



Llywodraeth Cymru
Welsh Government

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GUIDANCE TO LOCAL TRANSPORT AUTHORITIES

Local Transport Fund - Annual Reporting Guidance Note and Template

DECEMBER 2016

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1 Introduction

- 1.1.1 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.
- 1.1.2 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.
- 1.1.3 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.

2 Timing

- 2.1.1 The Annual Report should be submitted to the Welsh Government bilingually no later than the 28 February 2017.

3 Structure of Annual Report

- 3.1.1 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

Contact Information

- 3.1.2 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

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

Key Benefits

- 3.1.5 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

- 3.1.6 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 competitiveness.

Table 1 – Local Transport Fund Contact information

Local authority	Wrexham County Borough Council
Lead contact	[REDACTED]
Contact telephone	[REDACTED]
Contact email	Redacted - Personal Data

Table 2 – Local Transport Fund Scheme Spend 2015/16

Scheme name	Description	Scheme Category *	Welsh Government Funding Allocation (2015/16)	Welsh Government Funding Claimed (2015/16)	Match Funding (2015/16)
Active Travel Mapping	Development of Integrated Transport Maps	Active Travel	14,000	14,000	0%
Access to Wrexham Industrial Estate	Construction of an Active Travel Route	Active travel	122,400	116,166	10%
Access to Vauxhall Industrial Estate	Construction of Active Travel route	Active Travel	136,800	116,847	10%

* Integrated Transport / Highways / Rail / Active Travel

Table 3 – Local Transport Fund Scheme Purpose 2015/16

Scheme name	Original Scheme Purpose	Summary of Scheme Progress	Reasons for any Changes during Scheme Delivery
Active Travel Mapping	Development of Existing Route Maps	Scheme Completed	None
Access to Wrexham Industrial Estate	The scheme involves the provision of dedicated safe walking and cycling routes connecting some of the most deprived areas in Wrexham/Wales to employment opportunities on Wrexham Industrial Estate.	Scheme completed	None
Access to Vauxhall Industrial Estate	The scheme involves the provision of dedicated safe walking and cycling routes connecting some of the most deprived areas in Wrexham R to employment opportunities on Vauxhall Industrial Estate in Johnstown, Wrexham.	Scheme Completed	None

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

Scheme name	Context	Inputs	Outputs	Outcomes	Transport Impact	Economic	Environmental, Social and Cultural Benefits
Access to Wrexham Industrial Estate	<p>To the West of the Town Centre lies the community of Caia Park/Queensway which is ranked amongst the most deprived areas in Wales (No.9). In terms of income, the area is the second lowest in Wales and has the lowest levels of car ownership in the County Borough of Wrexham.</p> <p>With one of the largest industrial estate in Europe on the doorstep of this community, there is a significant opportunity through the provision of improved sustainable infrastructure to improve affordable transport access to the key employment site.</p>	£116,166	<p>The scheme includes the provision of a dedicated safe walking and cycling route connecting some of the most deprived areas in Wrexham /Wales to employment opportunities on Wrexham Industrial Estate.</p> <p>The scheme includes the construction of a dedicated offroad combined active travel route connecting into the wider network of walking and cycling routes.</p>	<p>The main outcomes of the schemes are as follows:</p> <p>Remove physical /physiological barriers that prevent increased levels of sustainable travel, specifically walking and cycling. Increase levels of walking and cycling and reduce reliance on the private car to access employment opportunities.</p>	<p>Increase in the number of people walking and cycling to access employment on Wrexham Industrial Estate.</p> <p>Reduce reliance on the private car to access employment opportunities.</p>	<p>No additional jobs created as a result of this scheme.</p> <p>Scheme Delivery required: Construction 2 x FTE (12 Weeks)</p> <p>Project Design Manager / Supervisor 1 X FTE (16 weeks)</p>	<p>Improve the quality of life for those people living in deprived areas through improved access to employment opportunities key social and economic indicators will be used to monitor progress over time.(WIMD)</p> <p>Opportunities for sustainable access may help reduce reliance on the private car and the negative impacts on the environment.</p>

Scheme name	Context	Inputs	Outputs	Outcomes	Transport Impact	Economic	Environmental, Social and Cultural Benefits
	Wrexham Industrial Estate has been identified as the new site for the North Wales Prison. This will create a number of employment opportunities within the local community through the construction phase and on-going management and running of the facility						
Access to Vauxhall Industrial Estate	<p>For many people living in some of the urbanised villages, opportunities for employment are limited given the decline in traditional industries upon which these communities have developed.</p> <p>Vauxhall Industrial Estate is situated to the south of the communities of Johnstown and Rhosllanerchrugog which are within easy commute by walking</p>	116,847	The scheme involves the provision of dedicated safe walking and cycling routes connecting some of the most deprived areas in Wrexham R to employment opportunities on Vauxhall Industrial Estate in Johnstown, Wrexham. The scheme itself will include the provision of a dedicated off-road	<p>The main outcomes of the schemes are as follows:</p> <p>Remove physical /physiological barriers that prevent increased levels of sustainable travel, specifically walking and cycling.</p> <p>Increase levels</p>	<p>Increase in the number of people walking and cycling to access employment on Wrexham Industrial Estate.</p> <p>Reduce reliance on the private car to access employment opportunities.</p>	<p>No additional jobs created as a result of this scheme.</p> <p>Scheme Delivery required: Construction 2 x FTE (10 Weeks)</p> <p>Project Design Manager / Supervisor 1 X FTE (13 weeks)</p>	<p>Improve the quality of life for those people living in deprived areas improved access to employment opportunities key social and economic indicators will be used to monitor progress over time.(WIMD)</p> <p>Opportunities for sustainable access may help reduce reliance on the private car.</p>

Scheme name	Context	Inputs	Outputs	Outcomes	Transport Impact	Economic	Environmental, Social and Cultural Benefits
	and cycling.		walking /cycle route along the main B5605 and will involve the upgrading of an existing formalised pelican traffic signal controlled crossing to a Toucan crossing.	of walking and cycling and reduce reliance on the private car to access employment opportunities.			