead to measures to help reduce car journeys which would in turn improve air quality and improve quality of life, health and well-being, the environment and opportunities for prosperity. Improved air quality in deprived communities would contribute to better quality of life and community cohesion.

A Wales of vibrant culture and thriving Welsh language

The study will consider the Welsh Government's 'Welcome to Wales: 2020 – 2025' Plan for tourism.

The population of Flintshire is 153,800 (2014 – Administrative unit: Wales). The daily tourist visits into Flintshire are in the region of 1.927m (Flintshire Tourism Strategy 2008-2013).

The study output will potentially lead to measures that would benefit all residents of Flintshire and visitors into the County whether travelling in for work or as a tourist.

The holiday destination, Talacre, is nearby and the study would report on the potential for Mostyn Docks to develop port services to support tourism.

All promotional material and consultations would be undertaken bilingually.

A globally responsible Wales

The study will consider The Environment (Wales) Act 2016.

The study output will potentially lead to measures that would improve the economic, social, environmental and cultural well-being of Wales through model shift and national legislation for decarbonisation.

The Act commits Wales to reducing greenhouse gas (GHG) emissions by at least 80% for the year 2050

Study Duration

It is anticipated that the project duration will be 8 weeks – with three client project meetings at the start, mid-point and end of the contract.

However, as this study is reliant on the North Wales Transport Model, it is recognised that the programme will be influenced by this and so it is recognised that a degree of flexibility is required. The appointed consultant will be required to submit a detailed project plan at the start of the contract. The deadline for completion will be the end of March 2021 but the appointed contractor will be expected to complete the project before this date.

Covid-19

Covid-19 is likely to continue disrupting normal travel patterns and so the appointed consultant will be required to demonstrate the robustness of any necessary additional surveys.

Also, it will be necessary for any consultation events to be compliant with social distancing legislation and FCC's Covid-19 amended public consultation process.

The Tender Responses

The Tender Evaluation Price / Quality Split

The evaluation ratio is Price: 40% / Quality: 60%.

Experience and expertise

This regeneration and transport planning study tender requires consultants to demonstrate the following:

- A description of recent, similar work undertaken in Flintshire or the surrounding area;
- How the team may be supplemented with expertise from other regional offices, (ie. those with specific experience of Welsh Transport Appraisal Guidance or Welsh language speakers);
- Reference to relevant, recent studies that have led to a successful outcome;
- CV's of team members detailing relevant qualifications, specialisms, experience and recent successful projects;
- The level of team involvement and supervision by senior managers, project managers and more experienced team members.

Study Methodology

Consultants will be required to present an outline project plan and method statement that will meet the desired outcomes in the given timescale and propose how the report could be split to account for the following:

- The decisive recommendation whether or not to move to the next development stage for a new railway station;
- The investment priorities with indicative timelines for development as well as a programme of emerging business cases to take forward.

Modelling

Consultants will be required to state how the available data will be best used to meet the desired outcomes, specifically the appraisal of a new railway station.

The North Wales Transport Model is held externally and discussions have taken place for the appointed consultant to access the model demand data for the purposes of scenario testing. However, Flintshire County Council can facilitate a meeting with TfW to discuss how the model will be useful as a data source and the possibility of their model holders running the model if this is a more efficient way of achieving the outcome and if it is possible given the timescale and commitments outwith the control of this contract.

Accepting the significant resource required for model testing, consultants will be required to state how the model testing costs will be accommodated within the fees and, for example, how many runs may be needed.

Consultants are invited to comment on the proposed resource-split indicated in the Study Objectives given the high priority of the railway station recommendation.

APPENDIX 1



Ref:

Regional Transport Models

Model Use – Initial Request Form v2.1

This form should be completed for all requests where information or forecasts from any one of the Regional Transport Models are sought. The Regional Transport Models available are:

- North Wales Transport Model (NWTM)
- South East Wales Transport Model (SEWTM)
- South West and Mid Wales Transport Model (SWMWTM)

Only one project should be entered on each form.

Please send completed forms to Transport for Wales – analyticalunit@tfw.wales

SECTION A: Project details

A1. Project name / location						
A2. Brief project description						
A3. Regional Model required	NWTM		SEWTM		SWMWTM	
A4. Nature of request <i>(tick all that apply)</i>	New model run(s)		Obtain data from previous run(s)		Obtain background data	
A5. Describe what you need to find out from the Regional Transport Models, e.g, what question(s) are you trying to answer?						
A6. Outputs / deliverables required	#	Description / format				Deadline (dd/mm/yy)
	1					
	2					
	3					
	4					
	Other:					

A7. Your deadline (dd/mm/yy)		Deadline reasons:	
A8. Earliest start date (dd/mm/yy)		Start date reasons:	
A9. Your maximum budget for this request, if applicable		Further explanation:	

SECTION B: Model details

B1. What time periods interest you? (tick all that apply)	AM peak		IP		PM peak		OP	
B2. What modelling years interest you?								
B3. Type of model run required	Highway Only		PT (Bus and Rail)		Demand		VDM (all models)	
B4. Model version (to be completed before works by TfW)								

SECTION C: Contact details

C1. Client organisation type (the organisation that requires modelling work to be undertaken. Tick ONE)	Welsh Govt or TfW		City Deal		Local Authority	
	Developer		Other			
C2. Client organisation name						
C3. Agent organisation(s) (if different from client)						
C4. Contact name & organisation						
C5. Contact e-mail						
C6. Contact telephone						
C7. Funding organisation (if different from client)						
C8. Name and address of organisation to be invoiced for Regional Transport Model use						

SECTION D: Declaration

Please add your initials and name below to confirm that you have read, understood, and accepted the Terms and Conditions of Use, which are set out on the following pages.

I have read, understood and accepted the Regional Transport Models Terms and Conditions of Use.	Initials:	
	Print name:	
	Organisation:	
Date form e-mailed to Transport for Wales (dd/mm/yy)		

Please send completed forms to Transport for Wales – analyticalunit@tfw.wales

Regional Transport Models

Terms and Conditions of Use

1. For the purpose of these Terms and Conditions of Use the following definitions apply:
 - Transport for Wales** means Transport for Wales and/or Welsh Government as model owners
 - End User** means the individual or organisation requiring modelling to be undertaken
 - Agent** means any individual(s) or organisation(s) appointed by and acting on behalf of the End User in relation to the Project
 - Project** means the named project in Section A1 and as described in Section A2 of the Initial Request Form
 - Regional Transport Models** means any of the three models owned by Transport for Wales and the Welsh Government, namely the North Wales Transport Model (NWTM), South East Wales Transport Model (SEWTM), and South West & Mid Wales Transport Model (SWMWTM)
2. The intellectual property rights of the all Regional Transport Models remain with Transport for Wales.
3. The Regional Transport Models shall be used by the End User or Agent solely for the agreed Project and must not be used for any other Project without the prior written consent of Transport for Wales.
4. Neither the End User nor Agent shall copy or use the Regional Transport Models outside terms agreed with Transport for Wales and must not distribute the Regional Transport Models to any third party.
5. Neither the End User nor Agent shall publish the Regional Transport Models in any way nor make them available on any website/portal without the prior written consent of Transport for Wales.
6. The End User or Agent must notify Transport for Wales of any intention to publish references to Regional Transport Models outputs in any document or statement. Transport for Wales reserves the right to withhold permission particularly where any inappropriate use of the Regional Transport Models is suspected.
7. Transport for Wales reserves the right to request outputs from any modelling undertaken and for outputs to be supplied in a format that can inform the development and update of the Regional Transport Models and other models.
8. Transport for Wales reserves the right to request being kept apprised by the End User or Agent of the work being undertaken including monthly updates and updates at key milestones.
9. Transport for Wales reserves the right to review and comment on any outputs or findings that result from using the Regional Transport Models.

10. Permission to use the Regional Transport Models should not be taken to imply acceptance by Transport for Wales of the results obtained nor acceptance of the implications of results.
 11. Transport for Wales does not accept any liability for any losses incurred, whether financial or otherwise, which result directly or indirectly from using the Regional Transport Models.
 12. Transport for Wales does not accept any liability in the implications that may arise from using the Regional Transport Models nor the implications arising from the End User or Agent sharing results with third parties. The implications of using the Regional Transport Models, including feedback received from third parties in relation to model outputs, must be managed by the End User in accordance with their own processes and procedures.
 13. Transport for Wales accepts that the End User may require assistance in responding to technical queries from third parties that arise once outputs obtained directly from the Regional Transport Models are published. The End User or Agent should request this assistance from analyticalunit@tfw.wales. Transport for Wales will only accept and respond to correspondence received from the End User or Agent.
 14. All agreed costs for using the Regional Transport Models shall be met by the End User and paid to Transport for Wales. The End User must notify Transport for Wales in advance of modelling work commencing if payment is going to be made by a third party organisation on behalf of the End User.
 15. Transport for Wales reserves the right to amend these terms and conditions of use.
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RR/RFJ/GS

HOUSE OF COMMONS
LONDON SW1A 0AA

F.A.O Mr J Baker, Town Clerk
Holywell Town Council
Bank Place Offices
Holywell
Flintshire
CH8 7TJ

9th March 2021

Dear Jason

Re: Letter of Support for Holywell/Greenfield Train Station

As Member of Parliament for Delyn, I am pleased to write this letter in support of the proposed development of a railway station in Holywell/Greenfield.

Transportation and connectivity is vital for economic growth in Delyn.

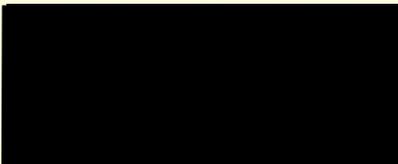
The proposed station would connect Holywell and Greenfield to other major employment areas – such as Deeside, Chester and further afield, making it a more desirable location to live. It would also allow provide a viable mode of public transport for workers in the local businesses and industrial parks, who are fully supportive of these plans.

Holywell is one of the poorest towns in terms of transport links, this station would be a huge driver for investment in the area and bring about much needed regeneration.

I am aware that the Minister for Economy and Transport has added Holywell Junction to “the list of potential new stations”, and the County Council is due to report the findings of a recent feasibility study. I am certain that this will evidence the need to a station at this location.

Thank you.

Yours



Rob Roberts MP
Member of Parliament
Delyn