



Llywodraeth Cymru  
Welsh Government



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# Local transport fund, resilient roads fund and ultra low emission vehicle transformation fund: guidance to applicants 2023 to 2024

Guidance to help local authorities apply for grants.

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## Introduction

The purpose of the Guidance is to advise the priorities that Welsh Government will support through the Local Transport Fund, Resilient Roads Fund and Ultra Low Emission Vehicle Transformation Fund to local authorities in Wales in 2023 to 2024.

It also sets out the process by which local authorities should submit applications in line with these priorities, for consideration by the Welsh Government, and how they will be assessed.

In your applications you must demonstrate that you have followed the **Welsh Government Transport Appraisal Guidance (WeITAG)**.

Welsh Government Transport Appraisal Guidance (WeITAG) reports must be submitted alongside your applications.

## Outcomes

**The Well-being of Future Generations (Wales) Act 2015** requires public bodies to think more about the long-term, to work better with people, communities and each other, look to prevent problems and take a more joined-up approach.

The 2015 Act, places a duty on public bodies to seek to achieve the well-being

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goals and objectives in everything they do.

**Llwybr Newydd: the Wales transport strategy** is our strategy for the future of transport in Wales. It sets out our ambitions for the next 20 years and our priorities for the next 5 years. This forms the basis of the grant objectives.

In your applications you must demonstrate that you have developed your proposal using the five ways of working and that your proposal maximises your contribution to the Wales transport strategy ambitions that are aligned to the well-being goals.

In your applications you must demonstrate how your proposals will meet the grant purpose/ objectives.

## Local Transport Fund

- deliver the vision and priorities of Llwybr Newydd in a way that is good for 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
- deliver the priorities in **Llwybr Newydd: the Wales transport strategy**
  - 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 and
  - encourage people to make the change to more sustainable transport
- contribute to actions set out in Llwybr Newydd including the 9 mini plans

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- deliver the vision and actions set out in [Bws Cymru: connecting people with places](#).

## Resilient Roads Fund

Adaptation to climate change, including addressing disruptions caused by severe weather to the highway network, especially to the public transport network

## Ultra Low Emission Vehicle Transformation Fund

Deliver publicly available EV charging infrastructure in their areas in line with the objectives of the [Electric vehicle charging strategy for Wales](#) and its accompanying [Electric vehicle charging strategy for Wales: action plan](#).

## Eligibility for Capital Funding

### Local Transport Fund and Resilient Roads Fund

Local authorities are invited to submit applications for existing schemes. An existing scheme is defined as one which received a grant allocation in 2021 to 2022 or 2022 to 2023 from Local Transport Fund or Resilient Roads Fund. Priority will be given to schemes that are well developed and either under construction or about to start construction.

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## Road schemes

Local authorities may apply to Local Transport Fund and Resilient Roads Fund for schemes that were paused for the [Roads review](#). Funding decisions will be subject to the outcome of the Roads review which is due early 2023.

## Regional bus core allocation

Local authorities may apply to Local Transport fund for new regional bus priority schemes that have been developed using the Regional Bus Core allocation.

We intend on continuing the Regional Bus Core allocation to develop schemes to improve bus journey times. Further information will follow.

All applications for new and existing active travel schemes should be submitted to the Active Travel Fund.

## Ultra Low Emission Vehicles Transformation Fund

Local authorities are invited to submit applications for the following:

### Delivery of destination charging

Destination charging typically takes place at locations the user would otherwise already visit: retail centres, grocers, gyms, etc. The user charges at the

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destination car park while they visit. In locations where dwell time is longer, eg. overnight at hotels, slow charging may be used. Most destination chargepoints (CPs) are fast, while some may be rapid, eg. where dwell time is shorter. PodPoint has projected that 7% of all charging will take place at destinations in a fully fledged EV market. Public rapid and ultra-rapid charging – which includes hub, on-route, and some destination – makes up 45% of public charging demand by energy, as modelled by BloombergNEF.

## **Delivery of hub charging facilities**

Hubs are dedicated sites, often serving multi-modal vehicle demand, sometimes with retail or industrial facilities on-site. Charging available at hubs is often rapid and ultra-rapid, with short dwell times. Hubs are sometimes used by drivers charging on-route. They are distinct from street charging and destination charging in their location and charging-focused offering. Hubs can be in remote or urban areas, but grid constraints (limiting the size of connection) and land availability can pose challenges, especially in the latter. Many hubs have charging facilities dedicated to multiple user types, eg. taxis, fleet vehicles, buses, private cars. It can be challenging to serve different vehicle modes at one hub if their technical charging needs are unique.

## **Delivery of on-street charging**

On-street charging is typically on the slower side of public charging, with vehicles often dwelling at the charger overnight. Slow and fast CPs are often incorporated into street-side lamp posts or are installed along the kerb. Tariffs

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often range considerably, even within network. Reduced rates can be available for residents charging within their local area, for non-urban areas, and / or for network members. Modelling from BloombergNEF indicates that the majority of public charging demand by energy takes place on slow.

Welsh Government is inviting local authorities to submit applications to the Office for Zero Emission Vehicle (OZEV) for the On-Street Residential Chargepoint Scheme (ORCS). See: [GOV.UK On-Street Residential Chargepoint Scheme guidance for local authorities: application process and anticipated timetable](#). The purpose of the scheme is to increase the availability of on-street chargepoints in residential streets where off-street parking is not available, thereby ensuring that on-street parking is not a barrier to realising the benefits of owning an EV.

The scheme gives local authorities access to grant funding that can be used to part-fund the procurement and installation of on-street EV chargepoint infrastructure for residential needs, in line with the minimum technical specifications. See: [GOV.UK On-Street Residential Chargepoint Scheme guidance for local authorities: minimum technical specifications](#). We encourage local authorities to apply for and take advantage of this funding, while it is available, to help prepare for and support the transition towards zero-emission vehicles.

As demand for on-street charging infrastructure grows, we expect the private sector to invest more to build and operate a thriving, self-sustaining public network. It is essential that local authorities facilitate commercial models being put in place to ensure networks can continue to expand and improve, to serve residents' needs. Local authorities are encouraged to explore all commercial

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options available to them when planning EV infrastructure.

## Application

Applications submitted between 1 April 2022 and 31 March 2023 will be eligible for 60% ORCS funding and will be required to secure 40% private match-funding. In exceptional circumstances where part or whole of the 40% private sector finance cannot be secured, Welsh Government invite local authorities to apply for ULEV as match funding. The application will need to provide strong evidence of the local authorities' efforts and actions to secure private finance, and details of your operating arrangements with your Charge Point Operator. Welsh Government and OZEV want to ensure that private companies are contributing to Chargepoint rollout.

When submitting applications, we are strongly encouraging local authorities to provide an indication of the funding (capital and revenue) they would need for the following two years, ie. FY 2024 to 2025 and FY 2025 to 2026.

When working with private sector stakeholders, if local authorities identify barriers to secure commercial funding, we are inviting them to speak with Welsh Government as we have options to provide commercial financial to private sector organisations.

All schemes must comply with the Active Travel (Wales) Act 2013 and its supporting Guidance. Schemes that include highway improvement, construction, or traffic management must show how they comply in particular with Section 9 of

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the Act (Provision for walkers and cyclists in the exercise of certain functions).

When designing schemes, local authorities must also consider their responsibilities under Section 6 –The Biodiversity and Resilience of Ecosystems Duty under the Environment (Wales) Act 2016. The duty requires that public authorities must seek to maintain and enhance biodiversity so far as consistent with the proper exercise of their functions, and in so doing, promote the resilience of ecosystems. This is for example highly relevant to the treatment of verges and planting schemes as part of transport projects. Guidance on the Duty can be found here: [The Section 6 Biodiversity and Resilience of Ecosystems Duty: reporting guidance](#).

We encourage local authorities to work together and submit regional applications. The lead local authority must be identified for each scheme. Funding would be allocated to the lead local authority.

Local authorities should consult with the communities and stakeholders affected by the scheme including engaging and working with public transport operators where applicable. They should report on the process followed and feedback obtained, or, if the scheme is in its earliest stages, how they will do so, within their application.

Funding will be allocated up to the amount awarded for actual eligible expenditure incurred on an accepted scheme. Funding will be capped at the level of the award and the local authority will be required to carry the risk of any overspend that may occur. Where increased costs arise due to exceptional circumstances, outside the local authority's control, Welsh Government may consider making additional funding available.

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Local Authorities will be expected to deliver the schemes accepted in accordance with their applications. Reports on progress will be required at intervals throughout the 2023 to 2024 financial year and further information will be included in the award letter.

Relevant Welsh Government officials or their nominated representatives, may request meetings or site visits to discuss scheme progress as considered appropriate. Failure to demonstrate appropriate progress with delivery may result in funding offers being withdrawn and funding claimed up to that point being recovered from a local authority.

Schemes that include match funding will attract additional scores in the appraisal process, with schemes that demonstrate greater levels of match funding scoring higher.

Applications must clearly identify the levels and sources of available match funding and confirm this will be in place to ensure the completion of the works within the 2023 to 2024 financial year. Match funding may be from internal or external sources and may include officer time.

## **Grant terms and conditions**

Other than in exceptional circumstances by prior agreement, schemes submitted for works funding in 2023 to 2024 should demonstrate that all land issues will be resolved and orders or required permissions are in place to allow works to progress.

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Whilst Welsh Government is prepared to fund the cost of land purchase, funding will not be provided in respect of compensation claims arising from the land purchase or from the project itself.

The provision of capital support to schemes is conditional upon local authorities' commitment to meet future revenue and maintenance costs.

## Monitoring and evaluation

All schemes must be monitored and evaluated. Local authorities are able to include the costs of monitoring for up to three years within their funding applications but these must be clearly identified.

Schemes must be monitored for three years post completion and reported to the Welsh Government annually. Further guidance will be provided on reporting processes.

## Promotion

Applications should include costs associated with the promotion of schemes, including signage, materials and events, for up to three years after scheme completion. These must be clearly identified.

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# Application Process Documentation

Local authorities should submit their applications using the relevant template application forms. All schemes will be assessed through an appraisal process.

Local authorities will be responsible for ensuring that delivery remains on schedule and reporting any change to the works programme and/or spend profile.

Applications for capital schemes must include a plan showing the scheme in as much detail as possible at application stage and a map showing the scheme context. An OS GB grid reference must also be included.

Supporting documentation will be considered as follows:

- maps and plans in respect of capital applications (these maps and plans must clearly show the proposed measures)
- other supporting information, which you feel is essential to the bid, must be kept to a minimum and be anonymised, where applicable.

## Appraisal process

Applications will be considered by a panel of Welsh Government Transport officials and relevant external stakeholders as appropriate.

Final decisions on funding will be made by the Minister and Deputy Minister for

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Climate Change.

The assessment criteria for the grants are available separately. See Grant assessment criteria 2023 to 2024.

The final funding recommendations will also take into consideration to which extent the local authority has delivered against its forecast in recent years.

## Submissions

Applications must be submitted by 07 February 2023

An electronic copy of each application must be submitted to the relevant Welsh Government contact listed below via [transportplanning@gov.wales](mailto:transportplanning@gov.wales).

No additional or revised information will be accepted after the above date, unless requested by the Welsh Government.

## Welsh Government contacts: grant fund and local authority

### Local Transport Fund and Resilient Roads Fund

North Wales: Conwy, Denbighshire, Flintshire, Gwynedd, Isle of Anglesey,

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Wrexham

Contact: Head of transport planning and strategy

Email: [transportplanning@gov.wales](mailto:transportplanning@gov.wales)

Phone: 03000 625168

## **Local Transport Fund and Resilient Roads Fund**

South West Wales: Carmarthenshire, Neath Port Talbot, Pembrokeshire, Swansea

Mid Wales: Ceredigion, Powys

Contact: Head of policy

Email: [transportplanning@gov.wales](mailto:transportplanning@gov.wales)

## **Local Transport Fund and Resilient Roads Fund**

South East Wales: Bridgend, Blaenau Gwent, Caerphilly, Cardiff, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taf, Torfaen, Vale of Glamorgan

Contact: Head of transport planning and appraisal

Email: [transportplanning@gov.wales](mailto:transportplanning@gov.wales)

Phone: 03000 625278

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## Ultra Low Emission Vehicle Transformation Fund

All Wales

Contact: Head of transport decarbonisation

Email: [transportplanning@gov.wales](mailto:transportplanning@gov.wales)

Phone: 03000 259226.

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