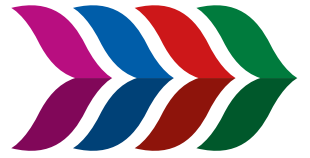


**Draft for
Consultation**

Cyd-bwyllgor Corfforedig
De-orllewin Cymru
Corporate Joint Committee for
South West Wales



February 2025

South West Wales Regional Transport Plan

Appendix 6: Draft Regional Transport Delivery Plan



Regional Transport Delivery Plan

The long list of potential schemes, below, is subject to further development and assessment. This will take place in the coming months following the approach set out in Appendix 4 of the Regional Transport Plan.

To aid the reader the schemes listed are described and an area location provided.

Active travel / walking and cycling

Intervention Name	Description including location(s)	Theme	Location
Ammanford and Cross Hands Masterplan	A package of walking and cycling improvements across Ammanford and the wider Amman Valley (referred to as Cwmamman in the Ten Towns), as identified on the ATNM and through various consultations with residents and key stakeholders. Proposed infrastructure will connect to the existing Amman Valley cycleway and aim to identify and address any existing gaps. This scheme would benefit from integration with Ammanford Strategic Transport interchange and the proposed reopening of the Amman Valley Mineral Line. Cross Hands has benefitted from significant investment and development as a strategic employment site in recent years. The town is continuing to grow and encompasses a large number of smaller, residential settlements within it. A Cross Hands masterplan will aim to address gaps in connectivity between areas of the town, ensuring that strategic employment sites are easily accessed by foot and bike and that residents do not become isolated from services by development which is reliant on the private car. This scheme will also consider the missing link between Ammanford and Llandeilo.	Active travel / walking and cycling	Carmarthenshire
Burry Port Masterplan	A package of measures to compliment and provide connectivity to the Millennium Coastal Path which connects Burry Port and Llanelli. Burry port has a growing significance regionally due to the planned rail turn-back facility. This scheme will deliver walking and cycling improvements to allow residents within the area access to the increased rail services without relying on the private car. The scheme will also provide improved connectivity to neighbouring Pembrey, improving access to Pembrey Country park for residents, rail passengers and tourists.	Active travel / walking and cycling	Carmarthenshire
Carmarthen Active Travel Masterplan	We are currently progressing a 'new approach' to active travel in Carmarthen, focusing on an involved network and scheme design process which draws on public and stakeholder consultation to deliver a fit for purpose walking and cycling network for the town. The scheme aims to deliver a comprehensive walking and cycling network across the town,	Active travel / walking and cycling	Carmarthenshire

Intervention Name	Description including location(s)	Theme	Location
	connecting into existing infrastructure and tying into flagship strategic active travel scheme, the Tywi Valley Path.		
Cross Boundary Active Travel Linkages (East County)	Identify opportunities for cross-border walking and cycling routes between Brynamman and the Swansea Valley, Pontarddulais, Hendy and Pantyffynnon, in conjunction with Swansea and NPT, and deliver a network which connects the two communities, completing the Amman Valley Cycleway. this scheme may be broadened to consider other opportunities to create cross border routes, particularly with Pembrokeshire in the West (between St Clears, Whitland, Laugharne, Pendine, Amroth and Narberth) and with Ceredigion in the North between Llanybydder, Lampeter, Cwmann, Newcastle Emlyn and Cenarth.	Active travel / walking and cycling	Carmarthenshire
Kidwelly Masterplan	A package of active travel improvements within Kidwelly and connecting to nearby settlements including Ferryside and Carmarthen Bay holiday park. This scheme will provide localised walking and cycling improvements to facilitate local journeys as well as the first and final mile of multimodal journeys via bus and rail.	Active travel / walking and cycling	Carmarthenshire
Llandovery Masterplan	An Active Travel Masterplan has been developed for Llandovery through consultation with local residents and key stakeholders. This aims to create a network of local walking and cycling routes which allow greater active travel permeability through the town, providing access to key services including the schools, leisure centre, hospital and local high street. The scheme is proposed for implementation in the coming years through ATF.	Active travel / walking and cycling	Carmarthenshire

Intervention Name	Description including location(s)	Theme	Location
Llanelli Active Travel Masterplan	A package of measures developed over a number of years with the aim of creating new walking and cycling infrastructure with links to key destinations such as education centres, employment/retail sites and residential developments whilst enhancing the mesh density across the whole active travel network. A key component of this masterplan is the creation of the Llanelli Spinal Route that will eventually connect Hendy all the way to Pentre Awel and the Millenium Coast Path with high quality, mostly off road active travel infrastructure. Planned future connections include the completion of the Black Bridge scheme and links to key developments such as the Pentre Awel, town centre and railway station. As Carmarthenshire's largest town, with the greatest density of multiple deprivation and flat topography there is a high propensity to utilise active travel methods in all local journeys. The Masterplan will link in with the planned Llanelli Interchange scheme and various strategic transport proposals for Llanelli to create a network which is not reliant on the private car for local journeys. this will also capture the communities of Bynea and Llangefni.	Active travel / walking and cycling	Carmarthenshire
Market Towns outside of Built Up Areas (BUAs)	A number of Carmarthenshire's key Market Towns fall below the threshold of Built Up Areas within the Active Travel Act. Despite this, the authority recognises the importance of walking and cycling as modes of transport for these communities. This scheme will capture the delivery of demand related Highways and Footways safety improvements. We are committed to developing and delivering active travel schemes in these areas, including: Llanybydder, Llandeilo, Laugharne, Whitland and Newcastle Emlyn. Consider specifically opportunities for Llandysul to Pencader and Newcastle Emlyn via Henllan, Tywi Valley Path Linkages.	Active travel / walking and cycling	Carmarthenshire
St Clears Masterplan	A network of routes has previously been developed for St Clears to link to key trip attractors including education, the leisure centre, the local high street and the proposed railway station. This network also has potential to link to the proposed West Wales General Hospital site if St Clears is confirmed as the location. Further consultation and a design review of these proposed schemes will take place in advance of a funding bid.	Active travel / walking and cycling	Carmarthenshire

Intervention Name	Description including location(s)	Theme	Location
Tumble Masterplan	The Tumble Masterplan has been developed through consultation with local residents and key stakeholders to provide essential infrastructure for the growing residential hub of Tumble. A package of measures have been identified to produce a network for implementation. The village serves an important function locally having two schools and a thriving community sports facility. The Swiss Valley cycleway provides onward connectivity to Cross Hands in the north and Llanelli in the south. The masterplan will provide links from that route to key local trip attractors.	Active travel / walking and cycling	Carmarthenshire
Aberavon seafront plan	Improvements/regeneration of the seafront area in Aberavon. Improvements to active travel routes.	Active travel / walking and cycling	Neath Port Talbot
Cardi Bach Scheme	Joint SUP between CCC and PCC, between Cardigan and Whitland vi a disused railway track.	Active travel / walking and cycling	Pembrokeshire / Carmarthenshire
Bryn to Goytre active travel route and links to Port Talbot	Improvements to active travel provision linking Port Talbot to Taibach, Goytre and Bryn. Providing local route improvements and an off-road cycle track between Bryn and Goytre. Including widening and installation of a new bridge.	Active travel / walking and cycling	Neath Port Talbot
Coed Darcy development active travel connections	Active travel improvements linking the Coed Darcy housing development to the active travel network	Active travel / walking and cycling	Neath Port Talbot
GCRE Active travel and highway valley connections	As part of the GCRE proposal, there is the potential for the scheme to improve the active travel and highway connections in the Onllwyn area, this could be expanded to the BUA of Seven Sisters.	Active travel / walking and cycling	Neath Port Talbot
Neath and tenant canals – Active travel improvements	To deliver improvements to the walking and cycling routes alongside the Neath and Tenant Canals.	Active travel / walking and cycling	Neath Port Talbot

Intervention Name	Description including location(s)	Theme	Location
Neath to Cimla active travel route	Develop an active travel link between Neath and Cimla. This will include a new cycling link and improvements to the existing walking infrastructure.	Active travel / walking and cycling	Neath Port Talbot
Newbridge Road Bridge	Provision of an active travel route over the failing Newbridge Road bridge (grade II listed structure) including improved access to Port Talbot Docks.	Active travel / walking and cycling	Neath Port Talbot
Port Talbot and Aberavon Active Travel Masterplan	Providing active travel enhancements on a series of routes within the Aberavon and Port Talbot areas. These could range from small scale changes like providing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks.	Active travel / walking and cycling	Neath Port Talbot
Sandfields Active Travel Master Plan	Active travel enhancements across circa 29 ATNM routes within the Sandfields area of Port Talbot. These range from small scale changes like providing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks.	Active travel / walking and cycling	Neath Port Talbot
Neath Active Travel Master Plan	Providing active travel enhancements on circa 47 ATNM routes within the Neath town centre area. These could range from small scale changes like providing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks.	Active travel / walking and cycling	Neath Port Talbot
Wildfox resort – active travel, public transport and highway connections	Multimodal improvements to the local active travel routes/NCN, public transport and highway connections to facilitate the Wildfox resort development in the Afan Valley. A proposed holiday park including adventure and wellness facilities in the Afan Valley. Proposals include approx. 570 holiday lodges, a 50-bed hotel and 15-bed apartment-hotel, indoor water park and canyoning facilities.	Active travel / walking and cycling	Neath Port Talbot
E-Bike Strategy	Roll-out of E-Bike scheme across the County and PCNPA	Active travel / walking and cycling	Pembrokeshire
Energy Solution Strategic Route SUP	Energy - southern strategic route, which links with Pembroke (Fingerpost to Pembroke); -link off into the cycle network which then returns to the carriageway	Active travel / walking and cycling	Pembrokeshire

Intervention Name	Description including location(s)	Theme	Location
Narberth to Haverfordwest MUR	SUP scheme between Narberth and Haverfordwest	Active travel / walking and cycling	Pembrokeshire
Redstone Cross - Llandewi Velfrey SUP	Scheme to link Narberth via Redstone Cross to the Llandewi Velfrey SUP network.	Active travel / walking and cycling	Pembrokeshire
Slippery Back	Cycling infrastructure scheme	Active travel / walking and cycling	Pembrokeshire
Milford Haven Active Travel	Shared User Path (SUP) link between Steynton - Studdolph - Johnston delivered in two phases	Active travel / walking and cycling	Pembrokeshire
Narberth - Kiln Park Rd	Shared User Path (SUP) formation along Kiln Park Road	Active travel / walking and cycling	Pembrokeshire
Pembroke - Active Travel Key Schemes	Consisting of improvements in Active Travel around Pembroke; three key areas: Mill Bridge to Barrage; Mill Pond and Mill Bridge to town	Active travel / walking and cycling	Pembrokeshire
Pembroke Dock - Active travel (Pennar)	Pennar connectivity active travel improvements linking to Pembroke Dock	Active travel / walking and cycling	Pembrokeshire
Pembroke Dock Shared Use Path	Safer routes for schools within Pembroke consisting of: Prospect Place, Bush Street	Active travel / walking and cycling	Pembrokeshire
Prendergast Active Travel	Improvements within Prendergast community to improve existing cyclist/pedestrian walkways; Back Lane improvements between HHVC and Prendergast Community School	Active travel / walking and cycling	Pembrokeshire
Saundersfoot Shared Use	Detailed design (25/26) and construction of Shared User Path (SUP) from Scar Farm Holiday Park to Coppet Sands (26/27).	Active travel / walking and cycling	Pembrokeshire

Intervention Name	Description including location(s)	Theme	Location
Path - Frances Road			
Saundersfoot Shared Use Path - Sandy Hill	Preferred option design, land ownership de-risking and public consultation for Sandy Hill section of Saundersfoot SUP route.	Active travel / walking and cycling	Pembrokeshire
Saundersfoot Shared Use Path - Stammers	Phased construction of SUP and traffic management including Cambrian Place junction alterations to support café culture.	Active travel / walking and cycling	Pembrokeshire
St Dogmaels SUP Route	Shared User Path (SUP) and pedestrianisation scheme linking St Dogmaels to Poppit Sands; consisting of six connections	Active travel / walking and cycling	Pembrokeshire
Tenby - Croft to The Glebe	Active travel improvements including detailed design and construction between The Glebe and The Croft	Active travel / walking and cycling	Pembrokeshire
Tenby - Glebe to Green	Active travel improvements including detailed design and construction between The Glebe to The Green	Active travel / walking and cycling	Pembrokeshire
Tenby - Golf Course	Shared User Path (SUP) route through Tenby Golf Course	Active travel / walking and cycling	Pembrokeshire
Tenby - Penally (Heywoods Lane)	Shared User Path (SUP) formation along Heywoods Lane	Active travel / walking and cycling	Pembrokeshire
Tenby - Penally (Marsh Road)	Shared User Path (SUP) formation along Marsh Road (between Leisure Centre and Marsh Green).	Active travel / walking and cycling	Pembrokeshire
Tenby - The Clicketts	S Shared User Path (SUP) formation along The Clicketts	Active travel / walking and cycling	Pembrokeshire

Intervention Name	Description including location(s)	Theme	Location
ATNM Route 12	ATF link within Haverfordwest Town Centre Route 12	Active travel / walking and cycling	Pembrokeshire
Delivery of Swansea Council's approved Active Travel Network Map	Delivery of routes listed on Swansea's Active Travel Network Map.	Active travel / walking and cycling	Swansea
Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary	Improvements, including widening and resurfacing of existing walking and cycling routes.	Active travel / walking and cycling	Swansea
Enhanced walking links in communities outside of built-up areas (e.g. Gower)	Improving or creating new walking links within and between communities outlying the 'built up area' classification.	Active travel / walking and cycling	Swansea
Improved walking and cycling links adjacent to the M4 - J44 and J45	Enhancements to the walking and cycling infrastructure connecting communities across J44 and J45.	Active travel / walking and cycling	Swansea

Intervention Name	Description including location(s)	Theme	Location
Improved crossings of the River Tawe for pedestrians and cyclist	Improving links across the River Tawe for pedestrians, and cyclists where possible, to improve connectivity and reduce severance.	Active travel / walking and cycling	Swansea
Delivery of small scale park and cycle sites	A package of works to establish small scale park and cycle sites on the urban periphery of Swansea, with associated signage and promotion.	Active travel / walking and cycling	Swansea
Provision of Swansea city-wide micromobility hire scheme	Delivery or enablement of micromobility hire schemes, to include mechanical cycles and e-bikes, with the potential to include emerging transport options, such as e-scooters (subject to trial or legislation change).	Active travel / walking and cycling	Swansea
Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme	Delivery of SRiC and Road Safety schemes across Swansea.	Active travel / walking and cycling	Swansea

Multi-modal schemes

Intervention Name	Description including location(s)	Theme	Location
Ammanford Strategic Transport Interchange	Proposed developments in the Town Centre of Ammanford may necessitate the redevelopment of the Bus Station. This affords an opportunity to provide better connectivity between bus and rail, as well active travel infrastructure to connect to the wider Amman Valley Cycleway which provides an off-road facility from Brynamman in the North East to Pantyffynnon in the South West. This scheme will aim to increase the propensity of those living/working/studying in Ammanford and the wider Amman Valley to travel sustainably. This scheme may also consider amendments to the existing railway line to relocate Ammanford Railway Station to form part of the South West Wales Metro and better connect Ammanford with Swansea.	Multi-modal schemes	Carmarthenshire
Burry Port Strategic Transport Interchange	There has already been significant investment in Burry Port to provide seamless bus/rail integration and ensure that the existing interchange is linked to the millennium coastal path active travel facility. This scheme will provide further expansion and improvements which will support the proposed turn-back facility to be introduced by TfW/Network Rail as part of the South West Wales Metro.	Multi-modal schemes	Carmarthenshire
Carmarthen Town Access Improvements	A cohesive approach across major employers and trip attractors within Carmarthen across the public and private sector. Working in conjunction with Hywel Dda and other major employers. Aimed at reducing reliance on the private car. This will also specifically capture improvements in the Pibrwylwyd/Pensarn area to unlock large scale development. this scheme will also consider the seasonality of traffic flow within and through Carmarthen, noting multiple annual peaks and he impacts of trip attractors and their travel management plans on the wider network. as well as targeting local roads this scheme will consider all modes and lobby rail and trunk road agencies.	Multi-modal schemes	Carmarthenshire

Intervention Name	Description including location(s)	Theme	Location
<p>Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys)</p>	<p>An integrated approach to supporting the expanding employment and retail sites in Cross Hands, including proposed major investment which will generate additional HGV/LGV movements and a large number of accessible job opportunities for the local community. The scheme will consider sustainable transport solutions including active travel, public and demand responsive transport and car sharing schemes to limit the impact on the wider network. The scheme will also consider the dual role of Cross Hands as a commuter hub where residents regularly access the strategic road network to commute within and outside of the region for employment and education. Possible solutions to reduce dependency on single use car journeys for this community may include car share incentives, increased bus services and DRT/Car Clubs. This scheme will also capture wider improvements across the Gwendraeth and Amman Valleys (significant areas of multiple deprivation) to maximise the benefits of investment on the wider area and ensure sustainable access to employment opportunities. This scheme will also capture the creation of an express bus service between the communities of Llanelli, Cross Hands and Hendy to create PT connectivity where it is currently lacking. This will also capture Phase 2 of the Ammanford Economic Distributor Road and Phase 3 of the Cross Hands Economic Link Road.</p>	<p>Multi-modal schemes</p>	<p>Carmarthenshire</p>
<p>Llanelli Economic, Education and Employment Access Improvements</p>	<p>A scheme focused on supporting the wide range of development being undertaken in Llanelli currently, including but not limited to, Pentre Awel, Parc Trostre/Parc y scarlets, transforming Ty Isha, The Llanelli Interchange. The scheme will create a transport infrastructure is in place which attracts inward investment and improves the economic viability and sustainability of Llanelli as a principle town. The scheme will ensure the infrastructure is in place to facilitate the increased transport demand. This will aim to provide links to the existing Rail and Bus Stations, proposed transport interchange, Millennium Coastal Path, Llanelli Spinal Active Travel Route and the strategic road network. The scheme will consider the dualling of the A4138.</p>	<p>Multi-modal schemes</p>	<p>Carmarthenshire</p>

Intervention Name	Description including location(s)	Theme	Location
Llanelli Multimodal Interchange	Land has been acquired to the South of Llanelli Railway Station to construct a transport interchange which will allow buses to directly serve the Station. Local buses are currently unable to service the station due to constraints on the network including the level crossing on Station Road, and Llanelli Bus Station is circa 1 mile from the Rail Station. The scheme will build in active travel measures, connecting to improvements in the immediate vicinity which provide connectivity across the town and wider area. It will also provide provision for taxis, ULEVs, community and DRT and PRM parking.	Multi-modal schemes	Carmarthenshire
Llanelli Urban and Coastal Belt Junction Improvements	There is a high level of public and political demand for a scheme to improve multi modal access to the wider Llanelli area. A package of measures to improve public transport journey times, providing a safer and more accessible environment for Active Travel modes by creating an environment that support expeditious highway movement and in doing so provide for inter and intra connectivity improvements for Llanelli, from the M4 in the North, to the Swansea border in the East and the Pembrey Peninsula in the West. Llanelli is Carmarthenshire's largest town and includes some of Wales's most deprived areas. This scheme will seek to utilise the sustainable transport hierarchy to provide a network which delivers access to employment and key services for communities within Llanelli and facilitates economic growth within the town. This will specifically include (but not be limited to) - improvements on Sandy Road and associated junctions, Talyclun, Trostre and Halfway, Pembrey Peninsula.	Multi-modal schemes	Carmarthenshire
Nant y Caws Development Access Improvements and Sustainable Transport Hub	Development of a major employment site, incorporating Waste, recycling, circular economy and green skills facilities and associated depot facilities (including potential for a strategic bus hub and vehicle maintenance facilities) alongside a Regional EV Charging Hub with renewable energy generation for the public sector. Proposals will consider a multimodal approach, promoting sustainable and active travel options.	Multi-modal schemes	Carmarthenshire
West Wales General Hospital Transport Access	A scheme to support the progression of HDUHB's proposed new West Wales General Hospital on either of the proposed sites in the west of the county. A significant need in transport demand across all modes will	Multi-modal schemes	Carmarthenshire

Intervention Name	Description including location(s)	Theme	Location
	necessitate significant investment at either site to ensure the impact on the wider network is minimised and that active and sustainable modes are prioritised wherever possible.		
Neath - Port Talbot - Swansea	Major link through the main urban areas of the region. Key corridor for access to the Freeport and major developments M4 Junction 43 capacity limitation	Multi-modal scheme	Neath Port Talbot
Neath Integrated transport hub	Provision of a new bus and rail interchange at Neath Railway Station to provide improved opportunities for integrated journeys.	Multi-modal schemes	Neath Port Talbot
Celtic Freeport Feasibility Studies	Series of feasibility studies within the proposed Celtic Freeport to assess implications of tax sites and strategic development sites	Multi-modal scheme	Pembrokeshire
Fishguard – Ferry Port	Changes to Fishguard/Goodwick Station to improve bus/rail links.	Multi-modal Scheme	Pembrokeshire
Milford Haven Public Transport Interchange	Rail improvements for increased rail capacity and bus/cycle links	Multi-modal Scheme	Pembrokeshire
Pembroke Dock Public Transport Interchange	Highway improvements to link through to the Rail station and provide better modal shift (bus points)	Multi-modal Scheme	Pembrokeshire
Haverfordwest - Milford Haven (including Freeport)	Includes Merlins Bridge junction at Haverfordwest At each location road safety, amenity and capacity issues exist Rail line has restricted capacity and services are limited Bus service runs at 30mins intervals	Multi-modal scheme	Pembrokeshire
Swansea Valley Sustainable Transport Corridor	A scheme to enhance and introduce multi-modal sustainable transport options along a key corridor into Swansea city centre. The extents of the scheme are between Clydach and Mumbles.	Multi-modal scheme	Swansea
Swansea Northern City Link Sustainable	A scheme to enhance and introduce multi-modal sustainable transport options along a key corridor into Swansea city centre. The extents of the scheme are between Loughor Bridge and High Street station, including Dyfatty junction.	Multi-modal scheme	Swansea

Intervention Name	Description including location(s)	Theme	Location
Transport Corridor			
Swansea West Sustainable Transport Corridor	Sustainable transport improvements to include active travel provision and enhancements to public transport along the A4118 between Killay and Swansea city centre,	Multi-modal scheme	Swansea
Llangyfelach to Swansea Sustainable Transport Corridor	A scheme to enhance and introduce multi-modal sustainable transport options along a key corridor into Swansea city centre. The extents of the scheme are between Llangafelach (B4489) and Dyfatty junction (Bridge Street).	Multi-modal scheme	Swansea
Fabian Way Corridor Enhancements (including Tidal Lagoon project)	A programme of works, predominantly focused on the replacement of Baldwins Bridge, subsequently enabling extension of Langdon Road to Baldwins Crescent and the A483. A new link road would be constructed as part of this scheme. This programme of works could progress alongside and complement the tidal lagoon and other developments along the Fabian Way corridor, or in isolation.	Multi-modal scheme	Swansea
Morrison Hospital Link Road	Support with delivery of Morrison Hospital (NHS funded) link road.	Multi-modal scheme	Swansea
Air Quality Management Areas - Transport Interventions	Delivery of transport interventions which reducing the impact of road transport in AQMAs in Swansea.	Multi-modal scheme	Swansea
Bryntywod - Felindre upgrades to access and bridge	A scheme to complement delivery of wider Felindre ambitions, providing access and bridge upgrades from Bryntywod.	Multi-modal scheme	Swansea

Intervention Name	Description including location(s)	Theme	Location
Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System	Enable efficient transport management by using data and emerging transport technologies to improve journey time reliability across the network, specifically for public transport.	Multi-modal scheme	Swansea

Network resilience

Intervention Name	Description including location(s)	Theme	Location
Climate resilience of key highway infrastructure	Programme to identify network infrastructure at risk of flooding or failure due to extreme weather in order to protect sustainable transport routes between communities and key services.	Network resilience	Carmarthenshire
Scurlage to Llandewi Corner Flood Alleviation	A scheme to alleviate the community severance caused by flooding, impacting public transport and wider connectivity of the community.	Network resilience	Swansea
Killay Square Flood Alleviation	A scheme to alleviate the community severance caused by flooding, impacting public transport and wider connectivity of the community.	Network resilience	Swansea

Public transport improvements (Regional Transport Plan Delivery)

Intervention Name	Description including location(s)	Theme	Location
Develop a Community/DRT strategy and progress delivery	Develop and implement a demand responsive transport and community transport strategy which identifies how the modes can support timetabled bus services to create an accessible public transport system which meets the specific needs of Carmarthenshire's diverse communities. This will include the potential establishment of a Western DRT Zone, Tywi valley DRT zone, the continuation of the Bwcabus/Fflecsi project, additional DRT Zones and the implementation of a single, centralised Community transport/DRT Hub.	Public transport improvements (RTP delivery)	Carmarthenshire
Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service)	Increased frequencies on the X11/X13 services which run between Carmarthen, Ammanford, Llanelli and Swansea. These are two of the region's most well used services and provide connectivity between primary urban areas, offering the opportunity for modal shift from the private car. Increased frequencies on these services would make them a more feasible alternative to the private car, coupled with journey time reliability improvements cited in the RTP. Proving the necessary infrastructure to increase journey time reliability on these routes would make them more popular, and therefore more commercially viable, in turn increasing operator appetite to increase service frequency, creating a positive multiplier effect. This scheme will also seek to improve infrastructure along the corridor.	Public transport improvements (RTP delivery)	Carmarthenshire
Cymmer bus interchange	Improvements to the bus interchange at Cymmer	Public transport improvements (RTP delivery)	Neath Port Talbot
Port Talbot bus station	Improvements to the bus station at Port Talbot to improve journeys by public transport and facilitate economic growth in the town.	Public transport improvements (RTP delivery)	Neath Port Talbot
Windsor road bus lane	Provision of a bus lane on Windsor Road in Neath	Public transport improvements (RTP delivery)	Neath Port Talbot

Intervention Name	Description including location(s)	Theme	Location
Park and Ride Schemes	Johnston, New Hedges, Carew Castle to support Celtic Freeport Construction	Public transport improvements (RTP delivery)	Pembrokeshire
Bus Improvements – Road Infrastructure	Improvements to the highway for bus routes (i.e. passing bays, stopping points) throughout the county	Public transport improvements (RTP delivery)	Pembrokeshire
Dredgeman's Hill Bus Priority Scheme	Transport corridor improvement between Haverfordwest and Johnston	Public transport improvements (RTP delivery)	Pembrokeshire
Key Priority Bus Route Expansion	Working towards and funding the aspirational bus network which includes improvements to bus service frequency/weekend/night service for priority routes . Look at measures to resolving a drivers shortage within the area.	Public transport improvements (RTP delivery)	Pembrokeshire
Long Haul Bus and Rail Station Connectivity	Provision of upgraded long haul bus routes for improved accessibility/mobility provision; improved access to Haverfordwest Rail station for buses through road modification to facility turning/parking.	Public transport improvements (RTP delivery)	Pembrokeshire
Swansea Central Railway Station Interchange Improvements	Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Gowerton Railway Station Interchange Improvements / Public Transport Hub	Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Pontarddulais Railway Station Interchange /	Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea

Intervention Name	Description including location(s)	Theme	Location
Public Transport Hub			
Llansamlet Railway Station Interchange and Supporting Infrastructure	Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Landore Station Interchange and Supporting Infrastructure	Improvements at and in the vicinity of the station (if established), to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Cockett Station Interchange and Supporting Infrastructure	Improvements at and in the vicinity of the station (if established), to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Mumbles Public Transport Interchange	Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Morrison Public Transport Interchange	Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Gorseinon Bus Station Improvements	Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes.	Public transport improvements (RTP delivery)	Swansea
Introduce Demand Responsive Transport in areas	Provision of DRT and community transport to serve areas of rurality, and integration where possible with existing transport services.	Public transport improvements (RTP delivery)	Swansea

Intervention Name	Description including location(s)	Theme	Location
of rurality (e.g. Gower / Mawr)			
Landore Park and Ride Replacement	Alternative facility for Landore Park and Ride and identification of supplementary mobility hub locations.	Public transport improvements (RTP delivery)	Swansea
Urban bus priority in key areas of high passenger-weighted delay	Identification of network issues which contribute to poor journey time reliability, passenger weighted delay and design and implementation of improvement measures.	Public transport improvements (RTP delivery)	Swansea
Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea	Enhancement of passenger waiting facilities across the network.	Public transport improvements (RTP delivery)	Swansea
Improved public transport services and associated infrastructure	Improving sustainable transport access across Swansea, including key trip attractors and tourism destinations, enhancing service provision and/or infrastructure to improve the passenger journey.	Public transport improvements (RTP delivery)	Swansea
Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities	Public transport improvements within the boundaries of the City and County of Swansea that facilitate journeys between Swansea and Carmarthenshire, and Swansea and Neath Port Talbot.	Public transport improvements (RTP delivery)	Swansea
Real Time Passenger Information	Develop and implement RTPI across Swansea, maintaining consistency with neighbouring authorities.	Public transport improvements (RTP delivery)	Swansea

Intervention Name	Description including location(s)	Theme	Location
Zero Emission Bus	Enabling the delivery of a decarbonised public transport system.	Public transport improvements (RTP delivery)	Swansea
EV Bus Charging Hubs at key nodes across Swansea	Support introduction of ULEV bus with supporting charging infrastructure, where appropriate.	Public transport improvements (RTP delivery)	Swansea
Fabian Way Hydrogen Bus Hub	Delivery of a hydrogen refuelling bus hub on Fabian Way, working with key partners to enable delivery.	Public transport improvements (RTP delivery)	Swansea

Rail

Intervention Name	Description including location(s)	Theme	Location
Improved Rail Service to Pembrokeshire	Increased rail service to 1 train per hour for all stations throughout the year.	Rail	Pembrokeshire
Lamphey Rail Sidings	Improved rail sidings at Lamphey to support freight delivery for Celtic Freeport	Rail	Pembrokeshire

Resilience schemes

Intervention Name	Description including location(s)	Theme	Location
Climate Resilience of Key Highway Infrastructure	A programme to identify and address infrastructure along the highway network which has failed or is at risk of damage from extreme weather. To deliver improvements which improve the resilience of infrastructure. This will be comprised of a risk-based prioritised and coordinated programme of cross-asset projects, using a data driven prioritisation model supported by leading edge AI survey and software systems.	Resilience schemes	Carmarthenshire

Intervention Name	Description including location(s)	Theme	Location
Sub-Standard Bridges Programme and Bridges Improvement Package	Economic Activity Social Inclusion and Environmental protection/resilience are key drivers associated with the need to ensure that weight restrictions and sub-standard bridge structures do not result in community severance, long detours for damaging and polluting HGV's and importantly that Public Transport and Active Travel provision at and between these communities is not compromised and upgrade up to 40t capacity. this scheme will address a backlog of critical structural maintenance.	Resilience schemes	Carmarthenshire
Cimla Road Junction - Neath town Centre capacity improvements	Amelioration of significant congestion junction in Neath, currently constraining economic and housing development and disrupting bus services. Improvements to highway capacity delivered through a multi modal approach.	Resilience schemes	Neath Port Talbot
Harbourside ABP (freeport) capacity improvements	Improvement to access to the freeport development within the region, to enable sustainable travel to the large scale development.	Resilience schemes	Neath Port Talbot
Rutherglen roundabout / Seaway Parade capacity improvements (freeport)	To accommodate the increase in capacity on the highway network following the freeport development a review of the existing highway network to determine multi modal improvements.	Resilience schemes	Neath Port Talbot
Capacity improvements - Neath college and surrounding area	Amelioration of significant congestion junction in Neath, currently constraining economic and housing development and disrupting bus services. Improvements to highway capacity delivered through a multi modal approach.	Resilience schemes	Neath Port Talbot
Fabian Way drainage improvement scheme	Drainage improvements to prevent the carriageway from flooding.	Resilience schemes	Neath Port Talbot

Intervention Name	Description including location(s)	Theme	Location
Coastal Access Strategy	Improved access to the coast in sustainable manner	Resilience Scheme	Pembrokeshire
Haverfordwest Northern Travel Corridor	Potential northern travel corridor linking A40 to A487, to provide a northern relief road for Haverfordwest to St Davids	Resilience Scheme	Pembrokeshire
Newgale Coastal Adaptation	Continued support for the Newgale Coastal Adaptation programme and road relief	Resilience Scheme	Pembrokeshire
Pembroke - West Hill Widening	Widening of West Hill, Pembroke, to enable HGV traffic flow to support Celtic Freeport future development	Resilience Scheme	Pembrokeshire

Roads and parking (Regional Transport Plan Delivery)

Intervention Name	Description including location(s)	Theme	Location
Assess and address the structural integrity of Murray Street Car Park	Assess and address the structural integrity of Murray Street Car Park.	Roads and parking (RTP delivery)	Carmarthenshire
Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire	Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire	Roads and parking (RTP delivery)	Carmarthenshire
North Carmarthenshire Rural Road Safety Pinch points	Improvements to address pinch points and improve route conditions between A484 Carmarthen, Newcastle Emlyn, Cenarth and Cardigan, A485 Alltwalis, Windy Corner and Lampeter and along the A482 between Llanwrda and Lampeter.	Roads and parking (RTP delivery)	Carmarthenshire
Roads rehabilitation programme to achieve baseline steady state condition levels	A package of measures to maintain the condition of the highway across the county, providing rural connectivity and preventing major decline. Improve life cycle planning for highway assets by investing in preventative treatments to reduce costs for future generations. Increase use of low carbon materials and construction methods to help meet Net Zero targets.	Roads and parking (RTP delivery)	Carmarthenshire
Update the existing Parking Strategy and parking	Create a new parking strategy, making reference to the use of digital technology for car park management and enforcement, encouraging dynamic systems which support thriving town centres. Update existing parking policy, encouraging themes which support thriving town centres and encourage better use of existing capacity.	Roads and parking (RTP delivery)	Carmarthenshire

Intervention Name	Description including location(s)	Theme	Location
Enforcement Policy			
Coed Darcy – Southern access road	New access road and bridge linking the Coed Darcy housing development to the highway and active travel network	Roads and parking (RTP delivery)	Neath Port Talbot
Cymmer carriageway improvements	Carriageway improvements to enable larger vehicles to access the villages of Glynccorrwg and Abercregan following the closure of the failing Cymmer bridge. (Bridge replacement / severance scheme)	Roads and parking (RTP delivery)	Neath Port Talbot
Port Talbot hub links to SWWITCH harbour way	Improved multi modal infrastructure between Port Talbot Transport Hub and the development area within Harbour side.	Roads and parking (RTP delivery)	Neath Port Talbot
Baglan Energy Park infrastructure	Infrastructure to enable the expansion of the employment area at Baglan Energy Park and enable employees to travel by sustainable modes	Roads and parking (RTP delivery)	Neath Port Talbot
Narberth HGV diversion scheme	GV diversion around Narberth via Kiln Park Road	Roads and parking (RTP delivery)	Pembrokeshire
Lower Town Fishguard	Footway improvements, especially over the bridge, route through trunk road, as active travel improvements.	Roads and parking (RTP delivery)	Pembrokeshire
Prendergast Roundabout	Reconfiguration of Prendergast Cardigan Road junction to mini-roundabout	Roads and parking (RTP delivery)	Pembrokeshire
Salutation Square Congestion	Active Travel and Junction Capacity Improvements through Haverfordwest, focussing around Salutation Square	Roads and parking (RTP delivery)	Pembrokeshire

Ultra-low Emission Vehicle Schemes (ULEV)

Intervention Name	Description including location(s)	Theme	Location
MREC hydrogen refuse vehicle	MREC hydrogen refuse vehicle	ULEV	Neath Port Talbot
MREC transfer station EV charging points for waste vehicles	MREC transfer station EV charging points for waste vehicles	ULEV	Neath Port Talbot
ULEV - Charging Programme	Delivery of Destination Charging, hub charging facilities, and on-street charging programme throughout Pembrokeshire to improve on existing network.	ULEV	Pembrokeshire
ULEV - Phase 6 (Fast Charger)	Fast charger upgrades and replacement with rapid chargers	ULEV	Pembrokeshire
Hydrogen Infrastructure & Grid Improvements - Energy	Hydrogen Infrastructure and Pipeline improvements to increase hydrogen production and use within Pembrokeshire. Improvements to National Grid with regards to future development in Pembrokeshire for both residential and Infrastructure. Seek for Hydrogen buses.	ULEV	Pembrokeshire
Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea	Installation of 'rapid' EV chargepoints at key locations providing 'top-up' charging in central Swansea to accommodate private vehicle owners and taxi operators, as well as 'rapid' chargers installed in close proximity to key transport corridors or destinations.	ULEV	Swansea
Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs	Installation of 'fast' chargepoints on council owned and operated land, including within council car parks and in parking bays adjacent to shopping districts in smaller communities.	ULEV	Swansea

<p>Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea</p>	<p>Installation of on-street chargepoints in, or in the vicinity of, residential properties where a lack of off-road parking is prominent. This includes both placement on the highway in appropriate recharging bays, or in designated residential parking areas adjacent to a residential area.</p>	<p>ULEV</p>	<p>Swansea</p>
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Regional Schemes

The regional schemes listed below are interventions that apply to all locations within South West Wales.

Intervention Name	Description including location(s)	Theme	Location
Key employer access packages	Key employers provide concentrations of employment.	Active travel / walking and cycling	Regional
Regional Active Travel Monitoring and Evaluation	Ensure that the region is collectively working to a process which allows for the robust monitoring and evaluation of active travel scheme to increase propensity to travel actively. This scheme should maximise the value of capital investment on active modes across the region by ensuring that outcomes are closely monitored.	Active travel / walking and cycling	Regional
Regional Active Travel Promotion	Ensure that the region are collectively working to a process which promotes schemes to their greatest potential to increase propensity to travel actively. This scheme should produce promotional material which raises awareness and generates modal shift.	Active travel / walking and cycling	Regional
Regional Cycle Supporting Infrastructure and Cycle Hire Scheme	This scheme will undertake a gap analysis of existing provision across the region to understand where there is a need for infrastructure including (but not limited to), cycle parking, bike repair stations, E-bike charging. This will also include consideration for the further roll out of cycle hire, including E-Bike hire at locations across the region. The scheme will consider the unique needs of the four authorities within the region whilst aiming to provide infrastructure that supports the entire network and meets the needs of those using it and future users, increasing the propensity to cycle.	Active travel / walking and cycling	Regional
Regional E-scooter Trials (Urban Mobility)	Trial the development of an E-scooter urban mobility scheme to provide flexible hire of E-scooters for use in town centres. This would provide an alternative to the private car for shorter journeys and integrate with public transport modes to facilitate the first and final mile of journeys.	Active travel / walking and cycling	Regional

Intervention Name	Description including location(s)	Theme	Location
Regional Road Safety and Highway Improvement Programme	A programme of demand-based interventions to provide localised road safety improvement to footways and highways within communities, upholding the sustainable transport hierarchy and prioritising pedestrians. This scheme will recognise the unique needs of the four authorities within the region and ensure that local prioritisation is applied.	Active travel / walking and cycling	Regional
Regional ROWIP	Delivery of the Region's Rights of Way Improvement Plan, in particular where PROWs serve a function to cater for pedestrians and cyclists to complete utility journeys and link to the wider Active Travel network. Focusing on structures and bridges included in the plan which provide critical links and run the risk of becoming impassible and fracturing the network.	Active travel / walking and cycling	Regional
Regional Safe Routes in Communities	The ongoing development and delivery of walking and cycling schemes delivered through the Safe Routes in Communities grant, through an involved process and extensive consultation to create schemes that meet the specific needs of the Region's diverse communities.	Active travel / walking and cycling	Regional
Regional School Streets	The ongoing development of School Streets schemes which aim to create safer environments outside of schools by limiting vehicular access, in the interest of road safety and increasing the propensity of families to walk and cycle to school.	Active travel / walking and cycling	Regional
Regional School Travel Planning	Developing a unified approach across the Region, in conjunction with Sustrans, to ensure that all schools across the county have the opportunity to produce, adopt and deliver a School Travel Plan.	Active travel / walking and cycling	Regional
Regional Whole School Cycle Training and Provision of Associated Facilities	Working in conjunction with Sustrans and internal Road Safety colleagues to ensure that children at all stages of primary school are offered road safety education, across the Region. Supporting this with appropriate provision of cycle and scooter parking and parent waiting infrastructure to increase propensity to walk and cycle.	Active travel / walking and cycling	Regional
Regional Active Travel Infrastructure	Provision of a programme of active travel interventions across the region, delivering routes included in the ATNM and ensuring that Walking, Cycling and Wheeling infrastructure meets the criteria set out in the ATAG. Alongside distinct	Active travel / walking and cycling	Regional

Intervention Name	Description including location(s)	Theme	Location
	Active Travel schemes this will also include the provision of accessible infrastructure and wayfinding signage.		
Tourism Access Package	Tourism is worth £1.2bn a year to the regional economy 2 National Parks encourage sustainable access. Proposed leisure complex in Afan Valley. Tenby P&R for summer months. Pembrokeshire Coast summer bus service	Multi-modal scheme	Regional
Regional Aerodrome and Out of Region Airport Access	Measure and policy to (i) allow safe access to current SWW aerodromes (ii) to support access to international gateways (Cardiff, Heathrow and Bristol airports for pax and freight	Multi-modal schemes	Regional
Regional Behavioural Change Programme	A programme of measures aimed at encouraging ore sustainable use of the transport network. This will include (but not be limited to) working with employers in the public and private sector to provide workplace travel planning, educational travel planning, access to healthcare, specific travel planning for those with additional learning needs and any other multimodal behavioural change initiatives to support the delivery of capital schemes and maximise the value of investment.	Multi-modal schemes	Regional
Regional Freeport facilitation package	Measures to facilitate delivery of the Freeport. Likely to include localised road improvement, new / additional bus services, AT schemes and a travel brokerage scheme	Multi-modal schemes	Regional
Regional Road Safety Training Programme	Develop and implement an effective Road Safety Training programme which recognises the needs of the most vulnerable road users, including the young and old. This should include the roll-out of Road safety education at all levels including specific training programmes for motorcyclists.	Multi-modal schemes	Regional
Regional Transport/Land Use	Policy based framework for the integration of land use planning with transport. This is designed to support the development of the SDP and will include policy and scheme definition in the SDP context	Multi-modal schemes	Regional

Intervention Name	Description including location(s)	Theme	Location
Planning Initiative			
Town access packages	Access to town centres is key to local economic activity. Health Boards adopting town centre primary care model	Multi-modal schemes	Regional
Regional Bus Infrastructure Improvements	A package of region-wide improvements to bus waiting infrastructure to deliver a consistent and recognisable brand and ensure the public transport is accessible to all, increasing propensity to travel by sustainable modes.	Public transport improvements (RTP delivery)	Regional
Regional Driver Training Programme	Develop a regional programme to recruit and train drivers to address existing shortfalls and future proof the industry. This scheme would be developed in partnership with operators to identify the specific challenges facing the industry and ensure that those challenges were addressed by tailored training programmes.	Public transport improvements (RTP delivery)	Regional
Regional Mobility Hubs	Develop a Mobility Hub strategy which identifies opportunities to integrate ULEV charging with other modes, and deliver localised mobility hubs within communities, which promote sustainable travel options.	Public transport improvements (RTP delivery)	Regional
Regional Real Time Passenger Information System	Develop and implement an RTPI strategy which is consistent with the wider region and allows for the introduction of RTPI across the bus network.	Public transport improvements (RTP delivery)	Regional
Regional School Transport Initiative	In light of bus franchising, develop a sustainable model for the delivery of education transport across the region, recognising the specific needs of the region's diverse communities and addressing matters including SEN education transport.	Public transport improvements (RTP delivery)	Regional

Intervention Name	Description including location(s)	Theme	Location
Regional Asset Management Strategy and Delivery	Development and implementation of a Regional approach to Asset Management including the recording and assessment of the network as well as the delivery of climate resilience and upgrade schemes. The scheme will consider the unique needs of the four authorities within the region and approaches taken across those authorities. It will aim to take advantage of synergies and economies of scale to bring benefits to all of the region and maintain the highway and structural asset portfolio in the face of climate change and wider challenges. this will recognise the role of the highway network across the region as a lifeline to many and the role it plays in deep rural connectivity.	Resilience schemes	Regional
Regional Approach to Park and Ride	Park and ride sites for town / city centres and key employment locations / tourism hotspots.	Roads and parking (RTP delivery)	Regional
Regional Bus Journey Time Reliability Improvements	Identify pinch points across regional corridors which are creating poor journey time reliability outcomes for public transport. Deliver a package of measures to address these pinch points, to be delivered in conjunction with neighbouring authorities to maximise the benefit along the entire routes. This package may include measures such as bus lanes, junction redesign and priority-based measures.	Roads and parking (RTP delivery)	Regional
Regional Bypass Approach	Local congestion locations and locations of safety concerns (note specific schemes e.g. Llandeilo by pass listed below) Est max of 2 – 4 individual schemes across the region	Roads and parking (RTP delivery)	Regional
Regional Car Parking Strategy	A package of measures aimed at assessing current supply and demand across the region, acknowledging the unique challenges faced by specific locations within the four authorities. The scheme will consider options for incentivising sustainable transport through provision and pricing of parking as well as maintaining economic growth across the region and understanding where parking is required to facilitate longer range multimodal journeys.	Roads and parking (RTP delivery)	Regional
Regional HGV Strategy and delivery	Measures to ensure HGV movements 'add value' to the region and to reduce their community impacts. Measures could include 1. new roadside facilities 2. routing map and promotion 3. Selective local improvement on HGV suitable routes to facilitate movement of HGVs	Roads and parking (RTP delivery)	Regional

Intervention Name	Description including location(s)	Theme	Location
Regional Review of 20mph speed limit	A review of the blanket 20mph speed limit based on public response, acknowledging the unique character of each of the four authorities within the region and the localised challenges faced.	Roads and parking (RTP delivery)	Regional
Regional Road Capacity Management Programme	Programme of road management measures to reduce road capacity for private cars with locations TBC or to affect the balance of cost between private and public transport in appropriate circumstances	Roads and parking (RTP delivery)	Regional
Regional Road Safety Plan following update of Road Safety Framework for Wales	Develop a Regional Road Safety plan to give local context to the Road Safety Framework for Wales.	Roads and parking (RTP delivery)	Regional
Regional Traffic Signals Programme	Programme to enhance / provide smart control and UTC in urban areas	Roads and parking (RTP delivery)	Regional
Regional Approach to Biodiversity Net Gain and Highway Verges	Continuing to expand the biodiversity of highway owned land, creating and maintaining habitats in highway verges and alongside active travel facilities.	Roads and parking (RTP delivery)	Regional
Cross boundary corridor	Cover routes into Ceredigion, Powys, Bridgend and Rhondda Cynon Taff that are not trunk roads	Strategic Schemes	Regional

Intervention Name	Description including location(s)	Theme	Location
improvements			
Regional DRT, CT, Car Clubs and Rural Mobility	A programme of measures to assess the need for, develop and deliver a transport system that can cater for door to door, sustainable journeys across the region. This will capture both urban and rural areas where there is a specific need for greater transport connectivity which cannot be satisfied by the timetabled bus network. the scheme will work in conjunction with the third, private and voluntary sectors, as well as public sector partners to deliver a fit for purpose solution for those across the region who are the most deprived in terms of transport.	Taxi and community transport	Regional
Regional Bus Fleet Decarbonisation and associated infrastructure	A package of measures aligning with existing TfW bus decarbonisation programme aimed at phasing out older and less efficient vehicles in favour of lower carbon alternatives. This may include the purchase of vehicles and/or the development of supporting infrastructure.	ULEV	Regional
Regional Public Sector Fleet Decarbonisation	Delivery of a consistent approach to decarbonising public sector fleet by working in conjunction with public sector partners. This scheme will deliver a robust and fit for purpose ULEV charging network across the region through local authorities and their public sector partners, giving a more robust charging infrastructure. The scheme will also include the purchase of ULEV vehicles to facilitate the transition to a decarbonised fleet and provide the relevant upskilling of staff and facilities to accommodate more modern vehicles.	ULEV	Regional
Regional ULEV Behavioural Change Programme	Development of a behavioural change programme based on the COM-B approach and in doing so informing and empowering the public to transition to ULEV where real or perceived barriers exist	ULEV	Regional
Regional ULEV Charging Programme	The delivery of an enhanced ULEV charging network across the region including (but not limited to) specific studies and implementation thereof On-Street Charging, Rapid Hubs, Workplace Charging, Destination Charging, Railway Station Charging,	ULEV	Regional

Intervention Name	Description including location(s)	Theme	Location
(Private Vehicles)	School and Community Charging. This scheme will also explore opportunities to decarbonise power supplies for the charging network.		
Regional Zero Emission Taxi Strategy	The development of a regional strategy to encourage the introduction of zero emission vehicles into taxi fleets, working in conjunction with the private sector and understanding the use of taxis within local authority operations.	ULEV	Regional

Third Party Schemes

These schemes are essential to achieving the Regional Transport Plan Objectives but cannot be developed or delivered regionally. The organisation(s) who would be responsible for funding and delivery is named.

Intervention Name	Description including location(s)	Theme	Delivery Body
Rail Station Facility and Integration Upgrades	A package of improvements to stations across the rail network to improve passenger experience, accessibility and integration with other modes, as well as upgrades to signalling, tracks and level crossings to improve reliability to services and future-proof the network.	Public transport improvements (third party delivery)	Network Rail
Electrification of the Rail Network West of Cardiff	Electrification of the Rail Network West of Cardiff	Public transport improvements (third party delivery)	Network Rail
Climate Resilience of Rail Infrastructure in Carmarthen Bay	The South West Main Line between Ferryside in the west and Llanelli in the east runs adjacent to Carmarthen Bay, and is at risk of damage from seasonal, coastal flooding. Services along the SWML are often cancelled or replaced by bus due to severe weather and flooding, creating regionally significant impacts. This scheme would lobby TfW to investigate and deliver solutions to future proof the track at this location, providing increased service reliability and onwards connectivity west to Pembrokeshire and East to Swansea.	Resilience schemes	Network Rail (and TfW)
One Hour fast service between Cardiff and Carmarthen	The introduction of a one hour fast service between Cardiff and Carmarthen along the Swansea District Line, via Felindre.	Strategic schemes (third party delivery)	Network Rail / TfW

Intervention Name	Description including location(s)	Theme	Delivery Body
West Wales to Bristol Temple Meads	Improved frequencies and improved direct service between West Wales and Bristol Temple Meads.	Strategic schemes (third party delivery)	Network Rail / TfW
Swansea to Carmarthen and West Wales	Improved frequencies between Swansea/Carmarthen and West Wales - a minimum of 1 train per hour between Swansea and Pembroke Dock, 1 train per hour between Carmarthen/Cardiff and Milford Haven and 2 trains per hour between Carmarthen and Fishguard.	Strategic schemes (third party delivery)	Network Rail / TfW
Heart of Wales Line Timetabling, Frequency and Stock Improvements	Lobby TfW and NR for improvements to timetabling, stock and frequency on the Heart of Wales Line to provide a feasible alternative to the private car . This scheme would integrate with proposed improvements to interchange facilities at Ammanford, the proposed reopening of the Amman Valley Mineral Line and the delivery of the Tywi Valley Path.	Strategic schemes (third party delivery)	Network Rail / TfW
Station Facility and Integration Upgrades	A package of improvements to stations across the SWML and HOWL to improve passenger experience, accessibility and integration with other modes, as well as upgrades to signalling, tracks and level crossings to improve reliability to services and future-proof the network. This will specifically also include improvements at Whitland Railway station.	Strategic schemes (third party delivery)	Network Rail / TfW
Rail timetabling, frequency and stock improvements	Lobby TfW and NR for improvements to timetabling, stock and frequency on the rail network to provide a feasible alternative to the private car .	Public transport improvements (third party delivery)	Network Rail / TfW / GWR / Other Train Operators
Junction 43, M4 improvements	Congestion reduction measures on the strategic highway network where congestions blocks back to local roads	Strategic schemes (third party delivery)	SWTRA
Llandeilo Eastern Bypass	Support WG to facilitate delivery on the long-standing commitment to deliver The Llandeilo Eastern Bypass, thereby improving journey time reliability on the Swansea to Manchester Trunk Road, improving air quality safety and social, environment and economic conditions in Llandeilo Town.	Strategic schemes (third party delivery)	SWTRA

Intervention Name	Description including location(s)	Theme	Delivery Body
Lower Town Fishguard (A487)	New road to remove pinch point on trunk road	Strategic schemes (third party delivery)	SWTRA
East West Corridor Network Improvements	Series of improvements on the A40, A477, A48 to improve congestion and traffic flow; feasibility studies to look at 2 + 1 works on the Trunk Roads	Strategic schemes (third party delivery)	SWTRA
Trunk Road upgrade programme	Series of asset improvement schemes on the trunk road network – to include Briton Ferry Bridge refurbishment and Swansea area carriageway structural asset improvement	Strategic schemes (third party delivery)	SWTRA
Pembrokeshire Travel Corridor	New travel corridor linking A4075/A477 with B4319 around Pembroke; WeITAG Stage 1 and 2 work. To support Celtic Freeport development.	Strategic schemes (third party delivery)	SWTRA
East West Corridor Network Improvements	Series of improvements on the A40, A477, A48 to improve congestion and traffic flow; feasibility studies to look at 2 + 1 works on the Trunk Roads	Strategic schemes (third party delivery)	SWTRA
Regional (national ?) Integrated Ticketing	Lobby TfW for the provision of pay as you go and integrated ticketing across public transport modes within the region and across regions in Wales. Simplifying access to passenger transport would improve attractiveness of rail travel and utilising multiple modes to complete door to door journeys.	Public transport improvements (third party delivery)	TfW
Carmarthen to Aberystwyth	Lobby TfW and NR for the reopening of the Carmarthen to Aberystwyth Line as a passenger line providing North/South connectivity and reducing the current fastest rail journey of circa 6 hours significantly. The line would provide intra regional connectivity by connecting with Mid Wales (Ceredigion).	Strategic schemes (third party delivery)	Welsh Government / Network Rail / TfW
Amman Valley Mineral Line	Lobby TfW and NR for the reopening of the Amman Valley Mineral Line as a passenger line serving the Amman Valley and providing cross-border connectivity into Swansea creating access to employment and education opportunities.	Strategic schemes (third party delivery)	Welsh Government / Network Rail / TfW

Intervention Name	Description including location(s)	Theme	Delivery Body
St Clears Railway Station Reopening	Carmarthenshire County Council have developed a package of integration elements including bus service recommendations, infrastructure improvements and active travel measures, as well as an integrated multi modal interchange to support the reopening of St Clears Railway Station, to a WelTAG stage 3. We are open to support TfW and Network rail in the reopening of the station and deliver the supporting elements. We will continue to lobby for the station reopening as a local and regional priority. The need for this station will be exacerbated should St Clears be chosen as the site of the new West Wales General Hospital.	Strategic schemes (third party delivery)	Welsh Government / Network Rail / TfW
West Wales Multi Modal Interchange Improvements and Swansea District Line Improvements/Links	The delivery of a West Wales Parkway Station at Felindre with associated multimodal facilities to facilitate seamless integration and promote sustainable door to door journeys which do not rely on the private car. Including improvements along the Swansea District Line and links to it.	Strategic schemes (third party delivery)	Welsh Government / Network Rail / TfW / Other train operators
Bus Regulatory Reform	Redesign and regionalisation of the bus network proposed by Transport for Wales in conjunction with Welsh Government. It is anticipated that by April 2027 the franchising of the bus network will be complete, creating opportunities for increased levels of service and frequency. This will afford Local Authorities opportunities to lobby TfW for improvements to local services to better serve local communities and increase propensity to travel by bus.	Strategic schemes (third party delivery)	Welsh Government / TfW
Regional Hydrogen Bus	Development of Hydrogen Buses and associated Charging infrastructure across the region to facilitate the provision of a hydrogen bus trial with HTPPO and SWT as well as potential wider roll out of hydrogen buses.	ULEV	Welsh Government / TfW