

Appendix 7 Regional List

| 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 are 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 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 |
| 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 schemes this will also include the provision of accessible infrastructure and wayfinding signage. | Active travel / walking and cycling | Regional |
| 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 more 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 Planning Initiative | 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 |
| 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 |

| | | | |
|--|--|----------------------------------|----------|
| 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 |
| 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 improvements | Cover routes into Ceredigion, Powys, Bridgend and Rhondda Cynon Taff that are not trunk roads | Strategic Schemes | Regional |
| 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 changing 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 (Private Vehicles) | 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, School and Community Charging. This scheme will also explore opportunities to decarbonise power supplies for the charging network. | ULEV | Regional |
| 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 |