



Climate Change, Environment and Infrastructure Committee

Evidence Paper on Draft Budget 2026-27 – Transport Main Expenditure Group (MEG)

26/11/2025

This paper provides information on the Transport MEG budget proposals, that are relevant to this Committee, as outlined in stage two of the 2026-27 Draft Budget published on 3 November 2025. It also provides an update on the specific areas of interest to the Committee.

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General

A Breakdown of the 2026-27 Draft Budget

The table below provides an overview of the Transport MEG plans as published as part of stage 2 in the Draft Budget 2026-27 on 3 November. This confirms increases in fiscal resource (revenue including non-cash) of £29m and general capital of £23m when compared to the 2026-27 revised baseline.

| TRANSPORT - SUMMARY | Plans as per 2025-26 Final Budget Restated February 2025 | Baseline Adjustments for 2026-27 | 2026-27 Revised Baseline | Changes | 2026-27 Draft Budget October 2025 |
|--------------------------|--|---|--------------------------------|---------|---|
| | £000s | £000s | £000s | £000s | £000s |
| | | | | | |
| RESOURCE | 888,468 | 6,548 | 895,016 | 29,049 | 924,065 |
| CAPITAL | 529,197 | -400 | 528,797 | 22,576 | 551,373 |
| Total Resource & Capital | 1,417,665 | 6,148 | 1,423,813 | 51,625 | 1,475,438 |
| | | | | | |
| Total AME | 2,000 | 0 | 2,000 | 44,936 | 46,936 |
| | | | | | |
| TRANSPORT | 1,419,665 | 6,148 | 1,425,813 | 96,561 | 1,522,374 |

The baseline used for the 2026-27 Draft Budget is the 2025-26 Final Budget (February 2025). The baseline has been adjusted for recurring baseline adjustments for financial year 2025-26 to support the public sector pay award and increases to pension contributions. In addition to the pay costs, there are further baseline adjustments associated with non-recurrent funding. An inflationary uplift has then been applied for both revenue and capital to reflect the latest Office of Budget Responsibility growth forecasts.

A breakdown of these baseline adjustments is provided within the Transport budget expenditure lines (BELs) summary at **Annex A**.

Fiscal Resource (Revenue including Non Cash)

Additional revenue funding of £29m is allocated to the Transport MEG in financial year 2026-27 when compared to the revised 2026-27 baseline. This includes non-recurrent allocations of £4m for Local Government Borrowing Initiative, an additional £1.250m to support the Heart of Wales line and £9.811m for MIM A465. An additional recurrent allocation has been provided in this budget to support our key priority areas such as bus £2.669m and rail £11.319m.

Capital

As part of this budget there has been a net increase in capital funding of £22.6m into the Transport MEG. This will support our key priorities such as maintaining our rail network, preparing for bus franchising, improving our strategic road network and promoting active travel. There has been a baseline adjustment of £0.400m for 2026-27 to reflect the removal of the one-off funding for the A470 Pont Y Bat junction which was part of the 2025-26 Budget agreement.

Annually Managed Expenditure – AME

The AME budget has increased by £44.936m for the 2026-27 Draft Budget. The budget now stands at £46.936m. The AME budget provides cover for an expected impairment charge on the trunk road network on completion of scheme(s).

The AME draft Budget figures reflect the forecasts submitted to the Office for Budget Responsibility in January 2025.

A breakdown of the 2026-27 Draft Budget by Spending Programme Area, Action and Budget Expenditure Line, including 2025-26 comparative is provided at **Annex A**.

Priorities

Details of your priorities and how they are reflected in budget allocations. A detailed explanation of how budgetary priorities were determined, particularly in light of inflationary pressures and fiscal constraints.

In the context of the Government's priority for Better Transport, the Bus Services (Wales) Bill, and modernising our transport grants to deliver Regional Transport Plans, transport budgets have been developed based on the following prioritisation:

1. Maintain public transport services wherever possible
2. Improve the bus fleet in Wales and prepare for franchising
3. Increase funding for regional transport schemes
4. Continue to improve the safety and resilience of the road network.
5. Complete the transformation of Welsh rail services, in particular on the CVL and introduce the new tram-trains

There are significant upcoming challenges on transport budgets because of construction inflation impacts, preparations for bus franchising, anticipated increases in mandatory concessionary bus fares, and meeting decarbonisation commitments. This has required making difficult choices to maintain as far as possible existing programmes and services. My officials continue to interrogate and challenge transport budget forecasts both in the Welsh Government and Transport for Wales to identify opportunities for scaling back, and re-timing transport programmes to allow the delivery of committed programmes next financial year.

A detailed explanation of how the draft budget reflect commitments made in prior financial years, with particular reference to the Committee's report on the 2025-26 draft budget

Bus

As part of your scrutiny of the 2025-26 budget, the Committee recommended an improvement to the bus fare offer for young people. We subsequently committed to an improved offer for all those aged 21 and under as part of a 12-month pilot scheme across financial years 2025-26 and 2026-27. This scheme is now operational and as a result the revenue budget allocation for the Bus Service Support BEL 1880 stands at £143.169m for 2026-27 to reflect our ongoing commitment to cheaper fares for young people.

Corporate Joint Committees (CJCs) and Regional Transport Fund

As part of the last budget setting process for 2025-26, the Committee made several recommendations around the preparedness of CJCs to take on their new role related to transport. We subsequently awarded £0.200m to each CJC in financial year 2025-26 to help build their capacity and capability. Each CJC has now successfully finalised their Regional Transport Plan, and all four plans have been approved.

In 2026-27 we will continue to modernise our local authority transport grants by merging the existing local transport grants to create a new Regional Transport Fund, with local authorities and the CJCs recommending how funding should be allocated to deliver their plans. CJCs have begun working with local authorities to agree the recommended schemes for financial year 2026-27.

Active Travel

The Committee made several recommendations relating to active travel in their report on the draft budget for 2025-26. Several of these related to the change to the funding model, with the move from a dedicated Active Travel Fund to the Regional Transport Fund and queried the future arrangements for active travel schemes. Corporate Joint Committees have a statutory requirement to ensure their Regional Transport Plans (RTPs) will meet the aims of the Wales Transport Strategy, where supporting Active Travel is a core priority.

All four Regional Transport Plans approved this autumn recognise the important role of active travel and this is also reflected in the emerging delivery programmes, which will be finalised in the coming months for the 2026-27 financial year. As the new funding model matures, we will continue to monitor scheme delivery and spend by mode.

Strategic Road Network (SRN)

The additional funding for the SRN in financial year 2025-26 allowed us to deliver a £25m pothole prevention fund to meet the Welsh Government's Better Transport "fixing our roads" priority. Uplifting this funding in 2026-27 will allow the continuation of this programme to repair urgently needed infrastructure defects.

Most of the capital budget will be invested on maintenance and renewals of the SRN which is crucial for the safety of all road users, connecting communities, and supporting economic growth.

The capital funding will also allow ongoing major projects to continue to be developed and delivered including the A494 River Dee Bridge Replacement, A483 Llandelio Bypass, Menai Resilience Improvements, A483 Western Gateway and the A465 Section 5 & 6 De-trunking works. A Transport Needs and Resilience Reviews will be undertaken for the A55/A494, A483 and M4 to develop a robust understanding of challenges and

opportunities along these key corridors together with potential interventions to address them. These resilience reviews will focus on safety, connectivity, resilience, accessibility, operational performance, climate resilience and supporting economic growth.

Our revenue contractual commitments for the A465 MIM payments, Cleddau Bridge tolls and A55 DBFO payments will continue to be met. Inflationary costs for increases in wages, plant and materials will be absorbed within the remaining funding which will result in a decrease in delivery against the backlog of maintenance. However, the overall safety and resilience of the network will be prioritised.

Information on the impact of UK Government policy decisions on budget allocations

The Welsh Government has reiterated its commitment to Cardiff Council for the initial phase of the Cardiff Crossrail project. This project is now in early delivery with Cardiff Council drawing down the £50m allocated by the UK Government's Levelling Up Fund, and our Welsh Government capital funding contribution commencing in 2026-27, and project completion expected in 2028.

At the UK Spending Review in June the Welsh Government secured an additional £12m per annum from the UK Government to support enhancements to the Core Valleys Line (CVL) over four years. The rail service support BEL has been reduced by £1.27m reflecting reduced Welsh Government expenditure on the CVL transformation programme. The Spending Review also included £302m for infrastructure enhancements to improve the Wales and Borders network in both South and North Wales. In North Wales the funding will allow the closure of level crossings, enabling Transport for Wales to provide a 50% uplift in services including a direct hourly service between Llandudno and Liverpool. The funding will also allow Network Rail to deliver upgrades to the Wrexham to Liverpool line enabling a frequency of two trains per hour on this line.

In South Wales the funding has been allocated to several enhancement projects including upgrades to Cardiff West junction and supporting delivery of the Burns stations. The SR also promised £95m beyond the Spending Review period as part of the UK Government's infrastructure strategy.

Legislation

How the draft budget provides for delivery of newly enacted and planned Welsh Government legislation.

The Bus Services (Wales) Bill is currently progressing through the Senedd. As part of our commitment to design and plan bus services that meet the needs of communities through the Bill, we have allocated a capital budget of £40m within the Bus Service Support BEL 1880 for 2026-27 to support the legislation.

Climate Change

Details of how the draft budget allocations support: Delivery of the policies and proposals in the Net Zero Wales plan which fall within your portfolio.

The draft Budget supports my focus on decarbonising transport in line with our Net Zero Wales policies.

Capital investments in our rail network, bus network, and walking, wheeling and cycling will encourage modal shift to sustainable transport modes. Investments in new buses and depot infrastructure to support this will deliver cleaner and modernised services. Funding for local authorities will include support for electric vehicle charging infrastructure.

Revenue allocations will continue to build on our evidence base to support the decarbonisation of transport, including funding the Zemo Partnership to take forward a programme of work on the decarbonisation of commercial vehicles.

The maintenance and development of the Strategic Road Network (SRN) has become less carbon intensive through changing processes, construction techniques, and materials to support Net Zero objectives. Funding has also been made available to adapt the network to mitigate the impacts of climate change.

Transport

Detail of how the draft budget allocations support - delivery of the rail franchise and the Welsh Government's rail infrastructure priorities.

Rail Franchise

£401m revenue funding has been allocated in this draft budget to the rail service support BEL 1895 to support rail services by Transport for Wales. Under the terms of the Agency Agreement and Funding and Outputs Agreement with the UK Government, Transport for Wales will also be allocated circa £20m from the Department for Transport for increased rail network access charges and funding for English services. This funding will continue to support our previous £800m investment in new trains, deliver new services such as the direct Liverpool to Llandudno service from May 2026, and allow Transport for Wales to continue to offer value for money rail fares for passengers.

Rail Infrastructure

£180m capital funding from the rail service support BEL 1895 has been allocated in this budget to support the on-going delivery of the Core Valley Lines transformation and the initial phase of Cardiff Crossrail.

The Core Valley Lines transformation is now entering its concluding phase, with Transport for Wales completing the electrification of the Rhymney Line, re-signalling works and

station enhancements to enable level boarding. The transformation will enable 'turn up and go' frequencies across the Core Valley Lines network, which together with brand new trains and tap on-tap off ticketing is expected to drive further significant growth in passenger numbers and revenue.

Detail of how the draft budget allocations support - delivery of the North East Wales, South West Wales and South East Wales Metros.

In May 2025 we launched Network North Wales, our ambitious plan to deliver an integrated, high frequency public transport network in North Wales. At its heart will be the North Wales Metro service. £13.6m was allocated from the Regional Transport budget to Network North Wales in 2025-26. Additional investment was secured from the UK Government for rail infrastructure enhancements in the Spending Review. We will continue to invest in this programme in 2026-27 to upgrade our public transport infrastructure in North Wales.

Funding from the Regional Transport budget line will also continue to support the development of plans for the Swansea Bay and West Wales Metro, which includes a range of proposed rail enhancements. Following the £400,000 invested this year, further funding will inform the work of the Wales Rail Board to develop our shared priorities for rail in Wales for future UK Government Spending Reviews.

The South East Wales Metro is further into delivery than the other Metro projects and, as detailed above, we are continuing to fund the transformation of the Core Valley Lines. Additional UK Government investment will also deliver improvements to Cardiff Central, Cardiff West Junction, South Wales Relief Lines, and support the development of the South Wales Burns stations. These schemes, alongside forthcoming improvements in bus services enabled by franchising, will create a comprehensive South East Wales Metro network. Additional funding in 2026-27 will allow the start of construction of the non-rail projects recommended by the Burns Commission to improve travel along the M4 corridor.

Detail of how the draft budget allocations support- the development of Transport for Wales, including its financial stability and the gap between operational costs and farebox revenues; also including a breakdown of Transport for Wales's full budget allocation for 2026-27, itemising its corporate budget alongside allocations for delivery of specific programmes as well as rail franchise commitments.

The preliminary allocations below are based on the first iteration of Transport for Wales's budget forecasts. This is the earliest that we have received TfW's initial estimate of forecast future year costs and is the result of significant efforts across both organisations

to align TfW's budget-setting process with the earlier timetable for the Welsh Government this year.

Further work will be undertaken to further interrogate and challenge cost and income assumptions which will inform the Welsh Government's annual funding letter. This will be published alongside TfW's business plan before the start of the financial year (as has become customary in response to previous Committee recommendations).

Revenue Budgets

| | | TfW Revenue Allocation (£m) | | |
|---------------------------------------|------|------------------------------------|--------------|---------------|
| Budget Expenditure Line | | 25/26 | 26/27 | Change |
| Rail Service Support | 1895 | 381.2 | 400.2 | +19.0 |
| Bus Service Support | 1880 | 9.3 | 10.5 | + 1.2 |
| National & International Connectivity | 1883 | 1.5 | 1.5 | 0 |
| Total | | 392.0 | 412.2 | +20.2 |

The values in this table do not include the additional forecast funding allocation from the UK Government of around £20.4m for track access charges and England-only services which are yet to be finalised.

Capital Budgets

| | | TfW Capital Allocation (£m) | | |
|---|------|------------------------------------|--------------|---------------|
| Budget Expenditure Line | | 25/26 | 26/27 | Change |
| Rail Service Support | 1895 | 181.1 | 180.3 | -0.8 |
| Bus Service Support | 1880 | 31.0 | 39.9 | +8.9 |
| Regional Transport | 1882 | 24.4 | 17.4 | -7.0 |
| National Policy Developments and Projects | 2030 | 4.1 | 2.0 | -2.1 |

| | | | | |
|------------------------|--------------|--------------|-------------|------|
| Strategic Road Network | 1884 | 1.5 | 0.2 | -1.3 |
| Total | 242.1 | 239.8 | -2.3 | |

As in previous years, savings targets have been set for TfW and we will continue to work with the organisation to identify opportunities for reducing costs and maximising revenues while maintaining vital services. Setting realistic but stretching budget targets has promoted prudent financial management and commercial practices and an even greater commitment and culture of increasing revenues and reducing costs.

In terms of TfW's financial stability and the gap between operational costs and farebox revenues, future year rail subsidy requirements are currently forecast to fall in financial year 27-28 and 28-29.

Corporate Budgets

TfW's corporate budget increasingly incorporates functions relating to bus operations, especially as TfW prepares for bus franchising. Its budget of £36.2m represents the multi-modal costs of running TfW including non-rail specific elements of the functions (including property facilities) above as well as multi-modal functions like Communications and Safety. This is between 3.7% and 4.9% of its total budget (depending on the definition of central costs), compared to an average of 10.2% across organisations within regulated and non-profit industries, and 7.8% for Network Rail.

It is worth noting that these budgets now include software implementation costs. Historically, these would have been classified as capital spend, but under cloud-based software, implementation costs cannot be capitalised and are treated as revenue.

| £m | 2026-27 |
|------------------------------|----------------|
| Core Operations | 18.816 |
| Multi-modal Support Services | 7.339 |
| Safety and Sustainability | 2.060 |
| Marketing and Communications | 7.044 |
| Total | 35.259 |

Core Operations includes IT, HR, Legal and insurance, Governance, Finance and Facilities Management

Multi Modal Support Services includes Executive, Project Management Office, Commercial & Customer Experience, and Supply Chain

These current corporate cost forecasts are still being scrutinised by teams in both organisations in advance of TfW's final budget allocation. Naturally, as TfW becomes more multi-modal, more activities previously focussed on rail will move into the multi-modal costs pool.

Detail of how the draft budget allocations support - Investment (both maintenance and improvement) in the trunk road and motorway network.

This budget will maintain the uplift to last year's budget for resurfacing roads and continue the move to preventative maintenance which is more cost effective and lower in carbon. The Major Asset Renewal programme will be developed further with the prioritisation of the A494 River Dee Bridge Replacement through an estimated budget of £15m from the Strategic Road Network Operations & Renewals BEL. This will allow the scheme to progress through the statutory process and into construction. We will also progress the high priority Menai Resilience recommendations to the next stages of development and completion of the A465 Section 5 & 6 de-trunking works estimated at £10m.

Detail of how the draft budget allocations support - Maintenance of local highways.

We are investing an additional £4m in this budget in the Highways Management Local Government Borrowing Initiative. This increases the total recurrent revenue support to local authorities to £10m, allowing them to finance around £120m of capital funding to be spent on highways management and fixing local roads.

Detail of how the draft budget allocations support - Development and delivery of bus franchising and the Bus Services (Wales) Bill.

We are increasing the bus capital budget by £8.9m to continue investment in fleet and depots in advance of franchising. We have also increased the bus revenue budget by £2.7m, albeit this uplift still requires difficult decisions on priorities given forecast additional costs of mandatory concessionary fares. If the Bus Services (Wales) Bill is approved by the Senedd, franchising will begin in South West Wales in 2027, before moving to other regions over the next three years.

Detail of how the draft budget allocations support - Support for bus and community transport services, including a summary of planned activity and a table detailing total and per capita allocations for 2026-27 compared with each of the preceding three years. Revenue and capital allocations should be clear, and the table should be broken down by individual funding stream.

Support for the bus and community transport services is funded from the Bus Service Support BEL 1880 within the Transport MEG. £40m capital funding and £143m revenue funding is allocated as part of this budget to support the Government's priorities in bus.

Final decisions have not yet been made on the exact allocations to individual funding streams in respect of these budgets for financial year 2026-27. However, priorities will be continuing support for mandatory concessionary fares, bus grants, preparations for franchising (including fleet and depot investment), and improved bus fares for young people.

Detail of how the draft budget allocations support - Support for EV charging infrastructure provision and the strategy / action plan delivery, including a summary of planned activity and a table detailing total and per capita allocations for 2026-27 compared with each of the preceding three years. Revenue and capital allocations should be clear, and the table should be broken down by individual funding stream.

Final plans for EV charging infrastructure in 2026-27 are still being finalised. These will include further investment in EV infrastructure installation at railway stations. They are also likely to include ongoing support to LA officers and support to the CJsCs, annual maintenance of existing infrastructure on the strategic road and CVL and work to identify target areas for EV installations using an evidence-based approach.

Grant funding for local authorities to invest in EV charging infrastructure was previously provided through the Ultra Low Emissions Transformation Fund. In 2026-27 this will be replaced by the Regional Transport Fund. Further detail on this is included below, along with details of funding for EV charging infrastructure and other local authority grants in the previous three years.

Detail of how the draft budget allocations support - Support for local transport priorities, including delivery of Regional Transport Plans and support for CJsCs on transport. This should include details of which, if any, previous budget lines have been incorporated into any new regional allocations and detail of any ring-fenced aspects of such allocations.

In this budget we have allocated £126m to support our regional transport priorities, including the Regional Transport Fund. This funding is in the Regional Transport and Active Travel BEL 1882.

In 2026-27 we will modernise our local authority transport grants to help deliver the new Regional Transport Plans which have been produced for each region of Wales. Regional Transport Plans provide a five-year, strategic plan for how the Wales Transport Strategy will be delivered in each region.

Funding previously allocated through the Active Travel Fund, Safe Routes in Communities, Local Transport Fund, Resilient Roads Fund, Ultra Low Emission Vehicle Transformation Fund, Road Safety capital and revenue funds, and Unadopted Roads fund will be merged into a single source of funding called the Regional Transport Fund. All this funding was included within the same Regional Transport and Active Travel BEL in 2025-26.

We will give local leaders a greater say in investment in their region, by asking local authorities to jointly submit a programme of schemes which will best deliver their Regional Transport Plan, based on the recommendations of their Corporate Joint Committee. This will also reduce administrative burdens on local authorities. Funding will not be ring-fenced for specific purposes, but the Welsh Government will assess each programme to ensure that it is consistent with the Regional Transport Plan before issuing grants to local authorities.

The table below shows details of local authority transport grants awarded over the past three years.

| | 2023-24 | 2024-25 | 2025-26 |
|---|----------------|----------------|----------------|
| Active Travel Fund - capital | £49,652,848 | £50,047,512 | 45,103,100 |
| Safe routes in communities - capital | £4,727,367 | £6,149,338 | 4,143,244 |
| Local Transport Fund - capital | 20,944,956 | 23,065,289 | 22,201,000 |
| Resilient Roads Fund - capital | 7,392,692 | 9,073,000 | 20,821,000 |
| Unadopted Roads - capital | 458,328 | | 984,000 |
| Ultra Low Emissions Vehicle Transformation Fund - capital | 6,678,336 | 6,589,213 | 6,157,815 |
| Road Safety - capital | - | 3,553,177 | 3,926,947 |
| Road Safety - revenue | 1,630,356 | 1,597,645 | 1,593,979 |

| | | | |
|-----------------|--------------------|--------------------|--------------------|
| | | | |
| 20MPH - capital | 21,318,995 | 7,432,131 | 5,107,052 |
| Total | 112,803,878 | 107,507,305 | 110,038,137 |

How the draft budget provides for delivery of active travel policy

As set out above, the Active Travel Fund will be replaced by the Regional Transport Fund from 2026-27, with awards based on the policies identified in Regional Transport Plans and the accompanying Regional Transport Delivery Plans. Based on the prominent role which active travel plays in these plans, we expect a significant portion of the budget to be allocated to active travel schemes in all four regions in Wales.

The funding allocated will enable TfW to continue to provide detailed active travel expertise and support alongside wider multi-modal support to local authorities and CJs in developing schemes, and to continue to provide central support functions, including updating of national guidance, prioritisation tools, promotional resources, monitoring and evaluation, as well as capacity and capability building.

It will also fund the continuation of our national programmes to encourage walking, wheeling and cycling in schools across Wales, and we will work with partners to enable optimal alignment between infrastructure investment and the delivery of these programmes.

Summary

The Transport MEG Draft Budget allocations for 2026-27 is presented to the Committee for consideration.

Annex A – Budget Expenditure Lines (BELs) – Transport MEG

| Budget Expenditure Line (Revenue) | | Plans as per 2025-26 Final Budget Restated February 2025 | Baseline Adjustments for 2026-27 | 2026-27 Revised Baseline | Changes | 2026-27 Draft Budget October 2025 |
|---|---|--|---|--------------------------------|--------------|---|
| | | £000s | £000s | £000s | £000s | £000s |
| BEL 3830 - Strategic Infrastructure Development | | 950 | 51 | 1001 | 0 | 1001 |
| Action: | Strategic Infrastructure | 950 | 51 | 1001 | 0 | 1001 |
| BEL 1884 - Strategic Road Network Contractual Payments | | 57,857 | 0 | 57,857 | 9,811 | 67,668 |
| BEL 1885 – Strategic Road Network Operations & Renewals | | 60,050 | 17 | 60,067 | 0 | 60,067 |
| Action: | Motorway & Trunk Road Operations | 117,907 | 17 | 117,924 | 9,811 | 127,735 |
| BEL 1886 - Network Operations Non Cash | | 188,691 | 0 | 188,691 | 0 | 188,691 |
| Action: | Improve & Maintain Trunk Road Network (Domestic Routes) – Non Cash | 188,691 | 0 | 188,691 | 0 | 188,691 |
| BEL – 1883 National & International Connectivity | | 4,100 | 0 | 4,100 | 0 | 4,100 |
| BEL – 1895 Rail Service Support | | 381,950 | 6,480 | 388,430 | 12,569 | 400,999 |

| | | | | | | |
|---|--|----------------|--------------|----------------|---------------|----------------|
| BEL – 1886 Transport for Wales – Non cash | | 38,000 | 0 | 38,000 | 0 | 38,000 |
| Action: | Road, Rail, Air & Sea Services & Investment | 424,050 | 6,480 | 430,530 | 12,569 | 443,099 |
| BEL – 1880 Bus Service Support | | 140,500 | 0 | 140,500 | 2,669 | 143,169 |
| BEL – 1882 Regional Transport & Active Travel | | 8,800 | 0 | 8,800 | 4,000 | 12,800 |
| BEL – 2030 National Policy Development & Projects | | 7,200 | 0 | 7,200 | 0 | 7,200 |
| Action: | Sustainable Travel | 156,500 | 0 | 156,500 | 6,669 | 163,169 |
| BEL – 1250 Armed Forces | | 370 | 0 | 370 | 0 | 370 |
| Action: | Armed Forces | 370 | 0 | 370 | 0 | 370 |
| MEG: | Transport Total Resource Budget | 888,468 | 6,548 | 895,016 | 29,049 | 924,065 |

| Budget Expenditure Line (Capital) | | Plans as per 2025-26 Final Budget Restated February 2025 | Baseline Adjustments for 2026-27 | 2026-27 Revised Baseline | Changes | 2026-27 Draft Budget October 2025 |
|---|--|--|---|--------------------------------|---------------|---|
| | | £000s | £000s | £000s | £000s | £000s |
| BEL 3830 - Strategic Infrastructure Development | | 5,000 | 0 | 5,000 | 0 | 5,000 |
| Action: | Strategic Infrastructure | 5,000 | 0 | 5,000 | 0 | 5,000 |
| BEL 1885 – Strategic Road Network Operations & Renewals | | 186,800 | -400 | 186,400 | 8,920 | 195,320 |
| Action: | Motorway & Trunk Road Operations | 186,800 | -400 | 186,400 | 8,920 | 195,320 |
| BEL – 1895 Rail Service Support | | 181,597 | 0 | 181,597 | -1,264 | 180,333 |
| Action: | Road, Rail, Air & Sea Services & Investment | 181,597 | 0 | 181,597 | -1,264 | 180,333 |
| BEL – 1880 Bus Service Support | | 31,000 | 0 | 31,000 | 8,920 | 39,920 |
| BEL – 1882 Regional Transport & Active Travel | | 120,000 | 0 | 120,000 | 6,000 | 126,000 |
| BEL – 2030 National Policy Development & Projects | | 4,800 | 0 | 4,800 | 0 | 4,800 |

| | | | | | | |
|----------------|---------------------------------------|----------------|-------------|----------------|---------------|----------------|
| Action: | Sustainable Travel | 155,800 | 0 | 155,800 | 14,920 | 170,720 |
| MEG: | Transport Total Capital Budget | 529,197 | -400 | 528,797 | 22,576 | 551,373 |

| Budget Expenditure Line Resource (Annually Managed Expenditure) | | Plans as per 2025-26 Final Budget Restated February 2025 | Baseline Adjustments for 2026-27 | 2026-27 Revised Baseline | Changes | 2026-27 Draft Budget October 2025 |
|--|--|---|---|---|----------------|--|
| | | £000s | £000s | £000s | £000s | £000s |
| BEL 1940 - Roads Impairment – AME | | 0 | 0 | 0 | 44,936 | 44,936 |
| Action: | Motorway & Trunk Road Operations – Non Cash | 0 | 0 | 0 | 44,936 | 44,936 |
| BEL 1896 – Transport for Wales – AME | | 2,000 | 0 | 2,000 | 0 | 2,000 |
| Action: | Road, Rail, Air & Sea Services & Investment | 2,000 | 0 | 2,000 | 0 | 2,000 |
| MEG: | Transport Resource AME Budget | 2,000 | 0 | 2,000 | 44,936 | 46,936 |