



Llywodraeth Cymru
Welsh Government

National Transport Finance Plan 2018 Update



2018

Contents

Foreword	2
1 Introduction	4
2 Progress and Updated Programme	5
2.1 Completed schemes	5
2.2 New schemes	5
2.3 Delivery and timescales	5
3 Funding	6
3.1 Overview	6
3.2 European Structural Funds	8
Annex A - NTFP Completed Schemes (2017 – 2018)	10
Annex B – Delivery schedule	11
Annex C – Projects that will seek funding under the European Regional Development Fund programmes in Wales	35

Foreword

My intention is to review the National Transport Finance Plan on an annual basis. This is the second update and describes what we have achieved, new initiatives we have taken on board, and how the programme over the next two years is going to be delivered. This will be further updated for 2019, which will reflect the Regional Plans and priorities. It is important that the Plan is transparent in the way funding is allocated across Wales. It is our intention to ensure that future spend proposals will achieve a better balance of spend across regions.

I am pleased with the progress we have made during 2018. We have completed a number of major infrastructure schemes including Brynglas Tunnels Safety Improvements, Newtown Bypass and M4 Junction 28.

In October 2018, we launched the new Wales and Borders rail contract. With the investment totaling almost £5bn over the next decade and a half, our rail services will be transformed to better meet the needs of communities across Wales.

Using the new powers we have gained in the Wales Act 2017, we have begun work to reshape the public transport network to support our ambition to increase the number of people using public transport. We have set out our reform ideas in our White Paper – Improving Public Transport.

The challenges we face to decarbonise transport and improve air quality are now more pressing than ever. To address these, we continue to work on developing a seamless, integrated, multi-modal transport system for Wales, which is accessible, affordable and integrated across the whole of Wales; providing choice and opportunity as a viable alternative to the private car. These will drive greater use of our public transport system and reduce our carbon footprint.

Ken Skates AM

Minister for Economy and Transport



1 Introduction

The National Transport Finance Plan was published in July 2015. It sets out in more detail how we propose to deliver the outcomes set out in the Wales Transport Strategy from 2015 and beyond. The Plan includes all transport interventions financed by the Welsh Government.

This National Transport Finance Plan 2018 Update provides information on progress since 2017 and provides a revised programme for the next two years and beyond. This Plan also sets out:

- The timescale for financing and delivering the schemes undertaken by the Welsh Government;
- The estimated expenditure required to deliver the schemes;
- The likely sources of financing to allow delivery to take place.

This Plan will be further reviewed at the end of 2019, and will be aligned with the Regional Plans, when published.

This Plan is not a policy document nor does it seek to prioritise schemes to be taken forward. Some of our projects are being delivered, some are under construction and others are under development.

2 Progress and Updated Programme

2.1 Completed schemes

Since 2017, a number of schemes have been completed including the Brynglas Tunnels Safety Improvements, Newtown Bypass and M4 Junction 28, as well as the launch of the new Wales and Border Franchise. A list of the completed schemes is set out in Annex A.

2.2 New schemes

An additional 6 schemes are now included in the transport programme:

- NEW 19 - To take forward nominations of Wales and Borders priorities for investment under the UK Government's England and Wales Access for All programme for Control Period 6, commencing in April 2019, agreed with the rail industry. UK Government nomination deadline was 16 November 2018.
- NEW 20 – Transport for Wales Analytical Unit.
- NEW 21/22 – Delivery of development in line with the Masterplan for the Airport 2040.
- NEW 23 – St Athans Estate Management.
- NEW 24 – St Athans Estate Transition.

2.3 Delivery and timescales

The National Transport Finance Plan 2018 Update schemes are a combination of revenue and capital initiatives. These range from scheme specific to others where further investigatory/development work is required.

A delivery schedule setting out the National Transport Finance Plan's schemes is set out in Annex B. The delivery schedule reflects the current assumptions about the delivery profile of each scheme and these may be subject to change, recognising the statutory processes that must be completed and the need to be responsive to changing circumstances.

The delivery schedule will continue to be reviewed and updated as the delivery profile for specific schemes becomes clearer.

3 Funding

3.1 Overview

We are focused on ensuring value for money and driving efficiency in all transport schemes.

The schemes set out in this NTFP 2018 Update, will be delivered by drawing on a number of funding sources, but principally Welsh Government transport department capital and revenue budgets.

The total cost of schemes included in the NTFP 2018 Update (from 2018/19 to 2019/20) is £1,540.3 million against a budget of £1,441.1 million. Any shortfall will be bridged by using other match funding sources, such as European Regional Development Funding (ERDF) and will also be managed by re-profiling schemes, where necessary.

Table 4.1 below sets out the indicative spending profile over the remaining Plan period. Schemes yet to be developed will be taken forward subject to a robust business case analysis demonstrating value for money and future discussions on budget settlements. The programme will be regularly reviewed and updated as scheme development progresses.

Table 4.1 National Transport Finance Plan 2018 Update (2018-2020) £m – Indicative Capital and Revenue Spend

	2018/2019	2019/2020	2 year total
Transport Revenue Spend	330.52	388.00	718.52
Transport Capital Spend	343.712	478.07	821.79
Total	674.23	866.07	1,540.31

*This is indicative only and actual outturn will not be known until the accounts are closed down.

Table 4.2 below sets out the proposed capital spend by region. Expenditure on schemes that have a Wales-wide impact has been separately identified.

Table 4.2 National Transport Finance Plan 2018 Update (2018-2020) £m – Welsh Government Transport Department Capital Spend by Region

	2018/2019	2019/2020	2 year total	Per Capita Spend
North Wales	19.74	51.18	70.92	£102
Mid Wales and South West Wales	12.26	57.83	70.08	£77
South East Wales	133.09	164.25	297.34	£195
National	178.63	204.81	383.44	£118
TOTAL	343.72	478.07	821.78	

Table 4.3 below sets out the Welsh Government Transport Department Capital and Revenue budget. This excludes ERDF funding of up to £160million to 2023 and £125million of Department for Transport funding (towards the south Wales metro).

Table 4.3 National Transport Finance Plan 2018 Update (2018-2020) £m – Welsh Government Transport Department Capital and Revenue Budget*

	2018-19	2019-20	2 year total
WG Transport Revenue Budget	331.48	313.26	644.74
WG Transport Capital Budget	349.48	446.88	796.36
Total	680.96	760.14	1,441.10

*This excludes ERDF, Department for Transport and other match funding sources. The funding for and the cost of the M4 has also been excluded from the figures for 2019/20 pending the decision to be taken following the Public Inquiry.

3.2 European Structural Funds

Our key strategic transport routes and hubs are reflected in the Trans-European Transport Network (TEN-T¹) - the EU policy designed to promote cohesion, interconnection and interoperability of national transport systems through the application of common standards (see Figure 4.3).

¹ http://ec.europa.eu/transport/themes/infrastructure/index_en.htm

Figure 4.3: Trans-European Transport Network (TEN-T)



Annex C includes detail of projects that we will seek to part fund from the 2014-2020 European Regional Development Fund programmes in Wales.

Annex A - NTFP Completed Schemes (2017 – 2018)

NTFP Ref	Intervention Description
R9	Brynglas Tunnels safety improvements.
R16	A483 / A489 Newtown bypass.
R21	M4 Junction 28.
BCT7a	Availability of accessible bi-lingual information.
BCT7d	Access for disabled people.
BCT7e	Personal safety at passenger waiting facilities and on vehicles.
BCT7f	Preparation of All Wales bus infrastructure and information design guidance.
BCT8d	Rollout of orange wallet scheme.
AT1b	Ensure the Active Travel (Wales) Act 2013 is delivered by: Considering the Integrated Network Maps for approval when submitted in 2018.
P2	To develop a Ports Strategy: develop guidance for devolved Welsh Ports
IRE3	Issue revised and simplified WelTAG.
NEW 10	Feasibility study into reopening Carmarthen to Aberystwyth railway line.
RI15	Cambrian Line User Worked Crossing closures - Close 8 crossings in Talerddig area.

Annex B – Delivery schedule

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
SCHEMES UNDER CONSTRUCTION					
R10	Improvements to A465 Gilwern to Brynmawr (Section 2 of the Heads of the Valley dualling).	Construction work began in Dec 2014 and will continue until the end of 2019/early 2020.			
R6	Junction 33 M4 west / A4232.	South dedicated slip road - completed, north dedicated slip road to be constructed.			
R14	Improvements to Five Mile Lane, Vale of Glamorgan.	Under construction. Planned completion Summer 2019.			
RI5	Ebbw Valley Line Frequency Enhancements (part of Phase 1 Metro): Redoubling 7 miles of track between Cross Keys and Aberbeeg; Line Speed Improvements; New Platforms at Newbridge and Llanhilleth; Signalling and Structure Infrastructure Improvements.	Welsh Government and Transport for Wales are working together with Network Rail to assess further infrastructure upgrades to enable the introduction of additional frequencies to provide either a two train or four train per hour service to/from Ebbw Vale.			
ROADS					
Maintenance and operation of the trunk and motorway network					
R1	Enable the day to day safe, efficient and effective operation of the trunk and motorway network through regular inspection and maintenance, supported by appropriate enforcement and other specific services including winter service.	Continued roll out of maintenance and minor improvement.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
R30	Intelligent Transport Systems (ITS) and innovative technical solutions will continue to be investigated and rolled out at locations on the network that will provide benefits to the public, freight and those managing the network.	New CCTV back office system installed for reliability to view images. New ICT network firewalls and hardware to protect against cybersecurity attacks. Updates planned for new launch of www.trafficwales.com website. Ongoing technology refresh of roadside equipment.			
R31	Measures to reduce our energy consumption such as low energy lighting and innovative techniques to manage the network will be rolled out where specific business cases allow.	All Wales LED lantern upgrade programme started and Central management control systems across Wales, nearly 50% of the WG transport lighting stock now LED. These have been delivered between 2016-18, with scope to consider further schemes.			
R32	Explore, and where practicable, apply measures to improve air quality in Air Quality Management Areas (AQMA) which relate to the Welsh Government network.	Exploration of options now includes work in line with the Department for Environment, Food and Rural Affairs 2017 NO2 Air Quality Plan predictions as well as AQMAs. Two AQMAs on network are showing improved air quality before interventions.			
R33	Continue to deliver prioritised programme for Noise Action Planning Priority Areas.	Completed the design of one scheme.			
NEW 1	Cleddau Bridge - cost of removing the tolls.	Discussions with local authority underway/ongoing.			
Road safety					
R2	Deliver the actions set out in the Road Safety Framework for Wales (Safe Routes in Communities).	Safe Routes in Communities - grant funding allocated for delivery of improvement schemes. Schemes are focused on walking and cycling routes to schools. Number of schemes completed each year vary, between 15-25 schemes of different sizes and complexities.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
	Deliver the actions set out in the Road Safety Framework for Wales (Road Safety Capital).	Road Safety Capital - grant funding allocated for delivery of improvement schemes. Schemes are identified on basis of their potential for casualty reduction. Around 15-20 schemes of varying complexity and size are completed annually.			
R4	Deliver a programme of road safety improvements outside schools on the trunk road.	Ongoing.			
Road schemes to be constructed					
R8	A new section of motorway south of Newport and complementary measures including; reclassification of the existing M4 between Magor and Castleton, an M48-B4245 link and cycling and walking friendly infrastructure.	Public inquiry complete. Inspectors report received. Due diligence underway prior to a decision on the draft orders.			
R11	Improvements to A465 from A470 to Hirwaun (Section 6 of the Heads of the Valley dualling) & Dowlais Top to A470 (Section 5 of the Heads of the Valley dualling).	Draft Orders Decision - February 2019, Procurement and appointment of private sector partner Feb 2019 - January 2020. Design and construction commence Jan 2020 - Early 2023. Operation and Maintenance 2023 - 2053.			
R12					
R15	Improvements to the A40 - Llanddewi Velfrey to Penblewin.	Programme and procurement revised following the collapse of Carillion revisited programme. Publish draft orders April 2019. Public Local Inquiry September 2019. Procure Design and Build Contractors February 2020 - August 2020. Start of construction November 2020 - July 2022.			
NEW 2	Improvements to the A40 (2 plus 1 schemes).	Opportunities for delivery as part of Welsh Government Pinchpoint Programmes under consideration.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
R17	A487 Caernarfon to Bontnewydd bypass.	Statutory Consent Process completed. Start of works January 2019. Planned completion November 2021.			
R18	A55 Junctions 15 and 16 Improvements.	Programme and procurement revisited following the collapse of Carillion. Revisited programme. Preferred route announcement March 2019. Publish Draft Orders January 2020. Procurement of Design and Build Constructor - January 2021, Start of works - Spring 2021, Completion - Spring 2023.			
R19	Improvements to the A55 Crossing of the Menai.	The Welsh Government announced the Purple Option as the preferred route for the 3rd Menai Crossing in October 2018. The next stages includes the procurement of technical advisors and designers who will develop the scheme in more detail in consultation with stakeholders.			
R20	A55 Abergwynnregyn to Tai'r Meibion	Enabling Wales December 2018 - Spring 2019. Procurement of main contractor, Spring 2019 - Autumn 2019, start of works Autumn 2019, Completion Spring 2021.			
R22	Carry out a WelTAG appraisal (2017) on Llandeilo/Ffairfach to confirm if a bypass is still required or if alternative solutions can be implemented. If the assessment concludes that a bypass is required then all proposed routes need to be reviewed.	Depending on the outcome of the WelTAG work, a decision will be taken on the way forward. Considerations/ alternatives are required with respect to the interface with Network Rail, the Afon Tywi/River Towy SAC, flooding measures and Carmarthenshire County Council. Consultants assigned (Oct 16/10/17) to complete Environmental and Transport tasks in line with WelTAG 2017.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
R23	A487 Dyfi Bridge	Completed KSA Statutory Consent Spring 2019, Start of works Summer 2019, completed works Summer 2021.			
Road schemes to be developed					
NEW 3	Grant Funding awarded to Vale of Glamorgan to commence Weltag study. Economic Study relating to improving Vale of Glamorgan Connectivity commissioned.	Weltag Stage 2 underway and expected to be completed by March 2018.			
NEW 4	Studies to identify options for improving connectivity in South East of Cardiff.	Cardiff Council has been awarded grant funding to carry out WelTAG Stages 1 and 2.			
R24	Develop a scheme for improvements to the A494/A55/A548 Flintshire Corridor Improvement.	Appointment of employers agent Spring 2019, Appointment of ECI contractor late 2019, KS3 complete Summer 2021, KS4 complete Mid 2022, Start of works late 2022, complete 2025.			
R24a	Develop a scheme for improvements to the A494/A55/A548 Deeside Corridor - River Dee Bridge.	We have consulted on a preferred option. Ongoing design development and preparation of Environmental Statement draft Orders.			
R28a	Engage with the UK Government and partners in England to progress the following scheme: A483 Pant to Llanymynech (cross border scheme).	Ongoing dialogue with key partners on the English side of the border to seek agreement to move forward with improvements.			
R28b	Engage with the UK Government and partners in England to progress the following scheme: A458 Buttington Cross to Wollaston Cross (cross border scheme).	Ongoing dialogue with key partners on the English side of the border to seek agreement to move forward with improvements.			
Pinch point and overtaking opportunity programme					
R27a	A55 resilience improvements study.	A55 resilience improvements study.			
R27b	North/South Improvements (overtaking opportunities) A487 & A470	North/ South Improvements (overtaking opportunities) A487 & A470. 18 schemes being taken forward to final feasibility stages.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
R27c	A483 Wrexham Bypass Junctions 3-6 Improvement.	Major Infrastructure improvements to upgrade junctions 3-6 and additional lane to increase capacity between these junctions.			
R27d	A5/A483 South of Wrexham Bypass to English Border Improvement.	Major infrastructure improvements to increase junction capacities and reduce congestion and dual current single carriageway sections up to border with England. Ties in with anticipated English A5 dualling over border to Shrewsbury.			
R27e	A470 Corridor Coryton to Taff's Well Improvements	Range of improvements including major infrastructure improvements to reduce congestion and increase capacity at junctions.			
R27f	A470 Corridor Taff's Well to Merthyr Improvements	Range of improvements including major infrastructure improvements to reduce congestion and increase capacity at junctions.			
R27g	M4 J32 to J35 Corridor	Range of improvements including major infrastructure improvements to reduce congestion and increase capacity at junctions.			
R27h	M4 J35 to J49 Corridor	Range of improvements including major infrastructure improvements to reduce congestion and increase capacity at junctions.			
Supporting improvements to the county road network					
R3	Develop proposals for a Wales Infrastructure Investment Plan capital-funded grant to support strategic regional transport improvements, which would include improvements to the local road network and access to employment.	Additional Local Transport Fund supports this intervention.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
FREIGHT					
Capitalise on freight opportunities					
F2	Keep opportunities to enable uptake of rail freight and short sea shipping under review.	Ongoing.			
F3	Continue to support Rail Freight infrastructure development through the provision of Freight Facilities Grants.	Ongoing.			
F4	Continue to support Modal Shift (Road to Rail) by providing MSRS grant support (Revenue).	Ongoing.			
ACTIVE TRAVEL					
Implementing the Active Travel (Wales) Act					
AT1c	Ensure the Active Travel (Wales) Act 2013 is delivered by: Directing funding for walking and cycling to the delivery of schemes that contribute to active travel	A new Active Travel Fund was established in May 2018, with funding of £10m in 18/19, £20m in 19/20 and £30m in 20/21. The fund complements the existing capital programmes, which continue to fund some active travel schemes, such as routes specifically focused on schools via Safe Routes in Communities, certain projects under the Local Transport Fund, and road safety improvements for pedestrians and cyclists from Road Safety Grant.			
AT2	Delivering the actions set out in the Active Travel Action Plan	The Active Travel Action Plan covers a diverse range of actions, many of which have seen significant progress, most notably with the introduction of a standalone capital fund for active travel and the alignment of key policies and programmes, such as Planning Policy Wales, 21st Century Schools Business Case Guidance, Obesity Strategy.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
AT3	Work with partners to deliver a programme of improvements to the National Cycle Network and that contribute to the objectives of the Active Travel Act.	The Welsh Government has supported Sustrans' National Cycle Network review with £20k and as part of the advisory structures for the project. Several 'Activation Projects' in Wales identified through the review are receiving Welsh Government funding through local transport grants.			
NEW 5	Feasibility into a national cycleway	Further discussion with Plaid Cymru on options resulted in agreement that this can be pursued in conjunction with action from the NCN Review (AT3); Agreement in principle was reached that the feasibility funding agreed in the budget should be used to consider upgrading the Lon Las Cymru route.			
NEW 6	Cardiff and Vale Coastal Sustainable Transport Package	Funding allocated from the Local Transport Fund to progress with development work.			
NEW 7	Rhondda Tunnels	Survey and feasibility work for the Rhondda and Abernant Tunnels is progressed by relevant local authorities and subject to applications for local transport grant funding under the same criteria as other schemes. £125k for further survey work on the Rhondda Tunnel was allocated.			
RAIL					
Access for All Programme					
RI13	CP5 Access for All Programme: Station accessibility improvements at: Llanelli, Barry, Treforrest, Taffs Well, Cathays and Treherbert.	Cadoxton under construction Q2 2019-20. Other schemes deferred following UK Government funding review.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
RI14	CP5 Access for All Programme: Undertake feasibility studies/delivery options report for improved access at: Flint, Pengam and Cadoxton stations. From 16/17 develop additional accessibility projects by utilising WG capital identified to leverage additional match funding (TBC).	<p>UK Government is anticipated to announce CP6 Access for All programme April 2019. Barry, Cathays, Llanelli and Treforest are pre-committed as schemes deferred from CP5. Minister for Economy and Transport endorsed rail industry local delivery group recommendations for priority nominations of Wales and Borders stations for UK Government CP6 Access for All programme in November 2018. £10 million investment under TFW Rail Services station improvement programme identified as available as match funding against UK Government funding. Nominations comprise:</p> <p>Mid & West Wales: Neath, Abergavenny, Ludlow, Newtown, Chepstow, Tenby, Carmarthen.</p> <p>North Wales: Flint, Shotton, Ruabon.</p> <p>South East Wales: Cwmbran, Caerphilly, Cogan, Pontyclun, Pontypool & New Inn.</p>			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
Service frequency enhancements					
NEW 19	To take forward nominations of Wales and Borders priorities for investment under the UK Government's England and Wales Access for All programme for Control Period 6, commencing in April 2019, agreed with the rail industry. UK Government nomination deadline was 16 November 2018.	Under the new 15 year Wales and Borders Transport for Wales Rail Services grant agreement, when we take over responsibility for the asset for Core Valley Lines and deploy the new rolling stock on order, investment in that network will substantially improve the availability of step free access. This will result in level access between the platforms and trains across Cardiff and the Valley lines as part of the South Wales Metro scheme, within the next five years. In addition there is a commitment to £15m investment from Transport for Wales Rail Services towards station accessibility improvements. To maximise the benefits of this commitment, we have worked with Transport for Wales Rail Services to use £10m of this to match fund the Wales and Borders station nominations to the UK Government's Access for All funding in Control Period 6, extending the benefits passengers can experience across Wales. Fifteen stations across Wales and Borders have been nominated to the UK Government as priorities for funding under Access for All. Decision anticipated April 2019.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
RI4	Maesteg Branch Frequency Enhancements including improved service frequency - Develop to GRIP4 report.	Welsh Government and Transport for Wales are considering infrastructure upgrades required to enable the introduction of additional train service frequencies.			
New stations					
NEW 8	Bow Street Station	New station and interchange at Bow Street, Ceredigion, under development under UK Government New Station Fund and Welsh Government investment - £4m and £2.1m respectively. Completion due May 2020.			
NEW 9	Llanwern Station - identified as a potential park and ride site.	Business case for the proposal is underdevelopment.			
RI8	Develop assessment criteria and, using those criteria, a prioritised list of station improvement proposals to draw down funding from relevant HLOS specific funds (as rail is non-devolved).	Ongoing.			
RI10	To complete the stage 2 assessment work for the following proposed new stations: - South East Wales: Ely Mill/Victoria Park, Llanwern, Newport Road/Rover Way and St Mellons; - South West Wales: Cockett, Landore, St Clears; - North Wales: Deeside Industrial Park/Northern Gateway, North Wrexham, South Wrexham, Llangefni; - Mid Wales: Carno.	Stage 2 Assessment work undertaken, Station modelling assessment and technical feasibility. Transport for Wales commissioned to produce refined criteria and short list of options for the next stage.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
RI11/12	<p>Work with the Department for Transport to develop the rail infrastructure enhancement schemes identified by the Secretary of State for Transport and the Chancellor in the 2017 Autumn Budget:</p> <ul style="list-style-type: none"> • station improvements at Cardiff Central Station and Swansea; • improvements between Cardiff and Severn Tunnel Junction Relief Lines; • improvements to journey times between Swansea and Cardiff, and between South Wales, Bristol and London; • improvements to journey times on the North Wales Main Line; • improvements to journey times on the Wrexham – Bidston line. 	Ongoing.			
RS5	We will investigate opportunities to modernise rail rolling stock.	Persons of Reduced Mobility programme developed and agreed for class 150 and class 158 stock. Additional Persons of Reduced Mobility compliant rolling stock being acquired. Further modernisation being taken forward in next franchise.			
NEW 11	Wrexham Area Improvement Fund.	The Welsh Government allocated funding to Transport for Wales during 2018/19 to further develop and progress the upgrading of the Wrexham North Junction and also to develop and progress additional rail infrastructure projects to assist in enabling increased frequency of services through Wrexham.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
Franchise management					
RS1a	Manage the current franchise including: Ensuring the contract is managed effectively.	Continuing to manage existing contract to high standard, generating passenger benefits over and above contractual responsibilities while maintaining compliance and performance at circa 93% PPM MAA.			
RS1b	Manage the current franchise including: Introduction of new services on the Cambrian Main Line and Heart of Wales Line.	Additional services introduced in May 2015. Both have been successful in delivering additional passenger journeys and the Cambrian services in particular have exceeded forecasts for number of journeys.			
RS1d	Engage with rail industry partners, stakeholders, and passengers to help develop and promote rail services including safety and security.	Ongoing work with Community Rail Partnerships, British Transport Police and rail user groups to promote the railway in Wales and ensure safety and security for passengers and staff.			
BUS & COMMUNITY TRANSPORT					
Funding public transport services					
BCT1	Continue to provide funding to support socially necessary services (funding for local authorities in support of socially necessary bus and community transport services has been protected since 2013-14).	The Welsh Government continues to allocate discretionary funding to local authorities under the Bus Services Support Grant to help local authorities to support the bus and community transport networks.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
BCT2	To provide Bus Services Support Grant allocations which should complement not replace local authorities' own budgets for supporting bus and community transport services. The 2018 consultation on the Welsh Government's proposals for a sustainable bus network will inform any review of how to better target BSSG allocations. Local authorities will be expected to match-fund any BSSG awards.	The Welsh Government is identifying key strategic services which might particularly benefit from targeted funding, especially to tackle congestion, pollution and journey times at peak travelling hours.			
BCT2a	The Welsh Government will review the formula used to allocate funding allocations to local authorities under Bus Services Support Grant if presented with a case by rural local authorities.	Each yearly distribution of funds under BSSG is agreed with the local authorities. Funding under the Bus Services Support Grant scheme reflect the particular challenges facing bus operators and passengers in rural areas.			
BCT2b	The 2018 consultation on the Welsh Government's proposals for a sustainable bus network will inform any review of how to better target Bus Services Support Grant allocations.	The Welsh Government continues to allocate funding to local authorities under the Bus Services Support Grant to help local authorities to support the bus and community transport networks. See BCT12.			
BCT2c	The 2018 consultation on the Welsh Government's proposals for a sustainable bus network will inform any review of how to better target Bus Services Support Grant allocations.	The Welsh Government continues to allocate funding to local authorities under the Bus Services Support Grant to help local authorities to support the bus and community transport networks. See BCT12.			
BCT8	Develop a policy statement on accessibility of bus services which will be used to inform standards and funding obligations. It will cover:	Transport white paper published on 10th December 2018. The White Paper sets out WG proposals to reform bus and taxi services in Wales.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
BCT8a	Accessible bi-lingual information including on buses	Included in the Voluntary Welsh Bus Quality Standard for local bus services linked to payments of Bus Services Support Grant.			
BCT8b	Training for drivers	Working with Local Government and Accessible Transport form to develop a training package that can be rolled out across Wales.			
BCT8c	Infrastructure	See BCT12			
BCT15	Explore opportunities to introduce more affordable fares for unemployed people and people on low incomes.	Will be considered as part of review on concessionary fares. MyTravel pass eligibility has been extended from 19 to 21.			
Concessionary travel					
BCT3	Continue to provide a concessionary fares scheme for older people, disabled people and seriously injured service personnel and veterans.	Consultation launched 10 October 2017.			
BCT4	Deliver Young Persons' Discounted Bus Travel Scheme 16 - 18 year olds.	MyTravel pass eligibility has been extended from 19 to 21.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
Management of long distance services					
BCT6	Implement greater central management of TrawsCymru services and determine if there is a viable business case to introduce new TrawsCymru services.	Measures are being progressively implemented to secure greater control over the network by the TrawsCymru Network Manager. A Strategic Management Board has been established to oversee high-level recommendations to the Cabinet Secretary, supported by officials. Each TrawsCymru service/route has its own corridor/service management group, managing key delivery decisions within the overall strategy. These are led by officials. Proposals have been developed which will see individual contract decisions taken not by local authorities but by the Welsh Government, when contracts are renewed. Major pilot scheme offering weekend free travel across the TrawsCymru network introduced in July 2017 has generated an additional 65% patronage on weekends. This is currently being reviewed. Network now broadly meets all of the key recommendations made in the Winckler Review undertaken in 2014.			
NEW 11	Upgrading the Traws Cymru network from bus to coach	In April 2018 a new daily coach service from Aberystwyth to Cardiff was put in place. The Welsh Government is also investigating the introduction of further coach style services to compliment the existing network.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
Improving service quality					
BCT7	A voluntary Produce All Wales Bus Quality Standard for bus and community transport services in partnership with local authorities, operators and users.	White paper consultation on-going which proposing additional powers to LAs to introduce alternative bus quality standards.			
BCT7b	A fares policy that is easy to understand	Currently, competition and legal constraints do not allow the Welsh Government to stipulate fares. Local authorities are able to stipulate maximum fares within a statutory bus Quality Partnership Scheme.			
BCT7c	Customer care / satisfaction	The Welsh Government has commissioned a bus passenger survey being undertaken by Bus Users Cymru and Transport Focus. Specific actions will follow consideration of that report. We continue to fund Bus Users Cymru to handle complaints and assist passengers raise such matters with bus operators.			
Planning future investments					
BCT12	Work with local authorities and bus operators to identify congestion and pinch points on the network that impact on bus reliability and punctuality and ensure that solutions are integrated into wider highway improvements programme	The Welsh Government has launched the new Local Transport Network Fund in 2017-18 which supports bus based schemes that will deliver improvements to bus journeys and passenger facilities. The £15m fund will run over four years with a total of £15m being made available.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
Improving accessibility					
BCT13	The Community Transport Association has been asked to identify a range of communities most likely to benefit from car club schemes. Once that is to hand, options for funding will be identified.	The Welsh Government continues to providing funding to Community Transport Association for an office and staff in Wales to support and promote the sector. The Welsh Government continues to allocate funding to local authorities under the Bus Services Support Grant to help local authorities to support the bus and community transport networks. The Welsh Government is identifying key strategic services which might particularly benefit from targeted funding, especially to tackle congestion, pollution and journey times. Each local authority is currently responsible for determining which bus and community transport schemes to support utilising Bus Services Support Grant and/or its own funding.			
MEETING THE NEEDS OF EVERYONE					
BB1	Keep implementation of the Blue Badge Scheme under review.	Ongoing			
INFORMATION AND TRANSPORT CHOICES					
Improving marketing and information					
ITC1	Review travel planning and sustainable travel interventions funded by the Welsh Government to ensure that they are focused and targeted appropriately.	Ongoing			
ITC2	Determine a way forward and approach to delivering personalised travel planning.	Ongoing			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
PORTS					
NEW 12	Ports Infrastructure Fund	£2 million was available in 2017-18 to help ports promote Wales for investment and help stimulate exports to new and existing markets; promote Green Growth to create sustainable jobs for the future; support the development of more renewable energy projects; and the development of Wales' tourism businesses. All of the grant was allocated to support a variety of projects ranging from smaller scale capital works in leisure harbours to detailed planning and design studies to aid major ports master plan.			
NEW 13	Holyhead Port Development	Funding allocated through Local Transport Fund to LA to work with Stena line to develop a business case for delivery of the Port Masterplan.			
AIRPORTS					
National connectivity					
A1	Manage funding for the delivery of two return services a day between Anglesey Airport and Cardiff Airport.	Ongoing support for the operation and delivery of a twice daily (Monday - Friday) air service between Cardiff and Anglesey. Flight continues under existing contract. European procurement underway with a new operator identified. Contract to be awarded.			
NEW 21/22	Delivery of development in line with the Masterplan for the Airport 2040.				
NEW 23	St Athans Estate Management				
NEW 24	St Athans Estate Transition				

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
International Connectivity					
A2	We will continue to work with Cardiff Airport and airlines to improve international connectivity to promote Wales as a destination for business and leisure, including taking forward measures to improve surface access to the Enterprise Zone (which includes Cardiff Airport and other business in the area).	Ongoing relationship with Cardiff Airport to encourage route development. We continue to explore opportunities to improve surface access to the area.			
INTEGRATED TRANSPORT AND METRO					
NEW 14	Heads of the Valleys - connecting strategic hubs.	Masterplans being developed for strategic hubs at Pontypridd, Merthyr Tydfil and Caerphilly.			
Delivery of Metro Phase 1					
RI9a	METRO Phase 1 Station Improvement Programme - Line of route: Cardiff to Merthyr Tydfil. Range of station improvements (inc. accessibility) and Park & Ride improvements at all stations on route.	Allocation has been awarded to the Regional Transport Authority to progress park and ride improvements in the Metro area. Delivered through the Local Transport Fund (reference IT1).			
Delivery of Metro Phase 2					
CCRM10	METRO Phase 2 - Cardiff & Valleys Lines - Extension of platforms to 6 car length - feasibility and business development.	Procurement of the Wales and Borders Rail service and an Operator Developer Partner.			
Delivery of Metro - Future Phases					
CCRM17	METRO Phase 3 - City Centre, City Line and Penarth Line improvements and Bay Line extension.	The Welsh Government has commissioned Transport for Wales to further progress the South Wales Metro including the transformation of the Core Valley Lines and the detailed delivery programme is being prepared.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
NEW 15	Further work to explore possible extensions to the South Wales Metro network, including connecting Maerdy and Rhondda Fach.	The Welsh Government has commissioned TfW to further progress the South Wales Metro including the transformation of the Core Valley Lines and the detailed delivery programme is being prepared.			
North East Wales Metro					
NEW 16	Deliver the vision as set out in the Moving North Wales Forward - Our vision for North Wales and North East Wales Metro, March 2017.	Scheme development studies being commissioned - Shotton and Deeside Parkway and Wrexham General. Now the Wrexham Area Improvement Fund.			
Swansea Bay and Western Valleys Metro proposal					
NEW 17	We will fund the development of the strategic outline case for the Swansea Bay and Western Valleys Metro proposal.	Local Transport Fund allocated to progress the South West Metro.			
Improving Integration between transport modes and transport services					
NEW 18	Cardiff Central Interchange	Working with partners to develop a business case.			
IT2	During 2018 the Welsh Government will consult on a range of proposals aimed at creating a sustainable bus network, including options for integrated ticketing.	It is intended that Bus Services Support Grant allocations will support an integrated ticketing pilot within the south Wales Metro area.			
IT2a	As above.	It is intended that Bus Services Support Grant allocations will support an integrated ticketing pilot within the south Wales Metro area.			
IT2b	As above.	It is intended that Bus Services Support Grant allocations will support an integrated ticketing pilot within the south Wales Metro area.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
IT6	Working with local authorities and Network Rail, identify a network of multi modal transport interchanges, park and ride and park and share hubs and develop a programme to implement.	Delivered through other programmes including Metro and IT1.			
Improving public transport links to key sites and services					
IT1	Make grant funding available to local authorities for transport, including schemes that will help to improve access to employment sites, road safety schemes and schemes that will deliver the Welsh Government's wider priorities.	Grant funding to Local Authorities through Local Transport Fund - see also BCT 12.			
IT3	Review opportunities already identified by others to improve access between and to/ from Enterprise Zones and Local Growth Zones, and working with others, identify further opportunities. Develop and deliver an improvement programme or support others to do this.	Opportunities in Enterprise Zones and Local Growth Zones have been identified and some Enterprise Zone funding has been provided to support transport scheme development and implementation across Wales. Funding amount is on case-by-case basis and varies year-to-year.			
IT5	Through the Welsh Government's Nuclear Programme Board, engage with the developer and local authorities across the region to understand and deliver transport needs of people goods and services associated with the Wylfa Newydd development.	Evidence given at the Development Consent Order examination. Proposed development on hold.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
IT7	Work with Local Health Board, Wales Ambulance Services Trust, Community Health Councils, local government, the bus industry and the Community Transport Associations to deliver action plans setting out measures for improving access to healthcare.	The Welsh Government has commissioned TFW to engage with LHBs to collaborate to provide a more efficient and effective transport system. This work undertaken as part of the bus reform programme.			
INNOVATION, RESEARCH AND DEVELOPMENT					
Data management					
IRE1	Work with partners to develop an open datastore that brings together the transport data held for Wales into a spatial database capable of handling 'big data'	The Welsh Government is working with Transport for Wales to develop a national analytical centre (see NEW 20).			
Evidence to justify investments					
IRE2a	Develop standard processes identify the need for and design of modelling or assessment work.	WelTAG 2017 provides the tool to ensure investments are based on sound evidence.			
IRE2b	Develop standard processes to checking the output of any work commissioned to provide assurance it is up to standard.	WelTAG 2017 provides the tool to ensure investments are based on sound evidence.			
NEW 20	Transport for Wales Analytical Unit	Analytical Unit established and head of unit recruited. TfW now managing use and maintenance of the South-east Wales transport model. Plans developed for procurement of strategic transport models for South-west and Mid- Wales. Transport models for each of three regions are to be completed over next two years.			

Ref	National Transport Finance Plan November 2018 Intervention Description	Progress since December 2017	2018/19	2019/20	2020/21
Supporting innovation					
T11	Support innovation and the rollout of new technology, particularly where it can lead to development of safe and efficacious modes of transport.	Working with local authorities and industry to prioritise allocation of funds			

Annex C – Projects that will seek funding under the European Regional Development Fund programmes in Wales

Road schemes

NTFP Ref	R15	New	R18	R20
Scheme name	A40 Llanddewi Velfrey to Penblewin improvements	A40 Improvement Schemes	A55 Junctions 15 and 16 Improvements	A55 Abergwyngregyn to Tai'r Meibion improvements
Timing	Short term	Medium term	Short term	Short term
Area National / regional	West Wales	West Wales	North Wales	North Wales
Scheme description	<ul style="list-style-type: none"> • 2.km of new highway to the north of the village of Llanddewi Velfrey • 2.5km of improved highway west of Ffynnon Wood • Improved facilities for non-motorised travel via new cycle tracks and new bridleway, with a means of crossing the new highway either over or beneath. 	10.8km of improved (2+1 configuration) highway between St Clears and Haverfordwest.	<ul style="list-style-type: none"> • Design and Construction of grade separated junctions at Junctions 15 and 16 on the A55. The project includes new slip roads and an under bridge at Llanfairfechan and a new over bridge and slip roads at Dwygyfylchi. 	<ul style="list-style-type: none"> • Widening of a 2.1km length of dual carriageway trunk road to modern dual carriageway standards, closing the existing gaps in the central reserve and numerous field and private accesses joining the A55.

NTPF Ref	R15	New	R18	R20
Rationale from the evidence	Addresses road safety and improves accessibility to the Haven Waterway Enterprise Zone and employment sites on a Ten-T Core Route.	The programme will deliver improvements to the journey time, reliability and safety on the A40 (Ten-T Core Route).	Addresses journey time reliability on a TEN-T Core Route.	Address journey time reliability and improve resilience on a TEN-T Core Route.
Lead organisation	Welsh Government	Welsh Government	Welsh Government	Welsh Government
Delivery partners	Procured Early Contractor Involvement	A contractor(s) will be appointed to design and construct the works.	Procured Early Contractor Involvement	
Indicative Total Project Cost	£35m	£49m	£40m	£22m
Match funding	Welsh Government	Welsh Government	Welsh Government	Welsh Government
Preferred Route Announced	2010	End 2018	N/A	
Appoint Employer's Agent	Aug-2015	Mid 2018	May 2015	Apr-2015
Strategic Outline Case	Jun-2014	Early 2019	N/A	
Environmental Impact Assessment (ES & SIAA)	Summer 2016	End 2020	March 2016 to Sept 2017	
Appoint Early Contractor Involvement Contractor	Procure Design and Build Contractors February 2020 - August 2020	N/A	Procurement of Design and Build Constructor - January 2021	Appoint Design and Build Contractor - Spring 2019 – Autumn 2019
Outline Business Case	Summer 2016	Early 2020	N/A	

NTPF Ref	R15	New	R18	R20
Publish Draft Orders	April 2019	Early 2020	January 2020	
Possible Public Inquiry	September 2019	Mid 2020	2020	
Full Business Case	Summer 2017	Mar-2019	2020/2021	
Scheme start	November 2020	End 2020	Spring 2021	Autumn 2019
Scheme Completion	July 2022	Mid 2023	Spring 2023	Spring 2021

Rail

NTPF Ref	RI9a	RI2	RI5	CCRM10	CCRM10	CCRM10	CCRM10	CCRM10	CCRM10	CCRM10	CCRM17
Intervention name	Metro Phase 1 - Llandaff and Radyr station improvements	National Station Improvement Programme (Phase 2)	Metro Phase 1- Ebbw Vale Line Frequency Enhancement	South Wales Metro Phase 2 - Treherbert Line	South Wales Metro Phase 2 – Aberdare Line	South Wales Metro Phase 2 - Merthyr Line	South Wales Metro Phase 2 - Rhymney Line	South Wales Metro Phase 2 - Taffs Well Depot	South Wales Metro Phase 2 - Cardiff Bay	South Wales Metro Phase 2 - Coryton Line	South Wales Metro - Future Phases
Timing	Short term	Short term	Short term	Short/medium term	Short/medium term	Short/medium term	Short/medium term	Short/medium term	Short/medium term	Short/medium term	Medium term
Area national / regional	South East Wales	West Wales and the Valleys	South East Wales	South East Wales	South East Wales	South East Wales	South East Wales	South East Wales	South East Wales	South East Wales	South East Wales

NTFP Ref	RI9a	RI2	RI5	CCRM10	CCRM10	CCRM10	CCRM10	CCRM10	CCRM10	CCRM10	CCRM17
Scheme description	Llandaff and Radyr station improvements and Radyr park and ride.	Improve railway stations and their integration with other transport modes	Provision of infrastructure to facilitate frequency enhancements (dualling line between Crosskeys and Aberbeeg, and additional platforms at Newbridge and Llanhilleth), Extension of platforms to 6 car length.	Trackwork passing loops, additional platforms, level boarding	Trackwork passing loops, additional platforms, level boarding	Trackwork passing loops, additional platforms, level boarding	Trackwork passing loops, additional platforms, level boarding	Site clearance and rehabilitation, road and rail access works	Trackwork twin track, additional platforms, level boarding, short extension beyond Bay station, additional intermediate station	Trackwork twin track, additional platforms, level boarding	Extensions to the Valleys Lines
Rationale from the evidence	Improving accessibility and attractiveness to encourage modal shift	Improving accessibility and attractiveness to encourage modal shift	Ability to enhance frequency from the current one train per hour to two trains per hour.	Service frequency increased to at least 4 tph with additional capacity on currently overcrowded sections. 10% journey time reductions	Service frequency increased to at least 4 tph with additional capacity on currently overcrowded sections. 10% journey	Service frequency increased to at least 4 tph with additional capacity on currently overcrowded sections. 10% journey	Service frequency increased to at least 4 tph with additional capacity on currently overcrowded sections. 10% journey	Rehabilitation of contaminated site for Core Valleys Lines	Service frequency enhancement, short extension and additional station	Service frequency enhancement and potential for extension	Fit with Metro objectives and extending public transport accessibility

NTFP Ref	RI9a	RI2	RI5	CCRM10	CCRM10	CCRM10	CCRM10	CCRM10	CCRM10	CCRM10	CCRM17
				and 25% increase in passenger demand based on underlying growth and service enhancement.	on currently overcrowded sections. 10% journey time reductions and 25% increase in passenger demand based on underlying growth and service enhancement.	time reductions and 25% increase in passenger demand based on underlying growth and service enhancement.	time reductions and 25% increase in passenger demand based on underlying growth and service enhancement.				
Lead organisation	Welsh Government	Welsh Government	Welsh Government	Welsh Government/ Transport for Wales	Welsh Government/ Transport for Wales	Welsh Government/ Transport for Wales	Welsh Government/ Transport for Wales	Welsh Government / Transport for Wales	Welsh Government / Transport for Wales	Welsh Government / Transport for Wales	Welsh Government/ Transport for Wales

NTFP Ref	RI9a	RI2	RI5	CCRM10	CCRM10	CCRM10	CCRM10	CCRM10	CCRM10	CCRM10	CCRM17
					Wales						
Delivery partners	Procured Contractor	Network Rail/Procured contractor	Network Rail /Procured Contractor	Keolis Amey	Keolis Amey	Keolis Amey	Keolis Amey	Keolis Amey	Keolis Amey	Keolis Amey	TBC
Indicative total project cost	£5m	£24m	£39m	c. £30m	c. £30m	c. £30m	c. £30m	c. £30m	c. £30m	c. £30m	TBC
Match funding	Welsh Government	Welsh Government	Welsh Government	Welsh Government/ UK Dept. for Transport	Welsh Government/ UK Dept. for Transport	Welsh Government/ UK Dept. for Transport	Welsh Government/ UK Dept. for Transport	Welsh Government/ UK Dept. for Transport	Welsh Government/ UK Dept. for Transport	Welsh Government/ UK Dept. for Transport	Welsh Government/ UK Dept. for Transport/ City Deal
Appoint delivery agent/ partner (pre-procurement)		2013	2014	2018	2018	2018	2018	2018	2018	2018	TBC
Transport and Works Act (if applicable) permission procedure	N/A	N/A	N/A	2018	2018	2018	2018	2018	2018	2018	TBC
Completion of design (includes Feasibility Studies)		2013	2018	2019	2019	2019	2019	2019	2019	2019	TBC

NTPF Ref	RI9a	RI2	RI5	CCRM10	CCRM10	CCRM10	CCRM10	CCRM10	CCRM10	CCRM10	CCRM17
Strategic Outline Case (includes Feasibility Studies, and initial CBA)			2018	2018	2018	2018	2018	2018	2018	2018	TBC
Full business case (includes final CBA, permissions, and procurement)		2013	2018	2018	2018	2018	2018	2018	2018	2018	TBC
Environmental Impact Assessment (ES & SIAA)	N/A	2013	TBC	2018	2018	2018	2018	2018	2018	2018	TBC
Scheme start on site	2015	2014	under review	2020	2020	2020	2020	2020	2020	2020	TBC
Scheme physical completion	2017	2017	under review	2022	2022	2022	2022	2022	2022	2022	2022
Operational use	2017	2017	under review	2023	2023	2023	2023	2023	2023	2023	2023