



Evidence paper from the Cabinet Secretary for Transport and North Wales for General Scrutiny at the CCEI Committee

11/02/2026

Information provided to aid the Committee in advance of the Cabinet Secretary's attendance for General Scrutiny on 25 February 2026.

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Policy and Strategy

Wales Transport Strategy

1. The Wales Transport Strategy “Llwybr Newydd” was published on 10 March 2021 which seeks to shape our transport system in Wales over the next 20 years.
2. We continue to monitor delivery of the Strategy via the WTS monitoring framework. Of the 33 monitoring measures, 17 are showing improvement since the framework was launched. Progress has been made on transport decarbonisation, with notable increases in the number of ultra-low emission vehicles and publicly available electric vehicle charging points.
3. Our target for 30% of the workforce to work remotely on a regular basis has been exceeded and there have been improvements in journey satisfaction and accessibility of public transport. There are positive early signs of mode shift away from the private car to more sustainable modes.
4. We will be able to understand our position on mode shift more accurately once the preliminary results from the first six months of the Wales National Travel Survey are published in April 2026.
5. Six of the 33 WTS monitoring measures have declined since the framework was launched. These cover delay on both the road and public transport networks, and access to local services by sustainable modes. The remaining measures in the monitoring framework show no significant change, or don't yet have sufficient data to allow any conclusion to be reached. The results of the Wales National Travel Survey will help provide a fuller picture for 11 of the monitoring framework measures.

National Transport Delivery Plan

6. The National Transport Delivery Plan (NTDP) was published on 14 February 2023 which set out delivery against the priorities and ambitions in Llwybr Newydd. This includes the programmes, projects and new policies that we intended to deliver over the next five years.
7. Annex 2 of the NTDP set out 402 actions, grouped by theme and mode, that Welsh Government and its partners including Transport for Wales (TfW), Local Authorities, Corporate Joint Committees (CJCs) and Trunk Road Agents planned to undertake between 2023 and 2027.
8. As of February 2026, the breakdown of actions completed, not yet commenced, in progress and not progressed are set out at Table 1:

Category	Number	Percentage
Completed	88	22%
Not yet commenced - start date not due	19	5%
In progress	159	39%
Not in progress	136	34%
TOTAL	402	

Table 1: number and percentage of actions by completion status

9. In delivering the NTDP, delays have arisen to due to factors including the need to engage with stakeholders, changes in funding settlements and technical challenges in implementation. These include:
- The need for a specific piece of work to be completed before another can start. For example, during the development of our Bus Reform plans, it became apparent that some actions to modernise ticketing arrangements would need to wait for the Bus Bill to come into force, as the franchising agreements would become the mechanism to compel franchisees to share their data with us. This means some actions will now not progress in this NTDP reporting period.
 - A change in approach to project funding; through the development of Regional Transport Plans (RTP) and modernisation of our transport grants to local authorities towards delivering each RTP, the prioritisation of projects may differ from the timescales and exact schemes specified in the NTDP. Each region is developing a programme of schemes which will be funded in the 2026-27 financial year, based on the priorities identified in their plans.
 - Changes in delivery priorities with non-devolved policy and delivery. Transport devolution is complex, with many of the decisions and, importantly, funding required being taken at UK Government for issues such as rail policy and delivery of projects on much of the Wales and Borders network. An example of this can be seen with the previous UK Government's decision not to fund electrification between Cardiff and Swansea, with means many actions in the plan which depended on this work are now not able to progress within this NTDP reporting period.

Regional Transport Plans (RTP)

10. On 28 October we published a [written statement](#) on RTPs. This confirmed that the plans for all four regions have now been approved, taking effect from the day of their approval. Each plan has been published by the Corporate Joint Committee which produced it; links to all four plans can be found here: [Regional transport plans: improving travel in your area | GOV.WALES](#)
11. To support the implementation of RTPs, we are modernising our transport grants to Local Authorities. From April 2026, we will combine several funding streams into a single Regional Transport Fund to help deliver the plans. Each region is developing a programme of schemes which will be funded in 2026-27, based on the priorities identified in their plans.

Highways

Highway investment

12. On 17 July we published a written statement setting out plans for our road network.
13. This included an update on the Welsh Governments 'Future Road Building Tests' which set out the circumstances in which Welsh Government would consider investment in roads. Having had the benefit of assessing how the tests have been used in practice since their first publication, we have updated the guidance to provide greater clarity and confidence for local authorities and transport professionals about when investment in the road network will be considered and how the guidance should be used in practice.
14. The revised guidance remains consistent with the intent of the original tests to ensure that we increase standards and build better roads, including by encouraging innovative new approaches. It has been incorporated into our Welsh Transport Appraisal Guidance (WelTAG), which sets out the overall approach to developing and assessing transport proposals across Wales.
15. In June 2023, an independent review panel commissioned by the former Deputy Minister for Transport published 15 recommendations to improve the way maintenance was undertaken on the Strategic Road Network (SRN) in Wales. Led by Matthew Lugg OBE and known as the "Lugg Review," the report highlighted the need to improve asset management and embed policy, such as the Wales Transport Strategy, in all work and planning involved in managing and maintain the network.
16. In response the Welsh Government accepted the recommendations and embarked on a New Approach to Road Maintenance. This involved improving all areas of maintenance and ensured that priority was given to the safety and maintenance of critical infrastructure. Major Asset Renewal and Multi Asset Scheme programmes have been established to address backlogs in maintenance and ensures work to improve the safety and serviceability of the network becomes more sustainable in the future.
17. Maintaining our existing infrastructure also means working to replace major infrastructure, ensuring the resilience of key routes for now and for future generations as the impact of climate change becomes apparent. A great example of this is on the A494, an important route linking North East Wales to the North West of England. We are now progressing through the statutory procedures and procurement process to replace the River Dee bridge with a view to progressing onto construction in late 2026/early 2027.
18. Alongside this we are also investing in enhancing our road network, improving access for people and freight. The opening of the A40 Llanddewi Velfrey to Redstone Cross Improvements, linking to the ports in West Wales, and the completion of the A465, demonstrates that the Welsh Government continues to

invest in roads. The new A465 will unlock economic growth in the Valleys and surrounding areas by improving access for businesses, logistics and tourism.

19. We continue to progress the development of options to improve the resilience of the crossings across the Menai Strait and have begun development work to provide a new junction on the A483 to support the Wrexham Western Gateway Development.
20. We are also refreshing our resilience studies for the motorway and trunk roads. This will ensure we have the evidence base to inform future investment decisions and to ensure our roads continue to play their role in delivering Wales' socio-economic and net zero policies. We will begin with studies of our busiest trunk roads: the A55, A494 and A483 in North Wales and the M4 in South Wales.
21. An additional £25m was invested in the SRN in 2025/26 which resulted in 65 miles of improved road surfaces, fixing and preventing over 30,000 potholes. The Local Road Network (LRN) also benefitted from the introduction of a Local Government Borrowing Initiative which enabled local authorities to fix or prevent around 171,000 potholes across 324 miles of local roads in Wales in 2025/26. This initiative will continue in 2026/27, helping to ensure hundreds of km of roads are improved.

Pavement parking

22. Pavement parking creates serious safety risks for all pedestrians, but particularly disabled people, older people, those with prams or pushchairs and young children. Ultimately, our goal is safer, more inclusive streets that work for everyone.
23. The UK Government has recently published its [pavement parking consultation](#) and set out the intention to give local authorities powers to act against unnecessary obstruction of pavements.
24. The Welsh Government supports this approach and we are in discussions with the UK Government on how it can be applied in Wales.

Unadopted roads

25. The unadopted road programme of improvements follows two similar previous programmes delivered during 2021/22 and 2023/24. Again for 2024/25 the initial interest was good with the level and value of Local Authority applications far exceeding the monies available.
26. As in previous years, the Welsh Local Government Association (WLGGA), acting as programme manager, sought applications from all 22 Local Authorities (LAs). 10 applications were received with a total value of £1.325 million. The WLGGA and County Surveyor Society Officers evaluated the applications and recommended how best to allocate the available monies.
27. Of the 10 applications received, one application was deemed to be very expensive and did not represent the same value for money nor indeed collective benefits as the other schemes. It was recommended therefore that this scheme not be supported but that the other 9 applications be supported with a total value of £989k. The nine LAs supported were:

- Caerphilly
- Carmarthenshire
- Ceredigion
- Denbigh
- Gwynedd
- Merthyr Tudfyl
- Pembrokeshire
- Powys
- Rhondda Cynon Taf

28. Of the £989k allocated, a total of £752K was actually expended representing a 76% delivery of the available monies. Significant improvements have been achieved to different types of unadopted roads, demonstrating that unadopted roads come in different forms and require different solutions. At the end of the day, improving and adopting such roads is a great benefit for all the varied stakeholders.
29. It is pleasing to note that increasingly, partner organisations are showing a willingness to contribute their own resources to supplement or 'match fund' Welsh Government resources to deliver unadopted road improvements. A particular positive this year was a significant contribution from a housing association to the funding of a scheme that ultimately was of direct benefit to the association and its clients, as well as to the wider public.

Road Safety

20mph Speed Limit

30. The latest police-recorded collision data shows fewer collisions on 20mph and 30mph roads combined in the third quarter of 2025 when compared to the same quarter in 2023, which was the last quarter 3 period before the change in default speed limit.
31. A listening programme was setup to assist us in refining the guidance. Welsh Government took the feedback and worked in partnership with highway authorities and the County Surveyors' Society Wales to co-create guidance on setting 30 mph speed limits on restricted roads and other 20mph roads.
32. That guidance was published in July 2024 and provides a framework to support highway authorities to make the right decisions for local roads, particularly when those calls are finely balanced. It prioritises 20mph speed limits where pedestrians and cyclists frequently mix with vehicles, unless strong evidence supports that higher speeds are safe.
33. It also sets out that speed limit changes to 30mph are mainly expected on A and B roads, which are, generally, strategic routes through urban areas. In addition to clarifying place criteria terminology, the updated guidance provides criteria linked to road characteristics and movement, making it clear that any decision is an exercise for highway authorities of weighing benefits and disbenefits of setting a higher speed limit in the context of their transport specific but also wider statutory duties. The number of roads that are changed to 30mph in each of the 22 local authority areas, and on trunk roads, has been determined by via public consultations.
34. Local authorities have now published lists of roads they are going to propose changing to 30mph. Seven authorities have completed their TRO public consultation and out of the seven, three have implemented changes on the ground. A further three authorities are not planning to make any changes at all and the remaining 12 are yet to begin the statutory public consultations.
35. An independent evaluation of the 20mph policy has been commissioned to provide robust, evidence-based and impartial findings. It will assess how the policy is delivered, its impact on road safety, value for money, and wider benefits for health and communities. The evaluation will report in stages: an initial report this year, an interim report next year and a final report in 2029.

Setting Local Speed Limits in Wales

36. The Setting Local Speed Limits in Wales guidance is currently being updated to align with the national 20mph speed limit and broader Welsh Government policy.
37. Local authority officers, as Highway Authorities, are actively involved as key stakeholders in this process. The update has taken longer than initially planned. However, this extended timeline reflects the value of a collaborative approach, ensuring the guidance is both practical and effective.

38. Significant effort has been made to engage with Highway Authorities, listen to their concerns (particularly regarding the resources required to test the guidance) and adjust the programme as needed. Engagement workshops were held in October 2025 to test the draft guidance and gather feedback from highway authorities. The project team is currently reviewing this feedback to finalise the guidance.
39. The updated guidance will be for all highway authorities (Welsh Government for the strategic road network and local authorities for local roads), but it will not be mandatory.
40. Until the new guidance is published, the 2009 guidance remains extant. The decision on publication will rest with the new Government. If published, the guidance will inform a review of speed limits across the trunk road network, subject to funding.

Road Safety Framework

41. The Road Safety Partnership Plan 2025-2040 sets out a collaborative vision for transforming road safety across Wales. The Plan adopts the internationally recognised Vision Zero and is underpinned by the Safe System approach. The Plan aims to eliminate road deaths and serious injuries and reducing road related harms whilst fostering a transport system that is accessible, sustainable, efficient, inclusive and fair for all. The long-term incremental process requires sustained commitment, innovation, and partnership from stakeholders.
42. The Road Safety Partnership Group and Road Safety Partnership Board have been established. The Road Safety Partnership Plan has been approved by the Road Safety Partnership Board and preparations are being made to publish it in early 2026.
43. Work has begun to establish the Safe System Component Groups – Enhancing the Road Environment, Thriving Road Users, Improving the Fleet and Upgrading our Response. These groups will focus on developing ideas to progress road safety and propose suitable Safety Performance Indicators to present to the Partnership Group and Board for approval.
44. A data and analysts group and communications advisory group will support the three-tiered governance structure.

Climate change and decarbonisation of transport

Transport targets and commitments set out in Net Zero Wales

45. The Net Zero Wales Carbon Budget 2 Plan, published in October 2021, set out a comprehensive emissions-reduction pathway for the transport sector. The latest National Atmospheric Emissions Inventory (NAEI) data, published in June 2025, shows total transport emissions in Wales of 6.031 MtCO₂e in 2023, compared to 6.747 MtCO₂e in the 2019 baseline year, representing a 10.6% reduction.
46. Working collaboratively with the other UK nations, we have supported the delivery of the Zero Emission Vehicle (ZEV) mandate and Vehicle Emissions Trading Schemes, the single most impactful carbon-mitigation policy across the UK. These schemes set annual ZEV sales targets for new cars and vans between 2024 and 2035. In 2025, battery electric vehicles (BEVs) accounted for approximately 23.4% of all new car registrations across the UK.
47. In November 2025, we launched 'Moving to Zero', a £1 million commercial vehicle decarbonisation programme.
48. We have invested £2 million to upgrade tunnel lighting, street lighting, and variable road signs to high-efficiency technologies, delivering both carbon and cost savings.
49. We are introducing the PAS 2080 framework across all major construction projects valued over £1 million, encouraging early collaboration with the supply chain to identify, manage, and reduce whole-life carbon.
50. The Design Manual for Roads and Bridges (DMRB) has been updated to align with the modernised Manual of Contract Documents for Highway Works (MCHW). These updates introduce low-carbon materials and construction methods into standard practice, significantly reducing embodied and operational emissions across SRN maintenance and construction projects.

EV Charging Strategy and Action Plan

51. In 2021, we published the Electric Vehicle (EV) Charging Strategy and Action Plan, establishing a vision for an accessible, user-focused charging network by 2025 and committing to the delivery of 30,000 fast charge-points by 2030. While it is now highly unlikely that the 30,000 fast charge-point target will be met, there has nevertheless been significant growth in publicly accessible charge-points in Wales, increasing from 994 in October 2021 to 3,813 in October 2025.
52. The Welsh Government procurement framework for EV charging infrastructure, launched in autumn 2024, explicitly references the PAS 1899 accessibility standard. TfW played a key role in the development of the original PAS 1899 standard and the subsequent 2025 revision, helping to ensure accessibility requirements are embedded from the outset.

53. We have developed national EV charging infrastructure standards, ensuring safe, accessible, and reliable public charging across Wales.
54. Responsibility for delivery plans for charge-point installation currently sits with local authorities. From 2026–27, Corporate Joint Committees will assume responsibility for prioritising regional transport funding, while local authorities will retain responsibility for granting planning permission to charge-point operators seeking to invest in Wales.
55. We are working with TfW and the four local authorities currently undertaking trials to explore the role of cross-pavement charging solutions, particularly in improving access to affordable charging for households without off-street parking or private charging facilities.

Climate Adaptation and Transport Infrastructure

56. The Climate Adaptation Strategy for Wales (2024) includes a dedicated Transport Adaptation Action Plan to address risks from flooding, extreme rainfall, heatwaves and coastal change. Key actions focus on strengthened cross-sector governance through a Transport Climate Adaptation Working Group, protecting vulnerable transport networks, and ensuring that transport planning and investment decisions are informed by robust, sector-specific climate projections.
57. TfW is delivering adaptation activity through its Climate Adaptation and Resilience Plan (CARP), which sets out governance, risk assessment and resilience measures across rail, bus and active travel networks. TfW is undertaking detailed climate risk and vulnerability assessments, with a particular focus on the Core Valley Lines (CVL), where flooding presents a significant risk to asset condition and service reliability. Enhanced weather monitoring, microclimate analysis and climate modelling are improving forecasting and operational response, while future climate projections are being embedded in the design of new and upgraded infrastructure. Annual progress reporting provides assurance on delivery, emerging risks and forward priorities.
58. On 28 January 2026, TfW published an update to its CARP alongside a progress report covering November 2023 to November 2025. These annual updates report against TfW's five strategic adaptation objectives, spanning governance, risk assessment, resilience measures and preparedness for extreme weather. They provide evidence of progress, highlight challenges, and set priorities for the coming year to strengthen organisational resilience to climate change.
59. TfW's approach is underpinned by evidence-led vulnerability assessments, including detailed analysis of weather-related incidents on the CVL, identification of flooding as a primary risk to infrastructure and services, and monitoring of localised microclimates through newly installed weather stations to improve forecasting, response and resilience. Future climate projections—covering rainfall extremes, temperature increases and sea-level rise—are used to assess long-term vulnerability and to apply appropriate climate change uplift in all new developments and enhancements.
60. Adaptation measures for key assets include evaluating flood risk across the CVL and testing more robust design approaches aligned with +2°C and +4°C warming

scenarios; preparing coastal networks, such as Cardiff Bay, for compound flooding risks through multi-agency collaboration; and developing operational plans to manage the impacts of future heatwaves on staff, passengers and asset performance. More broadly, TfW is embedding climate adaptation across governance frameworks, operational practices, maintenance and renewal programmes, and investment decision-making.

61. The Strategic Road Network (SRN) is already regularly impacted by climate hazards including flooding, heat, subsidence, erosion and wind and we are on the journey to adapting to the impacts of a changing climate.
62. The SRN has an aim to be resilient and adaptable to climate change and have a Climate plan already developed to set out steps to prepare the strategic road network for the potential impacts of climate change. The climate plan has the specific aim of an SRN which 'plans for the projected climate of 2050 and prepares for the possible climate of 2100' to align with the principles of UK's climate change risk assessment.
63. The SRN has a clear understanding of how current and future climate hazards may impact the network through a climate risk assessment and is in progress with delivering action to mitigate this risk. This is through updating asset management plans, adapting our procurement approaches, further researching our climate resilience, updating our monitoring practices and implementing mitigation.
64. We are already updating our infrastructure to develop a network which is resilient to future changes in the climate. An example of this is the A487 New Dyfi Bridge scheme which improved the resilience of the A487, the principal strategic south to north route along the west coast of Wales. Another example was the improvements to the A55 between Abergwyngregyn to Tai'r Meibion which was prone to flooding and caused disruptions and closures. Since the works have been completed, there has been no flooding incident on this section. The scheme also delivered several safety measures and the introduction of 4km of new and improved walking and cycling route which has seen a tenfold increase in usage.
65. We are working on embedding the Climate Adaptation Strategy for Wales 2024 by delivering the actions set out in the transport action plan.

Public Transport and Integrated Transport

Delivery of integrated transport in Wales

66. Through TfW, we are working to deliver a modern, high performing and integrated public transport system in Wales.
67. Over the last few years, we have made significant strides with TfW to improve the TrawsCymru network across Wales. By the middle of this year, we will have deployed over 40 new Euro 6 buses onto the network and introduced new routes (T8 Linking Corwen and Chester, T10 linking Bangor and Corwen and the T51 linking Rhyl and Wrexham).
68. The recently opened bus interchanges in Cardiff and Porth are designed to facilitate seamless travel between transport modes, with further interchange schemes underway at key destinations include Milford Haven and Haverfordwest.
69. Our proposals for Bus Reform will enable us to further improve integration and choice for passengers right across Wales.

The implications of UK Government Rail Reform

70. The introduction of the UK Government's Railway's Bill will enable the biggest transformation of the rail sector in a generation, modernising and improving rail services and delivering a more integrated, accountable and passenger-focused railway.
71. We have been working closely with the UK Government to ensure that the Bill achieves the best deal for Wales. Thanks to our collaborative working, we have agreed the development of a Memorandum of Understanding between the Secretary of State for Transport and Welsh Ministers.
72. The Memorandum of Understanding will recognise the shared ambition to codify devolved responsibilities, funding arrangements and joint governance mechanisms. It will strengthen the accountability of the delivery of rail services across the Wales and Borders network.

Delivery of the rail franchise and both Welsh and UK Government infrastructure priorities and investment

73. Our over £1bn investment in the Core Valley Lines (CVL) is truly transforming travel for passengers.
74. Stations have been upgraded, track and signalling infrastructure renewed and Overhead Line Electrification installed. The electrification of the CVL will be completed in spring this year, with 170km of track powered by innovative discontinuous electrification.
75. The majority of TfW services are now operated by new trains thanks to our £800m investment in new rolling stock. These trains offer improved accessibility, capacity

and comfort for passengers and have helped TfW to deliver sustained performance improvements. TfW continue to make good progress with their rolling stock introduction programme and plan to introduce brand new tram-trains to the CVL from spring this year and Class 197 trains to the Cambrian line from Autumn.

76. Over 2.3 million journeys have now been made across the South Wales Metro using Pay-As-You-Go, which is TfW's fastest-growing ticketing product. PAYG makes it easier, faster and cheaper for passengers to pay for travel and will be rolled out in north east Wales from this spring. This is part of our vision for Network North Wales, which is already delivering significant benefits for passengers. Stations have been upgraded on the Wrexham – Liverpool Line, service frequency has doubled between Wrexham – Chester and positive progress has been made on proposals for a new station at Deeside and vital infrastructure upgrades at Padeswood. As part of the May 2026 timetable change, we will deliver a 50% boost in services on the North Wales Main Line – a major boost in connectivity.
77. TfW has delivered a step change improvement in performance and is now regularly the most reliable train operator in Wales. TfW recorded the biggest improvement in punctuality of all train operators in Great Britain between July and September last year and recorded a 10% increase in passenger journeys across the same period.
78. We have worked closely with the UK Government to secure £445m funding for rail in Wales. This will enable us to deliver major improvements now and, crucially, also includes significant funding to develop projects and build a strategic pipeline of enhancements. This is vital to demonstrate that Wales is investment ready and make the case for long-term, sustainable funding. This will be informed by an industry-led vision for rail in Wales, which will be published by TfW imminently.
79. We continue to support the UK Government's Access for All (AfA) programme which is delivering step free access to stations across Wales. AfA schemes have already been completed at Abergavenny, Llanelli, Cwmbran, Flint, Ludlow, Newtown and Treforest and we are working with the UK Government to deliver schemes at Tenby, Shotton and Ruabon.

Bus policy and delivery of bus reform

80. Earlier this month the Bus Services (Wales) Act 2026 received Royal Assent. The Act marks a generational change in the way bus services are run across Wales, moving from the existing de-regulated system to a predominantly franchised systems that places a duty on Welsh Ministers to deliver the Wales Bus Network Plan. It is a significant step change that aims to prioritise the needs of passengers. The reforms will take time, as they are complex and multifaceted – this is why we are rolling out the reforms on a regional basis, beginning in South West Wales in 2027.
81. As part of our bus reform agenda, we aim to also improve the quality and carbon footprint of the bus fleet, so we will be incrementally purchasing vehicles to replace the oldest fleet as we roll out franchising. Additionally, we will purchase strategic bus depots to aid the competitiveness of franchise procurement and deliver the infrastructure needed to support electric vehicles. A majority of depots will remain in private ownership.

82. In September 2025 we introduced the £1 fares scheme for 16-21 year olds, extended to 5-15 year olds in November as a 12-month pilot. The scheme delivers on calls we have consistently received to improve our fares offer for young people and it has been successful so far – over 36,000 16-21 year olds have signed up for a My Travel Pass to access the scheme and over 2m journeys have been made so far. We will be evaluating the scheme to help the next government determine whether it should be extended in the future.
83. We will have invested over £600m in the bus industry during this Senedd term through our bus grants and concessionary fares, which represents by far the biggest investment in bus services of any contributor. We have also expanded the number of Fflecsi and Traws services across Wales during this Senedd term. We will continue to invest – the Cabinet Secretary for Finance and the Welsh Language increased the bus revenue budget by over 6% in the final budget for 2026/27 which will help maintain bus services ahead of franchising.

Taxi and Private Hire Vehicle Reform

84. In 2023 we issued a [white paper consultation](#) on taxi and private hire reforms. The Taxi and Private Hire Vehicle (Wales) Bill was removed from the programme for Government in May 2024.
85. Welsh Government issued guidance to local authorities who licence the sector in 2021 to align policies and reduce inconsistent standards, we are aiming to publish revised guidance early 2026.
86. Driver training films are in production to improve customer service, disability and equality awareness and safeguarding awareness.

Active Travel

87. During this Senedd term, the Welsh Government delivered key aims of the Wales Transport Strategy by investing over £258 million in local authority active travel routes and facilities through the Active Travel Fund and the Safe Routes in Communities Grant. This investment also supported the Programme for Government commitment to expand travel options that encourage public transport use and increase walking, wheeling and cycling.
88. The Welsh Government has met its Programme for Government commitment to establish Wales-wide plans for comprehensive active travel networks. Following extensive public consultation, the second mapping cycle under the Active Travel (Wales) Act 2013 was successfully completed, resulting in mapped existing and planned active travel networks totalling over 10,000 kilometres across Wales.
89. The National Transport Delivery Plan commitment to publish an Active Travel Delivery Plan in 2024 has also been fulfilled, and delivery of its comprehensive programme of actions is underway. Key achievements include the development and ongoing enhancement of a national promotional toolkit with an extensive bank of resources; the creation of an evidence-based route prioritisation tool; the establishment of a design hub within Transport for Wales to strengthen technical

support; and the launch of Academi Teithio Llesol to address skills and capacity constraints across the active travel sector.

90. Progress has also been made against the Programme for Government commitment to work with schools to promote active travel and road safety. The Welsh Government-funded Active Journeys programme typically engages with around 13,000 children each year and has increased active travel levels by 12%. The Walk to School programme, delivered by Living Streets, engaged more than 55,000 pupils in its first two years, achieving a 20% increase in walking, wheeling and cycling all the way to school for primary pupils, rising to 57% when park and stride journeys are included. In addition, over 330 Active Travel School Plans have been completed, and more than 200 business cases under the Sustainable Communities for Learning programme have been assessed against active travel criteria, in line with Wales Transport Strategy commitments.
91. The Welsh Government has also successfully trialled initiatives to reduce barriers to cycling uptake, most notably through the e-move scheme, which offered free medium-term e-bike and e-cargo bike loans across multiple locations between 2021 and 2024. A total of 708 medium-term e-cycle loans were provided to 652 beneficiaries across five locations, and the scheme also piloted a gender budgeting approach to better understand and address unequal access to cycling.
92. The Welsh Government is currently responding to the recommendations of the Public Accounts and Public Administration Committee, published on 4 February, with a plenary debate scheduled for 25 February. The Review of the Active Travel (Wales) Act 2013 is planned for publication on the same day.

Update on support for ports, and freight

Ports, Freight and Logistics

93. We have been working towards developing a Freight and Logistics Plan for Wales, as laid out in Llwybr Newydd, with preliminary work having been completed. The plan was originally due to be published in 2024.
94. The key priorities have been discussed through joint working and consultation with key stakeholders such as the Rail Freight Group, Road Haulage Association and Logistics UK. We originally agreed a delay in issuing of a full strategy and to work with industry to produce a shorter term, smaller scale Freight Action Plan.
95. We recognise that the plan is overdue, but with the closure of the port of Holyhead just before Christmas last year and its clear impact on the industry, it was imperative that we reacted to that priority and waited for the conclusion of the Irish Sea Taskforce (set up as a response to that closure) before starting on this plan.
96. As a result of the Irish Sea taskforce and the Debate on the Economy, Trade and Rural Affairs Committee report: Holyhead Port Storm Damage and Closure - Initial Findings in July, it became apparent that stakeholders would prefer Government to publish a joint Freight and Logistics Plan, and Ports and Maritime Strategy. Following the conclusion of the Irish Sea taskforce meetings we issued a written statement on the recommendations. We decided that a combined port and maritime, freight and logistics plan would be preferable, given the strong links and interdependencies between the sectors.
97. As a result, one of the key recommendations of the Irish Sea Task force is for the Welsh Government to publish a set of priorities for a Port and Maritime, Freight and Logistics Plan before the end of Government term in preparation for the next Government. As part of that work, it will also establish a freight council and a truck stop mapping exercise for Wales which will be published by the end of this term of Government.
98. Preparatory work for the plan has already commenced. The Cabinet Secretary for Economy energy and Planning and Cabinet Secretary for Transport and North Wales have agreed to a draft scope for the work, following internal consultation. This has been further refined following external consultation and feedback from key stakeholders and is currently being developed into a set of priorities. Before the end of Government term, we will publish this set of priorities in what we are now calling the Maritime and Logistics plan in preparation for the next Government. The published document will enable the next Government to clearly see what the priorities of the sectors are and be able to move them forward as the preparation work will be done.
99. We have also agreed to the recommendation to bring forward the creation of a new Welsh Logistics Council and commission consultants to undertake the mapping of current roadside facilities and frequently used Heavy Goods Vehicles (HGV) parking locations in Wales.

100. We are currently developing some preparatory work on the formation of what we are now calling the Maritime and Logistics Council (MLC). We see the MLC as a natural follow on from the Irish sea taskforce. We do expect there to be the flexibility and ability to make changes to the membership even after the first meeting. The MLC's remit is likely to be wide ranging therefore flexibility is key. We hope to be able to update Committee on the membership soon. We have aspirations for the new MLC to become a supportive driving force to help the next government deliver tangible benefits to the sectors.
101. We have commissioned 3rd party professional consultancy advice to undertake the mapping of current roadside facilities and frequently used Heavy Goods Vehicles (HGV) parking locations in Wales. This has been a strong focus and request from the logistics member associations, and we look forward to receiving the report which we have committed to publish once its completed. The report will cover a high-level assessment of existing EV charging facilities for all vehicles at lorry park sites and identify opportunities for additional charging facilities for further government consideration.

Decarbonisation pathway for road freight

102. In November 2025 we launched the Move to Zero / Symud i Sero programme, which is a further phase of work with the Zemo Partnership to take forward the original Zemo recommendations and decarbonise the commercial vehicle sector in Wales.
103. We commissioned the Zemo Partnership to review the policy options to decarbonise Wales' commercial vehicle sector – their report was published in March 2025.
104. Zemo concluded that the primary long-term pathway to decarbonising commercial vehicles in Wales will be electrification. However, this will take time and there are types of commercial vehicle operation where electrification may not currently be a viable option.
105. In these hard-to-electrify situations, low carbon fuels provide a near-term opportunity to decarbonise vehicles. There may be a role for hydrogen by the late 2030s. Zemo's report recommends a package of measures including action to facilitate partnerships, remove barriers, support innovation and educate operators.
106. The 'Move to Zero' programme builds on the momentum created by the Zemo report and progresses many of its recommendations. This will include wide-ranging activity to support the decarbonisation of both heavy and light duty commercial vehicles, with measures to encourage demand, facilitate access to finance and provide commercial vehicle operators with clear, impartial information.
107. The programme will also create a forum for Welsh Government to engage with key stakeholder communities in the Commercial Vehicle sector.

Last mile deliveries

108. The Universities of Cardiff and Leeds and the Welsh Government conducted a series of last mile delivery decarbonisation workshops in early 2025 with other representatives from academia and industry.
109. This work has helped with initial policy thinking, around setting a pathway for last mile deliveries decarbonisation. Its recommend that this work is taken forward by any incoming government with the priority of plotting a pathway to decarbonisation.

Governance, development and performance management of TfW

110. It has been another busy but successful year for the organisation and I welcome the scrutiny that the CCEI Committee has offered to both the Welsh Government and TfW. The recommendations of the Committee have proved invaluable in developing our governance of TfW including scrutiny of TfW's funding during the draft budget, the publication of KPIs, and development of the Performance Board.
111. Following the publication of the CCEI Committee's report on their pre-appointment hearing, I appointed Vernon Everitt as the Chair of TfW in the summer. I have published my letter to him highlighting my priorities for the role and I am pleased to see the Vernon's positive impact both on the organisation and with our stakeholders.
112. Your recommendations on TfW's draft budget contributed to the additional funding to deliver the bus franchising. This challenging and complex programme is now supported by a new joint sponsorship group attended by senior leaders from both organisations.
113. Finally, a new working group reporting to the Performance Board is being established for the new financial year to further interrogate, challenge, and develop the suite of performance and corporate KPIs to ensure that they are driving improvements and efficiencies across the organisation.