

**SAFE ROUTES IN COMMUNITIES FUNDING 2017-18
CAPITAL APPLICATION FORM**

Local Authority	Flintshire County Council
Scheme Name	Bryn Coch School, Mold
Scheme Priority Rank Number	1
2016/17 Scheme Type	Works
Funding required for 2016/17	£215k
Funding required for lifetime of the scheme	£'000s
Project Manager Name	XXXXX
Position	Highway Strategy Manager
Contact telephone number	XXXXX
Contact e-mail	XXXXX@flintshire.gov.uk
Bid authorised by (e.g. Head of Finance or Transport Services) <i>*In authorising this application you are confirming that the information given is correct to the best of your knowledge. You are also confirming that any match funding identified is in place</i>	Name: XXXXX Job Title: Chief Officer of Streetscene and Transportation Signature:

Does the scheme 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

No

If 'No', please explain why a scheme is now required.

Since the submitted list of 2014, Flintshire County Council have undertaken individual school based assessments of walking/cycling provision within the vicinity of all schools.

In addition, Flintshire County Council have received numerous complaints from parents and residents regarding the problems associated with congestion and parking within the vicinity of the school.

Bryn Coch Primary School has been identified as in need of substantial safety improvements. Facilitating a robust prioritisation process, Flintshire County Council's in-house risk matrix has identified Bryn Coch Primary School as the Authorities No.1 priority for funding under the Safer Routes in the Community initiative.

As part of the statutory consultation on Flintshire's Existing Route Map for Active Travel, Mold Town Council and members of the Local Access Forum identified a number of required improvements for walking and cycling for pupils attending not only Bryn Coch but Mold Alun and Maes Garmon which form part of this scheme proposal and are included on the Existing Route Map and proposed Integrated Route Map.

1. Strategic Case

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

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

<http://gov.wales/docs/dsjlq/publications/150623-guide-to-the-fg-act-en.pdf>

2. Transport Case

Describe how the scheme fits into your existing or planned active travel network.

Alexandra Road, Victoria Road and Grosvenor Street are designated walking routes on the existing Active travel route map.

The draft integrated network map includes Alexandra Road, Victoria Road, Grosvenor Street and the link path through the playing field as proposed cycling routes.

Welsh Government seeks to enable more people to walk, cycle and generally travel by more active methods.

With the provision of Welsh Government funding, proposed improvements would greatly improve both the quality and safety of routes to and from Bryn Coch School, directly contributing to the casualty reduction of both pupils and the wider community by maintaining an environment of zero KSI's.

Improved safety of the route combined with upgraded infrastructure will encourage

the utilisation of active modes of travel for pupils, parents and local residents.

Research indicates that for many people the biggest barrier to walking and cycling is concern for safety. Currently, during school peak times, parked cars and traffic congestion obstruct driver's views of pupils, parents and residents waiting to cross both Alexandra road and Victoria road.

Increased confidence that this scheme would greatly improve and address safety concerns and encourage children and the community to walk or cycle, therefore achieving the aim of increasing active travel.

Provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, please provide a description of the whole scheme and of the specific outputs to be delivered in this financial year.

Schemes should be developed using the draft Welsh Transport Appraisal Guidance (WelTAG). Please provide your comments on the consultation to the following address Weltag@wales.gsi.gov.uk.

<https://consultations.gov.wales/consultations/welsh-transport-appraisal-guidance-2017>

Location map(s), project(s) drawing(s) should be added along with any supporting information. Please ensure any plans or drawings are legible and depict the scheme clearly.

A total of 5 main routes of access serve the vicinity of Bryn Coch School which include; Alexandra Street, Victoria Road, Gas Lane, Ffordd Pentre, Wrexham Street and the surrounding establishments. (Please refer to location plan enclosed).

In order to mitigate the various hazards identified along the route and in an attempt to improve the viability of active modes of transport, a number of measures have been identified; (For design proposals, please refer to General Arrangement Drawing No: HT/17/0217/101 enclosed).

Alexandra Road and Victoria Road

- Implementation of raised Zebra Crossings on both Alexandra Road and Victoria Road.
- Proposed footway improvements at the junction of Alexandra road and Victoria Road
- Introduction of a 'One Way' system around Alexandra Road and Victoria Road
- Implementation of parking restrictions on Victoria Road (adjacent to the main school entrance)
- The implementation of strategically placed street furniture will further

accentuate the environment of a pedestrianised zone.

- Strategically located buildouts will enforce a meandering effect to drivers thus effectively calming vehicular speeds.
- Implementation of additional street lighting columns along the extents of Victoria Road.

Gas Lane

- Implementation of a proposed Zebra Crossing to be located on the existing 8m long raised table I on Gas Lane

Ffordd Pentre

- Upgrade existing footway to achieve a 3m wide shared use facility as well as installing improved lighting along the extents of the path.

Wrexham Street

- Relocating the existing Zebra Crossing on Wrexham Road West of its existing position.

Mandatory 20mph speed limit zone

- Implementation of proposed 20mph mandatory speed limit on Alexandra Road, Victoria Road, Tyddyn Street, Grosvoner Street, Wrexham Street and Gas Lane.

Name of school/s on which the scheme is focused	Number of pupils
Bryn Coch Primary School, Victoria Road, Mold, CH7 1EW	674

Briefly describe the scale and nature of the existing problems

Bryn Coch Primary School is situated in the heart of Mold and is the largest primary school in Flintshire serving 674 pupils. The school is in close proximity to a number of large housing estates, Leisure Centres, Mold town centre, Industrial parks, local bus station, 4 large supermarkets, and two High Schools serving 2176 pupils between them.

Many of the problems identified along the route relate to high levels of vehicle usage and associated congestion both within the immediate court ledge of the school as well as along a number of access routes in to the vicinity. Concerns of safety include;

- The high volume of traffic on Alexandra Road and Victoria road particularly at

the start and end of the school day.

- The dangers associated with pedestrians crossing between parked vehicles at the beginning and end of the school day.
- The absence of a crossing patrol, zebra crossing or other means to support pupils when crossing the road.
- Children's safety when walking to and from school.
- Congestion resulting from parked vehicles on roads near the school at the beginning and end of the school day.
- Driving on the footway - Vehicles are often forced to mount the existing footway due to the inability to pass opposing flows of traffic.
- Concerns of pedestrian safety due to vulnerable users walking in the live carriageway due to footpaths being obstructed by illegally parked vehicles.

Brief description of how the scheme will improve accessibility and safety for pupils travelling to and from school

Proposed improvements will greatly improve connectivity, accessibility and safety of routes to and from Bryn Coch School. Through the delivery of Active Travel design principles, improved safety combined with upgraded infrastructure on all routes will encourage the utilisation of active modes of travel for pupils, parents and local residents.

The implementation of a proposed Zebra Crossing on the existing 8m long raised table located on Gas Lane will create a designated safe crossing point linking residents of Gas Lane and the Bromfield Estates to Bryn Coch School. The facility would provide essential access to the nearby children's playing field as well as connecting to an established walking and cycling route that is used by many to access Bryn Coch school. It is proposed to upgrade the existing footway / cycleway to a 3m wide shared use facility as well as installing improved lighting along the path.

The installation of Zebra Crossing facilities both on Victoria Road and Alexandra Road and provide greater accessibility to this educational facility.

Proposed footway improvements at the junction of Alexandra road and Victoria Road will provide a continual link to the proposed Zebra crossings thus completing an essential link to the School Gates.

The upgrading of the existing footway on Ffordd Pentre is a well utilised route and connects nearby residents to Alexandra Road (Bryn Coch School).

The overall package of measures will improve access to facilities for both vulnerable users and the wider community who wish to access nearby public transport facilities, sports facilities, Town Centre and surrounding sites of education.

Brief description of how the scheme will improve road safety and reduce casualties

Implementation of raised Zebra Crossings on both Alexandra Road and Victoria Road (in close proximity to the school entrance) will provide a safe designated crossing facility serving a number of large housing estates.

Introduction of a 'One Way' system around Alexandra Road and Victoria Road will reduce unnecessary vehicle movements experienced along the route thus reducing congestion and improving traffic flow around Bryn Coch School.

Implementation of parking restrictions on Victoria Road (adjacent to the main school entrance) will greatly assist in changing the both drivers and pedestrians perception of the zone. The absence of parked vehicles combined with a greatly reduced traffic flow will provide motorists with a perception that they are intruding within a pedestrian designated area.

The implementation of strategically placed street furniture will further accentuate the environment of a pedestrianised zone. Strategically located build outs will enforce a meandering effect to drivers thus effectively calming vehicular speeds. The implementation of build outs will make provision for increased footway width at known pinch points benefiting the most vulnerable of road users including wheelchair & mobility scooter users and pedestrians with pushchairs.

It is a recognised theory that drivers risk perception and behavior is more effectively modified when interacting with human surroundings.

Proposals to install additional street lighting columns along the extents of Victoria Road will greatly improve illumination levels whilst providing a feeling of increased security for pedestrian users.

The implementation of a proposed Zebra Crossing on the existing 8m long raised table located on Gas Lane will create a designated safe crossing point providing essential access to the nearby children's playing field as well as connecting to an established walking and cycling route that is used by many to access Bryn Coch school. It is proposed to upgrade the existing footway / cycleway to a 3m wide shared use facility as well as installing improved lighting along the path.

The proposal to upgrade the existing footway on Ffordd Pentre to a 3m wide shared use facility as well as installing improved lighting along the extents of the path will greatly facilitate the safety of all users.

The relocating the existing Zebra Crossing on Wrexham Road West of its existing position will greatly improve driver visibility whilst exiting Glanarafon Road.

A proposal to implement a 20mph mandatory speed limit on Alexandra Road, Victoria Road, Tyddyn Street, Grosvoner Street, Wrexham Street and Gas Lane will deliver the safety improvements required to ensure increased usage of active modes of

travel. Research supports that reducing speed on the roads dramatically reduces the severity of collisions and encourages more people to walk (Road Safety Framework for Wales).

Brief description of how the scheme will change pupils' behaviour/attitude to active travel

Improved safety of the route combined with upgraded infrastructure will encourage the utilisation of active modes of travel for pupils, parents and local residents.

Improved routes to and from school will greatly improve the safety of high risk/vulnerable users whilst effecting a change in pupils and parents attitude and behaviour to both sustainable and active travel.

This route is a key route for children between ages 3-11 accessing their local educational facility from the surrounding residential areas. The route is on an active travel route and included on the maps submitted to Welsh Government Ministers by the authority.

The installation of safe designated crossing points and upgraded footway facilities will promote a safer, more sustainable option of transport. Identified Improvements will maximise benefits to the local environment whilst a change in public perception towards active travel will provide increased confidence and usage required to view Active Travel as a viable alternative to the car.

Brief description of how the scheme will improve quality of life particularly for those living in disadvantaged communities (to include position of community in the Welsh Index of Multiple Deprivation)

WIMD Score: Serving Bryn Coch School

Mold West 1 –	Rank - 231
Mold West 2 –	Rank - 919
Mold South 1 –	Rank - 1775
Mold South 2 -	Rank - 1896
Mold Broncoed 1 -	Rank - 1067
Mold Broncoed 2 -	Rank - 470
Mold East –	Rank - 1014

Increased confidence that the scheme would benefit the whole community, with the implementation of the crossings assisting in common routes to local amenities such as the supermarkets, town centre, public houses, post office, bus station and as well as the playing fields and popular walking routes.

Creating a safer walking environment for the journey to school is key to encouraging children, either alone or with an adult to walk to school.

Improved routes to and from school greatly improve the safety of high risk/ vulnerable users whilst also effecting a change in pupils and parents attitude and behaviour to both sustainable and active travel.

An increase in numbers walking to and from school will increase alertness, fitness and improved health for children and adults. Reinforcing the attractiveness of walking for the school journey, the significant health benefits not only apply to the young but to the wider community as a whole.

Improvements will maximise benefits to the local environment whilst a change in public perception towards active travel will provide increased confidence and usage.

Usage by high risk and vulnerable groups will promote both sustainable and active travel providing health and financial benefits. The provision of a new crossing facilities will promote social equality through amenable access to educational facilities and local services and will provide safe and affordable access to educational facilities, local services and local retailers with an emphasis on supporting deprived communities.

The advantages of the scheme would reduce congestion around the school, and improve the social aspect of coming to school, Walking is a great way for younger children to learn and explore the area they live in and provides opportunity to interact with parents and social groups.

For older children it is a chance to catch up with friends and have a sense of independence, promoting a greater awareness of how small steps taken locally could have an impact on the global environment and improve relationships within social groups.

The scheme would also improve and support access to the playing area, which in addition will support the Authorities play strategy and Welsh Governments play policy.

Brief description of how you have engaged with children and young people in the development of the scheme

Over a number of years the Road Safety Officers have engaged with the children through Road Safety Education, Training and Publicity sessions.

It has been raised that a lack of crossing provision was off-putting to children and a safe place to cross would encourage them to make more journeys to school on foot.

Flintshire County Council Officers have engaged with the school, pupils, residents and other key stakeholders during the scheme design, where alternative measures were considered. The feedback received has been extremely positive from all stakeholders, and North Wales Police have said they support the principles of the scheme.

3. Financial Case

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

	2017/18	2018/19	2019/20	Total
Surveys	2000			
Design	3000			
Land Purchase				
Accommodation Works	14000			
Construction	212000			
Project Management	3500			
Monitoring and Evaluation	2000			
GROSS TOTAL	£236500			
Match funding amount, percentage contribution and sources	Flintshire County Council 10% = £23650			
NET TOTAL <i>(this should equal the amount of grant applied for)</i>	£212850			

Value for money (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)

Feasibility Study, site surveys and inspections have all been undertaken by Flintshire County Council Officers.

Project Management, supervision, monitoring and Evaluation of the scheme will all be undertaken by Flintshire County Council. This will ensure obtained funding will be solely directed in addressing the current accident trends whilst keeping the overall cost of the scheme to a minimum.

Improved Road Safety of the area will achieve cost savings associated with accident reductions and will significantly improve the safety of school pupils, and residents within Alexandra Road and Victoria Road. Improving school and community routes through the Safer Routes in the Community initiative provides environmental, social and tourism benefits.

The works will be project managed in house by FCC helping to keep the overall cost of the scheme to a minimum.

4. Delivery Case

Brief description of how you will deliver the scheme in the funding period (include potential barriers such as land purchase)

Flintshire County Council have taken a structured approach, Identified risks and remedial measures, completed feasibility studies which have found no potential barriers to prevent FCC from delivering this scheme in the specified funding period.

All works will be carried out in the Adopted Highway and will not require any permission(s) / which could otherwise impact in the delivery of the scheme.

Please refer to Scheme Programme for details of how Flintshire County Council propose to manage the project to ensure scheme completion within the specified funding period.

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 process which includes the Tender process and the selection of possible suppliers/contractors who have over 10 years working with Local Government.

The contract preparation, tender process and on site works are estimated at 19 weeks, and the site works to be completed during the summer term school holidays 2017. (Please refer to Gantt chart enclosed)

Monitoring and Evaluation

**How and when will you measure if the scheme has been successful?
How will you measure levels of active travel? 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 Traffic Counts, flow surveys and monitoring of public usage, in particular, the use of the route by high risk and vulnerable users.