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GUIDANCE TO LOCAL TRANSPORT AUTHORITIES

Local Transport Fund - Annual Reporting Guidance Note and Template

NOVEMBER 2015

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# Introduction

### In line with the Local Transport Fund Award Letter (Schedule 2) dated 3 April 2014, you are required to provide us with data on scheme(s) on an annual basis for a period of 3 years following completion of the scheme(s). 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 2014/15. With the changes to local transport funding it is intended 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 31 January 2016.

# 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 2014/15, including any match funding contributions.

Scheme Purpose

### Please use Table 3 to summarise progress against the original purpose of the scheme(s) delivered in 2014/15.

Key Benefits

### Please use Table 4 to detail whether the key benefits of the scheme(s) and the projected outputs and outcomes have been achieved.

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** | Flintshire County Council |
| **Lead contact** | Local Authority official |
| **Contact telephone** |  |
| **Contact email** |  |

| **Scheme name** | **Description** | **Scheme Category \*** | **Welsh Government Funding Allocation (2014/15)** | **Welsh Government Funding Claimed (2014/15)** | **Match Funding (2014/15)** |
| --- | --- | --- | --- | --- | --- |
| Talacre to Ffynnongroew Cyclescheme | The provision of the cyclepath between Ffynnongroew and Talacre has provided a continuous cycling link from the Port of Mostyn to Ffynnongroew and onto Talacre, linking to Prestatyn and Rhyl along National Cycle Network 5. | Active Travel | £100,000 | £100,000 | £277, 811 (74%) |
| Airbus to Saltney Shared Use Route | The provision of a 3km shared use walking / cycling route located along the A 5104 between Broughton and Saltney | Highways | £ 466,000 | £ 466,000 | £ 35,000 |
|  |  |  |  |  |  |
| Shotton Corridor (B5129) Signalisation | The Scheme will deliver upgraded traffic signals linking to the existing upgraded signals, resurfacing and provision of Anti Skid on all the upgraded junctions | Highways | £450,000 | £450,000 | £0 |

### **Table 2 – Local Transport Fund Scheme Spend 2014/15**

\* Integrated Transport / Highways / Rail / Active Travel

| **Scheme name** | **Original Scheme Purpose** | **Summary of Scheme Progress** | **Reasons for any Changes during Scheme Delivery** |
| --- | --- | --- | --- |
| Talacre to Ffynnongroew Cyclescheme | Surveys, design and scheme construction. | All works completed on schedule and all grant claimed. | None |
| Airbus to Saltney Shared Use Route | To provide an off road designated cycle path linking communities such as Saltney, Saltney Ferry, Bretton and Broughton with Chester and major employment and retail sites. The main employer along the route is Airbus with some 6500 employees located on the site | All works completed within FY and full grant allocation claimed | None |
| Shotton Corridor (B5129) Signalisation. | Survey, design and scheme construction. | All works completed within timescales and full grant claimed. | None |

### **Table 3 – Local Transport Fund Scheme Purpose 2014/15**

**Table 4 – Local Transport Fund Scheme Key Benefits 2014/15**

| **Scheme name** | **Context** | **Inputs** | **Outputs** | **Outcomes** | **Impact** | **Jobs** |
| --- | --- | --- | --- | --- | --- | --- |
| Talacre to Ffynnongroew Cyclescheme | This scheme provides the population of Mostyn and Ffynnongroew, with a sustainable transport route to the tourist area of Talacre and links employment sites at the Port of Mostyn, Talacre (ENI) Prestatyn and Rhyl to these communities. The scheme forms part of the All Wales Coastal Path and is well used by major tourism sites in the area. | Cost of delivering the scheme was £377, 811.  Coal Report - £132  Plant Hire - £1570  Surveys - £2000  CDM duties - £2113  RSA 1,2 &3 - £2500  Signage - £2997  Coal Stability Report - £132  Planting Scheme - £26414.68  Materials and labour – £339,952 | 3km shared use cycling facility constructed of part crush and run and part tarmac. Fencing and planting scheme provided as part of mitigation measures under planning condition. Information boards have been provided along the way to give people an insight into the colliery and also tell the story of this part of the coast.Leaflets have been produced promoting this scheme along with three other schemes implemented under the Linking Flintshire’s Communities Project. The leaflet has been distributed widely and is available on Flintshire County Councils website.The cycle | The scheme has been publicised through press releases, public awareness events and distribution of leaflets and has been very well received by the community/ user and business groups and the general public. The cyclepath is very well used. Cycle count data is not yet available due to issues relating to the installation of the data loggers which should be resolved shortly. | The scheme contributes to a number of objectives contained in National, Regional and Local Policies and Plans. i.e climate change, active travel, smarter choices, environmental, regeneration, health and transport strategies by providing facilities to encourage more people to walk and cycle for necessary journeys to access facilities, services and employment and also to encourage leisure activities. This offers enormous tourism potential to boost the economy in the area by attracting cyclists and walkers into the area who may choose to stay in the caravan parks, B & B’s and Hotels and to utilise local services and facilities. | Provision of the shared use walking/cycling facility between Talacre and Ffynnongroew will join up the coastal cycling network providing a sustainable transport corridor and access to tourism, employment and basic services in the rural coastal areas and beyond into Denbighshire and Cheshire. Additionally, there are opportunities for businesses at Talacre to set up cycle hire. All of this will encourage local enterprise and initiative. |
| Airbus to Saltney Shared use route | Recent studies including NEWABTS and NEWITTS have highlighted the important role that active and sustainable transport can play in providing accessibility to employment and services in the Deeside Enterprise Zone. The reports have highlighted that 59% of all journeys to work in Flintshire are less than 10k in length. There are congestion issues and lack of available car parking space within the Airbus site. The scheme forms part of a number of linked schemes within the Deeside Integrated Transport strategy*.* | £ 466,000 | Provision of a 3km shared use tarmac path and crossing provisions. | The scheme improves part of the cycling network which was previously on road. The scheme improves safety increasing desirability for users. The cyclepath is well used. Cycle count data is not yet available due to issues relating to the installation of data loggers. This will be resolved shortly. | The scheme supports WG economic priorities for jobs and growth and reduce economic inactivity by delivering safe and affordable access to employment sites. Traffic levels along the route are heavy, especially at shift change time. This was a potential deterrent to users on this route accessing employment .This facility provides a direct link to the local cycle link 89 This section of cycleway already experiences figures of over 5,000 cyclists monthly. | Provision of the cycleway will provide improved accessibility by sustainable transport to employers in the area. There are major employers in the area who will benefit from the project including Airbus. |
| Shotton Corridor (B5129) Signalisation | The B 5129 between Queensferry and Connahs Quay is a heavily congested route that provides a main route from a number of communities to the A 494 and major employment sites. The scheme will replace and link together 12 sets of traffic signals between.Queensferry and Connah’s Quay. | Cost of delivering the scheme £450,000 | The scheme has provided two major junction improvements, installation of new integrated signals and a SCOOT management system. | A number of linked schemes have been delivered in recent years. The scheme has improved traffic flow along the corridor, reducing levels of congestion, and journey times aimed at improving traffic flows and reducing congestion. The scheme will reduce the environmental impact of traffic congestion, and improves access to employment sites in the Deeside Enterprise Zone. | The scheme will replace and link together 12 sets of traffic signals between Queensferry and Connah’s Quay. These include replacement pedestrian crossings, traffic controls at junctions. The scheme will deliver improvements in traffic flow along the length of the route. The scheme will Improve the reliability of public transport, reduce the levels of congestion, and improve access to employment sites in the Deeside Enterprise Zone. | The scheme improves access along the main corridor (B5129) linking into major employment sites in the Deeside Enterprise Zone. These include Deeside Industrial Park and Airbus. There are major additional employment proposals at Northern Gateway, Broughton Retail Park and Warren Hall Park. The route also provides a link to the A494 Trunk Road giving access to the M56 and A55 as one of the strategic corridors between Wales and England. |