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Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref
Ein cyf/Our ref

Nick Ramsey AM
Chair – Enterprise and Business
Committee
National Assembly for Wales
Cardiff Bay
Cardiff

9 October 2013

Dear Nick

I am writing to provide the Enterprise and Business Committee with an update on transport matters within my portfolio.

I was delighted when transport was added to my areas of responsibility in March because it plays such a crucial role in underpinning our economy.

I am clear that the priority is for a transport system that improves economic competitiveness and provides enhanced access to jobs and services for communities across Wales.

I have taken the opportunity to test existing transport interventions in the light of their contribution to my wider economic development priorities and to consider the feedback that I have had from the business community and partners.

I have enclosed copies of my Written Statements on the M4 (26 June), on Transport (10 July) and on Rail Priorities (18 July), which set out the key transport projects that will be delivered over the next few years.

There is no doubt that addressing the capacity and resilience issues on the M4 around Newport is the top transport challenge that we face in ensuring that

Wales has the right transport infrastructure to enhance our economic competitiveness.

I set out the next steps on developing a solution in my Written Statement of 26 June and the formal public consultation on the draft plan to solve transport related problems affecting the M4 Corridor around Newport began on 23 September.

I am continuing to deliver a much broader programme of capital improvements across Wales and the detail of these schemes are set out in my Written Statements on Transport of 10 July and on Rail Priorities of 18 July.

I have placed particular emphasis on the importance of transport safety. I published the new Road Safety Framework at the end of July, which sets an ambitious vision for casualty reduction. I am also replacing current guidance on the safety of walked routes to school with new, more comprehensive guidance. The revised guidance will be in place early next year, and will address some longstanding concerns about the scope of the current GB-wide guidance.

I am also taking steps to improve the implementation of the Blue Badge Scheme and will update the Assembly on proposals in this area shortly.

This year I have continued to provide significant funding for a range of grants which support the development of safe routes in communities; the implementation of regional transport priorities and support for a number of organisations. I am implementing the first year of the new bus funding scheme. The Regional Transport Consortia have consulted on Regional Network Strategies that are intended to ensure that funding is directed to the routes that will make the most difference to people. Work is also on-going to develop quality outcomes that should ensure services reflect the standards that people care about.

As noted in my Written Statements, the South East Wales Integrated Transport Task Force and the North Wales Integrated Transport Task Force have both reported. I commissioned further work to develop the Metro concept and will be considering the report arising from that work shortly. In north Wales, I invited comments on the proposals from Assembly Members and local authorities in the area. A report setting out the views received will be presented to the Ministerial Task Force on North Wales Transport and will help inform decisions on next steps.

Given the challenging Spending Review outcome and the resulting budget position, I am looking very closely at every programme to ensure that each delivers real impact and offers value for money, but some difficult choices in the future are inevitable. These issues are covered in more detail in my budget evidence paper to the Committee.

I have set out progress on delivering transport Programme for Government commitments in the annex to the letter.

As requested, I will provide updates to the Committee every six months highlighting key developments.

A handwritten signature in black ink, appearing to be 'L. M.', is located in the upper left quadrant of the page. The signature is written in a cursive style with a small flourish at the end.



Llywodraeth Cymru
Welsh Government

**WRITTEN STATEMENT
BY
THE WELSH GOVERNMENT**

TITLE M4

DATE 26 June 2013

BY Edwina Hart AM CStJ MBE, Minister for Economy, Science and Transport

Addressing the capacity and resilience issues on the M4 around Newport is the top transport challenge that we face in ensuring that Wales has an effective economic infrastructure which improves our competitiveness and access to jobs and services.

Following Cabinet discussions earlier this week, I am therefore pleased to announce the next steps in relation to the M4 corridor in south east Wales.

As a result of ongoing discussions with the UK Government there has been a significant change in the assessment of the affordability of a major enhancement of the M4.

Building on the extensive development and consultation work undertaken on M4 Corridor Enhancement Measures (CEM), we will be consulting formally over the summer with Natural Resources Wales in order to go out to public consultation this September with a finalised draft Plan and Strategic Environmental Assessment (SEA) Report.

If implemented, the draft plan would lead to a motorway being built south of Newport.

Link to relevant reports :

- M4 CEM WeITAG Appraisal Report Stage 1 (Strategy Level)
- M4 Corridor around Newport WeITAG Appraisal Report Stage 1 (Strategy Level)

<http://wales.gov.uk/topics/transport/publications/130626m4corridor/?lang=en>



Llywodraeth Cymru
Welsh Government

**WRITTEN STATEMENT
BY
THE WELSH GOVERNMENT**

TITLE Rail priorities

DATE 17 July 2013

BY Edwina Hart, Minister for Economy, Science and Transport

In my Written Statement of 10 July I highlighted my key road projects for delivery and committed to update further on rail infrastructure priorities.

The railway provides an important means of connectivity to serve the needs of businesses, people and communities. While the funding of rail infrastructure is currently a matter for the Secretary of State for Transport, railway infrastructure has a role in facilitating the success of long-term economic planning and investment.

This is why the Welsh Government's approach has been to invest to bridge the gap in funding made available for the rail network in Wales provided by the UK Government. Our investment in rail capital projects and franchise services enables rail to play its part in promoting economic growth, enabling greater access to jobs and services, and reducing poverty for the people of Wales.

Following the assessment of delivery priorities referred to in my statement of 10 July, I can confirm that I will deliver our current programme of rail capital investment which includes:

- new stations at Energlyn, Ebbw Vale Town and Pye Corner.
- capacity enhancements and improvements at Tir Phil, Maesteg, Pontypridd, and supporting the Cardiff Area Signalling Renewal scheme (CASR).
- station improvements at Cardiff Queen Street and Central, Barry, Pontypridd and Caerphilly (in association with Network Rail's CASR); and at Port Talbot Parkway, Aberystwyth, Ystrad Mynach, Rhyl and Llandudno (under the Wales National Stations Improvement Programme).

A significant amount of work is under way on the Valley Lines electrification project to develop the proposal from that presented in the outline business case. To secure value for money I am exploring all options for procuring the rolling stock required, including refurbished and new options, looking at whole life costs and the wider economic benefits.

By the end of this year I expect a more detailed report on the potential service timetable and rolling stock options, coupled with further work on the infrastructure costs from Network Rail. This work will inform how the electrification project is taken forward.

I will also continue to press the UK Government to ensure the maximum benefits in Wales from the electrification of the Great Western Mainline

Electrification brings significant potential to introduce transformational change to the transport system in South East Wales. To capture this opportunity I have commissioned Mark Barry to carry out further work to develop the Metro concept.

Electrification also provides the potential for opportunities for employment and for growing supply chains through local sourcing of skills and materials, for improving our skills base in, for example, electrical engineering, and in securing community benefits. I have asked Network Rail to work closely with me to maximise these benefits in Wales.

I recognise the importance of long-term improvements to the North Wales rail network to the region's economy, and I will press ahead with the development of the business case for its modernisation.

In the short-term, taking account of the recommendations of the North East Wales Task Force on Integrated Transport, I have asked officials to work with MerseyTravel and others with a view to improving rail connections between the North Wales coast and Liverpool.

In developing this agenda for rail, as I said in my 10 July Statement, I am seeking to maximise value for money and the impact from our investment in public transport. In that regard, I shall be reviewing the processes and decision making behind the rail infrastructure project to reduce North - South journey times and redouble the railway between Wrexham and Saltney. The Welsh Government committed to this project in 2008 and contracted Network Rail to deliver it, but the project has been significantly delayed.

I will continue to press the UK Government to commit to capital investment in our rail network, as it is required to do. Even after projects such as electrification, journey times will remain lengthy for long distance journeys, and in many cases line speeds still need to be addressed. Many of our stations remain dilapidated, inaccessible and could not be described as fit for the 21st

Century. In the mean time I will continue to explore how other funding might become available to support investment, such as structural funds.

In addition to capital budgets being increasingly constrained following UK Government budget decisions, revenue budgets are under considerable pressure. The Welsh Government prioritised a series of rail service enhancements in 2011 on the basis of the revenue budgets being available. A consequence of the challenging economic climate and in-year revenue reductions from the UK Government is that I must be realistic about our ability to provide the funding for new or additional services.

In response I am considering whether there are more cost effective opportunities to work with local community groups to deliver new and additional services. For example, I met members of the Heart of Wales Line Forum and a number of Assembly Members recently to discuss plans they are exploring for different management arrangements and a better alignment of services with the needs of people and communities. I shall continue to work with them on that.

I am committed to improving transport services in Mid Wales. In terms of the Cambrian Main Line hourly service, the way is clear for an operator to introduce additional services though it is important to be mindful of the tough financial settlement we are facing. I have asked the Shrewsbury to Aberystwyth Railway Liaison Committee to co-ordinate work with the other rail interest groups to investigate the demand for rail services. I will also consider the strategic role of the Marches line between Newport and Shrewsbury/Wrexham. I have been clear that this should complement the work of the Local Growth Zones and be consistent with the tourism strategy.

Accordingly, initially for the Cambrian Line and the Heart of Wales Line, my tourism sector panel will provide a view on the feasibility of proposals for summer tourist trains on a trial basis. I will make an announcement for summer 2014 in due course.

It is vital that we set things right for the future. I am focusing work on securing the right arrangements and specification for the next Wales and Borders franchise. I have been clear that we can not afford to be in the same position where the terms of a franchise agreement limit our ability to react to a changing economic climate and provide services where they are required.



Llywodraeth Cymru
Welsh Government

**WRITTEN STATEMENT
BY
THE WELSH GOVERNMENT**

TITLE **Transport**

DATE **9 July 2013**

BY **Edwina Hart AM CStJ MBE, Minister for Economy, Science and
Transport**

The Welsh Government's overall aims in relation to transport are set out in the Wales Transport Strategy.

I am clear that transport has a critical role to play in improving Wales' economic competitiveness and provides enhanced access to jobs and services.

I see transport as a key enabler for many of this Government's priorities and supporting the delivery of the Programme for Government. I recognise that in thinking about transport we must focus on how it can serve the needs of businesses, people and communities. It is my intention to ensure that Wales has excellent national and international connections, enabling access to markets, to employment, education and services. I also believe that providing affordable, effective and efficient transport systems can play an important role in helping to tackle poverty.

Since taking on the transport portfolio, I have had the opportunity to review investment in transport in light of its contribution to my wider economic development priorities. This enabled me to see new opportunities for transport solutions and consider the feedback I have had from the business community and partners. Progress in discussions with the UK Government on financing options is also opening up opportunities that we have not been able to consider up to now.

This statement highlights key road projects for delivery in the remainder of this Assembly, recognising that progress will be subject to statutory consents and funding availability. I intend providing a further update to Assembly Members before the summer recess of rail infrastructure priorities.

I have already made a written statement on 26 June on my intention to consult on a draft plan and associated assessments for the M4 corridor around Newport in September, that, if implemented, would lead to a motorway being built to the South of Newport, addressing capacity and resilience problems on this key artery widely recognised as essential to

support the Welsh economy.

In addition, I intend to progress the Eastern Bay Link in Cardiff and an upgrade to Junction 28 on the M4. These projects are an important element in improving access to the Central Cardiff Enterprise Zone and enhancing connectivity within the city region.

The A465 remains a priority and I will progress the remaining phases of the dualling in view of the route's strategic importance for the Upper Valleys, Ebbw Vale Enterprise Zone and as an national and international link.

To improve access to the St Athan - Cardiff Airport Enterprise Zone, I will fund improvements to Five Mile Lane.

I will continue to deliver key schemes already under construction. These include improvements on the A477 St Clears - Red Roses; A470 Gelligemlyn and Maes yr Helmau – Cross Foxes; A487 Glandyfi, A465 Brynmawr to Tredegar.

I will also continue to progress the A483/A489 Newtown bypass and A487 Caernarfon-Bontnewydd where, in both cases, I have made recent announcements.

I will be setting aside funding for scheme development to ensure that we can progress the development of other schemes, this will include the next stages studies on improvements to the A494, the A40 and the Dyfi bridge.

These major projects are important but it is obvious from conversations with businesses and people across Wales that smaller, targeted improvements to tackle pinch points and improve the efficiency of the network across Wales have the potential to make a real difference. The following improvements will be delivered over the next two years:

- M4 Port Talbot Junction 40 to J 41
- A483 Newtown town centre congestion
- M4 J32 Coryton dedicated slip road
- A55 Emergency refuges
- M4 J33 dedicated slip road

In addition, further study work on certain other pinch points will continue in the next year, specifically:

- A487 Dyfi Bridge drainage study
- A55 Britannia Bridge congestion study

Further projects will follow in future years.

I will ensure that there is a clear pipeline of further projects that can be delivered as funding becomes available.

In recognition of their strategic national importance, I have also asked for consideration of additional routes and sections to be included as part of the Trunk Road Network. These routes will support a combination of enterprise zones, end to end connectivity, tourism and access to commercial and business centres as well as providing resilience for the Trunk Road Network. I have asked for discussions to begin with Local Authorities to re-define the Welsh Trunk Road Network.

I have considered carefully how transport investment can help drive the development of the Enterprise Zones.

As noted earlier in this statement, the Eastern Bay link and improvements along the M4 have an important role to play in stimulating the Central Cardiff Enterprise Zone. Similarly, improvements to Five Mile Lane and the development of a new railway station and line extension to Ebbw Town will benefit the Enterprise Zones in St Athan – Cardiff Airport and at Ebbw Vale respectively.

Improving the A40 has been identified as a priority by the Haven Waterway Enterprise Zone Board and I intend to undertake further development of previously proposed improvements. I also intend progressing further study work on the options for improvements to the A494, which is important to the Deeside Enterprise Zone.

The development of the business case for north Wales rail modernisation and progressing improvements to the A55, including the Conwy Tunnels, will also support the ambitions of the Deeside, Snowdonia and Anglesey Enterprise Zone Boards.

More broadly I am making substantial investment in both bus and rail transport services, in road safety and in active travel measures. I am continuing to look to secure maximum value for money and impact from this investment. Further updates on rail infrastructure priorities and on the outcome of the work of the North East Wales Integrated Transport Task Force will follow before the summer recess.

I believe that these transport measures will provide a solid basis for strengthening the Welsh economy.

Transport commitments in Programme for Government

Commitment	Progress
Delivery of 'Personalised Travel Planning' and 'Sustainable Travel Centres'	<ul style="list-style-type: none"> • Good progress in delivering this commitment • The Personalised Travel Planning project is being delivered in Cardiff • Funded Sustainable Travel Centres in Cardiff, Haverfordwest and Carmarthen, Aberystwyth and Mon a Menai • The Sustainable Travel Centre programme has now been mainstreamed into the Regional Transport Plan Grant
Prioritise the objectives of the National Transport Plan to ensure that the existing transport funding is used effectively, the level of resources enhanced and that future investment decisions are made against these overarching strategic priorities	<ul style="list-style-type: none"> • Complete • Published the prioritised the National Transport Plan in December 2011 • The Plan was prioritised to ensure that investment was focused on key priorities in the context of substantially reducing budgets • Published two recent Written Statement on road and rail priorities
Consider using the provisions of the Transport Wales Act 2006 to establish one or more Joint Transport Authorities	<ul style="list-style-type: none"> • Keeping these options, and alternative delivery models, under review • This is linked to plans in relation to City Region and the development of the Metro
We will review the arrangements for winter road maintenance currently undertaken by local authorities and consider the potential for these being carried out by the Trunk Road Agencies in Wales	<ul style="list-style-type: none"> • Revised winter road maintenance guidance was issued in October 2010 and subsequently revised in Sept 2011. Latest 2012 Guidance was issued to Agents prior to the winter maintenance season • We have worked in partnership with local government to establish levels of strategic resilience stocks that Welsh Government and individual authorities each hold to ensure that Wales is self sufficient in road salt if further adverse winters are experienced • Strategic salt resilience are now at a level season that winter maintenance services should be maintained without having to top up in season or introduce salt conservation measures if adverse conditions restrict UK salt supplies • An All Wales Weather Forecasting Framework Contract is currently used by the majority of local authorities to ensure consistency of forecasts and resulting winter service actions undertaken being coordinated • A strategic salt network Liaison Group has been formed between local authorities and salt suppliers • Arrangements are in place for mutual aid provision
We will examine the feasibility of the Wales and Border rail franchise being	<ul style="list-style-type: none"> • Making good progress with this commitment • Scoping work and assessment of commercial options underway to inform decision making

Commitment	Progress
run on a not-for-dividend basis, such as Glas Cymru	
Make the case to the UK Government for greater accountability of Network Rail to the Welsh Government	<ul style="list-style-type: none"> • We are making good progress on this commitment • The establishment of a Wales Route within Network Rail has made a positive impact in connecting Network Rail to Welsh Government and priorities in Wales
Continue to argue strongly for the electrification of the main south Wales-London Paddington line through to Swansea	<ul style="list-style-type: none"> • Implementation • Welsh Government led the development of the business case Great Western Mainline electrification between Cardiff and Swansea which was accepted by the Secretary of State for Transport and these projects were included in the HLOS announcement in the summer
We will also develop the business case for the electrification of other parts of the local rail network in Wales	<ul style="list-style-type: none"> • Implementation • Welsh Government led the development of the business case for Valleys Lines electrification which was accepted by the Secretary of State for Transport and these projects were included in the HLOS announcement in the summer • Strategic context for business case for north Wales rail modernisation submitted
Seek to establish a Traffic Commissioner based in Wales	<ul style="list-style-type: none"> • Activity dependent on outcome of initial stage • The Welsh Government has made an office on its estate available for the Traffic Commissioner to use when conducting business in Wales • The office is also available to the three Bus Compliance Officers whose posts we are funding, and who have been employed by Bus Users UK in Wales since 5 November 2012
Work with partners to enhance the quality, reliability and safety of local bus service provision	<ul style="list-style-type: none"> • There has been good progress on this commitment • A new bus funding scheme has been introduced which places emphasis on developing quality outcomes with passengers • I am developing a series of quality outcomes that bus operators will need to deliver in the future in return for Welsh Government funding • Also developing a Charter for Disabled Public Transport Passengers to enable them to identify quickly those operators that demonstrate a commitment to making their journeys high quality, safe and reliable • The Welsh Government Statistical Bulletin 24/2012 published on 22 March 2012, identified that 88% of bus passengers surveyed were satisfied overall with their bus journey • In the same survey, 88% of bus passengers surveyed said that they were satisfied with the provision of information about bus services
Continue to improve services such as the Trawscambria network and the popular on-	<ul style="list-style-type: none"> • There has been good progress on this commitment • The TrawsCymru T4 service between Newtown to Cardiff via Brecon and Merthyr Tydfil started in March 2012. The

Commitment	Progress
demand Bwcabus scheme	<p>service uses six new, low floor, buses funded by the Welsh Government at a cost of £1m</p> <ul style="list-style-type: none"> • The Bwcabus scheme has been expanded in rural Carmarthenshire and Ceredigion
Retain free bus travel for pensioners and disabled people and their carers	<ul style="list-style-type: none"> • Complete – this is reflected in the eligibility for our concessionary fares scheme • The scheme continues to allow pass holders who satisfy their local authority that they require the extra help of a companion to be accompanied for free during their journeys
Extended eligibility for the concessionary travel scheme to seriously injured war veterans & armed forces personnel living in Wales	<ul style="list-style-type: none"> • Seriously injured service personnel and seriously-injured service veterans resident in Wales are entitled to free travel on local bus services throughout Wales • Subject to the assessment of the responsible local authority, service pass holders are also entitled to be accompanied for free by one carer
Implement the National Station Improvement Programme (NSIP)	<ul style="list-style-type: none"> • There has been good progress on the NSIP+ programme • The next phase of the NSIP+ programme was announced on 7 November 2012. This includes station improvements at Pontypridd, Port Talbot Parkway, Rhyl, Ystrad Mynach and at Aberystwyth stations • This follows previous investment under the NSIP programme including the £7.9m refurbishment of Swansea Train Station, the £1m enhancement of Porthmadog Harbour Station and the £5.1m improvement of Llandudno Train Station which is under construction
Target high-risk road users (motor cyclists, young drivers and vulnerable road users) through a combination of measures including education, engineering and enforcement	<ul style="list-style-type: none"> • Good progress on this commitment • Published the Road Safety Framework in July 2013 • The Framework includes an ambitious vision of zero fatalities, targets for casualty reduction and specific action on us and our partners to achieve further casualty reductions • The Plan focuses on vulnerable groups that includes motorcyclists and young people
Enhance safety and accessibility in communities through initiatives such as Safe Routes in Communities and local safety schemes	<ul style="list-style-type: none"> • Good progress on this commitment • Published the Road Safety Framework in July 2013 • The Framework includes an ambitious vision of zero fatalities, targets for casualty reduction and specific action on us and our partners to achieve further casualty reductions • In 2013-14 year we have allocated £6 million to local authorities for education, publicity, training and engineering schemes to help reduce road casualties • Also funding £5m of Safe Routes in Communities projects. The scheme criteria have been updated for 2013-14 to include a weighting for tackling poverty • Review guidance to assist local authorities in assessing safe walking routes to school for learners
Support action to deal with	<ul style="list-style-type: none"> • 70 % of Arriva Trains Wales passengers are satisfied

Commitment	Progress
the increasing problem of crime and vandalism within the public transport network	<p>that they will be safe at a railway station, rising to 86% when they are on the train. Both figures have risen in the past year.</p> <ul style="list-style-type: none"> • 75% of bus passengers in Wales are satisfied that they will be safe at a bus stop, rising to 84% when they are on a bus • The corresponding figures for disabled passengers are 73% and 84%, respectively
Prioritise the National Transport Plan by improving access in deprived communities and retain free bus travel for pensioners, disabled people and their carers, and extend eligibility to seriously injured war veterans and armed forces personnel living in Wales	<ul style="list-style-type: none"> • Good progress on this commitment • Published the prioritised the National Transport Plan in December 2011 • Published two recent Written Statement on road and rail priorities • The Plan was prioritised to ensure that investment was focused on key priorities in the context of substantially reducing budgets including ensuring investment that would improve the connectivity of deprived communities – for example the substantial investment in the A465 Heads of the Valleys Road • The continuing Welsh Government commitment to retain free travel for older and disabled people and their carers is an important element of the Welsh Government tackling poverty agenda • Seriously injured service personnel and seriously-injured service veterans resident in Wales are entitled to free travel on local bus services throughout Wales • Subject to the assessment of the responsible local authority, service pass holders are also entitled to be accompanied for free by one carer • Recently announced plans to improve the implementation of the Blue Badge Scheme in Wales to promote independent mobility, social inclusion, equality of opportunity and access for disabled people who meet the eligibility criteria
Prioritisation of the National Transport Plan to improve access to key sites and settlements, particularly in rural areas, with an emphasis on improving the quality and provision of healthy and more sustainable travel choices	<ul style="list-style-type: none"> • Complete • Published the prioritised the National Transport Plan in December 2011 • The Plan was prioritised to ensure that investment was focused on key priorities in the context of substantially reducing budgets. This included retaining a strong focus on healthy and sustainable travel choices • Accessibility of services statistics; using public transport: • Around 91% of households in Wales are within a 15-minute journey time of a primary school • Approximately 56% of households are within a 15-minute journey time of a secondary school • Some 63% of people are within a 15-minute journey time of a higher, further or adult education establishment • Around 27% of people aged 16 or over are within a 15-

Commitment	Progress
	<p>minute journey time of a key employment centre</p> <ul style="list-style-type: none"> • Some 87% of households are within a 90-minute journey time of a major NHS acute hospital by public transport • Approximately 76% of households are within a 15-minute journey time of a GP surgery • 82% of households are within a 15-minute journey time of a pharmacy
<p>Examine the best options for providing local bus services to ensure that rural communities have services which are reliable and which provide access to local services and a means to travel to work</p>	<ul style="list-style-type: none"> • Good progress in delivering this commitment • Introduced a new scheme for funding bus and community transport services in Wales from 1 April 2013 which will be supported by the development of network strategies which will ensure that our investment in buses and community transport is going where it is needed most • The work that has been undertaken to develop the new funding scheme has recognised throughout that there are different priorities and issues affecting urban, and rural communities • Also investing in TrawsCymru and Bwcabus to support the needs of rural communities
<p>Legislate to place a duty to provide cycle routes in key areas</p>	<ul style="list-style-type: none"> • Good progress of delivering this commitment • The Active Travel Bill completed Stage 3 and 4 scrutiny in the Assembly in October 2013 and Royal Assent is anticipated in November 2013
<p>Continue to encourage and support the development of community transport schemes that meet the needs of those living in rural areas</p>	<ul style="list-style-type: none"> • Local Transport Services Grant requires local authorities to use 10% (£1.1m in 2012-13) of their allocations to support community transport. The new Regional Transport Services Grant from April 2013 retains a ring-fenced element for community transport (£2.5m). These commitments reflect the importance of community transport, including in rural areas. • We continue to support financially the work of the Community Transport Association in Wales, which is developing the expertise and resilience of the sector.