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GUIDANCE TO LOCAL TRANSPORT AUTHORITIES

Local Transport Fund - Annual Reporting Guidance Note and Template

DECEMBER 2016

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# Introduction

### In line with the Local Transport Fund Award Letter (Schedule 2) dated 14 May 2015, 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 2015/16. 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 28 February 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 2015/16, including any match funding contributions.

Scheme Purpose

### Please use Table 3 to summarise progress against the original purpose of the scheme(s) delivered in 2015/16.

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** | 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 (2015/16)** | **Welsh Government Funding Claimed (2015/16)** | **Match Funding (2015/16)** |
| --- | --- | --- | --- | --- | --- |
| Westbourne Avenue / Wellington Road | The provision of a new active travel route along Westbourne Avenue (144m) incorporating the reallocation of carriageway space at the junction of Westbourne Avenue/Wellington Road, to include the conversion of an existing puffin crossing to a toucan crossing, suitable for both pedestrians and cyclists. | Active Travel | £175,000 | £217,000 | £31,000 |
| Ffordd Las / Cefndy Road | The provision of a raised junction table, improved street lighting and improvements to the local footpath network with the purpose of providing traffic calming and increasing permeability for pedestrians and cyclists in a busy residential area. | Active Travel | £140,000 | £88,000 | £17,000 |
| NCN 5 | Replacement of 750m section of on carriageway cycleway with traffic free route. | Active Travel | £198,000 | £198,000 | £12,000 |
| River Clwyd Railway Bridge | Design work associated with the provision of an Active Travel Route utilising the redundant span of the River Clwyd Railway Bridge. | Active Travel |  | £10,000 | £6,000 |
| A547 Capacity Improvements | Consider options to improve capacity on the western arm of the A525/A547 Morfa Lodge Roundabout. | Highways | £15,000 | £15,000 | £3,000 |

### **Table 2 – Local Transport Fund Scheme Spend 2015/16**

\* Integrated Transport / Highways / Rail / Active Travel

| **Scheme name** | **Original Scheme Purpose** | **Summary of Scheme Progress** | **Reasons for any Changes during Scheme Delivery** |
| --- | --- | --- | --- |
| Westbourne Avenue / Wellington Road | Design, Tender, Construction. | All works completed and all grant claimed. | The total claim exceeded the original award. This was agreed with WG. |
| Ffordd Las / Cefndy Road | Design, Tender, Construction. | All works completed and all grant claimed | The total claim was less than the original award. This was agreed with WG. |
| NCN 5 | Design, Tender, Construction | All works completed and all grant claimed | N/A |
| River Clwyd Railway Bridge | Surveys, design and consultation. | All works completed and all grant claimed | N/A |
| A547 Capacity Improvements | Consider options to improve capacity on the western arm of the A525/A547 Morfa Lodge Roundabout | All works completed and all grant claimed | N/A |

### **Table 3 – Local Transport Fund Scheme Purpose 2015/16**

**Table 4 – Local Transport Fund Scheme Key Benefits 2015/16**

| **Scheme name** | **Context** | **Inputs** | **Outputs** | **Outcomes** | **Transport Impact** | **Economic** | **Environmental, Social and Cultural Benefits** |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Westbourne Avenue / Wellington Road | The provision of improved walking and cycling facilities in WIMD area 1, which has some of the lowets car ownership levels in Wales. | This includes design fees, labour and materials. | 144m new ATR, the re-allocation of carriageway space at the junction of Wellington Road and Westbourne Avenue and the provision of a new Toucan crossing on Wellington Road. | A direct ATR from the residential areas of west Rhyl with links to the town’s railway/bus stations, retail development site, local amenities and NCN 5. | This area of Rhyl has some of the lowest car ownership levels in Wales. The new route provides safer and more direct access to the towns transport hubs, local employment opportunities 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 has directly improved access to key local amenities for the residents of the area. Amenities and facilities like Christchurch school, Health Centres, Transport Hubs and retail centres.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. |
| Ffordd Las/Cefndy Road | The provision of improved walking and cycling facilities to provide better access to key amenities in conjunction with the addition of Traffic calming, in the vicinity of Rhyl College and Cefndy Business Park. | This included design fees, labour and materials. | The introduction of a new raised, uncontrolled, crossing point on Cefndy Road, in conjunction with the introduction of pre-cast speed cushions and additional sections of ATR in proximity of Cefndy Road and Ffordd Las. | The provision of improved Active Travel facilities on Cefndy Road and Ffordd Las, Rhyl has resulted in more direct and safer pedestrian and cycle routes to key facilities in the area. | Reduction in vehicle speeds on Cefndy Road and improvements to pedestrian safety by introducing a controlled pedestrian crossing point on Cefndy Road. | Improved pedestrian routes to Cefndy Business Park and Rhyl’s Transport Hub. However it has not been possible to determine the benefit, in terms of actual numbers, at this stage. | This scheme has directly improved access to key local amenities for the residents of the area. Amenities and facilities like Cefndy Business Park, Health Centres, Transport Hubs and retail centres.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. |
| NCN 5 | NCN 5 is by some margin the busiest Active Travel Route in Denbighshire with estimates suggesting that annual usage levels are in excess of 400,000. The purpose of this scheme was to make the route safer and more practical for its users. | This included design fees, labour and materials. | The previous route incorporated a section of the carriageway with cyclists being segregated from vehicles by intermittent kerbing. This project saw the introduction of 750m of traffic free active travel route to replace the on-carriageway section. | This scheme has resulted in a safer, more practical, route for the 400,000 plus users that utilise it on an annual basis. The intermittent kerbs, utilised as part of the previous route, acted as a barrier that prevented some users from utilising the route. This barrier has now been removed and may have led to increased usage levels. | The scheme has removed a hazard (intermittent kerbs) from the carriageway which has had a positive impact on motorists and cyclists. | The route is clearly popular with in excess of 400,000 users per year. Therefore the route already has a significant impact on the local economy. Improvements such as this and in particular those which improve safety can only improve the route and will lead to increased user’s levels. | This scheme has directly improved access to key local amenities for the residents of the area and also to a wider network of facilities in the surrounding communities like Prestatyn and Kinmel Bay.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. |
| River Clwyd Railway Bridge | The purpose of this project is to develop an ATR that links the residential, and business areas, in South Rhyl and South Kinmel Bay. | Design fees and staff time. | An outline design for the proposed scheme. Initial consultation with WG and NR regarding the proposed scheme and the commencement of public consultation. | This scheme will provide a direct link between large residential areas in deprived and communities first wards and large local employment sites. In addition to this the route will provide improved links to local transport exchanges and therefore wider employment opportunities. | The likely impact is a large increase in the number of active travel journeys between the communities of south Rhyl and south Kinmel Bay. The traffic free nature of the proposed route will also have an impact on safety with fewer active travel journeys made on the primary road network. | There are some potential, significant, economic impacts resulting from this scheme given that the primary purpose is to develop a traffic free route that links large residential areas with local and regional employment generators. | This scheme will directly improve access to employment sites, key local amenities and also to a wider network of facilities in the surrounding communities of Rhyl and Kinmel Bay.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. |
| A547 Capacity Improvements | The A547 and A525 meet at the Morfa Lodge roundabout and this roundabout is heavily used by commuter traffic travelling between Coastal Denbighshire and employment areas (both local and further afield). | Design fees and staff time | A traffic model and the design work required for the proposed widening of the A547 western arm of the A525/A547 Morfa Lodge roundabout in Rhuddlan. | The scheme will consist of widening the eastbound carriageway over a length of approximately 100 metres. The widening will increase the carriageway width by up to a maximum of 3.5 metres at its widest point. It is also likely to require the relocation of an existing Advanced Directional Sign and associated safety barrier. | These improvements will increase the capacity of this approach to the junction and will thereby reduce queues and delays for traffic | The North East Wales Integrated Transport (NEWIT) Task Force report, produced on behalf of WG, highlights the region’s strengths and weaknesses with regard to access to employment. The report has identified that poor access to employment is a key issue which prevents the region from reaching its economic potential. The scheme would reduce delays at this key junction therefore improving access to employment through reduced waiting times and improved journey reliability. | It is well documented that parts of Rhyl are statistically amongst the most deprived in Wales. This is evident in the Multiple Index of Deprivation statistics released in 2014 (see current situation and issues(. It should also be noted that both West Rhyl and Kinmel Bay are communities first wards. Improved journey times will benefit residents of Rhyl, Prestatyn and surround villages of Coastal Denbighshire. |