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GUIDANCE TO LOCAL TRANSPORT AUTHORITIES

Local Transport Fund - Annual Reporting Guidance Note and Template

JULY 2017

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# Introduction

### In line with the Local Transport Fund Award Letter (Schedule 2) dated 23 March 2016, you are required to provide us on an annual basis with **data on all schemes for a period of 3 years following completion of each scheme**. Active Travel Mapping is excluded from this Annual Report.

### This guidance note sets out the timing and content of the Local Transport Fund Annual Reports for 2016/17. It is expected that Annual Reporting will provide details to Welsh Government on the impact of local transport delivery, enabling this evidence to be judged in relation to other Government spending areas and policy, including Programme for Government, Welsh Government economic priorities and Well-being of Future Generations (Wales) Act 2015.

### Annual Reports should also be considered as a good vehicle for circulating evidence of the effectiveness and benefits of transport investments to the general public, service users and other stakeholders.

# Timing

### The Annual Report should be submitted to the Welsh Government bilingually no later than the 30 September 2017.

# Structure of Annual Report

### The Annual Report should be compiled using the attached template form and submitted as a Word document to the Welsh Government Transport Planning email inbox – [Transportplanning@wales.gsi.gov.uk](mailto:Transportplanning@wales.gsi.gov.uk)

Contact Information

### Please complete Table 1 with the appropriate contact details for your local authority.

Summary Table

### 3.1.3 Please complete Table 2 outlining Local Transport Fund spend in 2016/17, including any match funding contributions.

Scheme Purpose

### Please use Table 3 to summarise progress against the original purpose of the schemes delivered in 2016/17.

Key Benefits

### Please use Table 4 to detail whether the key benefits of the schemes and the projected outputs and outcomes have been achieved over the **three years since scheme completion**.

Supporting Information

### Include any additional tables and charts demonstrating progress against Local Transport Fund targets, including evidence from before and after monitoring.

### 3.1.7 Include any supporting commentary, scheme maps, plans and photographs; outlining its links to national and regional transport priorities, supporting Wales’ economic competiveness.

### **Table 1 – Local Transport Fund Contact information**

|  |  |
| --- | --- |
| **Local authority** | Denbighshire County Council |
| **Lead contact** | Local authority official |
| **Contact telephone** | Local authority official |
| **Contact email** | Local authority official |

| **Scheme name** | **Description** | **Scheme Category \*** | **Welsh Government Funding Allocation (2016/17)** | **Welsh Government Funding Claimed (2016/17)** | **Match Funding (2016/17)** |
| --- | --- | --- | --- | --- | --- |
| River Clwyd Railway Bridge | Additional Design work associated with the provision of an Active Travel Route utilising the redundant span of the River Clwyd Railway Bridge. Denbighshire County Council led product in association with Conwy CBC. | Active Travel | 18,000 | 18,000 | 2,000 |
| Denbigh to Henllan | This element of the bid included widening 367m of existing footway, adjacent to the B5382, between Denbigh and Henllan and introducing a new 468m section of footway along the same section of carriageway. | Active Travel | 219,000 (Vale of Clwyd package) | 219,000 | 66,590 |
| Greenfield Road to Lon Parcwr, Ruthin | This scheme involved the introduction of a DDA compliant ramp, to replace the existing set of steps, and the re-surfacing of a section of public right of way between Glasdir and Greenfield Road in Ruthin. The route, which forms part of NCN 84 also acts as a local link servicing industrial/employment areas, schools, shops, public amenities and residential areas in the Town. | Active Travel | (See Vale of Clwyd package above) |  |  |
| NCN 5 | This scheme involved upgrading 2no controlled pedestrian/cycle crossing between NCN 5 and the wider active travel network in the town of Rhyl | Active Travel | (See Vale of Clwyd package above) |  |  |
| Active Travel Mapping | Works associated with the delivery of Denbighshire County Councils INM as per the Active Travel (Wales) Act 2013. | Active Travel | 6000 | 6000 | 0 |

### **Table 2 – Local Transport Fund Scheme Spend 2016/17**

\* Integrated Transport / Highways / Rail / Active Travel

| **Scheme name** | **Original Scheme Purpose** | **Summary of Scheme Progress** | **Reasons for any Changes during Scheme Delivery** |
| --- | --- | --- | --- |
| River Clwyd Railway Bridge | Surveys and design | All works completed on schedule and all grant claimed. | N/A |
| Denbigh to Henllan | Construction | All works completed on schedule and all grant claimed. | N/A |
| Greenfield Road to Lon Parcwr, Ruthin | Construction | All works completed on schedule and all grant claimed. | N/A |
| NCN 5 | Construction | All works completed on schedule and all grant claimed. | Changes to scope of work to include an additional controlled crossing agreed during site meeting with WG |
| Active Travel Mapping | INM Phase | All works completed on schedule and all grant claimed. | N/A |

### **Table 3 – Local Transport Fund Scheme Purpose 2016/17**

**Table 4 – Local Transport Fund Key Benefits for all schemes completed over the last three years**

| **Scheme name** | **Context** | **Inputs** | **Outputs** | **Outcomes** | **Transport Impact** | **Economic** | **Environmental, Social and Cultural Benefits** |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **River Clwyd Railway Bridge** | The development of a scheme to link West Rhyl with South Kinmel Bay. The purpose of the scheme is to provide a traffic free active travel route between residential areas and employment areas in both communities. Each community suffers from social issues and are listed as Community First areas or feature near the top of the WIMD list. | This includes design fees and staff time | A scheme design, land agreements and consultation plan for the future development of the scheme. | The design for a traffic free active travel route between West Rhyl and South Kinmel Bay | West Rhyl has some of the lowest car ownership levels in Wales. The new route will provided safer and more direct access to employment opportunities in Kinmel Bay and vice-versa. | It is not possible to determine the actual impact, in terms of numbers employed, as a result of this scheme. However the scheme does improve transport links in an area with high unemployment levels. | This scheme will directly improve access to key local amenities for the residents of both communities.It is difficult to determine, at this stage, any improvements that have been made to air and noise quality, particularly as the area already has some of the lowest car ownership levels in Wales. |
| Denbigh to Henllan | The provision of improved walking and cycling facilities to provide better access to key amenities and to improve pedestrian safety between the communities of Denbigh and Henllan. | This include supervision fees and construction costs. | Improvements to 367m of existing footway and the introduction of 468m of new shared use active travel route. | Phase 1 of an active travel route between Denbigh and Henllan. | Henllan suffers from community segregation. The completed scheme will have a significant positive impact on the residents of Henllan, who will be able to travel to Denbigh by foot or bike. | It is not possible to determine the actual impact, in terms of numbers employed, as a result of this scheme. However the scheme does improve transport links in an area that has been identified as suffering from community segregation. | This scheme will directly improve access to key local amenities for the residents of Henllan.It is difficult to determine, at this stage, any improvements that have been made to air and noise quality, It is not anticipated that there will be significant benefits resulting from the scheme. |
| Greenfield Road to Lon Parcwr, Ruthin | The provision of improved walking and cycling facilities to provide better access to key amenities and to improve pedestrian safety in Ruthin | This include supervision fees and construction costs. | This scheme involved the introduction of a DDA compliant ramp, to replace the existing set of steps, and the re-surfacing of a section of public right of way between Glasdir and Greenfield Road in Ruthin. | The route, which forms part of NCN 84 also acts as a local link servicing industrial/employment areas, schools, shops, public amenities and residential areas in the Town. | This scheme has had a significant positive impact on the residents of Ruthin, by improving access, via sustainable modes of transport, to key amenities in Ruthin. | It is not possible to determine the actual impact, in terms of numbers employed, as a result of this scheme. However the scheme does improve transport links in between residential areas and employment areas. | This scheme has directly improved access to key local amenities for the residents of the area.It is difficult to determine, at this stage, any improvements that have been made to air and noise quality, however it anticipated that the scheme will have an impact on the number of journeys made via sustainable modes of transport in Ruthin. |
| NCN 5 | The provision of improved walking and cycling facilities to provide better access to key amenities and to improve pedestrian safety in Rhyl. | This include supervision fees and construction costs. | This scheme involved upgrading 2no controlled pedestrian/cycle crossing between NCN 5 and the wider active travel network in the town of Rhyl | The route, which forms part of NCN 5 also acts as a local link servicing industrial/employment areas, schools, shops, public amenities and residential areas in the Town. | Improvements to pedestrian safety and also the provision of improved access to residential areas and key public amenities. | It is not possible to determine the actual impact, in terms of numbers employed, as a result of this scheme. However the scheme does improve transport links in an area with high unemployment levels. | This scheme will directly improve access to key local amenities for the residents of Rhyl and its surrounding communities.It is difficult to determine, at this stage, any improvements that have been made to air and noise quality, particularly as the area already has some of the lowest car ownership levels in Wales. |
| Active Travel Act | A continuation of the statutory duties imposed on all local authorities by the Active Travel (Wales) act. | Consultants fees and staff time | Progress towards the development of Denbighshire County Council s draft INM including all pre-consultation work. | Progress towards the development of draft INM | N/A | N/A | N/A |

*NB: As per Schedule 2 of the Local Transport Fund award letter dated 23 March 2016 you are required to provide us with data on an annual basis on scheme outcomes achieved for a period of three years following completion of the scheme, with reports to be submitted to us by the end of September of each year.*