7

GUIDANCE TO LOCAL AUTHORITIES

Local Transport Grants

Annual Reporting Guidance Note and

Template Forms

September 2020

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# Introduction

### In line with the Local Transport Grants Award Letter (Schedule 2), you are required to provide us on an annual basis with **data on scheme outcomes for a period of 3 years following completion of each scheme**. This is a requirement for all Local Transport Grants including Local Transport Fund (LTF), Local Transport Network Fund (LTNF), Active Travel Fund (ATF), Safe Routes in Communities (SRiC), Road Safety Capital (RSC). Road Safety Revenue is excluded from this Annual Report.

### This guidance note sets out the timing and content of the Annual Report for Local Transport Grants for schemes completed in the following financial year’s years: 2016-17, 2017-18, 2018-19 and 2019-20. The Annual Report reports will:

### Allow for the effectiveness of individual schemes to be evaluated;

### Allow for local authorities to reflect on the appropriateness and effectiveness of engineering approaches and consider lessons learnt in designing future schemes;

### Provide the Welsh Government with information to inform the grant appraisal process for future years;

### Provide a source of peer to peer advice for other project managers.

### 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.

### Packages of schemes that are ongoing should report on the individual projects that have been completed as part of the package.

### WelTAG 2017 states that schemes should use the new WelTAG document as an appropriate point. For schemes that have been delivered, this will be Stage Five. The Annual Report template is based on the requirements of Stage Five WelTAG.

##### A record of what was delivered

##### Evaluation of the process of delivering the project

##### Summary of any relevant events that occurred during and after implementation and any changes in context eg fuel prices, land-use or travel patterns

##### Explanation of how these changes affected the scheme

##### Comparison of outturn events to those anticipated

# Timing

### The Annual Report should be submitted to the Welsh Government no later than the 31 December 2020.

# 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@gov.wales](mailto:TransportPlanning@gov.wales)

Contact Information

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

Scheme Details

### Please complete Table 2 outlining all Local Transport Grants capital **scheme details for schemes completed in 2016-17, 2017-18, 2018-19 and 2019-20**, including individual projects completed within packages. Please complete one form per scheme/ project.

### **Road Safety Capital**

### Road Safety Grants are awarded to Local Authorities to assist them in contributing to achieving the actions and targets within the Road Safety Framework for Wales.

### The Framework put in place an outcome based approach to road safety interventions, stressing the importance of using data and evidence to develop road safety schemes and establishing the principle that all engineering activity should be evaluated for effectiveness in reducing casualties and collisions.

### In July 2020, Police recorded road traffic collision and casualty data for 2019 was published. This allows Authorities that completed road safety capital schemes in the financial year ending March 2018 to provide first year reporting on the effectiveness of those schemes.

### Please complete Tables 2, 3, 4 and 5 for each Road Safety capital scheme.

### **Road Safety Revenue**

### Monitoring of Road Safety Revenue schemes is dealt with separately during the grant application and in-year monitoring and evaluation processes. Separate information is not required under this reporting structure.

### Education and training interventions that are already approved are monitored locally. New interventions that are piloted through the grant include a requirement for monitoring and evaluation at the end of the first year trial period and revenue schemes outside of the approved areas must be supported by evaluations of scheme effectiveness.

### **Supporting Information**

### Include any additional tables and charts demonstrating progress against Local Transport Grant 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.

# Templates

### **Table 1 – Local Transport Grants Contact Information**

|  |  |
| --- | --- |
| **Local authority** | Flintshire County Council |
| **Local Transport Fund**  **Lead contact name, email, telephone** |  |
| **Local Transport Network Fund**  **Lead contact name, email, telephone** |  |
| **Active Travel Fund**  **Lead contact name, email, telephone** | [personal information redacted] |
| **Safe Routes in Communities**  **Lead contact name, email, telephone** |  |
| **Road Safety Capital**  **Lead contact name, email, telephone** |  |

### <https://gov.wales/docs/caecd/publications/180516-privacy-notice-en.pdf>

### **Table 2 – Local Transport Grants Scheme Details**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Grant\*** | Active Travel Fund | | | | |
| **Scheme Name** | **Broughton to Saltney Cycle Way Provision** | | | | |
| **Year of Completion\*** | 2019-2020 | | | | |
| **SCHEME COSTS AND FUNDING** | | | | | |
| **Estimated total scheme cost at design stage** | 702k | **Actual total scheme cost at scheme completion** | 702k | **Difference** | 0 |
| **Reasons for difference between estimated and actual total scheme cost** | | | | | |
|  | | | | | |
| **Total Welsh Government funding allocated** | 702k | **Total Welsh Government funding claimed** | 702k | **Difference** | 0 |
| **Reasons for difference between funding allocated and funding claimed** | | | | | |
|  | | | | | |
| **SCHEME PLANNING AND DESIGN (WelTAG Stages 1 – 3)** | | | | | |
| **Scheme objectives**  **What was the purpose of the scheme? What problems/ opportunities was it trying to address?** | | | | | |
| This section of cycleway provision along the eastbound of the A5104 between Broughton and Saltney forms part of the wider proposal to link Mold to Penyffordd, Broughton, Saltney Sandycroft and into Deeside Enterprise Zone. The study, Strategic Cycling Links into Deeside Enterprise Study has been commissioned and is being funded through the Active Travel development funding 2018/19. This section has been identified as deliverable within financial year 2019/20.  This cycle way provision will help to address specific local issues, such as the lack of access to transport services to key service centres and connectivity within urban communities. This in turn will help to promote social inclusion, poverty reduction, and economic development in the areas of Broughton, Saltney, Chester and the Deeside Enterprise Zone. | | | | | |
| **Engagement**  **How did you engage with stakeholders in the planning and design of your scheme?** | | | | | |
| Drop in Events were arranged specifically for Local Members and Community and Town Councillors to view and comment on the draft INM prior to formal consultation. These were held at County Hall on the 30th and 31st May 2017.    The statutory consultation ran between 3rd July and 24th September 2017 and was made available on the Council’s website. The website homepage included a promotion banner across the top of the page advertising the consultation with a link to the consultation page.  Drop in Events were held at Mold Town Hall, Holywell Connects Office, Deeside Leisure Centre and Flint  Pavilion.    Again there was support and demand for a cycling link between Mold and Broughton and onward to Deeside Enterprise Zone and support for a much needed cycling link from Flint into Deeside Enterprise Zone throughout the consultation period | | | | | |
| **Changes to scheme design**  **Did you make any changes to scheme planning and design? If so, what were they?** | | | | | |
| None | | | | | |
| **Reasons for change**  **If you changed the design what were the reasons?** | | | | | |
| NA | | | | | |
| **Impact of changes**  **If you changed the design what was the impact eg. On costs and outcomes?** | | | | | |
| NA | | | | | |
| **What lessons have been learnt for future schemes?** | | | | | |
| Structured approach to communications and forward works program has been essential with delivery | | | | | |
| **SCHEME DELIVERY (WelTAG Stage 4)** | | | | | |
| **What outputs were delivered?** *E.g. X metres of bus lane,* | | | | | |
| The implementation of a 2km long designated off road 3m wide cycle way  Relocation of lighting columns.  Drop crossing across all entrances and junctions and new compliant kerbing throughout the extent of the scheme  Realignment of carriageway to accommodate cycle way at pinch points  Improved signing and new road markings | | | | | |
| **What worked well?** | | | | | |
| Increased usage of cycle path provided by documental evidence. The path provides a missing link into the existing cycle network enabling access into Cheshire and large employment sites. | | | | | |
| **What worked less well?** | | | | | |
| Time constraints associated with delayed funding approval in respect of delivery of scheme within financial year. The effects of Covid on delivery in respect of supplies and contractors. | | | | | |
| **How did you engage with stakeholders in the delivery of your scheme?** | | | | | |
| A proposal for a cycling/walking facility along the A5104 between Broughton and Saltney was included on Flintshire’s Integrated Network Map (INM) and Schedule which underwent informal engagement and a public consultation in 2017 which included the following:    An informal engagement event was held with the Local Access Forum on 5th May at Wepre Visitor Centre. Members were shown the draft INM and the proposals were received positively.    Drop in Events were arranged specifically for Local Members and Community and Town Councillors to view and comment on the draft INM prior to formal consultation. These were held at County Hall on the 30th and 31st May 2017.    The statutory consultation ran between 3rd July and 24th September 2017 and was made available on the Council’s website. The website homepage included a promotion banner across the top of the page advertising the consultation with a link to the consultation page.  Drop in Events were held at Mold Town Hall, Holywell Connects Office, Deeside Leisure Centre and Flint | | | | | |
| **Summary of any relevant events that occurred DURING implementation and any changes in context** *e.g. fuel prices, land-use, travel patterns, weather events* | | | | | |
| The early onset of Covid resulting in large employers (Airbus) furloughing staff enabled the construction to be completed without any major impact on traffic flows on a busy A road. | | | | | |
| **Impact of engagement and/ or any relevant events on Scheme Delivery** | | | | | |
| Regular consultations with residents and local business enabled a smother scheme delivery. Regular consultation took place with Airbus to mitigate any traffic management issues during a difficult time due to the onset of Covid | | | | | |
| **What lessons have been learnt for future schemes?** | | | | | |
| Structured approach to communications and forward works program has been essential with delivery | | | | | |
| **SCHEME OUTCOMES (WelTAG Stage 5)** | | | | | |
| **What were the anticipated outcomes?** *E.g. X% increase in active travel* | | | | | |
| Potential increase in Active Travel modes of transport accessing services and large employment sites e.g. Airbus. The link will also form an integral section of the Mold to Chester strategic cycle way | | | | | |
| **What are the realised outcomes?** *Please quantify where possible* | | | | | |
|  | | | | | |
| **How did you engage stakeholders in the monitoring and evaluation of your scheme?** | | | | | |
| Engagement with Sustrans and cycle user groups on promoting and usage. Meetings with Airbus to promote and evaluate usage with workforce | | | | | |
| **Summary of any relevant events that occurred AFTER implementation and any changes in context** *e.g. fuel prices, land-use, travel patterns, weather events* | | | | | |
| The impact of Covid resulting in change of transport, increase in cycling and walking. Due to Furlough scheme especially at Airbus roads in the vicinity are quieter and safer which created an increase in active modes of travel utilising the recently completed cycle way. | | | | | |
| **Impact of engagement and/ or any relevant events on Scheme Outcomes** | | | | | |
| N/A | | | | | |
| **What lessons have been learnt for future schemes?** | | | | | |
| N/A | | | | | |

**Table 3 – Road Safety Capital Scheme Outcomes – Collision Reduction**

|  |  |  |
| --- | --- | --- |
| **Personal Injury collisions pre scheme (3 years data)** | | |
| Number of Fatal collisions | Number of Serious collisions | Number of Slight collisions |
|  |  |  |
| **Estimated Personal Injury collision reduction at application** | | |
| Estimated reduction of Fatal collisions | Estimated reduction of Serious collisions | Estimated reduction of Slight collisions |
|  |  |  |
| **Actual Personal Injury collisions post scheme delivery (3 years data)** | | |
| Number of Fatal collisions | Number of Serious collisions | Number of Slight collisions |
|  |  |  |
| **Performance against estimated collision reduction ( +/- estimate pa )** | | |
| Number of Fatal collisions | Number of Serious collisions | Number of Slight collisions |
|  |  |  |
| **Damage only collisions pre scheme (3 years data) if applicable** | | |
| Number of damage only collisions | | |
|  | | |
| **Actual damage only collisions post scheme delivery (3 years data) if applicable** | | |
| Number of damage only collisions | | |
|  | | |

### **Table 4 – Road Safety Capital Scheme Outcomes – Collision Reduction**

|  |  |  |
| --- | --- | --- |
| **Personal Injury casualties pre scheme (3 years data)** | | |
| Number of Fatal casualties | Number of Serious casualties | Number of Slight casualties |
|  |  |  |
| **Estimated Personal Injury casualty reduction at application** | | |
| Estimated reduction of Fatal casualties | Estimated reduction of Serious casualties | Estimated reduction of Slight casualties |
|  |  |  |
| **Actual Personal Injury casualties post scheme delivery (3 years data)** | | |
| Number of Fatal casualties | Number of Serious casualties | Number of Slight casualties |
|  |  |  |
| **Performance against estimated casualty reduction ( +/- estimate pa )** | | |
| Number of Fatal casualties | Number of Serious casualties | Number of Slight casualties |
|  |  |  |
| **High Risk and Vulnerable group casualties pre scheme (3 years data)** | | |
| Fatal casualties from **High Risk** groups (young people and motorcyclists) | Serious casualties from **High Risk** groups (Young People and Motorcyclists) | Slight casualties from **High Risk** groups (Young People and Motorcyclists) |
| Please specify: | please specify: | please specify: |
| Fatal casualties from **Vulnerable** groups (older drivers, children, pedestrians, cyclists and equestrian) | Serious casualties from **Vulnerable** groups (older drivers, children, pedestrians, cyclists and equestrian) | Slight casualties from **Vulnerable** groups (older drivers, children, pedestrians, cyclists and equestrian) |
| Please specify: | Please specify: | Please specify: |
| **Actual High Risk and Vulnerable group casualties post scheme delivery (3 years data)** | | |
| Fatal casualties from **High Risk** groups (young people and motorcyclists) | Serious casualties from **High Risk** groups (Young People and Motorcyclists) | Slight casualties from **High Risk** groups (Young People and Motorcyclists) |
| Please specify: | please specify: | please specify: |
| Fatal casualties from **Vulnerable** groups (older drivers, children, pedestrians, cyclists and equestrian) | Serious casualties from **Vulnerable** groups (older drivers, children, pedestrians, cyclists and equestrian) | Slight casualties from **Vulnerable** groups (older drivers, children, pedestrians, cyclists and equestrian) |
| Please specify: | Please specify: | Please specify: |

### **Table 5 – Road Safety Capital Scheme Outcomes – Safety Audits**

|  |
| --- |
| Please provide details of any road safety audits undertaken outlining observations and actions taken |
|  |