



Llywodraeth Cymru
Welsh Government

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GUIDANCE TO LOCAL TRANSPORT AUTHORITIES

Local Transport Fund - Annual Reporting Guidance Note and Template

NOVEMBER 2015

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1 Introduction

- 1.1.1 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.
- 1.1.2 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.
- 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 31 January 2016.

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 2014/15, 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 2014/15.

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 2014/15

Scheme name	Description	Scheme Category *	Welsh Government Funding Allocation (2014/15)	Welsh Government Funding Claimed (2014/15)	Match Funding (2014/15)
Active Travel Mapping	Development of Existing Active Travel route maps	Active Travel	14,000	£0	0%
Cefn Road Active Travel Link	Construction of an Active Travel Route	Active Travel	121,500	£120,853	£13,968
West Wrexham Highway Capacity	Highway Junction Capacity Improvements	Highway	112,000	£62,111	£6,902
Improved Access Maelor Hospital	Highway Junction Capacity Improvement	Highway	200,000	£0	0%
Pre-Works (North Wales Integrated Task force Report	Two Strategic Transport Feasibility Studies.	Feasibility	50,000	£32,400	£3,600

* Integrated Transport / Highways / Rail / Active Travel

Scheme name	Original Scheme Purpose	Summary of Scheme Progress	Reasons for any Changes during Scheme Delivery
Active Travel Mapping	Development of Existing Active Travel Route Maps.	Scheme Not Progressed	Delays by WG in publishing Active Travel Operational/Design Guidance
Cefn Road Active Travel Link	The scheme involves 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.	Scheme Complete	None
West Wrexham Highway Capacity	The project involves physical alterations to a number of existing roundabout junctions to improve the resilience, capacity and throughput of traffic on this busy part of the network.	Scheme Complete	None
Improved Access Maelor Hospital	The scheme is to replace the existing priority T-junction with a new traffic signalised junction incorporating pedestrian crossing facilities. The scheme will also involve moderate changes to the existing road layout to maximise throughput across the stop lines.	Scheme Not Progressed	Scheme Not Progressed.
Pre-Works (North Wales Integrated Task force Report	<p><u>Wrexham Strategic Highways Capacity Improvement</u> To progress options identified to address constraints on the strategic highway network (A483(T)) and its intersections with the County Road network.</p> <p><u>Wrexham North Transport Hub</u> To progress options identified for the development of a transport hub (passenger Transport Interchange) to the north of Wrexham.</p>	Studies Completed	None

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

Scheme name	Context	Inputs	Outputs	Outcomes	Impact	Jobs
Active Travel Mapping	Scheme Not Progressed					
Cefn Road Active Travel Link	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 with the lowest levels of car ownership in the Wrexham area. With one of the largest industrial estates in Europe on the doorstep of this Community, the opportunity exists to reduce economic activity in this area through the delivery of sustainable infrastructure and access to this key employment site.	WG £120,853 WCBC £13,968	<p>The scheme involves 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 will include the construction of a dedicated off-road 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.</p> <p>Increase levels of walking and cycling and reduce reliance on the private car to access employment opportunities.</p> <p>Deliver safe and sustainable access to</p>	<p>Increase in the number of people walking and cycling to access employment on Wrexham Industrial Estate.</p> <p>In 2015/16, additional funding through LTF was secured to complete the link through to Wrexham Ind. Est.. Usage surveys are to be programmed through April to June 2016.</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>

Scheme name	Context	Inputs	Outputs	Outcomes	Impact	Jobs
				employment sites from one of the most deprived areas in Wales.		
West Wrexham Highway Capacity	Wrexham Town Centre has undergone significant change in recent years, most recently with the development of Eagles Meadow. The focus of change is now immediately to the west of the Town Centre with the continued development and success of regionally significant education (Glyndwr University), health care facilities/services (Wrexham Maelor Hospital) and retail/housing developments.	WG £62,111 WCBC £6,902	Construction of additional lanes to increase capacity on approach to junction.	<p>The main outcomes of the scheme are as follows:</p> <p>To ensure Wrexham's highway network does not present a barrier to future growth</p> <p>To improve the resilience and efficiency of the network To reduce delays and congestion.</p>	<p>Improve junction capacity and reduce delays and queues.</p> <p>Due to major development in the vicinity and requirement for temporary traffic management,, monitoring of the impacts of the scheme has been delayed until construction has been completed (May 2016)</p>	<p>No additional jobs created as a result of this scheme.</p> <p>Scheme Delivery required:</p> <p>Construction 2 x FTE (7 Weeks)</p> <p>Project Design Manager / Supervisor 1 X FTE (13 weeks)</p>
Improved Access Maelor	Scheme Not Progressed					

Scheme name	Context	Inputs	Outputs	Outcomes	Impact	Jobs
Hospital						
Pre-Works (North Wales Integrated Task force Report	<p><u>Wrexham Strategic Highways Capacity Improvement</u> The North East Wales Integrated Transport Study undertaken jointly by the Welsh Government and Taith identified issues on the A483(T) and its intersections Wrexham's county road network as a significant barrier to future growth in the area. Forecast growth on the A483(T) and demands for access/egress to and from Wrexham Town Centre will place additional pressures on infrastructure that in places has exceeded its design capacity.</p> <p><u>Wrexham North Transport Hub:</u> The North East Wales Integrated Transport Study undertaken jointly by the Welsh</p>	WG £32,400 WCBC £3,600	<p>Transport Feasibility Studies:</p> <ol style="list-style-type: none"> 1. Wrexham Strategic Highways Capacity 2. Wrexham North Transport Hub 	<p><u>Wrexham Strategic Highways Capacity Improvement:</u> Development of preferred options that would deliver quantifiable improvements to the performance of the strategic highways network .</p> <p><u>Wrexham North Transport Hub:</u> Development of preferred options for the provision of a multi modal transport to the north of Wrexham with improved passenger transport connectivity to significant employment sites in and around Wrexham.</p>	Not Applicable	Not Applicable

Scheme name	Context	Inputs	Outputs	Outcomes	Impact	Jobs
	<p>Government and Taith identified the contribution a network of integrated transport hubs would make to resolving some of the transport and access issues affecting the region. The outcomes of this report recommended;</p> <p><i>“a need has been identified to provide a network of transport hubs at strategic locations such as Northop, Mold and North Wrexham, incorporating facilities for multi modal interchange. Over time, these hubs would evolve to form the basis of shuttle services to adjacent employment sites”</i></p>					