

**LOCAL TRANSPORT FUND AND ROAD SAFETY GRANT  
APPLICATIONS 2014/15  
(FOR INFORMATION ONLY)**

**1.0 BACKGROUND**

- 1.1 Joint Committee will be aware that since the adoption of the Regional Transport Plan in 2009, transport capital funding has been directed via the four consortia in Wales. So for each year between 2010/11 to 2013/14 a regional bid has been submitted to the Welsh Government, in accordance with published guidance and aimed an indicative allocation.
- 1.2 In the first three years the allocation was awarded to individual Local Authorities whilst in the current financial year the allocation was made to each consortium's host financial Authority , which for SWWITCH is Swansea.
- 1.3 At the last Joint Committee meeting in December 2013, there was no reason to believe this arrangement would not continue into 2014/15 and indeed Committee delegated responsibility to SWWITCH Management Group to approve a Delivery Plan submission, on the assumption that the timescale to submit a plan would fall between the December Committee meeting and this meeting. SWWITCH had already developed a draft Delivery Plan for 14/15
- 1.4 This paper explains what has changed for 2014/15 bids and provides a summary of the bids submitted for information.

**2.0 CHANGES TO BID PROCESS**

- 2.1 Aligned with the Minister's withdrawal of revenue support for the transport consortia in Wales (see Item 3), a radical change to the way transport funds would be allocated was announced by the Minister in her statements issued in January 2014.

**2.2 RTP Capital**

Responsibility for bidding and then programme managing the funding secured was given back to individual Local Authorities. Guidance was issued by the Welsh Government on 4<sup>th</sup> February and a copy is attached for information as Appendix A. Aside from being an individual local authority process the other changes were:

- Each Council could bid for funding for a maximum of 5 schemes and no more than £1.5m would be allocated for any single scheme
- Bids must be prioritised by Local Authorities
- Authorities will have to provide a minimum of 10% match funding for each scheme
- Investment should be on schemes which support the Government's economic priorities
- Welsh Government will provide funding for purchase of land required for completion of a scheme, but will no longer meet the costs of land/project compensation costs, with the risk passing to the authority

- 2.3 The guidance confirmed the total available for RTP schemes in 2014/15 is £15.4m. If all 22 Authorities in Wales bid for the maximum of £7.5m (5 bids of £1.5m each) then there could be £165m worth of projects bidding for a pot of £15.4m.
- 2.4 All bids received will be appraised by Welsh Government Officials with key appraisal criteria being projects which:
- support economic priorities for jobs and growth
  - support reduced economic inactivity
  - encourage active and sustainable travel
  - improve quality of life, especially for those in disadvantaged communities
  - are deliverability
  - have match funding
- 2.5 The guidance also makes clear that the Welsh Government will consult the relevant City Region Board as part of the appraisal process. The draft Delivery Plan (see section 1.3 above) had already been endorsed by the City Region Board as a result of a paper presented to them by Richard Workman at their meeting on 30<sup>th</sup> January 2014.
- 2.6 Local authorities were able to use the draft plan, with suitable amendments (to meet the guidance conditions) to formulate their individual Local Transport Fund bids by the closing date of 28<sup>th</sup> February 2014. The bids are summarised on Appendix B.
- 2.7 Road Safety Grant  
Responsibility for bidding and then programme managing road safety capital and revenue is also to be given back to Local Authorities. Guidance was issued on 3<sup>rd</sup> February and a copy is attached as Appendix C for information.

Other changes include:

Capital - competitive bidding by Local Authorities and no indication of the sum of funding available was provided. Up to four bids per Authority could be made and those which target sites or routes where there is evidence of collisions resulting in personal injury casualties will be given priority.

Revenue – the total pot available in Wales is £2m and this has been allocated by LA based on a formula (population and casualties). Applications are expected to focus on specific areas like Pass Plus Cymru, National Cycle training, Kerbcraft and Motorcyclist training. No bids for promotional activity, advertising etc will be supported.

The bids for Road Safety Grant were due for submission by 28<sup>th</sup> February 2014 and Appendix D summarises those bids.

## Appendix A - LTF Guidance

### Local Transport Fund - Guidance to Applicants 2014-15

#### Introduction

1. The purpose of the Guidance is to confirm the priorities that Welsh Government will support through the Local Transport Fund to local authorities in 2014-15.
2. 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.

#### Outcomes

3. Schemes should support the Welsh Government's objective of developing integrated, efficient, effective, accessible, affordable and sustainable transport systems that support our strategic outcomes as outlined in Programme for Government:  
<http://wales.gov.uk/about/programmeforgov/?skip=1&lang=en> and the [Wales Transport Strategy](#).
4. Within the objectives outlined above, the Welsh Government has identified the following priority areas for support in 2014-15 and expects to see these reflected in the applications submitted:
  - Investment that will clearly support our economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, local growth zones and regeneration areas
  - Investment to reduce economic inactivity by delivering safe and affordable access to employment sites
  - Investment that will encourage healthier and sustainable travel and support delivery of the Active Travel (Wales) Act 2013
  - Investment that will improve quality of life particularly those living in disadvantaged communities by delivering safe and easy to use transport to key facilities and services

#### Capital Funding

5. Funding will be made direct to local authorities and will be available for 2014-15 only. The total available for schemes across Wales is £15.4m. The Welsh Government's contribution to any single application will not exceed £1.5m for 2014-15.
6. A further £0.3m will be allocated on a formula basis to cover the costs of producing the existing route maps under the Active Travel (Wales) Act 2013. The allocations to each authority are set out in Annex 3 to this note and have been calculated based on the population and area covered by designated settlements. (Population accounts for 70% of funding, and area the remaining 30%. Additionally the distribution allows for a minimum of £5000 per local authority.) The allocations are indicative and will be confirmed when the final Direction identifying designated settlements is issued, following the recent consultation.
7. No commitment is made regarding any funding for future years. Applications for funding will be invited on an all Wales competitive basis.

#### Eligibility for Capital Funding

8. Local authorities can work together on their applications. The lead local authority must be identified for each scheme. Funding would be allocated to the lead local authority.
9. Applications can be made for funding to complete schemes which received Regional Transport Consortia Grant funding in 2013-14 and where works have started but will not be completed by 31 March 2014. Applications for new schemes can be made for single projects or for a package of related projects.
10. In total a maximum of five applications for existing and new schemes can be made per local authority. Applications must be ranked in number order of priority.
11. We will fund works and pre-works for capital schemes and the cost of scheme monitoring and evaluation can be included.

12. No scheme should be submitted for works funding in 2014-15 unless it is envisaged that all land issues will be closed out and orders or other permissions required are in place by 31 March 2014 (other than in exceptional circumstances by prior agreement). Local authorities will need to evidence in applications, where applicable, that signed land purchase agreements or Compulsory Purchase Orders are in place.
13. 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.
14. The provision of capital support to schemes is conditional upon local authorities' commitment to meet future revenue and maintenance costs.
15. 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.
16. 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 2014-15 financial year and further information will be included in the award letter. 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.
17. The £0.3m Active Travel network route mapping funds are allocated on a formula basis and the amounts for each local authority are shown in Annex 3. The allocation is for funding up to the amount set out in Annex 3 and will be paid on receipt of evidence of defrayed costs associated with the following activities in relation to the development of the existing route maps:
  - design and cartography
  - publication and distribution
  - production of the statement and explanation on conformity to design standards
  - consultation on maps and statements
18. Further detail of these activities will be set out in the Delivery Guidance which will be published for consultation in March and finalised before the Summer recess.

#### **Match Funding**

19. Applications for funding are for up to a maximum of 90% of scheme costs. Projects that demonstrate levels of match funding greater than 10% will score higher in the appraisal process.
20. 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 2014-15 financial year. Match funding may be from internal or external sources and can include expenditure already incurred or committed.

#### **Monitoring and Evaluation**

21. Schemes must be monitored and evaluated. The cost of individual scheme before and after monitoring shall be identified and included in the scheme cost.
22. Local authorities will be required to provide Welsh Government with data on scheme outcomes achieved on an annual basis for a period of three years following completion of the scheme.

#### **Application Process Documentation**

23. Local Authorities should submit their applications using the template application form at Annex 1. Schemes included must be subject to proportionate appraisal, using the appropriate appraisal tools to ensure that sound decisions on the allocation of resources for transport in Wales are undertaken.

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

### **Appraisal Process**

25. Bids will be considered by a panel of Welsh Government Transport officials. The Welsh Government will also consult the relevant City Region Board or Task Force as part of the appraisal process. The marking criteria are attached at Annex 2.

### **Project Management**

26. Local authorities are required to ensure that all schemes of work using Local Transport Funding are subject to a formal but proportionate risk management process.
27. Where the Contract for a project has been awarded on the basis of Quality and Price or procured from a Framework, the Welsh Government would expect the project to be monitored using Construction Excellence KPI measures to ensure the quality of service and product promised in the bid is delivered.
28. We will work with each local authority and reporting will be carried out on a quarterly basis. We will keep delivery under review and reserve the right to introduce more frequent reporting if progress on delivery is not satisfactory.
29. Further information on management and reporting including payments will be provided with the terms and conditions of the Local Transport Fund award letters.
30. Local authorities will be expected to deliver their approved schemes and achieve the outputs forecast. In-year changes to an approved scheme and outputs will require the approval of Welsh Government and change requests must include information on the impact to the overall benefits and outputs of the scheme.
31. Schemes shall be brought forward through the appropriate key stage approval process. The proposed schemes shall indicate the current key stage approval status and the key stage approval planned to be delivered during FY2014-15.

### **Publicity**

32. Welsh Government support for all interventions will be clearly identified in all press releases and any associated publicity material or plaques.
33. Welsh Government must be notified of any events or openings associated with interventions we have funded.

### **Deadline for submissions**

Bids must be submitted by **28 February 2014**, via [transportplanning@wales.gsi.gov.uk](mailto:transportplanning@wales.gsi.gov.uk). No additional or revised information will be accepted after that date.

### **Welsh Government Contacts for Further Information:**

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## Appendix B – South West Wales LTF bid summary

Scheme Name and (LA priority)	LA	14/15 RTP Bid £k
Port Talbot to Swansea bus corridor and link bridge (1)	NPT	1,500
Port Talbot Interchange (2)	NPT	100
Fabian Way walking/cycling/bus access*** (2)	SWA	330
Amman Valley Cycleway ** (3)	NPT	505
Park and share sites near the M4 (5)	SWA	55
City Centre Urban Cycling (3)	SWA	330
NCN links to Railway Stations (Fishguard, Goodwick and Milford Haven) (3)	PCC	179
Carmarthenshire Walking & Cycling linkages (3)	CCC	300
Strategic Bus corridors in Carmarthen (5)	CCC	150
Strategic bus corridors RTI development (4)	SWA	110
Haverfordwest to Tenby Bus corridor & Tenby Public Transport Interchange (1)	PCC	603
Pembroke Dock Public Transport Interchange (2)	PCC	405
Carmarthen Station Interchanges (4)	CCC	175
Morfa Distributor Road (1)	SWA	1,500
Waterston/Blackbridge Access Improvements (4)	PCC	135
Northern Distributor Network - Bulford Road* (5)	PCC	697
Cross Hands Economic Link Road (1)	CCC	500
Ammanford Economic Regeneration infrastructure (2)	CCC	400
Community Transport Capital Enhancement Grant (4)	NPT	65
<b>TOTAL</b>		<b>8,039</b>

**Where:**

\* - not endorsed by CRB meeting

\*\* - joint bid NPT/CCC

\*\*\* - joint Swansea/NPT bid

## Appendix C

### ROAD SAFETY GRANT 2014-15 - Guidance Note

#### Introduction

This document invites local authorities to bid for capital and put forward proposals for revenue support for Road Safety schemes for 2014-15. The guidance below explains the arrangements for each element of the grant. Local authorities should note that different arrangements apply for capital and revenue.

#### Outcomes

A continued reduction of the number of people killed and seriously injured on Welsh roads, with the ultimate aspiration of no fatalities

#### Targets

All schemes receiving funding must contribute to the achievement of the targets contained in the Road Safety Framework for Wales as follows:

- a 40% reduction in the number of people killed or seriously injured;
- a 25% reduction in the number of motorcyclists killed and seriously injured on Welsh roads by 2020, meaning 64 fewer motorcyclist killed and seriously injured casualties;
- a 40% reduction in the number of young people (aged 16-24) killed and seriously injured on Welsh roads by 2020, meaning 139 fewer young people killed and seriously injured casualties.

We have also sought the advice of the All-Wales Senior Roads Policing Board who has advised the following priority groups to focus interventions on, based on the incidents the Police have been responding to:

- Speed enforcement and reduction / prevention
- Pedal cyclists
- Pedestrians
- Young drivers
- Older drivers
- Motorcyclists

#### Application Process

##### Documentation

Local authorities must complete separate application forms (attached) for capital and revenue bids.

##### Appraisal process

Bids will be considered by a panel of Welsh Government Transport officials and external partners, including the Police and RoSPA. The marking criteria and assessment scoring form are attached.

##### Deadline for submission of bids:

Bids must be submitted to Joanne Stevens, via the [Transport Planning Mailbox](#) at the address below, by **Friday 28 February 2014**. No additional or revised information will be accepted after that date.

Bids may be submitted electronically by the closing date but must be followed up with signed hard copies. Contact name and telephone number:

**Joanne Stevens 029 2082 6903**

**Email address: [TransportPlanning@Wales.GSI.Gov.UK](mailto:TransportPlanning@Wales.GSI.Gov.UK)**

## **Capital Funding**

Capital Funding will be paid directly to local authorities. Applications for funding will be invited on an all Wales competitive basis.

Applications should support the priorities in the Road Safety Framework and support the achievement of the casualty reduction targets.

### **Eligibility for capital funding**

- Projects, or a discrete phase of a larger project, must be completed by 31 March 2015.
- Applications and proposals must be submitted by the deadline.
- Capital funding applications are limited to a maximum of four applications per authority.
- Priority will be given to applications targeted at sites, routes or areas where there is evidence of road traffic collisions resulting in personal injury casualties.
- Applications for sites, routes or areas where significant numbers of slight collisions or damage only incidents have occurred will be considered where appropriate evidence is provided and supported by the Police.
- Schemes must be monitored and evaluated.

### **Key Criteria for capital funding:**

Applications for capital funding will be assessed against the following key criteria:

- Applicability to the priorities in the Road Safety Framework; targeting high risk and vulnerable groups as defined in the Framework.
- Evidence to support the need for intervention and to evaluate effectiveness in terms of reducing casualties, particularly KSI casualties.
- Value for money and deliverability
- Evidence of significant numbers of slight collisions or damage only collisions, supported by the Police
- How the project links to, and supports, the local authority's wider activity on road safety and casualty reduction

## **Revenue Funding**

Revenue funding will be paid directly to local authorities and allocated by use of a formula based on population numbers (60%) and casualty numbers of those killed or seriously injured (40%), set out at Annex 1.

To reflect the priorities in the Road Safety Framework we expect applications to focus on the following areas:

- Pass Plus Cymru
- Motorcyclist Training
- Kerbcraft
- National Cycle Training



Applications will be accepted for schemes outside these areas, if they are supported by clear evidence of need. Staff costs will only be funded if they are delivering a specific approved project.

Bids will not be accepted for the following:

- General promotional activity, advertising and media campaigns
- Schemes where no commitment to evaluation is given

The Welsh Government funding for road safety is provided as additional to local authorities' own road safety expenditure.

The Welsh Government also encourages authorities to identify other sources of funding and to make full use of partnership arrangements with other local authorities and other public, private and voluntary sector bodies.

Local authorities will be able to collaborate on revenue projects particularly where this will result in efficiencies and the sharing of good practice. Should joint bids be made, the collaborating authorities need to be listed, together with their financial contribution and a lead authority identified. Only the lead authority should submit the bid to prevent duplication. Collaborating authorities should reduce the value of their bids accordingly.

### **Eligibility for revenue funding**

- Applications should provide a cost break down for each project.
- Proposals for the priority areas identified above
- Projects that have not been evaluated, need to demonstrate how evaluation of outcomes will be undertaken. The RoSPA Eval-u-it tool, or equivalent method, should be used. Pass Plus Cymru will be evaluated nationally.
- Projects must be completed by 31 March 2015.
- Proposals must be submitted by the deadline.
- Each proposal must be made on the relevant form.

### **Key Criteria for revenue funding**

Proposal will need to demonstrate

- Applicability to the priorities in the Road Safety Framework; in particular targeting high risk and vulnerable groups as defined in the Framework and by the Police
- Evidence to support the need for intervention and to evaluate effectiveness in terms of reducing casualties
- How the project links to, and supports, the authority's wider activity on road safety and casualty reduction
- Value for money and deliverability

## SWWITCH Joint Committee – 28<sup>th</sup> March 2014

### Proposed road safety grant revenue allocation to local authorities 2014/15

Based on weighting: 60% population and 40% all KSI casualties, adjusted to allow for a 2.5% minimum allocation (£50,000) per local authority.

The allocation is based on 2012 mid-year population data and on all killed or seriously injured casualties (sum of four years 2009 – 2012) in each authority.

	Total revenue grant £
Blaenau Gwent	50,000
Bridgend	81,000
Caerphilly	94,000
Cardiff	183,000
Carmarthenshire	136,000
Ceredigion	64,000
Conwy	81,000
Denbighshire	69,000
Flintshire	109,000
Gwynedd	102,000
Isle of Anglesey	54,000
Merthyr Tydfil	50,000
Monmouthshire	58,000
Neath Port Talbot	84,000
Newport	81,000
Pembrokeshire	94,000
Powys	139,000
Rhondda Cynon Taf	127,000
Swansea	140,000
The Vale of Glamorgan	70,000
Torfaen	50,000
Wrexham	84,000
Wales	2,000,000

**SWITCH Joint Committee – 28<sup>th</sup> March 2014**

**Appendix D – Summary of 14/15 Road Safety Grant bids**

**ROAD SAFETY CAPITAL BIDS**

LA	Scheme type	Location	Value of bid
C & C o S	Route Treatment	A483 Carmarthen Road/Pontarddulais Road	£493k
		A483 Fabian Way Phase 2	£84k
		A4118 New Orchard Street/Dyfatty Street	£62k
		B4295 Gowerton to Penclawdd	£260k
<b>Sub total</b>			<b>£899k</b>
PCC	Route Treatment	Ferry Lane, Pembroke Dock	£488k
		St Lawrence Hill, Milford Haven	£19k
		Little Milford, Freystrop	£36k
		Hendre to Mathry	£15k
<b>Sub total</b>			<b>£558k</b>
CCC	Route Treatment	A4069 Brynamman - Llangadog	£120k
		A482 Llanwrda- Cwmann	£95k
		A476 Swiss Valley – Gelli Onn	£90k
		A4138 Trostre Rdbt – Halfway Traffic signals	£90k
<b>Sub total</b>			<b>£395k</b>
NPT	Junction Treatment	A474 Neath Southern Link	£30k
	Route Treatment	Sidings Terrace, Skewen	£25k
		A474 Rhos to Bryncoch	£51k
	Site specific	B4289 at Bryn	£30k
<b>Sub total</b>			<b>£136k</b>
<b>TOTAL FOR REGION</b>			<b>£1,998k</b>

**SWITCH Joint Committee – 28<sup>th</sup> March 2014**

**ROAD SAFETY REVENUE BIDS**

LA	Bid	Value Of bid
C & C o S	Theatre in education for secondary schools/colleges post 16 yrs olds	£12k
	Kerbcraft	£43k
	Bike safe for motorcyclists	£10k
	Drive for Life for mature drivers	£4k
	Cycle Training for Primary school pupils	£30k
	Pass Plus Cymru for young drivers	£25k
	Dragon Rider for motorcyclists	£2k
	Ride Safe for young motorcyclists 11-15 yr olds	£6k
		£8k
<b>Sub total</b>		<b>£140k</b>
PCC	Pass Plus Cymru	£8k
	Motorcycle Training	£8k
	Young Peoples Road Safety Project & Theatre –in Education	£20k
	Older Driver Courses	£3k
	National Standards Cycling	£25k
	Kerbcraft	£30k
<b>Sub total</b>		<b>£94k</b>
Carms CC	Children's Traffic club	£4k
	Kerbcraft	£21k
	National standards cycle training	£25k
	Theatre in Education (primary)	£14k
	Theatre in Education (secondary and FE)	£12k
	Pass Plus Cymru	£15k
	"Make a difference" Resource	£5k
	Young Driver programme evaluation	£5k
	Ridersafe	£5k
	Dragon rider	£5k
	First Bike on scene	£1k
	Safer Communities programme	£11k
	Older driver's Refresher programme	£13k
<b>Sub total</b>		<b>£136k</b>
NPT	Drive IQ	£3k
	Pass Plus Cymru	£30k
	Drive for Life	£5k
	Bikesafe	£6k
	Dragon rider	£10k
	First Bike on scene	£7k
	Ridersafe	£10k
	National cycle Training	£8k
	Theatre in education	£5k
<b>Sub total</b>		<b>£84k</b>
<b>TOTAL</b>		<b>£454k</b>