

SOUTH WEST WALES CORPORATE JOINT COMMITTEE

3rd December 2024

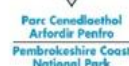
Report of the Chief Executive

Report Title: Welsh Government Transport Grants – Local Authority applications for funding

<p>Purpose of Report</p>	<p>For Information and noting</p> <p>To advise the Members of the South West Wales Corporate Joint Committee (SWWCJC) of the proposed applications submitted for Transport Grants to Welsh Government (WG) to fund the development and delivery of a number of transport schemes and initiatives.</p>
<p>Recommendation(s)</p>	<p>It is recommended that the SWWCJC acknowledge that the transport schemes and initiatives proposed to be submitted to WG for Transport Grant Funding align with the aims and objectives of the emerging Regional Transport Plan (RTP).</p>
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1. Introduction / Background:

Local Authorities in Wales have been invited by Welsh Government to submit funding applications through the various strands under the WG Transport Grants. Applications can be made for the development and delivery of transport schemes and initiatives that align with the Llwybr Newydd: Wales Transport Strategy (2022) and the objectives of each funding strand.



The Welsh Government transport grant application process requires that the SWWCJC has knowledge of the applications submitted by each of the four Local Authorities in the region. Additionally, the funding guidance requires that the CJC's confirm that the scheme or initiative aligns with the aims and objectives of the emerging Regional Transport Plan (RTP). The RTP Case for Change, which was approved by the SWWCJC in February 2024 contained the aims and objectives for the SWW RTP as detailed in **Appendix A**.

The RTP is currently being developed, with a draft version of the RTP and Regional Transport Delivery Plan (RTDP) to be presented to the Corporate Joint Committee (CJC) in late January 2025. At present, Regional Officers across all four counties are working through the long-list of schemes and reviewing these schemes against a multi-criteria assessment framework. This will evaluate all schemes across the region and sift into a short list. The short list will then be included within the RTDP as proposed schemes and initiatives for delivery within the five year plan period (2025 – 2030). Member Briefings took place in early July to explain the proposals and work being undertaken for the RTP and RTDP. Key stakeholder engagement was completed in early September, and feedback was sought on a number of key areas: educational travel, bus services, rail services, and health.

It is important to note that the guidance for the development of the RTP sets out that the responsibility for the development of the RTP and RTDP is with the CJC; however, responsibility for the delivery of the schemes and initiatives contained in the RTDP is with the individual Local Authorities.

The list of the funding applications under each of the transport streams as proposed by each of the four LA's can be seen in Appendix B. Each of the schemes or initiatives listed align with the aims and objectives set out in the RTP Case for Change and are included on the long list of proposals being assessed for inclusion in the RTDP.

Details of the different grant streams that sit under the WG Transport Grant can be seen in Appendix C.

2. Timescales:

The deadline for submission of grant applications for WG Transport Grant funding is 20th December 2024.

It is hoped that award of funding will be made by WG to the individual Local Authorities before the end of March 2025 to enable work to commence on successful schemes and initiatives at the start of the new financial year.

3. Financial Impacts:

Applications for funding will be made to WG by each of the Local Authorities in the region. Funding for successful applications will be made direct to local authorities for delivery of projects in 2025-2026.

Any match funding shown against individual schemes and initiatives in Appendix B will be provided by the LA's submitting the application.

Some of the schemes and initiatives will take more than one year to deliver, award of funding through the transport grants is only for 2025-2026 no guarantee of future years funding is given.

It is important to note that while grant funding application values have been inserted against the schemes and initiatives in Appendix B, officers in the 4 Local Authorities are still in the process of developing the final costs. Exact figures will not be determined until just prior to submission of applications on the 20th December 2024.

At this stage these costs are provisional and are subject to change.

4. Integrated Impact Assessment:

The CJC is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.
- Deliver better outcomes for those people who experience socio-economic disadvantage
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

In recognition of the above duties, the CJC has adopted an Integrated Impact Assessment (IIA) Tool which allows for a 2 stage approach to be undertaken to measure any potential impact of its decisions. It is not considered that an Integrated Impact Assessment (IIA) is required for this report as it does not seek a substantive policy decision from Members

The CJC approved its Corporate Plan 2023-2028 in March 2023. The Corporate Plan includes the CJC's Equality Objective which is set out below for ease of reference:

"To deliver a more equal South West Wales by 2035 by contributing towards:

- (a) The achievement of the [Welsh Government's long-term equality aim](#) of eliminating inequality caused by poverty;*
- (b) The achievement of the [Equality statement set out in Llwybr Newydd](#) which is*



to make our transport services and infrastructure accessible and inclusive by aiming to remove the physical, attitudinal, environmental, systemic, linguistic and economic barriers that prevent people from using sustainable transport, and

- (c) *The achievement of the Welsh Government's long-term equality aims of cohesive communities that are resilient, fair and equal and where everyone is able to participate in political, public and everyday life. There will be no room for racism and / or discrimination of any kind.*

Well-being of Future Generations (Wales) Act 2015

Alignment with CJC Corporate Plan 2023-2028 and the identified CJC Well-being objectives:

The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.

The CJC approved its Corporate Plan 2023-2028 in March 2023. The Corporate Plan contains the CJC's well-being objectives and frames the corporate direction of travel. To this end, it is considered that the recommendation(s) contained within this report align(s) to the corporate policy framework of the CJC as set out within its Corporate Plan, most notably in terms of Well-being Objective 2 as outlined below for ease of reference:

Well-Being Objective 2

"To produce a Regional Transport Plan for South West Wales that is founded on collaboration and enables the delivery of a transport system which is good for our current and future generations of people and communities, good for our environment and good for our economy and places (rural and urban)."

5. Workforce Impacts:

There are no workforce impacts associated with this report as the report is to inform the CJC of proposed funding applications.

Development and delivery of schemes and initiatives that are successful in receiving grant funding will be undertaken by the LA making the application. Should funding not be awarded through the various transport grants the individual LA's would need to decide if/how the schemes and initiatives are taken forward.

6. Legal Impacts:

There are no legal impacts associated with this report though any grant funding will be subject to appropriate terms and conditions by way of a grant agreement with individual authorities.

The bid submission and approval process for 2025/26 remains with each individual authority and the purpose of the report is to ensure that the CJC has visibility of the bids being submitted across the region and is assured that they align with the current draft objectives of the developing Regional Transport Plan.

Accordingly any decision making remains vested in constituent councils.

7. Risk Management Impacts:

None

8. Consultation:

Consultation is not required via SWWCJC as bids are made by individual authorities.

9. Reasons for Proposed Decision:

For noting – That the SWWCJC acknowledge that the transport schemes and initiatives proposed to be submitted to WG for Transport Grant Funding align with the aims and objectives of the emerging Regional Transport Plan (RTP).

10. Appendices:

10.1 Appendix A South West Wales Regional Transport Plan Aims and Objectives.

10.2 Appendix B – Summary of Transport Grant Applications

10.3 Appendix C – Welsh Government Transport Grant Funding Streams

11. List of Background Papers:

12.1 None



Aims and Objectives.

AN ACCESSIBLE, SUSTAINABLE AND EFFICIENT TRANSPORT SYSTEM		
<p>Llwybr Newydd Priority 1</p> <p>Bring services to people in order to reduce the need to travel.</p>	<p>Llwybr Newydd Priority 2</p> <p>Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.</p>	<p>Llwybr Newydd Priority 3</p> <p>Encourage people to make the change to more sustainable transport.</p>
REGIONAL TRANSPORT PLAN AIMS		
<p>To improve physical connectivity through enhancing active travel infrastructure to local services.</p>	<p>To achieve a shift away from private car use to more sustainable travel modes through service and infrastructure improvements.</p>	<p>To enable our residents to change their travel behaviour to use low-carbon, sustainable transport.</p>
REGIONAL TRANSPORT PLAN OBJECTIVES		
<p>To improve active travel infrastructure to local services in the first instance. Where this is not feasible enable residents to make sustainable travel choices.</p> <p>To have a transport system that supports the growth and development of sustainable economic activity in the region.</p>	<p>To have a transport system that recognises the hierarchy of travel modes identified in Llwybr Newydd, which is as follows:</p> <ol style="list-style-type: none"> 1. Walking and cycling (highest priority) 2. Public transport (rail, bus, community transport and taxis) 3. Ultra-low emission vehicles 4. Private motor vehicles (lowest priority). <p>To have a transport system that recognises the diverse communities of the region and their varying transport needs.</p>	<p>Make sustainable transport more available, attractive and affordable.</p> <p>To promote sustainable travel choice wherever possible.</p>

Appendix B - SUMMARY OF TRANSPORT GRANT APPLICATIONS

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL				
WG TRANSPORT FUNDING STREAM	SCHEME TITLE	DESCRIPTION	FUNDING APPLICATION	MATCH FUNDING
Local Transport Fund	Neath Transport Hub	Provision of a new bus and rail interchange at Neath Railway Station to provide improved opportunities for integrated journeys. Funding to complete detailed design, undertake land negotiations and statutory approvals.	£300,000	£ 0
	Cymmer carriageway improvements	Carriageway improvements to enable larger vehicles to access the villages of Glynorrwg and Abercregan following the closure of the failing Cymmer bridge. Funding to continue detailed design, undertake land negotiations and statutory approvals.	£600,000	£ 0
Resilient Road Fund	A483 Fabian Way Highway Drainage and Surfacing Improvement Scheme	Provision of new highway drainage system and carriageway resurfacing to alleviate surface water flooding along the eastbound carriageway of the critical link between the 'Amazon Roundabout' and the J42 M4 slip road. Funding to undertake construction and resurfacing works (detailed design complete).	£1,713,225	£342,645
Ultra Low Emission Vehicle Transformation Fund	TBC			
Active Travel Fund	Neath To Cimla Active Travel Route	Active travel improvements between the residential area of Cimla and Neath Town Centre. Construction of phase 1 of 2	£1,000,000	£ 0
Active Travel Fund - Core	Sandfields Masterplan	Active travel enhancements across future routes within the Sandfields area of Port Talbot. These range from small scale changes like providing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks. Funding to undertake outline design of 2 routes and feasibility of design of minor works improvements on quiet streets.	£75,000	£ 0
Active Travel Fund - Core	Neath Masterplan	Active travel enhancements across future routes within the Neath Town Centre area. Funding to undertake detailed design of 1 routes.	£75,000	£ 0
Active Travel Fund - Core	Port Talbot to Taibach Links	Improvements to active travel provision linking Port Talbot to Taibach. Funding for detailed design of improvements.	£38,400	£ 0

Active Travel Fund - Core	ATNM development	Commencement of process for renewal of NPT's ATNM.	£57,600	£ 0
Active Travel Fund - Core	Monitoring	Traffic data to record the speed and volume of traffic, along with cycle and pedestrian counts, will be undertaken on routes to record base data along with capturing data to demonstrate the benefits that improving active travel routes has created. This will allow NPT to discharge out duties under the Active Travel Act.	£25,000	£ 0
Active Travel Fund - Core	Dropped Kerbs and Tactile paving	The funding will be used for the installation of dropped kerbs and tactiles on a circa seven active travel routes. These will be in various locations throughout the county borough and will ensure that routes comply with the Active Travel Act Guidance.	£100,000	£ 0
Active Travel Fund - Core	Cycle storage in schools	Funding will be used to install cycle shelter into circa 4 schools to enable appropriate secure storage of cycles for pupils visitors and staff.	£100,000	£ 0
Safer Routes in Communities	Coed Darcy to Skewen	Provisionally funding will be sought to undertake detailed design on separate walking and cycling routes between Coed Darcy residential development and Dwr y Felin Comprehensive School. A feasibility study is currently ongoing 2024/25 and NPTCBC have sought advice from TfW whether the routes can be taken forward.	£50,000	
Road Safety Capital	A4241- Rutherglen to the A48 Margam and the A4107 Wern Terrace, Cymmer - a package of two sites	Funding will be used on the A4241 to install passively safe high visibility illuminated chevron boards on each approach to the roundabouts, Vehicle activated signs on approaches to roundabouts with high numbers of KSI casualties, small sections of resurfacing on the approaches to roundabouts to enhance skid resistance and vehicle control and other improvements to signage and road markings etc. Wern Terrace, Cymmer - Funding will be used to install a passively safe high visibility Chevron board at the tight bend, resurface the carriageway on the bend with a higher PSV grade surface course to enhance skid resistance and vehicle control. Installation of a vehicle activated sign in advance of the bend to raise driver awareness of the 30mph speed limit. Installation of verge markers in advance of the bend to make drivers aware of the profile of the road. Improvements to existing signage and road markings.	£400,000	£ 0
Road Safety Capital	B4242 - Ynysygerwyn to Glynneath	Funding will be used to introduce a consistent 40mph speed limit for majority of the B4242 including lower speeds adjacent to the residential hamlets along the route. With lower speed limits of 30mph through Ynysarwed and the small section of the B4242 just after Abergarwed. Improvements to the gateway signage for Ynysarwed and Abergarwed. Upgrading the existing road signs	£125,000	£ 0

		and installation of Araf/ Slow road markings and other improvements along the route.		
Road Safety Revenue	Kerbcraft	Every year WG sets a maximum road safety revenue allocation that can be applied for by each local authority. Revenue funding is allocated by use of a formula based on latest available population numbers (60%) and casualty numbers of those killed or seriously injured (40%). In 2025/2026 Neath Port Talbot has been allocated £46,500 of revenue funding for road safety initiatives. It should be noted that the funding application figures displayed here are not yet fixed and could fluctuate due to training ceiling costs.	£3,000	£ 0
Road Safety Revenue	Megadrive		£5,000	£ 0
Road Safety Revenue	Pass Plus Cymru		£11,000	£ 0
Road Safety Revenue	Dragon Rider		£11,000	£ 0
Road Safety Revenue	National Standards Cycle Training		£10,500	£ 0
Road Safety Revenue	Drive for Life		£3,000	£ 0
Road Safety Revenue	First Bike on Scene (FBoS)		£3,000	£ 0

CARMARTHENSHIRE COUNTY COUNCIL

WG Transport Funding Stream	SCHEME TITLE	DESCRIPTION	FUNDING APPLICATION	MATCH FUNDING
Local Transport Fund	Llanelli Interchange	Finalising designs for, and beginning construction of a multi-modal interchange facility at the south of Llanelli Railway station. The scheme will provide 2x bus stops, additional parking capacity, EV Charging and Active Travel infrastructure to compliment the new Access for All bridge which has been installed at Llanelli. The scheme will facilitate direct bus services to the Railway station and provide essential accessibility improvement for the town to support wider investment, including Pentre Awel and the Transforming Tyisha Project.	£1,600,000	TBC
Local Transport Fund	Llanelli Urban and Coastal Belt Junction Improvements (Sandy/Maes-y-Coed)	Delivery of a right turn lane for West-Bound traffic from Sandy Road (A484) onto Maes-y-Coed. Funding will be sought for final design elements and full construction during Sumer 2025, as well as further design and optioneering of interventions at Denham Avenue for future year construction.	£600,000	TBC
Resilient Road Fund	Roads Rehabilitation Programme	A combined programme to improve local roads condition and address priority storm damage and highway support on strategic routes across the County. Local road conditions will be improved at a number of locations, supporting an integrated transport network and with a focus on more rural roads and on-road cycling routes.	£2,500,000	TBC
Ultra Low Emission Vehicle Transformation Fund	On-Street Charging	Home-charging trials have taken place across Carmarthenshire throughout the 24/25 financial year. Additional funding will be sought in 25/26 to further roll out these home-charging trials. Subject to feedback a potential adoption plan will also be developed and cabinet approval will be sought for permanent implementation and to offer residents of CCC the chance to charge their EVs at home utilising the gully intervention.	£20,000	TBC
Ultra Low Emission Vehicle Transformation Fund	Development of the TVP Rapid Hub	Development of a rapid charging hub facility adjacent to the Towy Valley Path in Nantgaredig. Funding will be used to undertake surveys and detailed design of the site. The funding will also be utilised to develop a planning application with a view for construction funding to be sought in FY 26/27.	50,000	TBC
Ultra Low Emission Vehicle	Destination Charging Locations	Installation of additional Electric Vehicle Charging at key sites across the County to further enhance our EVCI network for residents and visitors. Sites likely to include partner sites with Llanelli Rural Council and those identified in previous gap analysis studies.	150,000	TBC

Transformation Fund				
Active Travel Fund	Black Bridge	Funding will enable the final elements of the scheme to be completed in FY 25/26 including possession of the line needed for the bridge to be installed. The new bridge and ramp structure will replace the existing stepped bridge that spans the railway track adjacent to Trinity Rd/Ropewalk Rd and provides a key link to local schools, Trostre retail park and onward connections as part of the Llanelli Spinal Route to Pentre Awel and the Millenium Coastal Path.	£650,000	TBC
Active Travel Fund - Core	Carmarthen Masterplan	A package of routes are currently in development to improve walking and cycling linkages across Carmarthen. Following a prioritisation and consultation the routes have been categorised into shorter and longer term priorities. In 25/26 at least one of these routes will be progressed to a full, detailed design with the intention of securing construction funding in 26/27. A forward work programme of routes will be developed with other schemes coming forward for construction in future years.	£75,000	TBC
Active Travel Fund - Core	Llanelli Masterplan	Multi-year investment in Llanelli has seen the delivery of many elements of the masterplan, with a spinal route and many associated linkages now being accessible through active modes. Funding for 25/26 will finalise the design of a major junction intervention at Halfway Lights, as well as considering links along the A484 to Box roundabout. We will seek construction funding for these elements in future years.	£75,000	TBC
Active Travel Fund - Core	Llandovery Masterplan	A package of routes have been developed through consultation and engagement with the community and key stakeholders in Llandovery. These routes have been appraised through the WelTAG process. 25/26 funding will facilitate the progression of a single route through to a WelTAG stage 3 study with a view to seeking construction funding in future years.	£42,400	TBC
Active Travel Fund - Core	Carmarthen Core Walking Zone	The construction of a package of minor measures to improve walking in and around Carmarthen Town Centre. These have been identified as part of the Carmarthen Masterplan and will compliment future schemes arising from the project.	£80,000	TBC
Active Travel Fund - Core	Active Travel Monitoring Strategy	The implementation of measures from the Corporate Active Travel Monitoring Strategy produced in 2024/25.	£20,000	TBC
Active Travel Fund - Core	Trostre/Pemberton (Llanelli)	A package of schemes including improved pedestrians links in and around the retail parks, small scale interventions identified by Carmarthenshire Cycling Forum and construction of the spur link from Pont Phil Bennett to Aldi/Costa development.	£100,000	TBC

Active Travel Fund - Core	St Clears Riverside Path Link	A minor link onto St Clears Riverside Path allowing greater permeability from Lower St Clears and making the route more resilient in times of adverse weather.	£45,000	TBC
Active Travel Fund - Core	Other	Additional Active Travel Core elements including School Cycle Parking.	£43,600	TBC
Safer Routes in Communities	Five Roads	A series of Active Travel improvements throughout the village developed in partnership with the local member, community and school. Interventions include a new route through the park linking to the community centre, signalised crossing over B4308 (inclusive of new bus shelter), traffic calming interventions and footway creation/enhancement between local communities (Horeb & Rehoboth Road).	£650,000	TBC
Road Safety Capital	Road Safety Capital	Schemes to reduce road traffic collisions/casualties through the implementation of a mix of road safety measures and improved infrastructure.	£450,000	TBC
Road Safety Revenue	Road Safety Revenue	Provision of Road Safety Training, to include Cycle Training, Kerbcraft, BikerDown, DragonRider, Active Travel/Road Safety Training.	£97,500	TBC
20mph Funding	20mph Funding	Implementation of Exception Sites (30mph) and monitoring of existing 20mph.	£350,000	TBC

CITY AND COUNTY OF SWANSEA

WG Transport Funding Stream	SCHEME TITLE	DESCRIPTION	FUNDING APPLICATION	MATCH FUNDING
Local Transport Fund	Swansea Northern City Link Sustainable Transport Corridor	Progress WeITAG Stage 2 study which has been undertaken in 24/25. Due to the large extent of the study area, it is proposed that a WeITAG 2.5 will be required to fully assess all options. The aim of the scheme is to deliver sustainable transport options for communities north of Swansea between Fforestfach and High Street. Facilitating sustainable access to both the city and station.	£700,000	TBC
Local Transport Fund	Swansea Valley Bus Corridor	This programme has been broken up into two individual schemes. One will focus on developing a multi modal transport hub in Mumbles. This will aim to facilitate increased bus patronage and interchange between modes. The hub will also include facilities to promote cycling. The second scheme will look to deliver public transport improvements along the Swansea Valley Bus Corridor with potential new points of interchange at Morriston and The Strand. The feasibility of water borne transport options will also be investigated along the River Tawe to provide links between Swansea City Centre, Copper Works Regeneration Area and the stadium.	£450,000	TBC
Local Transport Fund	Swansea Bay and South West Wales Metro	Swansea Council will bid on behalf of the South West Wales Region to continue the work currently being undertaken during 24/25. This will include a wide scope of programmes with the aim to investigate, promote and deliver sustainable transport modes and choices under the SWW Metro brand. These will include but will not be limited to; localised assessments of bus fleets, developing a consistent SWW Metro brand, development of a region wide journey planning tool, feasibility studies for depot upgrades for sustainable fuels and Mobility hubs and car clubs.	£1,100,000	TBC
Resilient Road Fund	Climate Change Flood Alleviation package	A programme of works to address flooding issues on 2 strategic routes ensuring access to several communities in South Gower and to improve conditions on the strategic highway through Killay, a key arterial route into the city Killay Square Llandewi Corner	£670,000 £350,000	TBC TBC

Ultra Low Emission Vehicle Transformation Fund	Electric Vehicle Charging Infrastructure - Phase 4	This scheme aims to deliver an initial network of 8 new 'rapid' charge points (50 kW) across four locations, and seeks to upgrade existing 'fast' charge points on the Council's network to accommodate contactless payment options. The Authority also seeks to pilot an on-street residential charging trial, utilising the Kerbo Charge cross pavement charging solution at 18 residential properties across Swansea. This trial is designed to explore the practicality of the equipment and its potential for addressing the challenges around electric vehicle ownership for households without access to off-street parking.	£610,000	TBC
Active Travel Fund	Either 1) Clyne Common 2) Existing Clyne Valley Path (NCN 4) Improvements	One or other of the following schemes will be bid for funding (depending on receiving appropriate permissions prior to the bid deadline): 1) Clyne Common Construction of a 2.5km shared use path over Clyne Common. The scheme will connect the residential areas of Mayals and West Cross with the communities of Bishopston, and address the severance caused by the B4436 which currently has no pedestrian or wheeling/cycling provision. The new route will open up possibilities of further connections to Gower.	£900,000	TBC
		2) Existing Clyne Valley Path (NCN 4) Improvements Widening and resurfacing of 3km of a shared use path by 1.5 to 4m, between Blackpill and The Railway Inn in Killay. The Clyne Valley Path forms part of NCN 4. The route is a popular and key Active Travel corridor that links Gowerton, Dunvant, Killay and Blackpill, and provides onward connections to Swansea City Centre and Swansea University to the East, and Mumbles to the West. The path is narrow which generates complaints arising from the conflict between pedestrians and cyclists. Through widening and resurfacing the route, this scheme seeks to increase the route's capacity, reduce conflict between user groups, and increase comfort levels of those travelling actively.	£950,000	TBC
Active Travel Fund - Core	Penclawdd to Gowerton (Scheme Development)	Funds to complete purchase of land required to deliver a missing link in the Active Travel network between Penclawdd and Gowerton.	£40,000	TBC
Active Travel Fund - Core	Loughor to Gowerton (Scheme Development)	Funds to complete purchase of land required to deliver a missing link in the Active Travel network between Loughor and Gowerton.	£65,000	TBC
Active Travel Fund - Core	Three Crosses Link (Scheme Development)	Determine alignment. Determine links to Clyne Valley path. Detailed design (including design of new bridge). Surveys, ecology, Topo, Engagement. Baseline data. Production of WelTag Lite. Submit Planning, SAB, S38 application.	£95,000	TBC

Active Travel Fund - Core	Either Existing Clyne Valley Path (NCN 43) Improvements: Widening and resurfacing of circa 800m of a shared use path by 1.5 to 4m, commencing at Blackpill. Or Derwen Fawr and Killay Link:	One of the following depending on the main bid submitted Existing Clyne Valley Path (NCN 43) Improvements: Widening and resurfacing of circa 800m of a shared use path by 1.5 to 4m, commencing at Blackpill. NCN 4 is a popular and key Active Travel corridor, but due to its narrow width generates complaints arising from the conflict between pedestrians and cyclists. Widening and resurfacing the route will increase the route's capacity, reduce conflict between user groups, and increase comfort levels of those travelling actively Derwen Fawr and Killay Link: Re-surfacing of 700m a public right of way between Clyne Valley Road and Rhyd-Y-Defaid Rd, to provide an Active Travel link between Derwen Fawr and Killay, to overcome the severance between the communities. The work links to and builds upon the previous Olchfa Links scheme, and will enable the potential for further future links onto the NCN 43.	£250,000	TBC
Active Travel Fund - Core	Removal of Barriers & Obstructions.	Removal of Barriers & Obstructions: To improve the accessibility and flow on pedestrian and Active Travel routes through the removal of legacy obstacles and street clutter. This will reduce unnecessary congestion and pinch points, and improve the user experience of walking, wheeling and cycling.	£42,000	TBC
Active Travel Fund - Core	Access & Placemaking Improvements	To build upon the previous Sandfields Access Improvements scheme, through the introduction of further modal filters, barrier removals and other walking enhancements both in the Sandfields area and other areas throughout Swansea.	£160,000	TBC
Active Travel Fund - Core	Micromobility Infrastructure & Services:	Funds to provide cycle parking / storage, to include activities required to deliver an expanded shared micromobility service.	£50,000	TBC
Active Travel Fund - Core	Monitoring & Evaluation Programme	Monitoring & Evaluation Programme – To cover costs associated with new monitoring equipment, staff survey costings, data analysis and reporting throughout the 2025/2026 year	£10,000	TBC
Road Safety Capital	Replacement Safety Cameras	The lowering of the default limit has made two key cameras in the Swansea area obsolete where systems will not be upgraded to achieve HOTA approval. New cameras and housings to replace existing.	£100,000	TBC
Road Safety Capital	Road Safety measures	Introduction of a Suite of measures to support road safety and motorcyclists. This will focus on improved localised signing, changes to surfacing and advance warning systems.	£400,000	TBC
Road Safety Revenue	Kerbcraft		£60,000	TBC
	Bike Safe		£2,600	TBC
	L1 & L2 Cycle Training		£18,180	TBC

Cyd-bwyllgor Corfforedig
De-orllewin Cymru
Corporate Joint Committee for
South West Wales



PEMBROKESHIRE COUNTY COUNCIL

WG Transport Funding Stream	SCHEME TITLE	DESCRIPTION	FUNDING APPLICATION	MATCH FUNDING
Local Transport Fund	Existing Scheme: Milford Haven PTI	Construction of rail station improvements and cycle track and bus improvements serving the rail station and town connectivity. Stage 6 GRIP.	£6,070,690	£750,310
Local Transport Fund	Existing Scheme: Pembroke Dock PTI	New public transport and active link from Pembroke Dock Retail Park. <ul style="list-style-type: none"> • Design of connectivity into interchange from London Road • Installation of Traffic Signals. 	£710,000	£0
Resilient Road Fund	Existing Scheme: Newgale Coastal Adaptation & A487 Diversion	25/26 - Full planning submission. Undertake Planning and CPO Enquiry. Develop and undertake detailed design of both the bypass solution and coastal adaptation element. Detailed construction cost estimation appropriate for benchmarking. Tender and contract documentation preparation, procurement exercise and evaluation	£990,000	£110,000
Ultra Low Emission Vehicle Transformation Fund	ULEV Funding Phase 6	Fast charger replacement with Rapid Chargers and repurpose existing fast chargers to meet demand.	£500,000	£0
Active Travel Fund	Saundersfoot Shared Use Path (SUP) - Saundersfoot Town Centre	Stammers Road – Phased construction of SUP and traffic management including Cambrian Place junction alterations to support café culture. Francis Road - Detailed design (25/26) and construction of SUP from Scar Farm Holiday Park to Coppet Sands (26/27). This scheme is likely to increase in scope to include improved connectivity to Saundersfoot Primary School and will increase budget requirements in future years)	£645, 290 £110, 531	£46, 710 £12, 281
Active Travel Fund - Core	Monitoring & Evaluation Programme	To cover costs associated with new monitoring equipment, staff survey costings, data analysis and reporting throughout the 2025/2026 year	£45, 000	£0
Active Travel Fund – Core	Narberth Haverfordwest MUR	Preparation of detailed design, public consultation and monitoring (25/26), leading to construction (26/27)	£35, 000	£0
Active Travel Fund - Core	Pembroke Dock Active Travel	Pennar connectivity improvements linking to Pembroke Dock Town	£90,000	£0
Active Travel Fund – Core	Maintenance	Funding to cover existing network maintenance & improvements of Active Travel Routes	£60,000	£0

Active Travel Fund – Core	Pembroke Town Active Travel	3 sub projects consisting of: <ul style="list-style-type: none"> • Mill Bridge linking to the Barrage; Pedestrian connectivity improvements. • Mill Pond link upgrade of surface and access for cyclists to East End Square. • Mill Bridge connectivity to town and rail station (Lamphey); advanced designs. 	£120,000	£0
Road Safety Revenue	Kerbcraft	Every year WG sets a maximum road safety revenue allocation that can be applied for by each local authority. Revenue funding is allocated by use of a formula based on latest available population numbers (60%) and casualty numbers of those killed or seriously injured (40%). In 2023/2024 Pembrokeshire was allocated £78,400 of revenue funding for road safety initiatives. A similar allocation is anticipated for 2025-2026	£37, 065	£0
Road Safety Revenue	Dragon Rider		£1, 620	£0
Road Safety Revenue	National Standards Cycle Training		£32,065	£0
Road Safety Revenue	Mature Driver / Drive for Life		£4,200	£0
Road Safety Revenue	Biker Down		£1, 650	£0

Appendix C – Welsh Government Transport Grant Funding Streams

The following appendix outlines the various Welsh Funding Streams and their objectives.

Funding Stream	Description	Objectives
Active Travel Fund	The grant supports Local transport Authorities with producing cycling and walking facilities.	<ul style="list-style-type: none"> • Schemes must comply with Active Travel (Wales) Act 2013 • Schemes must consider responsibilities under the Environment (Wales) Act 2016, to maintain and enhance biodiversity (in terms of verge treatments and planting) • Schemes must implement measures at pace to create an environment that is safer for walking/cycling • Schemes should be oriented to replace shorter private vehicle trips with cycling/walking, where possible • Deliver health, environmental and congestion benefits. • Local Authorities are invited to apply for up to 4 main schemes, one of which can be a rural offering. Schemes should be located within the designated settlements.
Active Travel Core	Part of the Active Travel Fund; annually awarded with no match-funding requirement.	<ul style="list-style-type: none"> • Schemes must comply with Active Travel (Wales) Act 2013 • Schemes must consider responsibilities under the Environment (Wales) Act 2016, to maintain and enhance biodiversity (in terms of verge treatments and planting) • Core projects (including some minor works schemes or packages of schemes) can include proposals that include works on and/or links to routes identified within the ATNM. • These can include, but are not limited to: <ul style="list-style-type: none"> ○ Upgrading of routes/links

		<ul style="list-style-type: none"> ○ Feasibility studies, ground investigations, surveys, preliminary design works ○ Barrier and clutter removal ○ Cycle parking ○ Seating ○ Installation of cycle counters/monitoring equipment ○ Cycle repair and/or E-Bike charging stations ○ Cycle hire proposals ○ School street measures ○ Active Travel Route enrichment through play/art schemes ○ Biodiversity enhancements ○ Improvements identified through ATNM engagement (such as Commonplace) ○ Further ATNM development work (including auditing, prioritisation and/or publication) ○ Promotion of schemes
<p>Local Transport Fund</p>	<p>The Well-being of Future Generations Act 2015 requires public bodies to think more about the long-term, work better with people, communities and each other, to look to prevent problems and take a more joined up approach.</p> <p>The Llwybr Newydd: A new Wales Transport Strategy is the WG strategy for the future of Transport in Wales over the next 20 years, determining both ambitions and priorities. This forms</p>	<ul style="list-style-type: none"> ● Applications for the LTF must demonstrate that they meet the five ways of working contribute to the Well-being goals and objectives. ● Schemes must follow along the Welsh Transport Appraisal Guidance (WelTAG) process; which is reflected in the application forms. ● Schemes must deliver the vision and priorities of the Welsh Transport Strategy (Llwybr Newydd) in a way that is good for the people and communities, good for the environment, good for the economy and places, good for culture and the Welsh Language. ● Deliver an accessible, efficient, sustainable transport system that is safe, well-managed and adapts to and mitigates for climate change.

	<p>the basis of the grant objectives.</p> <p>The LTF allows local transport authorities to build on their plans for sustainable travel measures that support economic growth and reduce carbon.</p>	<ul style="list-style-type: none"> • Delivers the priorities in the Llwybr Newydd: <ul style="list-style-type: none"> ○ Bring services to people in order to reduce the need to travel ○ Allow people to move easily from door to door by accessible, sustainable transport services and infrastructure ○ Encourage people to make the change to more sustainable transport
Resilient Road Fund	<p>As above, the RRF is assessed along the same lines as the LTF.</p>	<ul style="list-style-type: none"> • As above, schemes within the RRF must meet the same criteria as the LTF as well as: <ul style="list-style-type: none"> ○ Address disruptions caused by severe weather to the highway network, especially to public transport network.
Road Safety Capital Fund	<p>As above, the RSF is assessed along the same lines as the LTF</p>	<ul style="list-style-type: none"> • Schemes should strive to eliminate people killed and seriously injured on roads in Wales • Prioritise high risk and vulnerable groups • Improve community safety
Safer Routes in Communities	<p>As above, the SRiC is assessed along the same lines as the LTF.</p> <p>The SRiC is provide to Local Authorities in Wales to support safe walking and cycling routes around schools.</p>	<ul style="list-style-type: none"> • Increase levels of active travel among children travelling to school and in the wider community • Improve the liveability of communities • Improve the environment for walking, cycling and scooting around schools.
Road Safety Revenue	<p>As above, the RSR is assessed along the same lines as the Road Safety Fund.</p>	<ul style="list-style-type: none"> • Schemes should strive to eliminate people killed and seriously injured on roads in Wales • Education and training for vulnerable users • Promote increased levels of Active Travel

